

Victoria Park Probation Centre

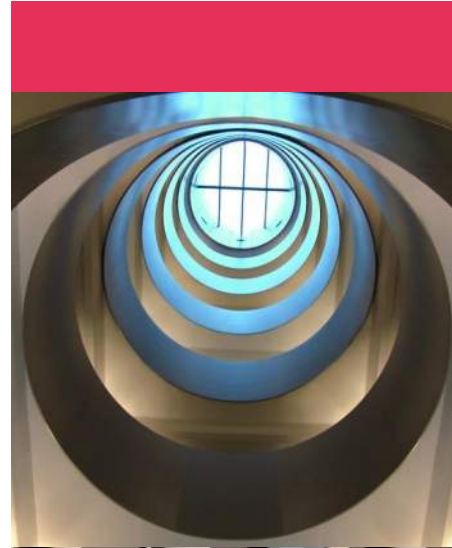
Transport Statement

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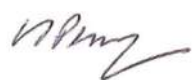


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Appendix A – Proposed Site Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Britannia Victoria Limited to provide transport and highways advice in relation to a development at the former Victoria Park Probation Centre in Manchester.
- 1.1.2 The proposed development comprises the redevelopment of the site to accommodate residential use. The scheme would comprise 37 apartments (mix of 1 and 2-bed units), 31 houses (mix of 3 and 4-bed properties, plus a 6-bed property), and 4 maisonettes (1 and 2-bed units).
- 1.1.3 The existing buildings onsite would be demolished to make way for the proposed development.
- 1.1.4 The apartments have 18 car parking spaces associated (c. 49% provision), the maisonettes have 2 car parking spaces associated (50% provision), the houses have 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space.
- 1.1.5 The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at MCC with regard to all traffic and transportation matters associated with the proposals.
- 1.2.2 The main purposes of this TS are to review the proposed access and parking provision, to consider the impacts of traffic generated by the site on the local road network, and review the accessibility of the development for pedestrians, cyclists, and users of public transport, ensuring there are sustainable choices of transport.
- 1.2.3 The TS is supported by a range of appendices, with swept path assessments showing the proposed servicing arrangements. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **82328-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 Curtins held a scoping meeting with MCC Highways on 15th September 2022 to discuss the development proposals. It was agreed during this meeting that a TS would be sufficient to support the development, and the TS should contain the following:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals, access, parking, and servicing arrangements;
- A review of accessibility by all sustainable modes of travel;
- Commentary on the highway impact associated with the development proposals; and
- A summary of relevant transport planning policy.

1.3.3 A site visit was also requested by MCC Highways to observed on-street parking in the vicinity of the site, in order to determine if there is sufficient capacity for potential visitors to park on-street if required, and to determine if further parking restrictions are required in the area for visibility purposes. The site visit was conducted on Monday 26th September 2022.

1.3.4 MCC Highways also requested an Interim Travel Plan to accompany the TS. This has been provided in Document Reference: **82328-CUR-XX-XX-T-TP-00002**.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.4.3 The development proposal is summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The site is located c. 4km to the south-east of Manchester City Centre, and is bound to the north by Daisy Bank Road, to the west by Laindon Road, to the east by residential dwellings and Merwood Grove / Ayton Grove, and to the south by supported living accommodation (recently approved for change of use to residential accommodation for over 55s, MCC planning reference: 134076/FO/2022).

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network.

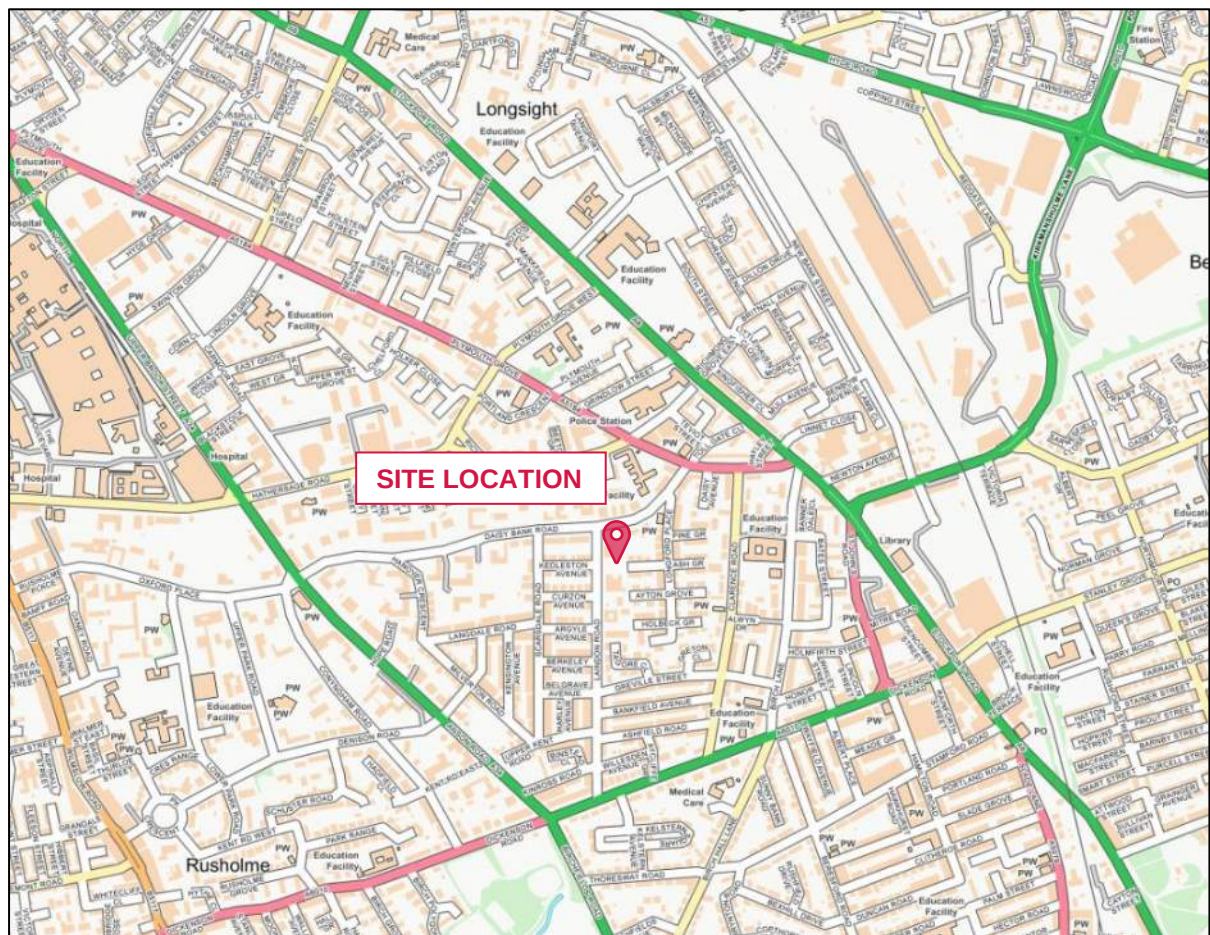


Figure 2.1 – Site Location in Relation to the Local Network
(Source: OS Maps, 2022)

2.1.3 The site is located midway between two major A-roads providing connectivity beyond the region. To the west of the site lies the A34, which extends between Manchester City Centre, the Mancunian Way ring road, East Didsbury, the M60 Manchester Outer Ring Road linking to the M56 motorway, and further south towards Wilmslow. Whereas to the east lies the A6, which extends between Manchester City Centre, Stockport, the M60 Manchester Outer Ring Road, and further south towards Buxton.

2.2 Existing Use and Access Arrangements

- 2.2.1 The former use of the site was the Victoria Park Probation Centre, which comprises two buildings to the north and south of the site, and a car park in between both buildings, accessed off Laindon Road. The northern section of the site facing Daisy Bank Road comprises trees and vegetation. The car park comprises c. 30 marked parking bays, 3 of which are designated as disabled parking bays.
- 2.2.2 Information from Her Majesty's Prison and Probation Service's website indicates that the probation office was formerly open on Mondays to Fridays between 09:00 – 17:00 (with the exception of Tuesdays, where the opening hours were extended to 19:00), and closed on weekends and Bank Holidays. It is also stated that prior booking was required for visitors to use the disabled parking bays.
- 2.2.3 At the time of writing, the site is unoccupied and the probation centre is no longer in occupation, but the buildings remain onsite.
- 2.2.4 The majority of the northern and western perimeter of the site (with the exception of the car park access and a pedestrian access to the southern building) is separated from the carriageway by a brick wall. There are also a mixture of brick walls and metal fences forming a boundary between the site and the residential dwellings / streets to the east and south.
- 2.2.5 The above arrangement includes a single vehicular access off Laindon Road, and a separate pedestrian access c. 20m to the south of the car park access. There is a car park barrier across the vehicular access to prevent unauthorised entry.

