



Proposed Residential Redevelopment, The Former Bandstand Public House Site Wall Way, Gorton

Transport Statement

Prepared for

R S 786 Ltd

**August 2026
3705-01-TS02**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
3705-01-TS01	22/08/2024	AB	LK
3705-01-TS02	14/08/2026	RB	LK

© AXIS P.E.D. Ltd 2026. All rights reserved.

This document and its accompanying documents contain information which is confidential and is intended only for the use of the client. If you are not one of the intended recipients any disclosure, copying, distribution or action taken in reliance on the contents of the information is strictly prohibited.

Unless expressly agreed, any reproduction of material from this document must be requested and authorised in writing from AXIS P.E.D. Ltd. Authorised reproduction of material must include all copyright and proprietary notices in the same form and manner as the original and must not be modified in any way. Acknowledgement of the source of the material must also be included in all references.



Well House Barns, Chester Road, Bretton, Chester, CH4 0DH
1st Floor, Barfield House, Alderley Road, Wilmslow, SK9 1PL
Maling Exchange, Studio 305, Hoults Yard, Walker Road, Newcastle Upon Tyne, NE6 2HL
Plas Eirias Business Centre, Abergele Road, Colwyn Bay, Conwy, LL29 8BF

T: 0344 8700 007
enquiries@axis.co.uk
www.axis.co.uk

CONTENTS

1.0	INTRODUCTION	1
1.1	Background.....	1
1.2	Report Structure	1
2.0	EXISTING CONDITIONS.....	2
2.1	General.....	2
2.2	Local Highway Network	3
2.3	Highway Safety.....	4
3.0	ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT	6
3.1	Introduction	6
3.2	Pedestrian Accessibility	6
3.3	Cycle Accessibility	8
3.4	Accessibility by Public Transport.....	10
3.5	Accessibility Summary	11
4.0	PROPOSED DEVELOPMENT.....	13
4.1	Overview.....	13
4.2	Proposed Site Access Arrangements.....	13
4.3	Proposed Car Parking Provisions	13
4.4	Electric Vehicle Charging (EVC) Provision	18
4.5	Cycle Parking.....	18
4.6	Servicing.....	18
5.0	TRAFFIC GENERATION.....	20
5.1	Introduction	20
5.2	Traffic Generation – Former Public House	20
5.3	Traffic Generation – Proposed Residential Use	21
5.4	Net Forecast Traffic Generation	22
5.5	Summary	22
6.0	SUMMARY AND CONCLUSIONS.....	23
6.1	Summary	23
6.2	Conclusion	24



IMAGES

Image 2.1 – Site Location Plan – Wider Highway Network.....	2
Image 2.2 – Site Location Plan – Local Highway Network	3
Image 2.3 – CrashMap Extract 2020-2022 Inclusive.....	4
Image 3.1 – 2km Walking Catchment.....	7
Image 3.2 – 5km Cycle Catchment.....	8
Image 3.3 – Greater Manchester’s ‘Beeway’ Network	9
Image 4.1 – Census Output Area E00026296	15

TABLES

Table 3.1 – Local Amenities	7
Table 3.2 – Bus Routes and Frequencies.....	10
Table 4.1 – 2021 Census Data – Local Car Ownership Levels	16
Table 4.2 – DCLG’s 2001 Average Car Ownership Values	16
Table 4.3 – Car Parking Provision and Occupancy at TRICS Comparator Sites	17
Table 5.1 – Former Use Vehicle Trip Rates and Traffic Generation Forecasts	20
Table 5.2 – Proposed Use Vehicle Trip Rates and Traffic Generation Forecasts	21
Table 5.3 – Net Forecast Traffic Generation of the Former and Proposed Uses	22

APPENDICES

Appendix A – Proposed Site Plans

Appendix B – Swept Path Analysis and Visibility Splay Drawings

Appendix C – TRICS Outputs



1.0 INTRODUCTION

1.1 Background

- 1.1.1 Axis has been appointed on behalf of R S 786 Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of the former Bandstand Public House site off Wall Way, Gorton. The redevelopment comprises a residential development of 14 semi-detached houses and 16 townhouses, alongside associated infrastructure.
- 1.1.2 This Transport Statement (TS) has been prepared to inform Manchester City Council (MCC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highway and transport-related implications of the proposed development.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
- i) **Section 2** provides a review of the existing conditions on and around the Site, including the local highway network, and an analysis of the local road safety record;
 - ii) **Section 3** provides a high-level review of the accessibility of the Site by non-car modes of travel;
 - iii) **Section 4** describes the proposed development in detail, including reference to the Site access, parking and servicing arrangements;
 - iv) **Section 5** forecasts the traffic generating potential of the proposed development; and
 - v) **Section 6** summarises the report and concludes that there are no transportation or highway-related reasons why the proposals should not be granted planning permission.



2.0 EXISTING CONDITIONS

2.1 General

- 2.1.1 The Site is located off the northern side of Wall Way in Gorton, approximately 6km to the east of Manchester City Centre.
- 2.1.2 The Site is bordered by a hotel to the west, Wall Way and a fast-food restaurant and EVC charging station to the south, Debdale Outdoor Centre to the east, and Gorton Lower Reservoir to the north.
- 2.1.3 The Site was formerly occupied by the Bandstand Public House, which suffered fire damage in 2018, and which was demolished soon afterwards. Around half of the Site comprises the car park of the former public house.
- 2.1.4 The location of the Site is shown on **Image 2.1** below in relation to the wider highway network: -

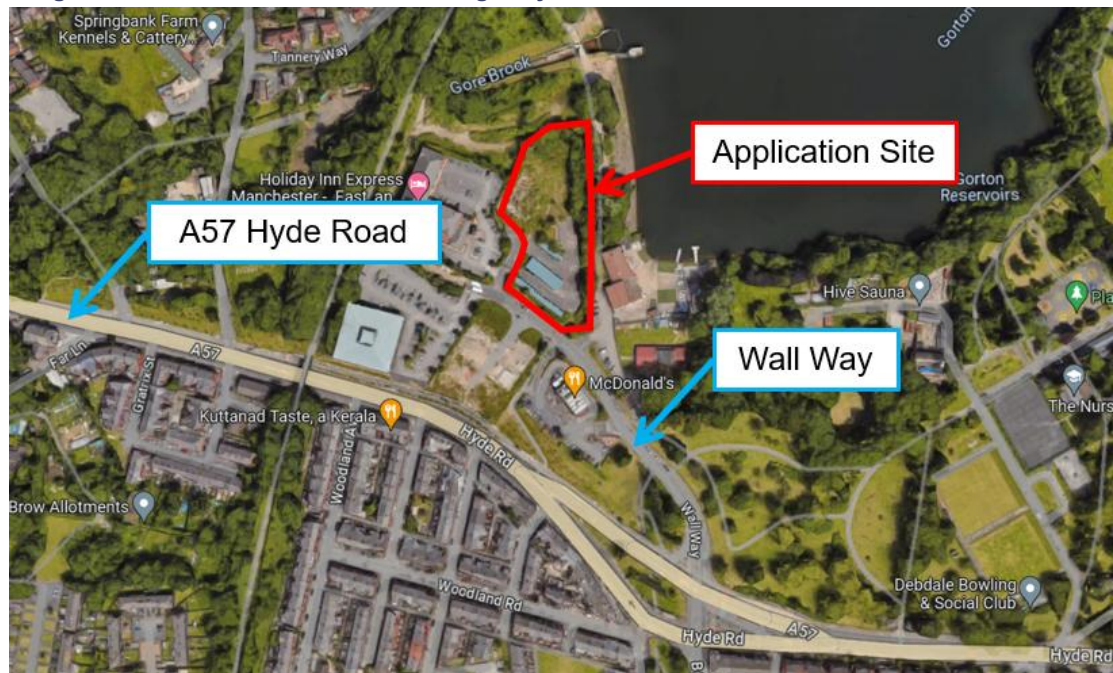
Image 2.1 – Site Location Plan – Wider Highway Network



- 2.1.5 **Image 2.2** below shows the site in a more local context: -



Image 2.2 – Site Location Plan – Local Highway Network



2.2 Local Highway Network

Wall Way

- 2.2.1 Wall Way is a cul-de-sac which routes in a north-westerly direction from its signalised junction with the A57 Hyde Road and the B6167 Reddish Lane. It provides access to the Site, along with surrounding land uses, including a fast-food restaurant, Debdale Outdoor Centre, a gym, an electric vehicle charging station, and a hotel.
- 2.2.2 Within the vicinity of the Site, Wall Way comprises a single lane two-way carriageway with footways on both sides. Wall Way has a 20mph speed limit and features street lighting.

