

Proposed Mixed Use Development

Re-development of the existing building at the
corner of Dickenson Road and Hamilton Road,
Longsight

B024826

Transport Statement

Issue 1

December 2020

Prepared on behalf of
Wise Pharmacies

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1. Introduction

1.1 Background

- 1.1.1 WYG has been commissioned by Wise Pharmacies to provide highways and transport advice in relation to a proposed re-development of the building at the corner of Dickenson Road and Hamilton Road junction.
- 1.1.2 The proposals comprise conversion of existing buildings into 1 retail shop (A1) with associated front extension; offices (B1) on lower ground floor and on second floor with associated roof dormers and 6 new dwellings apartments (C3a).
- 1.1.3 The location of the site in relation to the wider area is shown on **Plan 1**, while the location of the site in relation to the local highway network is shown on **Plan 2**.
- 1.1.4 The site comprises two buildings. The first building, which is located to the rear was constructed in 1893 and at the time comprised a chapel. The second building, which fronts onto Dickenson Road, was constructed in 1907 and at that time comprised a Methodist church. The two buildings now comprise a single site that has been subject to a number of land uses, more recently a Christ Apostolic Church and an ESOL (English for Speakers of Other Languages) centre.
- 1.1.5 The existing lawful use comprises a part retail / commercial (A1 x 2 units) and part gym (D2 x 1 unit) with office (B1) and storage space, under a planning permission granted in 2016. Currently, the existing on-site buildings are vacant.
- 1.1.6 The proposal aims to take the existing buildings and refurbish them completely, creating a new internal floorspace and bringing activity to this historic landmark. The proposed site layout drawings are attached as **Appendix A**.
- 1.1.7 The purpose of this Transport Statement (TS) is to appraise the local highway authority (LHA), namely Manchester City Council (MCC), of the anticipated highways and transport impacts associated with the proposed development.

1.2 Report Structure

- 1.2.1 Following this introduction this report is structured as follows:
- Section 2 sets out relevant national and local policy
 - Section 3 describes the existing conditions at the site including the local highway network and reviews the recent local accident history
 - Section 4 examines the accessibility of the site by sustainable transport modes

- Section 5 details the proposed development
- Section 6 sets out the vehicular trip generation and likely traffic impact
- Section 7 summarises and concludes the report.

2. National and Local Policy

2.1 Introduction

2.1.1 This section reviews the relevant transportation planning policy and guidance documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2019)
- Greater Manchester Local Transport Plan 3

2.2 National Planning Policy Framework (2019)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24 July 2018 and updated on 19 February 2019.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that for new development sustainable transport is promoted. Section 5 of the NPPF sets out the ways in which to deliver a sufficient supply of homes in urban and rural areas, while Section 9 sets out policies for promoting sustainable transport.

2.2.3 Paragraph 102 of the NPPF states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.2.4 At paragraph 103 the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.'

2.2.5 NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways at paragraphs 108 and 109.

2.2.6 Paragraph 108 of the NPPF states that it should be ensured that:

- a) *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2.7 At paragraph 109 NPPF states that:

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

2.3 Greater Manchester Local Transport Plan 3

2.3.1 The current, third Local Transport Plan (LTP3) was approved in March 2011 by the Greater Manchester Integrated Transport Authority and the Greater Manchester Passenger Transport Executive, in partnership with the ten Greater Manchester District Councils.

2.3.2 The LTP contains both a long-term strategy and short-term implementation plan and builds on the previous two LTP's while looking towards 2026. The plan will be subject to the availability of funding for the first four years.

2.3.3 The LTP aims to contribute toward addressing the four overarching challenges of supporting economic growth and tackling deprivation, delivering a low carbon economy, protecting and enhancing public health and safety and supporting national transport and spending priorities. It has the following core objectives:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised;
- To ensure that design and maintenance of the transport network and the provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

3. Existing Conditions

3.1 Introduction

- 3.1.1 This section of the TS describes the existing highway conditions, including the local highway network and the local road safety record.
- 3.1.2 Additionally, this section also provides a review of the existing off-site parking provision (both on-street and in adjacent publicly available car parks) to demonstrate the adequacy of existing parking provision locally, which will be available to the proposed development.

3.2 Existing Site

Location

- 3.2.1 The site is located in Longsight, Manchester, approximately 3.5km south east of Manchester City Centre and surrounded by Levenshulme, Rusholme and Belle Vue.
- 3.2.2 The site is bounded to the north by Dickenson Road, to the east by Hamilton Road, to the south by a narrow cobble paved lane and to the west by an existing building on Dickenson Road, as shown in **Extract 3.1**.

Extract 3.1: Existing Site Location



Existing Use

- 3.2.3 The existing lawful use comprises a part retail / commercial (A1 x 2 units) and part gym (D2 x 1 unit) with office (B1) and storage space, under a planning permission granted in 2016. Currently the site is vacant.

Existing Buildings

- 3.2.4 The site comprise two buildings which are connected to each other, see **Extract 3.1** above.

Existing Access and Parking

- 3.2.5 Vehicular access to the site is currently via a gated dropped kerb access off Dickenson Road.
- 3.2.6 Pedestrian access is provided via the main vehicular access as well as a secondary pedestrian access from Hamilton Road.
- 3.2.7 The existing site features five car parking bays marked out in the forecourt of the building adjacent to Dickenson Road. However, these spaces are not provided in line with standards and are entirely impractical. There is no situation where five vehicles would be able to park and manoeuvre within the existing car park without conflicting with each other. In reality, the existing car park is expected to provide for a maximum of three cars.

3.3 Local Highway Network

- 3.3.1 The location of the site in relation to the local highway network is shown on **Plan 2**.
- 3.3.2 Dickenson Road runs along the site's northern frontage and generally runs in a north-east/south-west alignment. The road runs from the Dickenson Road / Wilmslow Road signalised junction to the Dickenson Road / Stockport Road signal junction circa 310m to the north-east.
- 3.3.3 Dickenson Road features a carriageway width of circa 10m in the vicinity of the site. The road is subject to a 30mph speed limit and is well lit with street lighting. Pedestrian footways are present to either side of the road. Dickenson Road is also a bus route.
- 3.3.4 Hamilton Road forms eastern boundary of the site and intersects with Dickenson Road in the form of a 4-arm signalised junction. The Dickenson Road / Hamilton Road junction features signal-controlled pedestrian crossings on all four arms. The signal-controlled pedestrian crossings feature dropped kerbs and tactile paving. On the northern arm, pedestrian refuge islands are present. Furthermore, advance stop lines for cyclists are also present on all four arms.
- 3.3.5 Hamilton Road is a single lane, two-way road that runs in an approximately north/south alignment. It is subject to a 20mph speed limit and is well lit with street lighting. Pedestrian footways are present to either side of the road.
- 3.3.6 The parking availability / restrictions on both Dickenson Road and Hamilton Road are discussed in more detail in Section 3.5.

3.4 Personal Injury Accidents

- 3.4.1 An interrogation of the Crashmap website has been undertaken to determine whether there are any existing highway safety issues in the vicinity of the site on the adjacent adopted highway network.
- 3.4.2 Personal Injury Accidents (PIAs) that occurred in the vicinity of the site have been reviewed for the most recent five-year period between 2015 and 2019.
- 3.4.3 The study area is shown in **Extract 3.2**. In the extract, a yellow flag indicates a 'Slight' accident and a red flag indicates a 'Serious' accident. The locations, frequency and severity of the recorded PIAs are summarised in **Table 3.1**.