2.3 Surrounding Highway Network

Laindon Road

- 2.3.1 To the west of the site, Laindon Road comprises a two-way single carriageway with an average width of c. 6m. The road extends for c. 500m in a north-to-south alignment between Daisy Bank Road and the A6010 Dickenson Road.
- 2.3.2 Laindon Road is well-lit, with street light columns at regular intervals on both sides of the carriageway. The road is subject to a 20mph speed limit, with speed bumps located at regular intervals. There are no parking restrictions along the carriageway, therefore on-street parking occurs.
- 2.3.3 There are footways measuring c. 2.5m-3m wide along both sides of the carriageway, although instances of on-street parking (partially on the footway and partially on the carriageway) can be observed. There are no dropped kerbs for crossing at the junction between Laindon Road and Daisy Bank Road; however, there is a raised table near the junction which provides a level crossing point for pedestrians.

Daisy Bank Road

- 2.3.4 To the north of the site, Daisy Bank Road extends for c. 775m between a signalised junction with the A34 Upper Brook Street / Anson Road and Oxford Place to the west, and a priority junction with the A5184 Plymouth Grove to the east. In the vicinity of the site, the carriageway width is c. 7.5m, however the usable width of the carriageway is reduced due to the presence of on-street parking.
- 2.3.5 Similar to Laindon Road, Daisy Bank Road does not comprise any parking restrictions, and there are cars parked along both sides of the carriageway. The road is also subject to a 20mph speed limit.
- 2.3.6 Pedestrian infrastructure exists in the form of c. 2.5m-wide pavements along both sides of the carriageway. Similar to Laindon Road, on-street parking on Daisy Bank Road (partially on the footway and partially on the carriageway) can be observed. There is adequate street lighting at regular intervals.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five years (2017 – 2021 inclusive). The search area included local roads within close proximity of the site, shown in **Figure 2.2** below. A breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Laindon Road / Belgrave Avenue / Greville Street	1	0	0	1
Upper Kent Road / Scarsdale Road / Milverton Road	1	0	0	1
Daisy Bank Road	0	1	0	1
Plymouth Grove	1	0	0	1
Ashfield Road / Clarence Road	1	0	0	1
Clarence Road / A6010 Dickenson Road	1	0	0	1
Aycliffe Grove / A6010 Dickenson Road	1	0	0	1
Laindon Road / A6010 Dickenson Road	1	0	0	1
Daisy Bank Road / A34 Upper Brook Street / Anson Road / Oxford Place	4	0	0	4
A34 Anson Road / Fitzwilliam Court	2	0	0	2
Milverton Road / Denison Road	1	0	0	1
A34 Anson Road / Denison Road	5	1	0	6
A34 Anson Road	0	1	0	1
A34 Anson Road / Kinross Road	2	0	0	2

Junction/Link	Slight	Serious	Fatal	Totals
A34 Anson Road / Birchfields Road / A6010 Dickenson Road	7	1	0	8
Total	28	4	0	32

Table 2.1 – Personal Injury Accident Data Summary

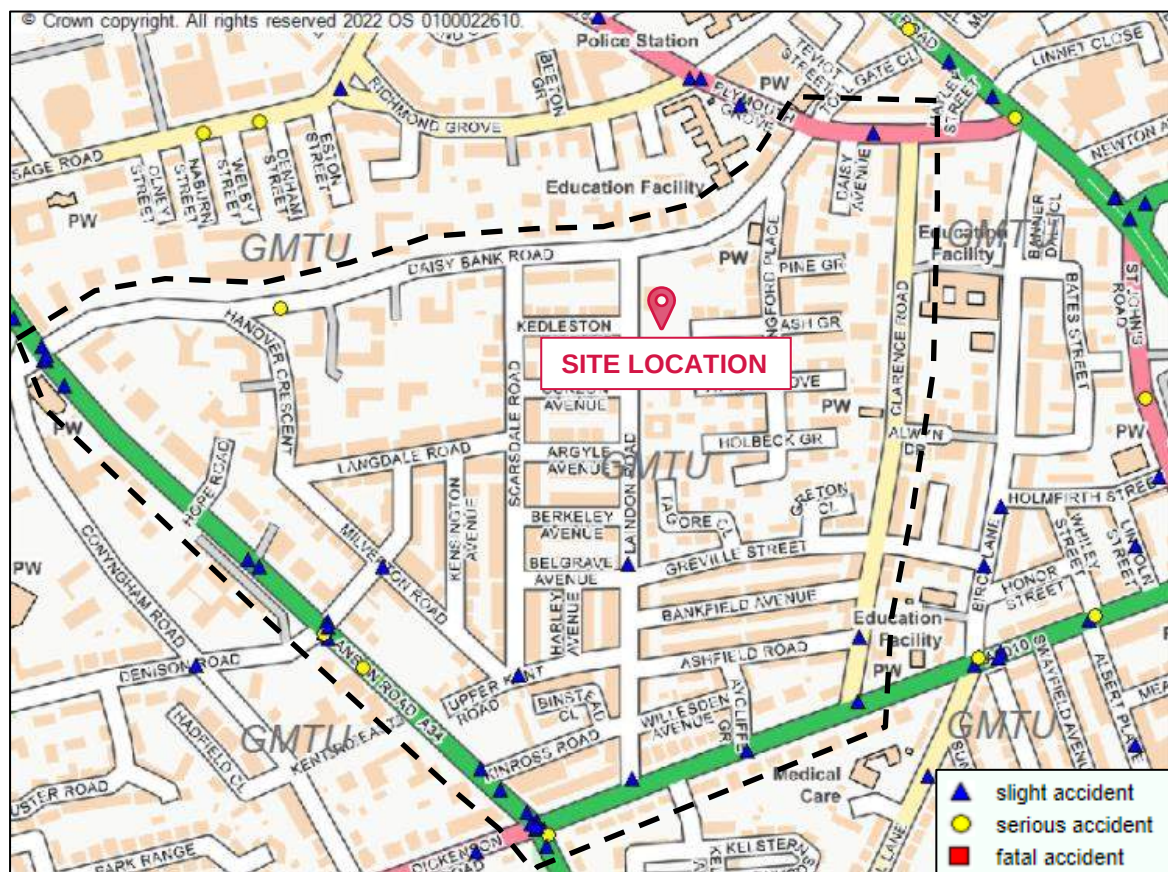


Figure 2.2 – Extents of Search Area

(Source: Transport for Greater Manchester and OS Maps, 2022)

- 2.4.2 There has been a total of 32 accidents in the latest five-year period available, 28 of which were 'slight' severity accidents and 4 of which were 'serious' severity incidents. No fatal accidents have been recorded in the study area and period. Notably, there have been no accidents within the immediate vicinity of the proposed development site.
- 2.4.3 The collisions are generally spread out across the study area, with no notable clusters, except at the A34 Anson Road / Birchfields Road / A6010 Dickenson Road and A34 Anson Road / Denison Road junctions where 8 and 6 collisions have occurred in the past 5 years.
- 2.4.4 Upon further interrogation of the data at the A34 Anson Road / Birchfields Road / A6010 Dickenson Road junction, it was observed that:

- 2 out of the 8 incidents involved pedestrians, with the remaining incidents involving car occupants;
- The serious incident occurred when a car travelling south-east along Anson Road moves from the straight-ahead lane into the dedicated right turn lane. The nearside of the car hit a pedestrian that was heading westbound along the pedestrian crossing. Notwithstanding, there were no contributory factors recorded for the incident; and
- The remaining incidents comprised of driver errors (i.e. vehicles failing to brake in time and causing collisions, vehicles misjudging each other's speeds when moving off or overtaking, or drink driving).

2.4.5 Whereas, upon further interrogation of the data at the A34 Anson Road / Denison Road junction, it was observed that:

- 3 out of the 6 incidents involved pedal cyclists, with the remaining incidents involving car occupants;
- The serious incident occurred when a vehicle that was travelling south-east on Anson Road turned right onto Denison Road across the path of a cyclist that was travelling north-west on Anson Road, causing the collision and subsequently fleeing the scene;
- The remaining incidents involving pedal cyclists occurred with a similar manner, where vehicles turned into the paths of cyclists. Notwithstanding, there were no contributory factors recorded for the incidents; and
- The remaining incidents involving car occupants comprised of driver errors (i.e. vehicles misjudging each other's speeds when moving off or overtaking, with one incident involving a vehicle attempting to flee from being chased by police).

