

**69 Crumpsall Lane,
Crumpsall**

TRANSPORT STATEMENT

Report prepared for
Debtal

October 2025

Report Reference 2006/1



ASHLEY HELME
ASSOCIATES



Transport Statement

69 Crumpsall Lane, Crumpsall

Client: Debtal
Report Ref: 2006/1
Status: Draft
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Transport Statement

69 Crumpsall Lane, Crumpsall

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Debtal to prepare a Transport Statement (TS) to support the planning application for the conversion of a former care home to a private primary school. The proposed development is located at 69 Crumpsall Lane, Crumpsall (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Existing Site

1.2.1 The building has most recently been used as a residential care home. However, in July 2023 planning permission was granted for the conversion of the building into residential apartments (136980/FO/2023). The planning permission remains extant.

1.3 Proposed Site

1.3.1 It is proposed to relocate an existing school to the Site on Crumpsall Lane.

1.3.2 Existing School: 157 Bevendon Square, Salford

1.3.2.1 The existing Belz School is located at 157 Bevendon Square, Salford, circa 1.8km north of the proposed Site. The existing school currently has 95 students enrolled.

1.3.2.2 The school currently employs 40 members of staff with a maximum of 20 members of staff at the school site at any given time.

1.3.3 Proposed School: Crumpsall Lane, Crumpsall

1.3.3.1 It is proposed that only the existing primary school will be relocated to the converted premises at 69 Crumpsall Lane. The Site at Crumpsall Lane will become a two-form entry primary school including early years provision for a total of circa 60 students in the initial phase. The total future capacity of the school is envisaged to be a maximum of 120 students.

1.3.3.2 The staffing levels at the school are envisaged to be comparable to the existing school with some staff working between the two sites.

1.3.3.3 The proposed layout of the school building comprises:

- Early Years classrooms and play space on the ground floor,
- General teaching classrooms and 1:1 support rooms on the upper floors,



- Staff room, administrative offices, and WC facilities across all floors.

1.3.3.4 The overall gross internal floor area of the school is 652sqm.

1.4 **Scope of Report**

1.4.1 The issues addressed within this TS fall broadly into the following areas:

- Accessibility by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network.

1.4.2 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.

1.4.3 The accessibility of the Site by choice of mode is considered in Chapter 4.

1.4.4 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.



2 Existing Conditions

2.1 The proposed development Site is located at 69 Crumpsall Lane, Crumpsall. The Site includes the frontage of property no 67 Crumpsall Lane. The Site has frontage on Crumpsall Lane and Ansleigh Avenue.

2.2 Crumpsall Lane

2.2.1 Crumpsall Lane forms the southern boundary of the Site. Property Nos 67 & 69 Crumpsall Lane are served by single points of access. The accesses take the form of a simple driveway arrangements and are located circa 32m apart.

2.2.2 Crumpsall Lane is a single carriageway road. The carriageway measures circa 10.0m to 12.0m wide along the frontage of the Site. There is footway on both sides of the road and street lighting is present. Crumpsall Lane is subject to a 30mph speed limit in the vicinity of the Site.

2.2.3 There is an absence of waiting restrictions in the vicinity of the Site.

2.2.4 Crumpsall Metrolink station is located on land opposite the Site. To the west of the Site, and in the vicinity of the Metrolink station access, there is a Pelican crossing.

2.2.5 Towards the south-eastern boundary of the Site, Crumpsall Lane forms a priority controlled junction with Ansleigh Avenue.

2.3 Ansleigh Avenue

2.3.1 Ansleigh Avenue forms the eastern boundary of the Site. The road is a cul-de-sac that measures circa 5.0m wide and currently serves 11 no houses.

2.3.2 There is footway and street lighting present.

2.4 Collision History

2.4.1 The CrashMap website has been reviewed for the latest available five-year collision records for Crumpsall Lane and Ansleigh Avenue in the vicinity of the Site. The collision search is included in Appendix A.

2.4.2 Review of the CrashMap data shows that there were no recorded collisions in the immediate vicinity of the Site. There were two recorded collisions located circa 100m west of the Site on



Crumpsall Lane. The collision were recorded in 2021 and 2022 and were classified as Serious and Slight respectively.

- 2.4.3 The CrashMap data confirms that there is no evidence of a recurring collision problem in the vicinity of the Site.



3 Proposed Site Access Arrangements

3.1 Proposed Site Access Arrangements

3.1.1 The existing Site access arrangements will be improved to serve the proposed development.

3.1.2 Crumpsall Lane

3.1.2.1 The Site is currently served by two points of access. The access points are located on Crumpsall Lane and currently serve property nos 67 and 69 Crumpsall Lane. The two points of access are located circa 32m apart.

3.1.2.2 It is proposed to introduce a drop-off facility within the Site utilising the two points of access. The access for 67 Crumpsall Lane will form the entry into the drop-off zone and the exit will be via the existing access at property no 69 Crumpsall Lane. The arrangements are shown on the architects masterplan that is submitted with the planning application.

