

J000168-HTN01e
15 February 2021

PLANNING APPEAL UNDER SECTION 78
OF THE TOWN AND COUNTRY PLANNING
ACT 1990 (AS AMENDED) AGAINST THE
REFUSAL OF PLANNING PERMISSION BY
MANCHESTER CITY COUNCIL FOR THE
PARTIAL DEMOLITION OF EXISTING
BUILDINGS, CONVERSION AND
EXTENSION OF RETAINED BUILDING AND
NEW DEVELOPMENT TO ACCOMMODATE
STUDENT RESIDENTIAL
ACCOMMODATION AND AMENITY /
MANAGEMENT FACILITIES, WITH HARD
AND SOFT LANDSCAPING, PARKING AND
ACCESS ARRANGEMENTS AT THE USDAW
SITE, LANGLEY ROAD, FALLOWFIELD,
MANCHESTER

Highways Technical Note

Prepared on behalf of:



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1.0 INTRODUCTION

1.1 Qualifications and Experience

- 1.1.1 Focus Transport Planning Ltd (Focus TP) has been commissioned by Watkin Jones Group to provide highways advice in relation to their Appeal in relation to the refusal of planning permission by Manchester City Council (MCC) for student residential accommodation at the USDAW Site, Langley Road, Fallowfield, Manchester. Focus TP have been requested to prepare this Highways Technical Note (HTN) to address the main transport related points.
- 1.1.2 This HTN has been prepared by Mrs Kayley Amanda Goulbourne. Kayley is a Chartered Transport Planner, being a member of the Chartered Institution of Highways and Transportation (CIHT). She holds a degree in Geography (BSc Hons). Kayley is a Director at Focus TP, a private transport planning consultancy.
- 1.1.3 Kayley has worked in the field of transport planning for over 12 years and her experience ranges from the preparation of detailed Transport Assessments for major residential, commercial, industrial, waste and leisure developments to the appraisal of new road schemes. She has also prepared highways and transport sections of Environmental Statements for a variety of projects and coordinated the preparation of Travel Plans for major development sites. She has experience of providing traffic and transportation advice for student accommodation schemes at a range of locations across the UK, including the North West region.
- 1.1.4 Kayley's involvement with the Langley Road Student Accommodation scheme, the subject of the Appeal, has been as part of the technical consultancy team originally commissioned in Spring 2020, to prepare formal highways related planning application documentation in support of the Planning Application for the scheme, together with the provision of general transportation advice following the submission of the application
- 1.1.5 It should be noted that highways matters did not form a reason for refusal, and that MCC Highways Services did not raise any objections to the application. In

their consultation response (as summarised in the Officer Report to Committee - the 'Committee Report'), MCC Highways Services did recommend a series of conditions be attached to any subsequent planning permission.

1.1.6 In the Committee Report a number of highways related objections were raised by third parties.

1.1.7 This HTN provides a review of the conditions suggested by MCC Highways Services and a response to issues raised by objectors which were referenced within the Committee Report.

1.2 **Scope of Matters Considered**

1.2.1 This HTN has been prepared to consider highways and transport matters in support of the Appeal by Watkin Jones Group (The Appellant) against the refusal of planning permission by Manchester City Council (MCC - The Council) of the proposed student accommodation scheme (Planning Application Ref: 129020/FO/2020). The Appeal Scheme proposed the delivery of a 425-bed student accommodation scheme.

1.2.2 The planning application for the student accommodation scheme was submitted to The Council in December 2020. The 2020 application was supported by a comprehensive Transport Statement (TS) (Focus TP Document Ref: J000168-TS01c). The Transport Statement was prepared to inform the local Planning and Highway Authority, MCC, of highway matters associated with the development proposals, and included:

- i. A review of the proposal site location, characteristics of the immediate highway layout, site history & highway safety matters;
- ii. An audit of local sustainable transport opportunities within the immediate catchment to the Application Site and a review of the accessibility of the site to key local shops and services;

- iii. A review of the key proposed development elements and site access strategy, including vehicle manoeuvring, cycle parking provision and measures to encourage travel to / from the site by alternative modes to the private car;
 - iv. A review of the predicted transport impact of the development on the local highway network.
- 1.2.3 Additionally, a Travel Plan document (Report Ref: J000168-TP01c) was submitted in support of the application and set out a package of measures and initiatives aimed at promoting sustainable travel choices at the site.
- 1.2.4 Consultation comments on the planning application from the Council's Highways Services, in their role as the local highway authority, did not raise any objections to the application following the technical review of the proposals and supporting documentation. Indeed, MCC Highways Services' consultation response (as summarised in the Committee Report) recommended a series of conditions be attached to any subsequent planning permission.
- 1.2.5 The Committee Report, however, referenced a number of highways related issues raised by third party objectors, including:
- i. Concern regarding overspill on-street parking due to lack of proposed on-site parking and practicalities with enforcing car free development
 - ii. Congestion on the local highway network
 - iii. Congestion on Oxford Road bus corridor (including the capacity of existing bus services to cope with additional demand)
 - iv. Congested footways and cycle lanes
 - v. Practicality of move-in / move-out events
- 1.2.6 The proposals were considered by The Council's strategic planning committee on 2 September 2021 and refused. It should be noted that the Council's decision notice does not specifically identify any highways related reasons for refusal.

- 1.2.7 This HTN has therefore been prepared to review the conditions that MCC Highways Services recommended be attached to any subsequent planning permission and to address the highways and transport matters raised by third party objectors to the application (as summarised in the Committee Report).

