



Sigma Property

Proposed Residential Development, 30 Mason Street, Manchester

Technical Note

111208

NOVEMBER 2022

RSK



RSK GENERAL NOTES

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Date: 25 November 2022

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Author

S Ferguson

Reviewer

I Wickett

Signature

Signature

Date:

22/11/2022

Date:

25/11/2022

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This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

Sigma Property

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111208-HS (0.2)

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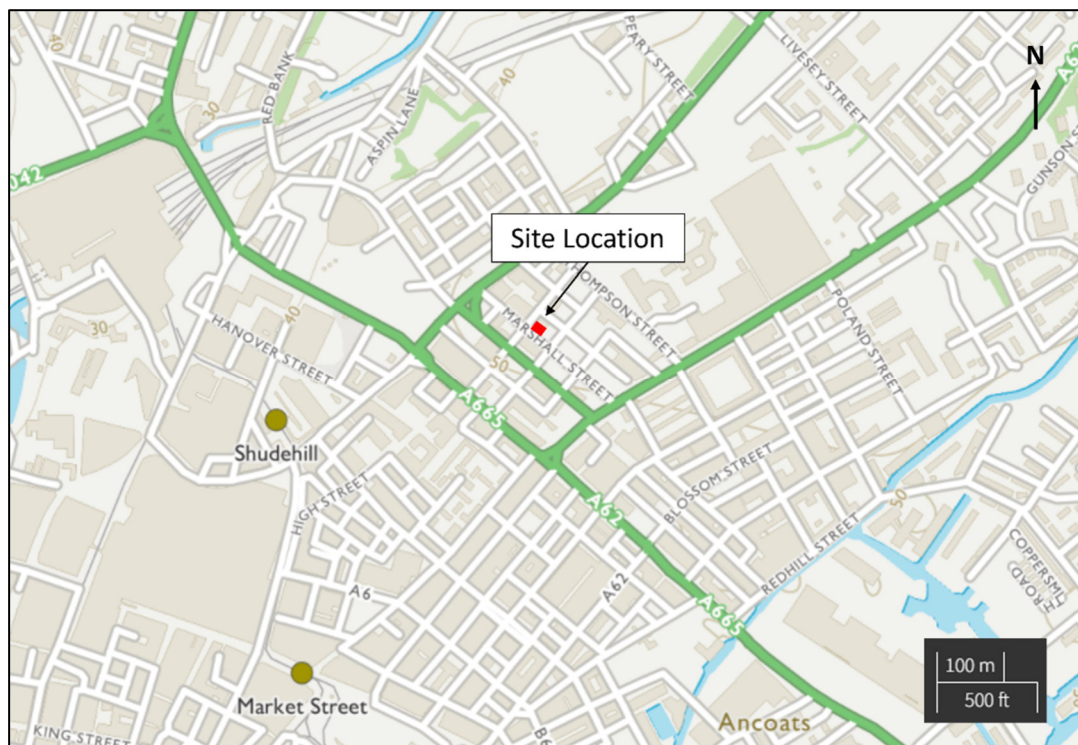
1 INTRODUCTION

RSK have been instructed by Sigma Property to undertake a Highway Statement (HS) in support of the proposed conversion of an existing light industrial building to a mix of residential and commercial use, located on the edge of Manchester city centre.

1.1 Site location

The site is located between Oldham Road and Rochdale Road in the New Cross area on the edge of Manchester city centre. The site is bound by Mason Street to the north-west, a surface car park to the south-east and Marshall Street to the south-west. The site is located within the authoritative boundary of Manchester City Council, who are both the local planning and highway authority. The site location can be seen locally in Figure 1.1 below.

Figure 1.1: Site location plan



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The surrounding area has experienced large-scale regeneration through conversions and redevelopment of sites, offering a variety of uses from residential and hotel to commercial and ground floor retail.

1.2 Report structure

The remainder of the report will be structured as follows:

- Chapter 2 will describe the baseline context of the site;
- Chapter 3 will assess the local accessibility;
- Chapter 4 will discuss the development proposals;
- Chapter 5 will assess the anticipated trip generation of the site; and
- Chapter 6 provides our summary and conclusions.

2 BASELINE CONTEXT

Within the site vicinity are several other residential units as well as various office/warehouse buildings and surface level car parks. The proposed development is located between two arterial highway routes serving Manchester city centre, the A664 Rochdale Road and the A62 Oldham Road, located to the west and east of the development respectively.

2.1 Local highway network

2.1.1 Mason Street

Mason Street is a single carriageway road running in a north-east/south-west direction. The road runs parallel with Rochdale and Oldham Road and provides a link between Thompson Street and the A665 which forms part of Manchester's inner ring road.

There are some sections of the road that operate as one-way, although the road operates as two-way within the site vicinity. The road also provides footways on both sides of the carriageway, dropped kerbs at crossing points and street-lighting within the site vicinity. There are also single and double yellow line parking restrictions. Finally, the road operates at a speed limit of 30mph.

2.1.2 Marshall Street

Marshall Street is a single carriageway road located to the south-west of the proposed development. To the north-west, the road connects with the A664, and to the south-east the road links to A62 Oldham Road.

The road offers footways on both sides of the carriageway as well as dropped kerbs and street-lighting. There are also single yellow line and permit holder parking restrictions. The road operates at a 30mph speed limit.

2.1.3 A664 Rochdale Road

Rochdale Road is a main arterial route serving Manchester city centre and is located approximately 100m to the west of the proposed development. The road is two-way and links Middleton to Manchester city centre.