Extract 3.2: PIA Study Area

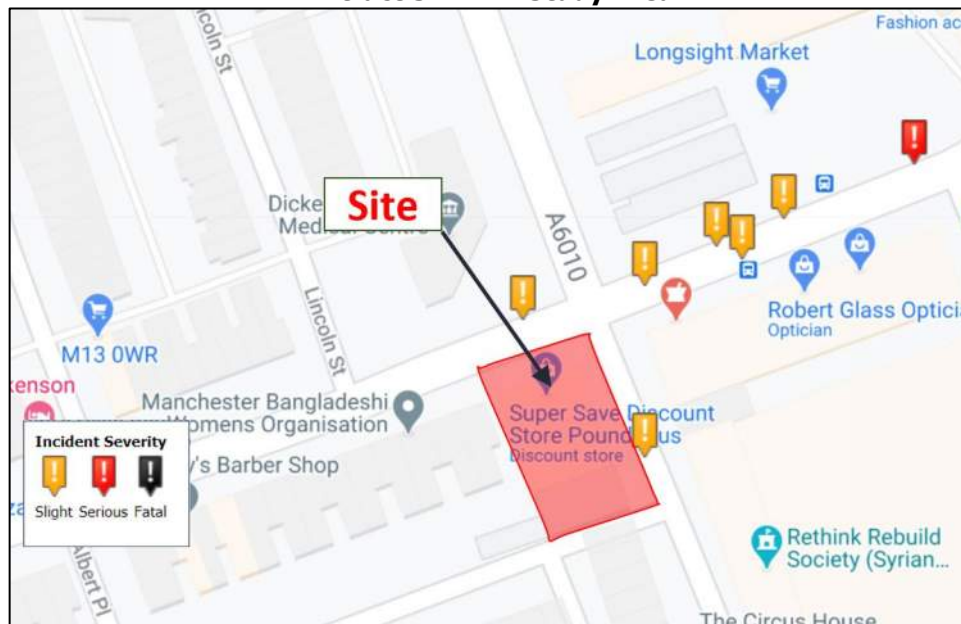


Table 3.1: Summary of PIAs by location, frequency and severity

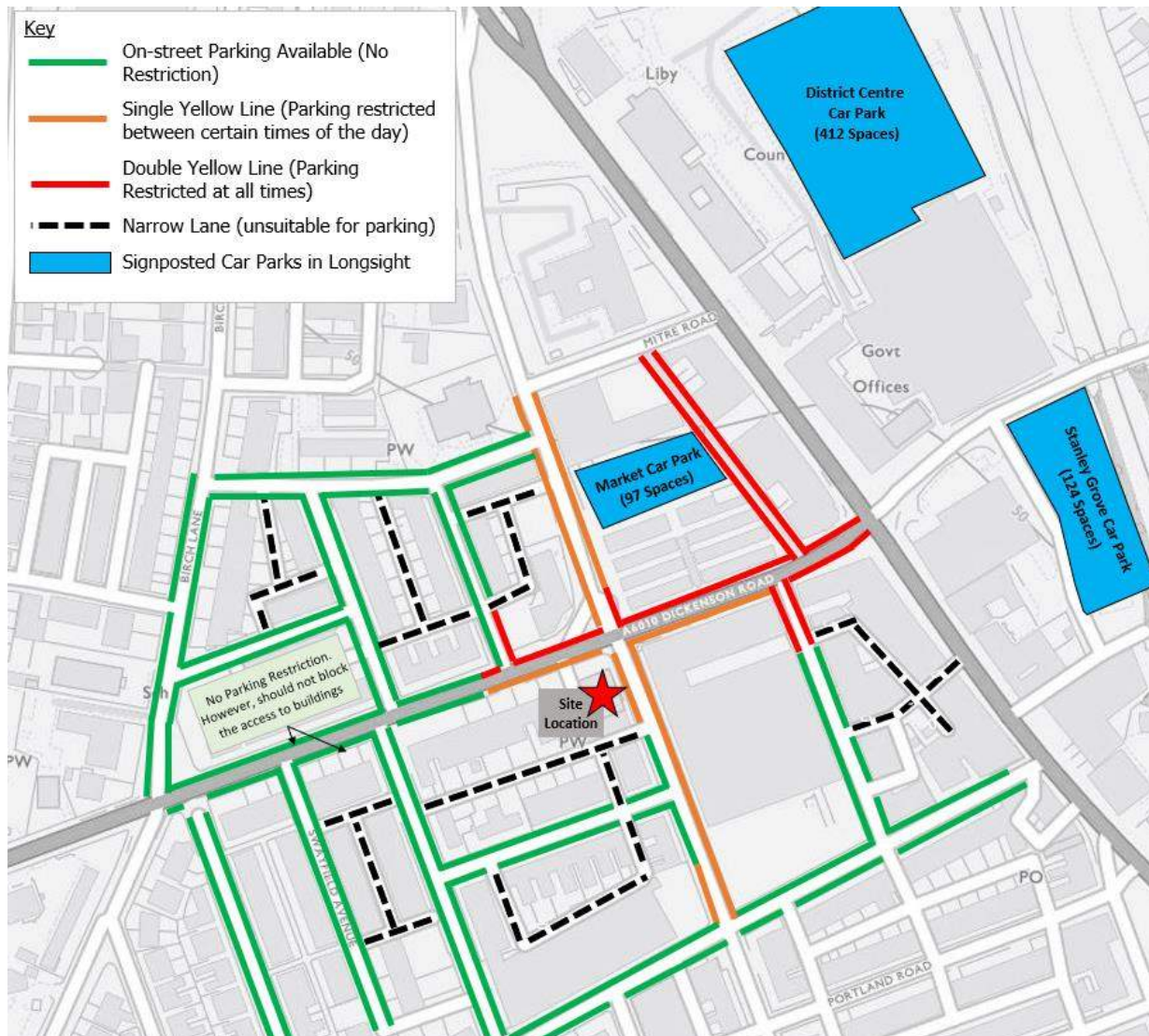
Severity	Year					Total
	2015	2016	2017	2018	2019	
PIAs at Dickenson Road (Section within 100m to the Site)						
Slight	1	1	2	1	1	5
Serious	0	0	1	0	0	1
Fatal	0	0	0	0	0	0
PIAs at Hamilton Road (Section within 100m to the Site)						
Slight	0	1	0	0	0	1
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0

- 3.4.4 **Extract 3.2** and **Table 3.1** show that seven PIAs were recorded across the study area over the most recent five-year period.
- 3.4.5 Six PIAs occurred at Dickenson Road and this equates to an average of 1.2 PIAs per year. Amongst the six PIAs, four were classified as 'Slight' and one was classified as 'Serious'. The rate of accidents is not considered to be unusually onerous, especially given that Dickenson Road carries in the region of 10,000 daily two-way trips at this location. There is also a lot of pedestrian activity in this locality due to the presence of the market and other shops.
- 3.4.6 A single PIA occurred on Hamilton Road, and that was classified as 'Slight'.
- 3.4.7 Given the above, it is not considered that there is an existing highway safety issue that would be exacerbated by the proposals.

3.5 Existing Off-site Car Parking Provision

- 3.5.1 A review of the existing off-site car parking provision has been undertaken to understand the existing parking conditions in the vicinity of the site. The review included on-street parking and parking in adjacent publicly available car parks.
- 3.5.2 The existing off-site parking provision is shown in **Extract 3.3**.

Extract 3.3: On-street parking regulations within approx. 3-minute walk from the site and the three signposted car parks within Longsight



3.5.3 It can be seen from **Extract 3.3** that there is ample on-street parking within a 3-minute walk from the site. Furthermore, the three signposted car parks provide additional car parking capacity and are all located within a 5-minute walk from the site.

3.5.4 The existing car parking availability was reviewed on-site on the 9th December 2020. That review found that the on-street parking was busy but by no means full, as an example the below picture of Alberts Place which was taken at 09:40hrs.

Photo 1: Existing On-street Parking on Alberts Place (Typical Example)



4. Accessibility by Sustainable Travel Modes

4.1 Introduction

4.1.1 This section describes the existing accessibility of the site via sustainable transport modes.

4.2 On Foot

- 4.2.1 It is generally accepted that walking is the most important mode of travel at local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that some people are typically prepared to walk to access an amenity/facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance for commuting.
- 4.2.2 **Plan 3** has been prepared to show walk catchments of 1km and 2km from the centre of the site. Assuming a walking speed of 1.4m/s, these catchments equate to 12-minute and 24-minute walks respectively.
- 4.2.3 Within 1km walk catchment, there are a numbers of local amenities including Longsight Market, Dickenson Road Medical Centre, a number of bus stops, Lidl, ASDA Longsight Superstore, banks (Barclay and TSB), Longsight Business Park, three post offices (Slade Lane Post Office, North Road Post Office and Meldon Road Sub Post Office), four dental practice (Park House Dental Practice, Longsight Dental Practice, East Road Care Ltd and Birchfields Family Dental Care), police station, library, restaurants, five primary schools and two secondary school. This list is not exhaustive.
- 4.2.4 The 2km walk catchment covers even wider established areas with numerous existing local facilities as well as both Levenshulme and Belle Vue Railway Stations.
- 4.2.5 On the basis of the above it is clearly evident that a wide range of facilities and amenities are easily accessible from the site on foot.
- 4.2.6 In terms of pedestrian infrastructure, all streets/roads in the vicinity of the site feature footways to each side of the carriageway. On the streets which have higher volumes of vehicles, such as Dickenson Road and the A6, frequent signalised crossing points for pedestrians are provided. On the roads with lower traffic flows, uncontrolled pedestrian crossings are provided, and they feature dropped kerbs and tactile paving.
- 4.2.7 The combination of the wide range of facilities and amenities as well as the high quality pedestrian infrastructure in the vicinity of the site mean that it can be concluded that the site is highly accessible for future users to undertake journeys on foot.

4.3 By Cycle

- 4.3.1 Cycling also has the potential to be a substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 4.3.2 A 5km catchment from the centre of the site can be seen on **Plan 4**. This shows that Manchester City Centre is located within 5km cycle distance. 5km cycle catchment also covers most of southeast areas of Manchester.
- 4.3.3 It is plainly evident that the site is highly accessible by cycle.

4.4 By Public Transport

By Bus

- 4.4.1 The locations of nearby bus stops are shown on **Plan 3**. The closest bus stops to the site are on Dickenson Road, approximately 50m from the centre of the site. There are more bus stops on Stockport Road adjacent to Mitre street, circa 280m from the site; on Stockport Road just to the south of Slade Lane, circa 380m from the site; and more bus stops on Birchfields Road, circa 700m from the site.
- 4.4.2 The bus services operating from the above adjacent stops have been summarised in **Table 4.1**.

Table 4.1: Summary of Bus Services

Route	Route	Average One-Way Frequency Per Hour					
		Weekday				Sat.	Sun.
		AM Peak	Inter Peak	PM Peak	Eve.		
Services from Dickenson Road							
53	Cheetham Hill - Higher Crumpsall - Old Trafford - Pendleton	2	2	2	1	2 (1@ Eve.)	1
733	Bury Old Road - Whalley Range High School	School bus – 2 services per day				n/a	n/a
Services from Stockport Road (Adjacent to Mitre Street)							
742	Loreto College - Burnage	School bus – 2 services per day				n/a	n/a
Services from Stockport Road (South of Mitre Street)							
150	Gorton - Levenshulme - Chorlton - Stretford - intu Trafford Centre	2	2	2	1	2	1
191	Hazel Grove - Stepping Hill - Stockport - Levenshulme - Longsight - Manchester	4	0	2	0	n/a	n/a
192	Manchester - Longsight - Levenshulme - Stockport - Stepping Hill - Hazel Grove	6	6	6	6	6	6
197	Manchester - Longsight - Levenshulme - Green End - Stockport	2	2	2	1	2	1
797	Burnage High School - Manchester	School bus – 2 services per day				n/a	n/a
Services from Birchfields Road							
50/51	East Didsbury - Burnage - Birchfields - Salford - The Lowry	10	12	10	4	6	4
753	Manchester - Barlow High School	School bus – 2 services per day				n/a	n/a

4.4.3 **Table 4.1** shows that the site is highly accessible by bus. In the weekday AM peak there are 26 buses accessible from the site and in the interpeak and PM peak, there are a total of 24 available buses that can be utilised. That is an exceptionally high level of service by bus.