2.0 REVIEW OF THE COUNCIL'S RESPONSE TO INFORMATION SUBMITTED IN SUPPORT OF THE PLANNING APPLICATION

2.1 Overview

- 2.1.1 As identified above, MCC Highways Services did not raise any objection to the application scheme, and recommended a series of conditions be attached to any subsequent planning permission. A summary of the requested conditions and the Appellant's response is provided below:

2.2 MCC Highway Services Condition i:

Works to the public highway: Redundant vehicle access points to the site should be closed and reinstated to footway. Dropped kerbs and tactile paving should be provided across the vehicle access point. Works to the public highway should be delivered via a Section 278 Agreement. Commuted sums are required for any non-standard materials, street trees etc used on the adopted highway.

- 2.2.1 The Appellant acknowledges the requirement for these works to be delivered via a section 278 agreement.

2.3 MCC Highway Services Condition ii:

There have been a notable number of accidents involving cyclists in the area. There are 12 recorded incidents at the junction of Moseley Road and Wilmslow Road. The proposed development will be adding additional cycle trips to the local network. It is recommended that the applicant review the layout of this junction in light of this high accident rate and fund measures to improve safety at the junction for all users and particularly cyclists. This should be conditioned.

- 2.3.1 The Appellant acknowledges that there have been 12 accidents recorded at this junction over the 5-year period (01/11/2014 - 31/10/2019) which was assessed

within the Transport Statement prepared for the Appeal scheme. Of the 12 recorded incidents, 11 involved cyclists. Whilst all accidents are regrettable, it is important to recognise that this is a busy, urban signalised junction, which accommodates a high level of vehicular and cycle traffic.

- 2.3.2 Closer examination of the accident records identifies that contributory factors are listed for 7 of the accidents which involved cyclists, with no contributory factors listed for 4 of the incidents. Of those records which include contributory factors, failing to look properly was cited as a likely possible cause of 6 of the incidents, along with distraction in vehicle, defective lights/indicators, failed to sign/misleading signal, careless/reckless/in a hurry and failed to judge other person's path/speed listed as other possible causes in some of the incidents. One incident was listed as being due to a cyclist disobeying a traffic signal. The pattern of accidents that have been examined does not demonstrate a case can be made that the level of accident is attributable to a feature of the junction arrangement that is in need of addressing. On the contrary, the junction is well designed and has incorporated features to accommodate its use by all modes with cyclists being well catered for.
- 2.3.3 Based on this more detailed review, it appears that those incidents for which contributory factors are noted were a result of driver or rider error, rather than an issue with the junction itself. Furthermore, the junction already includes infrastructure for cyclists including advance cycle stoplines and toucan crossings of all arms, and review of data for 01/11/2019 - 31/12/2020 identifies that no cycle related accidents occurred at the junction in this most recent period for which data is now available. It is acknowledged that some of this period would have potentially experienced lesser use of the cycle lane and junction owing to Covid-19 restrictions, however it is still evident that there is no safety issue associated with the junction arrangement that is in need of addressing.
- 2.3.4 It is expected that the proposed development would generate additional cyclists; the forecast mode share of the Owen's Park student campus identifies that cyclists comprise 5% of the mode share, with pedestrians and public transport users comprising 94% of the mode share (extracted from the TA for the Owen's Park

redevelopment). This is considered a reasonable proxy for cycle movements for the application site given its close proximity, with potential for Travel Plan measures to increase the proportion of cyclists. Even if the Travel Plan for the application site were to result in a doubling of cyclist mode share (i.e. to 10%), this would still represent a relatively small number of cycle movements. Additionally, it is expected that the vast majority of cycle movements associated with the site would be to/from the Universities / city centre (i.e. north along Wilmslow Road), therefore avoiding the Moseley Road / Wilmslow Road junction. It is also expected that a reduction in vehicle movements through the Moseley Road / Wilmslow Road junction could be expected as a result of the redevelopment, which would remove the existing office use of the site. The Transport Statement identifies that the office use has potential to generate circa 44-55 two-way vehicle movements per hour in the traditional AM and PM peak periods alone. MCC Highways Services have confirmed that TfGM have reviewed the trip generation presented within the supporting Transport Statement and have not raised any concerns regarding this approach.

- 2.3.5 Based on the above, it is considered that the suggested condition to review the layout of the Moseley Road / Wilmslow Road junction and fund measures to improve safety at the junction for all users and particularly cyclists is unnecessary and not commensurate with the proposed development scheme.

2.4 MCC Highway Services Condition iii:

It is recommended that a car club bay is located nearby to the development and this is funded by the Developer. This will discourage car ownership and also assist residents who may require occasional use of a vehicle.

- 2.4.1 Owing to the highly sustainable location of the site, which will be reinforced by the implementation of a Travel Plan, students do not need access to a car. The proposed development will implement a no car policy for students, and accordingly it is considered that a car club bay is not required. The Appellant would, however, be willing to accept this condition should the Inspector agree with the LHA and consider this to be necessary.

2.5 MCC Highway Services Condition iv:

It is noted that a strategy is proposed so Students would not be permitted to bring their own cars to the site (or to the University) as a condition of their tenancy. A Student Parking Management Strategy should be conditioned.

2.5.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.6 MCC Highway Condition v:

It is recommended that an Operational Management Plan, setting out the move-in/move-out procedure is conditioned.

2.6.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.7 MCC Highway Services Condition vi:

Cycle stores for circa 172 cycles are proposed within the basement with a further 42 spaces are proposed close to the Wilmslow Road access. The applicant should monitor usage of the cycle storage and provide additional as required as part of the Travel Plan.

It is also recommended that the Developer promotes additional schemes to encourage sustainable travel such as bicycle hire etc.

