

BM and HP Parker Properties

Land Adjacent to 1133
Rochdale Road,
Blackley

Transport Statement



Control Sheet

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 Blackley
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Acknowledgements

GoogleMyMaps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

The Crashmap database has been utilised to carry out a road traffic incident review.
www.crashmap.co.uk

Extracts of 'Providing for journeys on foot' and TfGM Cycle Map have been included in this report.

The TRICS database v7.9.4 has been used in this report to calculate traffic generations.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by BM and HP Parker Properties to provide highway consultancy services in connection with land adjacent to 1133 Rochdale Road, Blackley. The development is for the construction of 7 apartments and a retail unit adjacent to the existing flats, on the brownfield site. The location of the site is shown in **Figure 1**.

Figure 1 – Location of Site

[GoogleMyMaps]



- 1.2 This Transport Statement has been prepared to support the current application, and in accordance with Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' considers the following key aspects:
- The local highway network;
 - The existing use of the site, planning history, highway network and accidents;
 - The proposed development and its operational characteristics;
 - Access arrangements including parking and servicing;
 - Accessibility of the site by sustainable modes;
 - Impact of the proposed development traffic; and,
 - A summary and conclusion.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 The latest National Planning Policy Framework (NPPF) was published in July 2021, and sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 At NPPF paragraph 38, it is stated that;

'Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 Paragraph 111 goes on to say;

'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 Local Planning Policies

Manchester Local Development Plan Framework: Core Strategy (July 2012)

2.2.1 The adopted Core Strategy was adopted on 11 July, 2012 and is the key document in Manchester's Development Framework, covering a period of 15 years from 2012 to 2027. It outlines the Council's vision for Manchester in 2027, along with planning policies used to deliver the vision.

2.2.2 **Objective 5: Transport** puts forward the policies designated to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. **Policy T1: Sustainable Transport** is a key policy in relation to this development. It outlines that the Council will support developments which:

- Improve choice by developing alternatives to the car;
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for EV;
- Reduce the negative impacts of road traffic, e.g. congestion, air pollution and road accident casualties;
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority
 1. Pedestrians and disabled people;
 2. Cyclists, public transport;
 3. Commercial access;
 4. General off peak traffic; and,
 5. General peak time traffic.

Greater Manchester Transport Strategy 2040 (February 2017)

- 2.2.3 The Greater Manchester Transport Strategy 2040, adopted in February 2017 and updated in January 2021 sets out the ambitions to create *‘world class connections that support long-term, sustainable economic growth and access to opportunity for all.’*

2.3 The Development in Planning Policy Context

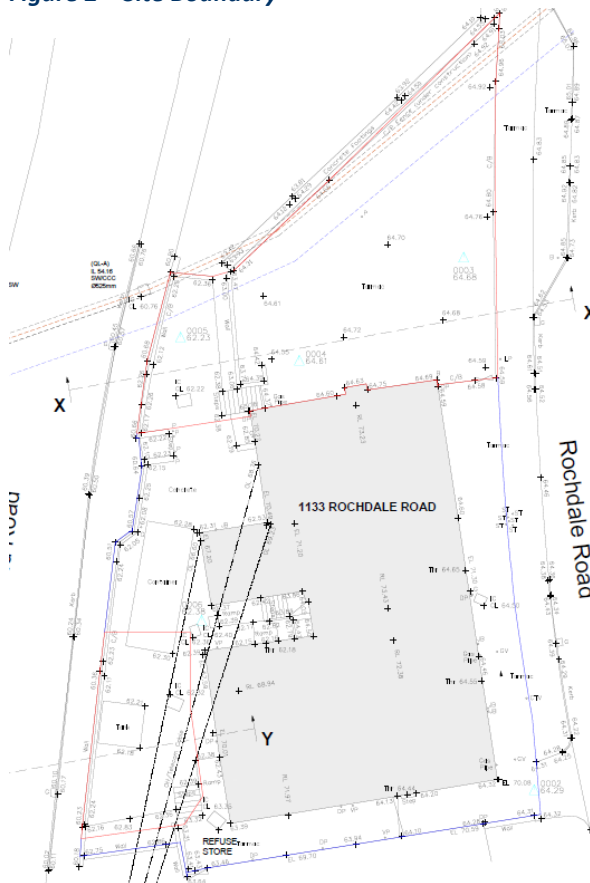
- 2.3.1 This Transport Statement demonstrates that the development is sustainable and the residual cumulative traffic impact is not severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 2.3.2 It is also demonstrated that the development complies with the requirements of the Manchester Core Strategy and Greater Manchester Transport Strategy.

3. Existing Situation

3.1 Site and Surrounding Area

3.1.1 The existing site is currently occupied by a two-storey block of flats, to the south of the site, which are to remain on site. The site is located on a parcel of land between Rochdale Road (A664) and Middleton Old road, the existing site boundary is shown in **Figure 2**.

Figure 2 – Site Boundary



3.1.2 The site is bounded by the following:

- North: Retail Premises
- East: Rochdale Road, Unmanaged grassland and residential properties
- South: Residential Properties and Sandy Brow
- West: Middleton Old Road, Commercial Properties and St. Peter's Church

3.2 Local Highway Network

3.2.1 Rochdale Road (A664) is a single carriageway, approximately 8.5m in width and is subject to a 30mph speed limit. An on-carriageway cycle lane is present on the western (site side) of the carriageway. Approximately 150m north of the site, the cycle lane merges into a bus lane. Rochdale Road widens to form a dual carriageway, with bus lanes present on either side of the carriageway. Footways and street lighting are present on both sides of the carriageway. Rochdale Road connects to Manchester City Centre, approximately 5km to the south.

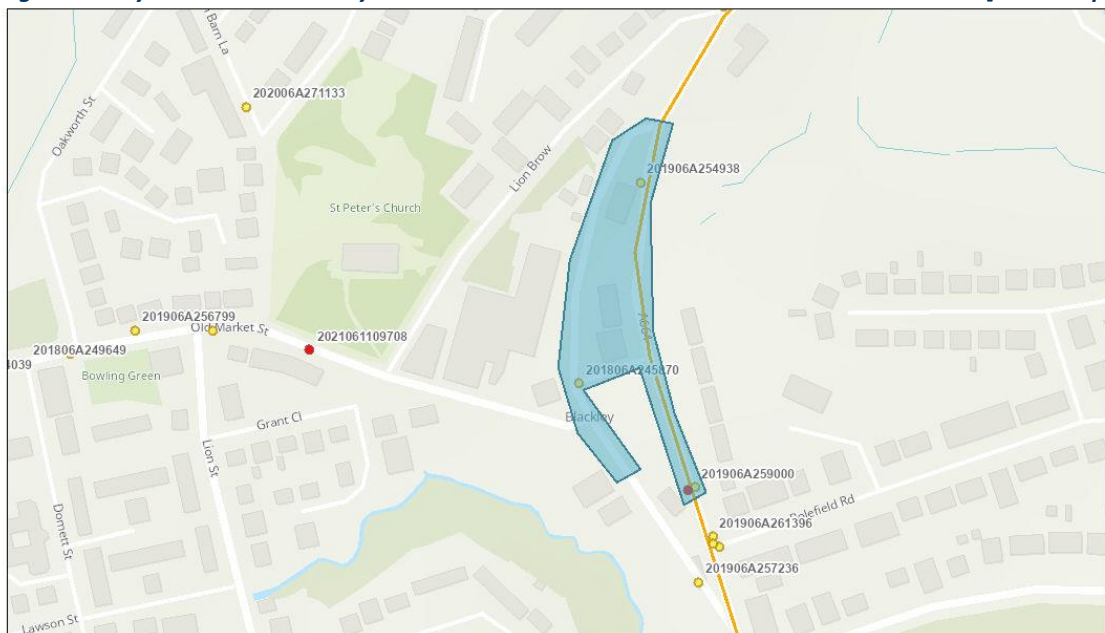
- 3.2.2 Middleton Old Road, which runs to the west of the site, is subject to a 30mph speed limit and also has footways and street lighting present. It allows connections to be made to Old Market Street, connecting the site to the further retail, employment and residential areas to the west.
- 3.2.3 On street parking is available outside the site frontage on Rochdale Road which are marked out laybys. However, the layby to the south of the site is plated as no waiting between 7am and 7pm and no loading between 7am – 10am and 4pm – 7pm.
- 3.2.4 On the eastern flank of Middleton Old Road double yellow lines are present along the site frontage which terminate immediately south of the site boundary and then there are no parking restrictions for 50m. On its western flank single yellow lines are present which are plated as no waiting Mon – Fri 8am-6.30pm, Sat 8am-12:20pm

3.3 Accident History

- 3.3.1 National guidance states that Transport Statements should include, “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”
- 3.3.2 Whilst the local network is not considered to be a ‘high accident area,’ Rochdale Road is a Medium Risk Road. Therefore, in order to provide a robust assessment, the most recent 5-year period has been considered. Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (January 2017 – December 2021). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

Figure 3 – 5-year Accident History Plot

[Crashmap]



3.3.3 From the incident plot diagram, four accidents (three slight and one serious in severity) have occurred in the assessment area. The full report can be viewed at **Appendix A**, and a summary of the accidents is as follows:

- Incident Reference: 201806A245870 – occurred Thursday 5 July, 2018 at 12:05AM in dry conditions. Both vehicles were travelling normally and the front of car one collided with the nearside of car 2, causing the driver of car 2 to experience slight injuries.
- Incident Reference: 201906A254938 – occurred Friday 15 March, 2019 at 11:28AM in dry conditions. A motorcycle and a taxi were involved whereby the taxi was parked in the carriageway and the motorcycle, proceeding normally collided into the rear of the taxi. The driver of the taxi experienced slight injuries.
- Incident Reference: 201906A259000 – occurred Friday 28 June, 2019 at 9:30PM in dry conditions. The report does not outlined the incident itself, but a car was performing a U turn and a pedal cycle was proceeding normally. The bicycle rider experienced slight injuries.
- Incident reference: 2021061094352 – occurred Saturday 2 October, 2021 at 10:30PM in wet or damp conditions. The incident involved a car on a right hand bend and a pedestrian in the carriageway crossing, from the driver's nearside. The pedestrian experienced serious injuries.