By Train

4.4.4 Belle Vue Railway Station and Levenshulme Railway Station are both circa 1.75km distance to the site.

4.4.5 Belle Vue Railway Station has a two-hourly weekday service northbound to Manchester and southbound to New Mills Central.

4.4.6 Four trains per hour run through Levenshulme Railway Station from Manchester to Alderley Edge, Hazel Grove or Buxton.

4.5 Summary

4.5.1 High quality pedestrian infrastructure is present adjacent to the site and connecting the site to numerous local facilities.

4.5.2 5km cycle catchment of the site covers Manchester City Centre and most areas in southwest Manchester. It is plainly evident that the site is highly accessible by cycle.

4.5.3 Frequent bus services are available from the bus stops in the vicinity of site seven days a week, making the site highly accessible by bus. For trips from further afield, Belle Vue Railway Station and Levenshulme Railway Station provides two or four services per hour on average calling at a number of local and further destinations.

4.5.4 The above shows that the site is highly accessible using sustainable transport modes.

5. Proposed Development

5.1 Introduction

5.1.1 This section describes the development proposals including vehicular access.

5.2 Development Proposals

5.2.1 The proposals comprise conversion of existing buildings into 1 retail shop (A1) with associated front extension; offices (B1) on lower ground floor and on second floor with associated roof dormers and 6 new dwellings apartments (C3a).

5.2.2 The proposal aims to take the existing buildings and refurbish them completely, creating a new internal floorspace and bringing activity to this historic landmark. The proposed site layout drawings are attached as **Appendix A**.

5.2.3 The development quantum is summarised in **Table 5.1**.

Table 5.1 - Proposed Development Quantum

Development Type	Quantum of Development Proposed
Retail Shop	250 sqm
Office Space	278 sqm
Studio apartments	1 unit
1-bed apartments	4 units
2-bed apartment	1 unit

5.3 Access and Parking Strategy

5.3.1 As shown on the proposed ground floor plan, which is included in **Appendix A**, there will be five pedestrian access points to the proposed building. The primary access will serve the shop (except for disabled access) and the secondary access will provide disabled access to the shop. The three access points to the rear will serve the residential and office aspects of the proposal.

5.3.2 The existing metal fence on the boundary of the site will be replaced by bollards. This will improve the pedestrian accessibility and also will provide higher levels of pedestrian amenity at the main access, as the main access to the building will be far more attractive.

5.3.3 Disabled access will be provided via the secondary access, which will feature a wheelchair lift.

5.3.4 Three Sheffield stands are proposed for cycles and those will provide six cycle parking spaces for the shop.

- 5.3.5 A secure bike store in the basement will serve the office workers, the shop works and the apartments. Furthermore, two shower / toilet cubicles are proposed to provide for future office / shop workers who wish to travel by cycle.
- 5.3.6 Vehicular access is proposed in the same location as the existing access off Dickenson Road, however the arrangement of the bollards around the site will allow for two parking spaces. Other than into and out of the proposed parking spaces, vehicular manoeuvres are not expected to occur on-site.
- 5.3.7 Refuse collection will occur on Hamilton Road and the alleyway to the rear.
- 5.3.8 Deliveries and servicing will continue to occur on Hamilton Road, as is the case with the lawful use / existing situation.

6. Traffic Impact of Vehicular Trip Generation

6.1 Introduction

6.1.1 This section reviews the potential vehicular trip generation of the proposed development and its traffic impact.

6.2 Trip Generation

6.2.1 As described in Section 5, the proposal comprises mixed use development. In order to assess the potential trip generation of the proposal, the industry standard trip generation database, TRICS, has been interrogated. Vehicle trip rates specific to each of the proposed land use classes have been obtained. The site selection tool has been used to obtain a trip rate based on sites of a similar setting. The peak hour vehicle trip rates are provided in **Table 6.1**, and the full TRICS outputs are included as **Appendix B**.

Table 6.1 – TRICS Peak Hour Trip Rates

Development Type	Rate per	Trip Rate					
		AM Peak			PM Peak		
		Arr	Dep	Two-way	Arr	Dep	Two-way
Retail Shop	100sqm	6.513	6.263	12.776	9.28	9.587	18.867
Office Space	100sqm	0.826	0.176	1.002	0.171	0.636	0.807
Apartment	Dwelling	0.052	0.217	0.269	0.196	0.093	0.289

6.2.2 The trip rates shown in **Table 6.1** have been applied to the proposed development quantum and resulting vehicle trip generation is provided in **Table 6.2**.

Table 6.2 - Proposed Development Peak Hour Vehicle Trip Generation

Development Type	Proposal	Vehicle Trip Generation					
		AM Peak			PM Peak		
		Arr	Dep	Two-way	Arr	Dep	Two-way
Retail Shop	250sqm	16	16	32	23	24	47
Office Space	278sqm	2	0	2	0	2	2
Apartment	6 Dwellings	0	1	1	1	1	2
Totals		18	17	35	24	27	51

6.2.3 It should be noted that trip generation for retail in table above are not all new trips, and the great majority of them will be pass-by (linked trips) and diverted trips. Each trip types are detailed as below:

- **New trips** - that do not appear anywhere on the local highway network prior to the opening of the development.
- **Pass-by Trips (and Linked Trips)** - trips already present on the road network directly adjacent to the points of access to the site, which will visit the site.
- **Diverted Trips** - trips already present on the road network not on the road(s) from which the site access is taken. This involves travellers making a slight diversion from the route normally or previously taken.

6.2.4 For the proposed retail, the pass-by (and Linked Trips) are mainly generated by the nearby Longsight Market, Longsight Shopping Parade, ASDA, LIDL, restaurant, etc.

6.2.5 Diverted trips are those which are already on the A6 Stockport Road, and then diverted into the site for shopping.

6.2.6 **Table 6.3** summarises the vehicle trip generation of the retail based on Trip Type Percentage.

Table 6.3: Trip Generation Based on Trip Type Percentage

Trip Type	Percentage	AM Peak Hour			PM Peak Hour		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
New Trips	10%	2	2	4	2	2	4
Pass-by and Linked Trips	60%	9	9	18	14	15	29
Diverted Trips	30%	5	5	10	7	7	14
Total		16	16	32	23	24	47

6.2.7 The “new” vehicular trip generation of the proposals is provided in **Table 6.4** below.

Table 6.4 - Proposed Development Peak Hour “New” Vehicle Trip Generation

Vehicle Trip Generation							
Development Type	Proposal	AM Peak			PM Peak		
		Arr	Dep	Two-way	Arr	Dep	Two-way
Retail Shop	250sqm	2	2	4	2	2	4
Office Space	278sqm	2	0	2	0	2	2
Apartment	6 dwellings	0	1	1	1	1	2
Total	-	4	3	7	3	5	8

6.2.8 **Table 6.4** shows that the proposal is only likely to generate up to 7 trips per hour in the AM peak and 8 trips per hour in the PM peak. The office space is expected to generate two vehicles arriving in the AM peak and two vehicles departing in the PM peak. Those vehicles will likely use the two car parking spaces on site. The available on-street parking capacity as observed

on-site (see section 3) is more than adequate to provide for the additional vehicle trips to the site.

- 6.2.9 It is considered that even the particularly low vehicle generation shown in Table 6.4 is likely to be an over-estimate. That is on the basis that the site has an existing lawful use which would also generate vehicle trips. In the context of the lawful use, it is expected that the net increase in vehicle trips associated with the proposals will be close to zero.
- 6.2.10 It is expected that the great majority of new trips likely to be by foot and by cycle from the existing adjacent residential areas.
- 6.2.11 The above findings confirm that the development will generate negligible new trips and hence there would be no material traffic impacts on the local highway network.