3.1.2.3 It is proposed to introduce a gated access on the frontage of 69 Crumpsall Lane. A zebra crossing is also proposed across the drop-off facility to provide safe access for pedestrians travelling to/from the Site on foot. The zebra crossing is indicated on the desire line to building entrance points.

3.1.2.4 The proposed bin store is located close to the existing building and in the same location as was adopted for the former care home use.

3.1.3 Ansleigh Avenue

3.1.3.1 The Site has frontage on Ansleigh Avenue.

3.1.3.2 It is proposed to introduce a vehicular access to serve a small car park comprising 5no spaces (including 1 accessible space) to the rear of 69 Crumpsall Lane. The proposed car park will also accommodate 10no sheltered cycle parking spaces.

3.1.3.3 The proposed access measures 22m wide. The access shows the provision of 2.4m x 22m visibility splays which are coincident with a 20mph design speed, as prescribed in Manual for Streets. The proposed access arrangements are shown on Drg No 2006/01.



3.3 Parking

- 3.3.1 The proposed development shows the provision of 5no parking spaces, including 1no accessible space.
- 3.3.2 The proposed school is a relocation of an existing school facility. The client has confirmed that 40 members of staff will be employed at the site and only 20 members of staff are on site at any given time.
- 3.3.3 The client has provided details of the existing travel patterns of staff at the existing school site. This has confirmed that only 4 members of staff drive to school. Thus, the provision of 5no spaces on site will meet the known demands of the existing school operation.
- 3.3.4 The proposed development will initially accommodate circa 60 students but it is envisaged that the future capacity of the school could increase to a maximum of 120 students with up to 20 staff on site at any given time. The proposed development shows the provision of 10no secured cycle parking spaces to the rear of the school. The cycle spaces can be accessed from the new point of access on Ansleigh Avenue.
- 3.3.5 The proposed cycle parking will provide positive encouragement for staff and students to undertake journeys to school by cycle and scooter.

3.4 Servicing

- 3.4.1 The servicing of the former use on the Site was undertaken directly from Crumpsall Lane with the bin store sited a short distance from the highway. A bin store is proposed in the same location for the proposed school.
- 3.4.2 It is proposed to maintain the existing servicing arrangements as part of the proposed development.



4 Accessibility By Non-Car Modes

4.1 Walk

4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

4.1.2 National Travel Survey (2024)

4.1.2.1 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.

4.1.2.2 The NTS establishes that:

- (i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
- (ii) 81% of all trips under 1 mile are made by foot;
- (iii) The average number of walk trips per person 2024 was 267;
- (iv) Walking accounts for 29% of all trips and 4% of distance travelled;
- (v) Education account for 18% of all walk trips;
- (vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot.

4.1.3 Walk Isochrones

4.1.3.1 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting and education trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed.

4.1.3.2 Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances). Review of Figure 4.1 confirms Crumpsall, Broughton Park, Higher Broughton, and parts of Harpurhey are within a 2km walk of the Site. Staff and students living within these areas have opportunity to walk to/from the Site.

4.1.3.3 As set out in Chapter 2, there is footway on both sides of Crumpsall Lane in the vicinity of the pedestrian/cycle accesses into the Site. Street lighting is also present.



4.1.3.4 There is good existing pedestrian infrastructure in the vicinity of the Site:

- (i) An existing Pelican crossing on Crumpsall Lane located circa 40m west of the Site. The pedestrian crossing provides good connectivity to Crumpsall Metrolink station and to a large residential area to the south of Crumpsall Lane,
- (ii) Existing dropped kerbs at both existing vehicular access points on Crumpsall Lane;
- (iii) Existing pedestrian refuge with dropped kerbs and tactile paving at the Station Road junction with Crumpsall Lane on the desire line to the westbound bus stop,
- (iv) Existing dropped kerbs and tactile paving at the Ansleigh Avenue and Bank Road junctions with Crumpsall Lane on the desire line to the eastbound bus stop.

4.1.4 Summary

4.1.4.1 It is demonstrated that staff and students living within a large residential catchment have opportunity to undertake trips to/from the Site, and there is good opportunity to undertake walk journeys to/from the proposed development.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

4.2.2 *Gear Change, A Bold Vision for Cycling and Walking* (DfT, 2020) states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)

4.2.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 4.2 highlights that Crumpsall, Prestwich, Kersal, Cheetham Hill, Harpurhey, Blackley and parts of Salford and Manchester city centre are within a 5km cycle ride of the Site. There is opportunity for staff and students living within this large residential area to undertake trips by cycle to/from the Site.



4.3 Public Transport

4.3.1 The proposed development affords opportunity for staff and students to undertake public transport journeys by bus and Metrolink.

4.3.2 Bus

4.3.2.1 The closest bus stops to the Site are on Crumpsall Lane as follows:

Eastbound:	within 75m (a 1 minute walk) of the Site,
Westbound:	within 100m (a 1 to 2 minute walk) of the Site.

4.3.2.2 The 41 bus service calls on Crumpsall Lane.

4.3.2.3 The 41 service provides trips to Middleton, Manchester city centre, Rusholme, Fallowfield, West Didsbury, Northenden and Sale. The service typically operates at a 60 minute frequency Monday to Friday.