A57 Hyde Road

- 2.2.3 The A57 Hyde Road forms part of the main arterial route network to and from Manchester City Centre. It routes between Junction 24 of the M60 (Denton Island) to the east, and its roundabout junction with the A6 / Brunswick Street / Higher Ardwick (the Appollo Roundabout) to the west.
- 2.2.4 Within the general vicinity of the Site, the A57 Hyde Road comprises a dual carriageway, with footways on both sides. It is subject to a 30mph speed limit and also features street lighting.

2.3 Highway Safety

2.3.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online CrashMap resource for the most recently available complete 3-year period (2022-2024 inclusive). The CrashMap extract is shown below on **Image 2.3**.

Image 2.3 – CrashMap Extract 2020-2022 Inclusive



2.3.2 **Image 2.3** indicates that, within the identified study area, a total of 6 accidents have been recorded between 2022 and 2024 (inclusive). This equates to two accidents per year, on average. A summary of the recorded accidents is provided as follows:

- i) 1 'serious' severity accident along Wall Way, to the south of the Site;
- ii) 1 'slight' and 1 'serious' severity accident at the A57 Hyde Road / Wall Way / B6167 signalised junction;
- iii) 2 'serious' severity accident along the A57 Hyde Road (westbound carriageway) to the west of Wall Way; and
- iv) 1 'fatal' accidents along the A57 Hyde Road, to the west of Wall Way.

2.3.3 Information regarding the reported 'fatal' accident have been derived from press reports. A review of this information suggests that the reported accident caused as a result of dangerous driving, and not as a result of a defect on the local highway network.

- 2.3.4 Overall, it is considered that the accident record within the identified study area (and beyond) does not represent a cause for concern with regards to the proposed development, particularly in view of the fact that the A57 Hyde Road carries in the order of 32,000 two-way vehicle movements per day (source Department for Transport Traffic Count Statistics, count point 99521, <https://roadtraffic.dft.gov.uk/manualcountpoints/99512>). It is also expected that accidents will be concentrated at junctions such as those surrounding the Site, where traffic streams make conflicting movements.



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 110 of the National Planning Policy Framework (NPPF) states:

“...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...”

3.1.3 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the Site by non-car modes of transport through consideration of the following:

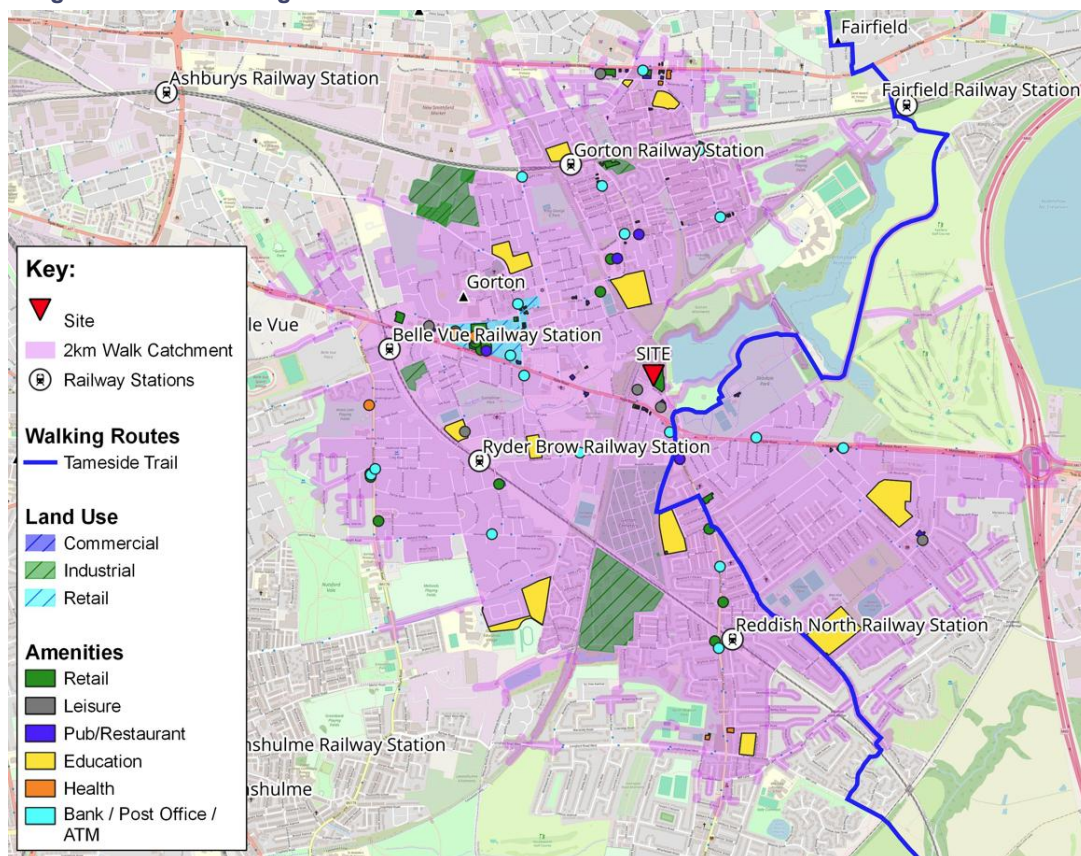
- i) Accessibility by foot;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport (bus and rail).

3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the Site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.



Image 3.1 – 2km Walking Catchment

3.2.3 The Site is well located to encourage trips to be made to and from the Site on foot. **Image 3.1** illustrates that the 2km walking catchment incorporates Gorton and all of the amenities located within it, relating to health, education, industry, retail, banks / post offices, and pubs / restaurants.

3.2.4 **Table 3.1** summarises just some of the key amenities that can be reached within a 2km walk distance of the Site.

Table 3.1 – Local Amenities

Amenity	Walking Distance
Oasis Academy Aspinall (Primary School)	750m
ASDA Gorton Supermarket	650m
Manchester Gorton Market	1.1km
Tesco Extra Supermarket	1.1km
Gorton Medical Centre	1.3km

3.2.5 It should also be noted that the local highway network provides a safe and realistic opportunity for prospective residents of the Site to reach the amenities contained within the 2km walking catchment on foot via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points

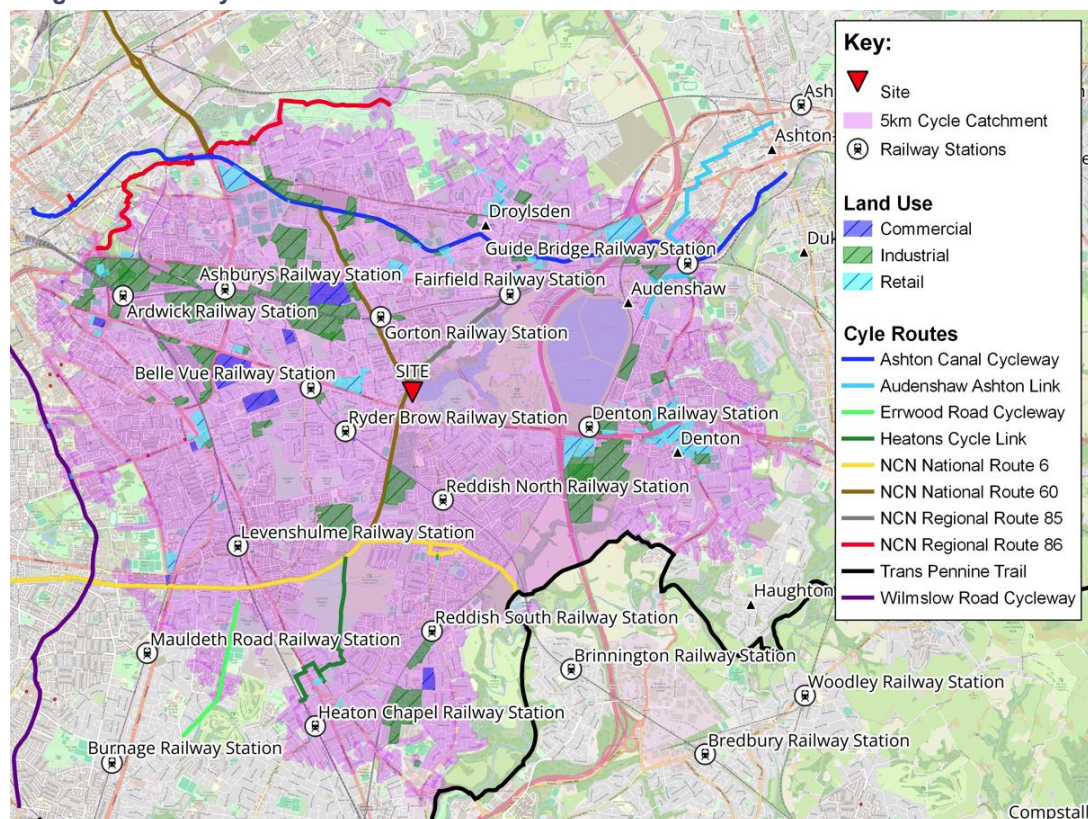
equipped with dropped kerbs and tactile paving at the key junctions surrounding the Site.