7. Summary and Conclusions

7.1 Summary

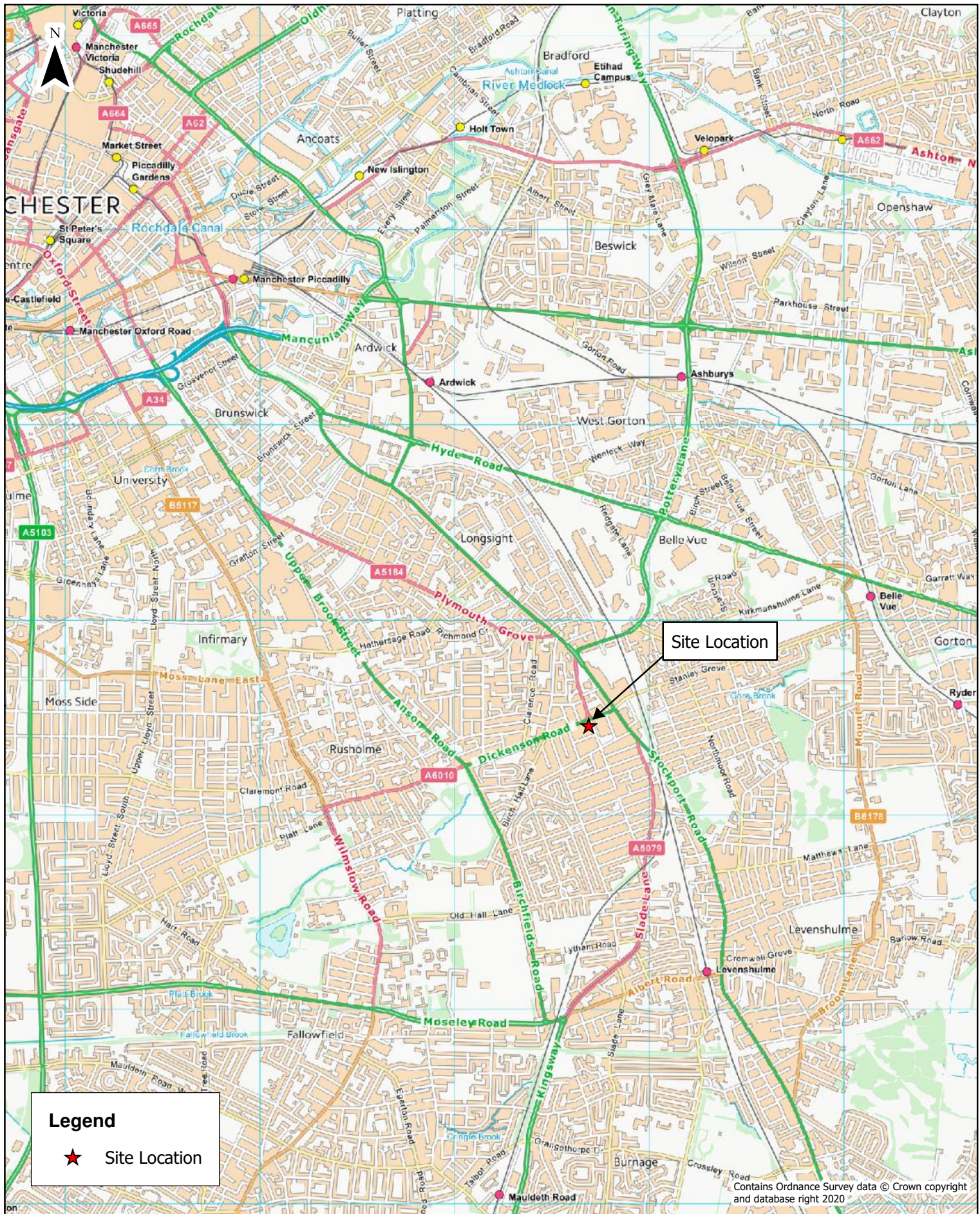
- 7.1.1 WYG has been commissioned by Wise Pharmacies to provide highways and transport advice in relation to a proposed re-development of the building at the corner of Dickenson Road and Hamilton Road junction.
- 7.1.2 The proposals comprise conversion of existing buildings into 1 retail shop (A1) with associated front extension; offices (B1) on lower ground floor and on second floor with associated roof dormers and 6 new dwellings apartments (C3a).
- 7.1.3 An accident analysis has confirmed that there is no evidence of an existing highway safety issue that would be exacerbated by the proposals.
- 7.1.4 There is also ample spare car parking capacity at the three adjacent large car parks within Longsight. There is also ample on-street parking in the vicinity of the site.
- 7.1.5 A wide range of facilities, amenities and public transport nodes are accessible within a short walk from the site.
- 7.1.6 A wide range of buses stops providing access to high frequency bus services are easily accessible from the site.
- 7.1.7 The proposals are expected to generate just 7 new vehicular trips an hour on the local highway network, which would be entirely immaterial.
- 7.1.8 In the context of the lawful use, it is expected that the net increase in vehicle trips associated with the proposals will be close to zero.
- 7.1.9 The likely parking demand associated with the proposals can easily be met by the existing car parking availability locally. However, two on-site car parking spaces are also included as part of the proposals.
- 7.1.10 Deliveries and servicing will continue to occur on Hamilton Road, as is the case with the lawful use / existing situation.

7.2 Conclusions

- 7.2.1 The proposed development is situated in an extremely sustainable location and hence it would be highly accessible on foot, by cycle and public transport.
- 7.2.2 There would be no material safety impacts or traffic impacts on the local highway network due to the development.

- 7.2.3 There would be more than adequate car parking provision to cater for the proposed uses.
- 7.2.4 Accordingly given the above evidence, there are no transport or highway reasons why the proposed development should not be granted planning consent.

Plans



Plan 1: Site Location

Dickenson Rd, Longsight

Scale @ A4 NTS

Project No: 784-B024826

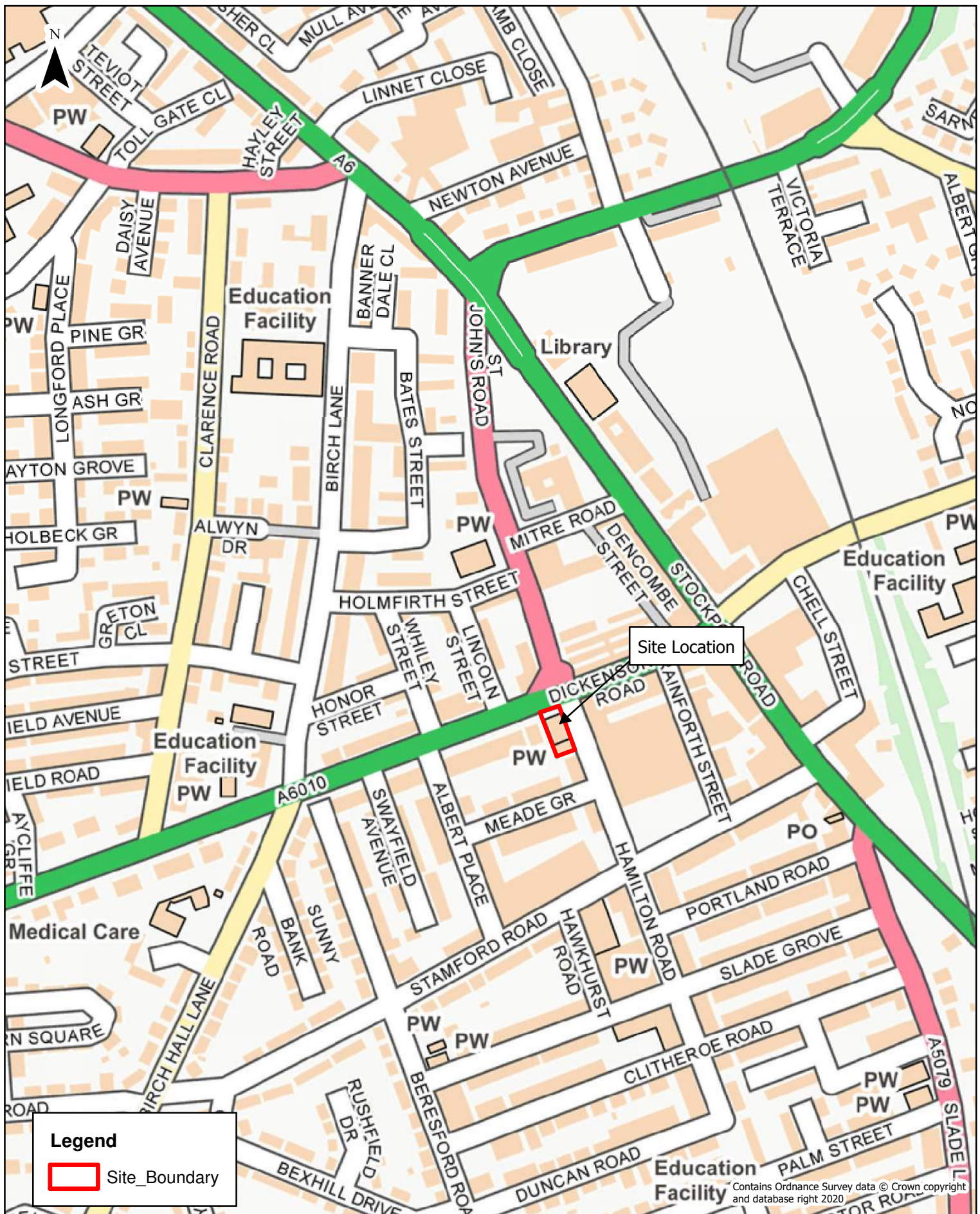
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TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

TEL: +44 (0)161 872 3223

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Plan 2: Local Highway Network

Dickenson Rd, Longsight

Scale @ A4 NTS

Project No: 784-B024826

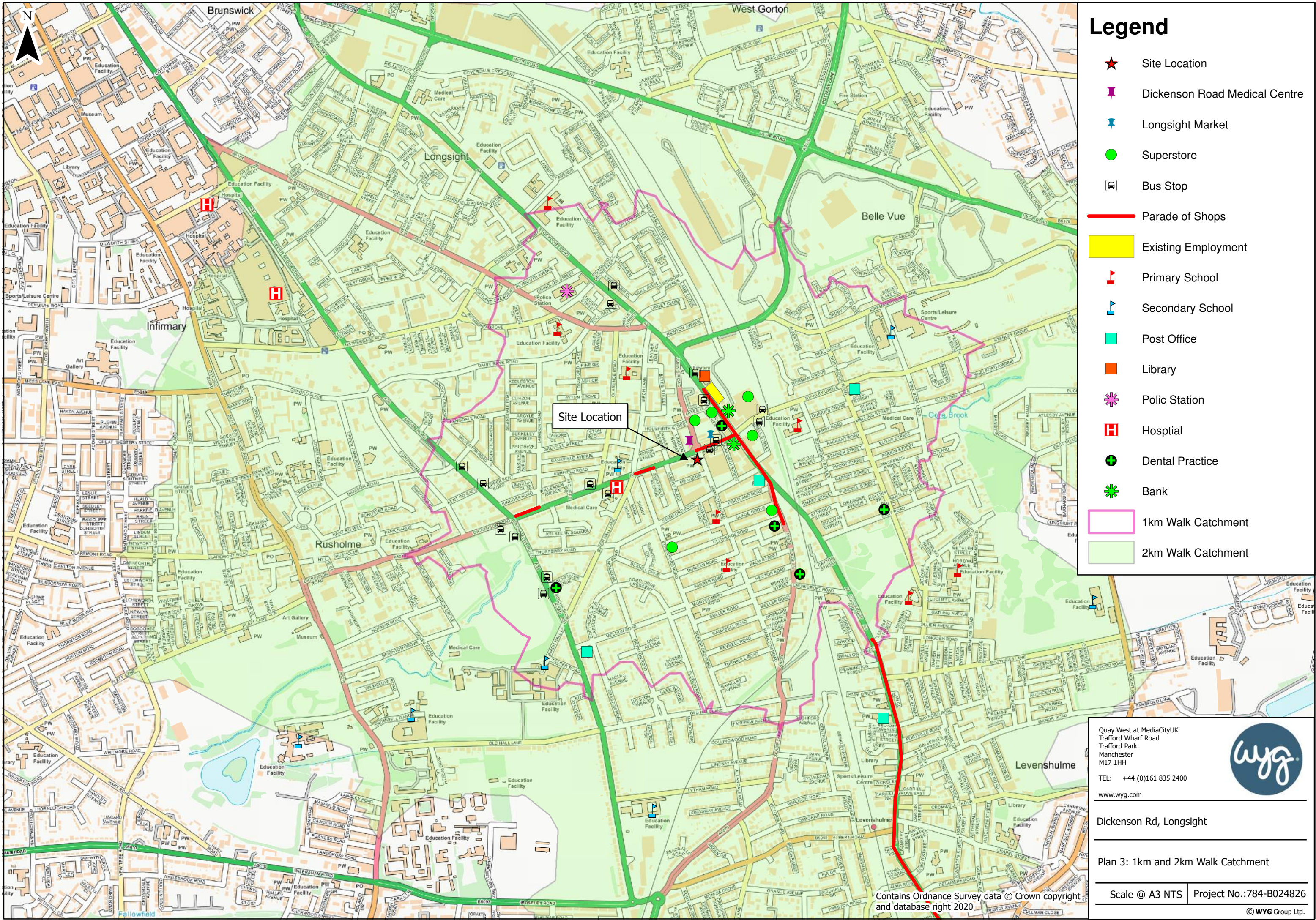
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Legend