The Interim Travel Plan prepared to accompany the planning application is acceptable in principle. A Travel Plan should be submitted to and agreed in writing with the Local Planning Authority, prior to first occupation of the development. The Travel Plan should monitor usage of the cycle storage and provide additional as required.

2.7.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.8 MCC Highway Services Condition vii:

Further details regarding taxi pick up and drop off location and how this will be managed should be included in the site management plan.

- 2.8.1 The Appellant acknowledges this is an appropriate and necessary requirement. It is considered that a taxi bay could be provided on-site within the parking area.

2.9 MCC Highway Services Condition vii:

Swept path assessments of servicing arrangements are confirmed as acceptable in principle, and to ensure servicing is appropriately managed it is recommended that a servicing management plan is conditioned.

- 2.9.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.10 MCC Highway Services Condition ix:

CMP - A construction management methodology plan has been submitted with the application. This will require on-going discussion and agreement with the MCC Network Resilience team. It is recommended that a CMP is suitably conditioned.

- 2.10.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.11 MCC Highway Services Condition x:

The applicant is also advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester.

- 2.11.1 The Appellant acknowledges this is an appropriate and necessary requirement.

2.12 MCC Highway Services Condition xi:

Dilapidation surveys are also requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

2.12.1 The Appellant acknowledges this is an appropriate and necessary requirement.

3.0 REVIEW OF HIGHWAYS RELATED OBJECTIONS REFERENCED WITHIN THE COMMITTEE REPORT

3.1 Overview

- 3.1.1 The Planning Officer's report referenced a number of highways/transport issues raised by local objectors albeit these concerns were not shared by MCC Highway Services. A summary of the key objection made by third parties is provided in italics below, together with our response.

3.2 Objection Point i:

Concern regarding overspill on-street parking due to lack of proposed on-site parking and practicalities with enforcing car free development.

- 3.2.1 A number of third-party submissions have identified that the surrounding local streets to the Appeal site experiences a high level of on-street car parking which could be exacerbated by the Appeal scheme, which proposes limited on-site parking provision.

Appellant's Response: Proposed Level of On-Site Parking Supply

- 3.2.2 The Appeal scheme proposals include for the provision of 8 car parking spaces, comprising 3 disabled parking bays, 4 electric vehicle charging points and 1 standard parking bay. The Transport Statement prepared to support the application identifies that all parking bays would be used by disabled students/staff, student accommodation staff and maintenance vehicles only during the academic terms. The on-site parking bays would only be available for students and their parents to use for a strictly managed window during move-in/move-out events at the beginning and end of the academic year. Students would not be able to bring a car to site as a condition of their tenancy unless allocated an on-site disabled parking space.

- 3.2.3 The ‘car-free’ policy will be impressed upon students in advance of enrolment within the Welcome Pack, and will be enforceable through the Assured Shorthold Tenancy Agreement signed by each student, which will prohibit them from bringing cars to the site. This is a legal contract meaning that the ultimate recourse for contravention is suspension or termination of the agreement.
- 3.2.4 This approach has been adopted on a number of student accommodation developments (69 at the time of writing) that Watkin Jones Group is responsible for across the country, and is reinforced by the University of Manchester and Manchester Metropolitan University restricted car access policies at its main Campus sites.
- 3.2.5 The Appeal scheme is therefore effectively ‘car-free’ for students. Such an approach is considered entirely appropriate given the highly accessible location of the Appeal scheme which provides excellent walking, cycling and public transport connections to/from the critical main University campus sites. Indeed, MCC’s Core Strategy Policy H12: Purpose Built Student Accommodation identifies that *“sites should be in close proximity to University campuses or to a high frequency public transport route which passes this area”*. The Oxford Road bus corridor forms the site’s eastern frontage and provides high frequency connections between the Appeal site and Universities.
- 3.2.6 Furthermore, Policies T1 & T2 state the following:

“Policy T1 Sustainable Transport -

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: - Improve choice by developing alternatives to the car...”

“Policy T2 Accessible Areas of Opportunity and Need -

The Council will actively manage the pattern of development to ensure that new development: - Is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities...”

- 3.2.7 The development would provide low levels of on-site car parking which would assist in encouraging a modal shift away from car travel to more sustainable alternatives and is therefore consistent with Policy T1.
- 3.2.8 Additionally, the proposed development is in a highly sustainable location by virtue of excellent pedestrian links, cycle facilities and public transport connections between the site and Universities in accordance with Policy T2. With reference to public transport services in particular, over 60 buses operate past the site per hour, the vast majority of which operate to/from the Universities. Additionally, the Greater Manchester Accessibility Level (GMAL) score for the site is 7, indicating a high level of public transport accessibility.
- 3.2.9 The low levels of on-site car parking are a sustainability benefit in that they encourage modal shift and reduce travel by the motor car.

Appellant's Response: Potential to Exacerbate Existing On-Street Parking Issues

- 3.2.10 A number of objectors have identified concerns regarding the nature of existing on-street parking which is experienced in the vicinity of the Appeal site, and have suggested that development of the Appeal scheme (based on the proposed limited parking supply) could potentially lead to parking overspill and thus give rise to additional local on-street parking pressures.
- 3.2.11 It is acknowledged that a high level of on-street parking occurs, with such on-street parking typical of the nature of the local housing stock, which represents terraced properties with no off-road parking. Additionally, a level of overspill on-street parking is known to have resulted from the previous USDAW use of the Appeal site. Indeed, USDAW employed 180 members of staff, and provided circa 53 on-site parking spaces. USDAW have confirmed that some overspill on-street parking did occur, including additional staff/visitors to the site during training events.
- 3.2.12 In order to ensure that overspill on-street parking does not result from the proposed Student Accommodation development, students would not be permitted

to bring their own cars to the site as a condition of their tenancy, unless they are granted permission to use the on-site disabled parking spaces. Failure to comply with the condition could result in their tenancy being revoked. Watkin Jones Group and their student accommodation management division have successfully implemented this tenancy condition at developments nationwide. MCC Highways Services have welcomed this strategy and recommended that a Student Parking Management Strategy is conditioned.

