

[REDACTED]

From: [REDACTED]
Sent: 24 October 2023 12:48
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0
Attachments: image006.emz
Categories: Filed by Newforma

[REDACTED]

That sounds fine.

If the trends indicate no growth, we just need to ensure we explain how we have arrived at the figures we have and why we have made the assumptions that we have.

[REDACTED]

Lead Engineer
Bury Council
3 Knowsley Place
Duke Street
BL9 0EJ

Please note my normal working days are Monday and Thursday



From: [REDACTED]
Sent: Tuesday, October 24, 2023 11:07 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0

Thank you for responding [REDACTED]

I have addressed the two elements you raised below, please can you get back to me to confirm this is acceptable:

Traffic Counts vs. TRICS for Trip Gen of Existing Occupied Land Uses in the Red Line

The purpose of using TRICS to estimate existing trip generation of occupied uses within the red line is to then net those off the base traffic flows, as they will be replaced in the future by the trip generation of the proposed development, and avoids double counting. I had avoided making assumptions based on what currently happens at the car park, as it is obviously difficult to know where people are going who park in the car parks and had wanted to be as robust as possible by not overestimating the trips to be netted.

However, I have done a study of the count data following your suggestion. As per the parking calculations you have previously approved, if we assume that 40% of the people parking in the car parks visit land uses within the red line boundary, we would be netting off fewer trips in the peak hour, particularly in the PM peak. Therefore, your suggestion would net off fewer trips. **We are happy to take this approach.**

The table below sets this out, with the trips we :

	Weekday PM Peak Hour (0730-0830)			Weekday Peak Hour (1730-1830)			Saturday Peak Hour (1415-1515)		
Average surveyed	57	38	96	69	48	117	135	144	
Assuming 40% of surveyed traffic are visiting uses within red line (to be used in updated methodology)	23	15	38	28	19	47	54	58	
Trip rate of occupied land uses in red line from TRICS (previously used in TA to net off existing trips)	30	13	43	50	61	111	70	68	

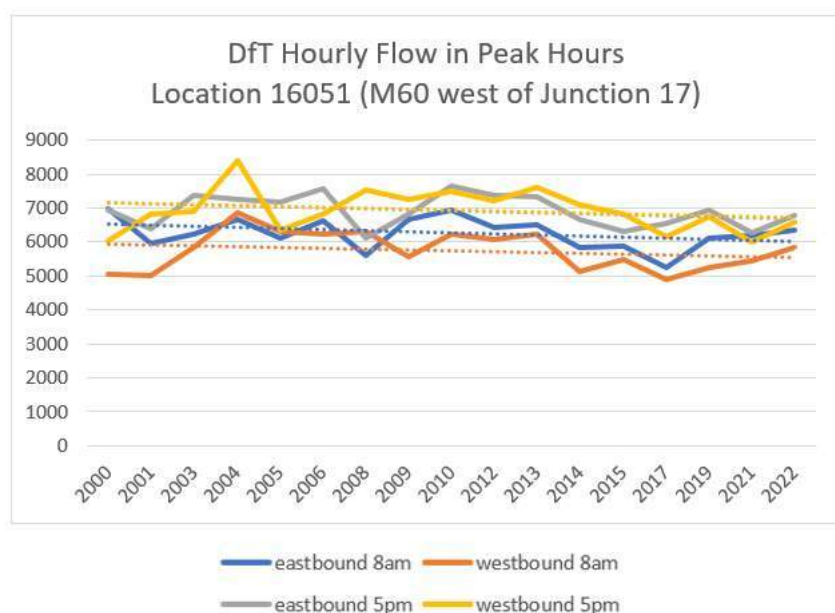
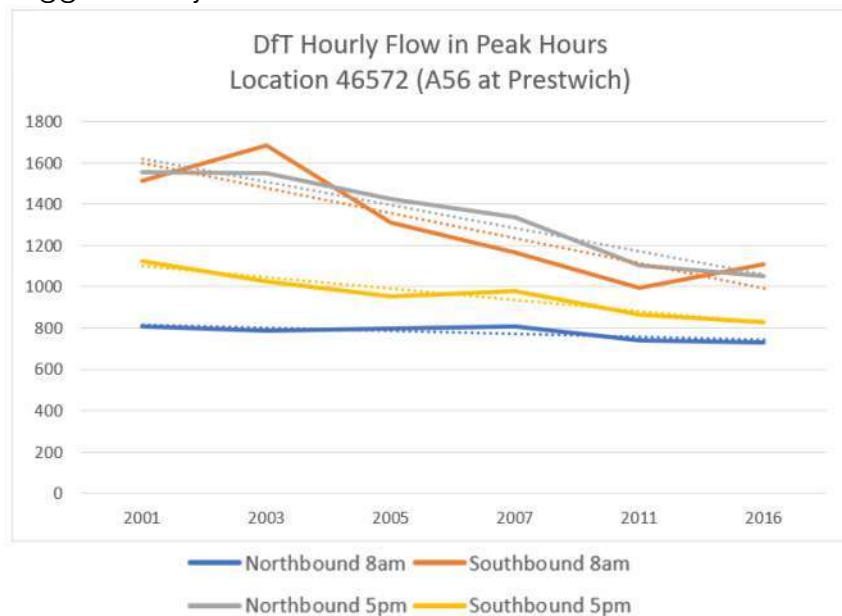
Traffic Growth/No-Growth