- ★ Site Location
- 🏥 Dickenson Road Medical Centre
- 🛒 Longsight Market
- 🟢 Superstore
- 🚏 Bus Stop
- 🛍️ Parade of Shops
- 🟡 Existing Employment
- 🎓 Primary School
- 🎓 Secondary School
- 📮 Post Office
- 📖 Library
- 🚓 Polic Station
- 🏥 Hospital
- 🦷 Dental Practice
- 🌳 Bank
- 🟡 1km Walk Catchment
- 🟢 2km Walk Catchment

Quay West at MediaCityUK
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Trafford Park
Manchester
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TEL: +44 (0)161 835 2400
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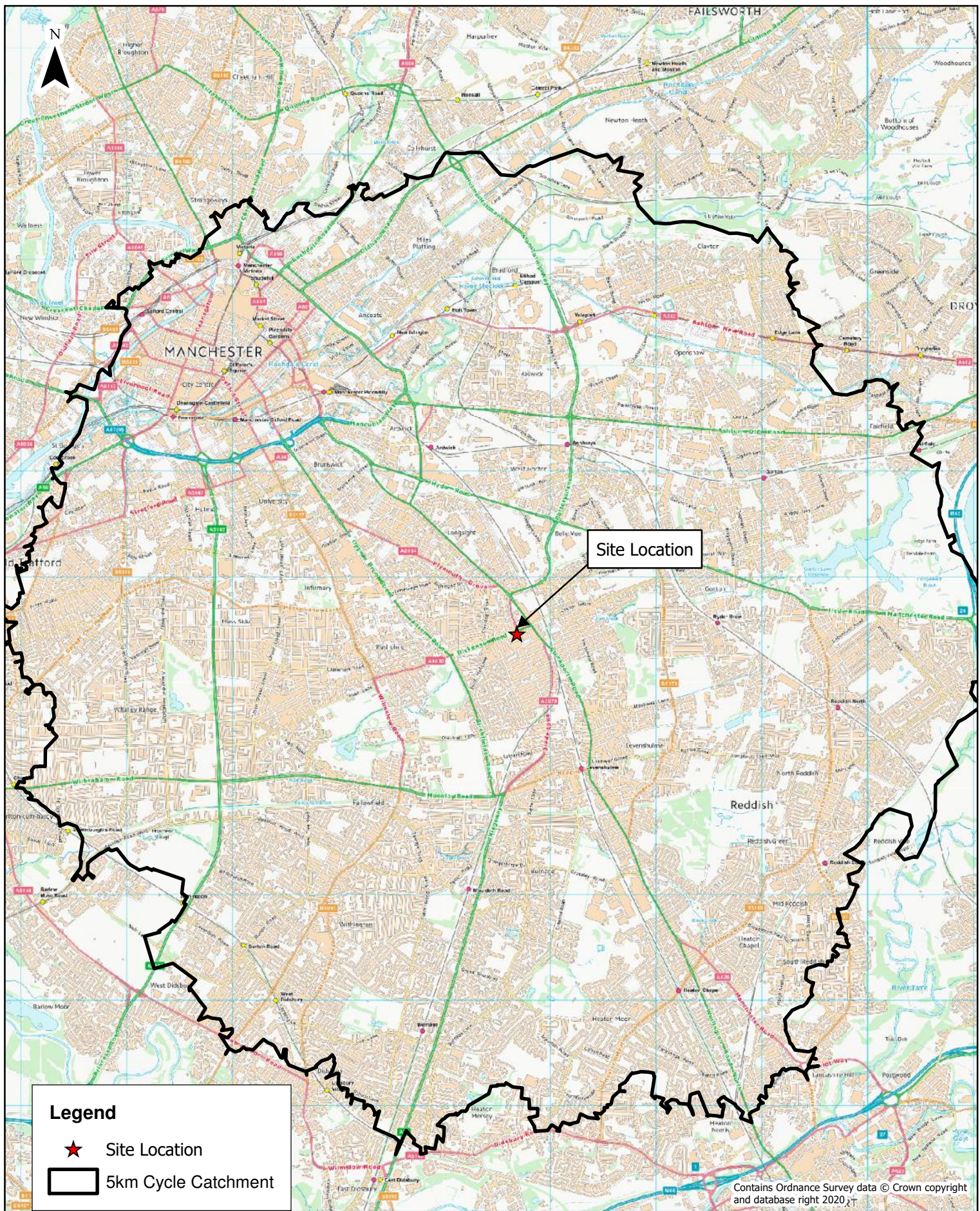
Dickenson Rd, Longsight

Plan 3: 1km and 2km Walk Catchment

Scale @ A3 NTS Project No.:784-B024826

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Plan 4: 5km Cycle Catchment

Dickenson Rd, Longsight

Scale @ A4 NTS

Project No: 784-B024826

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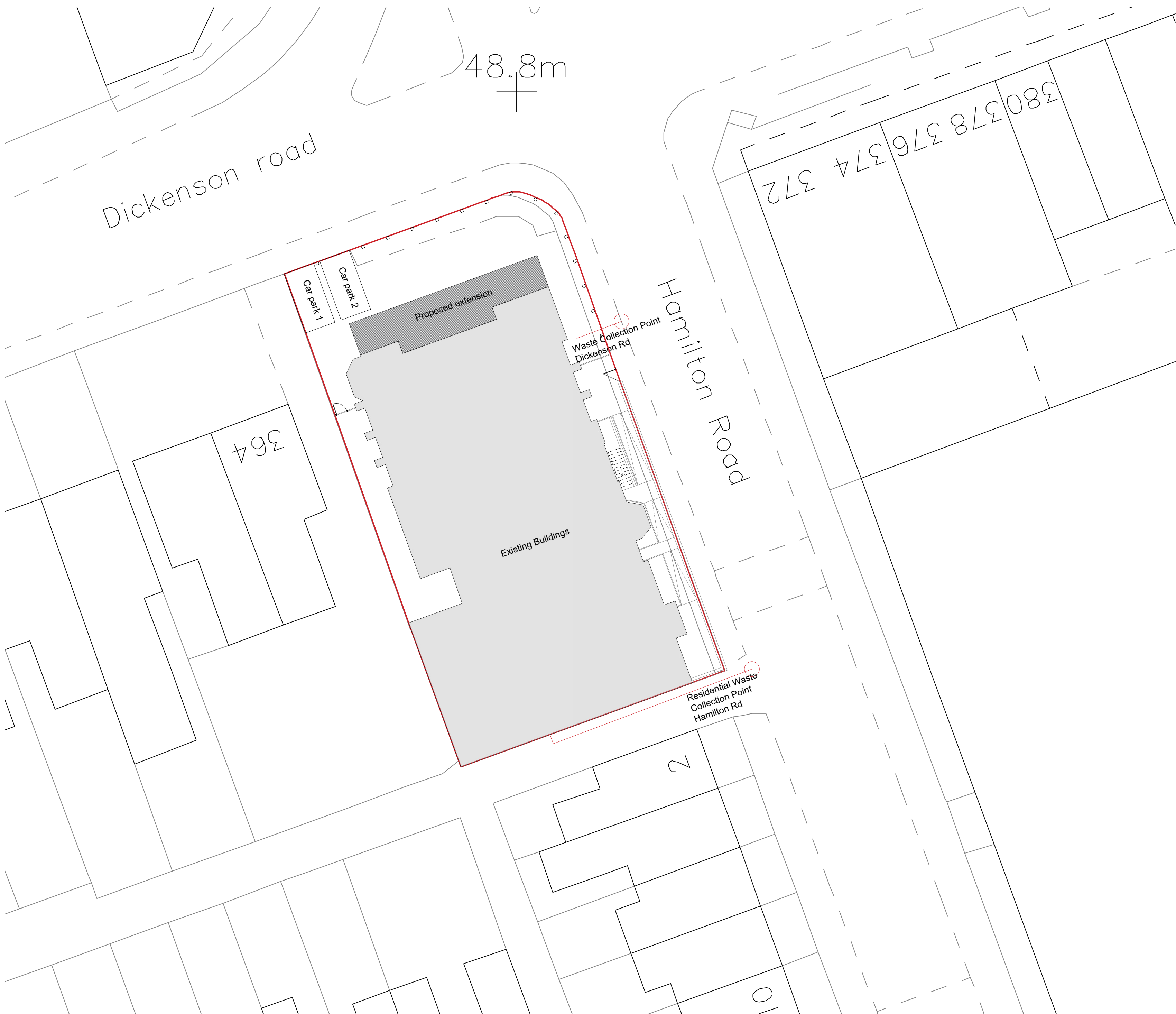
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Appendices

Appendix A – Proposed Site Layout



General Notes:

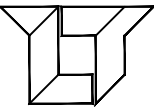
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Do not scale from this drawing.