3.3.4 The assessment as not highlighted any highway safety concerns which would be exacerbated by the proposed development.

4. Accessibility by Sustainable Modes

4.1 Overview

4.1.1 This section of the report considered the accessibility of the development by sustainable modes of travel (walking, cycling and public transport).

4.2 Active Travel: Walking and Cycling

4.2.1 Walking is the most important mode of transport in the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

4.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

Guidelines for PROVIDING FOR JOURNEYS ON FOOT

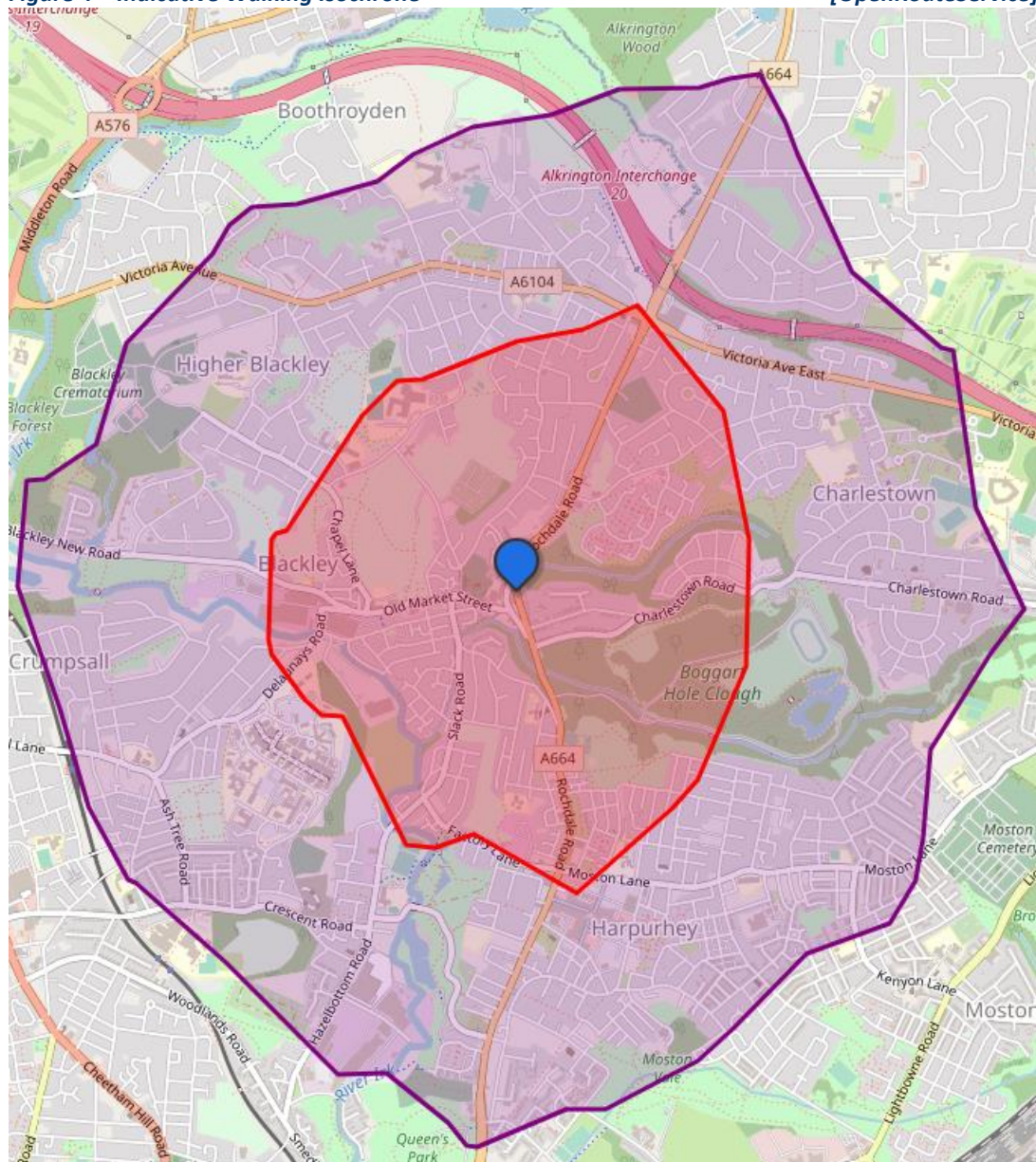
Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

4.2.3 **Figure 4**, overleaf, identifies the 1km/ 2km walking isochrone from the site, in order to illustrate the general extent of the surrounding area that is considered to be accessible by foot.

Figure 4 – Indicative Walking Isochrone

[OpenRouteService]



4.2.4 **Figure 4** illustrates that the surrounding areas of Higher Blackley, Blackley, Harpurhey and Charlestown are all reachable within a preferred maximum walking distance. Within an acceptable 1km walking distance of the site, the following services and amenities are available:

- Local shop, Barbers, hot and cold food takeaways, café and bar (75m)
- Texaco convenience store (150m)
- The Grove Inn Pub (150m)
- Bus Stops on Rochdale road and Middleton Old Road (within 200m)
- NHS – Neville Family Medical Centre (200m)
- Damhead Medical Centre (350m)
- Coop, A-Z Convenience Store and Old Market Street Post Office (500m)
- Pike Fold Primary School (650m)

- 4.2.5 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

"The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

- 4.2.6 In terms of pedestrian infrastructure, all roads in the vicinity of the site are street-lit footways and provide dropped kerbs to enable pedestrians to safely cross the road.

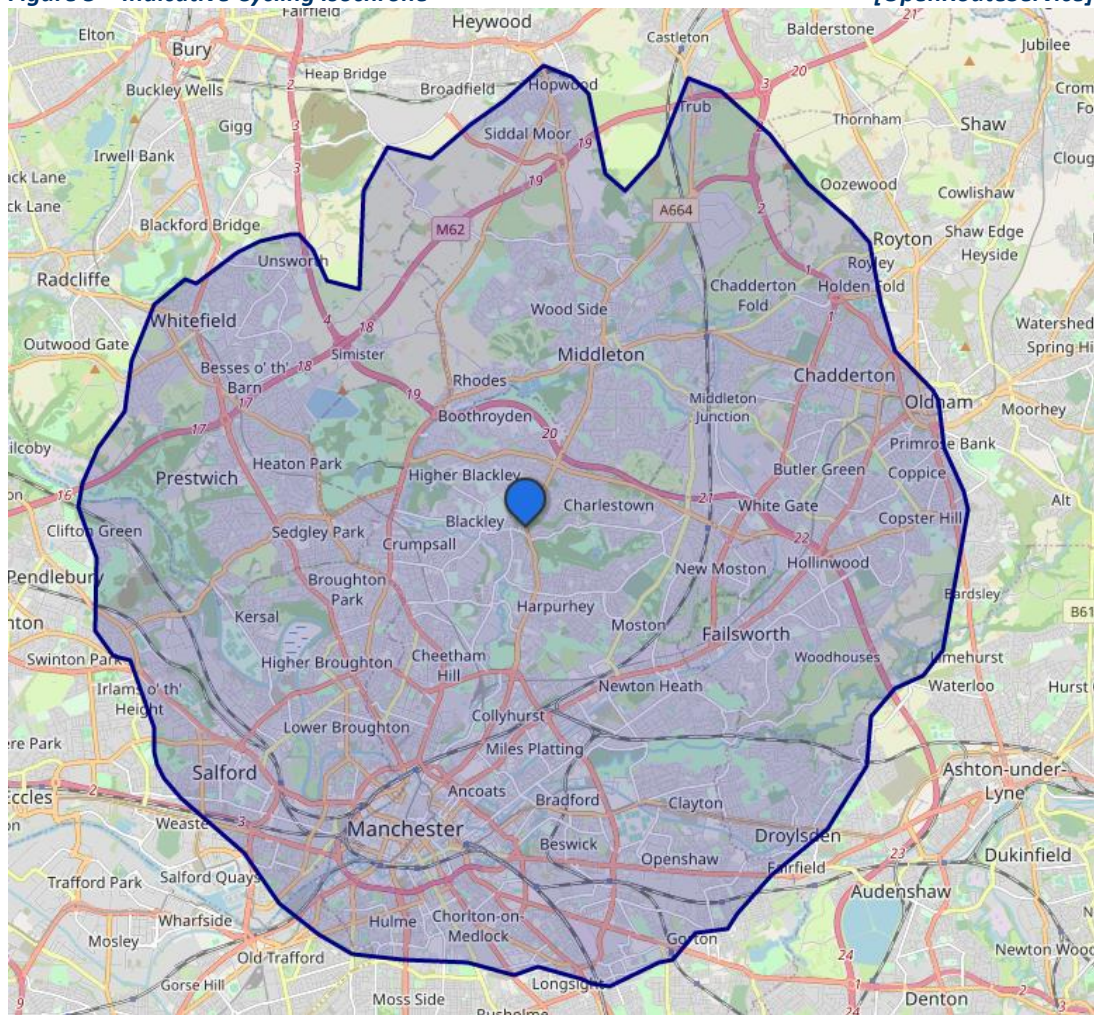
- 4.2.7 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 4.2.8 **Figure 5** illustrates an 8km (5 miles) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