- 3.2.13 This proposed Appeal site car parking policy is in accordance with the University of Manchester and Manchester Metropolitan University restricted car access policies at its main Campus sites. The University of Manchester do not provide parking permits to undergraduate students unless they are disabled. Public parking within its car parks is set at a high price to deter regular use. Parking at the Manchester Metropolitan University Manchester campus is strictly limited and not available for student use.
- 3.2.14 The main University parking policies therefore represent a strong deterrent to students from considering the option of bringing a car to university, as there are effectively no practical options for parking at the main University campuses without incurring significant / unaffordable daily charges. It would therefore be illogical for students residing at the Appeal site to operate a car whilst at University, as it would not be possible to use the car for the primary student journey purpose of travelling to University.
- 3.2.15 Additionally, the highly sustainable location of the application site, adjacent to the Oxford Road bus corridor, also served by high quality pedestrian and cycle connections, and the proximity of the Fallowfield Campus and Fallowfield District Centre, ensures that residents would not need to utilise a car as part of daily life, with bus and cycle travel in particular representing highly convenient travel options between the application site and Universities. Indeed, recently implemented bus gates at Oxford Road ensures that bus and cycle travel between the application site and Universities is more convenient than car travel (i.e. cars can no longer travel directly to the Universities from Fallowfield via Oxford Road). Cycle time is approximately 10 minutes and 12 minutes to the University of

Manchester and Metropolitan University respectively, whilst scheduled bus times are around 13 minutes and 17 minutes respectively.

3.2.16 Based on the above review it is evident that the potential for overspill on-street parking associated with the proposed Student Accommodation development is very limited, less likely than in the current use of the site, and, should this occur, the student accommodation management company would take appropriate disciplinary action to ensure that this does not continue. Furthermore, student accommodation management strategies are reinforced by University parking policies. It is therefore evident that the car restrictions within tenancy agreements in combination with university parking policies will effectively make car ownership at the site, without corresponding allocated disabled car parking, an untenable prospect.

3.2.17 Given the above review, it is likely that on-street parking in the areas surrounding the Appeal site would be reduced if redeveloped to provide Student Accommodation when compared to the former USDAW and permitted office use.

3.3 **Objection Point ii:**

Congestion on the local highway network.

3.3.1 Some third party objectors have raised concerns about the level of traffic that the Appeal scheme could generate.

3.3.2 It is considered that such concerns are misplaced. Given that the scheme is proposed to be promoted effectively as a car free development, with on-site parking provision limited to disabled parking, on-site staff parking and maintenance vehicle parking, it is not anticipated that the scheme would generate any significant amounts of traffic. The excellent location of the site, availability of a frequent good quality public transport service and limited on-site car parking / prohibition of student parking / overspill on-street parking results in a limited requirement / ability for private cars to access the site.

- 3.3.3 Indeed, when compared to the former use of the site at the USDAW Head Office, which provided circa 53 on-site parking spaces, it is evident that the proposed student residential development scheme would result in an overall reduction in vehicle movements to/from the site when compared to its former office use.
- 3.3.4 The Transport Statement report submitted in support of the Planning Application detailed the anticipated traffic demand associated with the extant office use of the site via reference to trip rates derived from the industry standard TRICS traffic generation database.
- 3.3.5 Trip rates for the extant use of the Application Site were generated through reference to data for similar sized office developments (i.e. sites between 100 and 350 employees), at similar locations (i.e. 'edge of centre', 'edge of town' and 'suburban' locations) held in the TRICS database. Average trip rates (per employee) derived from the database are illustrated in **Table HTN3.1** below with the TRICS output file attached **Appendix HTN1**.

Table HTN3.1: Existing Office Development Vehicle Trip Generation (Average Trip Rates)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.262	0.042	0.304
PM Peak (17:00-18:00)	0.03	0.214	0.244

Trip Rate (per employee)

- 3.3.6 Application of these average trip rates to the total employees at the USDAW head office (circa 180 staff), provides an estimate of vehicle trip demand, as illustrated in **Table HTN3.2** below.

Table HTN3.2: Existing Office Development Vehicle Trip Generation - Demand (180 employees)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	47	8	55
PM Peak (17:00-18:00)	5	39	44

Trips (vehicles)

- 3.3.7 Review of **Table HTN3.2** identifies that the existing office use of the Appeal scheme site has the potential to generate circa 55 movements (47 in + 8 out) during AM 'rush hour' period and 44 movements (5 in + 39 out) during the PM 'rush hour' period. MCC Highway Services' consultation response to the Planning Application

confirms that TfGM have reviewed the trip generation assessment and have not raised any concerns.

3.3.8 Given that the Appeal scheme is proposed to be promoted effectively as a 'car free' development, with on-site parking provision limited to disabled parking, on-site staff parking and electric vehicle charging points, it is not anticipated that the scheme would generate any significant amounts of traffic on the site. The excellent location of the site ensures that walking, cycling and public transport modes represent practical options for all travel to and from the site, and, together with the proposed limited on-site car parking results in a negligible requirement / ability for private cars to access the Appeal scheme.

3.3.9 The Appeal scheme would therefore result in an improvement in operation of the immediate local highway when compared to the former USDAW use.

