

Our Reference: **087688-CUR-XX-XX-T-TP-00007-P01**

Manchester City Council Planning Reference: **144656/FO/2025**

10 February 2026

Brotherton House, Wythenshawe Town Centre – Transport Technical Note

Curtins has assisted Muse Places and Wythenshawe Community Housing Group with transport planning services to support the planning application for Brotherton House, Wythenshawe Town Centre (144656/FO/2025), submitted in December 2025. The proposal consists of the following:

‘Erection of extra care apartments (Use Class C2), older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings.’

As part of this planning submission, Curtins provided a Transport Statement (**Document Reference: 087688-CUR-XX-XX-T-TP-00001-P05**) and access drawings.

Following this submission, Manchester City Council (MCC) Highway Officers have provided a formal written response. This Transport Technical Note (TTN) has been prepared in response to the comments provided by MCC Highway Officers. In addition, TfGM have been consulted, and comments are herein included.

Curtins have held post-application discussions with Highway Officers at MCC to provide further clarification of the comments received. These post-application discussions have moulded the scope and detail of this TTN.

For clarity, Curtins has reviewed the comments, and this letter responds to each comment as required. For convenience, we have reproduced the comments in ***bold italics***, followed by our response underneath. For conciseness, we have only included the consultee comments where an action or response is required by Curtins – or key parameters are agreed.

“No multi-modal assessment has been undertaken. This should be carried out, as understanding the level of pedestrian and cycle trips will help inform whether further localised infrastructure improvements will be required.”

“Parameters chosen are not appropriate for the development. There are differences in location types between the existing and forecasted trips, which should remain the same.”

“Full TRICS outputs should be provided to understand the full criteria selection.”

The following section contains trip generation analysis based on the Proposed Development during the weekday AM and PM peak hours.

In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a Proposed Development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including Employment land uses.

Previous Trip Generation

The main use of the previous use building onsite can be classified as Employment.

The level of trips generated by the previous uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix A**, applying the following criteria:

- Land Use: Employment – Office.
- Regions: All.
- Location Type: Edge of Town, Suburban Area.

The existing building has an approximate GFA of 9,890 sqm. This GFA measurement has been used to calculate the predicted trip generation of the previous office use.

The peak hour trip rates associated with the previous use are provided in **Table 1** below. All trip rates are per 100 sqm. The corresponding trip generation based on the approximate GFA is shown in **Table 2**.

	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	1.493	0.223	1.716	0.197	1.25	1.447
Cyclists	0.051	0.004	0.055	0.004	0.055	0.059
Pedestrians	0.269	0.076	0.345	0.035	0.328	0.363
Public Transport	0.277	0.018	0.295	0.027	0.33	0.357

Table 1 – Trip Rates (Office)

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	148	22	170	19	124	143
Cyclists	5	0	5	0	5	6
Pedestrians	27	8	34	3	32	36
Public Transport	27	2	29	3	33	35

Table 2 – Trip Generation (Office)

The number of vehicle trips generated by the previous use of the site could have equated to 170 and 143 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Given the accessibility of the site, the number of pedestrian trips generated by the previous use of the site could have equated to 34 and 36 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). Additionally, the number of cycle trips generated by the previous use of the site could have equated to 5 and 6 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Forecasted Trip Generation

Houses Trip Rates and Generation

The full search criteria used in the TRICS database are included in **Appendix A**, applying the following:

- Land Use: Residential – Affordable/ Local Authority Houses
- Regions: All.
- Location Type: Edge of Town Centre, Suburban Area.

The peak hour trip rates and subsequent vehicular trips associated with the proposed 25 Houses is provided in **Table 3 and 4**. All trip rates are per one dwelling:

	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.127	0.218	0.345	0.232	0.134	0.366
Cyclists	0	0.014	0.014	0.021	0.014	0.035
Pedestrians	0.049	0.282	0.331	0.218	0.197	0.415
Public Transport	0	0.148	0.148	0.056	0.007	0.063

Table 3 – Trip Rates (Houses)

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	3	5	9	6	3	9
Cyclists	0	0	0	1	0	1
Pedestrians	1	7	8	5	5	10
Public Transport	0	4	4	1	0	2

Table 4 – Trip Generation (Houses)

The number of vehicle trips generated by the proposed houses could equate to 9 and 9 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Apartments – Older Living

The full search criteria used in the TRICS database are included in **Appendix A**, applying the following:

- Land Use: Residential – Retirement Flats
- Regions: All.
- Location Type: Edge of Town Centre, Suburban Area.

The peak hour trip rates and subsequent vehicular trips associated with the proposed 82 Older Living apartments is provided in **Table 5 and 6**. All trip rates are per one dwelling:

	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.091	0.095	0.186	0.063	0.062	0.125
Cyclists	0.003	0	0.003	0.001	0.001	0.002
Pedestrians	0.049	0.053	0.102	0.055	0.05	0.105
Public Transport	0.007	0.03	0.037	0.02	0.001	0.021

Table 5 – Trip Rates (Apartments – Older Living)

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	7	8	15	5	5	10
Cyclists	0	0	0	0	0	0
Pedestrians	4	4	8	5	4	9
Public Transport	1	2	3	2	0	2

Table 6 – Trip Generation (Apartments – Older Living)

The number of vehicle trips generated by the proposed Older Living apartments could equate to 15 and 10 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Extra Care Apartments

The full search criteria used in the TRICS database are included in **Appendix A**, applying the following:

- Land Use: Residential – Retirement & Care Community
- Regions: All.
- Location Type: Edge of Town Centre, Suburban Area.

The peak hour trip rates and subsequent vehicular trips associated with the proposed 109 Extra Care Apartments is provided in **Table 7 and 8**. All trip rates are per one dwelling:

	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.164	0.093	0.257	0.045	0.093	0.138
Cyclists	0	0	0	0	0	0
Pedestrians	0.034	0.045	0.079	0.03	0.03	0.06
Public Transport	0.03	0.004	0.034	0.015	0.007	0.022

Table 7 – Trip Rates (Apartments – Extra Care)

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	18	10	28	5	10	15
Cyclists	0	0	0	0	0	0
Pedestrians	4	5	9	3	3	7
Public Transport	3	0	4	2	1	2

Table 8 – Trip Generation (Apartments – Extra Care)

Total Proposed Development

Tables 4, 6, and 8 above have been combined to calculate the total expected trip generation of the Proposed Development (216 Units) in **Table 9** below.

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	29	23	52	16	19	34
Cyclists	0	0	1	1	0	1
Pedestrians	9	16	25	13	12	26
Public Transport	4	7	10	5	1	6

Table 9 – Trip Generation – Total Proposed Development

The number of vehicle trips generated by the Proposed Development equates to 52 and 34 two-way movements respectively in the typical AM and PM peak periods.

Given the accessibility of the site, the number of pedestrian trips generated by the Proposed Development equates to 25 and 26 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00). Additionally, the number of cycle trips generated by the Proposed Development equates to 1 and 1 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

Net Site Impact

The following **Table 10** indicates the net impact of the proposed site.

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	-119	1	-118	-4	-105	-109
Cyclists	-5	0	-5	0	-5	-5

Pedestrians	-18	9	-9	10	-20	-10
Public Transport	-24	5	-19	2	-32	-30

Table 10 – Net Vehicular Site Impact

The Proposed Development would result in a decrease of 118 and 109 two-way vehicular trips in the AM and PM peaks respectively in comparison to the previous office use.

The redevelopment of the Brotherton House site for residential use will result in a significant net decrease in traffic on the surrounding highway network.

“2024 accident data should be included in the assessment.”

Collision data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road incidents database for the most recent five years (2021 – 2025 inclusive).

