



Transport Statement

PALATINE ROAD, NORTHENDEN,
MANCHESTER

Client: Express Solicitors



Document Control		
Report Reference	P23019/TS	
Document Version	Issue	
File Reference	N:\Projects 2023\P23019 - Palatine Road, Northenden\7.Reports\TS	
Date	August 2023	
Client	Express Solicitors	
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APPENDICES

Appendix A CrashMap Reports

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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a development of 34 apartments and 5 houses at Palatine Road, Brett Street and Allanson Road Northenden.
- 1.1.2 Manchester City Council (MCC) is the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area. Prime Transport Planning (Prime) has produced this TS on behalf of the applicant, Express Solicitors.
- 1.1.3 This Transport Statement (TS) has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2014) as well as the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA) (2007).
- 1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the outline planning submission to which this report relates.
- 1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 This report has been prepared in accordance with *Transport evidence bases in plan making and decision taking* which replaced the DfT's GTA in 2014. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Statements or Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements* (2015), however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 Given that GTA was in place for 7-years, Prime believes that an assessment in-line with the document still represents industry best-practice, particularly for aspects where the current guidance lacks the necessary detail to form a robust assessment.
- 1.2.4 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the local highway network; traffic conditions in the vicinity of the site; provides an assessment of local highway safety through an accident review and provides an assessment of the accessibility of the site by sustainable modes of transport;
- Section 4 details the development proposal including the access strategy, parking arrangements and internal layout considerations;
- Section 5 looks at the accessibility of the site;
- Section 6 assesses the impacts of the scheme including likely traffic generation; and
- Section 7 provides a summary and conclusion of the findings of this TS.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that new developments conform to and complement national and local planning policy and therefore this section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.5 In determining planning applications, paragraph 111 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.'

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 In the context of maximising sustainable transport solutions, paragraph 105 of NPPF acknowledges that the opportunities to do so will vary between urban and rural locations. Point a) of paragraph 120 acknowledges improved public access to the countryside as being a benefit that should be encouraged

2.2.8 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.3.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

'The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;*
- *highlight and promote opportunities to reduce the need for travel where appropriate;*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;*
- *consider the cumulative impacts of existing and proposed development on transport networks;*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands; and*
- *identify the short, medium and long-term transport proposals across all modes'.*

2.3.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this TS.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS p. 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010, a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Greater Manchester Transport Strategy 2040

2.5.1 In the first month of 2021, Transport for Greater Manchester (TfGM) unveiled a forward-looking transport vision slated for 2040. The plan emphasised the establishment of user-oriented travel alternatives, bolstered by sophisticated information systems, ticketing, and payment solutions, all woven into a seamless Greater Manchester transport system. It underscored that 80% of NO2 contamination occurs alongside roads, posing significant health risks, and pegged the annual financial toll of congestion in Greater Manchester at approximately £1.3 billion, as calculated by TfGM. The strategy expressed a desire for a well-linked, carbon-neutral Regional Centre acting as a Northern hub.

2.5.2 According to the third policy mentioned in the strategy, TfGM will maintain a sequence of initiatives promoting sustainable travel choices. This would be backed by tools for journey planning and information to encourage a shift in travel behaviour and mode, aiming to maximise the use of existing capacity, especially during peak hours. These initiatives include:

- *"Reducing the carbon and environmental cost of journeys; New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

2.5.3 Under the strategy's fourth policy, TfGM commits to collaborating with developers to guarantee new developments are reachable by sustainable means, and to decrease transport emissions and impacts on the highway network. This will be aligned 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."*

2.5.4 These principles are mirrored in the accompanying Freight Transport Plan (FTP), which includes a host of initiatives to limit the number of car journeys generated by the development, and stimulate sustainable travel for residents, staff, and visitors.

2.5.5 It's believed that the suggested development will not negatively affect the transport network. Instead, it will bolster the Transport Strategy by improving the potential for sustainable travel through integration with existing infrastructure.

2.6 Manchester Core Strategy 2012 - 2027

2.6.1 The Manchester Core Strategy echoes principles similar to those of the National Planning Policy Framework (NPPF). It includes three specific Transport policies, which are:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

2.6.2 Policy T1 emphasizes sustainable transportation and universal access. The accessibility of the Site would motivate users of the proposed development to opt for sustainable travel methods.

2.6.3 According to Policy T2 in the Manchester Core Strategy:

"Parking...Standards are set for two different area types:

- *District Centres*
- *Areas not within the City Centre or District Centres*

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.."

2.6.4 The parking plan proposed for the Site mirrors the highly accessible nature of the Proposed Development while considering the genuine needs of its users. The Proposed Development would leverage active and sustainable transport connections throughout the city centre.

- 2.6.5 Manchester City Council evaluates parking provision in the city on an individual basis. It is worth noting that the Council has recently accepted new developments with minimal or no parking provision in areas with high public transport accessibility and proximity to City Centre locations. This approach to car parking aligns with the guidelines outlined in the Greater Jobs and Skills (GJS) Framework and is consistent with other recently approved plots.
- 2.6.6 The proposals for cycle parking are consistent with the transport policies detailed in the Manchester City Council Core Strategy, offering full provision for residents.
- 2.6.7 Policy T3 pertains to the strategic integration of developments with the sustainable transport network. The proposed development would not hinder the execution of any strategic integration projects.
- 2.6.8 Policy H7 sets out the residential development requirements for the Wythenshaw area of the City.

2.7 Summary

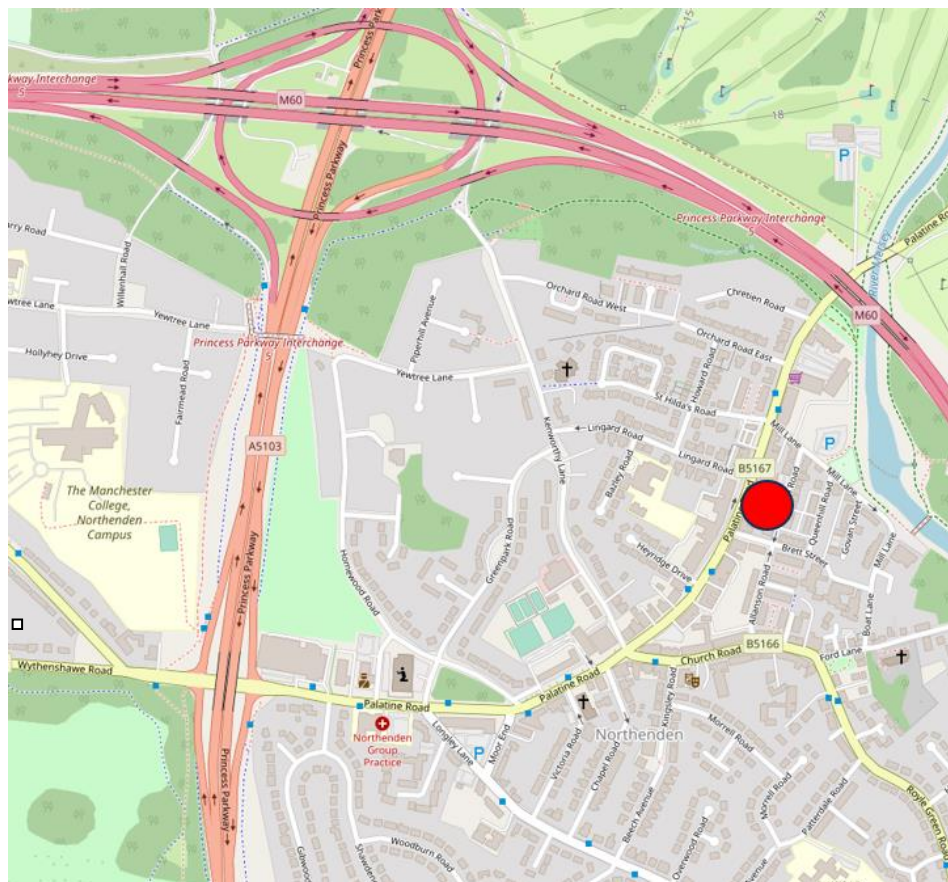
- 2.7.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is in Northenden, which is a suburb located in the south of the City of Manchester, in the district of Wythenshaw.
- 3.1.2 The town of Stockport lies approximately 9km to the east, Manchester City Centre is approximately 10km to north. Other nearby towns include Warrington, 25km to the west, and Macclesfield, which is approximately 25km to the south. Manchester Airport is 6km to the south.
- 3.1.3 The site is itself is located within the District Centre of Northenden, as defined in the Manchester City Council Core Strategy. The site comprises two parcels of land, the main one being an office with 15 car parking spaces, and frontages onto both Palatine Road and Allanson Road. The second, smaller parcel is also an office, with 7 car parking spaces, on the corner of Brett Street and Allanson Road. Both sites are currently operationally in use by the client. Junction 5 of the M60 is within 2km from the site.
- 3.1.4 The location of the site is shown in Image 3.1.