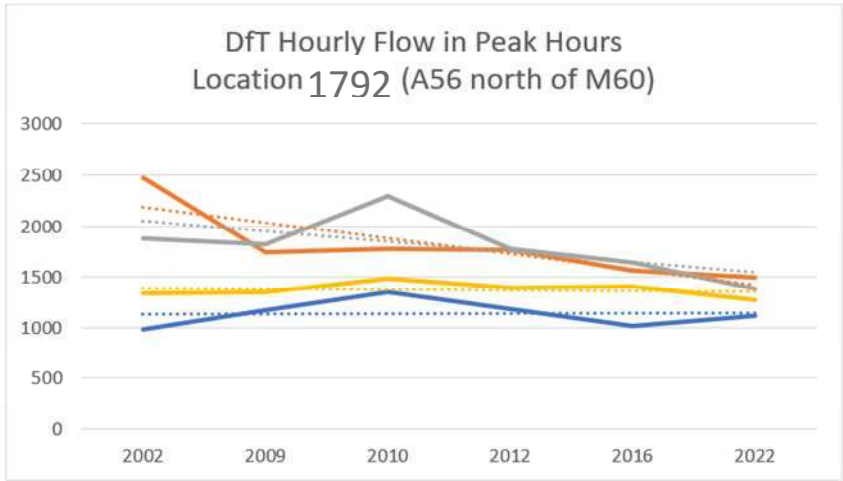
On 20 October we received the following follow-up comment from TfGM in response to my purple text from the email you wrote your red text in. I have added our response.

TfGM Comments: [Quoting Civic Engineers' response] 'A no-growth scenario has been accepted by Richard Dolphin at TfGM for Stretford Kingsway, indeed a 8% reduction in background traffic was accepted. We therefore do not intend to model background growth.' UTC (TfGM) have highlighted that each development is appraised on a case-by-case basis. Therefore, as the Stretford development is in Trafford, not Bury, and had specific circumstances that were related to that site, it is considered that this is not relevant to this development. The LHA and LPA agree with the need to assess proposals need to be judged on their own merits. In this regard we advise that you will need to model what you actually think/believe/ expect will happen based on the surrounding local highway network.

Civic Engineers' Response: agreed. The highway network will be modelled as per the situation in the area, which as the graphs submitted show, does not indicate there has been traffic growth on the network, and therefore background traffic growth will not be added. Note that Stretford was mentioned to demonstrate there was precedence for no-growth scenarios being modelled and acceptable to TfGM, not that Civic Engineers is assuming the traffic situation is consistent across Greater Manchester, and we are able to demonstrate there is no local case for adding growth.

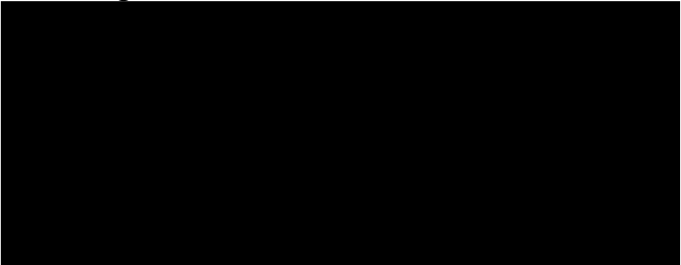
David, you mentioned that you expect to see growth modelled, but what growth period/proportion would that be? There has been no evidence of traffic growth in the past (see downward trend at all three of the nearest DfT counts in the graphs below) and therefore modelling that it will occur in the future, in the context of policy which supports sustainable mode shift, and investment in non-car modes, would not seem a likely scenario. We therefore propose not to add growth, based on evidence from the surrounding area, the approach suggested by TfGM.