Within the site vicinity, the road provides footways on both sides of the carriageway, as well as street-lighting. There are also several crossing facilities and waiting/parking restrictions, encouraging pedestrian safety. Finally, the road operates at a speed limit of 30mph within the site vicinity.

2.1.4 A62 Oldham Road

Oldham Road is a two-way dual carriageway running between Manchester city centre and Oldham and is located approximately 200m to the east of the proposed development. The road provides access to a range of commercial facilities and residential units.

The road offers footways on both sides of the carriageway, pedestrian crossing points, double yellow line parking restrictions and street-lighting. The road also operates at a 30mph speed limit.

2.1.5 A665 (Inner Ring Road)

The A665 forms part of the eastern portion of Manchester's inner ring road. The road runs in a south-east/north-west direction within the site vicinity and runs past several retail, commercial and residential land uses. At its north-western end, the road leads to the north of the city centre and connects with the western end of the inner ring road. At its south-eastern end, the road links to the A635, which then leads to the A57(M).

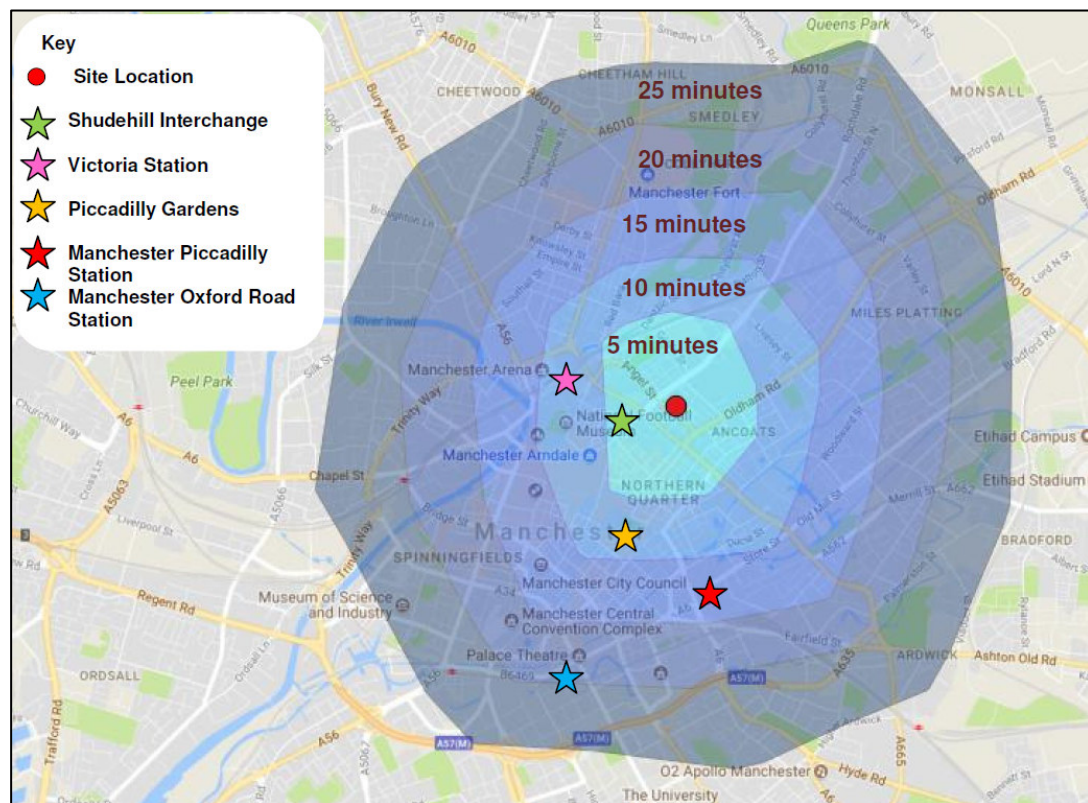
Within the site vicinity, the road offers footways on both sides of the carriageway, street-lighting, pedestrian crossing points and various parking restrictions.

3 ACCESSIBILITY

3.1 Walking

The site is ideally located within close proximity to Manchester city centre where there are a range of retail, leisure, employment and education opportunities. The areas that are accessible within a 25-minute walk, which is approximately a 2km distance from the proposed development, are displayed in Figure 3.1 below.

Figure 3.1 Walking accessibility



Source: Google

Figure 3.1 above shows that the majority of Manchester city centre is accessible within a 25-minute walk from the proposed development, including key transport interchanges such as Shudehill, Victoria rail station and Piccadilly Gardens which are all accessible within a 10-minute walk of the site. Manchester Piccadilly and Manchester Oxford Road railway stations can also be accessed within 15-20 minutes of the site. Public transport provision is discussed in more detail below.

There are numerous facilities on offer within Manchester city centre, including retail, leisure and employment opportunities. It is evident that the locality of the development site is very well placed to benefit from a vast number of amenities within the city centre, accessible by foot. The development therefore complies with the fundamental requirements of national, regional and local planning policy for creating sustainable communities.