Image 3.1: Site Location Plan



Mapping Source: <https://www.openstreetmap.org/>

3.2 Local Highway Network

Palatine Road (B5167)

- 3.2.1 Palatine Road is a local distributor road which links the A5103 Princess Parkway in the south to Withington and other destinations to the north after it passes under the M60. It is a vibrant local high street. The carriageway fronting the site is approximately 6.7m wide, although a service road is present on the western side coincident with part of this site's frontage, which has some parking available, including dedicated loading and disabled bays. It is known as the Parade.
- 3.2.2 Footways start at approximately 1.6m on the western side increasing to 3.5m along the Parade.
- 3.2.3 and 2m on the eastern side, although the commercial premises fronting Palatine Road on the eastern side of this part of the road invariably have areas given over to public realm thus enhancing the effective width.
- 3.2.4 The road has streetlighting and is subject to a 30mph speed limit. A signalised pedestrian crossing is located immediately fronting the site. Waiting and loading restrictions are in force during the daytimes. There is public cycle parking in the area between the main carriageway and the service road. The nearest bus stops to the site are located on Palatine Road, with a pair at approximately 100-130m in either direction.

Allanson Road

- 3.2.5 Allanson Road provides the other frontage for the main parcel. It is a one way street in a southerly direction taking access from Palatine Road via Mill Lane, which itself is partially subject to one-way traffic between Palatine and Allanson Roads. The road is largely residential in nature, comprising mainly semi-detached dwellings with on-street parking on both sides.
- 3.2.6 The carriageway is approximately 5.5m wide with footways of 1.6m width.

Brett Street

- 3.2.7 Traffic from Allanson Road must turn onto Brett Street to return to Palatine Road. It is a 2 way road and is again largely residential in nature save for the second (smaller) parcel of this development proposal and a neighbouring hair salon. The houses here also have on-street parking only, however there are some areas subject to 24 hour waiting restrictions (with loading ban) and some time limited parking bays (1 hour maximum during the daytimes).
- 3.2.8 The carriageway measures 7.3m wide with footways of 1.6m

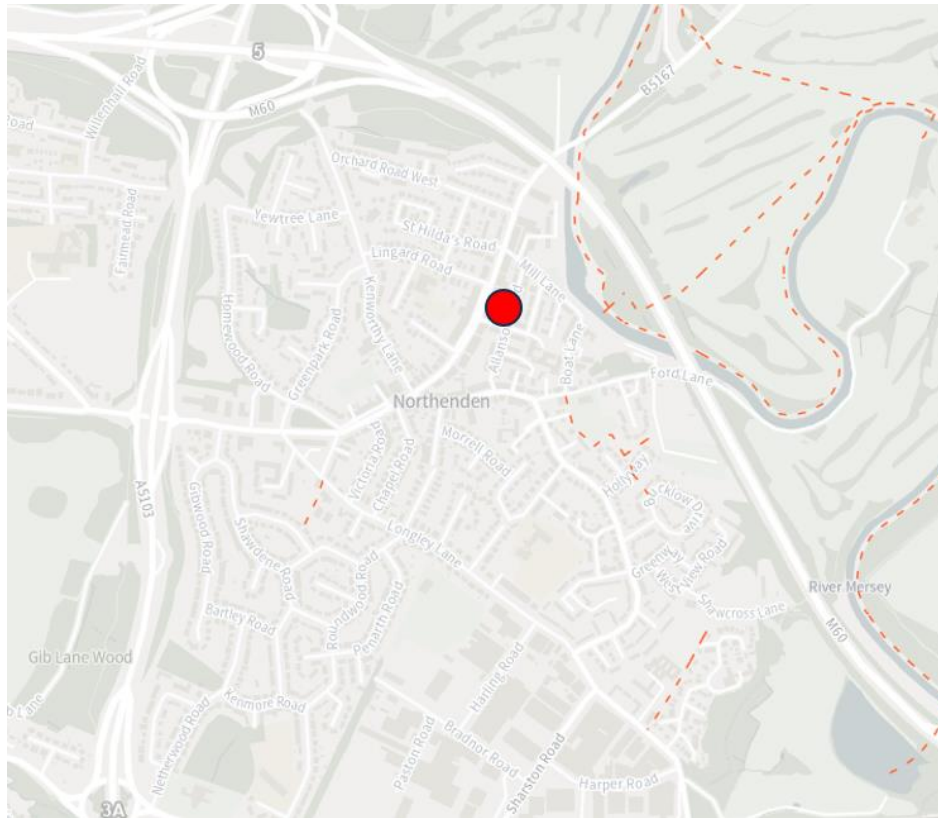
3.3 Public Rights of Way

- 3.3.1 The nearest Public Rights of Way (PRoW) are located approximately 300 from the site in a north easterly and a north westerly direction. Both are public footpaths, with the northern footpath linking

to a network of paths including one running along the northern bank of the River Mersey and across Withington Golf Course.

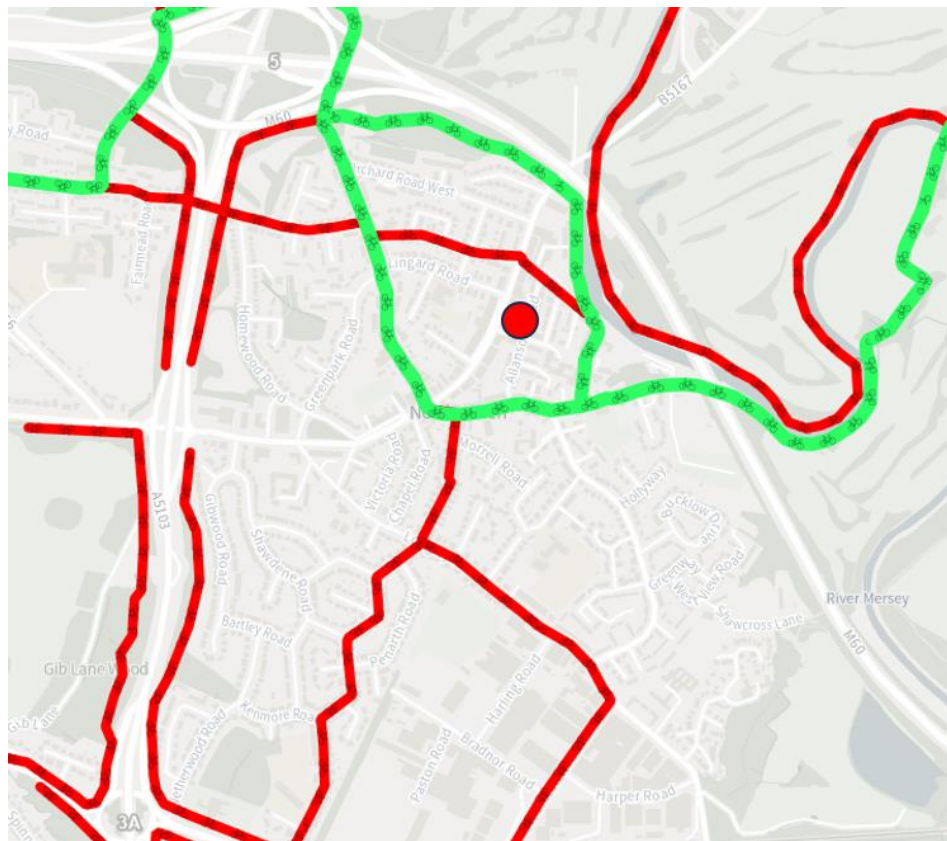
- 3.3.2 The PRoW and bridleway described above are shown in Image 3.2. The map shown in Image 3.2 is an extract from the MappingGM website which is developed by the Greater Manchester Combined Authority.