2.4.6 Higher accident rates are not uncommon on busier A-roads. Whilst all accidents are regrettable, the review does not highlight any clusters of collisions with common causation factors that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 The proposed development comprises the redevelopment of the site to accommodate residential use. The scheme would comprise 37 apartments (mix of 1 and 2-bed units), 31 houses (mix of 3 and 4-bed properties, plus a 6-bed property), and 4 maisonettes (1 and 2-bed units).
- 3.1.2 The existing buildings onsite would be demolished to make way for the proposed development.
- 3.1.3 The proposed site layout is included in **Appendix A**.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 It is envisaged that the existing vehicular access point would be stopped up, and two new vehicular access points would be created off Laindon Road. The first access point (serving the apartment block (Block 1) and the houses within Block 2) will be located at c. 25m to the south of the Laindon Road / Daisy Bank Road junction, whereas the second access point (serving the remaining housing blocks) will be located at c. 75m to the south of the junction, staggered opposite the Laindon Road / Kedleston Avenue junction.
- 3.2.2 **Drawing 82328-CUR-XX-00-D-TP-75001** to the rear of the report shows this access arrangement and demonstrates that visibility splays of 2.4m x 25m, as per Manual for Streets (MfS) guidance for 20mph roads, can be achieved. The northern access road comprises a 4.5m left turn entry / exit radius, a carriageway width of 4.8m, and a 1.2m-wide footway on the southern side of the carriageway. Whereas the southern access road comprises a 6m left turn entry / exit radius, a carriageway width of 5.5m, and a 1.8m-wide footway on both sides of the carriageway.

Pedestrian and Cycle Access

- 3.2.3 The site would be made permeable to Daisy Bank Road and Laindon Road across its northern and western perimeters respectively, with the main pedestrian entrance to the apartments (Block 1) proposed at the north-eastern corner of the site, off Daisy Bank Road.
- 3.2.4 The cycle access point for residents of the apartments would be via the new access junction off Laindon Road, similar to vehicular access to the apartment car park, as there would be access to the apartment bike store located adjacent to the car park.
- 3.2.5 Whereas the remaining houses and blocks would be accessed by pedestrians and cyclists at the vehicular access points, which have been designed to include footways on at least one side of the carriageway. The houses fronting Laindon Road can also be accessed directly off the footway.

- 3.2.6 To encourage low vehicular speeds and create a pedestrian-centric sense of place, the access roads would be designed as shared surfaces with small upstands where appropriate.

Emergency Access

- 3.2.7 In the event of an emergency, **Drawing 82328-CUR-XX-00-D-TP-05002** to the rear of the report also demonstrates that a 7.7m fire tender can manoeuvre around the site.

3.3 Parking Provision

- 3.3.1 Car and cycle parking for the development is provided in accordance with the Manchester Residential Quality Guidance (2017), which requires proposals to *“incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement”* and *“provide secure cycle parking for residents and visitors, which is safe and convenient”*. The guide does not specify exact numbers of car and cycle parking spaces for residential developments, particularly those involving houses.

Car Parking

- 3.3.2 The apartments have c. 18 car parking spaces associated (c. 49% provision), the maisonettes have 2 car parking spaces associated (50% provision), the houses have c. 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space. As discussed below, this level of provision is appropriate based on existing car ownership. It is also a significant improvement compared with existing residential streets in the locality, which have very little off-road parking.
- 3.3.3 All of the parking spaces (for the houses, maisonettes, and apartments) would be equipped with electric vehicle (EV) charging facilities. The parking spaces have been designed with reference to guidance, making best use of the available space within the site. There would also be provision of 1 disabled parking bay (5% of total parking provision) located at the apartment parking courtyard.
- 3.3.4 It is noted that this provision is reflective of existing car ownership figures in the local area. This is evidenced in the 2011 Census dataset ‘QS416EW’ titled ‘Car or van availability’, which suggests that across the Manchester 022B Lower Super Output Area (LSOA) where the site is located, an average of 62% of people do not have cars or vans in their households, followed by 30% who have 1 car or van in their household, 7% who have 2 cars or vans in their household, 1% who have 3 cars or vans in their household, and 0% (only 2 households) who have 4 or more cars or vans in their household. The average car ownership in the area is 0.48.
- 3.3.5 It is considered that this parking provision is in accordance with the transport policy and residential guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

- 3.3.6 During a site visit conducted on Monday 26th September 2022, around 18:30 (towards the end of the PM peak hour, where residents would have arrived / be arriving home from work), it was observed that there is on-street parking along Daisy Bank Road, Laindon Road, and the surrounding minor residential streets (i.e. Kedleston Avenue and Curzon Avenue). The latter streets were more heavily utilised for parking, which is not considered abnormal as houses along these streets do not have driveways.
- 3.3.7 Notwithstanding, it was observed that Daisy Bank Road and Laindon Road comprised additional space for on-street parking when compared against the minor residential streets. This is shown in **Figures 3.1** and **3.2** below.



Figure 3.1 (left) – Observed On-Street Parking along Daisy Bank Road (View from East of Laindon Road)

Figure 3.2 (right) – Observed On-Street Parking along Laindon Road (View from South of Site)

- 3.3.8 The above images demonstrate that in the event of visitor / overspill parking, there are alternative parking arrangements available in close proximity of the site.

Cycle Parking

- 3.3.9 Cycle parking spaces will be provided in the secure cycle store at a 1:1 ratio for the apartments (37 spaces provided). Each of the houses would have access to a secure bike store within their gardens, appropriately sized to accommodate up to 2 bicycles and the maisonettes would have capacity to store 1 bicycle inside.
- 3.3.10 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **82328-CUR-XX-XX-T-TP-00002**)).

3.4 Proposed Servicing Arrangements

- 3.4.1 It is proposed that service vehicles would service the apartment blocks on-street by pulling up on Daisy Bank Road, adjacent to the pedestrian entrance. The apartment block bin store is located to the south of the building. With this arrangement, bins can be pulled out from the bin storage by waste operatives, unloaded onto refuse vehicles, then pulled back to the bin stores.
- 3.4.2 The houses within Blocks 2 and 5 can be serviced on-street from Laindon Road. With this arrangement, residents in the houses would be responsible for presenting the bins at the designated collection point on collection day so that it is ready for refuse operatives to pick up and unload, then placed back at the designated collection point for residents to return the bins to their premises.
- 3.4.3 Whilst there are no parking restrictions preventing loading / unloading, there is on-street parking along Daisy Bank Road / Laindon Road. It is therefore envisaged that a 15m-long single yellow parking restriction (no waiting between certain hours of the day) would be beneficial in ensuring service access. These parking restrictions are proposed along Daisy Bank Road near the apartment bin store, and along Laindon Road in the vicinity of the proposed southern access point, and this is shown in the access arrangement within **Drawing 82328-CUR-XX-00-D-TP-75001** to the rear of the report.
- 3.4.4 Refuse vehicles would turn into the southern access point to service the remainder of the houses within Blocks 3, 4, 6, 7, and 8. Residents would be responsible for presenting the bins along the footway (except for Block 8, where there is a central bin store). This would allow the refuse vehicle to remain parked alongside the footway whilst waste operatives pick up the bins, unload them, and place them back along the footway / at the central bin store.
- 3.4.5 Refuse vehicles would turn around within the site, before exiting in a forward gear. **Drawing 82328-CUR-XX-00-D-TP-05001** to the rear of the report demonstrates the servicing arrangement using an 11.2m large refuse vehicle. Ollier Smurthwaite Architects have prepared a servicing plan which demonstrates the respective bin collection points for all of the blocks.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

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

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

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment has been considered. Distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT have been considered for commuting trips; which are a good approximation for trips associated with the development.