Figure 5 – Indicative Cycling Isochrone

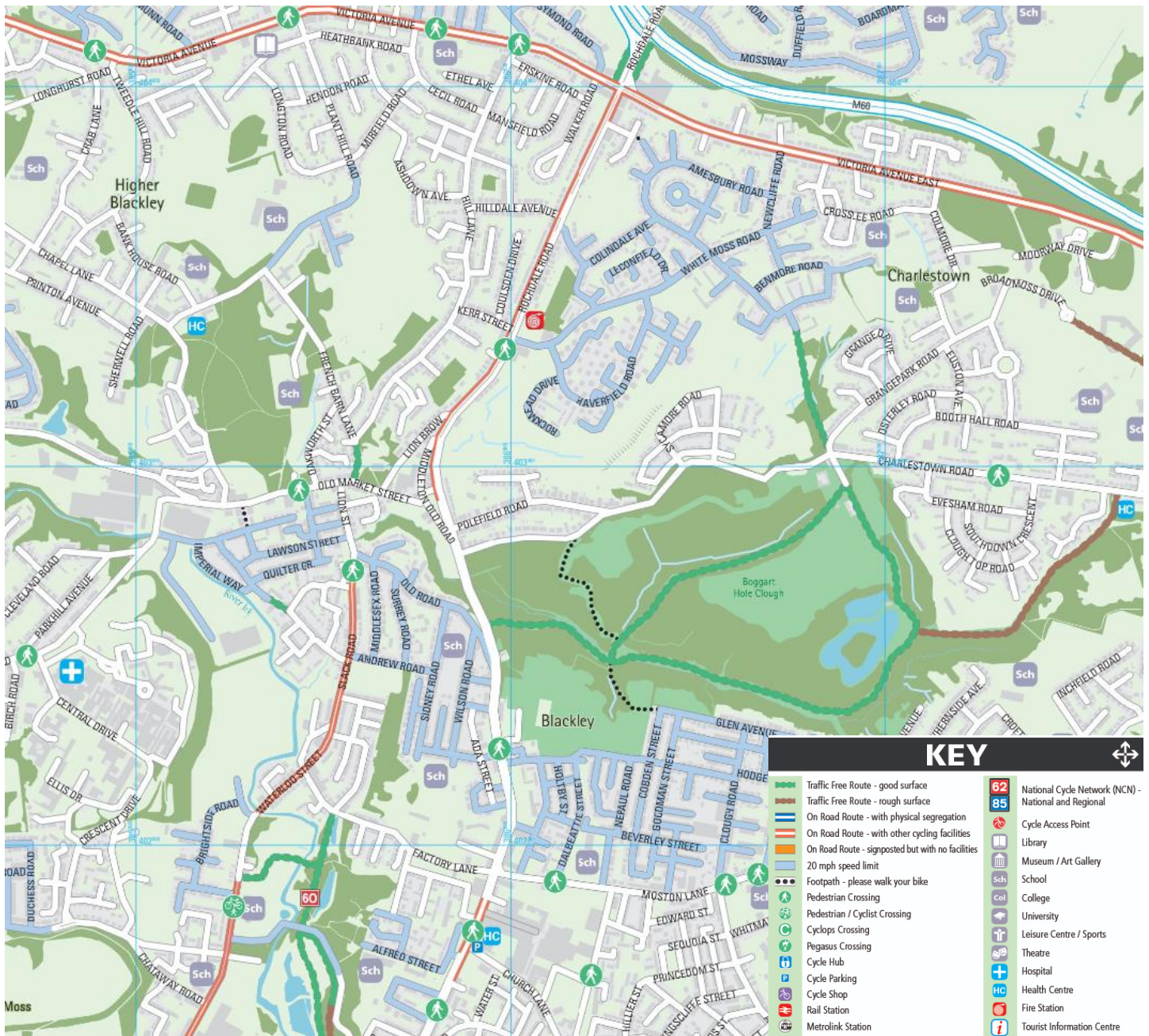
[OpenRouteService]



4.2.9 **Figure 5** illustrates that a number of towns, cities and local centres are located within a reasonable cycling distance from the site, including Manchester City Centre, Salford, Middleton, Prestwich and the outskirts of Oldham. However, as with walking, it is considered that the quality of the available cycling infrastructure is an important factor when it comes to accessibility. An extract of the interactive cycling map available on the Transport for Greater Manchester Website is shown in **Figure 6**, overleaf.

Figure 6 – Extract of Interactive Cycling Map

[Transport for Greater Manchester]



4.2.10 **Figure 6**, shows that there are on Road Routes and within close proximity to the site and these connect to other cycle facilities which could be used to travel to and from the City Centre.

4.3 Public Transport – Bus, Tram and Rail

4.3.1 CIHT's 'Buses in Urban Developments' (Jan 2018) document offers the following guidance on walking distances to bus stops:

Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

- 4.3.2 The nearest bus stop to the site is located on Middleton Old Road, approximately 75m from the site boundary. Additional stops are located on Rochdale Road within 200m of the site. **Figure 7** illustrates the location of the nearest bus stops.

Figure 7 – Location of Bus Stops

[GoogleMyMaps]



- 4.3.3 The services available from these stops are as follows:

Table 1 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
17/ 17A	Manchester – Rochdale	10 minutes	15-20 minutes	15 minutes
18	Manchester Royal Infirmary – Langley	10 minutes	15 minutes	15 minutes
53 orbits	Cheetham Hill – Salford	30 minutes	60 minutes	60 minutes

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
118	Higher Crumpsall – Piccadilly Gardens	15 minutes	10-30 minutes	30 minutes
149	Higher Crumpsall <i>North Manchester General Hospital</i> – Royal Oldham Hospital Circular	60 minutes	60 minutes	60 minutes
163	Manchester <i>Piccadilly</i> – Bury <i>Interchange</i>	12 minutes	15-30 minutes	30minutes
708	New Moston – Plant Hill Co-op Academy	1AM/1PM*	No Service	No Service
721	Strangeways – Charlestown	1AM/1PM	No Service	No Service

* AM service is operated by Transdev Rosso and PM Service by Belle Vue Coaches

- 4.3.4 As can be seen from table 1, there are frequent bus services available seven days a week, with an average of 24 buses per hour during peak daytime periods, 13-20 buses per hour in the evening and 13 buses per hour on a Sunday. Bus services 17, 18 and 163 runs direct to and from Manchester city centre and the journey takes approximately 16-22 minutes.
- 4.3.5 The nearest tram station is Crumpsall, approximately 2.4km from the site. This is above the maximum preferred walking distance, but is within an acceptable cycling distance. People who utilise the tram are able to take their bike on board, provided it can be folded. The tram stop is served by the Green Line (Bury – Altrincham) and the Yellow Line (Bury – Piccadilly).
- 4.3.6 Both the Green Line and Yellow Line run every 12 minutes, resulting in a service every 6 minutes between Crumpsall and central Manchester.
- 4.3.7 The nearest train station (Moston) is located approximately 3.4km from the site and is therefore too far to walk by foot. However, it does still fall in with a reasonable cycling distance. The cycle parking is relatively small, but does provide 10 cycle stands as storage.
- 4.3.8 The station is located on the Caldervale Line (Leeds to Manchester and Blackpool) and the Todmorden/Rochdale-Kirkby/ Wigan Walgate Line (Wigan to Kirkby). On Monday to Saturdays, there is now a half-hourly service by Northern Trains in each direction. On Sundays, this is reduced to hourly.

4.4 **Accessibility Summary**

- 4.4.1 The site is considered to be accessible by both active travel and public transport modes. As such, residents will have a realistic choice of sustainable travel options which will reduce the need to travel by car.

5. Proposed Development

- 5.1 The proposals are for the construction of seven apartments (5 x 1 bedroom and 2 x 2 bedroom) and a 64m² retail unit, with the potential for 4 off street parking spaces. The existing block of flats are to be retained, and the proposals will be built adjacent to the existing building. A copy of the proposed site plan is attached at **Appendix B**.
- 5.2 Due to the topography of the site the retail unit will essentially be at a lower ground floor level with access taken from Middleton Old Road. As can be seen from the site plan a footpath connection will be provided between Middleton Old Road and Rochdale Road and access to the apartments will be gained from this link.
- 5.3 It is proposed to provide 4 off street parking bays to the south of the site to the rear of 1133 Rochdale Road. The parking spaces will be allocated for the retail unit and a space each for the 2 bedroom apartments. A secure cycle storage area providing parking for 12 bicycles will be accessible from Rochdale Road.
- 5.4 Bin stores will be located within the site with external access from Rochdale Road, so refuse collection can be undertaken from Rochdale Road for both the flats and the commercial use as part of the existing collection processes. Deliveries to the retail unit would be from Middleton Old Road.
- 5.5 As detailed in Chapter 4, the location of the site is very accessible by sustainable modes and furthermore bus stops are located within 200m of the site and these offer an excellent level of service, with an average of 24 buses per hour during peak daytime periods, 13-20 buses per hour in the evening and 13 buses per hour on a Sunday. Bus services 17, 18 and 163 runs direct to and from Manchester city centre and the journey takes approximately 16-22 minutes.
- 5.6 To encourage residents of the development to travel to and from the site via alternative means other than the car, a Travel Information Pack can be prepared so that residents are made aware of the sustainable transport alternatives that are available.
- 5.7 Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.