The details of the search are contained in **Figure 1**, and a breakdown of the information is contained in **Table 11**:

Junction/Link	Slight	Serious	Fatal	Totals
Wythenshawe Town Centre Area	7	5	0	12

Table 11 - Collision Data Summary

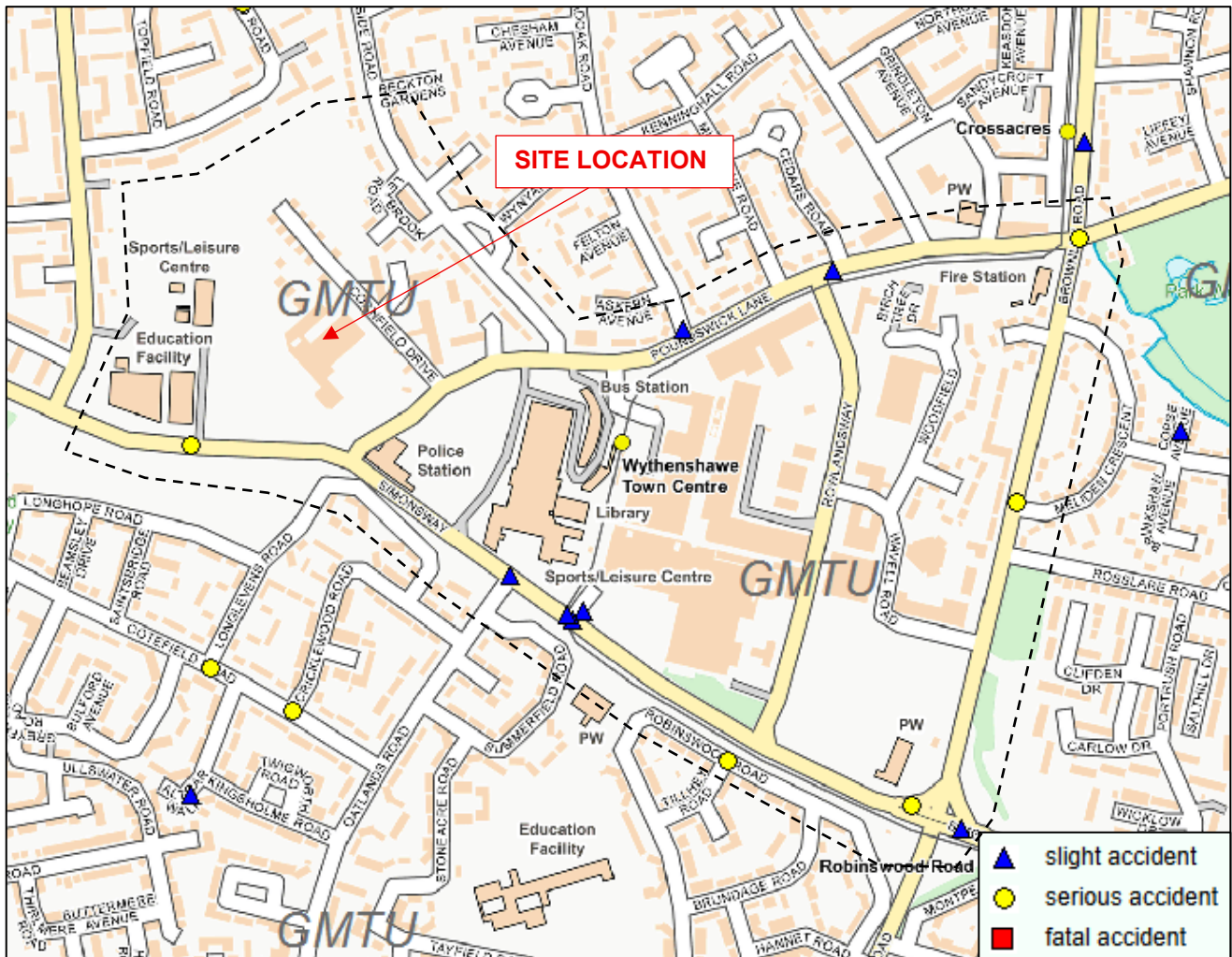


Figure 1 – TfGM Collision Data Map

There has been a total of twelve collisions in the latest five-year period available, seven of which were 'slight' severity incidents and five of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.

There was one 'slight' incident in 2021, two in 2022, three in 2023, and one in 2024. There was one 'serious' incident in 2021, two in 2022, one in 2023, and one in 2025. Considering these findings, it can be concluded that the incidents are not related to the features of the highway at this junction.

No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

“Clarification is sought on whether the internal road network will be offered up for adoption.”

In October 2025, Curtins held pre-application with Manchester City Council. Following these discussions, it was agreed that the internal highway network will be constructed to MCC standards and offered up for adoption.

The site would be accessed from Cornfield Drive to the northeast of the site boundary. The Proposed Development would include an internal road network providing vehicular access to all the 216 units and associated parking.

This access road would have a 5.5m-wide carriageway and 2m-wide footway on both sides of the road. There would also be dropped kerbs and tactile paving at the junction where the access road meets Cornfield Drive to facilitate pedestrian access.

The drawing also shows that visibility splays of 2.4m x 43m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 30mph speed limit.

The key principles which have guided the internal highway design are summarised below;

- Provide a 5.5m wide carriageway to accommodate two-way vehicle movements;
- Provide a 2m wide footway along both sides of the carriageway;
- Ensure refuse collection vehicles are able to access and egress the site in a forward gear; and
- Locate car parking behind the footway with drop kerbs limited to groups of two parking bays.

“A comparison of parking provision at other Wythenshawe Community Housing Group sites has been provided to justify the proposed level of parking. However, no evidence has been submitted regarding the current parking demand at these sites or the effectiveness of any on-site parking management for staff, residents and visitors. Highways require this information to assess whether the proposed provision is adequate for the development, particularly as the referenced MSCP is located approximately 500m from the site - a significant distance given the likely age and mobility of future residents.”

To influence the Development Proposals, research of other local sites within the Wythenshawe Community Housing Group have been undertaken.

As part of the submitted Transport Statement, Curtins assessed the provision of car parking provided at these sites as they are extra care and older living schemes similar to that of the Proposed Development.

Village 135 is an extra care scheme housing 135 apartments. Curtins understands that there are two blocks, and each block has car parking:

- There are 38 + 9 disabled spaces at Block A & B, shared between 81 apartments at V135 and 58 flats at Hollyhedge Court.
- There are 29 + 4 disabled spaces in the gated area behind Block C & D shared between 54 apartments at V135 and 58 flats at Benchill Court.
- There are an additional 11 + 2 disabled spaces at the side of Block C & D.

In response to MCC comments, Curtins and WCHG has undertaken additional car parking surveys to understand the level of demand. The car parking demand survey results are as follows:

Monday 2 nd February 2026		
Block B		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	30	64%
08:00	37	79%
09:00	38	81%
17:00	31	66%
18:00	32	68%
19:00	35	74%

Block C/D		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	15	32%
08:00	17	36%
09:00	17	36%
17:00	16	34%
18:00	19	40%
19:00	15	32%

Table 12 – Parking Demand Monday 2nd February 2026

Tuesday 3 rd February 2026		
Block B		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	32	68%
08:00	31	66%
09:00	30	64%
17:00	29	62%
18:00	32	68%
19:00	30	64%

Block C/D		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	17	36%
08:00	18	38%
09:00	18	38%
17:00	14	30%
18:00	17	36%
19:00	17	36%

Table 13 – Parking Demand Tuesday 3rd February 2026

Wednesday 4 th February 2026		
Block B		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	30	64%
08:00	31	66%

09:00	33	70%
17:00	29	62%
18:00	32	68%
19:00	30	64%
Block C/D		
Time Period	Number of Occupied Spaces	Car Park Occupancy %
07:00	19	40%
08:00	17	36%
09:00	18	38%
17:00	21	45%
18:00	19	40%
19:00	18	38%

Table 14 – Parking Demand Wednesday 4th February 2026

Tables 12 – 14 show that the existing WCHG has sufficient car parking capacity on-site and in regularly monitored by the management company. This shows that for the existing residential use car parking uptake is low and within capacity of on-site car parks.