4.3.2.4 There are additional services that call on the A576 to the west of the Site. The bus stops on the A576 are located within 540m (a 6 to 7 minute walk) of the Site. The 59 and 94 services call on A576 and provide links to Cheetham Hill, Higher Blackley, Middleton, Chadderton, Oldham, Bury and Prestwich.

4.3.2.5 The bus services calling in the vicinity of the Site provide extensive coverage of the school/working day. The services provide excellent opportunity for staff and student to travel to the Site by bus.

4.3.2 Metrolink

4.3.2.1 Crumpsall Metrolink station is located on land opposite the proposed development.

4.3.2.2 Crumpsall Metrolink station is on the Altrincham to Bury and Piccadilly to Bury lines. The services typically operate during the following time periods:

Monday to Saturday	0520 to 2356,
Sunday	0621 to 2351.



- 4.3.2.3 The tram typically operates at a 12 minute frequency Monday to Saturday. Additional services are provided at peak travel times to correspond with the typical commuting periods.
- 4.3.2.4 The tram connects with a number of key interchanges on the network providing opportunity to connect with other lines serving locations such as Media City UK, The Trafford Centre, Manchester Airport, East Didsbury and Ashton-under-Lyne.
- 4.3.2.5 The Metrolink services provide excellent opportunity for a staff and students of the proposed development to undertake travel to a range of destinations.

4.4 School Bus

- 4.4.1 The existing school operates a dedicated school bus service. The bus is widely used by students and operates on a fixed route. The bus service reduces car dependency and associated parking in the vicinity of the school.

4.5 Summary

- 4.5.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by sustainable modes.



5 Traffic Flows

5.1 The proper context in which to assess the traffic impact of the proposed development is the difference between the traffic generated by the proposed school in the context of the traffic generated by the former 19 bed care home. Thus, the traffic impact of the proposed development is the difference between:

- The 'fallback' situation of traffic generated by the care home, and,
- The situation with the traffic generated by the proposed school.

5.2 Generated Traffic: Former Care Home

5.2.1 The Site was most recently used as a care home. TRICS is interrogated to establish suitable trip generation rates for the apartments.

5.2.2 The criteria adopted for the apartments is as follows:

- Care Home,
- 16-30 residents,
- All surveys 2010 or more recent,
- Any sites in London, Ireland and Northern Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

5.2.3 On this basis, 7 sites are identified and the results of the TRICS interrogation are included in Appendix B.

5.2.4 TRICS calculates average trip rates for a specified database of Site entries. Additionally, TRICS can rank trip rates for a specified database and identify the 85%ile rank order rates. However, TRICS explicitly states that the 85%ile statistic is not reliable for a database with less than 20 entries; in this circumstance TRICS advises against use of 85%ile rates. Therefore, average trip rates are adopted in this instance.

5.2.5 In order to remain consistent for peak travel comparisons, the PM peak hour for the care home adopts the TRICS trips rates for 1530-1630. This is coincident with the school peak hour. The adopted AM & school PM peak hour trip rates (vehicles/hour) are:



	ARR	DEP	2-WAY
AM	0.055	0.075	0.130
PM	0.095	0.114	0.209

- 5.2.6 The consequent estimate of traffic generated by the 19 bed care home in the AM & school PM peak hour is:

	ARR	DEP	2-WAY
AM	1	1	2
PM	2	2	4

5.3 Existing School: Modal Split

- 5.3.1 The client has provided details of existing travel patterns of students at the Site. The client has confirmed that:

- One third of the children walk,
- One third take public transportation/school bus,
- One third car share.

- 5.3.2 It is understood that only 4 members of staff drive with the remaining trips made by sustainable modes.

- 5.3.3 The school actively discourages car use through internal policies and cultural expectations and offers practical incentives for car sharing or public transport use.

5.4 Generated Traffic: Proposed School

- 5.4.1 School start and finish times are as follows:

School Start:	0900
School Finish:	1600

- 5.4.2 It is therefore assumed that the majority of student and staff arrivals and departures will be generated between the following hours:

AM:	0830-0930
PM:	1530-1630



- 5.4.3 The school will provide breakfast and after school clubs. Students that attend these clubs will arrive and depart the school outside of the typical school peak periods and hence there will be a degree of peak spreading associated with school arrival and departures. The Department for Education published data in 2025 detailing the uptake of breakfast clubs from over 500 schools that responded to the survey. The data shows the following:

Student take-up	Proportion of respondents
<20%	35%
20-40%	47%
41-60%	12%
61-80%	4%
>80%	2%

(Source: 'Early adopter free breakfast clubs take-up: first half of the summer term 2025', June 2025)

- 5.4.4 The above data shows that typically uptake of breakfast club is between 20 and 40% of children. For the purpose of this assessment, it is assumed that there will be a 20% uptake of breakfast club at the school. The arrival times of those students attending breakfast club will be prior to the AM school peak hour.