6. Trip Generation Assessment

6.1 Overview

- 6.1.1 In order to derive the average trip rates for the proposed development, the TRICS v7.9.4 database has been interrogated. As the proposed development consists of both residential and retail space, two different TRICS searches have been used. The search parameters are set out in **Tables 2** and **3** and the full outputs for multimodal and vehicular reports are included at **Appendix C**.

Table 2 – Proposed Flats Search Parameters

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Residential – Flats Privately Owned'; → Multimodal trip rate surveys; → Number of dwellings: 6 – 30; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Edge of town centre, suburban area edge of town included.

Table 3 – Proposed Retail Search Parameters

Land Use	Trip Rate Selection Criteria
Retail Unit	→ Land Use Category: 'Retail – Convenience Store'; → Multimodal trip rate surveys; → Gross Floor Area: 70 – 500m²; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Suburban area, edge of town and neighbourhood centre included.

6.2 Multimodal Trip Generation

- 6.2.1 **Tables 4** and **5** provide details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the proposed development uses. The data is split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks.

Table 4 – Multimodal Trips for 7 Proposed Apartments

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.146	27.1%	1
	Cyclists	0.000	0.0%	0
	Public Transport Users	0.022	4.1%	0
	Vehicle Occupants	0.370	68.6%	3
	Total People Trips	0.539	100.0%	4
PM Peak 17:00-18:00	Pedestrians	0.168	19.9%	1
	Cyclists	0.011	1.3%	0
	Public Transport Users	0.022	2.6%	0
	Vehicle Occupants	0.640	75.9%	4
	Total People Trips	0.843	100.0%	6

Table 5 – Multimodal Trips for Retail Space

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	19.899	52.2%	13
	Cyclists	0.802	2.1%	1
	Public Transport Users	0.655	1.7%	0
	Vehicle Occupants	16.773	44.0%	11
	Total People Trips	38.128	100.0%	24
PM Peak 17:00-18:00	Pedestrians	24.862	50.4%	16
	Cyclists	0.951	1.9%	1
	Public Transport Users	1.669	3.4%	1
	Vehicle Occupants	21.821	44.3%	14
	Total People Trips	49.303	100.0%	32

6.2.2 From the above tables, the proposed development uses will produce an increase in demand for walking, cycling and public transport use in the network peaks. However, the increase is negligible and the existing infrastructure is considered capable of accommodating proposed trips. **Table 5** also indicates that over 50% of person trips in the peak hours (56% in the AM and 55.7% in the PM) will be by sustainable modes of travel.

6.3 Vehicle Trip Generation

6.3.1 **Tables 6** and **7** provide details of the vehicular trip rates, along with the corresponding generated trips for the existing site and proposed development. The data has been split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks.

Table 6 – Vehicle Trips from Proposed Flats

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.112	0.247	1	2	3
PM Peak 17:00-18:00	0.326	0.202	2	1	3

Table 7 – Vehicle Trips from Proposed Retail

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	7.119	6.760	5	4	9
PM Peak 17:00-18:00	8.914	8.893	6	6	11

- 6.3.2 It should also be acknowledged that for the proposed retail unit a proportion of trips associated with these uses would be pass-by (or pass-by transferred) trips. However, no reductions have been applied to this use with regard to pass-by traffic.
- 6.3.3 The transport impact of the development has been considered in relation to both person trips and vehicle movements, and in relation to the former the level of additional movements can readily be accommodated by the existing infrastructure. The predicted vehicle movements from the development are modest and once the main highway network is gained would not be discernible against normal daily fluctuations in traffic flow.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been appointed by BM and HP Parker Properties Ltd to provide highway consultancy services to support their proposals for the creation of 7 apartments and a retail on the brownfield land adjacent to 1133 Rochdale Road, Blackley.
- 7.2 An investigation into road traffic accidents gives no indication of significant clusters or trends of accidents and it is considered that the development proposals would not have a material adverse impact on the existing accident risk of the local highway network.
- 7.3 The apartments will be accessed from Rochdale Road and the retail unit will take access from Middleton Old Road and a footpath link will be provided within the site, connecting the two roads either side.
- 7.4 It is proposed to provide 4 off street parking bays to the south of the site to the rear of 1133 Rochdale Road. The parking spaces will be allocated for the retail unit and a space each for the 2 bedroom apartments. A secure cycle storage area providing parking for 12 bicycles will be accessible from Rochdale Road.
- 7.5 It is considered that walking, cycling and public transport offer realistic modes of transport for residents and visitors of the development. The site is well located to take advantage of existing pedestrian, cycle and public transport facilities. These modes of transport are provided within the recommended distance as stated in national guidelines. Walking, cycling and public transport have the potential to form part of a longer journey using linked trips.
- 7.6 The additional trips generated by sustainable modes are not severe and are therefore unlikely to have a detrimental impact on the existing infrastructure.
- 7.7 This Transport Statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 7.8 As such, the development should be supported on transportation grounds.



Appendix A

Crashmap Summary Report

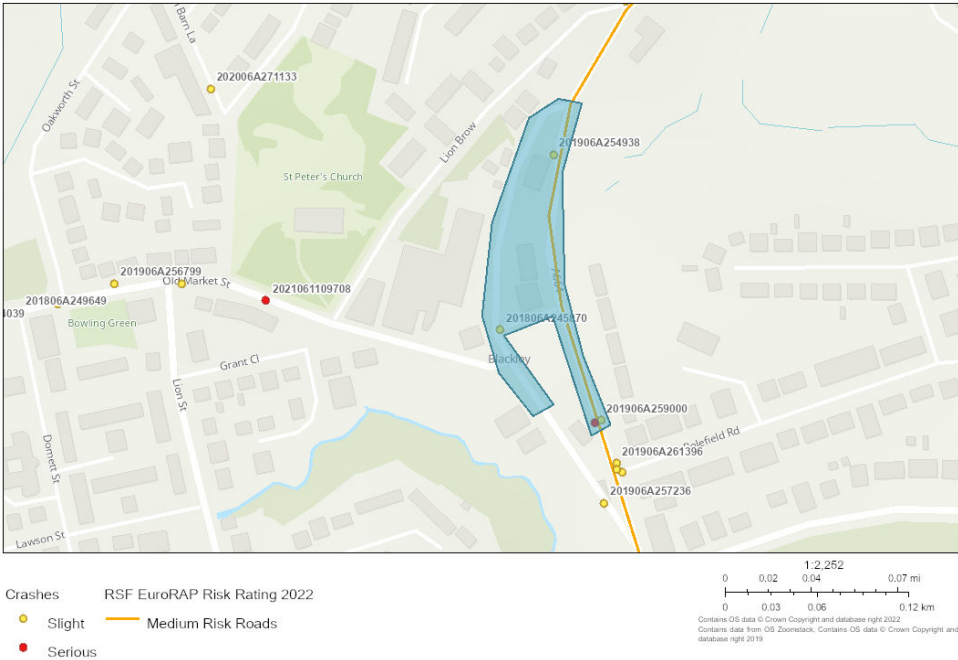


Crash Report

Area of Interest (AOI) Information

Area : 8,095.76 m²

Feb 8 2023 12:24:04 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	4	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	June 28, 2019	2019	2	1	385830
2	None	Slight	No officer attended crash scene	March 15, 2019	2019	2	1	385799
3	None	Slight	Police officer attended crash scene	July 5, 2018	2018	2	1	385764
4	None	Serious	Police officer attended crash scene	October 2, 2021	2021	1	1	385826

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	402867	Manchester	A664	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	403040	Manchester	A664	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	402926	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
4	402865	Manchester	A664	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
2	Not at or within 20 metres of junction	Central refuge - no other controls	0	1	0	0	0	0
3	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A259000	1
2	0	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A254938	1
3	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A245870	1
4	1	0	0	0	Manchester City	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021061094352	1

Report produced from CrashMap Pro



Appendix B

Proposed Site Plan

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Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-

Main entrance door keypad entry system to be linked to a fail safe break glass call point or be fitted with a manual thumb turn latch or other keyless device to internal face.

Any external lighting to have automatic shut off (infra red or timer)

Provide robust audio - visual intercom and remote door release facility to minimise unauthorised access.