For the Village 135 and Neighbouring Courts; 251 total flats, is a grand total to 93 total spaces (including 15 disabled spaces). As stated within the Transport Statement this is a parking provision of 37% across the V135 and two neighbouring courts.

“Overall site provision equates to 42%, however, para. 4.5.15 of the TS references 50% provision - clarification is required.”

The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.

The Development Proposals include a parking area with 90 bays (inc. 14 disabled bays). Based on the allocation for the Proposed Development units this would be broken down as:

- Extra Care: 25 spaces.
- Apartment: 30 spaces.
- Houses: 25 spaces (1 space per home).

For clarification, the Proposed Development would therefore provide a car parking provision of 42%. The proposed car parking provision is therefore consistent with existing WCHG scheme. As shown above, car park demand surveys show that this level of parking provision is deemed to be sufficient.

“Disabled parking provision should be provided for the older living apartment block.”

The Proposed Development would provide 14 disabled bays across the site. 10 of these accessible bays are located to the southeast of the site, adjacent to the Extra Care building. The remaining 4 accessible bays would be located centrally within an appropriate proximity of the Older Living apartment block principal entrance and mobility scooter store.

This would allow residents living within the Older Living apartment block the opportunity to park within an accessible bay close to the building.

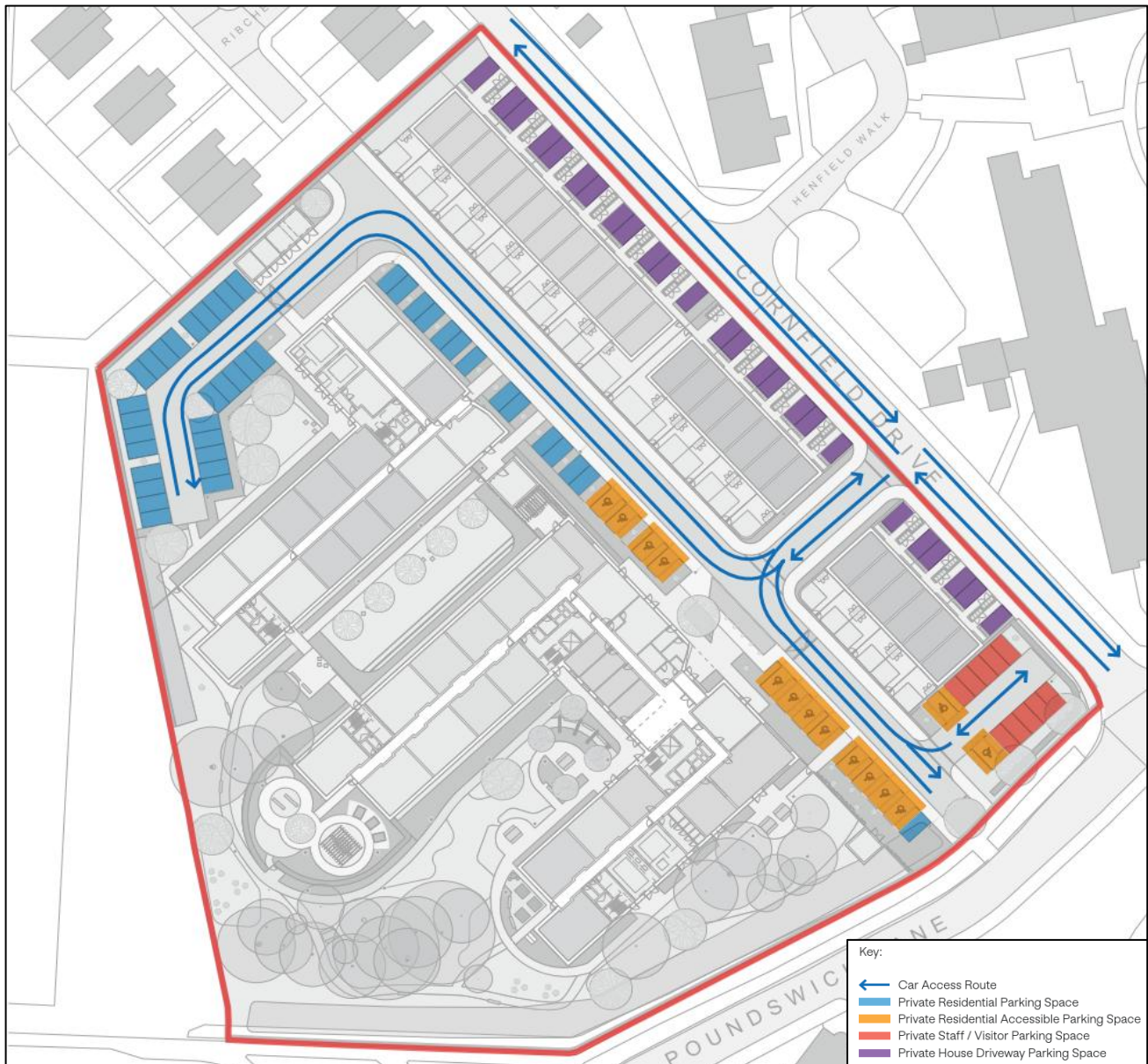


Figure 2 – Car Parking Provision

In addition, marked loading bay provision is available local to both the Extra Care and Apartment blocks. These bays can accommodate minibus and ambulance movements to support the demographic of the residents.

Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

Furthermore, it is considered the site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Wythenshawe and neighbouring towns, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

“All individual driveway parking spaces should be a minimum of 3.0m x 6.0m”

The terraced houses each have a dedicated single parking space (25 total) on a driveway to the front of the house facing onto and accessed from Cornfield Drive. Following post-application discussions with Highway Officers, 3.0m x 5.0m plus a strip of landscaping along the house frontage was deemed acceptable.

“68no. cycle parking spaces (36% provision) is proposed for the extra care and older living apartment block - whilst this level appears reasonable, justification is required on cycle parking provision in consideration for staff, visitors and potential resident use.”

The Development Proposals provide a secure level-access cycle store to be shared between the Extra Care and Older Living apartment spaces blocks. This is to be used by residents or staff as required. This provides storage space types including Sheffield stands (with additional width) and double stack stores providing 51 cycle store spaces.

Due to the resident-specific requirements, the end-user Client requested 10 spaces to be allocated to the Extra Care block. The remainder of 41 spaces provide the Older Living apartment block with 50% provision. This provision is deemed appropriate for the needs of the end-user.

There are secure stores for a single cycle located in the rear garden of each terraced house. Each rear garden has a lockable gate for direct access.

In addition to the above, due to the demographic of the future residents, accessible mobility scooter stores are provided at ground floor near to the primary entrance and primary circulation cores with external access.

The Proposed Development would provide 64 scooter parking spaces in total across the site. This provision is tailored to meet the end-user requirements. Each store has varying size spaces to accommodate a range of scooter sizes.

- The Extra Care block has 44 scooter parking spaces (40% provision) spread across two stores.
- The Older Living apartment block has 20 scooter parking spaces (24% provision).

“It is recommended that the servicing bay located opposite the site access be relocated to minimise vehicle reversing.”

Marked loading bay provision is available local to both the Extra Care and Apartment blocks that have been planned as part of the landscape design. These loading bays can be used for deliveries for residents and building support (e.g. food for kitchens in Extra Care).