Design intent drawing only. Construction to comply with latest building regulation requirements.

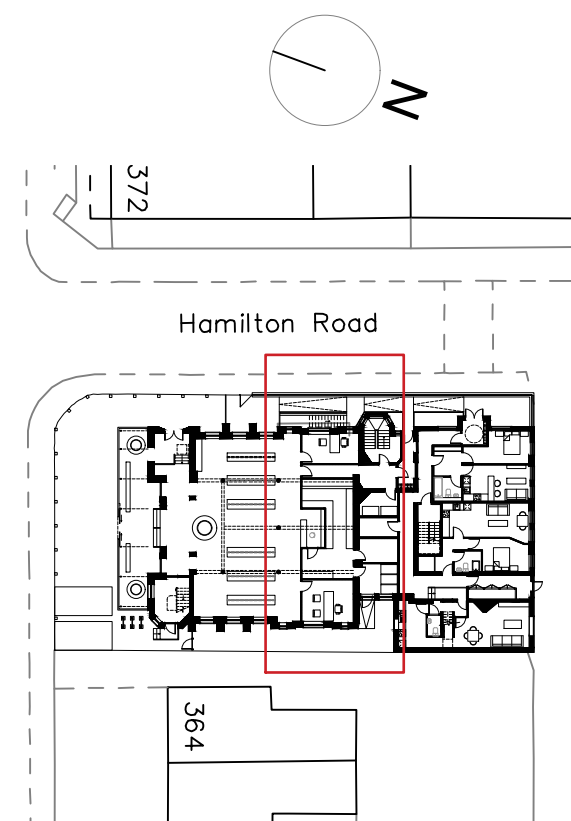
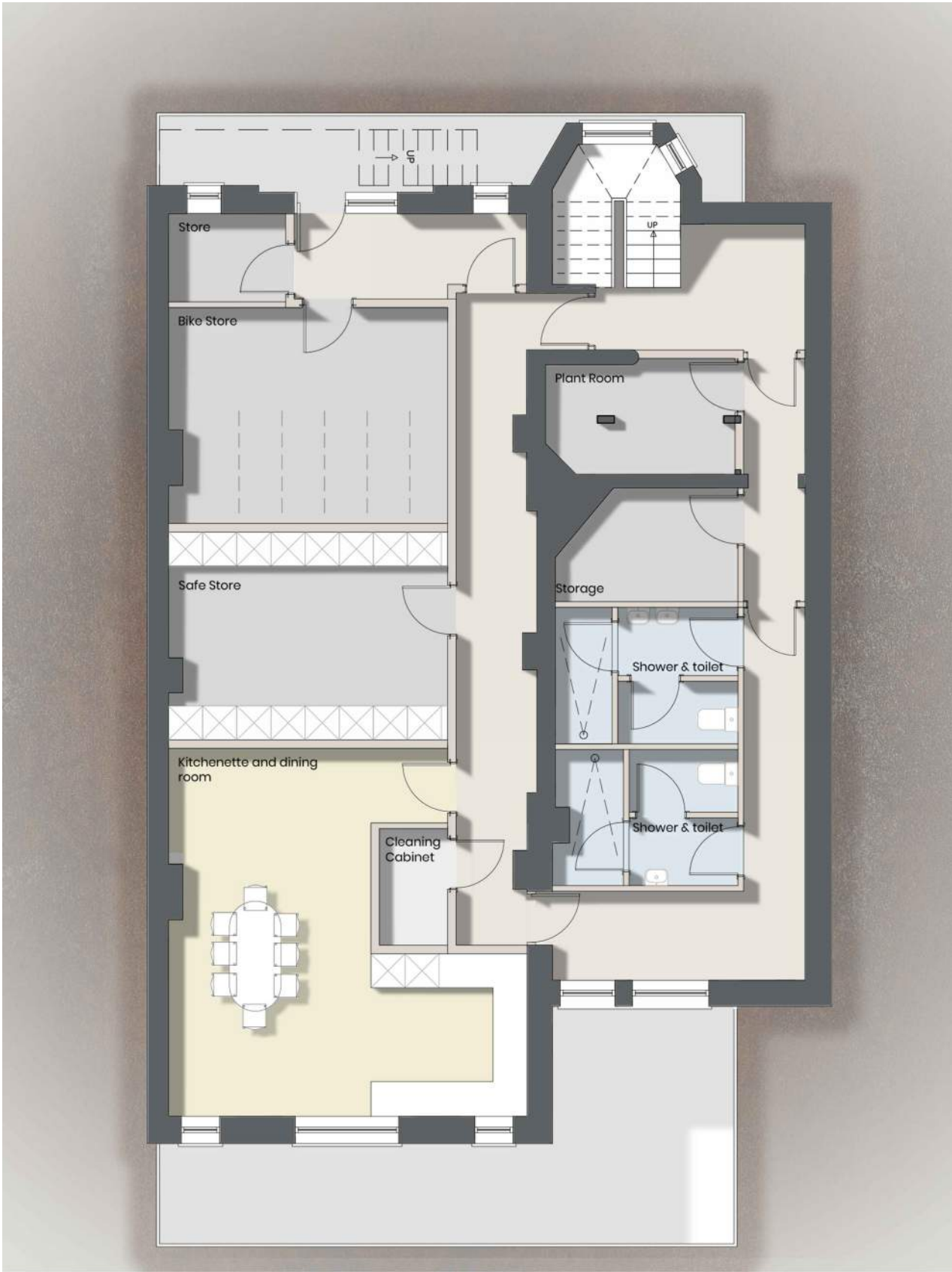
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Rev	Description	Date	Dr by	App by



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client name			
Wise Pharmacies			
project			
Dickenson Road			
drawing			
Site Plan			
project number		scale	
1907102		1:200 @ A2	
drawing number	rev	issue status	
PL_002	-	Planning	
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Proposed site plan

General Notes:

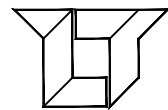
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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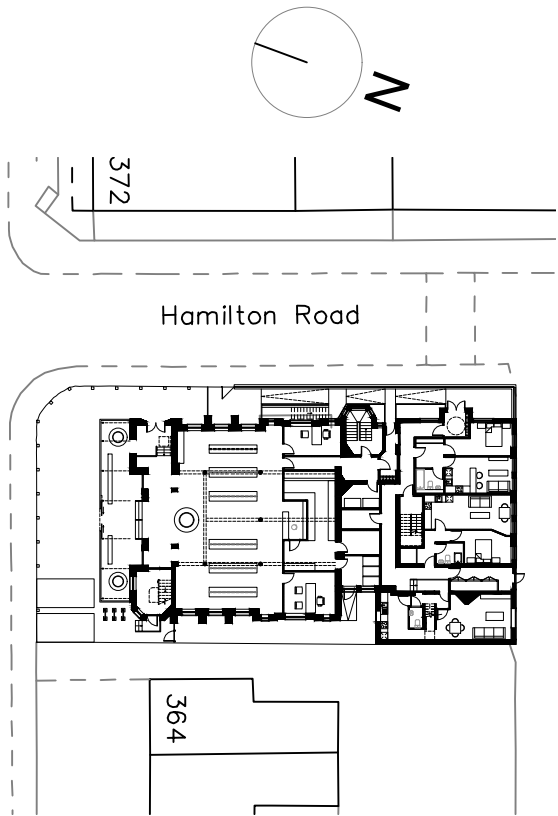
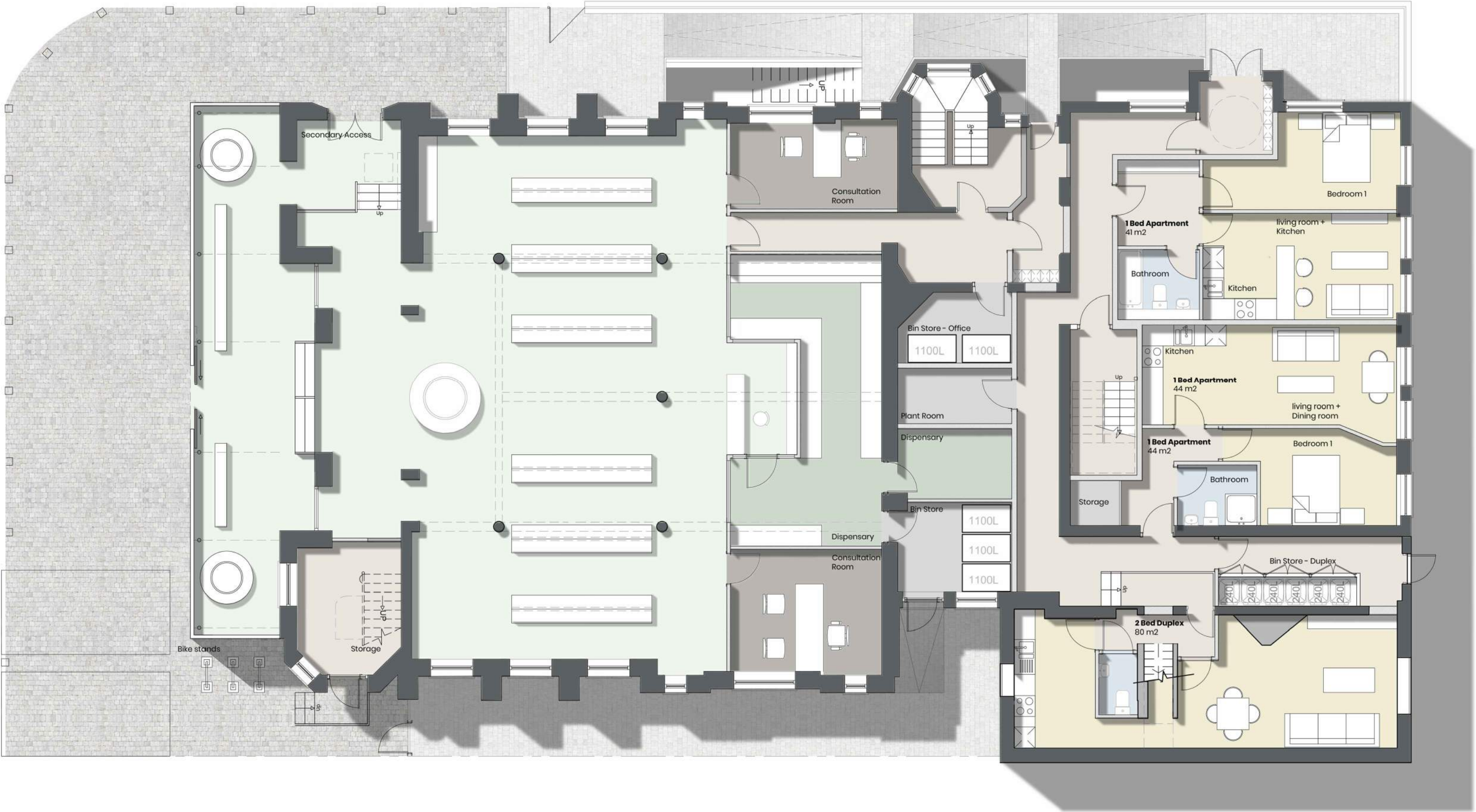
Rev	Description	Date	Dr by	App by