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 A 500m walking distance of the site primarily comprises of the surrounding residential areas, with the presence of some local facilities such as places of worship, schools, and a supermarket / local shops located along the A34 Anson Road and A6010 Dickenson Road. There are also a number of bus stops that can be accessed within this walking distance, namely those along the A5184 Plymouth Grove and A6 Stockport Road.
- 4.2.5 Additional services and facilities that are accessible within the 1,000m catchment include Birchfields Park, convenience stores, GP surgery, cafés, the Dean Trust Ardwick High School, Longsight Library, community centres, large Asda and Lidl supermarkets, Longsight Market, a pharmacy, banks, and other local shops.
- 4.2.6 Further afield but within a 2,000m walking distance of the site lies the wider Oxford Road corridor to the west of the site, which provides access to the Curry Mile, Whitworth Park, some of the University of Manchester campus buildings, Platt Fields Park, Armitage Sports Centre, Manchester Royal Infirmary, and Denmark Road Sports Centre.
- 4.2.7 To the south, this walking catchment includes the Manchester Grammar School and residential neighbourhoods; whereas to the east lies Crowcroft Park, Belle Vue Stadium, schools, and the Longsight high street along the A6 comprising restaurants, hot food takeaways, and many more local shops. To the north of the site, this walking catchment includes most of Ardwick, with more local shops, schools, and the Alstom Transport Traincare Centre.
- 4.2.8 The site is located within an established residential area, where there are good quality pedestrian facilities along the surrounding roads as discussed in **Section 2.3**. It is considered that the site is situated within an accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and

associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

- 4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document *'Planning for Cycling'* (2014) which states: "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, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.
- 4.3.5 The 5.5km catchment encompasses all of Manchester City Centre within the inner ring road, and includes additional areas such as Ancoats, New Islington, and Beswick to the north, Openshaw, Debdale, Gorton and Reddish to the east, Levenshulme, Heaton Chapel, and Burnage to the south, and Hulme, Old Trafford, and Chorlton to the west.
- 4.3.6 The 8km catchment extends further north to Cheetham Hill and Newton Heath, east to Droylsden, Audenshaw, and Denton, south to Stockport and Didsbury, and west to Stretford and Salford Quays.
- 4.3.7 There are two routes on the NCN within close proximity of the site. Route 6 further to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton.
- 4.3.8 The 'Fallowfield Loop' to the south of the site also forms part of Route 6, and can be accessed via Moseley Road. The Fallowfield Loop is a fully off-road cycle path / pedestrian and horse-riding route from Chorlton through Fallowfield and Levenshulme, to Gorton and Fairfield in Manchester.
- 4.3.9 20mph speed limits along the surrounding roads, together with existing cycle infrastructure along the A34, the Oxford Road corridor (which comprises segregated cycle lanes), and the A6, allows easy cycle access to Manchester city centre. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

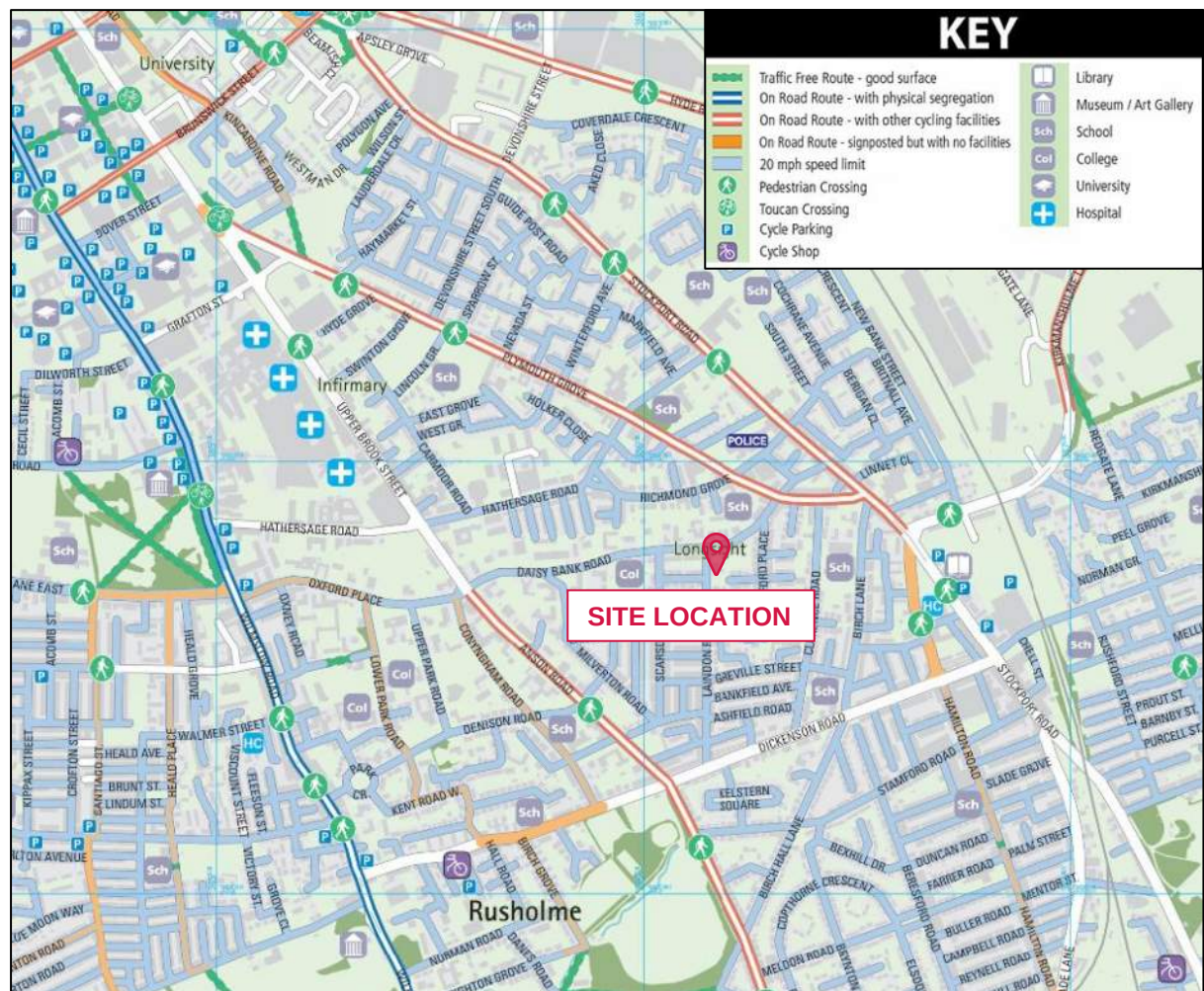


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

- 4.3.10 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.11 A Bike Hire Scheme, also part of the Bee Network, is being rolled out in Manchester as part of a public trial. There are currently no docking stations in the immediate vicinity of the site, with the closest docking station located along Oxford Place (c. 900m to the west of the site). Notwithstanding, since August 2022, an expansion has been underway, introducing more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.
- 4.3.12 These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme will operate within the following zone:

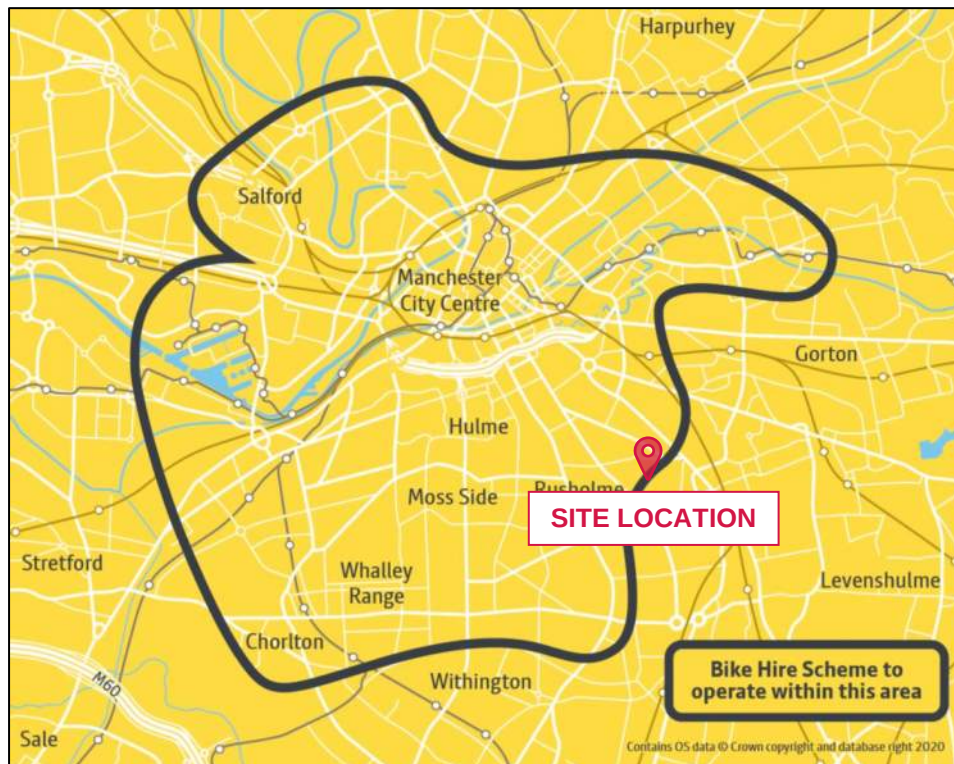


Figure 4.2 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

4.3.13 The site is therefore well placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Accessibility by Public Transport

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure in the vicinity of the site.