3.4 **Objection Point iii:**

Congestion on Oxford Road bus corridor

3.4.1 Some objectors have raised concerns that the Appeal scheme would result in pressures on local buses.

3.4.2 It is acknowledged that Oxford Road represents a busy bus corridor, with a bus lane available for the majority of the route between Fallowfield and the Universities. Additionally, bus gates recently implemented between Hathersage Road and Portland Street prohibit general traffic from using the route between the hours of 6am-9pm, 7 days a week. This has had the impact of improving existing bus journey times.

3.4.3 The bus corridor is served by in excess of 80 buses per hour past the site, with the fact that so many buses operate on the corridor demonstrating the highly accessible location of the application site. Furthermore, review of modal split data for the Owen's Park Student campus (located opposite the Appeal site) identifies that 61% of students use the bus for travel to/from the site, with the vast majority of remaining trips being by foot or bicycle.

- 3.4.4 In order to determine the number of bus users that could be expected at the Appeal site, it has been assumed that 61% of total person trips associated with the Appeal site would also be by bus. The 61% bus mode share proportion has therefore been applied to the estimated total person movements anticipated at the Appeal site, as derived from the industry standard TRICS trip generation database. Full TRICS output data is attached in **Appendix HTN2** to this note, with a summary of the results provided in **Table HTN3.3** below.

Table HTN3.3: Estimate of daily bus users associated with the Appeal Site

	per resident			425 residents			Total bus users (61% total person trips)		
	arr	dep	total	arr	dep	total	arr	Dep	total
07:00-08:00	0.01	0.03	0.04	5	11	16	3	7	10
08:00-09:00	0.04	0.15	0.19	16	65	80	10	39	49
09:00-10:00	0.04	0.16	0.19	16	66	82	10	40	50
10:00-11:00	0.06	0.12	0.18	25	51	77	15	31	47
11:00-12:00	0.10	0.11	0.21	42	48	90	25	30	55
12:00-13:00	0.10	0.13	0.23	44	55	98	27	33	60
13:00-14:00	0.12	0.15	0.27	51	65	117	31	40	71
14:00-15:00	0.12	0.13	0.25	50	56	106	30	34	64
15:00-16:00	0.15	0.11	0.25	63	45	108	38	27	66
16:00-17:00	0.18	0.11	0.29	78	45	123	48	27	75
17:00-18:00	0.16	0.10	0.26	68	43	111	42	26	68
18:00-19:00	0.13	0.10	0.23	56	42	98	34	26	60
19:00-20:00	0.05	0.04	0.09	22	15	37	14	9	23
20:00-21:00	0.06	0.04	0.09	24	16	39	14	10	24
21:00-22:00	0.06	0.03	0.09	25	14	39	15	9	24

- 3.4.5 Review of **Table HTN3.3** identifies that the Appeal site could generate a maximum of 75 two-way bus users at 16:00-17:00, which is the equivalent of less than 1 additional patron per bus operating past the site on Wilmslow Road.
- 3.4.6 Should public transport operators identify that current service provision is at capacity, this would provide the platform for operators to increase service provision further to meet demand. Buses operating on the route are commercial operations, and higher patronage would provide the opportunities for additional buses which would be commercially attractive. Should buses be operating at capacity this would not be an issue.

3.5 **Objection Point iv:**

Congested footways and cycle lanes

- 3.5.1 An objector has suggested that the Appeal Scheme would result in a negative impact to footways and cycle lane due to additional demand.
- 3.5.2 The Appeal site frontage to Wilmslow Road is characterised by a long bus stop of circa 50m length and 2.8m width, with an on-road northbound cycle lane which bypasses the bus stop available at the Appeal site frontage. Additionally, a shared use footway/cycleway of 3.5m width is available for southbound cycle movements. A combination of wide footways and on- and off-road cycleways provide continuous access to the Universities, including Dutch-style cycle lanes from Platt Lane to Portland Street. The recently implemented improvements to cycle infrastructure along Wilmslow Road has been achieved via carriageway narrowing rather than impacting existing footways.
- 3.5.3 The key route from the Appeal site to university teaching campuses and city centre is therefore highly conducive to walking and cycling trips. Whilst an increase in pedestrian and cyclist movements is anticipated, all movements to/from the site would be spread throughout the day. Furthermore, the reduction in vehicle movements to/from the Appeal site that would be associated with the proposed student accommodation development when compared to the former USDAW use would further improve the environment for pedestrians and cyclists.

3.6 **Objection Point v:**

Practicality of move-in / move-out events

- 3.6.1 Some consultees have raised concerns about the practicality of arrangements for students move-in/move-out of the student accommodation at the start/end of the academic year, given the large number of students and parents seeking to access the site over a short space of time.

3.6.2 In practice, traffic and parking demand associated with move-in/move-out events can be effectively managed by a student moving strategy operated as part of the site Operational Management Plan/Travel Plan initiatives.

3.6.3 The Transport Statement report submitted in support of the Planning Application sets out the management strategy for such student move-in and move-out events, and notes:

“4.4.4 In order to meet the demand for parking that occurs during these ‘one-off’ periods, all on-site car parking would be made available for students moving into/out of the site. The site parking area also provides potential for a further 4 cars to be accommodated during move-in / move-out on a temporary basis.

“4.4.5 Demand for on-site parking during move-in / move-out events would be managed by the site operator for use by students and their parents to stagger vehicular arrivals and departures. Students would be offered the opportunity to book a 20-minute slot to utilise the on-site bays to unload / load, thereby allowing 36 students to move in / out per hour, and the entire site to be filled / emptied over 2 days. Marshals would be on site to supervise the parking and appointment system. Following the end of the 20-minute slot marshals would direct vehicles off-site.”