Image 3.2: Local Public Rights of Way



Source: <https://mappinggm.org.uk/>

- 3.3.3 Image 3.2 shows the National Cycle Network route 62 (green line) running along the southern bank of the River Mersey and extending in a loop around the site. The route is also open to pedestrians. The red lines indicate TfGM cycle facilities.

Image 3.2 Local Cycle Routes

Source: <https://mappinggm.org.uk/>

3.4 Highway Safety Review

- 3.4.1 A review of the accidents that have occurred on the highway network in the vicinity of the site has been undertaken using data from the publicly accessible Transport for Greater Manchester Report Road Accidents website (<https://www.gmtu.gov.uk/gmaccidents/#>).
- 3.4.2 This review has concentrated on Allanson Road, Brett Street, Mill Lane and Palatine Road, where they surround the development site. The data reviewed covers a 3-year period spanning 2018 - 2021, this being the latest data available at the time of writing this report. The associated CrashMap reports are included in Appendix A
- 3.4.3 The results show that just 4 accidents occurred during this time, 3 occurred on Palatine Road, two of which were at or about the junction of Mill Lane. The fourth was on Mill Lane at the junction with Peggy Lane. Two of them involved vehicles turning at the junction, both resulting in slight injuries, whilst the third accident resulted in a serious injury.
- 3.4.4 The accident on Palatine Road (not at the junction) was the result of a pedestrian colliding with a parked motorcycle.

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- 3.4.5 Of the two accidents at the Mill Lane junction, one occurred when a left turning vehicle struck a pedestrian in the carriageway resulting in the serious injury. The second, slight, accident involved another pedestrian, but the vehicle which was not turning, did not impact them.
- 3.4.6 The accident at Peggy Lane involved a cyclist which collided with the rear of a car when another vehicle turned across the path of the car.
- 3.4.7 The above suggests that there is no highway safety issue in the vicinity of the proposed development and there is no evidence to suggest that the development proposals will exacerbate the accident frequency or severity.

4 DEVELOPMENT PROPOSALS

4.1 Development Description

4.1.1 Outline planning permission is sought for the development of 34 apartments and 5 houses at Palatine Road, Brett Street and Allanson Road Northenden. The following accommodate schedule is proposed:

- Main Block
 - 12 x 1 bedroom 2 person flats;
 - 6 x 2 bedroom 3 person flats
 - 15 x 2 bedroom 4 person flats
- Allanson Road
 - 3 x 3 bedroom 5 person houses
- Brett Street
 - 2 x 3 bedroom 5 person houses.

4.1.2 24 car parking spaces will be provided at the main site for the apartments and 1 garage space each for the houses.

4.2 Proposed Access Arrangements

4.2.1 The main vehicular entry point from the highway network will be via a new access onto Allanson Road, adjacent number 12, which will serve the main car park for the apartments. The proposed access junction replicates that of the existing site access. Each of the proposed houses will each have in-built garages.

4.2.2 The main pedestrian access to the apartment block will be from Palatine Road immediately adjacent the signalised pedestrian crossing, with a secondary access from the car park. Each of the five houses will have access directly from the road frontage where they are located.

4.2.3 Access to the cycle parking store, which is located at the front of the apartment block is from Palatine Road.

4.3 Refuse Collection

4.3.1 Refuse collection will continue as per the existing arrangements – from Allanson Road. The bins will be located close to the car park access for ease of retrieval by operatives.

4.4 Parking Provision

4.4.1 Car parking is provided at a rate of 0.7 spaces per apartment (34 apartments - 24 spaces) and 1 space per dwelling for the houses. Each space within the car park will have minimum dimensions of 2.4m x

5.0m to ensure manoeuvrability and the aisle measures 7m. The townhouses each have garages of dimensions 3m x 6m.

4.4.2 The apartment provision is acknowledged to be lower than the headline rate set out in the Manchester Residential Design Guide, which states ‘100% parking provision as a starting point for areas outside of the City Centre.’ However, further investigation reveals that the Core Strategy Policy behind the Design Guide is Policy T2, places groups District Centres with the City Centre for the purposes of car parking. This site is located within the defined boundary of the District Centre, thus meeting the requirement. By having excellent access to the amenities in the immediate vicinity and good public transport accessibility as set out in section 5 below, the demand for car parking is reduced.

4.4.3 Electric vehicle (EV) charging points will be provided for every parking space.

4.4.4 A secure cycle store sufficient to cater for 1 bicycle per apartment will be provided within the apartment building as shown on the Site Layout drawing by AEW Architecture, with additional visitor spaces in the curtilage of the main apartment building. The townhouse garages are sufficient to accommodate at least 1 bicycle each.

4.5 Summary

4.5.1 This section has presented details of the development proposals and the proposed access arrangement from Allanson Road and Brett Street.

4.5.2 Appropriate levels of cycle parking will be provided along with EV charging provision.

4.5.3 In light of the above, the proposed site access arrangement and parking provision is consistent with Policies T1, T2 and T3 of the Manchester Core Strategy along with the Key Principles of the Greater Manchester Transport Strategy.

4.5.4 The site access and layout design help the site to conform with NPPF guidance including paragraph 110 in creating ‘*safe and suitable access*’ which minimises conflicts between traffic and cyclists or pedestrians and considers the ‘*needs of people with disabilities and reduce mobility*’ through the footway provision and proposed maximum gradient.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The site is located within the District Centre of Northenden. The area boasts a comprehensive network of footways and a complementary package of formal and informal crossing points for pedestrians. Street lighting is provided and vehicle speeds are controlled where necessary by traffic calming to enhance the pedestrian experience in the vicinity of the site.
- 5.2.2 In general footways in the surrounding area are generously proportioned and in good condition. We recognise that some sections of footway in the vicinity fall short of the modern 2m minimum standard, but the widths available are in excess of the absolute minimums recommended in the DfT’s *Inclusive Mobility* (2021) and are typical features of older population centres.
- 5.2.3 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 Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

Source: CIHT Document ‘Providing for Journeys on Foot’ (2000)

- 5.2.4 Being located within the District Centre, a wide range of facilities are located within the 2km range including a number of primary schools, two Secondary Schools (Southern Cross and Pioneer House),

the Spindles Health Club and Gym, the doctors' surgeries, and numerous pubs/restaurants, food stores, other shops and pharmacies.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

5.3.3 Local Transport Note (LTN) 1/20 Cycle Infrastructure Design states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people'.

5.3.4 The National Travel Survey states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *'in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds'.*

5.3.5 Aside from Palatine Road (B5167) many of the roads within Northenden are lightly trafficked, thus, making them conducive to cycling. The nearest official cycle route is the National Cycle Network (NCN) Route 62. It is approximately 200m from the site to the nearest point on the route. The route runs alongside the River Mersey. NCN 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. More locally it connects to Stockport in the east and Sale in the west. It also provides a connection to route 85 linking Manchester Airport and Withington.

5.3.6 The amenities mentioned in the 'Access by Foot' section are, of course, within a 10-minute cycle time (2km). A 5km catchment includes the centre of Wythenshaw as well as Cheadle, Fallowfield, Heaton Moor, which may provide employment opportunities to future residents of the site. Stockport, Altrincham, Sale plus Manchester Airport and many other areas are located within an 8km catchment which include their own amenities and employment opportunities.

5.3.7 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site.