- 3.2.6 The proposed development is also in easy reach of the Tameside Trail (shown in blue on **Image 3.1**) which passes through Gorton, and closely follows the Gorton Reservoirs to the east of the Site. It comprises an off-road route which is largely characterised by a flat terrain.
- 3.2.7 With regards to the above, the Site is therefore considered to be accessible on foot.

3.3 Cycle Accessibility

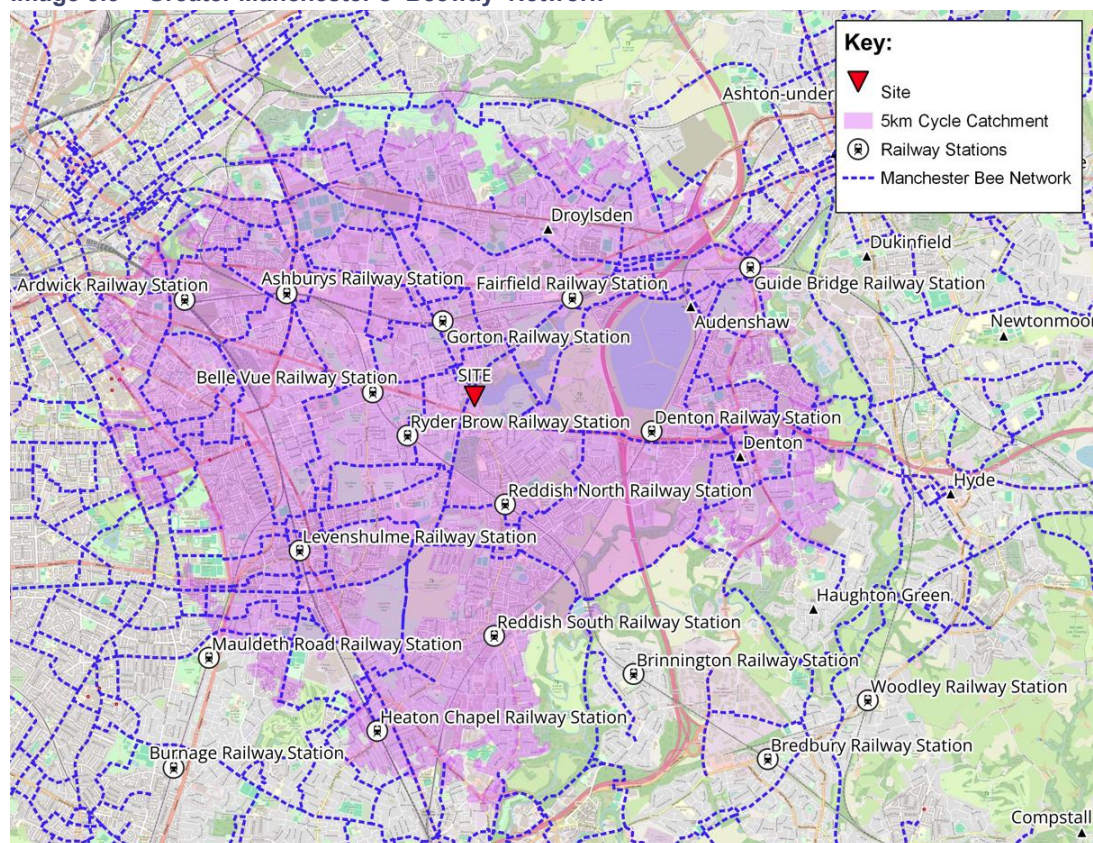
- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 To assist in summarising the accessibility of the Site by cycle, an indicative 5km cycle catchment plan has been produced, as illustrated in **Image 3.2**.

Image 3.2 – 5km Cycle Catchment



- 3.3.3 **Image 3.2** shows that the 5km cycle catchment incorporates Gorton, alongside surrounding areas of Denton, Audenshaw, Droylsden, Ardwick, and Levenshulme, amongst others.
- 3.3.4 **Image 3.2** also shows that there are a number of cycle routes which can be reached within a 5km cycle catchment of the Site, including Ashton Canal Cycleway, National Cycle Network (NCN) Route 6 and Route 60, and Heatons Cycle Link, amongst others.
- 3.3.5 The 5km also incorporates Greater Manchester's 'Beeway' Network which has been introduced by TfGM to encourage active travel. **Image 3.3** shows (in blue) that the 'Beeway' Network provides extensive cycling connections between the Site and the surrounding areas of Greater Manchester.

Image 3.3 – Greater Manchester's 'Beeway' Network



- 3.3.6 In addition to the above, the 5km cycle catchment also includes 12 railway stations in total, which therefore provides prospective residents with the opportunity to access the Site by a multi-modal journey by rail and cycle.

3.3.7 It should also be noted that the proposed development provides safe and secure cycle parking spaces on Site for use by prospective residents, details of which are set out in **Chapter 4**.

3.3.8 With regards to the above, the Site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Bus Accessibility

3.4.1 Guidance within the CIHT document ‘*Guideline for Planning for Public Transport in Development*’ recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.

3.4.2 The nearest bus stop to the Site is located along the eastbound carriageway of the A57 Hyde Road, to the east of its junction with Wall Way, and can be accessed within a 350m walk distance of the Site. This bus stop is therefore within CIHT’s recommended walk distance threshold.

3.4.3 A further bus stop can also be accessed within a slightly longer 420m walk distance to the west of Wall Way and is located on the westbound carriageway of the A57 Hyde Road.

3.4.4 **Table 3.2** summarises the services that serve the closest bus stops to the Site, and their typical frequencies.

Table 3.2 – Bus Routes and Frequencies

Bus Service	Route Description	Typical One-Way Frequency Per Hour		
		Weekdays	Saturdays	Sundays
7	Ashton – Stockport	Every 30 minutes	Every 30 minutes	Every 1 hour
201	Manchester Piccadilly – Hattersley	Every 12 minutes	Every 12 minutes	Every 30 minutes
202	Manchester Piccadilly – Gee Cross	Every 30 minutes	Every 30 minutes	Every 1 hour
203	Manchester Piccadilly – Stockport via Reddish	Every 10 minutes	Every 10 minutes	Every 30 minutes
205	Manchester Piccadilly – Dane Bank	Every 30 minutes	Every 30 minutes	Every 30 minutes

3.4.5 **Table 3.2** demonstrates that the nearest bus stops to the Site are served by 5 frequent bus services, which cumulatively provide a minimum of 19 one-way services per hour on weekdays and Saturdays, and 13 one-way services per hour on Sundays. These services provide connections to Manchester City Centre, in addition to surrounding areas of Stockport, Ashton and Hattersley, amongst others.

3.4.6 With regards to the proximity and availability of various bus routes to various destinations, the Site is therefore considered to be highly accessible by bus.

Rail Accessibility

3.4.7 Ryder Brow Railway Station is the nearest railway station to the Site, located within a 1.1km walk or cycle distance to the south-west of the Site.

3.4.8 Ryder Brow Railway Station provides hourly services to Manchester Piccadilly and Marple Railway Station.

3.4.9 The Site is therefore considered to be accessible by rail.

Metrolink / Tram Accessibility

3.4.10 Droylsden Tram Stop is the closest Metrolink Stop to the Site and is located within a circa 3.km walk / cycle distance of the Site.

3.4.11 Droylsden Metrolink Stop is located on the Ashton-under-Lyme – Eccles line, which provides frequent services (typically every 12 minutes).

3.5 Accessibility Summary

3.5.1 In summary, the Site is considered to be located in a sustainable location to encourage prospective residents to use alternative, non-car modes of travel.

3.5.2 The Site is located within an acceptable walk and cycle catchment range of local amenities and public transport infrastructure. Furthermore, the local highway network provides a safe and realistic opportunity for prospective residents to access the areas contained within the walking and cycling catchments (and beyond) via the existing pedestrian and cycle infrastructure.



- 3.5.3 With regards to the above, the Site is considered to be very well located to encourage trips to be made on foot, by cycle and/or by public transport, and is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable transport modes.
- 3.5.4 Sustainable transport will be further encouraged at the Site through the operation of a Travel Plan. A Framework Travel Plan (FTP) has been prepared by Axis as an accompanying document to the planning application.

4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The development proposals comprise the redevelopment of the Site to provide 30No. residential houses comprising 18No. semi-detached townhouses and 12No. townhouses (including 28No. 4 bedroom and 2No. 3-bedroom houses).
- 4.1.2 The proposed Site layout plan is contained in **Appendix A** to the rear of this report.