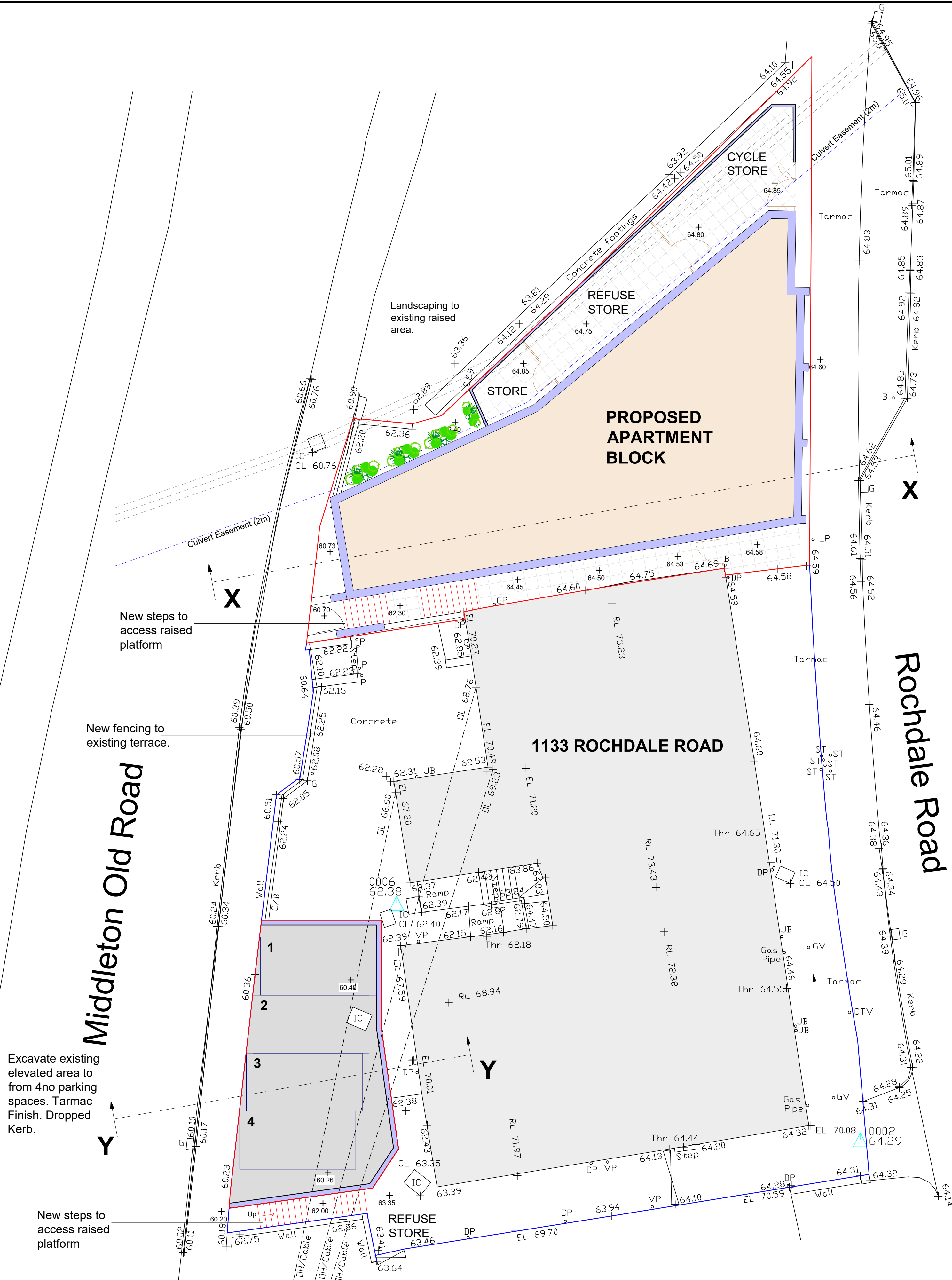
Electronic door lock to fail in unlocked position in event of power failure also to have easily openable, manual operation to inside.

Principle entrance to be clearly identified and well lit.

Proposed door entry system to be accessible so the deaf and hard of hearing people and people who cannot speak may use.

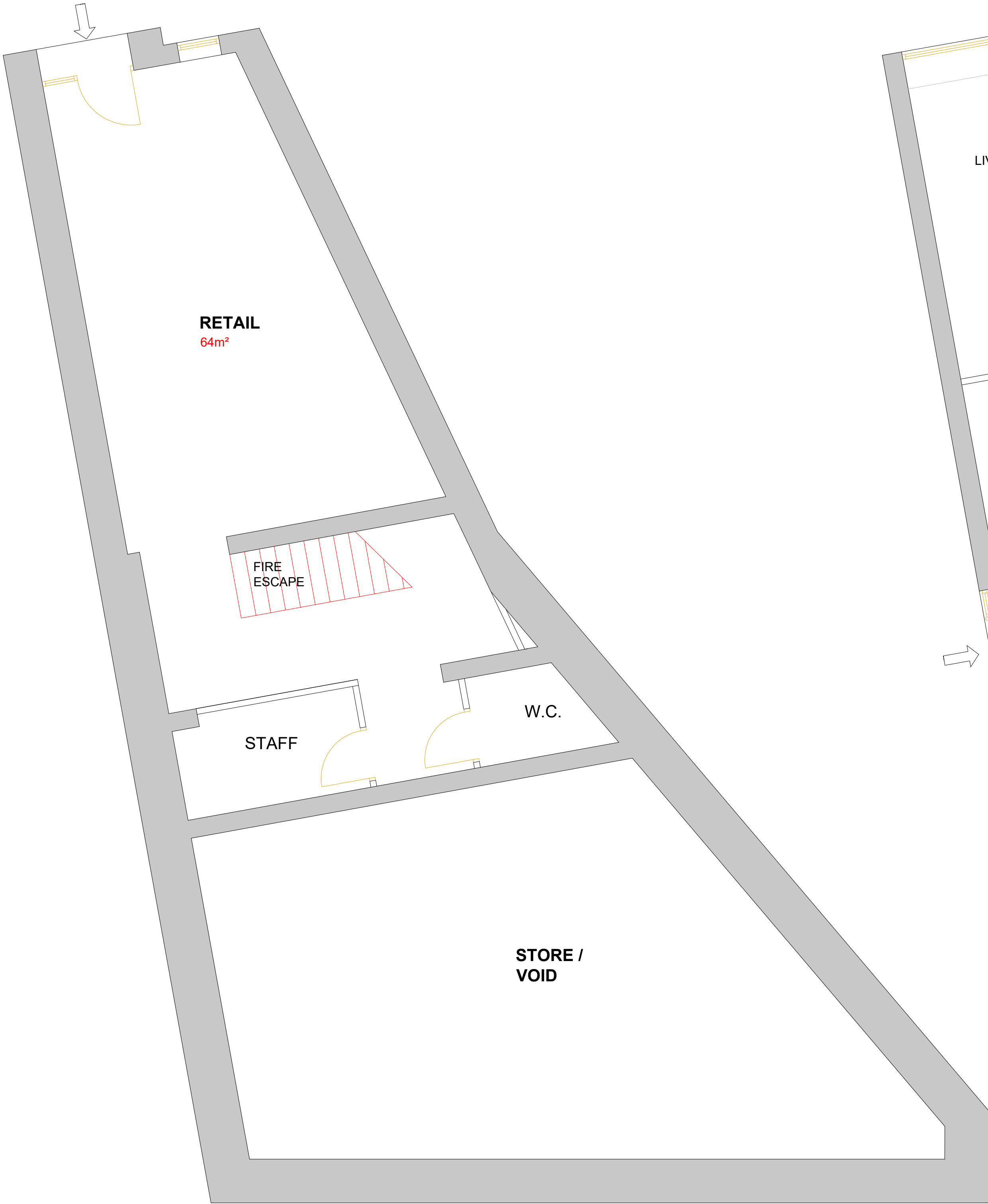
Door opening furniture to be powder coated and not cold to touch. If manual non-powered entrance door to have an opening force of no greater than 30N.

Principle entrance door to allow visibility of on coming and manifestation to be provided for glazed doors as required.



PROPOSED SITE PLAN

DRAWING TITLE		
PROPOSED SITE PLAN		
JCA JAMES CAMPBELL ASSOCIATES LTD CHARTERED ARCHITECTURAL SERVICES 		
Campbell House 173 Rochdale Road Firgrove Rochdale OL16 3BN Tel: 01706 354888 Mob: 07817 623183 Email: admin@jamescampbellassociates.co.uk Web: www.jamescampbellassociates.co.uk		
PROJECT		
PROPOSED RESIDENTIAL DEVELOPMENT		
LOCATION		
Land Adjacent to 1133 Rochdale Road Blackley Manchester		
DRAWN:-	Martin D. Ashworth	DRAWING NUMBER:- 22.2919.SC4.1
DATE:-	January 2023	
SCALE:-	1:100 at A1	
ISSUE:-		



PROPOSED LOWER GROUND FLOOR PLAN



PROPOSED GROUND FLOOR PLAN

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Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-

DRAWING TITLE		
PROPOSED LOWER & GROUND FLOOR PLANS		
JCA JAMES CAMPBELL ASSOCIATES LTD CHARTERED ARCHITECTURAL SERVICES		
Campbell House 173 Rochdale Road Firgrove Rochdale OL16 3BN Tel: 01706 354888 Mob: 07817 623183 Email: admin@jamescampbellassociates.co.uk Web: www.jamescampbellassociates.co.uk		
PROJECT		
PROPOSED RESIDENTIAL DEVELOPMENT		
LOCATION		
Land Adjacent to 1133 Rochdale Road Blackley Manchester		
DRAWN:-	Martin D. Ashworth	DRAWING NUMBER:-
DATE:-	January 2023	22.2919.SC4.2
SCALE:-	1:50 at A1	
ISSUE:-		

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Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-



PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN

DRAWING TITLE
PROPOSED FIRST & SECOND FLOOR PLANS



JAMES CAMPBELL ASSOCIATES LTD
CHARTERED ARCHITECTURAL SERVICES



CIOB
THE INSTITUTE OF BUILDING SURVEYORS



CIAT
CONSTRUCTION INDUSTRY ASSOCIATION

Campbell House
173 Rochdale Road
Firgrove
Rochdale
OL16 3BN

Tel: 01706 354888
Mob: 07817 623183
Email: admin@jamescampbellassociates.co.uk
Web: www.jamescampbellassociates.co.uk

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

LOCATION

Land Adjacent to 1133 Rochdale Road
Blackley
Manchester

DRAWN:-	Martin D. Ashworth	DRAWING NUMBER:-
DATE:-	January 2023	22.2919.SC4.3
SCALE:-	1:50 at A1	
ISSUE:-		