5.4 Access by Bus

5.4.1 The CIHT document *Planning for Public Transport in Developments* (1999) recommends a walking distance of up to 400m to bus stops for new developments, which is equivalent to a five-minute walk based on a circa 1.4m/s walking speed.

5.4.2 As mentioned in Section 3, there are two pairs of bus stops located on Palatine Road within a 150m of the site. The stops all comprise flags, timetable information with three out of the four providing shelters too. They are frequented by services 41, 43 and 754. Further stops on Church Road (approximately 250m from the site) also provide access to service 103.

5.4.3 Table 5.2 summarised the bus services available from the stops on Palatine Road.

Table 5.2: Summary of Key Bus Services in Vicinity of Site

Service	Route	Weekday	Weekend	
			Saturday	Sunday
41 Cross City	Middleton – Sale	30 mins	60 mins	60 mins
43	Manchester Piccadilly - Manchester Airport	10 mins	15 mins	15 mins
103	Manchester Piccadilly - Manchester Airport	30 mins	-	-
754	No Info available at time of writing (school svc)			

5.4.4 The stops attract three frequent services, 41, 43 and 103. The 43 service runs 24 hours per day whilst the 103 runs from approximately 5am to 1am daily providing excellent accessibility for potential residents of the site.

5.4.5 Given the proximity of the bus stops and the frequency of the services, bus travel is considered to be a viable mode of transport and provides a convenient choice for future residents of the site.

5.5 Access by Rail

5.5.1 The site is approximately 2.8km walk/cycle from East Didsbury railway station. The station is operated by Northern Rail and has twice hourly trains to Manchester Airport, frequent services to Manchester Piccadilly, Manchester Oxford Road, Liverpool Lime Street, Crewe, and others. Via these stations, connections can be made to any mainland railway station, in the UK.

5.5.2 East Didsbury Station has 15 car parking spaces (2 accessible). The station can also be reached by bus/tram.

5.6 Bee Network

- 5.6.1 TfGM have introduced the Bee Network across Greater Manchester over recent years. The aim of it is to introduce a London-style transport system with capped fares, tickets covering all public transport modes, centralised information (including a website and Bee App) etc. From 24th September 2023, the first Bee Network buses will start operating in parts of Greater Manchester. The initiative means that a coordinated approach to harmonising all sustainable modes of travel is being pursued with the aim of making them easier to use and therefore more popular.

5.7 Summary

- 5.7.1 This section of the report has demonstrated that the site is in a highly sustainable location where a comprehensive range of local amenities in the immediate vicinity and neighbouring local settlements are within nationally recognised acceptable walking and cycling distances.
- 5.7.2 In respect of public transport, the bus services which operate in proximity to the site provide connections to Manchester City Centre, Manchester Airport, Wythenshaw and other destinations. In addition, the rail services which operate at the nearby East Didsbury train station provide further connections to various destinations including Manchester, Manchester Airport, Crewe and Liverpool.
- 5.7.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that *‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’*, as well as providing *‘safe and suitable’* access for all.
- 5.7.4 In addition, the highly sustainable location of the site, aligns with MCC Core Strategy and its policy principles particularly T1 (Sustainable Transport). proposals also align with the Key Principles, of the Manchester Transport Strategy.
- 5.7.5 The opportunities afforded by the Bee Network will only serve to further enhance access by sustainable modes of transport.

6 TRAFFIC IMPACT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to determine the likely levels of traffic to be generated by the proposed development and predicts the likely impact this traffic will have on the local highway network.

6.2 Trip Generation

- 6.2.1 The industry approved TRICS database has been used to forecast the number of vehicular trips that the development is likely to generate. TRICS is an industry-standard database which contains traffic generation surveys of numerous sites of various land use types across the UK and Ireland, including affordable dwellings.
- 6.2.2 A summary of the TRICS based trip rates based on the abovementioned sites, along with the forecast trip generation associated with 34 apartments and 5 houses is provided in Tables 6.1 and 6.2 respectively. The TRICS report output is included in Appendix B.

Table 6.1: TRICS Trip Rate and Forecast Trip Generation - Apartments

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.032	0.192	0.224	1	7	8
08:00-09:00	0.096	0.280	0.376	3	10	13
09:00-10:00	0.168	0.088	0.256	6	3	9
10:00-11:00	0.088	0.200	0.288	3	7	10
11:00-12:00	0.184	0.136	0.320	6	5	11
12:00-13:00	0.144	0.112	0.256	5	4	9
13:00-14:00	0.096	0.168	0.264	3	6	9
14:00-15:00	0.088	0.160	0.248	3	5	8
15:00-16:00	0.184	0.104	0.288	6	4	10
16:00-17:00	0.208	0.096	0.304	7	3	10
17:00-18:00	0.168	0.104	0.272	6	4	10
18:00-19:00	0.200	0.128	0.328	7	4	11
12-hour	1.656	1.768	3.424	56	62	118

Table 6.2: TRICS Trip Rate and Forecast Trip Generation - Houses

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.122	0.392	0.514	1	2	3
08:00-09:00	0.230	0.446	0.676	1	2	3
09:00-10:00	0.081	0.162	0.243	0	1	1
10:00-11:00	0.189	0.230	0.419	1	1	2
11:00-12:00	0.203	0.216	0.419	1	1	2
12:00-13:00	0.338	0.230	0.568	2	1	3
13:00-14:00	0.284	0.284	0.568	1	1	2
14:00-15:00	0.189	0.243	0.432	1	1	2
15:00-16:00	0.338	0.149	0.487	2	1	3
16:00-17:00	0.311	0.216	0.527	2	1	3
17:00-18:00	0.324	0.243	0.567	2	1	3
18:00-19:00	0.257	0.176	0.433	1	1	2
12-hour	2.866	2.987	5.853	15	14	29

6.2.3 Tables 6.1 & 6.2 above suggest that the proposed development will generate very little traffic. An examination shows that a maximum of 16 two way trips in the AM peak and 13 in the PM peak are predicted to be generated. These figures are equivalent to one new trip at the site access every 4-5 minutes in the peak hours.

6.2.4 The combined existing offices at Palatine Road and on Brett Street will be demolished to facilitate the construction of the proposed dwellings. An interrogation of the TRICS database has also been carried out to quantify the level of trips which will be removed from the local highway network as a result of this development. The results are shown in Table 6.3 below.

Table 6.3: TRICS Trip Rate and Forecast Trip Generation - Offices

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.37	0.06	0	10	1	12
08:00-09:00	1.12	0.16	1	30	5	35
09:00-10:00	0.56	0.25	1	16	7	22
10:00-11:00	0.29	0.23	1	8	6	14
11:00-12:00	0.20	0.19	0	6	5	10
12:00-13:00	0.26	0.35	1	7	9	16
13:00-14:00	0.29	0.28	1	8	8	15
14:00-15:00	0.21	0.26	0	5	7	13
15:00-16:00	0.15	0.32	0	4	9	13
16:00-17:00	0.18	0.53	1	5	14	20
17:00-18:00	0.09	0.78	1	2	22	24
18:00-19:00	0.05	0.30	0	2	8	9
12-Hour	3.76	3.71	7.47	103	101	203

- 6.2.5 The net effect of the proposed development will lead to fewer vehicle trips on the highway network compared to the existing offices. Table 6.4 below shows the reduction in traffic predicted for this development. The results are shown in Table 6.3 below.