The servicing bay opposite the site access is purposefully located immediately adjacent to the building entrance.

All bays can accommodate minibus and ambulance movements to support the demographic of the residents.

All vehicles access the site from Cornfield Drive and their associated movements have been tracked through the landscape masterplan to ensure movements are appropriate. It is important to note that the loading bay proposed opposite to the site access has been positioned to reduce the loading bay person movement route. These routes are highlighted below:

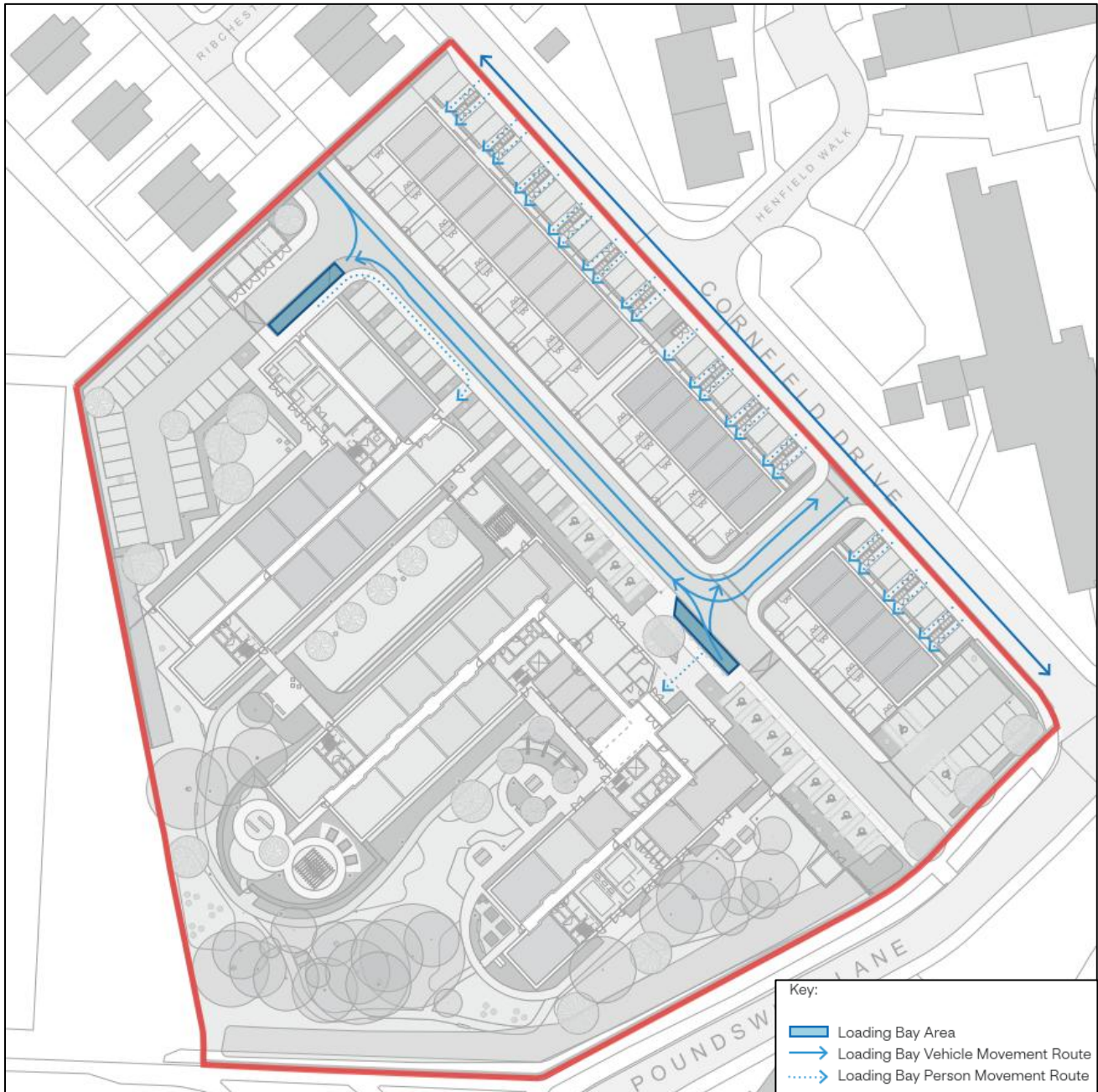


Figure 3 – Loading and Delivery Strategy

“An RSA Stage 1 should be undertaken prior to determination and include the S278/S38 works at the site access.”

An RSA Stage 1 document has been commissioned by Curtins. At the time of writing, this is currently being prepared by an independent contractor. This RSA Stage 1 report will be submitted in due course.

“Clarification is sought on whether the proposed highway works will have an impact on the Cornfield Drive carriageway width?”

This access road would have a 5.5m-wide carriageway and 2m-wide footway on both sides of the road. There would also be dropped kerbs and tactile paving at the junction where the access road meets Cornfield Drive to facilitate pedestrian access.

For clarification, the proposed highway works will not have an impact on the Cornfield Drive carriageway widths. The access arrangement would connect into the existing Cornfield Drive as per **Drawing 87688-CUR-XX-00-D-TP-75001** shown below:

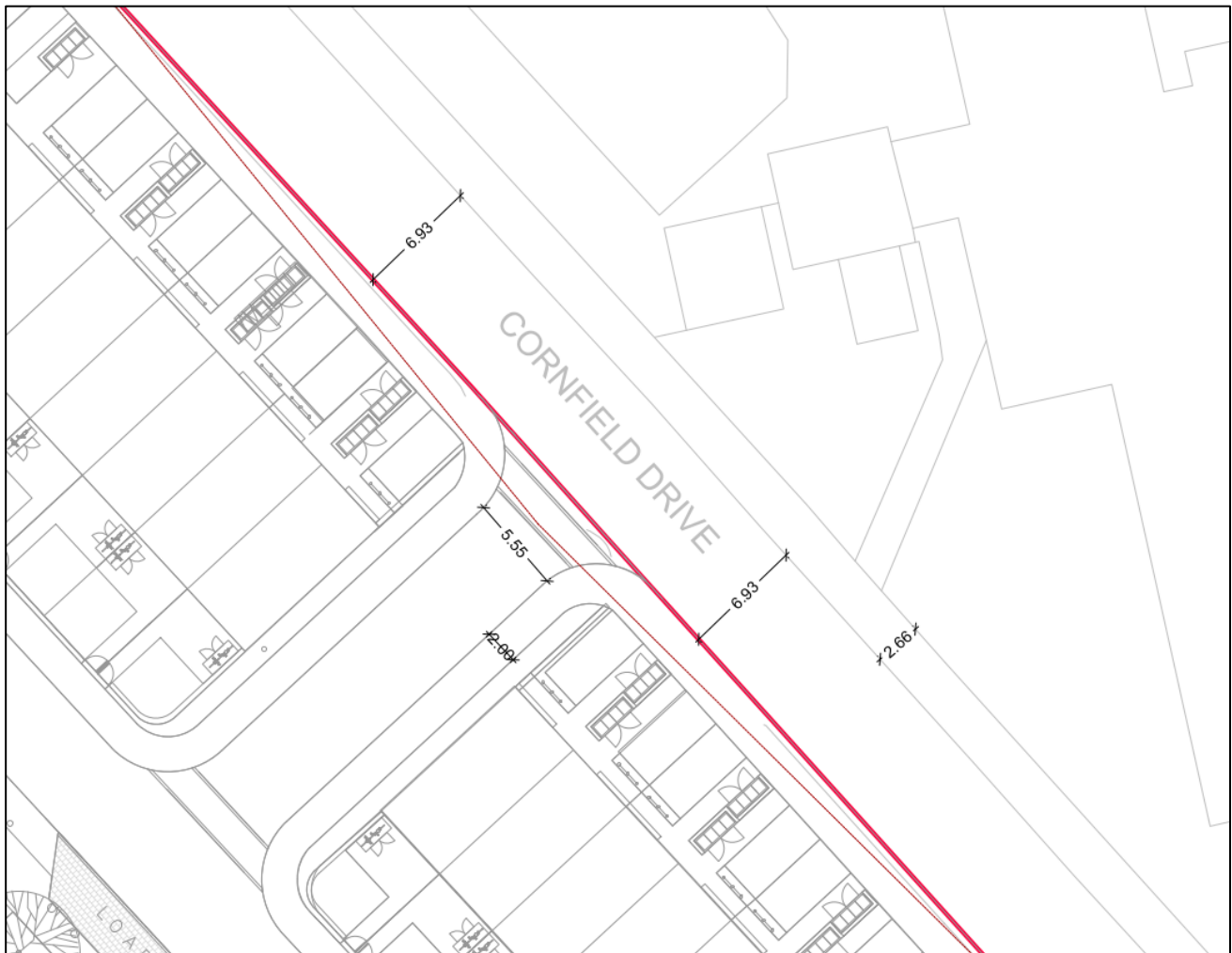


Figure 4 – Access Arrangement

Additionally, the drawing also shows that visibility splays of 2.4m x 43m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 30mph speed limit.

“Provision of a controlled crossing facility was discussed during pre-application discussions, however commentary on this matter together with a review of the likely increase in pedestrian movement at this location has not been provided. Further assessment is required.”

The Transport Statement confirms that the Proposed Development would tie into the existing pedestrian infrastructure along the southern boundary of the site.

The existing pedestrian infrastructure which connects the Proposed Development to local amenities is generally well maintained and there are well lit, wide footways with a number of controlled crossing points across key roads.

Notwithstanding the above, it is acknowledged that discussions have taken place regarding the potential to provide a controlled crossing facility on Poundswick Lane adjacent to the site. It should be noted that this pedestrian amenity has been considered as part of the wider masterplan public realm opportunity improvement works. This would therefore be delivered as part of a separate planning application to the Proposed Development.

Table 10 confirms that the proposed application would result in a net reduction in pedestrian and public transport demand when compared to the existing employment use of the site. As a standalone planning application, it is considered that the existing pedestrian infrastructure provided in the immediate vicinity of the site is more than sufficient to cater for anticipated demand and assist movement to the east towards the centre of Wythenshawe.

Appendix A – TRICS Reports

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 day
02	WH	WANDSWORTH	1 day
	SOUTH EAST		
03	HF	HERTFORDSHIRE	1 day
	SO	SLOUGH	1 day
04	SOUTH WEST		
	CW	CORNWALL	1 day
10	EAST ANGLIA		
	NF	NORFOLK	2 days
12	SF	SUFFOLK	1 day
	WALES		
12	MT	MERTHYR TYDFIL	1 day
	CONNAUGHT		
	RO	ROSCOMMON	1 day

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



Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

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:	GFA
Actual Range:	5000 to 10000 (units:sqm)
Range Selected by User:	5000 to 10000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 05/06/25

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:

Friday	3 days
Monday	1 days
Thursday	4 days
Tuesday	2 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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 days
Suburban Area	2 days

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	5 days
Commercial Zone	2 days
Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	10 days
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Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Secondary Filtering Selection:

Use Class:

Not Known

10 surveys

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

Population within 500m Range:

600 - 9147

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
100,001 or More	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	2 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Petrol filling station:

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	9 surveys
Yes	1 surveys

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	10 surveys
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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.

COVID-19 Restrictions:

No



Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

1 DOLCOATH AVENUE CAMBORNE Suburban Area Residential Zone Gross floor area: 5400 sqm Survey date:	CW-02-A-01	COUNCIL OFFICES	CORNWALL Survey Type: Manual
2 STATION WAY ST ALBANS Edge of Town Centre Residential Zone Gross floor area: 5000 sqm Survey date: Thursday 02/10/2014	HF-02-A-04	OFFICES	HERTFORDSHIRE Survey Type: Manual
3 ESSEX ROAD ISLINGTON Suburban Area Built-Up Zone Gross floor area: 5500 sqm Survey date: Friday 24/10/2008	IS-02-A-01	OFFICES	ISLINGTON Survey Type: Manual
4 CASTLE STREET MERTHYR TYDFIL Edge of Town Centre Built-Up Zone Gross floor area: 5250 sqm Survey date: Thursday 17/10/2013	MT-02-A-02	COUNCIL OFFICES	MERTHYR TYDFIL Survey Type: Manual
5 CHAPEL STREET KING'S LYNN Edge of Town Centre Built-Up Zone Gross floor area: 5500 sqm Survey date: Thursday 30/09/2010	NF-02-A-01	COUNCIL OFFICE	NORFOLK Survey Type: Manual
6 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Gross floor area: 5500 sqm Survey date: Tuesday 12/09/2017	NF-02-A-03	OFFICES	NORFOLK Survey Type: Manual
7 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG Edge of Town Centre Residential Zone Gross floor area: 7200 sqm Survey date: Tuesday 23/09/2014	RO-02-A-02	GOVERNMENT OFFICES	ROSCOMMON Survey Type: Manual
8 BATH STREET IPSWICH Edge of Town Centre Commercial Zone Gross floor area: 6505 sqm	SF-02-A-02	OFFICES	SUFFOLK

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Survey date: Friday 19/07/2013 Survey Type: Manual

9	SO-02-A-02	COUNCIL OFFICES	SLOUGH
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BATH ROAD
SLOUGH
Edge of Town Centre
Built-Up Zone
Gross floor area: 5050 sqm
Survey date: Thursday 27/02/2014

Survey Type: Manual

10	WH-02-A-01	IT COMPANY	WANDSWORTH
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UPPER RICHMOND ROAD
PUTNEY
EAST PUTNEY
Edge of Town Centre
Built-Up Zone
Gross floor area: 5500 sqm
Survey date: Friday 28/06/2002

Survey Type: Manual

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	10	5640	0.438	0.064	0.502
08:00-09:00	10	5640	1.493	0.223	1.716
09:00-10:00	10	5640	1.152	0.411	1.563
10:00-11:00	10	5640	0.541	0.457	0.998
11:00-12:00	10	5640	0.445	0.447	0.892
12:00-13:00	10	5640	0.457	0.660	1.117
13:00-14:00	10	5640	0.573	0.558	1.131
14:00-15:00	10	5640	0.470	0.452	0.922
15:00-16:00	10	5640	0.362	0.425	0.787
16:00-17:00	10	5640	0.261	0.915	1.176
17:00-18:00	10	5640	0.197	1.250	1.447
18:00-19:00	10	5640	0.055	0.402	0.457
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.444	6.264	12.708

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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Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Parameter Summary:

Trip rate parameter range selected:	5000 - 10000 (units: sqm)
Survey date date range:	28/06/2002 - 12/09/2017
Number of weekdays (Monday-Friday):	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	10	5640	0.005	0.000	0.005
08:00-09:00	10	5640	0.051	0.004	0.055
09:00-10:00	10	5640	0.034	0.004	0.038
10:00-11:00	10	5640	0.014	0.012	0.026
11:00-12:00	10	5640	0.016	0.012	0.028
12:00-13:00	10	5640	0.012	0.016	0.028
13:00-14:00	10	5640	0.011	0.016	0.027
14:00-15:00	10	5640	0.004	0.009	0.013
15:00-16:00	10	5640	0.018	0.021	0.039
16:00-17:00	10	5640	0.005	0.021	0.026
17:00-18:00	10	5640	0.004	0.055	0.059
18:00-19:00	10	5640	0.005	0.012	0.017
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.179	0.182	0.361

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.