3.2 Cycling

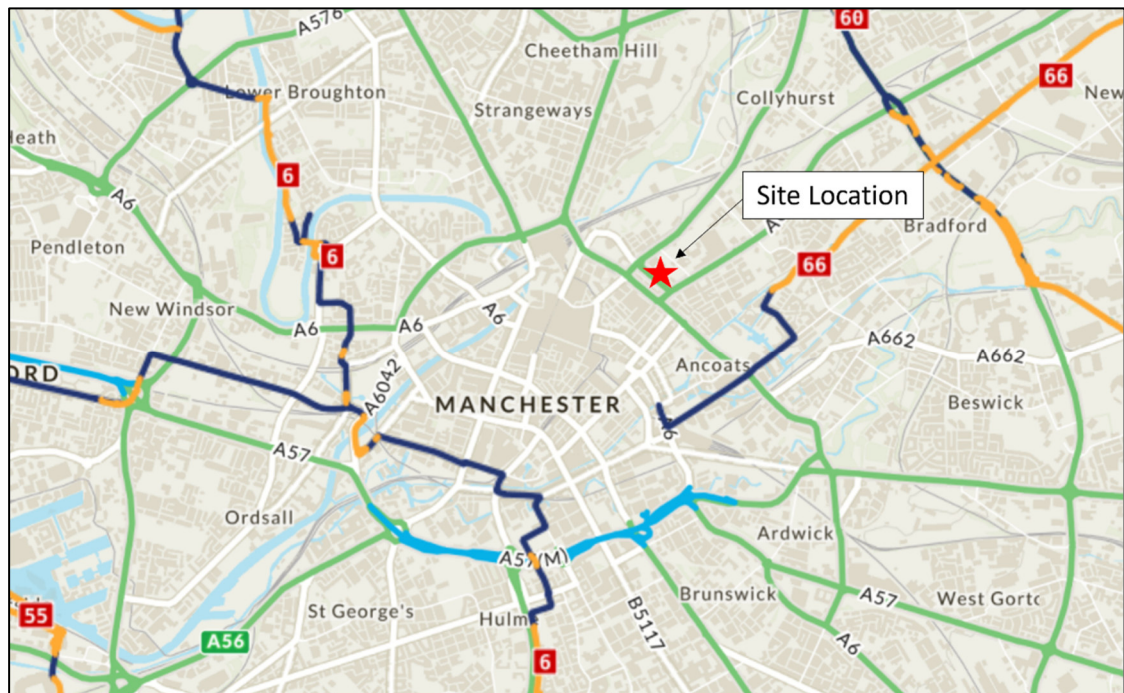
Manchester offers a range of cycle routes within the city centre. The proposed development is located near to several National Cycle Network (NCN) routes, including NCN 66. The route runs from Manchester Piccadilly to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley and Kingston upon Hull. The route includes several traffic-free sections, as well running past several stretches of water, including the Rochdale Canal and the Leeds and Liverpool Canal.

NCN route 66 also connects with NCN 60 at Miles Platting, just off the A6010 Queen's Road. The route runs from East to North Manchester and is mainly traffic free. The route also forms part of the Fallowfield Loop between Chorlton-cum-Hardy and Gorton.

Located to the south-west of the site by Manchester Oxford Road rail station is NCN 6, which is a long-distance route between Watford and Keswick. The route is made up of both on-road and traffic-free sections and provides connections with Manchester city centre as well as to NCN route 55. The location of NCN routes in proximity to the site can be seen in Figure 3.2 below.

The transport authority for Manchester, TfGM, are developing a wide-reaching cycle network and cycle hire scheme that is aimed at improving the cycling environment across Greater Manchester to facilitate cycling as a mode of transport for everyday journeys. The Bee Network proposals will add new cycle routes and improve existing routes every year to offer a network of 1,000 miles. The cycle hire scheme offers short term hire of cycles across the city centre to enable short journeys. The nearest docking station location is currently at Oldham Road, 300m south-east of the site.

Figure 3.2 NCN routes



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There are many other on-road and quieter advisory routes found within close proximity to the site. Cycle maps of Greater Manchester can be found on Transport for Greater Manchester's (TfGM) website (<https://activetravel.tfgm.com/cycling/>).

In order to promote and support cycling, the development will provide secure cycle storage. It is proposed that there will be storage for up to 10 spaces.

3.3 Public Transport

Manchester city centre provides a comprehensive public transport network that operates throughout the week and weekends, connecting to local towns and cities, as well as other locations regionally and nationally. A journey planner can be found on the TfGM website (www.tfgm.com/plan-a-journey) to assist with the best options available for travelling in the area. Local public transport provision is also described below.

3.3.1 Bus

The proposed development is ideally located to benefit from high frequency bus services from Manchester city centre to the surrounding towns within the region. The site is located within a 5-minute walk from A664 Rochdale Road and A62 Oldham Road where bus stops serve a number of high frequency routes throughout the week. The stops offer shelter and timetable information.

Given the high number of services within close proximity to the site, only bus services running at a 15-minute frequency (or higher) have been included in Table 3.1 below.

Table 3.1 Local Bus services

Bus	Route	First	Last	Typical weekday frequency
17	Manchester – Black – Middleton – Rochdale	04:36	23:55	Every 10-minutes
18	Manchester Royal Infirmary – Manchester – Middleton – Langley - Middleton	05:33	20:38	Every 10-minutes
74/76	Manchester – Failsworth – Woodhouses/Limeside - Oldham	05:25	23:50	Every 15-minutes
84	Manchester – Hollinwood – Oldham – Lees – Uppermill	05:05	00:20	Every 10-minutes
112/117	Manchester – Collyhurst – Moston - Middleton	05:40	01:00	Every 15-minutes
118/119	Manchester – Moston – North Manchester General Hospital – Manchester – Moston – Dam Head	05:15	23:59	Every 15-minutes
162/163	Manchester – Middleton – Langley – Heywood – Bamford/Darn Hill – Norden/Bury	05:13	23:53	Every 12-minutes

Table 3.1 displays a good range of high frequency services to a range of destinations. In addition, Shudehill Interchange is accessible within a 5-minute walk from the proposed development. The interchange provides a range of services to destinations in Greater Manchester as well as Metrolink services (described below).