Table 6.4 TRICS Trip Rate and Forecast Trip Generation – Net Effect

Time	Trip Generation		
	Arrivals	Departures	Total
07:00-08:00	-8	8	-1
08:00-09:00	-26	7	-19
09:00-10:00	-10	-3	-12
10:00-11:00	-4	2	-2
11:00-12:00	1	1	3
12:00-13:00	0	-4	-4
13:00-14:00	-4	-1	-4
14:00-15:00	-1	-1	-3
15:00-16:00	4	-4	0
16:00-17:00	4	-10	-7
17:00-18:00	6	-17	-11
18:00-19:00	6	-3	4
12-hour	-32	-25	-56

6.3 Trip Generation Summary

- 6.3.1 The above levels of traffic generation from the proposed development are minimal. When the existing trips from the offices are taken into account, the development will have a positive effect on the highway network by reducing the numbers of vehicles generated by the site.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a development of 34 apartments and 3 townhouses on Palatine Road/Allanson Road with a further 2 town houses located on Brett Street, Northenden. The site is currently in use as a solicitors' offices.
- 7.1.2 It is proposed that vehicles will enter the site via a new access junction onto Allanson Road.
- 7.1.3 The site is well located for access by sustainable modes of transport, with a wide range of amenities located within walking distance, including places of education and employment. Bus stops are located within a close walk providing access to a range of destinations, and the site is within close proximity of the national cycle network. East Didsbury train station provides opportunity for longer distance travel. The developing Bee Network will only enhance accessibility for sustainable modes of transport.
- 7.1.4 A review of accident data for the local area has been undertaken for the most recent 5-year period available. The data indicates that there have been just four recorded injury accidents in the vicinity of the proposed development over the most recent 5-year period. From an examination of the data there is no evidence to suggest that there are any existing highway safety issues that would be exacerbated by the development proposals.
- 7.1.5 A trip generation exercise has been undertaken using TRICS, an industry standard software, demonstrating that the site would serve to reduce traffic on the local highway network compared with the existing offices.

7.2 Conclusions

- 7.2.1 It is concluded that the proposed development would not have a positive effect on the local highway network.
- 7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we are happy to consult further with them.

APPENDIX A

CRASHMAP REPORTS

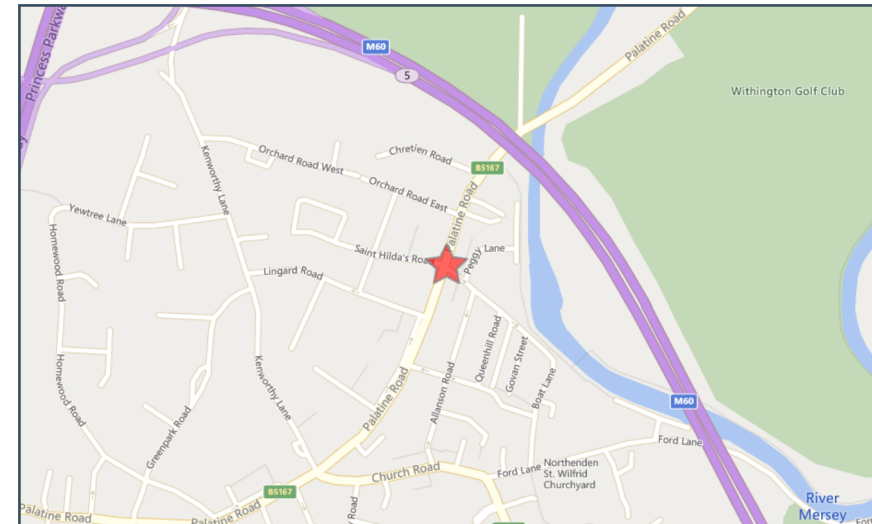


crashmap.co.uk

Validated Data

Crash Date: Wednesday, July 24, 2019 **Time of Crash:** 6:15:00 PM **Crash Reference:** 201906E360162

Highest Injury Severity:	Slight	Road Number:	B5167	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	3	OS Grid Reference:	383073 390395
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
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 Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	4	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
3	Car (excluding private hire)	-1	Female	66 - 75	Vehicle is in the act of turning right	Did not impact	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	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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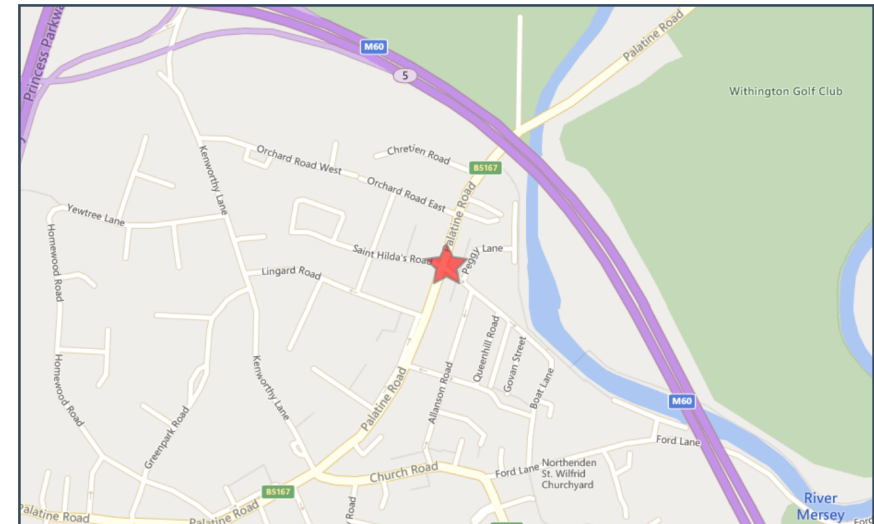


crashmap.co.uk

Validated Data

Crash Date: Monday, December 09, 2019 **Time of Crash:** 1:10:00 PM **Crash Reference:** 201906E466123

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	383076 390391
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
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
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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)	13	Female	36 - 45	Vehicle is in the act of turning left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's offside

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

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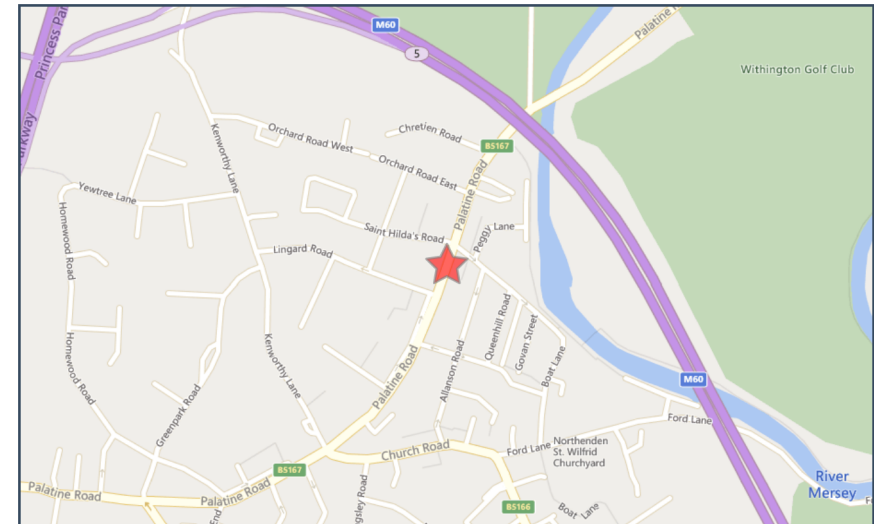


crashmap.co.uk

Validated Data

Crash Date: Tuesday, August 10, 2021 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2021061078924

Highest Injury Severity:	Slight	Road Number:	B5167	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	383059 390364
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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	Motorcycle 50cc and under	-1	Male	26 - 35	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	66 - 75	Unknown or other	Unknown or other