Northbound 8am Southbound 8am
Northbound 5pm Southbound 5pm

Thank you for getting back to me, please can you confirm these final points.
Kind regards,



Associate



My work days are: Monday, Tuesday, Thursday and Friday only



Manchester / London / Leeds / Glasgow / Liverpool / Edinburgh / Birmingham

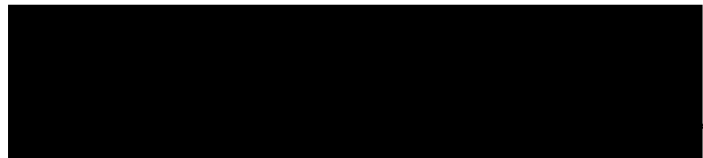




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Cc: [REDACTED]

Subject: RE: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0

[REDACTED]

With regards to points raised and questions asked -see comments in red below

5.1 - Vehicle Trip Generation of Existing Use

This exercise uses TRICS rate to establish current uses. TfGM would query why surveys have not been used? The access points should be surveyed and the relevant car share can be determined from Census data and a vehicle number calculated. Surveys would also help to understand the general movement patterns in the area. *We have a lot of surveys from the car park accesses, however, we can't use these to estimate the vehicle trip generation of the existing uses within the red line boundary (which will be replaced as part of this development and therefore need netting off the background traffic flows) because, as you note below, the car parks are also used by visitors to other parts of the town centre and Metrolink customers. Therefore the survey data does not capture the trip rate of the existing land uses in isolation. TRICS has been used for the existing land uses, which is a widely applied approach, including for vacant sites.*

In this same section the TA states : *"It is assumed that as many of the local shops are currently vacant, that only 50% of them are generating traffic. Furthermore, 30% of the trips to the local shops and the Iceland have been netted off as they will be part of a linked trip to other land uses within or out with the red line boundary. As set out below the table, this has been checked against the observed use of the car parks on the survey days, and is considered appropriate."* TfGM would advise that observing the existing car parks will not help produce an existing trip pattern for the development area. Those existing car parks will also include trips destined for uses outside the development area, for example the Marks and Spencer store, Croma restaurant and Costa Coffee store. *I think this is a misunderstanding and we will rephrase in the TA. We are not using the existing use of the car parks to estimate the trip generation of the existing land uses within the red line boundary (for the reasons you have given here, and the reason I gave in purple above), as explained in the above point.*

Bury would expect to see actual count data- you state you have, so can we please see. I would suggest it is then caveated around points you have made

Page 11 of the TA states that, *"A sense check of the car trips derived from TRICS was carried against the arrivals and departures at the Fairfax Road and Longfield car parks."* It is not clear what the sense check involves, what methodology and / or data has been used? *I will make this clearer.*

Noted

5.2 - Vehicle Trip Generation of Proposed Use

The TA states that some town centre locations have been used in the TRICS analysis. TfGM do not consider town centres comparable to the location assessed in the TA. Same applied for edge of town centres. We advise the use of suburban areas as a starting point. *The development is itself a town centre, and there are similar town centres included in the TRICS surveys. What's more, the development will reinvigorate the centre, so this location type is appropriate.*

We would consider approach taken – consider as a town centre -to be acceptable and appropriate

5.3 - Net Vehicle Trip Generation

The TA states that, *"Note that currently, only trips from the occupied portion of the existing development within the red line boundary has been netted off. For the Transport Assessment, the trip generation of the full extant development GFA within the red line will be netted off, as there is no planning reason why the full existing*

development could not be re-occupied, and therefore the proposals should be compared against the consented impact of the development.” TfGM would ask if the buildings are in a good state of repair and if in practice they could be brought back into use. If they are not then the full existing complement should not be netted off. It is standard practice to net off the full approved/exant development area of the existing buildings. This is carried out for vacant sites as well, and therefore the proportion that is occupied, and its state of repair is not material. Please confirm. This approach was agreed with TfGM at fully vacant sites on Upper Brook Street, Manchester and for partially vacant sites such as Stretford Mall, and therefore this same approach will be applied for Prestwich redevelopment.