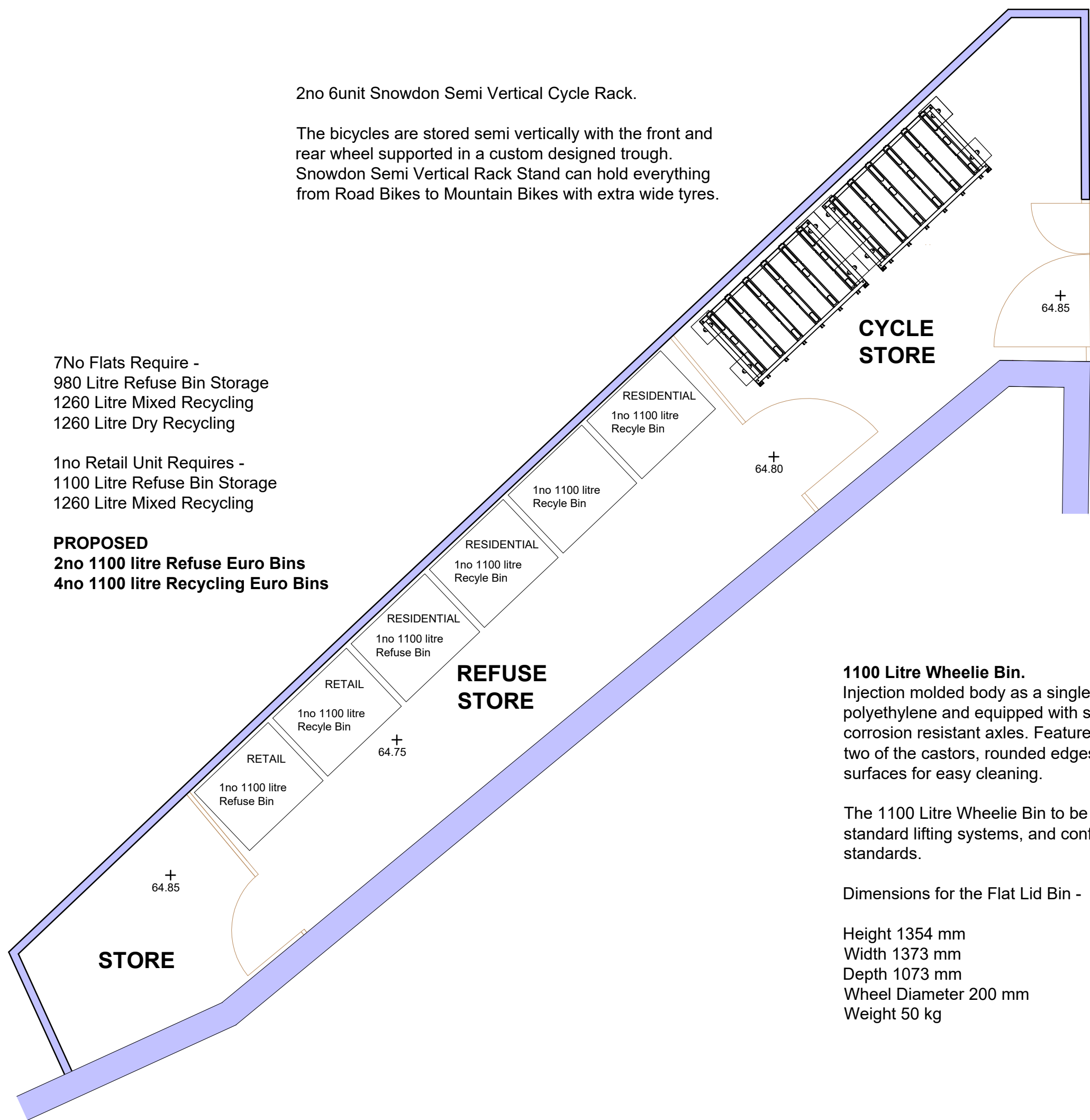
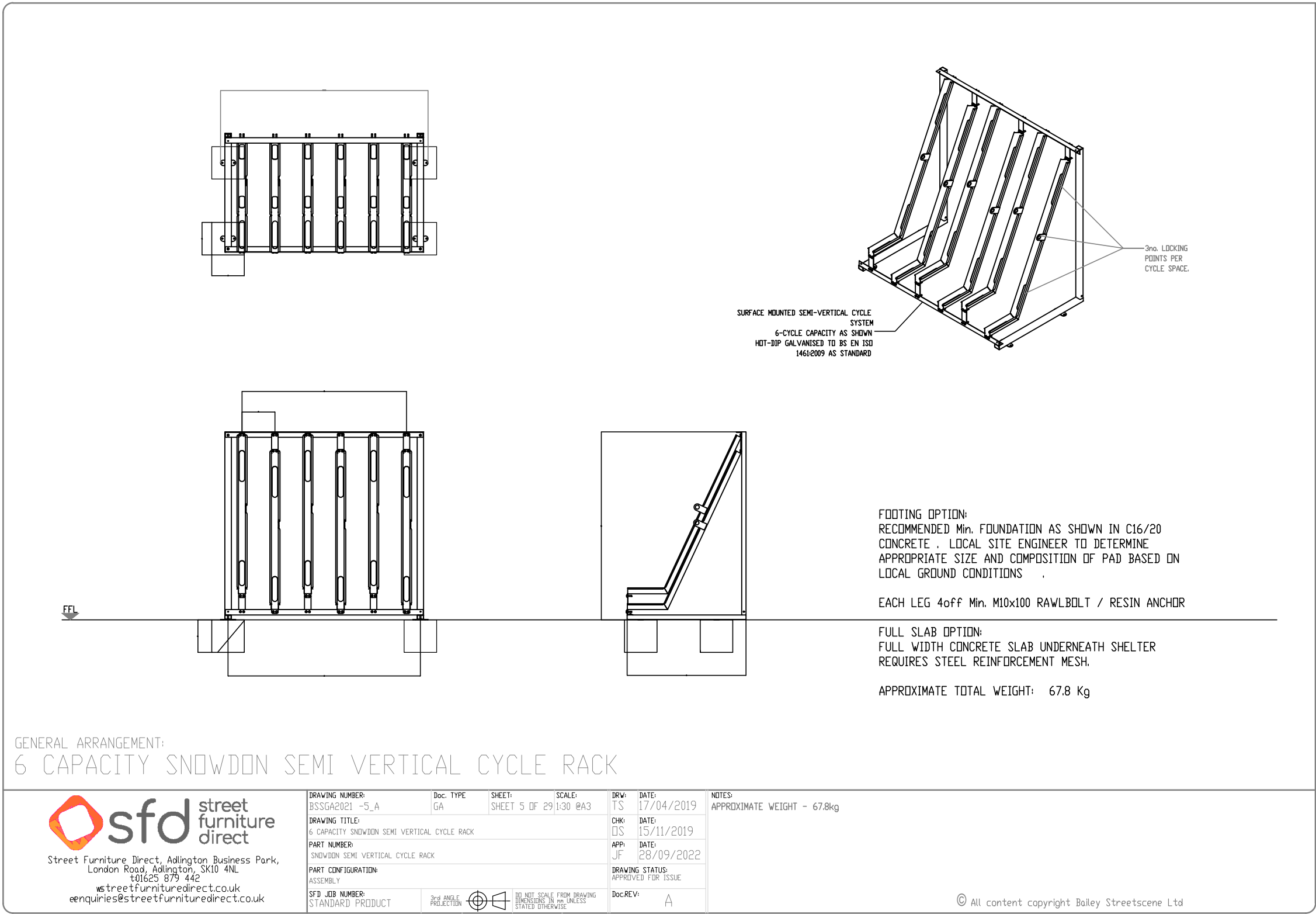
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The contract for the works is between the client and his / her contractor. Contractor to visit site, study the details provided within the drawing and be familiar with both the work to be carried out in accordance with the details provided. Any stated dimension must be checked prior to any form of construction. All works and materials to comply with all relevant British Standards and carry a genuine BBA certificate. The materials specified within this drawing are a guide for the contractor as they are recognised materials with genuine BBA certificates etc. Any contractor who decides to use any different materials than that noted on the drawing must inform James Campbell Associates Ltd.

Any discrepancies discovered or items found that where not visible at the time of the initial survey should be reported to James Campbell Associates Ltd for consultation with our client.