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client name Wise Pharmacies		
project Dickenson Road		
drawing Proposed Lower Ground Floor		
project number 1907102	scale 1:100 @ A2	
drawing number PL_007	rev -	issue status Planning
This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of Studio Tashkeel Architecture Ltd.		



Proposed site plan

General Notes:

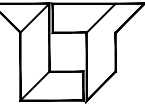
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Design intent drawing only. Construction to comply with latest building regulation requirements.

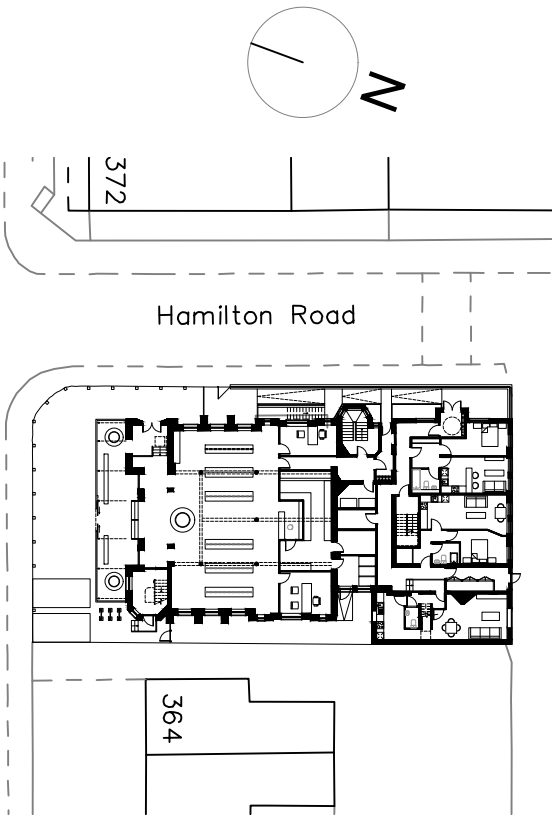
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Rev	Description	Date	Dr by	App by

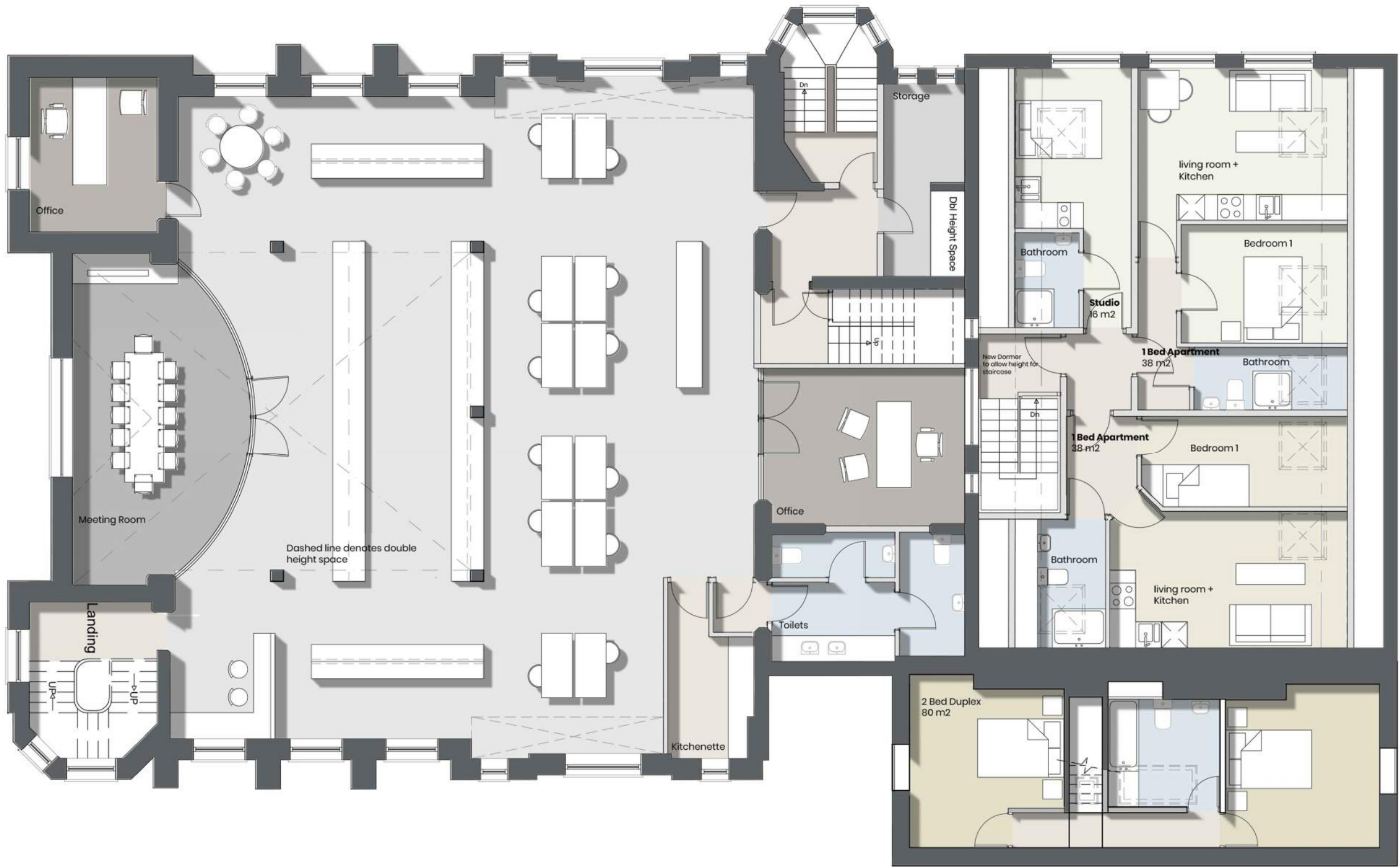


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client name Wise Pharmacies			
project Dickenson Road			
drawing Proposed Ground Floor			
project number 1907102	scale 1:100 @ A2		
drawing number PL_008	rev -	issue status Planning	
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Proposed site plan



General Notes:

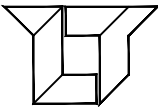
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Design intent drawing only. Construction to comply with latest building regulation requirements.

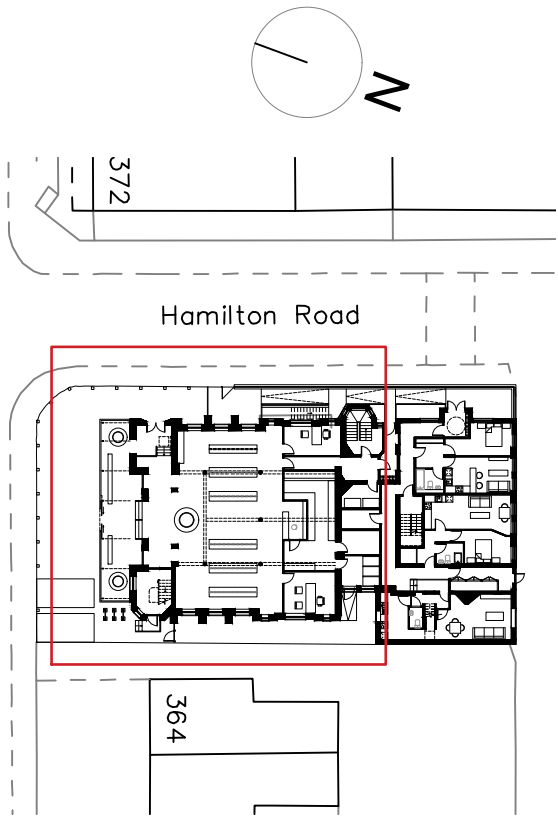
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Rev	Description	Date	Dr by	App by