- 5.4.5 The school offers after school clubs and hence there will also be a degree of peak spreading with students attending these not travelling during the typical school PM peak hour. The Department for Education note that:

"The average proportion of students taking part in all activities straight after school, on a typical day, was higher amongst primary schools than secondary schools (20 per cent compared with 14 per cent)"

- 5.4.6 Based on the above, it is assumed that 20% of students at the primary school will attend after school clubs. Students attending after school clubs will undertake trips after the school PM peak hour.

5.4.3 Student

- 5.4.3.1 The proposed development will initially open with 60 students with a potential future maximum capacity for 120 students.
- 5.4.3.2 Based on the travel information supplied by the client for the existing school, it is estimated that a school occupancy of 120 students could generate the following student trips:



Mode	No of Students
Walk	40
Public Transport/School Bus	40
Car Share	40

5.4.3.4 The number of students arriving to the school by car is anticipated to be 40. If it were assumed that there are two children per car for the 40 students who are estimated to travel in a multi-occupancy vehicle, there would be an estimated 20 car journeys (40 two-way) dropping off/picking up students in the school AM & PM peak hours.

5.4.3.5 It is estimated that 20% of students will attend breakfast club. Based on this, it is assumed that 4 vehicular arrivals and departures (8 two-way trips) are discounted from the AM peak hour trip generation as these trips will take place earlier than the school AM peak hour. Similarly, it is assumed that 20% of students at the primary school will attend after school clubs. Thus, it is estimated that 4 vehicular arrivals and departures (8 two-way trips) will take place than the school PM peak hour and hence these are discounted from the peak hour traffic estimation.

5.4.3.8 The total AM & PM school peak arrival and departure trips is estimated to be 32 two-way trips.

5.4.4 Staff

5.4.4.1 The school will employ 40 members of staff but it is envisaged that there will be up to 20 members of staff at the proposed school site at any given time.

5.4.4.2 The staff travel survey information supplied by the client indicated that only 4 members of staff currently drive to the existing school.

5.4.4.3 There is the possibility that some of the car trips could be made by sustainable modes, including car share. Alternatively, the very close proximity of Crumpsall Metrolink station and local bus services may influence a change in travel patterns for those staff that currently drive. The promotion of car share and other sustainable modes is an aim within the school Travel Plan (refer AHA report ref 2006/2).



5.4.5 Total School Vehicular Trips

5.4.5.1 The estimated total vehicular trips generated by the Site are:

	ARR	DEP	2-WAY
AM	20	16	36
PM	16	20	36

5.5 Net Impact

5.5.1 The net impact of **new** vehicular traffic generated by the proposed development, taking into account the traffic generated by the former care home, is:

AM	+34
PM	+32

5.5.2 The additional traffic generated at the Crumpsall Lane site represents, on average, 1 additional vehicle every 1 to 2 minutes during the AM & PM peak hours.

5.5.3 It is concluded that this level of **new traffic** is unlikely to materially alter the performance of the local highway network.



6 Summary & Conclusions

- 6.1 Ashley Helme Associates Limited (AHA) are appointed by Debtal to prepare a Transport Statement (TS) to support the planning application the conversion of a former care home to a private primary school. The proposed development is located at 69 Crumpsall Lane, Crumpsall.
- 6.2 It is proposed to relocate the existing primary school education currently provided at 157 Bevendon Square, Salford to the converted premises at 69 Crumpsall Lane.
- 6.3 The existing building formerly accommodated a 19 bed care home. The Site also benefits from an extant planning permission for 10 apartments.
- 6.4 The proposed development comprises a two-form entry primary school and early years education for a total of circa 60 students in the initial phase. The total future capacity of the school is envisaged to be a maximum of 120 students.
- 6.5 The Site is currently served by two points of access. The access points are located on Crumpsall Lane and currently serve property nos 67 and 69 Crumpsall Lane. The two points of access are located circa 32m apart. It is proposed to maintain the existing access points on Crumpsall Lane and provide a drop-off facility within the Site. The proposed development will introduce a new vehicular access on Ansleigh Drive to serve a 5no space car park to the rear of the building. Secure cycle parking will be located within the proposed car park and will provide 10no spaces.
- 6.6 There is a large residential catchment within a 2000m walk of the Site, providing opportunity for staff and students living within a range of residential locations to walk to/from the Site. There is good pedestrian infrastructure in the vicinity of the Site, providing good opportunity for walk trips to be undertaken to/from the proposed development.
- 6.7 Crumpsall, Prestwich, Kersal, Cheetham Hill, Harpurhey, Blackley and parts of Salford and Manchester city centre are within a 5km cycle ride of the Site. There is opportunity for staff and students living within this large residential area to undertake trips by cycle to/from the Site.
- 6.8 The school has an existing sustainable modal split of student journeys, with an even split between journeys on foot, public transport and car share. The proposed development is estimated to generate a net increase of 34 & 32 vehicular movements at the site in the AM & PM peak hours respectively. The additional traffic generated at the Site represents, on average, 1 additional vehicle every 1 to 2 minutes during the peak hours. It is concluded that the development will not have a material traffic impact on the local highway network.