4.2 Proposed Site Access Arrangements

- 4.2.1 Vehicular access to the scheme is proposed at the same location as the access to the former Bandstand Public House, which is located off the western end of Wall Way, adjacent to the Holiday Inn Express access.
- 4.2.2 The access will be privately maintained and will comprise a 5.5m wide carriageway with 2.0m wide footways, connecting to the existing footway infrastructure along the northern side of Wall Way. The access road then branches out into two mews areas.
- 4.2.3 **Drawing Number 3705-02-D02 in Appendix B** shows that the following level of visibility would be achievable from the main vehicular access to the proposed development:
- i) A 2.4m x 22m visibility splay to the east of the main vehicular access (measured to the nearside channel line); and,
 - ii) A 2.4m x 17m visibility splay to the west of the main vehicular access (measured to the end of the road);
- 4.2.4 The above level of achievable visibility from the proposed Site access points are commensurate with the 20mph posted speed limit along Wall Way and commensurate with guidance contained in Table 7.1 of Manual for Streets (MfS).

4.3 Proposed Car Parking Provisions

- 4.3.1 Appendix B of the MCC Core Strategy (2012-2027) outlines the appropriate maximum parking standards for new developments; however, the document does not provide parking standards for C3 residential land uses.
- 4.3.2 Nevertheless, the document does state that:



“Standards for car parking are maximums and may be subject to further reduction when consideration is given to the accessibility of the particular site”.

4.3.3 In light of the above, paragraph 112 of the NPPF states:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

4.3.4 With regards to the above, parking provision for new development should be considered on a case-by-case basis in relation to the nature and location of the development.

4.3.5 As shown on the proposed site plan in **Appendix A**, the proposed development comprises 30No. car parking spaces for the proposed homes, which equates to 1 space per dwelling (i.e. 30 spaces / 30 residences). Therefore, each dwelling will have an individual driveway, providing one space per dwelling.

4.3.6 The following subsections of this report demonstrate that the proposed parking provision would be acceptable and would not cause detriment to the safety or operation of the local highway network with regards to parking.

Accessibility of the Site by Non-Car Travel Modes

4.3.7 As outlined in **Chapter 3**, the Site is sustainably positioned, being located within walking and cycling distance to a range of amenities and public transport services.

4.3.8 In these circumstances, the requirement for car ownership is considerably reduced (as evidenced by census data – see below) and the use of these more sustainable travel modes could be encouraged further still amongst prospective residents

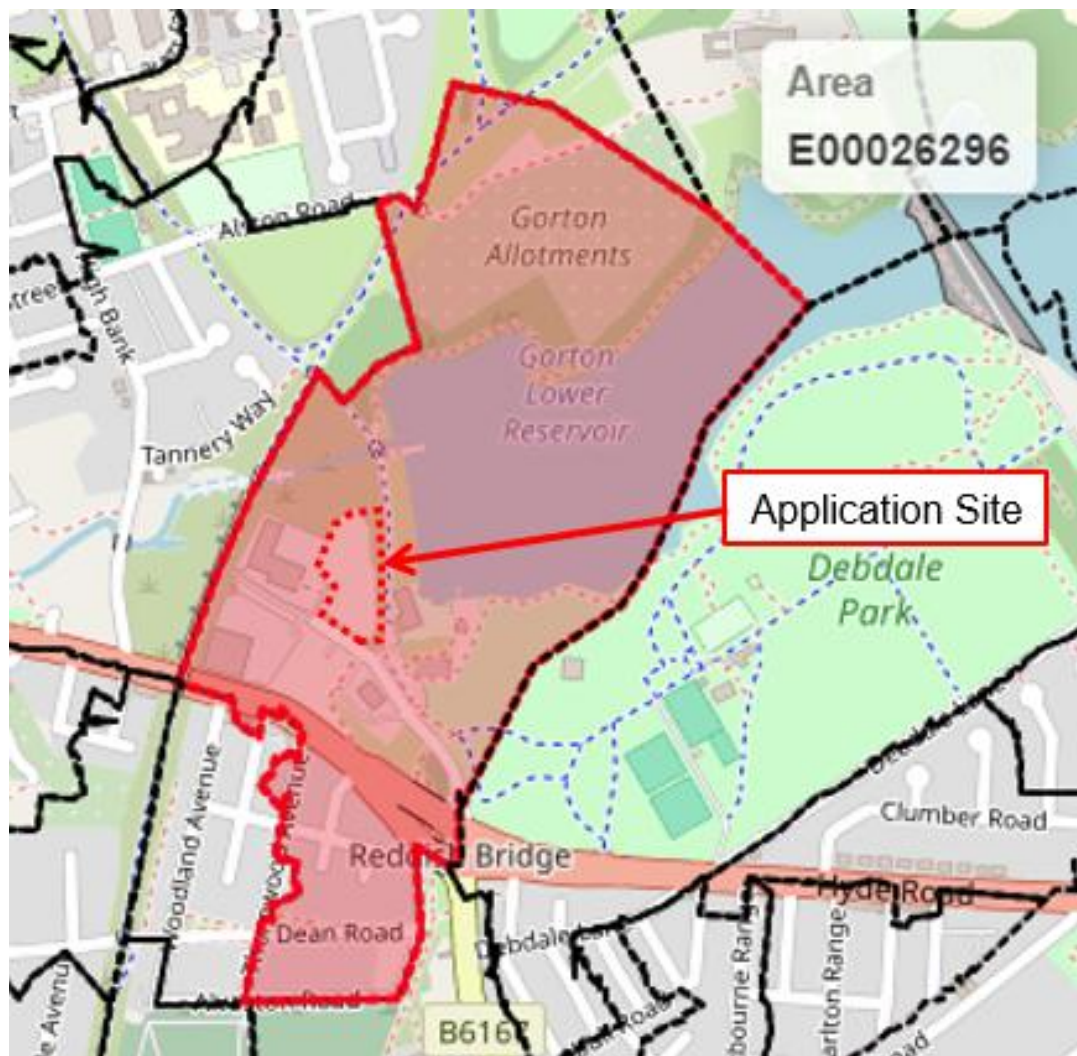


through the operation of a Travel Plan. As set out earlier, a Framework Travel Plan has been prepared as an accompanying document to the planning application.

Local Car Ownership Levels – Census Data

- 4.3.9 The 2021 census data has been interrogated to determine the existing local car ownership levels around the Site.
- 4.3.10 Data for the smallest census ‘output area’ (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by residents of the proposed development. Note that the application site falls within output area E00026296, as shown below on **Image 4.1**.

Image 4.1 – Census Output Area E00026296



- 4.3.11 **Table 4.1** summarises the census data on car availability.

Table 4.1 – 2021 Census Data – Local Car Ownership Levels

Car / Van Availability	E00026296 Output Area
All Households in Area	133
No Cars or Vans in Household	72
1 Car or Van in Household	43
2 Cars or Vans in Household	17
3 or more Cars or Vans in Household	1
All Cars or Vans in Area	80
Percentage Car Ownership	60%

4.3.12 The data in **Table 4.1** demonstrates that car ownership is at only 60% within the local census output area. If this percentage is applied to the total number of dwellings proposed as part of this planning application (i.e. 30 dwellings), then this would give rise to a total parking demand of only 18 spaces, in total.

4.3.13 With regards to the above, the proposed parking provision of 1 space per dwelling for the proposed townhouses, is therefore capable of meeting this anticipated demand.

Government Research

4.3.14 The DCLG published a report entitled “*Residential Car Parking Research*” in May 2007. This document summarises the outcome of detailed Government research into typical car ownership levels at different types of residential development in different areas. The research summarised within this document is reproduced in **Table 4.2**.

Table 4.2 – DCLG’s 2001 Average Car Ownership Values

Table 2: 2001 Average Car Ownership Values¹⁰												
2001	Remote Rural		Rural		Suburban		Urban		City Centre		Inner London	
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6

Rooms are defined as the number of ‘habitable’ rooms in a household’s accommodation, not including bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

- 4.3.15 **Table 4.2** also demonstrates that a typical, urban 3-bedroom house with 4 habitable rooms (i.e. 3 bedrooms and a shared living / dining / kitchen area) is likely to have a car ownership level of 0.7-1.0 cars per house. Again, the proposed parking provision of 1 space per townhouse is therefore considered to be appropriate in view of the DCLG research.

Car Parking Provision and Occupancy at TRICS Comparator Sites

- 4.3.16 In addition to the above, the TRICS Database has been utilised to provide a review of the car parking demand at similar residential schemes to the proposed development.
- 4.3.17 The TRICS sites used to inform the likely trip generating potential of the proposed development (see **Chapter 5** and **Appendix C**) have been tabulated and analysed in **Table 4.3** to determine what the typical occupancy rates and parking space provision are at these comparator sites.