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Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Parameter Summary:

Trip rate parameter range selected:	5000 - 10000 (units: sqm)
Survey date date range:	28/06/2002 - 12/09/2017
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	10	5640	0.080	0.005	0.085
08:00-09:00	10	5640	0.269	0.076	0.345
09:00-10:00	10	5640	0.293	0.154	0.447
10:00-11:00	10	5640	0.261	0.278	0.539
11:00-12:00	10	5640	0.193	0.275	0.468
12:00-13:00	10	5640	0.514	0.837	1.351
13:00-14:00	10	5640	0.784	0.576	1.360
14:00-15:00	10	5640	0.472	0.257	0.729
15:00-16:00	10	5640	0.202	0.223	0.425
16:00-17:00	10	5640	0.101	0.177	0.278
17:00-18:00	10	5640	0.035	0.328	0.363
18:00-19:00	10	5640	0.023	0.067	0.090
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.227	3.253	6.480

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.

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Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Parameter Summary:

Trip rate parameter range selected:	5000 - 10000 (units: sqm)
Survey date date range:	28/06/2002 - 12/09/2017
Number of weekdays (Monday-Friday):	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	10	5640	0.051	0.005	0.056
08:00-09:00	10	5640	0.277	0.018	0.295
09:00-10:00	10	5640	0.261	0.039	0.300
10:00-11:00	10	5640	0.119	0.053	0.172
11:00-12:00	10	5640	0.080	0.053	0.133
12:00-13:00	10	5640	0.074	0.085	0.159
13:00-14:00	10	5640	0.069	0.071	0.140
14:00-15:00	10	5640	0.059	0.046	0.105
15:00-16:00	10	5640	0.044	0.064	0.108
16:00-17:00	10	5640	0.028	0.115	0.143
17:00-18:00	10	5640	0.027	0.330	0.357
18:00-19:00	10	5640	0.011	0.087	0.098
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.100	0.966	2.066

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

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Audit Code: 14cd51ca-143c-4676-b360-0694b7dfcef0

Parameter Summary:

Trip rate parameter range selected:	5000 - 10000 (units: sqm)
Survey date date range:	28/06/2002 - 12/09/2017
Number of weekdays (Monday-Friday):	9
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: N - RETIREMENT FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	WS	WEST SUSSEX	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 day
	NY	NORTH YORKSHIRE	1 day
	RM	ROTHERHAM	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	BG	BRIDGEND	1 day
	PS	POWYS	1 day
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day
	GC	GLASGOW CITY	2 days

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



Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

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:	DWELLS
Actual Range:	17 to 76 (units:DWELLS)
Range Selected by User:	17 to 76 (units:DWELLS)
Parking Spaces Range:	6 - 42

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/11/98 to 24/04/25

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:

Friday	2 days
Monday	3 days
Thursday	4 days
Tuesday	6 days
Wednesday	1 days

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

Selected survey types:

Manual count	16
Direction ATC Count	0

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	9 days
Suburban Area	7 days

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	1 days
No Sub Category	2 days
Residential Zone	13 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	10 days
Servicing vehicles Unknown	5 days

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Secondary Filtering Selection:

Use Class:

C3	16 surveys
----	------------

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

Population within 500m Range:

700 - 10000

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	8 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	2 surveys
500,001 or More	3 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	7 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Petrol filling station:

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	16 surveys
----	------------

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	16 surveys
-----------------	------------

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

1 GROVE AVENUE HALIFAX WHEATLEY Suburban Area Residential Zone Site area: 1.1419999599456787 hect Survey date: Tuesday 23/10/2018	AL-03-N-01	RETIREMENT BUNGALOWS	CALDERDALE	Survey Type: Manual
2 PICTON AVENUE PORTHCAWL Edge of Town Centre Residential Zone Site area: 0.33000001311302185 hect Survey date: Tuesday 18/05/2021	BG-03-N-01	RETIREMENT FLATS	BRIDGEND	Survey Type: Manual
3 FRIARGATE PENRITH Edge of Town Centre Residential Zone Site area: 0.47999998927116394 hect Survey date:	CU-03-N-01	RETIREMENT FLATS	CUMBERLAND	Survey Type: Manual
4 LEAPER STREET DERBY Edge of Town Centre Residential Zone Site area: 0.30000001192092896 hect Survey date: Wednesday 20/10/2021	DY-03-N-02	RETIREMENT FLATS	DERBY	Survey Type: Manual
5 POLWARTH GARDENS EDINBURGH MERCHISTON Edge of Town Centre Residential Zone Site area: 0.12999999523162842 hect Survey date: Friday 22/05/2015	EB-03-N-01	RETIREMENT FLATS	CITY OF EDINBURGH	Survey Type: Manual
6 RIVERFORD ROAD GLASGOW NEWLANDS Suburban Area Residential Zone Site area: 0.3499999940395355 hect Survey date: Tuesday 10/06/2008	GC-03-N-01	RETIREMENT FLATS	GLASGOW CITY	Survey Type: Manual
7 VICTORIA CIRCUS GLASGOW HYNDLAND Suburban Area Residential Zone Site area: 0.1889999955892563 hect Survey date: Tuesday 18/04/2023	GC-03-N-02	RETIREMENT FLATS	GLASGOW CITY	Survey Type: Manual
8 POUND AVENUE STEVENAGE	HF-03-N-01	RETIREMENT FLATS	HERTFORDSHIRE	



Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Edge of Town Centre

Residential Zone

Site area: 0.30000001192092896 hect

Survey date: Thursday 02/11/2023

Survey Type: Manual

9 KC-03-N-05

RETIREMENT FLATS

KENT

HARDRES STREET

RAMSGATE

Edge of Town Centre

No Sub Category

Site area: 0.20999999344348907 hect

Survey date:

Survey Type: Manual

10 MS-03-N-01

BLOCK OF FLATS

MERSEYSIDE

UPPER PARLIAMENT ST

LIVERPOOL

TOXTETH

Suburban Area

Residential Zone

Site area: 0.27000001072883606 hect

Survey date: Tuesday 07/09/2010

Survey Type: Manual

11 NY-03-N-02

RETIREMENT FLATS

NORTH YORKSHIRE

STOCKWELL ROAD

KNARESBOROUGH

Suburban Area

Residential Zone

Site area: 0.36000001430511475 hect

Survey date: Thursday 19/09/2024

Survey Type: Manual

12 PS-03-N-01

RETIREMENT FLATS

POWYS

HEOL GOUESNOU

BRECON

Edge of Town Centre

No Sub Category

Site area: 0.46000000834465027 hect

Survey date: Friday 05/09/2008

Survey Type: Manual

13 RM-03-N-02

RETIREMENT FLATS

ROTHERHAM

LONGFELLOW DRIVE

ROTHERHAM

HERRINGTHORPE

Suburban Area

Residential Zone

Site area: 0.71 hect

Survey date: Thursday 24/04/2025

Survey Type: Manual

14 SH-03-N-02

RETIREMENT FLATS

SHROPSHIRE

ABBEY FOREGATE

SHREWSBURY

Suburban Area

Residential Zone

Site area: 0.6200000047683716 hect

Survey date: Tuesday 20/06/2023

Survey Type: Manual

15 WK-03-N-01

RETIREMENT FLATS

WARWICKSHIRE

REGENT STREET

ROYAL LEAMINGTON SPA

Edge of Town Centre

Built-Up Zone

Site area: 0.09000000357627869 hect

Survey date:

Survey Type: Manual



Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

16	WS-03-N-03	RETIREMENT FLATS	WEST SUSSEX
FITZALAN ROAD			
LITTLEHAMPTON			
Edge of Town Centre			
Residential Zone			
Site area: 0.3499999940395355 hect			
Survey date: Thursday 23/09/2021			
			Survey Type: Manual