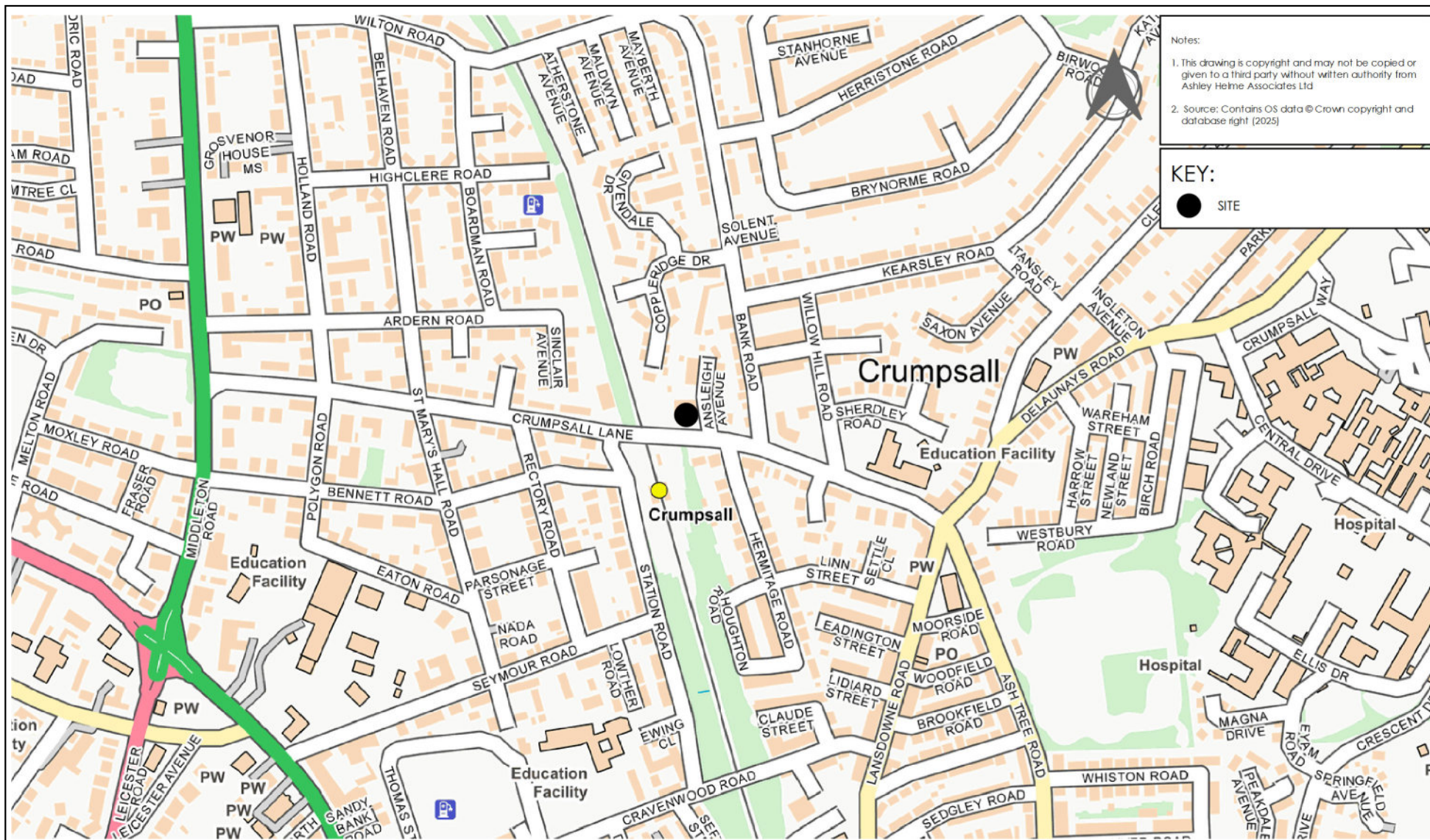


6.9 It is proposed that a Travel Plan is implemented as part of the proposed development. The key objectives of the Travel Plan are to:

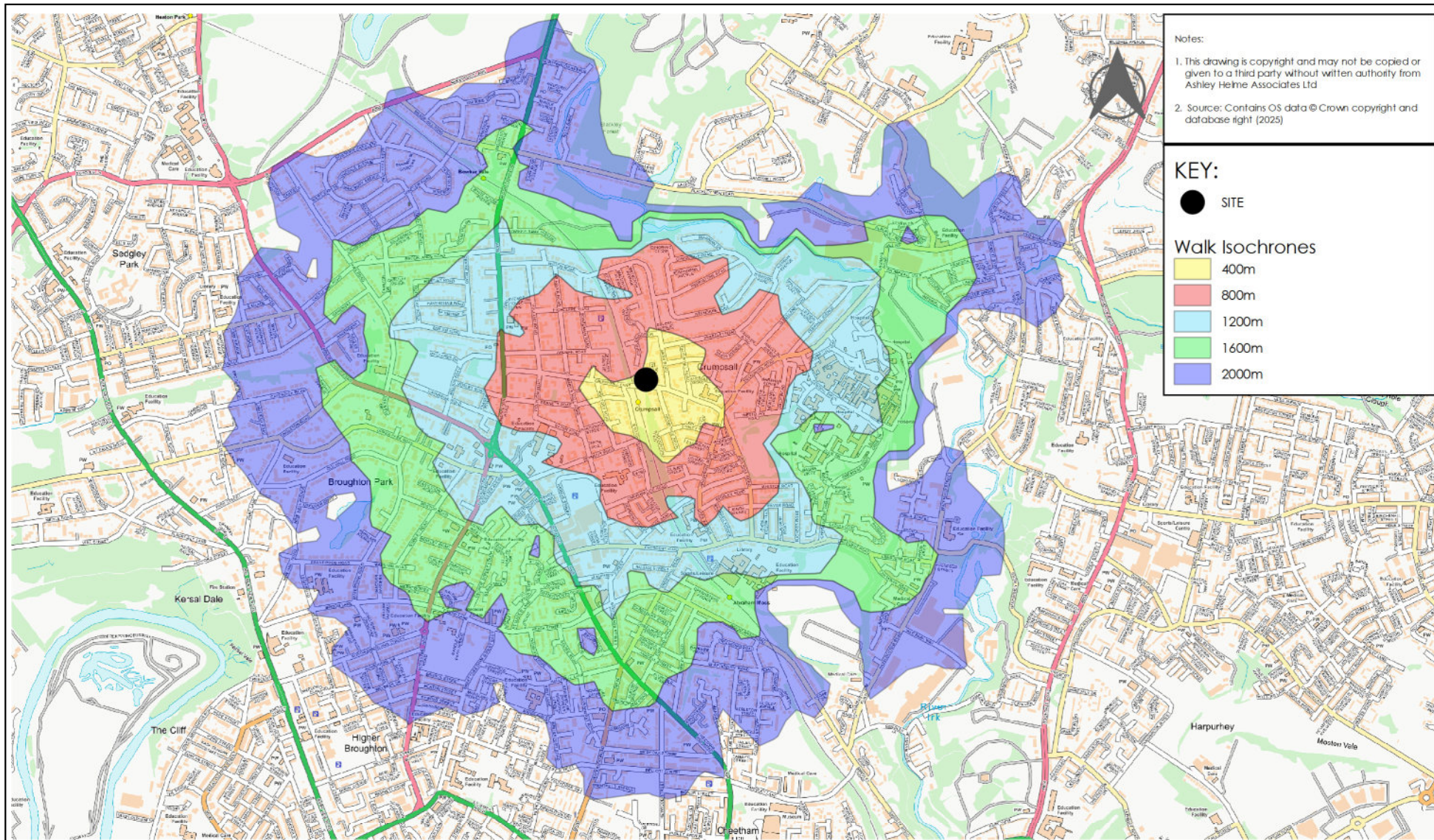
- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Improve accessibility of the Site by sustainable modes of transport,
- Widen choice of travel mode for all those travelling to/from the Site.