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

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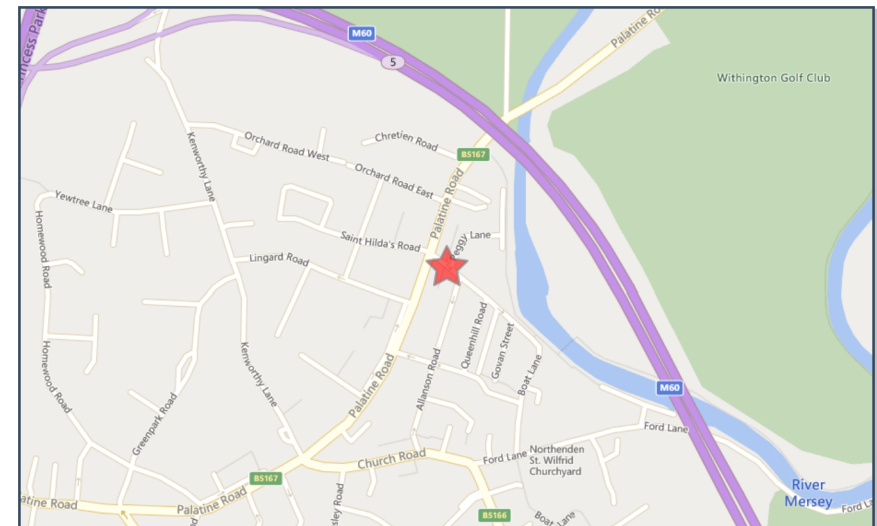


crashmap.co.uk

Validated Data

Crash Date: Monday, November 12, 2018 **Time of Crash:** 2:20:00 AM **Crash Reference:** 201806E450577

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	383096 390371
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
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
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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)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	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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APPENDIX B

TRICS OUTPUT

Calculation Reference: AUDIT-753001-230716-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	CO CONWY	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: 18 to 37 (units:)
 Range Selected by User: 6 to 50 (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 11/05/22

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	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Neighbourhood Centre (PPS6 Local Centre)	2

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	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:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	3 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	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:

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

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

Travel Plan:

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 5 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	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	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
3	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
4	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
5	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

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

TOTAL 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	5	25	0.032	5	25	0.192	5	25	0.224
08:00 - 09:00	5	25	0.096	5	25	0.280	5	25	0.376
09:00 - 10:00	5	25	0.168	5	25	0.088	5	25	0.256
10:00 - 11:00	5	25	0.088	5	25	0.200	5	25	0.288
11:00 - 12:00	5	25	0.184	5	25	0.136	5	25	0.320
12:00 - 13:00	5	25	0.144	5	25	0.112	5	25	0.256
13:00 - 14:00	5	25	0.096	5	25	0.168	5	25	0.264
14:00 - 15:00	5	25	0.088	5	25	0.160	5	25	0.248
15:00 - 16:00	5	25	0.184	5	25	0.104	5	25	0.288
16:00 - 17:00	5	25	0.208	5	25	0.096	5	25	0.304
17:00 - 18:00	5	25	0.168	5	25	0.104	5	25	0.272
18:00 - 19:00	5	25	0.200	5	25	0.128	5	25	0.328
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.656			1.768			3.424

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: 18 - 37 (units:)
 Survey date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 5
 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 shown. 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-753001-230716-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	MW MEDWAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	1 days
	SE SHEFFIELD	1 days
10	WALES	
	PS POWYS	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 25 (units:)
 Range Selected by User: 6 to 25 (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 06/06/22

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

Selected survey days:

Monday	1 days
Wednesday	2 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	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	1
Village	4

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.

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Licence No: 753001

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 4 days

5,001 to 10,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

125,001 to 250,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 3 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 1 days

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 5 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	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 Survey date: WEDNESDAY 09/09/20	BUNGALOWS & DETACHED BARNESLEY	Survey Type: MANUAL
2	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 Survey date: WEDNESDAY 16/06/21	MIXED HOUSES EAST SUSSEX	Survey Type: MANUAL
3	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED MEDWAY	Survey Type: MANUAL
4	PS-03-A-01 BRYN GLAS WELSHPOOL Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15	MIXED HOUSES POWYS	Survey Type: MANUAL
5	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 Survey date: THURSDAY 10/09/20	DETACHED & BUNGALOWS SHEFFIELD	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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL 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	5	16	0.113	5	16	0.250	5	16	0.363
08:00 - 09:00	5	16	0.175	5	16	0.338	5	16	0.513
09:00 - 10:00	5	16	0.150	5	16	0.212	5	16	0.362
10:00 - 11:00	5	16	0.200	5	16	0.188	5	16	0.388
11:00 - 12:00	5	16	0.237	5	16	0.188	5	16	0.425
12:00 - 13:00	5	16	0.212	5	16	0.150	5	16	0.362
13:00 - 14:00	5	16	0.212	5	16	0.237	5	16	0.449
14:00 - 15:00	5	16	0.225	5	16	0.212	5	16	0.437
15:00 - 16:00	5	16	0.225	5	16	0.188	5	16	0.413
16:00 - 17:00	5	16	0.225	5	16	0.212	5	16	0.437
17:00 - 18:00	5	16	0.287	5	16	0.188	5	16	0.475
18:00 - 19:00	5	16	0.388	5	16	0.287	5	16	0.675
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.649			2.650			5.299

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 - 25 (units:)
Survey date range:	01/01/15 - 06/06/22
Number of weekdays (Monday-Friday):	5
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	BG BRIDGEND	1 days
	CP CAERPHILLY	1 days
	PS POWYS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days
	SR STIRLING	1 days

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

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Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 118 to 6420 (units: sqm)
 Range Selected by User: 118 to 10000 (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	8 days
Tuesday	7 days
Wednesday	4 days
Thursday	6 days
Friday	7 days

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

Selected survey types:

Manual count	32 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	6
Edge of Town Centre	18
Suburban Area (PPS6 Out of Centre)	7
Neighbourhood Centre (PPS6 Local 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:

Industrial Zone	3
Commercial Zone	2
Development Zone	1
Residential Zone	6
Built-Up Zone	13
Village	1
High Street	1
No Sub Category	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	20 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	32 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	7 days
20,001 to 25,000	6 days
25,001 to 50,000	13 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	7 days
500,001 or More	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	21 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	3 days
No	29 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	32 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	BC-02-A-08 HOLDENHURST ROAD BOURNEMOUTH	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2600 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
2	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	300 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL
3	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
4	BR-02-A-03 COLSTON STREET BRISTOL	ARCHITECTS	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	118 sqm	
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL
5	CP-02-A-02 SIR ALFRED OWEN WAY CAERPHILLY	INSURANCE COMPANY	CAERPHILLY
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	1824 sqm	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
6	CU-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:	925 sqm	
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL
7	DU-02-A-01 GREENMARKET DUNDEE	OFFICES	DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area:	3200 sqm	
	Survey date: THURSDAY	27/04/17	Survey Type: MANUAL
8	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

LIST OF SITES relevant to selection parameters (Cont.)

9	EB-02-A-06	REGUS OFFICES	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
10	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
11	ES-02-A-12	COUNCIL OFFICES	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
12	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
13	GM-02-A-09	LEASED OFFICES	GREATER MANCHESTER
	NEW MOUNT STREET		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
14	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER
	CHORLEY NEW ROAD		
	BOLTON		
	HEATON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL
15	GM-02-A-11	OFFICES	GREATER MANCHESTER
	SAINT PETER'S SQUARE		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
16	KS-02-A-01	INSURANCE COMPANY	KIRKLEES
	BRADFORD ROAD		
	CLECKHEATON		
	Town Centre		
	High Street		
	Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES	LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3981 sqm	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
18	MS-02-A-03 ALDERMAN ROAD LIVERPOOL	HOMES DEVELOPER	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1200 sqm	
	Survey date: TUESDAY	20/04/21	Survey Type: MANUAL
19	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
20	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
21	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
22	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1590 sqm	
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL
23	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES	POWYS
	Edge of Town Centre No Sub Category Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
24	SR-02-A-02 WELLGREEN ROAD STIRLING	SERVICED OFFICES	STIRLING
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2150 sqm	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	TV-02-A-05	CHEMICAL COMPANY	TEES VALLEY
	HANZARD DRIVE NEAR BILLINGHAM WYNYARD Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 5110 sqm Survey date: FRIDAY 04/09/20 Survey Type: MANUAL		
26	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE GATESHEAD Town Centre Built-Up Zone Total Gross floor area: 2090 sqm Survey date: MONDAY 13/06/16 Survey Type: MANUAL		
27	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4800 sqm Survey date: FRIDAY 19/10/18 Survey Type: MANUAL		
28	WK-02-A-02	OFFICES	WARWICKSHIRE
	WHITEHALL ROAD RUGBY Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm Survey date: MONDAY 14/11/22 Survey Type: MANUAL		
29	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE BIRMINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm Survey date: TUESDAY 10/11/15 Survey Type: MANUAL		
30	WO-02-A-02	OFFICE	WORCESTERSHIRE
	MOOR STREET WORCESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 2000 sqm Survey date: MONDAY 14/11/16 Survey Type: MANUAL		
31	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET WORTHING Edge of Town Centre Built-Up Zone Total Gross floor area: 830 sqm Survey date: TUESDAY 17/05/22 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