3.6.4 Such moving strategy procedures are common place at large student accommodation developments and have been demonstrated to operate successfully and to manage local traffic demand and congestion.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Highways Technical Note has been prepared by Focus Transport Planning (the Agent), on behalf of Watkin Jones Group (the Appellant). It has been prepared in support of a Planning Appeal into the refusal by Manchester City Council (MCC), to grant planning permission for the construction of up to 425-bed student accommodation units at the USDAW Site, Langley Road, Fallowfield, Manchester.
- 4.2 Highways matters did not form a reason for refusal, and that MCC Highways Services did not raise any objections to the application. This HTN has nevertheless provided a review of the conditions which MCC Highways Services recommended be attached to any subsequent planning permission and has considered objections by third parties referenced within the Committee Report.
- 4.3 In summary, it is considered that the Student Accommodation scheme represents an appropriate development option for the Appeal site when considered in terms of highways and transport matters. The Appeal scheme provides the potential for an improvement in future local highway network capacity conditions when compared to the use of the site under former USDAW employment development and also offers the opportunity to alleviate the overspill on-street car parking that occurred as part of this former use. MCC Highways Services have confirmed that TfGM have reviewed the trip generation presented within the supporting Transport Statement and have not raised any concerns regarding the approach, suggesting that they are happy with the net improvement position and agree that the network operational impacts of the appeal scheme could be expected to be negligible.
- 4.4 The level of car parking proposed to support the Appeal scheme is considered to represent an entirely suitable level of parking supply in light of the student accommodation's location within Fallowfield, which has a range of facilities and provides excellent accessibility to the main University campuses. Parking demand associated with the Appeal scheme can be controlled via the implementation of a condition within tenancy agreements, an approach which has proved successful at other student accommodation developments operated by the Appellant. Furthermore, parking policies of the main Universities represent a strong deterrent

to students from considering the option of bringing a car to University, as there are effectively no practical options for parking at the main University campuses without incurring significant / unaffordable daily charges. Such site and University related parking controls in combination with the site's highly accessible location by a range of travel modes, would mitigate any potential for site related overspill parking.

- 4.5 Given the above, the author concurs with the findings of MCC Highways Services, who offered no objection to the Appeal scheme. The appeal scheme would not give rise to any residual severe detriment to the safety or operation of the highway network and as a consequence there are no reasonable highway related grounds for refusal of the Appeal.





Calculation Reference: AUDIT-506501-200417-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	DU DUNDEE 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: No of Employees
 Actual Range: 115 to 341 (units:)
 Range Selected by User: 100 to 350 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
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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:

A1	1 days
B1	12 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 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	1 days
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	1 days
125,001 to 250,000	7 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	5 days
1.1 to 1.5	8 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	12 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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Employees:		240	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total No of Employees:		115	
	Survey date: TUESDAY		27/11/12	Survey Type: MANUAL
3	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total No of Employees:		146	
	Survey date: THURSDAY		27/04/17	Survey Type: MANUAL
4	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total No of Employees:		341	
	Survey date: THURSDAY		26/11/15	Survey Type: MANUAL
5	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Employees:		150	
	Survey date: TUESDAY		04/06/13	Survey Type: MANUAL
6	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total No of Employees:		210	
	Survey date: WEDNESDAY		30/11/16	Survey Type: MANUAL
7	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total No of Employees:		140	
	Survey date: TUESDAY		12/05/15	Survey Type: MANUAL
8	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total No of Employees:		218	
	Survey date: FRIDAY		19/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD		
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total No of Employees:	155	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
10	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD		
	NEWCASTLE UPON TYNE		
	Longbenton		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	300	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
11	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
	THE CRESCENT		
	AMESBURY		
	SUNRISE WAY		
	Edge of Town		
	Development Zone		
	Total No of Employees:	223	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL
12	WO-02-A-02	OFFICE	WORCESTERSHIRE
	MOOR STREET		
	WORCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Employees:	125	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
13	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total No of Employees:	115	
	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
VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.017	13	191	0.003	13	191	0.020
07:30 - 08:00	13	191	0.054	13	191	0.013	13	191	0.067
08:00 - 08:30	13	191	0.125	13	191	0.019	13	191	0.144
08:30 - 09:00	13	191	0.137	13	191	0.023	13	191	0.160
09:00 - 09:30	13	191	0.113	13	191	0.025	13	191	0.138
09:30 - 10:00	13	191	0.051	13	191	0.025	13	191	0.076
10:00 - 10:30	13	191	0.039	13	191	0.034	13	191	0.073
10:30 - 11:00	13	191	0.026	13	191	0.019	13	191	0.045
11:00 - 11:30	13	191	0.018	13	191	0.021	13	191	0.039
11:30 - 12:00	13	191	0.020	13	191	0.023	13	191	0.043
12:00 - 12:30	13	191	0.029	13	191	0.036	13	191	0.065
12:30 - 13:00	13	191	0.046	13	191	0.049	13	191	0.095
13:00 - 13:30	13	191	0.032	13	191	0.035	13	191	0.067
13:30 - 14:00	13	191	0.039	13	191	0.027	13	191	0.066
14:00 - 14:30	13	191	0.029	13	191	0.026	13	191	0.055
14:30 - 15:00	13	191	0.023	13	191	0.029	13	191	0.052
15:00 - 15:30	13	191	0.020	13	191	0.031	13	191	0.051
15:30 - 16:00	13	191	0.014	13	191	0.033	13	191	0.047
16:00 - 16:30	13	191	0.015	13	191	0.059	13	191	0.074
16:30 - 17:00	13	191	0.019	13	191	0.079	13	191	0.098
17:00 - 17:30	13	191	0.019	13	191	0.146	13	191	0.165
17:30 - 18:00	13	191	0.011	13	191	0.068	13	191	0.079
18:00 - 18:30	12	197	0.007	12	197	0.044	12	197	0.051
18:30 - 19:00	12	197	0.003	12	197	0.021	12	197	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.906			0.888			1.794