6.10 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

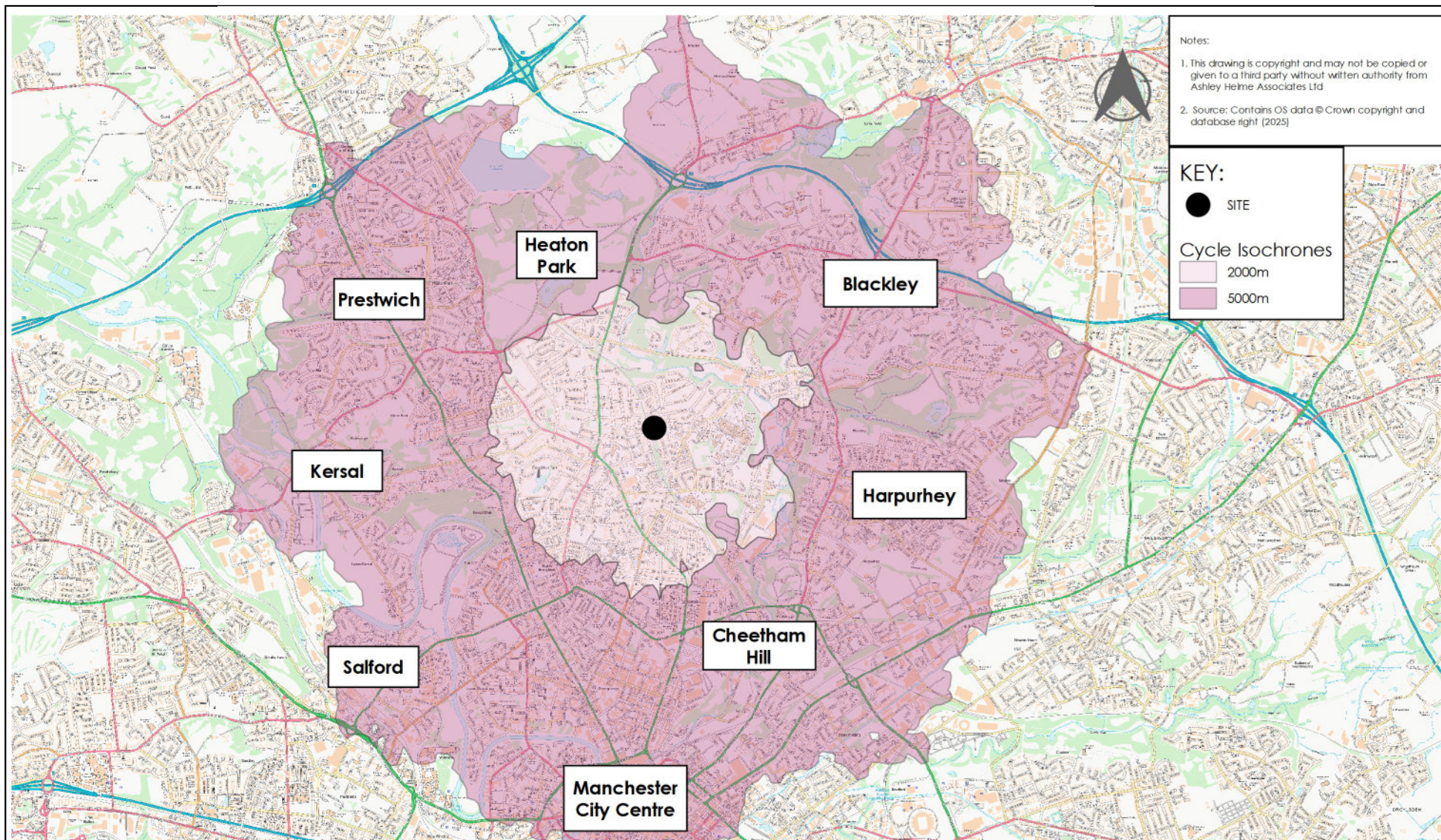
Figures



Project: 69 CRUMPSALL LANE	Title: LOCATION PLAN	FIGURE 1.1		 ASHLEY HELME ASSOCIATES
Client: DEBTAL		Date: OCTOBER 2025	Scale: NTS	



Project: 69 CRUMPSALL LANE	Title: WALK ISOCHRONES	FIGURE 5.1		 ASHLEY HELME ASSOCIATES
Client: DEBTAL		Date: OCTOBER 2025	Scale: NTS	