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	16	44	0.050	0.053	0.103
08:00-09:00	16	44	0.091	0.095	0.186
09:00-10:00	16	44	0.099	0.101	0.200
10:00-11:00	16	44	0.138	0.128	0.266
11:00-12:00	16	44	0.115	0.108	0.223
12:00-13:00	16	44	0.118	0.105	0.223
13:00-14:00	16	44	0.091	0.099	0.190
14:00-15:00	16	44	0.093	0.103	0.196
15:00-16:00	16	44	0.088	0.092	0.180
16:00-17:00	16	44	0.098	0.082	0.180
17:00-18:00	16	44	0.063	0.062	0.125
18:00-19:00	16	44	0.052	0.053	0.105
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.096	1.081	2.177

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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Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Parameter Summary:

Trip rate parameter range selected:	17 - 76 (units: DWELLS)
Survey date date range:	10/06/2008 - 24/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	16	44	0.003	0.004	0.007
08:00-09:00	16	44	0.003	0.000	0.003
09:00-10:00	16	44	0.000	0.001	0.001
10:00-11:00	16	44	0.006	0.003	0.009
11:00-12:00	16	44	0.001	0.003	0.004
12:00-13:00	16	44	0.003	0.000	0.003
13:00-14:00	16	44	0.003	0.001	0.004
14:00-15:00	16	44	0.000	0.003	0.003
15:00-16:00	16	44	0.000	0.001	0.001
16:00-17:00	16	44	0.000	0.001	0.001
17:00-18:00	16	44	0.001	0.001	0.002
18:00-19:00	16	44	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.018	0.038

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.

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Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Parameter Summary:

Trip rate parameter range selected:	17 - 76 (units: DWELLS)
Survey date date range:	07/12/2009 - 24/06/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	16	44	0.019	0.043	0.062
08:00-09:00	16	44	0.049	0.053	0.102
09:00-10:00	16	44	0.062	0.082	0.144
10:00-11:00	16	44	0.066	0.096	0.162
11:00-12:00	16	44	0.101	0.092	0.193
12:00-13:00	16	44	0.078	0.065	0.143
13:00-14:00	16	44	0.063	0.070	0.133
14:00-15:00	16	44	0.063	0.063	0.126
15:00-16:00	16	44	0.079	0.066	0.145
16:00-17:00	16	44	0.068	0.047	0.115
17:00-18:00	16	44	0.055	0.050	0.105
18:00-19:00	16	44	0.036	0.030	0.066
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.739	0.757	1.496

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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Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Parameter Summary:

Trip rate parameter range selected:	17 - 76 (units: DWELLS)
Survey date date range:	10/06/2008 - 24/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	16	44	0.000	0.017	0.017
08:00-09:00	16	44	0.007	0.030	0.037
09:00-10:00	16	44	0.006	0.017	0.023
10:00-11:00	16	44	0.016	0.024	0.040
11:00-12:00	16	44	0.019	0.019	0.038
12:00-13:00	16	44	0.027	0.016	0.043
13:00-14:00	16	44	0.022	0.017	0.039
14:00-15:00	16	44	0.019	0.014	0.033
15:00-16:00	16	44	0.022	0.011	0.033
16:00-17:00	16	44	0.020	0.014	0.034
17:00-18:00	16	44	0.020	0.001	0.021
18:00-19:00	16	44	0.006	0.016	0.022
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.184	0.196	0.380

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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Audit Code: 7b451633-6977-478b-bd30-dfc8e7903503

Parameter Summary:

Trip rate parameter range selected:	17 - 76 (units: DWELLS)
Survey date date range:	10/06/2008 - 24/04/2025
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: O - RETIREMENT & CARE COMMUNITY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 day
	TB	TORBAY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
11	SCOTLAND		
	SL	SOUTH LANARKSHIRE	1 day

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

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

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:	DWELLS
Actual Range:	36 to 51 (units:DWELLS)
Range Selected by User:	31 to 327 (units:DWELLS)
Parking Spaces Range:	15 - 207

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/15 to 09/06/25

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:

Friday	3 days
Monday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	2 days
Suburban Area	4 days

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	6 days
------------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Secondary Filtering Selection:

Use Class:

N/A

6 surveys

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

Population within 500m Range:

1240 - 5500

Population within 1 mile:

10,001 to 15,000

1 surveys

20,001 to 25,000

2 surveys

25,001 to 50,000

3 surveys

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

Population within 5 miles:

100,001 to 125,000

1 surveys

125,001 to 250,000

3 surveys

500,001 or More

1 surveys

75,001 to 100,000

1 surveys

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 surveys

1.1 to 1.5

4 surveys

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.

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Petrol filling station:

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 6 surveys

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 6 surveys

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.

COVID-19 Restrictions:

No

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

1 MEG THATCHERS GARDENS BRISTOL Suburban Area Residential Zone Site area: 0.9599999785423279 hect Survey date: Friday 18/09/2015	BR-03-O-02	RETIREMENT VILLAGE	BRISTOL CITY	Survey Type: Manual
2 RUMFIELDS ROAD BROADSTAIRS Suburban Area Residential Zone Site area: 0.4000000059604645 hect Survey date: Thursday 19/11/2015	KC-03-O-01	RETIREMENT VILLAGE	KENT	Survey Type: Manual
3 EASTERN AVENUE ASHFORD Edge of Town Centre Residential Zone Site area: 0.4399999976158142 hect Survey date: Friday 20/11/2015	KC-03-O-02	RETIREMENT VILLAGE	KENT	Survey Type: Manual
4 CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Site area: 1.0299999713897705 hect Survey date: Friday 16/09/2022	NF-03-O-01	RETIREMENT VILLAGE	NORFOLK	Survey Type: Manual
5 ROXBURGH PARK EAST KILBRIDE Edge of Town Centre Residential Zone Site area: 0.34 hect Survey date:	SL-03-O-01	RETIREMENT VILLAGE	SOUTH LANARKSHIRE	Survey Type: Manual
6 ST MARYCHURCH ROAD TORQUAY ST MARYCHURCH Suburban Area Residential Zone Site area: 0.30000001192092896 hect Survey date: Tuesday 29/09/2015	TB-03-O-01	RETIREMENT VILLAGE	TORBAY	Survey Type: Manual

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	45	0.063	0.037	0.100
08:00-09:00	6	45	0.164	0.093	0.257
09:00-10:00	6	45	0.205	0.183	0.388
10:00-11:00	6	45	0.183	0.157	0.340
11:00-12:00	6	45	0.190	0.198	0.388
12:00-13:00	6	45	0.142	0.153	0.295
13:00-14:00	6	45	0.175	0.201	0.376
14:00-15:00	6	45	0.160	0.183	0.343
15:00-16:00	6	45	0.131	0.149	0.280
16:00-17:00	6	45	0.149	0.183	0.332
17:00-18:00	6	45	0.045	0.093	0.138
18:00-19:00	6	45	0.060	0.045	0.105
19:00-20:00	5	44	0.041	0.027	0.068
20:00-21:00	5	44	0.054	0.068	0.122
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.762	1.770	3.532

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.