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:	115 - 341 (units:)
Survey date date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.001	13	191	0.001	13	191	0.002
08:30 - 09:00	13	191	0.002	13	191	0.002	13	191	0.004
09:00 - 09:30	13	191	0.002	13	191	0.002	13	191	0.004
09:30 - 10:00	13	191	0.002	13	191	0.002	13	191	0.004
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.001	13	191	0.002
14:30 - 15:00	13	191	0.001	13	191	0.001	13	191	0.002
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.001	13	191	0.001	13	191	0.002
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.001	13	191	0.000	13	191	0.001
17:00 - 17:30	13	191	0.002	13	191	0.002	13	191	0.004
17:30 - 18:00	13	191	0.000	13	191	0.001	13	191	0.001
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	13	191	0.001	13	191	0.000	13	191	0.001
09:00 - 09:30	13	191	0.001	13	191	0.001	13	191	0.002
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.001	13	191	0.001
11:00 - 11:30	13	191	0.001	13	191	0.001	13	191	0.002
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.000	13	191	0.001
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.003			0.007

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	13	191	0.001	13	191	0.000	13	191	0.001
09:00 - 09:30	13	191	0.000	13	191	0.000	13	191	0.000
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.000			0.001

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.001	13	191	0.001	13	191	0.002
08:00 - 08:30	13	191	0.002	13	191	0.000	13	191	0.002
08:30 - 09:00	13	191	0.006	13	191	0.000	13	191	0.006
09:00 - 09:30	13	191	0.002	13	191	0.000	13	191	0.002
09:30 - 10:00	13	191	0.001	13	191	0.000	13	191	0.001
10:00 - 10:30	13	191	0.002	13	191	0.000	13	191	0.002
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.001	13	191	0.001
12:00 - 12:30	13	191	0.000	13	191	0.001	13	191	0.001
12:30 - 13:00	13	191	0.001	13	191	0.001	13	191	0.002
13:00 - 13:30	13	191	0.000	13	191	0.001	13	191	0.001
13:30 - 14:00	13	191	0.001	13	191	0.000	13	191	0.001
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.001	13	191	0.001
16:00 - 16:30	13	191	0.000	13	191	0.002	13	191	0.002
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.004	13	191	0.004
17:30 - 18:00	13	191	0.000	13	191	0.005	13	191	0.005
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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



Calculation Reference: AUDIT-506501-211209-1225

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HK HACKNEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	IS ISLINGTON	1 days
	KI KINGSTON	2 days
	TH TOWER HAMLETS	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	BR BRISTOL CITY	1 days
	DV DEVON	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 15 to 700 (units:)
 Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/06/21

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	5 days
Thursday	7 days
Friday	4 days

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	3

Selected Location Sub Categories:

Residential Zone	6
Built-Up Zone	10
No Sub Category	5

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

Secondary Filtering selection:

Use Class:

C3 21 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	11 days
50,001 to 100,000	1 days
100,001 or More	1 days

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	3 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	3 days

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	9 days
1.1 to 1.5	9 days

Travel Plan:

Not Known	2 days
Yes	4 days
No	15 days

PTAL Rating:

No PTAL Present	14 days
2 Poor	1 days
3 Moderate	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

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	AD-03-G-03	STUDENT FLATS	ABERDEEN CITY
	JOHN STREET		
	ABERDEEN		
	WOOLMANHILL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	654	
	Survey date: TUESDAY	09/10/01	Survey Type: MANUAL
2	BA-03-G-01	STUDENT FLATS	BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD		
	BATH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of residents:	291	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
3	BR-03-G-01	STUDENT FLATS	BRISTOL CITY
	BLACKBERRY HILL		
	BRISTOL		
	STAPLETON		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	170	
	Survey date: THURSDAY	28/09/06	Survey Type: MANUAL
4	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY		
	KING'S CROSS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	571	
	Survey date: TUESDAY	14/11/17	Survey Type: MANUAL
5	DE-03-G-01	HALLS OF RESIDENCE	DERRY
	STRAND ROAD		
	LONDONDERRY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of residents:	72	
	Survey date: WEDNESDAY	17/10/12	Survey Type: MANUAL
6	DH-03-G-01	STUDENT FLATS	DURHAM
	ASHWOOD		
	DURHAM		
	GILESGATE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	168	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
7	DS-03-G-01	HALLS OF RESIDENCE	DERBYSHIRE
	ASHBOURNE ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	335	
	Survey date: TUESDAY	12/10/04	Survey Type: MANUAL
8	DV-03-G-01	STUDENT FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of residents:	207	
	Survey date: THURSDAY	13/11/03	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-G-02	STUDENT FLATS	DEVON
	COWLEY BRIDGE ROAD		
	EXETER		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	110	
	Survey date: WEDNESDAY	05/10/11	Survey Type: MANUAL
10	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	241	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
11	GM-03-G-02	STUDENT FLATS	GREATER MANCHESTER
	THYNNE STREET		
	BOLTON		
	ROSE HILL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	250	
	Survey date: MONDAY	04/10/04	Survey Type: MANUAL
12	HC-03-G-01	HALLS OF RESID.	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	SLEEPERS HILL		
	Edge of Town		
	Built-Up Zone		
	Total Number of residents:	700	
	Survey date: THURSDAY	24/05/01	Survey Type: MANUAL
13	HK-03-G-01	STUDENT FLATS	HACKNEY
	GREEN LANES		
	STOKE NEWINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	103	
	Survey date: MONDAY	09/03/20	Survey Type: MANUAL
14	HM-03-G-02	STUDENT FLATS	HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD		
	HAMMERSMITH		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	217	
	Survey date: FRIDAY	25/06/21	Survey Type: MANUAL
15	IS-03-G-01	STUDENT FLATS	ISLINGTON
	OLD STREET		
	ST LUKE'S		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	146	
	Survey date: FRIDAY	07/12/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	KI-03-G-01	STUDENT FLATS		KINGSTON
	PENRRHYN ROAD			
	KINGSTON UPON THAMES			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	200		
	Survey date: WEDNESDAY	12/06/19	Survey Type: MANUAL	
17	KI-03-G-02	STUDENT FLATS		KINGSTON
	CAMBRIDGE ROAD			
	KINGSTON UPON THAMES			
	NORBITON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	300		
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL	
18	TH-03-G-01	STUDENT FLATS		TOWER HAMLETS
	KING DAVID LANE			
	SHADWELL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of residents:	100		
	Survey date: FRIDAY	07/12/12	Survey Type: MANUAL	
19	WK-03-G-02	STUDENT FLATS		WARWICKSHIRE
	RAGLAN STREET			
	COVENTRY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	197		
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL	
20	WY-03-G-01	STUDENT FLATS		WEST YORKSHIRE
	KINGS MILL LANE			
	HUDDERSFIELD			
	ASPLEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	370		
	Survey date: WEDNESDAY	13/09/06	Survey Type: MANUAL	
21	WY-03-G-02	STUDENT FLATS		WEST YORKSHIRE
	BANKFIELD ROAD			
	HUDDERSFIELD			
	FOLLY HALL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	15		
	Survey date: FRIDAY	03/11/06	Survey Type: MANUAL	