4.4.3 Accessibility by bus and rail are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.3**:

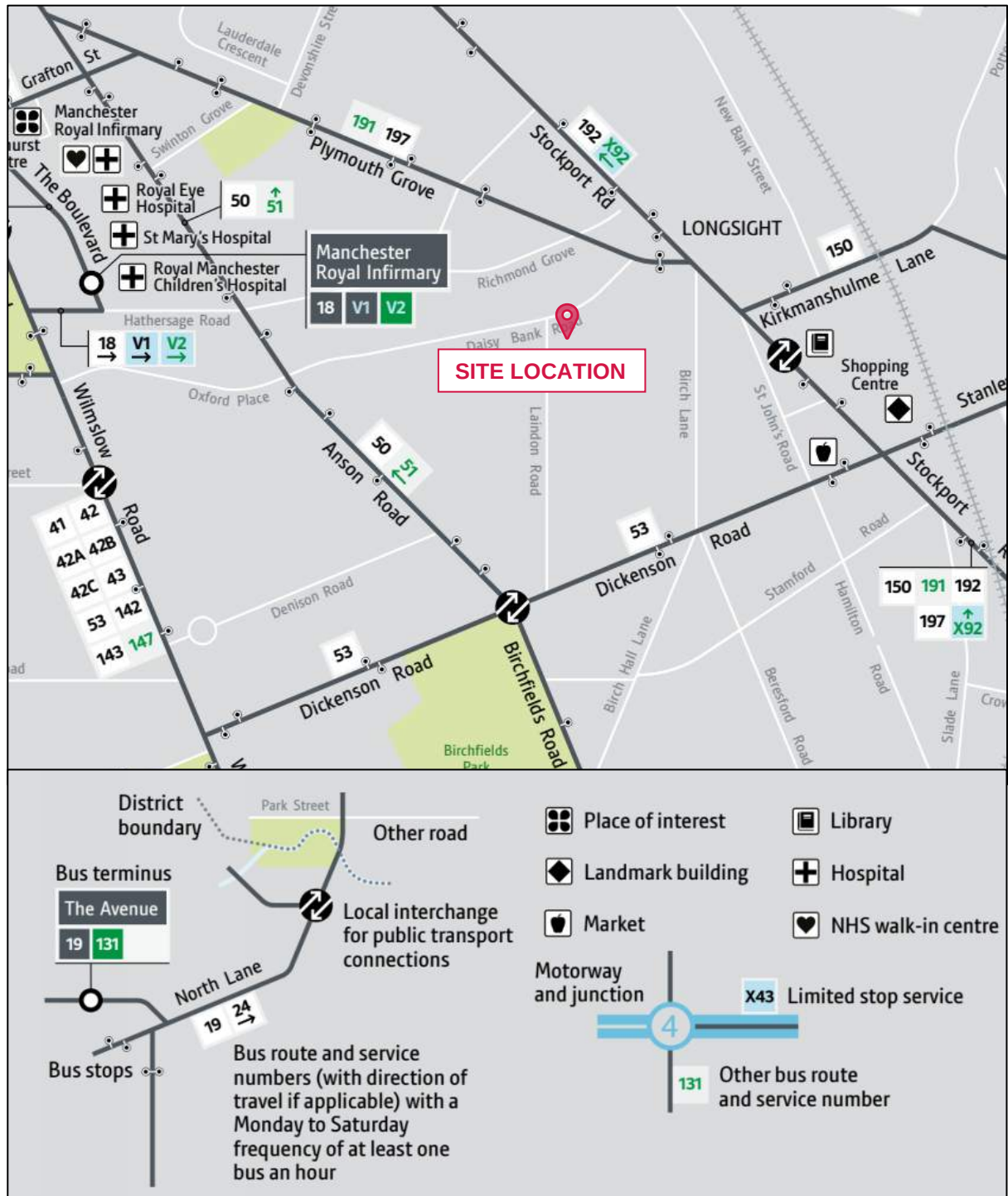


Figure 4.3 – Local Public Transport Network
(Source: Transport for Greater Manchester, 2022)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stop is located approximately 400m to the north-east of the site along the A5184 Plymouth Grove, with northbound and southbound services. There are also additional stops further to the north-east along the A6 Stockport Road (450m), to the south-west along the A34 Anson Road (550-600m), and to the south along the A6010 Dickenson Road (500-600m).
- 4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A5184 Plymouth Grove:						
191	Hazel Grove – Heaviley – Stockport – Albert Square	06:54	17:24	30 mins, AM and PM peak only	No Service	No Service
	Albert Square – Stockport – Heaviley – Hazel Grove	16:38	18:25	30 mins, PM peak only	No Service	No Service
197	Stockport – Heaton Mersey – Heaton Moor – Albert Square	06:46	23:18	20 mins	30 mins	Hourly
	Albert Square – Heaton Moor – Heaton Mersey – Stockport	06:02	22:43	20 mins	30 mins	Hourly
From A6 Stockport Road:						
192	Hazel Grove – Heaviley – Stockport – Manchester City Centre	06:02	22:43	10 mins	10 mins	10 mins
	Manchester City Centre – Stockport – Heaviley – Hazel Grove	06:45	23:18	10 mins	10 mins	10 mins

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A34 Anson Road:						
50	East Didsbury – Burnage – Birchfields – Salford – The Lowry	04:39	00:24	12 mins	12 mins	15 mins
	The Lowry – Salford – Birchfields – Burnage – East Didsbury	05:05	00:47	12 mins	12 mins	15 mins
51	East Didsbury – Burnage – Birchfields – Salford – The Lowry	07:41	08:43	10 mins, AM peak only	No Service	No Service
From A6010 Dickenson Road:						
53	Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill	05:12	23:17	30 mins	30 mins	Hourly
	Cheetham Hill – Higher Crumpsall – Old Trafford – Pendleton	05:42	23:55	30 mins	30 mins	Hourly

Table 4.3 – Summary of Bus Service Frequencies

- 4.4.8 These stops provide access to various destinations in and across Greater Manchester.
- 4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 4.4.10 Overall, the site is well served by bus, with an average of one bus every 15 minutes from stops closest to the site (on the A5184 Plymouth Grove). The average bus service frequency increases considerably when taking into account other bus stops that are located an additional c. 1-2 minutes' walk from the site.

Rail Accessibility

- 4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.12 The nearest train stations are Levenshulme (2.3km south of the site), Belle Vue (2.4km east of the site), Manchester Piccadilly (3.1km north of the site), and Manchester Oxford Road (3.4km north of the site). All of the above stations are located over the recommended walking distance by CIHT, however they are accessible by cycle or by public transport (i.e. bus service 192 along the A6 provides access to both Manchester Piccadilly and Levenshulme, whereas bus service 50 along the A34 stops near Manchester Oxford Road). These stations can be access within a 10-15 minute cycle or a 20-25 minute bus ride.

- 4.4.13 The trains that call at Levenshulme and Belle Vue are primarily commuter services, which also call at larger stations such as Manchester Piccadilly, New Mills Central, and Stockport.
- 4.4.14 Manchester Piccadilly is the primary station in Manchester and third-busiest station in the UK outside of London. It hosts high-frequency, long-distance, intercity, and cross-country services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth; regional services to destinations in Northern England including Liverpool, Leeds, Sheffield, Newcastle, and York; and local commuter services around Greater Manchester.
- 4.4.15 Manchester Oxford Road also hosts frequent services to many of the above destinations. **Figure 4.4** below demonstrates the combined train and Metrolink network across Greater Manchester:

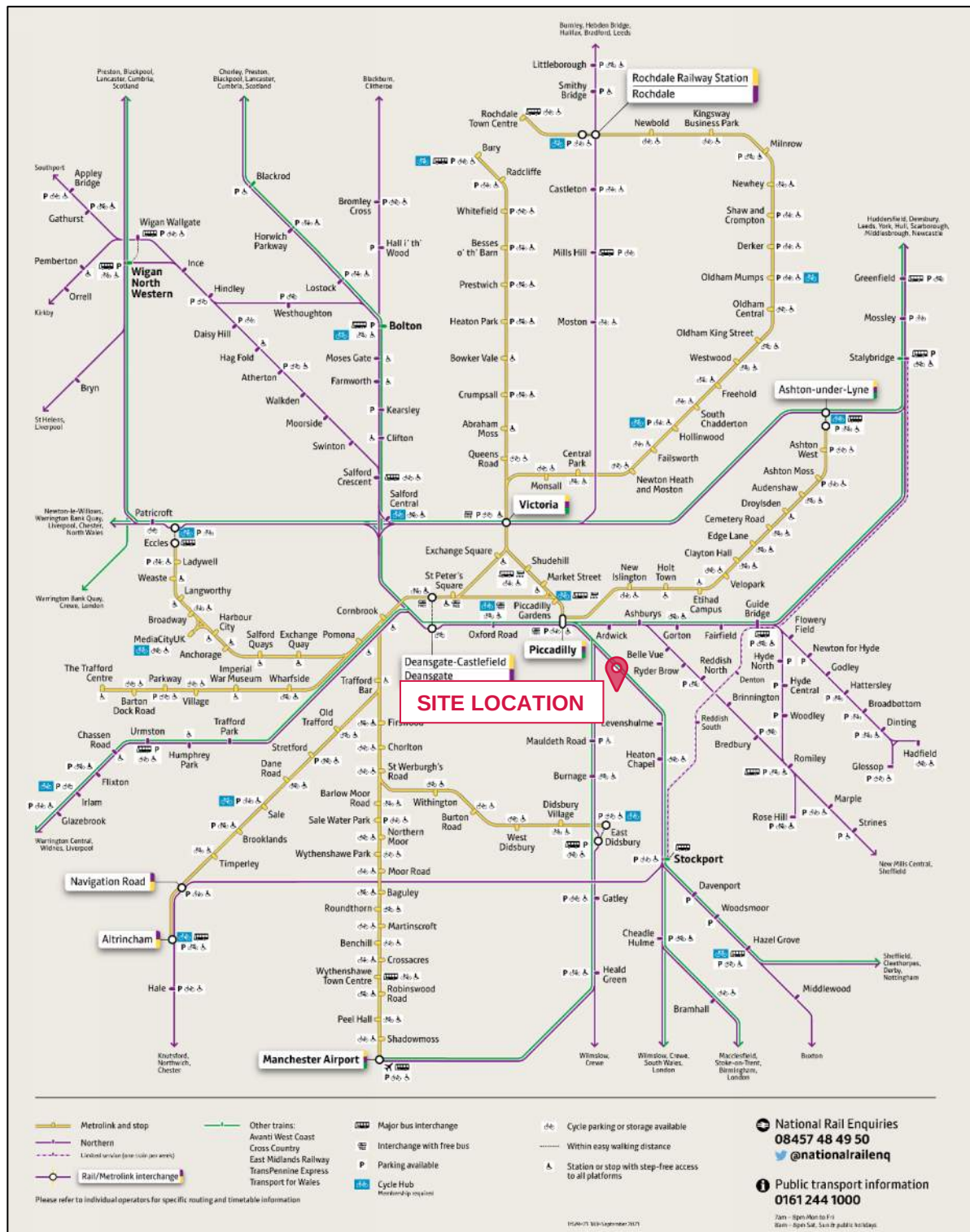


Figure 4.4 – Greater Manchester Rail and Metrolink Network
(Source: Transport for Greater Manchester, 2021)

- 4.4.16 Access to the above stations is of benefit to future residents at the site, and is a viable alternative to private car use, as part of a multi-modal journey. Based on the above, it is considered that the site is accessible by rail.

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, existing travel survey data and the TRICS database have been used for the forecast trip generation.

5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which is estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature.

5.2 Extant Trip Generation

5.2.1 It is noted that the buildings onsite are no longer operational, however it is still relevant to estimate the number of trips on the highway network that were generated by the extant uses. Due to the bespoke nature of the extant site as a probation centre, the TRICS database does not comprise any surveys from buildings of similar uses. Notwithstanding, noting that the buildings were operational from 09:00 – 17:00 most weekdays and closed on weekends, the “office” category has been used to best estimate extant activity at the site.

5.2.2 It is estimated that the northern building comprises a footprint of c. 320sqm, whereas the southern building’s average footprint is c. 970sqm, totalling c. 1,290sqm. Using this information, TRICS trip rates and the estimated extant traffic generation are shown in **Table 5.1** below. All trip rates are per 100sqm, and the full TRICS outputs are provided in **Appendix B** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of ‘02 – Employment’ and ‘A – Office’;
- Suburban Area and Edge of Town;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

TRICS Category: B1 – Office	TRICS Trip Rates (per 100sqm)			Proposed Trip Generation (1,290sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.372	0.116	1.488	18	1	<u>19</u>
PM Peak (17:00 – 18:00)	0.094	1.215	1.309	1	16	<u>17</u>

Table 5.1 – Extant Trip Generation

5.3 Proposed Trip Generation

5.3.1 TRICS trip rates and proposed traffic generation are shown in **Table 5.2** below. All trip rates are per 1 unit / dwelling, and the full TRICS outputs are provided in **Appendix B** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of '03 – Residential' and 'A – Houses Privately Owned' or 'C – Flats Privately Owned';
- Suburban Area and Edge of Town;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

Flats	TRICS Trip Rates (per 1 unit)			Proposed Trip Generation (37 apartments)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.063	0.189	0.252	2	7	<u>9</u>
PM Peak (17:00 – 18:00)	0.173	0.082	0.255	6	3	<u>9</u>
Houses	TRICS Trip Rates (per 1 dwelling)			Proposed Trip Generation (35 houses*)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.135	0.379	0.514	5	13	<u>18</u>
PM Peak (17:00 – 18:00)	0.352	0.161	0.513	12	6	<u>18</u>
Total Development	TRICS Trip Rates			Proposed Trip Generation (Apartments & Houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	N/A			7	20	<u>27</u>
PM Peak (17:00 – 18:00)				19	9	<u>27</u>

Table 5.2 – Proposed Trip Generation

(* This includes the proposed 31 houses and 4 maisonettes)

5.3.2 **Table 5.2** demonstrates that the proposed development could generate 27 two-way movements in both the AM and PM peak hours of 08:00 – 09:00 and 17:00 – 18:00.

5.4 Net Trip Generation

5.4.1 **Table 5.3** below shows the net impact of the proposed development, compared to the extant uses at the site:

Data	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Extant Uses	18	1	19	1	16	17
Proposed Development	7	20	27	19	9	27
Net Impact	<u>-11</u>	<u>+19</u>	<u>+8</u>	<u>+18</u>	<u>-7</u>	<u>+11</u>

Table 5.3 – Net Trip Generation

- 5.4.2 The above table demonstrates that the proposed development would result in an increase of 8 and 11 two-way vehicular trips in the AM and PM peak hours respectively, when compared against the extant uses of the site. This increase in trips is considered minimal, and equates to one additional vehicle every 6-8 minutes, and would not result in any significant impacts on the surrounding highway network.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) (2021)

- 6.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, 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;*
- 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; and*

- 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.*"

6.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within an accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

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

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there would be a negligible increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *"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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development therefore accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version

in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (ITP) (Document Reference: **82328-CUR-XX-XX-T-TP-00002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

6.4.4 **Section 3** above has demonstrated that the provision of car parking is considered in accordance with the transport policy and residential guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users. Additionally, cycle parking would also be provided to encourage more people to travel by sustainable modes.

6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

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

6.5.3 The principles of the above measures, and additional initiatives, are reflected in the accompanying Interim Travel Plan (Document Reference: **82328-CUR-XX-XX-T-TP-00002**).

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

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*

- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.5.5 This TS has demonstrated that the development proposals would not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

6.6 Conclusions

6.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking distance.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Britannia Victoria Limited to provide transport and highways advice in relation to a development at the former Victoria Park Probation Centre in Manchester.
- 7.1.2 The proposed development comprises the redevelopment of the site to accommodate residential use. The scheme would comprise 37 apartments (mix of 1 and 2-bed units), 31 houses (mix of 3 and 4-bed properties, plus a 6-bed property), and 4 maisonettes (1 and 2-bed units).
- 7.1.3 The existing buildings onsite would be demolished to make way for the proposed development.
- 7.1.4 The apartments have 18 car parking spaces associated (c. 49% provision), the maisonettes have 2 car parking spaces associated (50% provision), the houses have 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space. This level of provision is appropriate based on existing car ownership, and is a significant improvement compared with existing residential streets in the locality, which have very little off-road parking.
- 7.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.
- 7.1.6 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 7.1.7 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 7.1.8 Trip generation forecasts using TRICS data has demonstrated that there would be a negligible increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours.
- 7.1.9 Notwithstanding, measures outlined in the accompanying Interim Travel Plan (Document Reference: **82328-CUR-XX-XX-T-TP-00002**) will be implemented to encourage residents to travel by sustainable modes, reduce reliance on the private car, and further reduce the number of vehicular trips associated with the development.
- 7.1.10 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policies and guidance.