Table 4.3 – Car Parking Provision and Occupancy at TRICS Comparator Sites

TRICS Site Reference	No. of Dwellings	Parking Provision	Maximum Observed Parking Occupancy	% Ratio of Max Observed Occupancy to Unit Numbers
AN-03-A-07	55	117	65	118%
CL-03-A-02	76	226	76	100%
DH-03-A-01	50	87	15	30%
DR-03-A-01	54	61	24	44%
EG-03-A-03	50	0	24	48%
FA-03-A-01	37	52	23	62%
FI-03-A-02	58	109	49	84%
MA-03-A-01	74	239	47	63%
RO-03-A-04	39	86	36	92%
SD-03-A-01	27	122	32	118%
SF03-A-01	77	171	42	54%
WX-03-A-01	34	47	30	88%
Average				75%

**The maximum observed demand cannot be obtained because the initial car parking occupancy was not observed*

- 4.3.18 Review of **Table 4.3** shows that, of the comparator sites where the initial parking occupancy was observed, the average number of parking spaces actually used by residents of similar schemes is only 0.75 per house, on average.
- 4.3.19 This is therefore less than the level of provision proposed as part of the proposed development (i.e. 1.0 spaces per house).

Summary

- 4.3.20 Overall, the proposed development and associated parking arrangements do not present a cause for concern in terms of the safety or operation of the local highway network, particularly when having regard to the sustainable credentials of the Site, and the low level of car ownership that is likely to occur at the Site, based on local census data, Government research, and observed parking occupancy at comparator sites contained in the TRICS database.
- 4.3.21 As a general principle, it should be noted that any prospective resident considering moving into the proposed dwellings would be doing so in full knowledge of the parking arrangements. This will essentially be a self-regulating factor in the profile of residents and will, by definition, deter individuals from choosing to live at the site for whom owning more than one car is a necessity.
- 4.3.22 It is also considered that the scheme accords with the recent transport planning paradigm shift away from 'predict and provide' and towards a 'decide and provide' led approach, recognising the importance of design in influencing more sustainable travel choices.

4.4 Electric Vehicle Charging (EVC) Provision

- 4.4.1 EVC spaces will be provided in accordance with Building Control Regulations Approved Document S, which requires 1 EVC point per parking space.

4.5 Cycle Parking

- 4.5.1 Cycle parking provision will be determined and secured at the detailed design stage via an appropriately worded planning condition.

4.6 Servicing

- 4.6.1 A secure bin store is provided within the curtilage of each individual dwelling which is capable of accommodating 2No of bins.
- 4.6.2 On collection days, refuse collection vehicles will service the proposed dwellings, bins will be collected directly from the driveway, whereby a refuse collection vehicle would wait temporarily on street, after servicing the proposed development.



- 4.6.3 **Drawing Number 3705-01-ATR03** in **Appendix B** shows the ability of a large (11.2m long) refuse collection vehicle to safely access, manoeuvre within the Site, and egress in a forward gear by using the proposed turning facility. This is considered to be the largest vehicle to require access to the Site on a regular basis.
- 4.6.4 The above servicing arrangements have been designed in accordance with guidance contained in Manual for Streets (MfS), which sets out that a refuse vehicle should ideally not have to reverse more than 12m, residents should not be required to carry waste more than 30m (excluding vertical distance) to a storage point and refuse collection vehicles should be able to get within 25m of the storage point.

5.0 TRAFFIC GENERATION

5.1 Introduction

5.1.1 This Chapter of the report sets out the average weekday peak hour trip generation forecasts associated with the former Bandstand Public House, the proposed development, and the net trip generating potential of the proposed development.

5.2 Traffic Generation – Former Public House

5.2.1 The vehicle trip demand associated with the Site's former use as a public house has been forecast in accordance with weekday vehicle trip rates obtained from surveys of schemes of a similar location and nature contained within the industry standard TRICS Database (version 8.26.6).

5.2.2 TRICS is a widely accepted national database of historical trip demand information and contains observed traffic data for a large number of development type sites. As such, it is considered to produce reliable base trip rate estimates.

5.2.3 For the purpose of obtaining trip rates for the Site's former use, the following search criteria has been applied within the TRICS database:

- i) TRICS land use category – “Hotel, Food & Drink – Pub / Restaurant”
- ii) Weekday surveys only;
- iii) Sites in Edge of Town Centre and Suburban Areas only; and
- iv) Selection by Gross Floor Area (GFA).

5.2.4 The full TRICS outputs are contained in **Appendix C** and **Table 5.1** summarises the weekday AM and PM peak hour trip rates (per 100m²), and the associated trip generation forecasts when these trip rates are applied to the former public house (circa 1,140m²).

Table 5.1 – Former Use Vehicle Trip Rates and Traffic Generation Forecasts

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle Trip Rate (per 100m ²)	0.477	0.214	0.691	2.374	1.766	4.140
Traffic Generation (1,140m ²)	5	2	8	27	20	47

5.2.5 A review of **Table 5.1** demonstrates that the former public house would have been capable of generating around 8 two-way vehicle trips in the AM peak hour and 47 two-way vehicle trips in the PM peak hour, on average.

5.2.6 Whilst the former public house use of the site was extinguished by the 2018 fire and subsequent demolition, it is nonetheless considered to be useful to acknowledge that the site is previously-developed land that was capable of generating traffic on the local network, for comparison purposes with the proposed redevelopment.

5.3 Traffic Generation – Proposed Residential Use

5.3.1 Average weekday vehicle trip rates have been derived for the TRICS land use category ‘Residential – Houses Privately Owned’. The selection criteria adopted is as follows:

- i) Selection by number of dwellings;
- ii) Weekday surveys only; and
- iii) Edge of Town Centre and Suburban sites only;
- iv) Semi-detached and Townhouses only (excluding detached, bungalow and flats).

5.3.2 The full TRICS outputs are contained in **Appendix C** and **Table 5.2** summarises the weekday vehicle trip rates (per 1 dwelling) and the trip generation associated with the proposal for 30 dwellings.

Table 5.2 – Proposed Use Vehicle Trip Rates and Traffic Generation Forecasts

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle Trip Rate (per 1 dwelling)	0.163	0.429	0.592	0.345	0.223	0.568
Traffic Generation (Proposed 30 dwellings)	5	13	18	10	7	17

**Subject to rounding*

5.3.3 Review of **Table 5.2** demonstrates that the proposed development would generate a total of approximately 18 two-way trips in the AM peak hour (08:00-09:00) and 18 two-way trips in the PM peak hour (17:00-18:00). Volumetrically, this equates to just 1 two-way trip every 3-4 minutes in the AM and PM peak hours, on average.

5.4 Net Forecast Traffic Generation

- 5.4.1 The vehicle trip demand associated with the proposed development has been compared against that of the former public house use of the Site in order to understand the net operational impact of the proposed development. This is summarised in **Table 5.3**.

Table 5.3 – Net Forecast Traffic Generation of the Former and Proposed Uses

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Former Use Traffic Generation	5	2	8	27	20	47
Proposed Use Traffic Generation	5	13	18	10	7	17
Net Difference	0	+11	+10	-17	-13	-30

- 5.4.2 Review of **Table 5.3** demonstrates that the proposed development is forecast to generate a net increase of 11 two-way vehicle trips in the weekday AM peak hour. Volumetrically, this equates to a net increase of just 1 two-way trip every 4-5 minutes in the AM peak hour, on average.
- 5.4.3 In the PM peak hour, the proposed development is forecast to result in a net decrease in 30 two-way vehicle trips when compared against the former public house use of the Site.

5.5 Summary

- 5.5.1 In view of the above, it is considered that the proposed development will not give rise to any unacceptable impacts on the local highway network and is therefore considered to be acceptable from a trip generation and traffic impact perspective.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis has been appointed on behalf of R S 786 Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of the former Bandstand Public House site off Wall Way, Gorton. The redevelopment comprises a residential development of 30 houses.
- 6.1.2 The Site was formerly occupied by the Bandstand Public House, which suffered fire damage in 2018, and which was demolished soon afterwards. Around half of the Site comprises the car park of the former public house.
- 6.1.3 PIA data has been analysed using CrashMap which indicates that the pattern of accidents within the vicinity of the Site is not considered to present a material concern in the context of the proposed development, particularly in view of the fact that the A57 carries in the region of 32,000 two-way traffic movements per day (source, Department for Transport Road Traffic Statistics), and that accidents will inevitably be concentrated at junctions such as those surrounding the Site, where traffic streams make conflicting movements.
- 6.1.4 A high-level review of the accessibility of the Site has been undertaken. This demonstrates that the Site is well located to facilitate journeys to be made to / from the Site by sustainable travel modes, being within walking distance of a number of amenities, within cycling distance of various settlements, and having good access to bus and rail services.
- 6.1.5 Vehicular access to the proposed development will be via a 5.5m wide two-way access road from Wall Way, with 2m wide footways, at the same location as the access to the former Bandstand Public House.
- 6.1.6 The proposed development comprises 30No. car parking spaces for the proposed semi-detached and townhouses (which equates to a provision of 1.0 spaces per dwelling). This report has demonstrated that this level of provision will be sufficient to cater for the parking demand of the proposed development, and this has been informed by a review of the Site's accessibility to non-car travel modes, comparison of parking demand at other similar residential schemes using TRICS, and typical car ownership values based on Government research and local census data.