3.3.2 Tram

The Metrolink tram network can be accessed from Shudehill Interchange. The services available from Shudehill include direct connections into the city centre and Manchester Airport as well as to Bury and Altrincham. Other tram services available within close proximity to the development include Victoria rail station (a 10-minute walk from the development) which provides services to Rochdale, Shaw and Crompton and East Didsbury.

All Metrolink lines operate 7 days a week at a frequency of at least every 12-minutes on all lines, although stops served by more than one line will have trams arriving more frequently. Information on the Metrolink network, including ticketing information can be found on the TfGM website (www.tfgm.com/public-transport/tram).

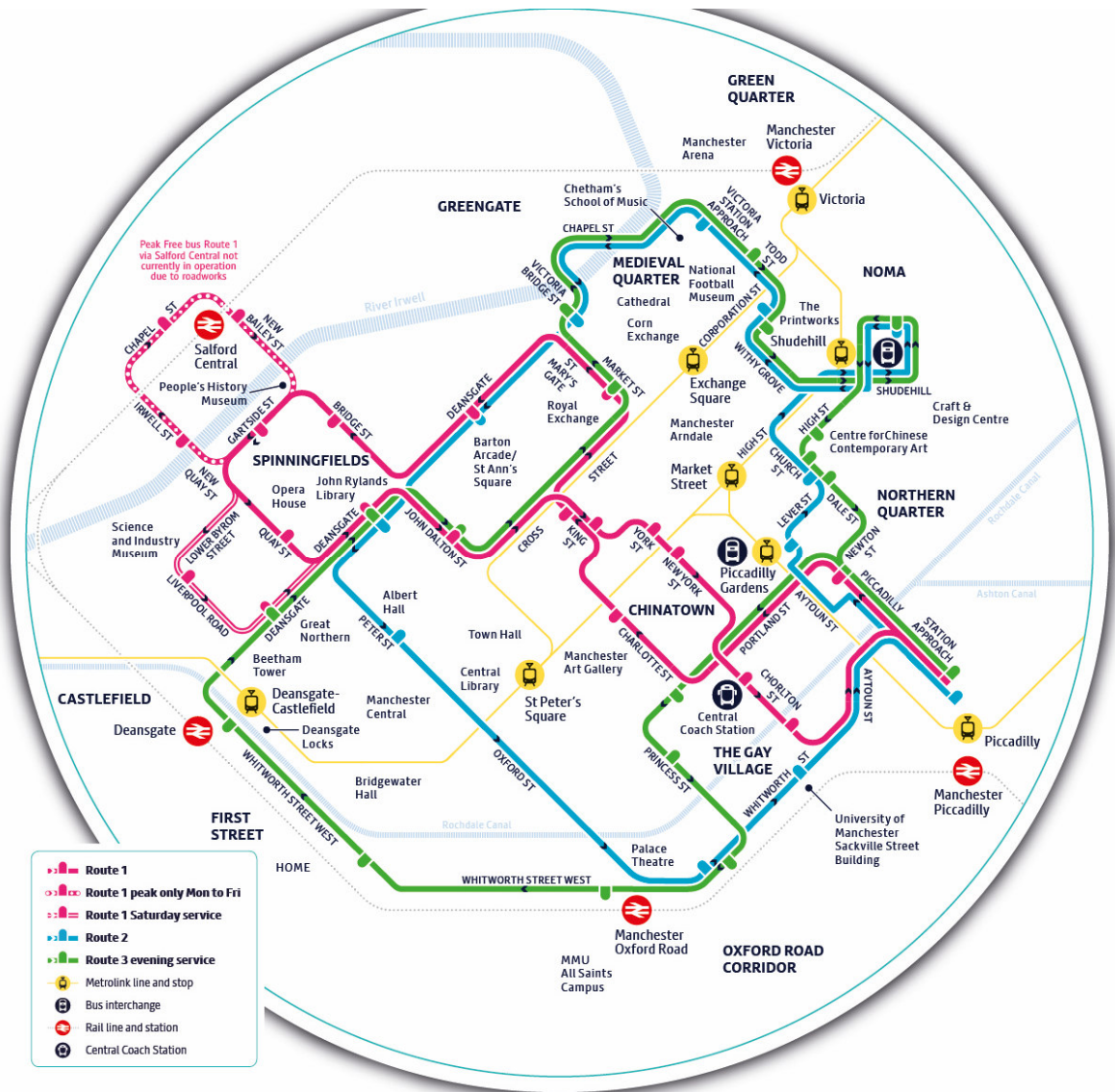
3.3.3 Rail

The closest rail station to the development is Victoria, accessible via a 10-minute walk from the proposed development. Piccadilly rail station is also accessible from the development and can be reached via a 20-minute walk or via Metrolink services from Victoria rail station. Both stations offer a range of regional and national services, including direct services to London Euston, Leeds, Newcastle and Liverpool.