32	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
	HAM ROAD		
	SHOREHAM-BY-SEA		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2780 sqm	
	Survey date: FRIDAY	11/11/22	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.110	30	2358	0.011	30	2358	0.121
07:30 - 08:00	30	2358	0.263	30	2358	0.051	30	2358	0.314
08:00 - 08:30	32	2230	0.528	32	2230	0.064	32	2230	0.592
08:30 - 09:00	32	2230	0.596	32	2230	0.100	32	2230	0.696
09:00 - 09:30	32	2230	0.350	32	2230	0.133	32	2230	0.483
09:30 - 10:00	32	2230	0.210	32	2230	0.112	32	2230	0.322
10:00 - 10:30	32	2230	0.149	32	2230	0.122	32	2230	0.271
10:30 - 11:00	32	2230	0.137	32	2230	0.111	32	2230	0.248
11:00 - 11:30	32	2230	0.100	32	2230	0.090	32	2230	0.190
11:30 - 12:00	32	2230	0.095	32	2230	0.100	32	2230	0.195
12:00 - 12:30	32	2230	0.114	32	2230	0.192	32	2230	0.306
12:30 - 13:00	32	2230	0.147	32	2230	0.160	32	2230	0.307
13:00 - 13:30	32	2230	0.130	32	2230	0.143	32	2230	0.273
13:30 - 14:00	32	2230	0.163	32	2230	0.140	32	2230	0.303
14:00 - 14:30	32	2230	0.121	32	2230	0.123	32	2230	0.244
14:30 - 15:00	32	2230	0.084	32	2230	0.135	32	2230	0.219
15:00 - 15:30	32	2230	0.070	32	2230	0.144	32	2230	0.214
15:30 - 16:00	32	2230	0.076	32	2230	0.172	32	2230	0.248
16:00 - 16:30	32	2230	0.083	32	2230	0.234	32	2230	0.317
16:30 - 17:00	32	2230	0.094	32	2230	0.292	32	2230	0.386
17:00 - 17:30	32	2230	0.041	32	2230	0.433	32	2230	0.474
17:30 - 18:00	32	2230	0.048	32	2230	0.350	32	2230	0.398
18:00 - 18:30	30	2358	0.028	30	2358	0.201	30	2358	0.229
18:30 - 19:00	30	2358	0.023	30	2358	0.096	30	2358	0.119
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.047	1	2150	0.047
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.760			3.756			7.516

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

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

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Parameter summary

Trip rate parameter range selected:	118 - 6420 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	32
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.000	30	2358	0.000	30	2358	0.000
07:30 - 08:00	30	2358	0.004	30	2358	0.004	30	2358	0.008
08:00 - 08:30	32	2230	0.013	32	2230	0.011	32	2230	0.024
08:30 - 09:00	32	2230	0.014	32	2230	0.013	32	2230	0.027
09:00 - 09:30	32	2230	0.007	32	2230	0.007	32	2230	0.014
09:30 - 10:00	32	2230	0.003	32	2230	0.006	32	2230	0.009
10:00 - 10:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
10:30 - 11:00	32	2230	0.003	32	2230	0.003	32	2230	0.006
11:00 - 11:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
11:30 - 12:00	32	2230	0.003	32	2230	0.003	32	2230	0.006
12:00 - 12:30	32	2230	0.003	32	2230	0.003	32	2230	0.006
12:30 - 13:00	32	2230	0.004	32	2230	0.003	32	2230	0.007
13:00 - 13:30	32	2230	0.003	32	2230	0.004	32	2230	0.007
13:30 - 14:00	32	2230	0.004	32	2230	0.004	32	2230	0.008
14:00 - 14:30	32	2230	0.006	32	2230	0.004	32	2230	0.010
14:30 - 15:00	32	2230	0.000	32	2230	0.001	32	2230	0.001
15:00 - 15:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
15:30 - 16:00	32	2230	0.007	32	2230	0.007	32	2230	0.014
16:00 - 16:30	32	2230	0.003	32	2230	0.001	32	2230	0.004
16:30 - 17:00	32	2230	0.003	32	2230	0.004	32	2230	0.007
17:00 - 17:30	32	2230	0.013	32	2230	0.010	32	2230	0.023
17:30 - 18:00	32	2230	0.007	32	2230	0.008	32	2230	0.015
18:00 - 18:30	30	2358	0.004	30	2358	0.006	30	2358	0.010
18:30 - 19:00	30	2358	0.003	30	2358	0.001	30	2358	0.004
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.109			0.105			0.214

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.001	30	2358	0.000	30	2358	0.001
07:30 - 08:00	30	2358	0.000	30	2358	0.001	30	2358	0.001
08:00 - 08:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
08:30 - 09:00	32	2230	0.003	32	2230	0.003	32	2230	0.006
09:00 - 09:30	32	2230	0.003	32	2230	0.003	32	2230	0.006
09:30 - 10:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
10:00 - 10:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
10:30 - 11:00	32	2230	0.003	32	2230	0.003	32	2230	0.006
11:00 - 11:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
11:30 - 12:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
12:00 - 12:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
12:30 - 13:00	32	2230	0.001	32	2230	0.001	32	2230	0.002
13:00 - 13:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
13:30 - 14:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
14:00 - 14:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
14:30 - 15:00	32	2230	0.001	32	2230	0.001	32	2230	0.002
15:00 - 15:30	32	2230	0.001	32	2230	0.000	32	2230	0.001
15:30 - 16:00	32	2230	0.000	32	2230	0.001	32	2230	0.001
16:00 - 16:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
16:30 - 17:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
17:00 - 17:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
17:30 - 18:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
18:00 - 18:30	30	2358	0.000	30	2358	0.000	30	2358	0.000
18:30 - 19:00	30	2358	0.000	30	2358	0.000	30	2358	0.000
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.015			0.030

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 02 - EMPLOYMENT/A - OFFICE
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.000	30	2358	0.000	30	2358	0.000
07:30 - 08:00	30	2358	0.000	30	2358	0.000	30	2358	0.000
08:00 - 08:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
08:30 - 09:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
09:00 - 09:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
09:30 - 10:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
10:00 - 10:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
10:30 - 11:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
11:00 - 11:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
11:30 - 12:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
12:00 - 12:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
12:30 - 13:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
13:00 - 13:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
13:30 - 14:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
14:00 - 14:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
14:30 - 15:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
15:00 - 15:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
15:30 - 16:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
16:00 - 16:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
16:30 - 17:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
17:00 - 17:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
17:30 - 18:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
18:00 - 18:30	30	2358	0.000	30	2358	0.000	30	2358	0.000
18:30 - 19:00	30	2358	0.000	30	2358	0.000	30	2358	0.000
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.001	30	2358	0.000	30	2358	0.001
07:30 - 08:00	30	2358	0.008	30	2358	0.003	30	2358	0.011
08:00 - 08:30	32	2230	0.021	32	2230	0.000	32	2230	0.021
08:30 - 09:00	32	2230	0.039	32	2230	0.000	32	2230	0.039
09:00 - 09:30	32	2230	0.007	32	2230	0.000	32	2230	0.007
09:30 - 10:00	32	2230	0.004	32	2230	0.000	32	2230	0.004
10:00 - 10:30	32	2230	0.004	32	2230	0.001	32	2230	0.005
10:30 - 11:00	32	2230	0.001	32	2230	0.001	32	2230	0.002
11:00 - 11:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
11:30 - 12:00	32	2230	0.004	32	2230	0.007	32	2230	0.011
12:00 - 12:30	32	2230	0.003	32	2230	0.004	32	2230	0.007
12:30 - 13:00	32	2230	0.006	32	2230	0.004	32	2230	0.010
13:00 - 13:30	32	2230	0.004	32	2230	0.000	32	2230	0.004
13:30 - 14:00	32	2230	0.001	32	2230	0.004	32	2230	0.005
14:00 - 14:30	32	2230	0.003	32	2230	0.001	32	2230	0.004
14:30 - 15:00	32	2230	0.000	32	2230	0.003	32	2230	0.003
15:00 - 15:30	32	2230	0.003	32	2230	0.004	32	2230	0.007
15:30 - 16:00	32	2230	0.000	32	2230	0.004	32	2230	0.004
16:00 - 16:30	32	2230	0.000	32	2230	0.011	32	2230	0.011
16:30 - 17:00	32	2230	0.000	32	2230	0.006	32	2230	0.006
17:00 - 17:30	32	2230	0.000	32	2230	0.029	32	2230	0.029
17:30 - 18:00	32	2230	0.000	32	2230	0.014	32	2230	0.014
18:00 - 18:30	30	2358	0.001	30	2358	0.010	30	2358	0.011
18:30 - 19:00	30	2358	0.000	30	2358	0.003	30	2358	0.003
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.111			0.110			0.221