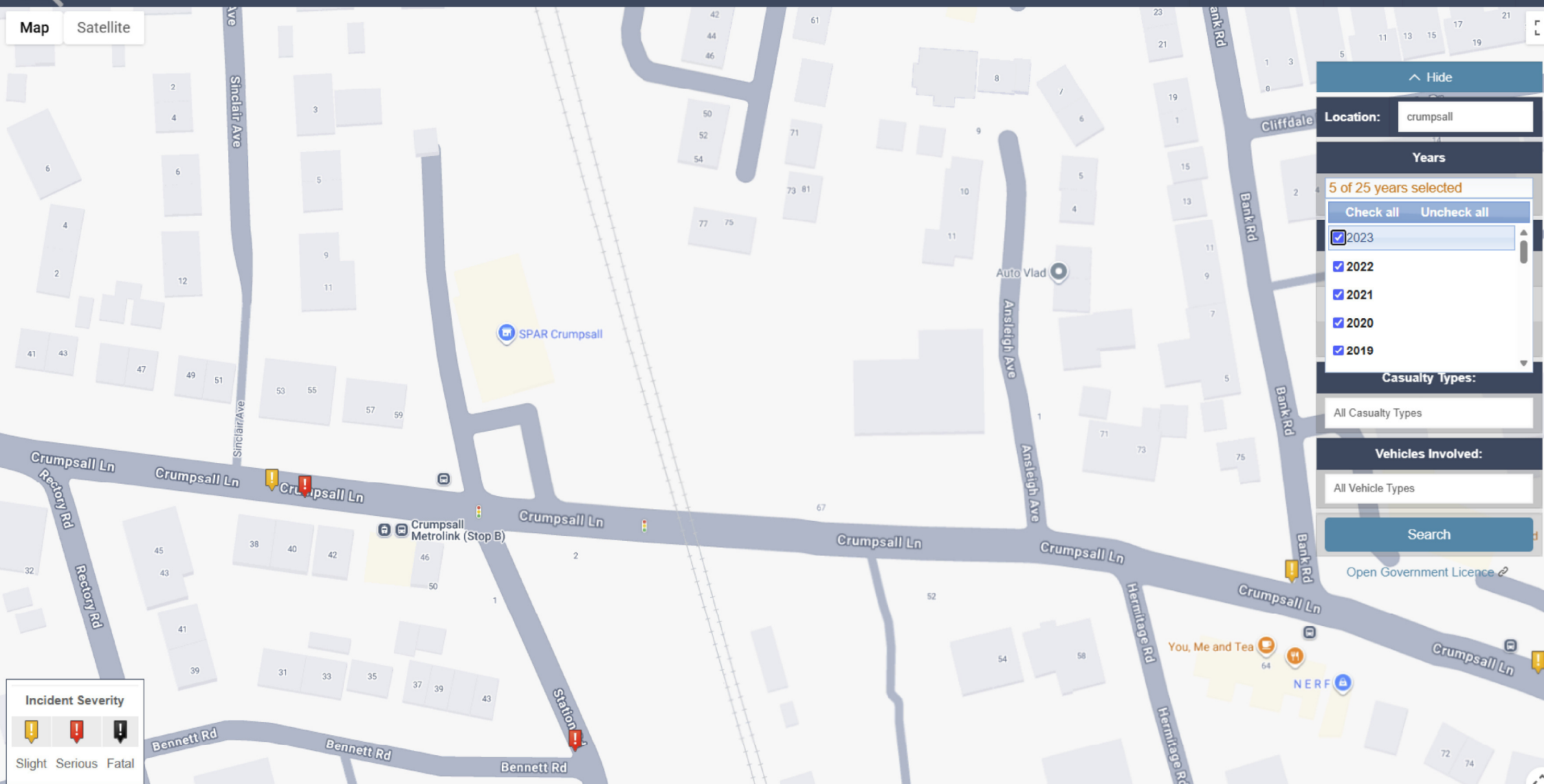


Project: 69 CRUMPSALL LANE	Title: CYCLE ISOCHRONES	FIGURE 5.2		
Client: DEBTAL		Date: OCTOBER 2025	Scale: NTS	

A Accident Data

Map

Satellite



Hide

Location: crumpsall

Years

5 of 25 years selected

Check all Uncheck all

☒ 2023

☒ 2022

☒ 2021

☒ 2020

☒ 2019

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

[Open Government Licence](#)

Audit Code: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	SF	SUFFOLK
		1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
08	NORTH WEST	
	BP	BLACKPOOL
		1 day
	GM	GREATER MANCHESTER
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day

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

Audit Code: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

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:	RESIDE
Actual Range:	16 to 180 (units:RESIDE)
Range Selected by User:	16 to 40 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 20/04/24

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
Monday	1 days
Sunday	1 days
Thursday	1 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	7
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	4 days
Suburban Area (PPS6 Out of Centre)	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:	
Residential Zone	7 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	6 days
Servicing vehicles Included	1 days

Audit Code: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

Secondary Filtering Selection:

Use Class:

C2	7 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:

0 - 0

Population within 1 mile:

1,000 or Less	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	3 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
250,001 to 500,000	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	3 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: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

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
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	7 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

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1 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Number of residents: 31 RESIDE Survey date: Tuesday 27/09/2016	BP-05-F-01	NURSING HOME	BLACKPOOL	Survey Type: Unknown
2 MOUNT ANVILLE PARK DUBLIN GOATSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 16 RESIDE Survey date: Tuesday 05/09/2017	DL-05-F-01	NURSING HOME	DUBLIN	Survey Type: Unknown
3 HALIFAX ROAD ROCHDALE Edge of Town Residential Zone Number of residents: 30 RESIDE Survey date: Wednesday 29/05/2013	GM-05-F-03	NURSING HOME	GREATER MANCHESTER	Survey Type: Unknown
4 23 NETTLEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 38 RESIDE Survey date: Sunday 30/06/2013	LN-05-F-01	NURSING HOME	LINCOLNSHIRE	Survey Type: Unknown
5 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Number of residents: 37 RESIDE Survey date: Monday 04/03/2019	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE	Survey Type: Unknown
6 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Number of residents: 17 RESIDE Survey date: Friday 18/09/2015	SF-05-F-01	CARE HOME	SUFFOLK	Survey Type: Unknown
7 CLARENDON SQUARE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Number of residents: 32 RESIDE Survey date: Thursday 25/10/2012	WK-05-F-01	NURSING HOME	WARWICKSHIRE	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-05-F-01	09-11-2021	london

Audit Code: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

Site Ref	Survey Date	Reason for Deselection
EN-05-F-01	16-11-2013	london

Audit Code: 0d0fea77-a2f4-4204-b8e6-ae701fa4e6f4

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	7	29	0.075	0.060	0.135
08:00-09:00	7	29	0.055	0.075	0.130
09:00-10:00	7	29	0.085	0.020	0.105
10:00-11:00	7	29	0.159	0.090	0.249
11:00-12:00	7	29	0.090	0.124	0.214
12:00-13:00	7	29	0.050	0.129	0.179
13:00-14:00	7	29	0.139	0.065	0.204
14:00-15:00	7	29	0.144	0.169	0.313
15:00-16:00	7	29	0.100	0.129	0.229
16:00-17:00	7	29	0.095	0.114	0.209
17:00-18:00	7	29	0.055	0.080	0.135
18:00-19:00	7	29	0.060	0.070	0.130
19:00-20:00	7	29	0.035	0.065	0.100
20:00-21:00	7	29	0.030	0.030	0.060
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.172	1.220	2.392

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:	16 - 40 (units: RESIDE)
Survey date date range:	25/10/2012 - 04/03/2019
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	4
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.

Drawings