3.3.4 Metroshuttle

Within Manchester city centre there are three free bus routes that operate, known as the Metroshuttle routes. These services provide free travel within the city centre, linking the city's major thoroughfares and stations. The services operate at a frequency of up to every 10-minutes. The bus routes can be seen in Figure 3.3 below.

Figure 3.3 Metroshuttle routes



Source: TfGM

3.4 Overall accessibility

The proposed development is ideally located to take advantage of the comprehensive public transport network within the city centre. There are a range of bus, tram and rail services within close proximity to the development which provide links throughout the city centre, and through to regional and national destinations.

There is also a range of cycling opportunities, including three nearby NCN routes, and a range of amenities within easy walking distance of the site.

4 DEVELOPMENT PROPOSALS

The proposals for the site include a change of use from light industrial to a mix of residential and commercial land use. This will comprise a total of four apartments on ground, first, second and third floors and a commercial unit in the basement. This offers a similar conversion to the adjoining property, 32 Mason Street, which was consented in 2018 (planning ref: 117059/FO/2017) and is now completed. The building is five stories and includes a basement level.

Given the central location of the development, no car parking has been proposed, aligning with Manchester City Council's aspirations. There is also nearby on-street parking and several surface car parks within the site vicinity. However, secure cycle parking will be provided within each apartment and cycle parking for the commercial unit provided at basement level in order to promote cycling to and from the development. There will be a total of 10 cycle storage spaces, with 2 for the commercial unit and 8 for the residential use (2 spaces per apartment).

5 TRIP GENERATION

In order to assess the potential impacts of the development, the number of trips by all modes generated by both industrial (existing use) and residential/commercial (proposed future use) land use has been estimated using an industry standard database.

5.1 Existing

5.1.1 Trip rates – industrial

The TRICS database (version 7.8.4) has been utilised to derive the likely numbers of vehicular trips expected for the existing industrial unit, which has a GFA of 578m². A summary of the trip rates is shown below in Table 5.1 with the full TRICS output provided in Appendix 1.

Table 5.1 Existing trip rates – industrial

	Vehicles	
	Arr	Dep
AM Peak 08:00-09:00	0.776	0.349
PM Peak 17:00-18:00	0.039	0.194

The above trip rates have been applied to the GFA of the building to calculate the existing number of trips. The results are displayed in Table 5.2 below.

Table 5.2 Existing trip generation – industrial

	Vehicles	
	Arr	Dep
AM Peak 08:00-09:00	4	2
PM Peak 17:00-18:00	0	1

Table 5.2 shows that the existing industrial unit is likely to generate a maximum of 6 vehicular movements in the AM peak and 1 vehicular movement in the PM peak.

5.2 Proposed

5.2.1 Trip rates – residential

The redevelopment proposals include a change of use to residential, with the introduction of 4 apartments. The TRICS database has been used to derive the likely number of trips associated with the residential aspect of the proposed development. A summary of the trip rates is shown below in Table 5.3, with the full TRICS output provided in Appendix 1.

Table 5.3 Proposed trip rates – residential

	Vehicles		Cycling		Walking		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	0.097	0.265	0.006	0.026	0.045	0.252	0	0.097	0.181	0.748
PM Peak 17:00-18:00	0.155	0.155	0.006	0.006	0.206	0.09	0.129	0.026	0.523	0.342

The associated trip generation after applying the total number of flats can be seen in Table 5.4 below.

Table 5.4 Proposed trip generation – residential

	Vehicles		Cycling		Walking		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	0	1	0	0	0	1	0	0	1	3
PM Peak 17:00-18:00	1	1	0	0	1	0	1	0	2	1

Table 5.4 shows that the proposed residential development is likely to generate a maximum of 1 vehicular movement in the AM peak and 2 vehicular movements in the PM peak.

It should be noted that whilst there are no car parking spaces provided as part of the proposals, there is on-street parking and several surface level car parks within the site vicinity that residents can use if necessary.

5.2.2 Trip rates – commercial

The redevelopment proposals also include a commercial unit within the basement. Again, the TRICS database has been utilised to derive the likely numbers of vehicular trips expected for the proposed commercial unit, which has a GFA of 120m².

As a worst case, a retail store would be a potential occupant of the commercial space, though unlikely given it is at basement level. Small retail units within the TRICS database are limited to convenience stores, which is even less likely to be a tenant, though robust. A summary of the trip rates is shown below in Table 5.5 Table 5.1 with the full TRICS output provided in Appendix 1.

Table 5.5 Proposed trip rates – commercial

	Vehicles		Cycling		Walking		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	1.252	0.666	0.133	0.266	5.06	12.383	13.875	7.004	20.613	20.107
PM Peak 17:00-18:00	2.344	2.956	0.053	0.24	21.225	16.378	10.945	15.233	35.1	35.499

The proposed trip generation of the commercial unit, based on the GFA of 120m₂, can be seen in Table 5.6 below.

Table 5.6 Proposed trip generation – commercial

	Vehicles		Cycling		Walking		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	2	1	0	0	6	15	17	8	25	24
PM Peak 17:00-18:00	3	4	0	0	25	20	13	18	42	43

As noted previously, the actual use of the commercial space is unlikely to be represented by a convenience store and therefore, in practical terms, the trips will be lower than this.

5.3 Net difference

The net difference in vehicle movements between the existing and the proposed development are summarised in

Table 5.7 below.

Table 5.7 Net difference in trips

Mode	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicles	-2	0	+4	+4

Table 5.7 shows that overall, there will be a slight increase in trips associated with the proposed development as there will be an overall increase of 6 vehicular movements during the network peaks. During the PM peak, this will equate to 1 additional movement every 8 minutes.