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.103	30	2358	0.008	30	2358	0.111
07:30 - 08:00	30	2358	0.245	30	2358	0.034	30	2358	0.279
08:00 - 08:30	32	2230	0.492	32	2230	0.045	32	2230	0.537
08:30 - 09:00	32	2230	0.547	32	2230	0.070	32	2230	0.617
09:00 - 09:30	32	2230	0.327	32	2230	0.100	32	2230	0.427
09:30 - 10:00	32	2230	0.192	32	2230	0.097	32	2230	0.289
10:00 - 10:30	32	2230	0.123	32	2230	0.098	32	2230	0.221
10:30 - 11:00	32	2230	0.115	32	2230	0.084	32	2230	0.199
11:00 - 11:30	32	2230	0.083	32	2230	0.074	32	2230	0.157
11:30 - 12:00	32	2230	0.080	32	2230	0.088	32	2230	0.168
12:00 - 12:30	32	2230	0.092	32	2230	0.165	32	2230	0.257
12:30 - 13:00	32	2230	0.125	32	2230	0.142	32	2230	0.267
13:00 - 13:30	32	2230	0.111	32	2230	0.128	32	2230	0.239
13:30 - 14:00	32	2230	0.144	32	2230	0.119	32	2230	0.263
14:00 - 14:30	32	2230	0.105	32	2230	0.108	32	2230	0.213
14:30 - 15:00	32	2230	0.064	32	2230	0.115	32	2230	0.179
15:00 - 15:30	32	2230	0.062	32	2230	0.128	32	2230	0.190
15:30 - 16:00	32	2230	0.060	32	2230	0.151	32	2230	0.211
16:00 - 16:30	32	2230	0.062	32	2230	0.212	32	2230	0.274
16:30 - 17:00	32	2230	0.080	32	2230	0.275	32	2230	0.355
17:00 - 17:30	32	2230	0.024	32	2230	0.411	32	2230	0.435
17:30 - 18:00	32	2230	0.041	32	2230	0.338	32	2230	0.379
18:00 - 18:30	30	2358	0.021	30	2358	0.191	30	2358	0.212
18:30 - 19:00	30	2358	0.020	30	2358	0.093	30	2358	0.113
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.047	1	2150	0.047
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.318			3.321			6.639

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.004	30	2358	0.001	30	2358	0.005
07:30 - 08:00	30	2358	0.014	30	2358	0.011	30	2358	0.025
08:00 - 08:30	32	2230	0.020	32	2230	0.008	32	2230	0.028
08:30 - 09:00	32	2230	0.022	32	2230	0.014	32	2230	0.036
09:00 - 09:30	32	2230	0.011	32	2230	0.024	32	2230	0.035
09:30 - 10:00	32	2230	0.015	32	2230	0.010	32	2230	0.025
10:00 - 10:30	32	2230	0.021	32	2230	0.022	32	2230	0.043
10:30 - 11:00	32	2230	0.017	32	2230	0.021	32	2230	0.038
11:00 - 11:30	32	2230	0.013	32	2230	0.011	32	2230	0.024
11:30 - 12:00	32	2230	0.013	32	2230	0.008	32	2230	0.021
12:00 - 12:30	32	2230	0.017	32	2230	0.024	32	2230	0.041
12:30 - 13:00	32	2230	0.015	32	2230	0.014	32	2230	0.029
13:00 - 13:30	32	2230	0.017	32	2230	0.011	32	2230	0.028
13:30 - 14:00	32	2230	0.011	32	2230	0.015	32	2230	0.026
14:00 - 14:30	32	2230	0.008	32	2230	0.010	32	2230	0.018
14:30 - 15:00	32	2230	0.018	32	2230	0.015	32	2230	0.033
15:00 - 15:30	32	2230	0.007	32	2230	0.014	32	2230	0.021
15:30 - 16:00	32	2230	0.008	32	2230	0.008	32	2230	0.016
16:00 - 16:30	32	2230	0.017	32	2230	0.018	32	2230	0.035
16:30 - 17:00	32	2230	0.011	32	2230	0.010	32	2230	0.021
17:00 - 17:30	32	2230	0.004	32	2230	0.007	32	2230	0.011
17:30 - 18:00	32	2230	0.001	32	2230	0.003	32	2230	0.004
18:00 - 18:30	30	2358	0.001	30	2358	0.003	30	2358	0.004
18:30 - 19:00	30	2358	0.001	30	2358	0.001	30	2358	0.002
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.286			0.283			0.569

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	30	2358	0.000	30	2358	0.000	30	2358	0.000
07:30 - 08:00	30	2358	0.000	30	2358	0.000	30	2358	0.000
08:00 - 08:30	32	2230	0.004	32	2230	0.000	32	2230	0.004
08:30 - 09:00	32	2230	0.010	32	2230	0.000	32	2230	0.010
09:00 - 09:30	32	2230	0.003	32	2230	0.000	32	2230	0.003
09:30 - 10:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
10:00 - 10:30	32	2230	0.003	32	2230	0.000	32	2230	0.003
10:30 - 11:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
11:00 - 11:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
11:30 - 12:00	32	2230	0.000	32	2230	0.000	32	2230	0.000
12:00 - 12:30	32	2230	0.001	32	2230	0.000	32	2230	0.001
12:30 - 13:00	32	2230	0.001	32	2230	0.000	32	2230	0.001
13:00 - 13:30	32	2230	0.000	32	2230	0.000	32	2230	0.000
13:30 - 14:00	32	2230	0.003	32	2230	0.001	32	2230	0.004
14:00 - 14:30	32	2230	0.001	32	2230	0.001	32	2230	0.002
14:30 - 15:00	32	2230	0.000	32	2230	0.001	32	2230	0.001
15:00 - 15:30	32	2230	0.000	32	2230	0.003	32	2230	0.003
15:30 - 16:00	32	2230	0.000	32	2230	0.004	32	2230	0.004
16:00 - 16:30	32	2230	0.000	32	2230	0.001	32	2230	0.001
16:30 - 17:00	32	2230	0.000	32	2230	0.003	32	2230	0.003
17:00 - 17:30	32	2230	0.000	32	2230	0.006	32	2230	0.006
17:30 - 18:00	32	2230	0.000	32	2230	0.001	32	2230	0.001
18:00 - 18:30	30	2358	0.000	30	2358	0.001	30	2358	0.001
18:30 - 19:00	30	2358	0.000	30	2358	0.000	30	2358	0.000
19:00 - 19:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
19:30 - 20:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:00 - 20:30	1	2150	0.000	1	2150	0.000	1	2150	0.000
20:30 - 21:00	1	2150	0.000	1	2150	0.000	1	2150	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.026			0.022			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.