- 6.1.7 All of the car parking spaces within the Site will be equipped with EVC points in accordance with Part S of the Building Regulations.
- 6.1.8 Cycle parking provision will be determined and secured at the detailed design stage via an appropriately worded planning condition.
- 6.1.9 A secure bin store is provided within the curtilage of each individual dwelling which is capable of accommodating 2No of bins. On collection days, bins will be collected directly from driveway, whereby a refuse collection vehicle would wait temporarily on-street, either before or after servicing the proposed development.
- 6.1.10 The proposed development is forecast to generate a total of 18 two-way vehicle trips in the AM peak hour and 17 two-way vehicle trips in the PM peak hour, on average. This equates to 1 two-way vehicle trip every 3-4 minutes, on average, during the busiest hours. When compared against the vehicle trip demand forecast to be associated with the former use of the Site as a public house, the proposed development is forecast to result in a net increase of just 11 two-way vehicle trips in the AM peak hour, and a reduction of 30 two-way vehicle trips in the PM peak hour, on average. It is considered that this level of trip generation would not cause detriment to the safety or operation of the local highway network.

6.2 Conclusion

- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in Paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.

Appendix A – Proposed Site Plans





Holiday Inn
Express

Debdale Outdoor
Centre

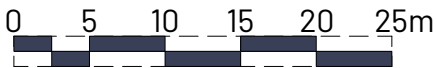
WALL WAY

GORTON LOWER RESERVOIR

Additional access route - via steps due to the
level change - to the reservoir path.

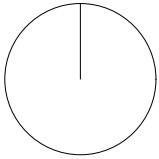
Rear gardens face Wall Way, with permeability
into the site.

Land given back to the LA to allow continuity of
the 'Yellow Brick Road', and improved access to
the reservoir edge.



1:500 @A3

COPYRIGHT OF ATELIER MB LTD
DO NOT SCALE FROM THIS DRAWING
DIMENSIONS TO BE CHECKED ON SITE



This layout achieves:
18 Semi-detached
houses
12 Townhouses

In total achieving
30 Units

Accommodation
Summary:
Type A - 20 no. (4B/6P
14sqm GIA).

Type B - 8 no. (4B/8P
130sqm GIA).

Type C - 2 no. (3B/6P
113sqm GIA).

B
06/08/2026 Updated to suit MM HW
highways comments

A
25/06/2026 Layout updated to suit HW HW
revised house plans.

REV	NOTE	DRN	CHK
-----	------	-----	-----

The Band Stand, Gorton

Proposed Site Plan - Roof Plan

SCHEME	2023
DRWG NO.	P(902)
REVISION	B
SCALE	1:500
DATE 1st	Oct 2025
DRAWN	MM

SK sketch E existing P proposed T tender C construction FI final issue

+44 161 236 0051
ARCHITECT@ATELIERMB.CO.UK

ATELIER.MB

Appendix B – Swept Path Analysis and Visibility Splay Drawings





Key:

Application Site Boundary

Visibility Splays

2.4m x 17m VISIBILITY SPLAY TO THE WEST OF THE MAIN VEHICULAR ACCESS (MEASURED TO THE END OF THE ROAD)

2.4m x 22m VISIBILITY SPLAY TO THE EAST OF THE MAIN VEHICULAR ACCESS (MEASURED TO THE NEAR SIDE CHANNEL LANE)

WALL WAY

Outdoor Debdale Centre



0344 8700 007
axis.co.uk



Client

R S 786 Ltd

Project

The Bandstand, Gorton

Drawing Title

Visibility Splays

Scale

1:500 @A3

Date

10/07/2026

Dwg no

3705-01-D02

Status

Preliminary

Drawn Checked

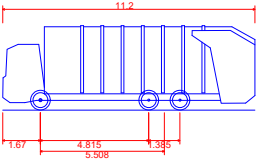
RB LK

Rev



Application Site Boundary

Design Vehicle



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



0344 8700 007
axis.co.uk



Client

R S 786 Ltd

Project

The Bandstand, Gorton

Drawing Title

Swept Path Analysis - Refuse Vehicle

Scale

1:500 @A3

Date

07-08-26

Dwg no

3705-01-ATR03

Status

Preliminary

Drawn

ES

Checked

LK

Rev

Appendix C – TRICS Outputs



Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: C - PUB/RESTAURANT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	IS	ISLINGTON 2 days
	SK	SOUTHWARK 1 day
	TH	TOWER HAMLETS 1 day
02	SOUTH EAST	
	BF	BRACKNELL FOREST 1 day
	HC	HAMPSHIRE 4 days
	RE	READING 1 day
	WS	WEST SUSSEX 1 day
03	SOUTH WEST	
	CW	CORNWALL 1 day
	DC	DORSET 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
	SF	SUFFOLK 1 day
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 day
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD 1 day
	DR	DONCASTER 1 day
	LS	LEEDS 1 day
	NO	NORTH LINCOLNSHIRE 1 day
08	NORTH WEST	
	EC	CHESHIRE EAST 1 day
	LC	LANCASHIRE 1 day
09	NORTH	
	DA	DARLINGTON 1 day
	TV	TEES VALLEY 1 day
11	SCOTLAND	
	AD	ABERDEEN CITY 1 day
	GC	GLASGOW CITY 1 day
12	CONNAUGHT	
	GA	GALWAY 1 day
13	MUNSTER	
	TI	TIPPERARY 1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 1 day

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

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	112 to 2384 (units:sqm)
Range Selected by User:	112 to 2384 (units:sqm)
Parking Spaces Range:	0 - 150

Public Transport Provision:	
Selection by:	All Surveys Included

Date Range:	14/12/90 to 07/11/25
-------------	----------------------

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	6 days
Friday	12 days
Saturday	9 days
Sunday	1 days

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

Selected survey types:

Manual count	33
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	11 days
Suburban Area	22 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
High Street	2 days
Industrial Zone	3 days
No Sub Category	13 days
Residential Zone	14 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	9 days
Servicing vehicles Unknown	23 days

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

Secondary Filtering Selection:

Use Class:

Sui Generis	32 surveys
Unknown	1 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 - 14000

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	3 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	6 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	11 surveys
50,001 to 100,000	2 surveys
100,001 or More	2 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	4 surveys
100,001 to 125,000	4 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	9 surveys
500,001 or More	6 surveys

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

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	14 surveys
1.1 to 1.5	16 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

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	32 surveys
No	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:

3 - Moderate	1 surveys
4 - Good	1 surveys
6a - Excellent	2 surveys
No PTAL Present	29 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

1	AD-06-C-01	PUB/RESTAURANT	ABERDEEN CITY
WESTBURN ROAD ABERDEEN Edge of Town Centre No Sub Category Gross floor area: 315.00 sqm Survey date: Friday 13/05/2005			
Survey Type: Manual			
2	AN-06-C-01	PUB/RESTAURANT	ANTRIM
STEWARTSTOWN ROAD BELFAST ANDERSONSTOWN Suburban Area Residential Zone Gross floor area: 1029.00 sqm Survey date: Saturday 29/11/2014			
Survey Type: Manual			
3	BD-06-C-01	TOBY CARVERY	BRADFORD
ROOLEY LANE BRADFORD Suburban Area No Sub Category Gross floor area: 430.00 sqm Survey date: Saturday 08/12/2012			
Survey Type: Manual			
4	BE-06-C-01	TOBY CARVERY	BEXLEY
CROOK LOG BEXLEYHEATH Suburban Area Residential Zone Gross floor area: 774.00 sqm Survey date: Thursday 15/09/2022			
Survey Type: Manual			
5	BF-06-C-01	HARVESTER	BRACKNELL FOREST
BAGSHOT ROAD BRACKNELL Edge of Town Centre Residential Zone Gross floor area: 725.00 sqm Survey date: Friday 23/11/2012			
Survey Type: Manual			
6	CA-06-C-02	PUB/RESTAURANT	CAMBRIDGESHIRE
HIGH STREET CAMBRIDGE CHESTERTON Suburban Area High Street Gross floor area: 348.00 sqm Survey date: Tuesday 20/06/2023			
Survey Type: Manual			
7	CW-06-C-01	PUB/RESTAURANT	CORNWALL
FORE STREET CAMBORNE POOL Suburban Area No Sub Category Gross floor area: 285.00 sqm Survey date: Friday 21/09/2007			
Survey Type: Manual			