Moreover, there will be no daily HGV movements associated with the proposed use when compared to the existing use of the building. The removal of HGV's and omission of resident car parking on-site will assist in improving air quality in the city due to the reduction of vehicles on the highway network.

6 SUMMARY AND CONCLUSIONS

RSK have been instructed by Sigma Property to prepare a Highway Statement in support of the proposed residential and commercial development at 30 Mason Street, Manchester.

The development proposals include a change of use from light industrial to a mix of residential and commercial, creating 4 new flats over four floors, with a commercial unit at basement level. No car parking will be provided although secure bicycle parking will be provided.

The report shows that the site is ideally located near to a range of amenities within Manchester city centre that are easily accessible by foot. The proposed development is also within walking distance of a range of public transport links, including a range of bus services, tram and rail.

A TRICS analysis has been undertaken to demonstrate the change in trip generation associated with the change in land use. The results show that there will be a minor increase in vehicular movements associated with the site.

Based on the above, the development is considered acceptable from a transport perspective.

APPENDIX 1

TRICS ASSESSMENTS

Calculation Reference: AUDIT-453201-220308-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	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: Gross floor area
 Actual Range: 150 to 775 (units: sqm)
 Range Selected by User: 150 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

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:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	5
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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	5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	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:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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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	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE LEYLAND		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
2	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE
	FURNESS DRIVE POULTON-LE-FYLDE		
	Edge of Town Industrial Zone		
	Total Gross floor area:	775 sqm	
	Survey date: WEDNESDAY	30/06/21	Survey Type: MANUAL
3	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY NORWICH HELLESDON		
	Edge of Town Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
4	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY NORWICH UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	NR-02-C-02	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	TREVITHICK ROAD CORBY		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	702 sqm	
	Survey date: THURSDAY	22/10/20	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/C - INDUSTRIAL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 08:00	5	515	0.582	5	515	0.194	5	515	0.776
08:00 - 09:00	5	515	0.776	5	515	0.349	5	515	1.125
09:00 - 10:00	5	515	0.272	5	515	0.194	5	515	0.466
10:00 - 11:00	5	515	0.272	5	515	0.233	5	515	0.505
11:00 - 12:00	5	515	0.388	5	515	0.388	5	515	0.776
12:00 - 13:00	5	515	0.349	5	515	0.427	5	515	0.776
13:00 - 14:00	5	515	0.349	5	515	0.349	5	515	0.698
14:00 - 15:00	5	515	0.116	5	515	0.116	5	515	0.232
15:00 - 16:00	5	515	0.349	5	515	0.194	5	515	0.543
16:00 - 17:00	5	515	0.194	5	515	0.815	5	515	1.009
17:00 - 18:00	5	515	0.039	5	515	0.194	5	515	0.233
18:00 - 19:00	5	515	0.039	5	515	0.155	5	515	0.194
19:00 - 20:00	1	702	0.000	1	702	0.000	1	702	0.000
20:00 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.725			3.608			7.333

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:	150 - 775 (units: sqm)
Survey date range:	01/01/13 - 30/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-453201-220308-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 48 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 09/06/21

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	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 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:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

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

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		12/06/14	Survey Type: MANUAL
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		26/03/18	Survey Type: MANUAL
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
4	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS		MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:		24	
	Survey date: MONDAY		12/04/21	Survey Type: MANUAL
5	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.058	5	31	0.155	5	31	0.213
08:00 - 09:00	5	31	0.097	5	31	0.265	5	31	0.362
09:00 - 10:00	5	31	0.129	5	31	0.103	5	31	0.232
10:00 - 11:00	5	31	0.077	5	31	0.116	5	31	0.193
11:00 - 12:00	5	31	0.155	5	31	0.142	5	31	0.297
12:00 - 13:00	5	31	0.129	5	31	0.116	5	31	0.245
13:00 - 14:00	5	31	0.097	5	31	0.135	5	31	0.232
14:00 - 15:00	5	31	0.065	5	31	0.135	5	31	0.200
15:00 - 16:00	5	31	0.148	5	31	0.090	5	31	0.238
16:00 - 17:00	5	31	0.239	5	31	0.135	5	31	0.374
17:00 - 18:00	5	31	0.155	5	31	0.155	5	31	0.310
18:00 - 19:00	5	31	0.200	5	31	0.148	5	31	0.348
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.549			1.695			3.244

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:	6 - 48 (units:)
Survey date range:	01/01/13 - 09/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.006	5	31	0.006	5	31	0.012
08:00 - 09:00	5	31	0.006	5	31	0.026	5	31	0.032
09:00 - 10:00	5	31	0.006	5	31	0.019	5	31	0.025
10:00 - 11:00	5	31	0.000	5	31	0.026	5	31	0.026
11:00 - 12:00	5	31	0.000	5	31	0.006	5	31	0.006
12:00 - 13:00	5	31	0.000	5	31	0.000	5	31	0.000
13:00 - 14:00	5	31	0.006	5	31	0.000	5	31	0.006
14:00 - 15:00	5	31	0.006	5	31	0.000	5	31	0.006
15:00 - 16:00	5	31	0.013	5	31	0.019	5	31	0.032
16:00 - 17:00	5	31	0.013	5	31	0.000	5	31	0.013
17:00 - 18:00	5	31	0.006	5	31	0.006	5	31	0.012
18:00 - 19:00	5	31	0.006	5	31	0.006	5	31	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.114			0.182