7.2 Conclusions

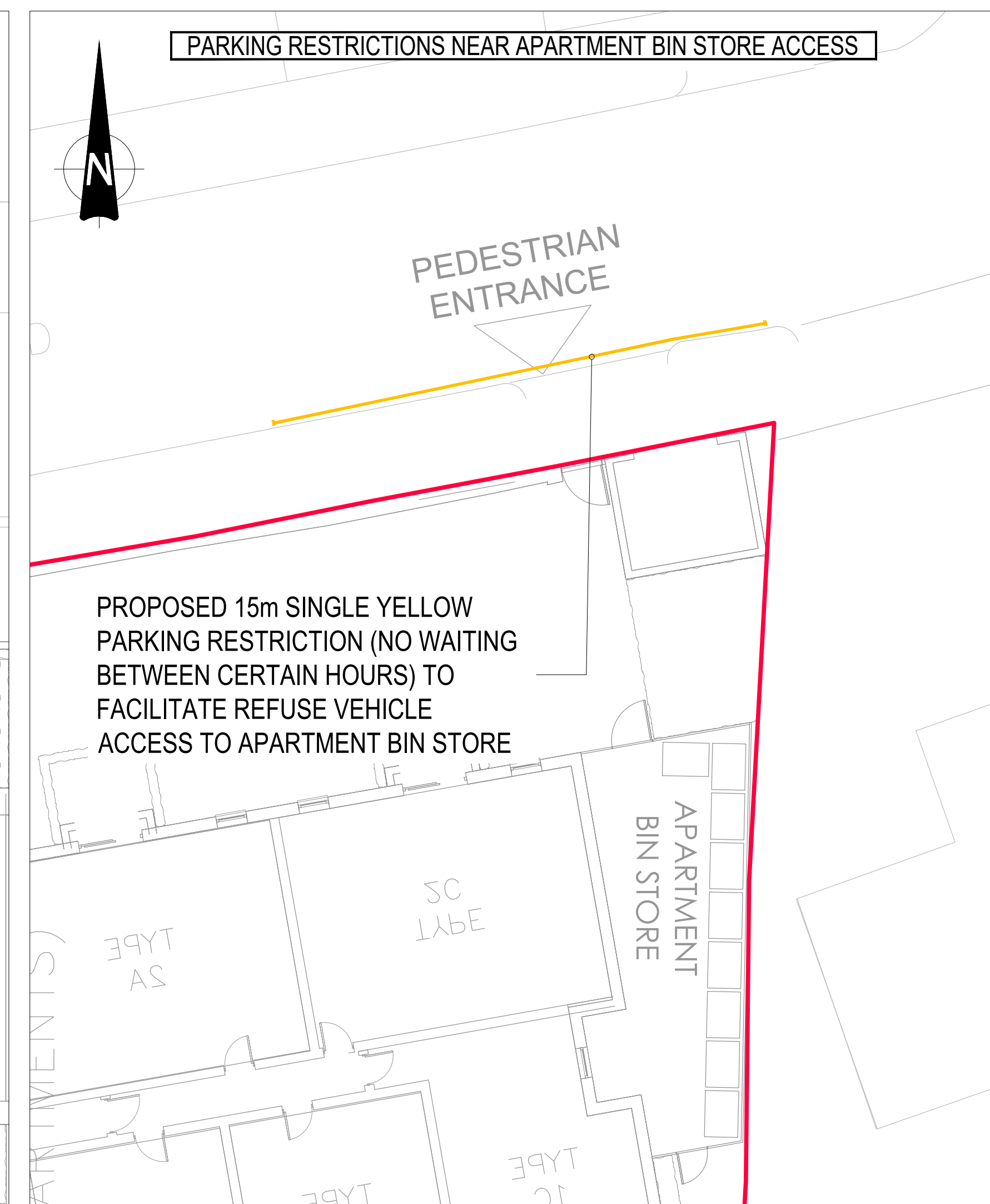
- 7.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.
- 7.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 82328-CUR-XX-00-D-TP-75001 – Proposed Access Arrangement

Drawing 82328-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 82328-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) 7.7m Fire Tender



- KEY:** INDICATIVE EXTENTS OF RED LINE
 PROPOSED VISIBILITY SPLAYS (20mph)
 PROPOSED MARKINGS OF PARKING RESTRICTIONS

P02	Site layout and parking restrictions updated		28/10/22	LL	CP
Rev:	Description:		Date:	By:	Chkd:
 Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Harlow • Leeds • Liverpool • London • Manchester • Nottingham					
Status:					
PRELIMINARY					
Project:					
VICTORIA PARK PROBATION CENTRE					
Dwg Title:					
PROPOSED ACCESS ARRANGEMENT					
Size:	Date:	Drawn By:	Designed By:	Checked By:	
A1	14/09/22	LL	LL	CP	
Scale:	1:125				
Project No:	Originator:	Volume:	Level:	Type:	Role: Category / Number: Rev:
82328	- CUR	- XX	- 00	- D	- TP - 75001 - P02

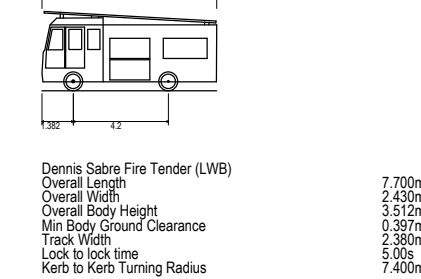


GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENTS OF THIS DRAWING ARE FOR INDICATIVE INFORMATION ONLY AND ARE NOT SUITABLE FOR CONSTRUCTION PURPOSES.
6. BASED ON OLLIER SMURTHWAITE'S LAYOUT: A662_P_100J-SITE PLAN.

KEY: — INDICATIVE EXTENTS OF RED LINE
--- 45m SERVICE VEHICLE ACCESS AS PER BUILDING REGULATIONS BS
--- PROPOSED MARKINGS OF PARKING RESTRICTIONS

VEHICLE PROFILE:



P02	Site layout and vehicle tracking updated	28/10/22	LL	CP
Rev:	Description:	Date:	By:	Chkd:



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Status: **PRELIMINARY**

Project: **VICTORIA PARK PROBATION CENTRE**

Orig Title: **SWEPT PATH ANALYSIS
7.7m FIRE TENDER**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	14/09/22	LL	LL	CP			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:

82328 - CUR - XX - 00 - D - TP - 05002 - P02

Appendix A – Proposed Site Layout



IMPORTANT NOTES:

J	21/10/22	ADDED ACCESSIBLE SPACE AND AMENDED LANDSCAPING
H	13/10/22	ADDED ACCESS TO BLOCK 4 AND AMENDED BIN AND BIKE STORE
G	06/10/22	AMENDED HOUSETYPE MIX
F	03/10/22	AMENDED HOUSETYPE MIX
E	20/09/22	AMENDED TO HIGHWAYS AND ARCHITECTURAL COMMENTS
REVISION	DATE	DESCRIPTION

CLIENT: BRITANNIA GROUP	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: VICORIA PARK PROBATION CENTRE	
DRAWING TITLE: SITE PLAN	
SCALE: 1:200 @ A1	DATE: JULY 2022
DRAWING NO: A662_P_100J	

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-220915-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 186 to 10100 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

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

Selected survey days:

Monday	2 days
Tuesday	7 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	15 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Secondary Filtering selection:

Use Class:

Not Known	14 days
E(c)	1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	11 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	14 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	15 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	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES		CAMBRIDGESHIRE
	Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date: WEDNESDAY		19/10/16	Survey Type: MANUAL
2	CH-02-A-04 WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK	OFFICES		CHESHIRE
	Edge of Town Commercial Zone Total Gross floor area:		3000 sqm	
	Survey date: TUESDAY		04/05/21	Survey Type: MANUAL
3	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY		DURHAM
	Edge of Town No Sub Category Total Gross floor area:		3530 sqm	
	Survey date: THURSDAY		18/10/18	Survey Type: MANUAL
4	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		186 sqm	
	Survey date: TUESDAY		17/11/15	Survey Type: MANUAL
5	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		500 sqm	
	Survey date: MONDAY		19/04/21	Survey Type: MANUAL
6	HC-02-A-12 NORTHERN ROAD PORTSMOUTH COSHAM	HMRC		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		10100 sqm	
	Survey date: MONDAY		23/11/15	Survey Type: MANUAL
7	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
8	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:		500 sqm	
	Survey date: WEDNESDAY		13/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NR-02-A-01 THE LAKES NORTHAMPTON	OFFICES		NORTHAMPTONSHIRE
	Edge of Town Commercial Zone			
	Total Gross floor area:	9225 sqm		
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL	
10	SF-02-A-03 WHITE HOUSE ROAD IPSWICH	OFFICES		SUFFOLK
	Edge of Town Industrial Zone			
	Total Gross floor area:	2800 sqm		
	Survey date: THURSDAY	24/09/20	Survey Type: MANUAL	
11	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON	HOUSING ASSOCIATION OFFICE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	4800 sqm		
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL	
12	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY		WILTSHIRE
	Edge of Town Development Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
13	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM	OFFICE		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	1800 sqm		
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL	
14	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES		WORCESTERSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	5945 sqm		
	Survey date: TUESDAY	13/10/20	Survey Type: MANUAL	
15	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD	OFFICES		WEST YORKSHIRE
	Edge of Town No Sub Category			
	Total Gross floor area:	1230 sqm		
	Survey date: TUESDAY	23/05/17	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 - 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	1	10100	1.109	1	10100	0.168	1	10100	1.277
07:00 - 08:00	14	2908	0.796	14	2908	0.091	14	2908	0.887
08:00 - 09:00	15	3110	1.372	15	3110	0.116	15	3110	1.488
09:00 - 10:00	15	3110	0.840	15	3110	0.144	15	3110	0.984
10:00 - 11:00	15	3110	0.259	15	3110	0.131	15	3110	0.390
11:00 - 12:00	15	3110	0.169	15	3110	0.156	15	3110	0.325
12:00 - 13:00	15	3110	0.236	15	3110	0.414	15	3110	0.650
13:00 - 14:00	15	3110	0.326	15	3110	0.328	15	3110	0.654
14:00 - 15:00	15	3110	0.206	15	3110	0.349	15	3110	0.555
15:00 - 16:00	15	3110	0.129	15	3110	0.532	15	3110	0.661
16:00 - 17:00	15	3110	0.161	15	3110	0.919	15	3110	1.080
17:00 - 18:00	15	3110	0.094	15	3110	1.215	15	3110	1.309
18:00 - 19:00	14	3245	0.042	14	3245	0.401	14	3245	0.443
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.739			4.964			10.703