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

8 WOOLER ROAD HARTLEPOOL Suburban Area Residential Zone Gross floor area: 1000.00 sqm Survey date: Saturday 29/09/2007	DA-06-C-01	PUB/RESTAURANT	DARLINGTON Survey Type: Manual
9 MONMOUTH ROAD DORCHESTER Edge of Town Centre Residential Zone Gross floor area: 175.00 sqm Survey date: Sunday 18/09/2016	DC-06-C-01	PUB/RESTAURANT	DORSET Survey Type: Manual
10 HERTEN WAY DONCASTER Suburban Area No Sub Category Gross floor area: 2000.00 sqm Survey date: Thursday 23/09/2021	DR-06-C-01	BREWERS FAYRE	DONCASTER Survey Type: Manual
11 OXFORD ROAD MACCLESFIELD Edge of Town Centre No Sub Category Gross floor area: 471.00 sqm Survey date: Friday 10/11/2017	EC-06-C-01	PUB/RESTAURANT	CHESHIRE EAST Survey Type: Manual
12 COLLEGE ROAD GALWAY WELLPARK Suburban Area No Sub Category Gross floor area: 1700.00 sqm Survey date: Thursday 21/09/2006	GA-06-C-01	PUB/RESTAURANT	GALWAY Survey Type: Manual
13 ROW AVENUE GLASGOW SHIELDHALL Suburban Area Industrial Zone Gross floor area: 770.00 sqm Survey date: Saturday 23/11/2019	GC-06-C-01	PUB/RESTAURANT	GLASGOW CITY Survey Type: Manual
14 BOURNEMOUTH ROAD EASTLEIGH AMPFIELD Suburban Area No Sub Category Gross floor area: 450.00 sqm Survey date: Friday 16/11/2007	HC-06-C-02	BEEFEATER	HAMPSHIRE Survey Type: Manual

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

15 LANGSTONE ROAD HAVANT Edge of Town Centre Residential Zone Gross floor area: 800.00 sqm Survey date: Saturday 21/11/2015	HC-06-C-03	PUB/RESTAURANT	HAMPSHIRE	Survey Type: Manual
16 APOLLO RISE FARNBOROUGH COVE Suburban Area Industrial Zone Gross floor area: 615.00 sqm Survey date: Tuesday 11/06/2019	HC-06-C-04	PUB/RESTAURANT	HAMPSHIRE	Survey Type: Manual
17 THE AVENUE FAREHAM Edge of Town Centre Residential Zone Gross floor area: 400.00 sqm Survey date: Saturday 25/09/2021	HC-06-C-05	HARVESTER	HAMPSHIRE	Survey Type: Manual
18 NEWINGTON GREEN RD CANONBURY NEWINGTON GREEN Suburban Area Residential Zone Gross floor area: 350.00 sqm Survey date: Monday 22/09/2014	IS-06-C-01	PUB/RESTAURANT	ISLINGTON	Survey Type: Manual
19 GOSWELL ROAD CLERKENWELL Edge of Town Centre Built-Up Zone Gross floor area: 320.00 sqm Survey date: Friday 30/09/2016	IS-06-C-02	PUB/RESTAURANT	ISLINGTON	Survey Type: Manual
20 MANCHESTER ROAD BURNLEY Edge of Town Centre No Sub Category Gross floor area: 830.00 sqm Survey date: Thursday 29/09/2016	LC-06-C-01	FAYRE & SQUARE	LANCASHIRE	Survey Type: Manual
21 CARDIGAN FIELDS LEEDS Suburban Area No Sub Category Gross floor area: 340.00 sqm Survey date: Saturday 21/09/2013	LS-06-C-01	HARVESTER	LEEDS	Survey Type: Manual

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

22 LUNEBERG WAY SCUNTHORPE Suburban Area Residential Zone Gross floor area: 2384.00 sqm Survey date: Friday 23/09/2005	NO-06-C-01	PUB/RESTAURANT	NORTH LINCOLNSHIRE	Survey Type: Manual
23 MANSFIELD ROAD NOTTINGHAM DAYBROOK Suburban Area Residential Zone Gross floor area: 1185.00 sqm Survey date: Friday 18/05/2007	NT-06-C-02	PUB/RESTAURANT	NOTTINGHAMSHIRE	Survey Type: Manual
24 SOUTHCOTE LANE READING Suburban Area Residential Zone Gross floor area: 520.00 sqm Survey date: Thursday 04/05/2023	RE-06-C-01	BEEFEATER	READING	Survey Type: Manual
25 CLIFF ROAD IPSWICH Suburban Area Industrial Zone Gross floor area: 875.00 sqm Survey date: Friday 18/09/2015	SF-06-C-02	PUB/RESTAURANT	SUFFOLK	Survey Type: Manual
26 ABBEY FOREGATE SHREWSBURY Edge of Town Centre No Sub Category Gross floor area: 350.00 sqm Survey date: Friday 16/06/2023	SH-06-C-03	PUB/RESTAURANT	SHROPSHIRE	Survey Type: Manual
27 ROTHERHITHE STREET ROTHERHITHE Suburban Area Residential Zone Gross floor area: 1123.00 sqm Survey date: Saturday 15/11/2008	SK-06-C-01	PUB/RESTAURANT	SOUTHWARK	Survey Type: Manual
28 GLOBE ROAD STEPNEY Edge of Town Centre Residential Zone Gross floor area: 170.00 sqm Survey date: Friday 07/11/2025	TH-06-C-01	PUB RESTAURANT	TOWER HAMLETS	Survey Type: Manual

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

29 ORMOND STREET NENAGH Edge of Town Centre High Street Gross floor area: 640.00 sqm Survey date: Thursday 26/05/2016	TI-06-C-01	PUB/RESTAURANT	TIPPERARY	Survey Type: Manual
30 MARTON ROAD MIDDLESBROUGH Suburban Area No Sub Category Gross floor area: 1200.00 sqm Survey date: Friday 21/09/2007	TV-06-C-01	PUB/RES.	TEES VALLEY	Survey Type: Manual
31 POSEIDON WAY ROYAL LEAMINGTON SPA HEATHCOTE Suburban Area No Sub Category Gross floor area: 982.00 sqm Survey date: Tuesday 22/11/2022	WK-06-C-02	PUB/RESTAURANT	WARWICKSHIRE	Survey Type: Manual
32 REDDITCH ROAD BIRMINGHAM COTTERIDGE Suburban Area No Sub Category Gross floor area: 500.00 sqm Survey date: Saturday 13/05/2000	WM-06-C-01	BREWERS FAYRE	WEST MIDLANDS	Survey Type: Manual
33 STOCKBRIDGE ROAD CHICHESTER STOCKBRIDGE Suburban Area Residential Zone Gross floor area: 750.00 sqm Survey date: Wednesday 13/12/2000	WS-06-C-01	BREWERS FAYRE	WEST SUSSEX	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WM-06-C-01	12-05-2000	Removed: Most Recent WM-06-C-01 13-05-2000
WS-06-C-01	08-12-2000	Removed: Most Recent WS-06-C-01 13-12-2000
WS-06-C-01	10-12-2000	Removed: Most Recent WS-06-C-01 13-12-2000
WS-06-C-03	11-11-1994	Removed: Site re-surveyed by WS-06-C-01
WS-06-C-03	13-11-1994	Removed: Site re-surveyed by WS-06-C-01

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	1237	0.283	0.202	0.485
08:00-09:00	5	839	0.477	0.214	0.691
09:00-10:00	7	824	1.474	0.624	2.098
10:00-11:00	26	806	0.826	0.587	1.413
11:00-12:00	30	794	1.386	0.802	2.188
12:00-13:00	32	770	2.322	1.128	3.450
13:00-14:00	32	770	2.253	2.107	4.360
14:00-15:00	32	770	1.404	2.245	3.649
15:00-16:00	33	752	1.475	1.500	2.975
16:00-17:00	33	752	1.907	1.443	3.350
17:00-18:00	33	752	2.374	1.766	4.140
18:00-19:00	33	752	2.810	2.294	5.104
19:00-20:00	33	752	2.499	2.616	5.115
20:00-21:00	33	752	1.576	2.495	4.071
21:00-22:00	33	752	0.988	1.955	2.943
22:00-23:00	32	765	0.608	1.286	1.894
23:00-00:00	28	731	0.278	0.743	1.021
Total Rates:			24.940	24.007	48.947

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 718dafcf-5f43-4cc9-833a-53000d76d988