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 425 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	241	0.000	0.000	1	241	0.000	0.000	1	241	0.000	0.000
07:00 - 08:00	20	256	0.005	2.243	20	256	0.005	2.159	20	256	0.010	4.402
08:00 - 09:00	20	256	0.017	7.143	20	256	0.012	5.066	20	256	0.029	12.209
09:00 - 10:00	20	256	0.010	4.319	20	256	0.013	5.648	20	256	0.023	9.967
10:00 - 11:00	20	256	0.011	4.817	20	256	0.013	5.399	20	256	0.024	10.216
11:00 - 12:00	20	256	0.012	5.233	20	256	0.015	6.561	20	256	0.027	11.794
12:00 - 13:00	20	256	0.013	5.648	20	256	0.014	6.146	20	256	0.027	11.794
13:00 - 14:00	20	256	0.014	6.146	20	256	0.012	5.150	20	256	0.026	11.296
14:00 - 15:00	20	256	0.014	6.146	20	256	0.017	7.060	20	256	0.031	13.206
15:00 - 16:00	20	256	0.016	6.811	20	256	0.013	5.731	20	256	0.029	12.542
16:00 - 17:00	20	256	0.014	6.063	20	256	0.018	7.475	20	256	0.032	13.538
17:00 - 18:00	20	256	0.012	5.150	20	256	0.015	6.229	20	256	0.027	11.379
18:00 - 19:00	20	256	0.012	4.900	20	256	0.014	5.814	20	256	0.026	10.714
19:00 - 20:00	8	249	0.005	2.138	8	249	0.005	1.924	8	249	0.010	4.062
20:00 - 21:00	8	249	0.007	2.993	8	249	0.007	2.993	8	249	0.014	5.986
21:00 - 22:00	3	202	0.008	3.507	3	202	0.012	4.909	3	202	0.020	8.416
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.170	73.257			0.185	78.264			0.355	151.521

Parameter summary

Trip rate parameter range selected: 15 - 700 (units:)
 Survey date range: 01/01/00 - 25/06/21
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 425 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	241	0.000	0.000	1	241	0.000	0.000	1	241	0.000	0.000
07:00 - 08:00	21	258	0.011	4.629	21	258	0.026	11.062	21	258	0.037	15.691
08:00 - 09:00	21	258	0.037	15.691	21	258	0.152	64.570	21	258	0.189	80.261
09:00 - 10:00	21	258	0.038	16.319	21	258	0.155	66.061	21	258	0.193	82.380
10:00 - 11:00	21	258	0.060	25.342	21	258	0.121	51.311	21	258	0.181	76.653
11:00 - 12:00	21	258	0.098	41.504	21	258	0.114	48.486	21	258	0.212	89.990
12:00 - 13:00	21	258	0.103	43.700	21	258	0.128	54.527	21	258	0.231	98.227
13:00 - 14:00	21	258	0.120	51.075	21	258	0.154	65.433	21	258	0.274	116.508
14:00 - 15:00	21	258	0.117	49.898	21	258	0.131	55.783	21	258	0.248	105.681
15:00 - 16:00	21	258	0.148	62.844	21	258	0.106	45.034	21	258	0.254	107.878
16:00 - 17:00	21	258	0.183	77.908	21	258	0.106	44.956	21	258	0.289	122.864
17:00 - 18:00	21	258	0.161	68.493	21	258	0.101	42.994	21	258	0.262	111.487
18:00 - 19:00	21	258	0.131	55.547	21	258	0.100	42.445	21	258	0.231	97.992
19:00 - 20:00	10	239	0.052	22.247	10	239	0.035	14.950	10	239	0.087	37.197
20:00 - 21:00	9	254	0.056	23.590	9	254	0.037	15.789	9	254	0.093	39.379
21:00 - 22:00	3	202	0.059	25.248	3	202	0.033	14.026	3	202	0.092	39.274
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.374	584.035			1.499	637.427			2.873	1221.462