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

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

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Parameter summary

Trip rate parameter range selected:	186 - 10100 (units: sqm)
Survey date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	15
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-148301-220912-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	11 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 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 984 (units:)
 Range Selected by User: 6 to 4334 (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: 01/01/14 to 23/11/21

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	12 days
Tuesday	13 days
Wednesday	22 days
Thursday	14 days
Friday	7 days

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

Selected survey types:

Manual count	61 days
Directional ATC Count	7 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:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	55

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	62
Village	1
Out of Town	3
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	68 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	16 days
10,001 to 15,000	22 days
15,001 to 20,000	9 days
20,001 to 25,000	10 days
25,001 to 50,000	5 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	8 days
25,001 to 50,000	7 days
50,001 to 75,000	10 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	22 days
250,001 to 500,000	7 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	18 days
1.1 to 1.5	47 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	31 days
No	37 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	67 days
2 Poor	1 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
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LIST OF SITES relevant to selection parameters

1	BD-03-A-03 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	DETACHED HOUSES 30 15/10/20	BEDFORDSHIRE	Survey Type: MANUAL
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	DETACHED HOUSES 28 17/10/16	CAMBRIDGESHIRE	Survey Type: MANUAL
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 24 24/11/14	CHESHIRE	Survey Type: MANUAL
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI-DETACHED & TERRACED 40 04/06/19	CHESHIRE	Survey Type: MANUAL
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE	Survey Type: MANUAL
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BUNGALOWS 28 24/03/14	DORSET	Survey Type: MANUAL
7	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 50 19/11/21	DORSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
9	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
10	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE		
	DERBY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
11	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
12	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
13	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
14	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
16	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
17	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
18	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL
19	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
20	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
21	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL			
23	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL			
24	HC-03-A-25 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21 Survey Type: MANUAL			
25	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 270 Survey date: THURSDAY 24/06/21 Survey Type: MANUAL			
26	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21 Survey Type: MANUAL			
27	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 08/11/21 Survey Type: MANUAL			
28	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

29	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: TUESDAY 08/06/21	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
30	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
31	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
32	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
33	KC-03-A-07 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
34	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
35	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	432		
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL	
37	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
38	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
39	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT	
40	NF-03-A-22 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984		
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT	
41	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514		
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL	
42	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	127		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	
43	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
44	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	91		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

45	NF-03-A-28	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:		100	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
46	NF-03-A-29	MIXED HOUSES		NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL			
	Edge of Town Residential Zone			
	Total No of Dwellings:		486	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
47	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD SWAFFHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
48	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL			
	Edge of Town Residential Zone			
	Total No of Dwellings:		36	
	Survey date: MONDAY		18/10/21	Survey Type: MANUAL
49	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL
50	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD BYFLEET			
	Edge of Town Residential Zone			
	Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
51	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD HORLEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
52	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE BURY ST EDMUNDS			
	Edge of Town Residential Zone			
	Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

53	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
54	SF-03-A-10 LOVETOFTS DRIVE IPSWICH	TERRACED & SEMI-DETACHED	SUFFOLK
	WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL
55	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
56	SM-03-A-01 WEMBDON ROAD BRIDGWATER	DETACHED & SEMI	SOMERSET
	NORTHFIELD Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
57	ST-03-A-07 BEACONSIDE STAFFORD	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
58	ST-03-A-08 SILKMORE CRESCENT STAFFORD	DETACHED HOUSES	STAFFORDSHIRE
	MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
59	WK-03-A-03 BRESE AVENUE WARWICK	DETACHED HOUSES	WARWICKSHIRE
	GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
60	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

61	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16			Survey Type: MANUAL
62	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: THURSDAY 01/10/20			Survey Type: MANUAL
63	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 151 Survey date: THURSDAY 11/12/14			Survey Type: MANUAL
64	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18			Survey Type: MANUAL
65	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19			Survey Type: MANUAL
66	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES		WEST SUSSEX
	Edge of Town Village Total No of Dwellings: 152 Survey date: WEDNESDAY 16/06/21			Survey Type: MANUAL
67	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 197 Survey date: WEDNESDAY 23/06/21			Survey Type: MANUAL
68	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21			Survey Type: MANUAL

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

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	67	133	0.074	67	133	0.299	67	133	0.373
08:00 - 09:00	67	133	0.135	67	133	0.379	67	133	0.514
09:00 - 10:00	67	133	0.132	67	133	0.166	67	133	0.298
10:00 - 11:00	67	133	0.125	67	133	0.152	67	133	0.277
11:00 - 12:00	67	133	0.133	67	133	0.147	67	133	0.280
12:00 - 13:00	67	133	0.151	67	133	0.151	67	133	0.302
13:00 - 14:00	67	133	0.156	67	133	0.150	67	133	0.306
14:00 - 15:00	67	133	0.163	67	133	0.185	67	133	0.348
15:00 - 16:00	67	133	0.260	67	133	0.172	67	133	0.432
16:00 - 17:00	67	133	0.278	67	133	0.163	67	133	0.441
17:00 - 18:00	67	133	0.352	67	133	0.161	67	133	0.513
18:00 - 19:00	67	133	0.282	67	133	0.156	67	133	0.438
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.334			2.354			4.688

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 - 984 (units:)
 Survey date range: 01/01/14 - 23/11/21
 Number of weekdays (Monday-Friday): 68
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 23
 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-148301-220912-0918

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 184 (units:)
 Range Selected by User: 6 to 215 (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: 01/01/14 to 15/10/21

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	4 days
Tuesday	5 days
Wednesday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 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:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	5

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	2
Residential Zone	11
No Sub Category	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.

Secondary Filtering selection:

Use Class:

C3	17 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	7 days
25,001 to 50,000	3 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	1 days
50,001 to 75,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	2 days
No	15 days

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

PTAL Rating:

No PTAL Present	17 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	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17			
2	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings: 35 Survey date: WEDNESDAY 11/06/14			
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 Survey date: MONDAY 09/06/14			
4	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14			
5	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19			
6	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17			
7	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 22 Survey date: WEDNESDAY 09/06/21			
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
9	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
12	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
13	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
14	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
15	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
17	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

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

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	17	55	0.052	17	55	0.148	17	55	0.200
08:00 - 09:00	17	55	0.063	17	55	0.189	17	55	0.252
09:00 - 10:00	17	55	0.087	17	55	0.116	17	55	0.203
10:00 - 11:00	17	55	0.070	17	55	0.094	17	55	0.164
11:00 - 12:00	17	55	0.069	17	55	0.076	17	55	0.145
12:00 - 13:00	17	55	0.077	17	55	0.084	17	55	0.161
13:00 - 14:00	17	55	0.067	17	55	0.089	17	55	0.156
14:00 - 15:00	17	55	0.076	17	55	0.082	17	55	0.158
15:00 - 16:00	17	55	0.111	17	55	0.069	17	55	0.180
16:00 - 17:00	17	55	0.122	17	55	0.080	17	55	0.202
17:00 - 18:00	17	55	0.173	17	55	0.082	17	55	0.255
18:00 - 19:00	17	55	0.138	17	55	0.088	17	55	0.226
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.105			1.197			2.302

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: 9 - 184 (units:)
 Survey date range: 01/01/14 - 15/10/21
 Number of weekdays (Monday-Friday): 17
 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.

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