CONSTRUCTION NOTES:-



PROPOSED FLOOR PLAN

DRAWING TITLE		
PROPOSED CYCLE & REFUSE STORE		
JCA JAMES CAMPBELL ASSOCIATES LTD CHARTERED ARCHITECTURAL SERVICES CIOB THE INSTITUTE OF CERTIFIED BUILDING SURVEYORS CIAT THE INSTITUTE OF CERTIFIED ARCHITECTS		
Campbell House 173 Rochdale Road Firgrove Rochdale OL16 3BN Tel: 01706 354888 Mob: 07817 623183 Email: admin@jamescampbellassociates.co.uk Web: www.jamescampbellassociates.co.uk		
PROJECT		
PROPOSED RESIDENTIAL DEVELOPMENT		
LOCATION		
Land Adjacent to 1133 Rochdale Road Blackley Manchester		
DRAWN:-	Martin D. Ashworth	DRAWING NUMBER:-
DATE:-	January 2023	22.2919.SC4.5
SCALE:-	1:50 at A1	
ISSUE:-		



Appendix C

TRICS outputs

Calculation Reference: AUDIT-109307-230208-0221

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SS SOUTHEAST ON SEA	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 6 to 20 (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: 01/01/06 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:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 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	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 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	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:			14
	Survey date: FRIDAY			28/03/14
2	DY-03-C-01	BLOCK OF FLATS		Survey Type: MANUAL
	DERBY			
	DRAGE STREET			
	DERBY			
	LITTLE CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:			8
	Survey date: THURSDAY			25/06/09
3	MS-03-C-03	BLOCK OF FLATS		Survey Type: MANUAL
	MERCERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:			9
	Survey date: TUESDAY			13/11/18
4	NN-03-C-01	BLOCK OF FLATS		Survey Type: MANUAL
	NORTH NORTHAMPTONSHIRE			
	ROCKINGHAM ROAD			
	CORBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:			20
	Survey date: FRIDAY			21/11/08
5	RI-03-C-01	FLATS		Survey Type: MANUAL
	EAST RIDING OF YORKSHIRE			
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:			20
	Survey date: TUESDAY			13/05/14
6	SS-03-C-01	FLATS		Survey Type: MANUAL
	SOUTHEND ON SEA			
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:			6
	Survey date: TUESDAY			22/10/13
7	WY-03-C-02	BLOCK OF FLATS		Survey Type: MANUAL
	WEST YORKSHIRE			
	KINGS MILL LANE			
	HUDDERSFIELD			
	ASPLEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:			12
	Survey date: WEDNESDAY			13/09/06
				Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-C-02	Runs too late
HF-03-C-01	COVID-19
MS-03-C-04	COVID-19
OX-03-C-01	Runs too late

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.090	7	13	0.169	7	13	0.259
08:00 - 09:00	7	13	0.112	7	13	0.247	7	13	0.359
09:00 - 10:00	7	13	0.112	7	13	0.157	7	13	0.269
10:00 - 11:00	7	13	0.034	7	13	0.056	7	13	0.090
11:00 - 12:00	7	13	0.112	7	13	0.079	7	13	0.191
12:00 - 13:00	7	13	0.079	7	13	0.180	7	13	0.259
13:00 - 14:00	7	13	0.112	7	13	0.079	7	13	0.191
14:00 - 15:00	7	13	0.101	7	13	0.090	7	13	0.191
15:00 - 16:00	7	13	0.135	7	13	0.067	7	13	0.202
16:00 - 17:00	7	13	0.180	7	13	0.169	7	13	0.349
17:00 - 18:00	7	13	0.326	7	13	0.202	7	13	0.528
18:00 - 19:00	7	13	0.124	7	13	0.191	7	13	0.315
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.517			1.686			3.203

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

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

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Parameter summary

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

6 - 20 (units:)
 01/01/06 - 11/05/22
 7
 0
 0
 0
 4

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.011	7	13	0.022	7	13	0.033
08:00 - 09:00	7	13	0.000	7	13	0.000	7	13	0.000
09:00 - 10:00	7	13	0.000	7	13	0.000	7	13	0.000
10:00 - 11:00	7	13	0.000	7	13	0.000	7	13	0.000
11:00 - 12:00	7	13	0.000	7	13	0.011	7	13	0.011
12:00 - 13:00	7	13	0.000	7	13	0.000	7	13	0.000
13:00 - 14:00	7	13	0.000	7	13	0.000	7	13	0.000
14:00 - 15:00	7	13	0.000	7	13	0.000	7	13	0.000
15:00 - 16:00	7	13	0.000	7	13	0.000	7	13	0.000
16:00 - 17:00	7	13	0.000	7	13	0.000	7	13	0.000
17:00 - 18:00	7	13	0.011	7	13	0.000	7	13	0.011
18:00 - 19:00	7	13	0.011	7	13	0.000	7	13	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.090	7	13	0.180	7	13	0.270
08:00 - 09:00	7	13	0.112	7	13	0.258	7	13	0.370
09:00 - 10:00	7	13	0.247	7	13	0.180	7	13	0.427
10:00 - 11:00	7	13	0.034	7	13	0.079	7	13	0.113
11:00 - 12:00	7	13	0.157	7	13	0.124	7	13	0.281
12:00 - 13:00	7	13	0.112	7	13	0.213	7	13	0.325
13:00 - 14:00	7	13	0.112	7	13	0.090	7	13	0.202
14:00 - 15:00	7	13	0.101	7	13	0.157	7	13	0.258
15:00 - 16:00	7	13	0.146	7	13	0.079	7	13	0.225
16:00 - 17:00	7	13	0.247	7	13	0.213	7	13	0.460
17:00 - 18:00	7	13	0.382	7	13	0.258	7	13	0.640
18:00 - 19:00	7	13	0.169	7	13	0.315	7	13	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.909			2.146			4.055

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.045	7	13	0.124	7	13	0.169
08:00 - 09:00	7	13	0.034	7	13	0.112	7	13	0.146
09:00 - 10:00	7	13	0.067	7	13	0.034	7	13	0.101
10:00 - 11:00	7	13	0.045	7	13	0.067	7	13	0.112
11:00 - 12:00	7	13	0.101	7	13	0.056	7	13	0.157
12:00 - 13:00	7	13	0.034	7	13	0.034	7	13	0.068
13:00 - 14:00	7	13	0.056	7	13	0.090	7	13	0.146
14:00 - 15:00	7	13	0.045	7	13	0.034	7	13	0.079
15:00 - 16:00	7	13	0.146	7	13	0.090	7	13	0.236
16:00 - 17:00	7	13	0.056	7	13	0.056	7	13	0.112
17:00 - 18:00	7	13	0.112	7	13	0.056	7	13	0.168
18:00 - 19:00	7	13	0.101	7	13	0.079	7	13	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.842			0.832			1.674

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.000	7	13	0.056	7	13	0.056
08:00 - 09:00	7	13	0.000	7	13	0.022	7	13	0.022
09:00 - 10:00	7	13	0.011	7	13	0.011	7	13	0.022
10:00 - 11:00	7	13	0.011	7	13	0.000	7	13	0.011
11:00 - 12:00	7	13	0.011	7	13	0.011	7	13	0.022
12:00 - 13:00	7	13	0.034	7	13	0.045	7	13	0.079
13:00 - 14:00	7	13	0.000	7	13	0.000	7	13	0.000
14:00 - 15:00	7	13	0.011	7	13	0.011	7	13	0.022
15:00 - 16:00	7	13	0.034	7	13	0.000	7	13	0.034
16:00 - 17:00	7	13	0.022	7	13	0.011	7	13	0.033
17:00 - 18:00	7	13	0.022	7	13	0.000	7	13	0.022
18:00 - 19:00	7	13	0.022	7	13	0.000	7	13	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.178			0.167			0.345

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	13	0.146	7	13	0.382	7	13	0.528
08:00 - 09:00	7	13	0.146	7	13	0.393	7	13	0.539
09:00 - 10:00	7	13	0.326	7	13	0.225	7	13	0.551
10:00 - 11:00	7	13	0.090	7	13	0.146	7	13	0.236
11:00 - 12:00	7	13	0.270	7	13	0.202	7	13	0.472
12:00 - 13:00	7	13	0.180	7	13	0.292	7	13	0.472
13:00 - 14:00	7	13	0.169	7	13	0.180	7	13	0.349
14:00 - 15:00	7	13	0.157	7	13	0.202	7	13	0.359
15:00 - 16:00	7	13	0.326	7	13	0.169	7	13	0.495
16:00 - 17:00	7	13	0.326	7	13	0.281	7	13	0.607
17:00 - 18:00	7	13	0.528	7	13	0.315	7	13	0.843
18:00 - 19:00	7	13	0.303	7	13	0.393	7	13	0.696
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.967			3.180			6.147

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

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

Calculation Reference: AUDIT-109307-230303-0341

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	PL PLYMOUTH	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	HP HARTLEPOOL	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 70 to 500 (units: sqm)
 Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/05/22

Selected survey days:

Monday	2 days
Wednesday	5 days
Thursday	2 days
Friday	5 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	10
High Street	3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	2 days
E(a)	11 days
F2(a)	1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

Travel Plan:

No	14 days
----	---------

PTAL Rating:

No PTAL Present	14 days
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LIST OF SITES relevant to selection parameters

1	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	Survey date: WEDNESDAY		20/04/22	Survey Type: MANUAL
2	CF-01-O-01 BUTE STREET CARDIFF CARDIFF BAY Neighbourhood Centre (PPS6 Local Centre) Commercial Zone Total Gross floor area:	TESCO EXPRESS	450 sqm	CARDIFF
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL
3	CF-01-O-02 HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	CO-OPERATIVE	350 sqm	CARDIFF
	Survey date: FRIDAY		07/10/16	Survey Type: MANUAL
4	ES-01-O-01 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	ONE STOP	280 sqm	EAST SUSSEX
	Survey date: WEDNESDAY		19/12/12	Survey Type: MANUAL
5	HP-01-O-01 132 STATION LANE HARTLEPOOL SEATON CAREW Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	SAINSBURY'S LOCAL	469 sqm	HARTLEPOOL
	Survey date: MONDAY		26/11/12	Survey Type: MANUAL
6	NF-01-O-01 DEREHAM ROAD NORWICH	TESCO EXPRESS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		298 sqm	
	Survey date: FRIDAY		26/10/12	Survey Type: MANUAL
7	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		19/09/16	Survey Type: MANUAL
8	PL-01-O-01 MELROSE AVENUE PLYMOUTH	PREMIER		PLYMOUTH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		70 sqm	
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm Survey date: FRIDAY 23/09/16 Survey Type: MANUAL			
10	SY-01-O-02 ECCLESALL ROAD SHEFFIELD	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 306 sqm Survey date: FRIDAY 14/12/12 Survey Type: MANUAL			
11	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm Survey date: FRIDAY 07/04/17 Survey Type: MANUAL			
12	WS-01-O-01 GORING ROAD WORTHING GORING-BY-SEA	CO-OP		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 500 sqm Survey date: THURSDAY 12/05/22 Survey Type: MANUAL			
13	WS-01-O-02 GORING ROAD WORTHING GORING-BY-SEA	SAINSBURY 'S LOCAL		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 409 sqm Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL			
14	WY-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		WEST YORKSHIRE
	Edge of Town Residential Zone Total Gross floor area: 400 sqm Survey date: THURSDAY 06/12/12 Survey Type: MANUAL			