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

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.019	5	31	0.084	5	31	0.103
08:00 - 09:00	5	31	0.045	5	31	0.252	5	31	0.297
09:00 - 10:00	5	31	0.084	5	31	0.103	5	31	0.187
10:00 - 11:00	5	31	0.084	5	31	0.129	5	31	0.213
11:00 - 12:00	5	31	0.110	5	31	0.129	5	31	0.239
12:00 - 13:00	5	31	0.103	5	31	0.110	5	31	0.213
13:00 - 14:00	5	31	0.097	5	31	0.135	5	31	0.232
14:00 - 15:00	5	31	0.142	5	31	0.116	5	31	0.258
15:00 - 16:00	5	31	0.148	5	31	0.142	5	31	0.290
16:00 - 17:00	5	31	0.148	5	31	0.123	5	31	0.271
17:00 - 18:00	5	31	0.206	5	31	0.090	5	31	0.296
18:00 - 19:00	5	31	0.148	5	31	0.110	5	31	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.334			1.523			2.857

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.000	5	31	0.052	5	31	0.052
08:00 - 09:00	5	31	0.000	5	31	0.097	5	31	0.097
09:00 - 10:00	5	31	0.026	5	31	0.052	5	31	0.078
10:00 - 11:00	5	31	0.052	5	31	0.045	5	31	0.097
11:00 - 12:00	5	31	0.039	5	31	0.032	5	31	0.071
12:00 - 13:00	5	31	0.084	5	31	0.065	5	31	0.149
13:00 - 14:00	5	31	0.026	5	31	0.039	5	31	0.065
14:00 - 15:00	5	31	0.039	5	31	0.026	5	31	0.065
15:00 - 16:00	5	31	0.039	5	31	0.032	5	31	0.071
16:00 - 17:00	5	31	0.077	5	31	0.026	5	31	0.103
17:00 - 18:00	5	31	0.129	5	31	0.026	5	31	0.155
18:00 - 19:00	5	31	0.052	5	31	0.006	5	31	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.563			0.498			1.061

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

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

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.077	5	31	0.355	5	31	0.432
08:00 - 09:00	5	31	0.181	5	31	0.748	5	31	0.929
09:00 - 10:00	5	31	0.284	5	31	0.303	5	31	0.587
10:00 - 11:00	5	31	0.239	5	31	0.348	5	31	0.587
11:00 - 12:00	5	31	0.342	5	31	0.394	5	31	0.736
12:00 - 13:00	5	31	0.348	5	31	0.348	5	31	0.696
13:00 - 14:00	5	31	0.265	5	31	0.335	5	31	0.600
14:00 - 15:00	5	31	0.265	5	31	0.316	5	31	0.581
15:00 - 16:00	5	31	0.452	5	31	0.310	5	31	0.762
16:00 - 17:00	5	31	0.561	5	31	0.310	5	31	0.871
17:00 - 18:00	5	31	0.523	5	31	0.342	5	31	0.865
18:00 - 19:00	5	31	0.484	5	31	0.316	5	31	0.800
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.021			4.425			8.446

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.

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-221118-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	GC GLASGOW CITY	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: 350 to 1500 (units: sqm)
 Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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:

Wednesday	1 days
Thursday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
-------------	---

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

Selected Location Sub Categories:

Built-Up Zone	3
High Street	1

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

Secondary Filtering selection:Use Class:

E(a) 4 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

Population within 1 mile:

25,001 to 50,000 2 days

50,001 to 100,000 2 days

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

Population within 5 miles:

75,001 to 100,000 1 days

250,001 to 500,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	EB-01-O-01	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	EARL GREY STREET		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	28/05/15	Survey Type: MANUAL
2	EB-01-O-02	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	17/03/16	Survey Type: MANUAL
3	GC-01-O-01	SAINSBURY'S CENTRAL	GLASGOW CITY
	BUCHANAN STREET		
	GLASGOW		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: WEDNESDAY	25/06/14	Survey Type: MANUAL
4	GM-01-O-01	LITTLE WAITROSE	GREATER MANCHESTER
	BRIDGE STREET		
	MANCHESTER		
	Town Centre		
	High Street		
	Total Gross floor area:	455 sqm	
	Survey date: SUNDAY	25/09/16	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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 16.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	939	1.039	4	939	0.746	4	939	1.785
08:00 - 09:00	4	939	1.252	4	939	0.666	4	939	1.918
09:00 - 10:00	4	939	0.772	4	939	0.639	4	939	1.411
10:00 - 11:00	4	939	1.198	4	939	0.985	4	939	2.183
11:00 - 12:00	4	939	1.198	4	939	1.012	4	939	2.210
12:00 - 13:00	4	939	1.198	4	939	1.065	4	939	2.263
13:00 - 14:00	4	939	1.598	4	939	1.252	4	939	2.850
14:00 - 15:00	4	939	1.971	4	939	2.104	4	939	4.075
15:00 - 16:00	4	939	2.104	4	939	1.917	4	939	4.021
16:00 - 17:00	4	939	1.625	4	939	1.598	4	939	3.223
17:00 - 18:00	4	939	2.344	4	939	2.956	4	939	5.300
18:00 - 19:00	4	939	1.491	4	939	2.690	4	939	4.181
19:00 - 20:00	4	939	1.598	4	939	1.172	4	939	2.770
20:00 - 21:00	4	939	0.932	4	939	1.092	4	939	2.024
21:00 - 22:00	4	939	0.479	4	939	0.692	4	939	1.171
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.799			20.586			41.385