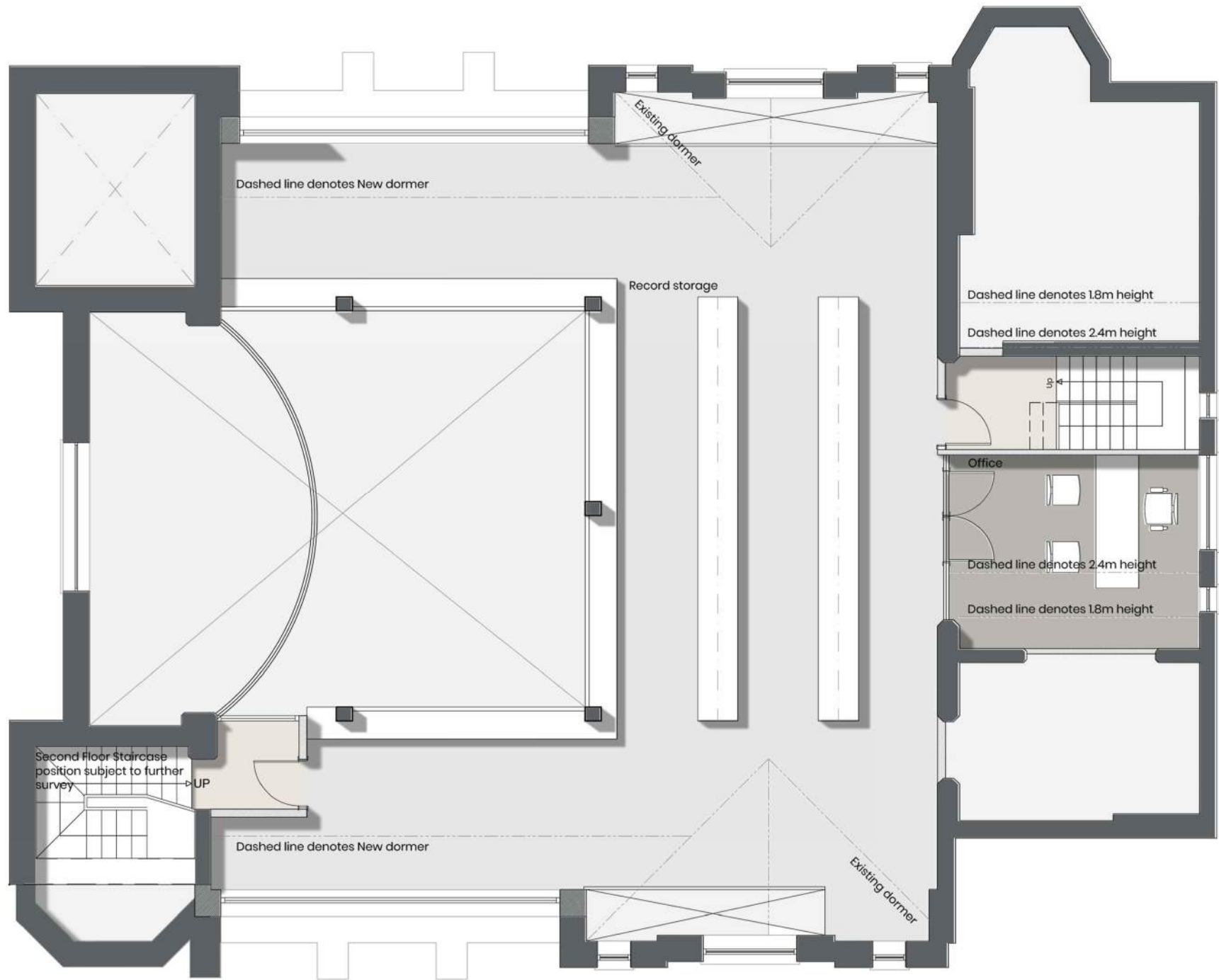


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client name Wise Pharmacies		
project Dickenson Road		
drawing Proposed First Floor		
project number 1907102	scale 1:100 @ A2	
drawing number PL_009	rev -	issue status Planning
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Proposed site plan



General Notes:

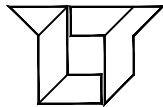
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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client name Wise Pharmacies		
project Dickenson Road		
drawing Proposed Second Floor		
project number 1907102	scale 1:100 @ A2	
drawing number PL_010	rev -	issue status Planning

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Appendix B – TRICS Output

Calculation Reference: AUDIT-705118-201216-1219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 375 to 1425 (units: sqm)
Range Selected by User: 210 to 84009 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	6
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
A1	1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	DE-01-I-01 LOCAL SHOPS ROSSDOWNEY PARK LONDONDERRY CLOONEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 820 sqm Survey date: WEDNESDAY 20/06/12	DERRY	Survey Type: MANUAL
2	DE-01-I-02 LOCAL SHOPS BEECHWOOD AVENUE LONDONDERRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1425 sqm Survey date: THURSDAY 21/06/12	DERRY	Survey Type: MANUAL
3	DV-01-I-01 LOCAL SHOPS TORRIDGE WAY PLYMOUTH EFFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 470 sqm Survey date: TUESDAY 17/07/12	DEVON	Survey Type: MANUAL
4	EX-01-I-02 LOCAL SHOPS QUEENS ROAD BRAINTREE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 375 sqm Survey date: FRIDAY 08/07/16	ESSEX	Survey Type: MANUAL
5	HF-01-I-02 LOCAL SHOPS BROADWATER CRESCENT STEVENAGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1115 sqm Survey date: FRIDAY 28/06/19	HERTFORDSHIRE	Survey Type: MANUAL
6	LE-01-I-02 LOCAL SHOPS RYDER ROAD LEICESTER Edge of Town Residential Zone Total Gross floor area: 550 sqm Survey date: TUESDAY 28/10/14	LEICESTERSHIRE	Survey Type: MANUAL
7	WM-01-I-03 LOCAL SHOPS BRISTOL ROAD SOUTH BIRMINGHAM Edge of Town Retail Zone Total Gross floor area: 450 sqm Survey date: TUESDAY 10/11/15	WEST MIDLANDS	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	744	5.821	7	744	5.456	7	744	11.277
08:00 - 09:00	7	744	6.513	7	744	6.263	7	744	12.776
09:00 - 10:00	7	744	7.051	7	744	6.647	7	744	13.698
10:00 - 11:00	7	744	7.070	7	744	6.782	7	744	13.852
11:00 - 12:00	7	744	6.763	7	744	6.801	7	744	13.564
12:00 - 13:00	7	744	9.299	7	744	9.260	7	744	18.559
13:00 - 14:00	7	744	8.204	7	744	8.492	7	744	16.696
14:00 - 15:00	7	744	7.973	7	744	7.858	7	744	15.831
15:00 - 16:00	7	744	8.300	7	744	8.050	7	744	16.350
16:00 - 17:00	7	744	9.606	7	744	9.337	7	744	18.943
17:00 - 18:00	7	744	9.280	7	744	9.587	7	744	18.867
18:00 - 19:00	7	744	8.607	7	744	8.915	7	744	17.522
19:00 - 20:00	7	744	8.031	7	744	7.858	7	744	15.889
20:00 - 21:00	7	744	6.763	7	744	6.916	7	744	13.679
21:00 - 22:00	7	744	4.995	7	744	5.476	7	744	10.471
22:00 - 23:00	1	1115	2.242	1	1115	2.242	1	1115	4.484
23:00 - 24:00									
Total Rates:			116.518			115.940			232.458

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: 375 - 1425 (units: sqm)
Survey date range: 01/01/12 - 28/06/19
Number of weekdays (Monday-Friday): 7
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.

Calculation Reference: AUDIT-705118-201216-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1800 to 11250 (units: sqm)
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

B1	4 days
----	--------

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

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	3 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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-02-A-09	OFFICES	LANCASHIRE
	FURTHERGATE		
	BLACKBURN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
2	MS-02-A-02	SCIENCE PARK OFFICES	MERSEYSIDE
	MOUNT PLEASANT		
	LIVERPOOL		
	Edge of Town		
	Built-Up Zone		
	Total Gross floor area:	11250 sqm	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
3	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 Gross floor area:	4800 sqm	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5113	0.210	4	5113	0.059	4	5113	0.269
08:00 - 09:00	4	5113	0.826	4	5113	0.176	4	5113	1.002
09:00 - 10:00	4	5113	0.465	4	5113	0.274	4	5113	0.739
10:00 - 11:00	4	5113	0.230	4	5113	0.205	4	5113	0.435
11:00 - 12:00	4	5113	0.200	4	5113	0.205	4	5113	0.405
12:00 - 13:00	4	5113	0.328	4	5113	0.367	4	5113	0.695
13:00 - 14:00	4	5113	0.381	4	5113	0.342	4	5113	0.723
14:00 - 15:00	4	5113	0.200	4	5113	0.191	4	5113	0.391
15:00 - 16:00	4	5113	0.156	4	5113	0.269	4	5113	0.425
16:00 - 17:00	4	5113	0.210	4	5113	0.504	4	5113	0.714
17:00 - 18:00	4	5113	0.171	4	5113	0.636	4	5113	0.807
18:00 - 19:00	4	5113	0.044	4	5113	0.152	4	5113	0.196
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.421			3.380			6.801	

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:	1800 - 11250 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	4
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.

Calculation Reference: AUDIT-705118-201216-1243

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 8 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
------------------------------------	---

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000

4 days

25,001 to 50,000

1 days

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

Population within 5 miles:

125,001 to 250,000

2 days

250,001 to 500,000

1 days

500,001 or More

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

1 days

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

Travel Plan:

No

5 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL	
2	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
3	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
4	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
5	NF-03-C-02	MIXED FLATS & HOUSES		NORFOLK
	HALL ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL	

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	77	0.031	5	77	0.160	5	77	0.191
08:00 - 09:00	5	77	0.052	5	77	0.217	5	77	0.269
09:00 - 10:00	5	77	0.080	5	77	0.098	5	77	0.178
10:00 - 11:00	5	77	0.059	5	77	0.078	5	77	0.137
11:00 - 12:00	5	77	0.049	5	77	0.065	5	77	0.114
12:00 - 13:00	5	77	0.059	5	77	0.080	5	77	0.139
13:00 - 14:00	5	77	0.034	5	77	0.085	5	77	0.119
14:00 - 15:00	5	77	0.059	5	77	0.067	5	77	0.126
15:00 - 16:00	5	77	0.132	5	77	0.057	5	77	0.189
16:00 - 17:00	5	77	0.150	5	77	0.083	5	77	0.233
17:00 - 18:00	5	77	0.196	5	77	0.093	5	77	0.289
18:00 - 19:00	5	77	0.155	5	77	0.085	5	77	0.240
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.056			1.168			2.224	

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Parameter summary

Trip rate parameter range selected: 9 - 184 (units:)
Survey date range: 01/01/12 - 18/11/19
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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