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.00

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	7	316	2.622	7	316	2.486	7	316	5.108
07:00 - 08:00	14	338	6.548	14	338	6.084	14	338	12.632
08:00 - 09:00	14	338	7.119	14	338	6.760	14	338	13.879
09:00 - 10:00	14	338	5.915	14	338	5.429	14	338	11.344
10:00 - 11:00	14	338	5.767	14	338	5.619	14	338	11.386
11:00 - 12:00	14	338	6.126	14	338	6.126	14	338	12.252
12:00 - 13:00	14	338	7.689	14	338	7.140	14	338	14.829
13:00 - 14:00	14	338	5.556	14	338	5.429	14	338	10.985
14:00 - 15:00	14	338	6.823	14	338	6.675	14	338	13.498
15:00 - 16:00	14	338	7.098	14	338	7.267	14	338	14.365
16:00 - 17:00	14	338	8.661	14	338	7.457	14	338	16.118
17:00 - 18:00	14	338	8.914	14	338	8.893	14	338	17.807
18:00 - 19:00	14	338	8.999	14	338	9.442	14	338	18.441
19:00 - 20:00	14	338	6.379	14	338	7.055	14	338	13.434
20:00 - 21:00	12	364	3.225	12	364	4.323	12	364	7.548
21:00 - 22:00	11	372	2.319	11	372	2.783	11	372	5.102
22:00 - 23:00	3	459	1.234	3	459	1.234	3	459	2.468
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			102.194			101.332			203.526

Parameter summary

Trip rate parameter range selected:

70 - 500 (units: sqm)

Survey date date range:

01/01/12 - 22/05/22

Number of weekdays (Monday-Friday):

14

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	7	316	0.271	7	316	0.226	7	316	0.497
07:00 - 08:00	14	338	0.380	14	338	0.401	14	338	0.781
08:00 - 09:00	14	338	0.401	14	338	0.401	14	338	0.802
09:00 - 10:00	14	338	0.317	14	338	0.253	14	338	0.570
10:00 - 11:00	14	338	0.275	14	338	0.211	14	338	0.486
11:00 - 12:00	14	338	0.211	14	338	0.275	14	338	0.486
12:00 - 13:00	14	338	0.359	14	338	0.317	14	338	0.676
13:00 - 14:00	14	338	0.253	14	338	0.275	14	338	0.528
14:00 - 15:00	14	338	0.359	14	338	0.380	14	338	0.739
15:00 - 16:00	14	338	0.380	14	338	0.380	14	338	0.760
16:00 - 17:00	14	338	0.676	14	338	0.549	14	338	1.225
17:00 - 18:00	14	338	0.465	14	338	0.486	14	338	0.951
18:00 - 19:00	14	338	0.697	14	338	0.655	14	338	1.352
19:00 - 20:00	14	338	0.380	14	338	0.317	14	338	0.697
20:00 - 21:00	12	364	0.183	12	364	0.297	12	364	0.480
21:00 - 22:00	11	372	0.244	11	372	0.268	11	372	0.512
22:00 - 23:00	3	459	0.218	3	459	0.218	3	459	0.436
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			6.069				5.909	11.978	

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	7	316	2.984	7	316	2.803	7	316	5.787
07:00 - 08:00	14	338	7.583	14	338	7.076	14	338	14.659
08:00 - 09:00	14	338	8.661	14	338	8.112	14	338	16.773
09:00 - 10:00	14	338	6.971	14	338	6.337	14	338	13.308
10:00 - 11:00	14	338	6.464	14	338	6.379	14	338	12.843
11:00 - 12:00	14	338	7.583	14	338	7.414	14	338	14.997
12:00 - 13:00	14	338	9.041	14	338	8.407	14	338	17.448
13:00 - 14:00	14	338	6.738	14	338	6.633	14	338	13.371
14:00 - 15:00	14	338	7.774	14	338	7.583	14	338	15.357
15:00 - 16:00	14	338	9.231	14	338	9.358	14	338	18.589
16:00 - 17:00	14	338	11.027	14	338	9.463	14	338	20.490
17:00 - 18:00	14	338	10.858	14	338	10.963	14	338	21.821
18:00 - 19:00	14	338	11.639	14	338	12.019	14	338	23.658
19:00 - 20:00	14	338	7.816	14	338	8.661	14	338	16.477
20:00 - 21:00	12	364	4.300	12	364	5.467	12	364	9.767
21:00 - 22:00	11	372	2.905	11	372	3.515	11	372	6.420
22:00 - 23:00	3	459	1.887	3	459	1.742	3	459	3.629
23:00 - 24:00	2	455	0.000	2	455	0.440	2	455	0.440
Total Rates:			124.462			122.572			247.034

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	7	316	2.260	7	316	2.034	7	316	4.294
07:00 - 08:00	14	338	5.767	14	338	5.006	14	338	10.773
08:00 - 09:00	14	338	10.393	14	338	9.506	14	338	19.899
09:00 - 10:00	14	338	8.175	14	338	7.837	14	338	16.012
10:00 - 11:00	14	338	9.125	14	338	8.956	14	338	18.081
11:00 - 12:00	14	338	10.752	14	338	10.604	14	338	21.356
12:00 - 13:00	14	338	13.181	14	338	12.569	14	338	25.750
13:00 - 14:00	14	338	13.561	14	338	14.280	14	338	27.841
14:00 - 15:00	14	338	11.660	14	338	12.505	14	338	24.165
15:00 - 16:00	14	338	15.695	14	338	15.272	14	338	30.967
16:00 - 17:00	14	338	13.540	14	338	13.984	14	338	27.524
17:00 - 18:00	14	338	12.526	14	338	12.336	14	338	24.862
18:00 - 19:00	14	338	13.245	14	338	13.435	14	338	26.680
19:00 - 20:00	14	338	11.365	14	338	12.083	14	338	23.448
20:00 - 21:00	12	364	7.662	12	364	8.371	12	364	16.033
21:00 - 22:00	11	372	6.151	11	372	6.785	11	372	12.936
22:00 - 23:00	3	459	0.871	3	459	1.524	3	459	2.395
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			165.929				167.417	333.346	

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	7	316	0.000	7	316	0.000	7	316	0.000
07:00 - 08:00	14	338	0.148	14	338	0.190	14	338	0.338
08:00 - 09:00	14	338	0.338	14	338	0.317	14	338	0.655
09:00 - 10:00	14	338	0.422	14	338	0.359	14	338	0.781
10:00 - 11:00	14	338	0.486	14	338	0.444	14	338	0.930
11:00 - 12:00	14	338	0.317	14	338	0.317	14	338	0.634
12:00 - 13:00	14	338	0.401	14	338	0.444	14	338	0.845
13:00 - 14:00	14	338	0.528	14	338	0.359	14	338	0.887
14:00 - 15:00	14	338	0.676	14	338	0.444	14	338	1.120
15:00 - 16:00	14	338	0.380	14	338	0.401	14	338	0.781
16:00 - 17:00	14	338	0.253	14	338	0.169	14	338	0.422
17:00 - 18:00	14	338	0.887	14	338	0.782	14	338	1.669
18:00 - 19:00	14	338	0.465	14	338	0.380	14	338	0.845
19:00 - 20:00	14	338	0.486	14	338	0.528	14	338	1.014
20:00 - 21:00	12	364	0.069	12	364	0.069	12	364	0.138
21:00 - 22:00	11	372	0.024	11	372	0.024	11	372	0.048
22:00 - 23:00	3	459	0.000	3	459	0.000	3	459	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			5.880				5.227	11.107	

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.00

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	7	316	5.515	7	316	5.063	7	316	10.578
07:00 - 08:00	14	338	13.878	14	338	12.674	14	338	26.552
08:00 - 09:00	14	338	19.793	14	338	18.335	14	338	38.128
09:00 - 10:00	14	338	15.885	14	338	14.787	14	338	30.672
10:00 - 11:00	14	338	16.350	14	338	15.991	14	338	32.341
11:00 - 12:00	14	338	18.864	14	338	18.610	14	338	37.474
12:00 - 13:00	14	338	22.983	14	338	21.736	14	338	44.719
13:00 - 14:00	14	338	21.082	14	338	21.546	14	338	42.628
14:00 - 15:00	14	338	20.469	14	338	20.913	14	338	41.382
15:00 - 16:00	14	338	25.687	14	338	25.412	14	338	51.099
16:00 - 17:00	14	338	25.496	14	338	24.166	14	338	49.662
17:00 - 18:00	14	338	24.736	14	338	24.567	14	338	49.303
18:00 - 19:00	14	338	26.046	14	338	26.489	14	338	52.535
19:00 - 20:00	14	338	20.046	14	338	21.589	14	338	41.635
20:00 - 21:00	12	364	12.214	12	364	14.204	12	364	26.418
21:00 - 22:00	11	372	9.324	11	372	10.593	11	372	19.917
22:00 - 23:00	3	459	2.975	3	459	3.483	3	459	6.458
23:00 - 24:00	2	455	0.000	2	455	0.770	2	455	0.770
Total Rates:			302.343			301.128			603.471



FAIRHURST



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