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Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: DWELLS)
Survey date date range:	18/09/2015 - 09/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	45	0.007	0.007	0.014
08:00-09:00	6	45	0.000	0.000	0.000
09:00-10:00	6	45	0.000	0.000	0.000
10:00-11:00	6	45	0.007	0.004	0.011
11:00-12:00	6	45	0.004	0.004	0.008
12:00-13:00	6	45	0.004	0.000	0.004
13:00-14:00	6	45	0.000	0.004	0.004
14:00-15:00	6	45	0.004	0.000	0.004
15:00-16:00	6	45	0.000	0.004	0.004
16:00-17:00	6	45	0.000	0.000	0.000
17:00-18:00	6	45	0.000	0.000	0.000
18:00-19:00	6	45	0.000	0.000	0.000
19:00-20:00	5	44	0.000	0.005	0.005
20:00-21:00	5	44	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.028	0.054

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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Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: DWELLS)
Survey date date range:	19/11/2015 - 16/09/2022
Number of weekdays (Monday-Friday):	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	45	0.034	0.019	0.053
08:00-09:00	6	45	0.034	0.045	0.079
09:00-10:00	6	45	0.049	0.052	0.101
10:00-11:00	6	45	0.049	0.067	0.116
11:00-12:00	6	45	0.078	0.090	0.168
12:00-13:00	6	45	0.078	0.093	0.171
13:00-14:00	6	45	0.056	0.060	0.116
14:00-15:00	6	45	0.041	0.067	0.108
15:00-16:00	6	45	0.041	0.049	0.090
16:00-17:00	6	45	0.045	0.022	0.067
17:00-18:00	6	45	0.030	0.030	0.060
18:00-19:00	6	45	0.015	0.026	0.041
19:00-20:00	5	44	0.009	0.009	0.018
20:00-21:00	5	44	0.009	0.014	0.023
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.568	0.643	1.211

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.

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Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: DWELLS)
Survey date date range:	18/09/2015 - 09/06/2025
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	6	45	0.007	0.000	0.007
08:00-09:00	6	45	0.030	0.004	0.034
09:00-10:00	6	45	0.030	0.019	0.049
10:00-11:00	6	45	0.030	0.000	0.030
11:00-12:00	6	45	0.004	0.041	0.045
12:00-13:00	6	45	0.007	0.011	0.018
13:00-14:00	6	45	0.015	0.030	0.045
14:00-15:00	6	45	0.022	0.030	0.052
15:00-16:00	6	45	0.052	0.052	0.104
16:00-17:00	6	45	0.007	0.019	0.026
17:00-18:00	6	45	0.015	0.007	0.022
18:00-19:00	6	45	0.000	0.000	0.000
19:00-20:00	5	44	0.000	0.000	0.000
20:00-21:00	5	44	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.219	0.213	0.432

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.

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Audit Code: cfb8c737-354d-4ffd-a051-1cf855adb8e4

Parameter Summary:

Trip rate parameter range selected:	31 - 327 (units: DWELLS)
Survey date date range:	18/09/2015 - 09/06/2025
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	DV	DEVON
		1 day
05	EAST MIDLANDS	
	LR	LEICESTER
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS
		1 day
11	SCOTLAND	
	MO	MORAY
		1 day

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

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

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:	DWELLS
Actual Range:	29 to 40 (units:DWELLS)
Range Selected by User:	17 to 40 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/03/90 to 30/04/25

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:

Friday	1 days
Thursday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days
Suburban Area	3 days

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	1 days
No Sub Category	1 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	4 days
----------------------------	--------

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

Secondary Filtering Selection:

Use Class:

C3	4 surveys
----	-----------

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

Population within 500m Range:

1300 - 5495

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
75,001 to 100,000	1 surveys

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 surveys
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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.

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

Petrol filling station:

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 surveys

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 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

1 HAM DRIVE PLYMOUTH Suburban Area Residential Zone Site area: 0.800000011920929 hect Survey date: Wednesday 06/07/2005	DV-03-B-01	TERRACED	DEVON	Survey Type: Manual
2 COLEMAN ROAD LEICESTER Suburban Area Residential Zone Site area: 1.2100000381469727 hect Survey date: Friday 22/10/2021	LR-03-B-01	SEMI-DETACHED & TERRACED	LEICESTER	Survey Type: Manual
3 LINCOLN GREEN ROAD LEEDS Suburban Area Built-Up Zone Site area: 0.3799999952316284 hect Survey date: Thursday 19/09/2013	LS-03-B-02	TERRACED HOUSES	LEEDS	Survey Type: Manual
4 PLUSCARDEN ROAD ELGIN Edge of Town Centre No Sub Category Site area: 1.2000000476837158 hect Survey date: Wednesday 10/05/2006	MO-03-B-02	BUNGALOWS	MORAY	Survey Type: Manual

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	36	0.077	0.127	0.204
08:00-09:00	4	36	0.127	0.218	0.345
09:00-10:00	4	36	0.176	0.169	0.345
10:00-11:00	4	36	0.120	0.162	0.282
11:00-12:00	4	36	0.148	0.099	0.247
12:00-13:00	4	36	0.106	0.099	0.205
13:00-14:00	4	36	0.141	0.176	0.317
14:00-15:00	4	36	0.141	0.155	0.296
15:00-16:00	4	36	0.218	0.232	0.450
16:00-17:00	4	36	0.169	0.141	0.310
17:00-18:00	4	36	0.232	0.134	0.366
18:00-19:00	4	36	0.099	0.085	0.184
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.754	1.797	3.551

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Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

Parameter Summary:

Trip rate parameter range selected:	17 - 40 (units: DWELLS)
Survey date date range:	06/07/2005 - 22/10/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	36	0.021	0.028	0.049
08:00-09:00	4	36	0.000	0.014	0.014
09:00-10:00	4	36	0.000	0.014	0.014
10:00-11:00	4	36	0.007	0.000	0.007
11:00-12:00	4	36	0.007	0.014	0.021
12:00-13:00	4	36	0.014	0.007	0.021
13:00-14:00	4	36	0.000	0.000	0.000
14:00-15:00	4	36	0.014	0.007	0.021
15:00-16:00	4	36	0.007	0.007	0.014
16:00-17:00	4	36	0.014	0.000	0.014
17:00-18:00	4	36	0.021	0.014	0.035
18:00-19:00	4	36	0.021	0.000	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.126	0.105	0.231

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.

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Parameter Summary:

Trip rate parameter range selected:	17 - 40 (units: DWELLS)
Survey date date range:	06/07/2005 - 22/10/2021
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	36	0.014	0.070	0.084
08:00-09:00	4	36	0.049	0.282	0.331
09:00-10:00	4	36	0.092	0.085	0.177
10:00-11:00	4	36	0.070	0.106	0.176
11:00-12:00	4	36	0.042	0.092	0.134
12:00-13:00	4	36	0.141	0.077	0.218
13:00-14:00	4	36	0.077	0.056	0.133
14:00-15:00	4	36	0.148	0.099	0.247
15:00-16:00	4	36	0.303	0.169	0.472
16:00-17:00	4	36	0.085	0.106	0.191
17:00-18:00	4	36	0.218	0.197	0.415
18:00-19:00	4	36	0.085	0.077	0.162
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.324	1.416	2.740

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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Audit Code: 9494adc7-7486-4b37-a1a6-c7c0f667555a

Parameter Summary:

Trip rate parameter range selected:	17 - 40 (units: DWELLS)
Survey date date range:	06/07/2005 - 22/10/2021
Number of weekdays (Monday-Friday):	4
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	36	0.000	0.042	0.042
08:00-09:00	4	36	0.000	0.148	0.148
09:00-10:00	4	36	0.021	0.042	0.063
10:00-11:00	4	36	0.007	0.000	0.007
11:00-12:00	4	36	0.021	0.035	0.056
12:00-13:00	4	36	0.042	0.021	0.063
13:00-14:00	4	36	0.042	0.021	0.063
14:00-15:00	4	36	0.056	0.035	0.091
15:00-16:00	4	36	0.113	0.014	0.127
16:00-17:00	4	36	0.021	0.021	0.042
17:00-18:00	4	36	0.056	0.007	0.063
18:00-19:00	4	36	0.021	0.000	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.400	0.386	0.786

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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