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:	350 - 1500 (units: sqm)
Survey date range:	01/01/14 - 25/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	1
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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	939	0.027	4	939	0.000	4	939	0.027
08:00 - 09:00	4	939	0.133	4	939	0.266	4	939	0.399
09:00 - 10:00	4	939	0.053	4	939	0.027	4	939	0.080
10:00 - 11:00	4	939	0.053	4	939	0.080	4	939	0.133
11:00 - 12:00	4	939	0.160	4	939	0.160	4	939	0.320
12:00 - 13:00	4	939	0.107	4	939	0.107	4	939	0.214
13:00 - 14:00	4	939	0.186	4	939	0.053	4	939	0.239
14:00 - 15:00	4	939	0.053	4	939	0.080	4	939	0.133
15:00 - 16:00	4	939	0.107	4	939	0.053	4	939	0.160
16:00 - 17:00	4	939	0.133	4	939	0.186	4	939	0.319
17:00 - 18:00	4	939	0.053	4	939	0.240	4	939	0.293
18:00 - 19:00	4	939	0.027	4	939	0.080	4	939	0.107
19:00 - 20:00	4	939	0.080	4	939	0.186	4	939	0.266
20:00 - 21:00	4	939	0.133	4	939	0.107	4	939	0.240
21:00 - 22:00	4	939	0.053	4	939	0.160	4	939	0.213
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.358			1.785			3.143

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	939	2.477	4	939	5.060	4	939	7.537
08:00 - 09:00	4	939	5.060	4	939	12.383	4	939	17.443
09:00 - 10:00	4	939	6.178	4	939	7.856	4	939	14.034
10:00 - 11:00	4	939	6.871	4	939	6.525	4	939	13.396
11:00 - 12:00	4	939	8.815	4	939	9.800	4	939	18.615
12:00 - 13:00	4	939	38.083	4	939	38.109	4	939	76.192
13:00 - 14:00	4	939	27.936	4	939	32.144	4	939	60.080
14:00 - 15:00	4	939	13.502	4	939	13.901	4	939	27.403
15:00 - 16:00	4	939	10.226	4	939	11.025	4	939	21.251
16:00 - 17:00	4	939	10.812	4	939	10.200	4	939	21.012
17:00 - 18:00	4	939	21.225	4	939	16.378	4	939	37.603
18:00 - 19:00	4	939	15.606	4	939	12.623	4	939	28.229
19:00 - 20:00	4	939	15.100	4	939	13.103	4	939	28.203
20:00 - 21:00	4	939	10.546	4	939	10.919	4	939	21.465
21:00 - 22:00	4	939	7.696	4	939	8.469	4	939	16.165
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			200.133			208.495			408.628

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	939	8.362	4	939	5.060	4	939	13.422
08:00 - 09:00	4	939	13.875	4	939	7.004	4	939	20.879
09:00 - 10:00	4	939	5.406	4	939	3.915	4	939	9.321
10:00 - 11:00	4	939	5.007	4	939	4.714	4	939	9.721
11:00 - 12:00	4	939	8.682	4	939	6.285	4	939	14.967
12:00 - 13:00	4	939	5.965	4	939	4.740	4	939	10.705
13:00 - 14:00	4	939	8.948	4	939	7.963	4	939	16.911
14:00 - 15:00	4	939	9.401	4	939	8.096	4	939	17.497
15:00 - 16:00	4	939	10.599	4	939	9.774	4	939	20.373
16:00 - 17:00	4	939	8.149	4	939	9.587	4	939	17.736
17:00 - 18:00	4	939	10.945	4	939	15.233	4	939	26.178
18:00 - 19:00	4	939	8.522	4	939	10.759	4	939	19.281
19:00 - 20:00	4	939	5.113	4	939	7.750	4	939	12.863
20:00 - 21:00	4	939	3.968	4	939	3.862	4	939	7.830
21:00 - 22:00	4	939	2.743	4	939	2.823	4	939	5.566
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			115.685			107.565			223.250

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 16.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	939	11.904	4	939	10.732	4	939	22.636
08:00 - 09:00	4	939	20.613	4	939	20.107	4	939	40.720
09:00 - 10:00	4	939	12.490	4	939	12.490	4	939	24.980
10:00 - 11:00	4	939	13.529	4	939	12.570	4	939	26.099
11:00 - 12:00	4	939	18.935	4	939	17.470	4	939	36.405
12:00 - 13:00	4	939	45.646	4	939	44.368	4	939	90.014
13:00 - 14:00	4	939	39.228	4	939	41.651	4	939	80.879
14:00 - 15:00	4	939	25.140	4	939	24.767	4	939	49.907
15:00 - 16:00	4	939	23.595	4	939	23.196	4	939	46.791
16:00 - 17:00	4	939	21.012	4	939	21.891	4	939	42.903
17:00 - 18:00	4	939	35.100	4	939	35.499	4	939	70.599
18:00 - 19:00	4	939	25.779	4	939	26.738	4	939	52.517
19:00 - 20:00	4	939	22.690	4	939	22.557	4	939	45.247
20:00 - 21:00	4	939	15.872	4	939	16.378	4	939	32.250
21:00 - 22:00	4	939	11.158	4	939	12.250	4	939	23.408
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			342.691			342.664			685.355

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.