Parameter Summary:

Trip rate parameter range selected:	112 - 2384 (units: sqm)
Survey date date range:	13/05/2000 - 07/11/2025
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	9
Number of Sundays:	1
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 25 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: 25 - 100 DWELLS

Date Range: Minimum: 05/05/1987 Maximum: 24/03/2026

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 226 4000

Days of the week selected:

Monday	1
Tuesday	2
Wednesday	2
Thursday	4
Friday	3

Main Location Types selected:

Suburban Area	12
---------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	12
----------------------------	----

Population <1 Mile ranges selected:

1,001 to 5,000	3
5,001 to 10,000	3
10,001 to 15,000	1
15,001 to 20,000	3
25,001 to 50,000	2

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Population <5 Mile ranges selected:

5,001 to 25,000	2
25,001 to 50,000	4
75,001 to 100,000	2
125,001 to 250,000	2
250,001 to 500,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	6
1.6 to 2.0	1
Not Known	1

PTAL Rating:

No PTAL Present	12
-----------------	----

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
		1 day
03	SOUTH WEST	
	SD	SWINDON
		1 day
04	EAST ANGLIA	
	SF	SUFFOLK
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER
		1 day
09	NORTH	
	DH	DURHAM
		1 day
11	SCOTLAND	
	FA	FALKIRK
		1 day
	FI	FIFE
		1 day
12	CONNAUGHT	
	MA	MAYO
		1 day
	RO	ROSCOMMON
		1 day
13	MUNSTER	
	CL	CLARE
		1 day
14	LEINSTER	
	WX	WEXFORD
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	25 to 100 (units:DWELLS)
Range Selected by User:	25 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 24/03/26

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

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

Selected survey types:

Manual count	12
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:

Suburban Area	12 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:

Industrial Zone	1 days
No Sub Category	1 days
Residential Zone	10 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	11 days

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Secondary Filtering Selection:

Use Class:

C3	12 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:

213 - 10800

Population within 1 mile:

1,001 to 5,000	3 surveys
5,001 to 10,000	3 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	3 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	4 surveys
75,001 to 100,000	2 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys
Not Known	1 surveys

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

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

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	12 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	12 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

LIST OF SITES relevant to selection parameters:

Site 1:	AN-03-A-07	Number of dwellings:	55.00 DWELLS
Development Name:	SEMI DETACHED/TERRACED HOUSING	Survey Date:	20/12/2011
Location:	ANTRIM	Survey Day:	Tuesday
Postcode:	BT41 4LE		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	CL-03-A-02	Number of dwellings:	76.00 DWELLS
Development Name:	PRIVATELY OWNED HOUSES	Survey Date:	25/10/2024
Location:	ENNIS	Survey Day:	Friday
Postcode:	V95 VY0F		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	DH-03-A-01	Number of dwellings:	50.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	28/03/2017
Location:	BISHOP AUCKLAND	Survey Day:	Tuesday
Postcode:	DL14 6RH		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	DR-03-A-01	Number of dwellings:	54.00 DWELLS
Development Name:	SEMI DETACHED HOUSES	Survey Date:	18/09/2013
Location:	DONCASTER	Survey Day:	Wednesday
Postcode:	DN5 9TD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	EG-03-A-03	Number of dwellings:	50.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	09/01/1992
Location:	GREENFORD	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	FA-03-A-01	Number of dwellings:	37.00 DWELLS
Development Name:	SEMI-DETACHED/TERRACED	Survey Date:	30/05/2013
Location:	FALKIRK	Survey Day:	Thursday
Postcode:	FK2 7FL		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	FI-03-A-02	Number of dwellings:	58.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	16/05/2005
Location:	GLENROTHES	Survey Day:	Monday
Postcode:	KY7 4JY		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Site 8:	MA-03-A-01	Number of dwellings:	74.00 DWELLS
Development Name:	SEMI-DET. & TERRACED	Survey Date:	15/07/2011
Location:	BALLINA	Survey Day:	Friday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 9:	RO-03-A-04	Number of dwellings:	39.00 DWELLS
Development Name:	SEMI DET. & BUNGALOWS	Survey Date:	26/09/2014
Location:	ROSCOMMON	Survey Day:	Friday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	SD-03-A-01	Number of dwellings:	27.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	22/09/2016
Location:	SWINDON	Survey Day:	Thursday
Postcode:	SN2 7HT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	SF-03-A-01	Number of dwellings:	77.00 DWELLS
Development Name:	SEMI DETACHED	Survey Date:	23/05/2007
Location:	IPSWICH	Survey Day:	Wednesday
Postcode:	IP3 9BY		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	WX-03-A-01	Number of dwellings:	34.00 DWELLS
Development Name:	SEMI-DETACHED	Survey Date:	25/09/2014
Location:	WEXFORD	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-10	07-06-2024	Not similar house types
BT-03-A-01	20-11-2007	Not similar house types
CF-03-A-03	08-10-2007	Not similar house types
CP-03-A-02	05-09-2005	Not similar house types
CW-03-A-02	18-09-2007	Not similar house types
DL-03-A-07	26-09-2011	Not similar house types
DL-03-A-08	26-09-2011	Not similar house types
DL-03-A-12	29-05-2025	Not similar house types
DN-03-A-08	30-09-2020	Not similar house types
DV-03-A-03	28-09-2015	Not similar house types
ES-03-A-16	14-03-2023	Not similar house types
FU-03-A-02	21-06-2016	Not similar house types
GS-03-A-01	25-05-2004	Not similar house types
HC-03-A-17	12-11-2015	Removed: Site re-surveyed by HC-03-A-18
HC-03-A-18	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19	27-11-2017	Removed: Site re-surveyed by HC-03-A-20

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Site Ref	Survey Date	Reason for Deselection
HC-03-A-20	20-11-2018	Removed: Site re-surveyed by HC-03-A-23
HC-03-A-23	19-11-2019	Not similar house types
HC-03-A-30	14-10-2022	Not similar house types
HF-03-A-01	06-09-2002	Not similar house types
HF-03-A-07	25-03-2024	Not similar house types
HI-03-A-14	23-03-2016	Not similar house types
HO-03-A-02	29-06-2015	Not similar house types
IM-03-A-04	20-05-2024	Not similar house types
KC-03-A-03	14-07-2016	Not similar house types
KD-03-A-02	12-05-2009	Not similar house types
LN-03-A-04	29-06-2015	Not similar house types
LT-03-A-01	24-04-2015	Not similar house types
MA-03-A-02	15-09-2021	Not similar house types
MG-03-A-01	12-10-2021	Not similar house types
MG-03-A-02	12-10-2021	Not similar house types
NF-03-A-01	16-10-2012	Not similar house types
NF-03-A-02	22-10-2012	Not similar house types
NF-03-A-51	13-09-2022	Not similar house types
NY-03-A-01	25-09-2007	Removed: Site re-surveyed by NY-03-A-09
NY-03-A-09	16-09-2013	Not similar house types
NY-03-A-12	27-09-2016	Not similar house types
ON-03-A-02	06-07-2004	Not similar house types
PS-03-A-02	11-05-2015	Not similar house types
RE-03-A-07	01-11-1991	Not similar house types
RE-03-A-07	28-10-1991	Not similar house types
RE-03-A-07	29-10-1991	Not similar house types
RE-03-A-07	30-10-1991	Not similar house types
RE-03-A-07	31-10-1991	Not similar house types
RO-03-A-02	14-07-2011	Not similar house types
SF-03-A-07	09-05-2019	Not similar house types
SU-03-A-01	13-06-2024	Not similar house types
WA-03-A-01	18-11-2008	Not similar house types
WM-03-A-01	03-02-2006	Not similar house types
WM-03-A-05	21-11-2016	Not similar house types
WS-03-A-05	18-04-2012	Not similar house types

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	12	53	0.051	0.227	0.278
08:00-09:00	12	53	0.163	0.429	0.592
09:00-10:00	12	53	0.177	0.233	0.410
10:00-11:00	12	53	0.155	0.166	0.321
11:00-12:00	12	53	0.190	0.181	0.371
12:00-13:00	12	53	0.181	0.147	0.328
13:00-14:00	12	53	0.185	0.219	0.404
14:00-15:00	12	53	0.203	0.208	0.411
15:00-16:00	12	53	0.242	0.177	0.419
16:00-17:00	12	53	0.293	0.206	0.499
17:00-18:00	12	53	0.345	0.223	0.568
18:00-19:00	12	53	0.292	0.163	0.455
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.477	2.579	5.056

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 970d47a5-d21d-4acd-abd3-0319a4a43339

Parameter Summary:

Trip rate parameter range selected:	25 - 100 (units: DWELLS)
Survey date date range:	09/01/1992 - 25/10/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	51
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.