Nevertheless, the current approach for calculating existing trips is unacceptable to us as written in Paragraph 2 above. There is no operational reason as to why counts cannot be collected around the development which is well constrained by the highway and access points. As mentioned by me in response to the first point above, and by TfGM in the second point, surveys at the car park cannot be used to estimate the trip rate of the existing land uses, which is why TRICS has been used, as is standard practice.

We’d expect to see actual count data as detailed above

7.2 – Trip Distribution

The TA states that, *“The proposed development trips were distributed to and from the Fairfax Road car park, as this is where development parking will be consolidated. These were applied to the network using the turning proportions into and out of the existing Fairfax Road car park as observed in the surveys at the Fairfax Road/Rectory Lane and A56/Fairfax Road junctions during the Friday 23 June 2023 and Saturday 17 June 2023 surveys.”* As a methodology, this is acceptable providing that TROs will be in place in the surrounding area to prevent on road parking unless resident in the immediate area. Is this being fully reviewed, as the development trip patterns will be primarily dependant on parking arrangements even beyond those located in close vicinity of the development. Noted that TfGM accept that vehicle trips will be distributed as per the existing turning proportions at the surveyed junctions.

Noted

8.1 - Background Traffic Flow in Study Area

TfGM do not agree with the TA approach of not applying growth factors to traffic flows. TfGM have checked the data from a permanent count located along the A56 near the study area and 2023 flows are higher than those recorded in previous years. The TA states that not applying growth factors was recently adopted and agreed with TfGM for scenario testing of Kingsway in Stretford, Trafford. It is not clear to HFAS to what testing the TA refers to, but it is considered that this should not be adopted for this development. It does not align with policy to include background vehicle growth, as it contradicts the aims of TfGM in the Greater Manchester Transport Strategy 2040 for 50% of trips to be by walking, cycling and public transport by 2040. To be serious about meeting policy aims, we can’t be trying to accommodate traffic growth that would undermine adopted policy aims. A no-growth scenario has been accepted by Richard Dolphin at TfGM for Stretford Kingsway, indeed a 8% reduction in background traffic was accepted. We therefore do not intend to model background growth. Please also see below peak hour traffic counts from the DfT website for the three locations around the development, showing that background traffic is reducing/remaining steady, indicating further evidence that it would not be appropriate to model background growth, along with the other trends discussed in the TA Scoping Note as submitted.

We’d expect to see traffic growth factored in. Once again this should be then caveated around 2040 and aim for zero traffic growth of private vehicles

**Lead Engineer
Bury Council**

2772

Prestwich

Response to Highways Comments Received 3rd November '23

9th November 2023



Item	Comments received from [REDACTED] of Bury Council on 3 rd November 2023	Design team response 9 th November 2023
1	There are concerns regarding the introduction of vehicular access/HGV service vehicles onto the existing adopted pedestrianised areas of Poppythorn Lane where none (other than occasional maintenance/emergency service vehicles) are currently encountered by pedestrians. We feel that this could well lead to objections to the planning application (and in-parallel stopping-up order) and to the principle of 'upgrading' of these routes to vehicular use (unlike the examples mentioned to us where it appears that streets have been effectively 'downgraded' with vehicular use reduced). The ability to service the new development from other points onto Rectory Lane should be explored.	Alternative options have been tested with access being provided directly to and from Rectory Lane however this would result in the requirement for large vehicles to reverse and turn within the heart of the development. These maneuvers are shown on Civic Engineers drawings 4001 and 4002 appended. We propose to continue with the Pedestrian Zone solution currently shown with vehicular access in restricted hours to be confirmed. An alternative servicing scenario would be available outside of these hours with vehicles accessing from Bury New Road and maneuvering in the proposed turning space. This maneuver is also shown on the above referenced drawings.
2	We would suggest that the minimum retained footway width on Bury New Road to the rear of the existing bus shelter should be around 2.5-3m or so in width, outside of the footprint of the shelter. The limits should therefore be extended to the east as far as practicable so that the existing trees, especially the northerly one that is located closer to Bury New Road, are retained within the proposed rain garden areas, with these areas reconfigured so that they are located clear of the future adopted highway limits.	The proposed extents of adoption has been adjusted to maintain a minimum 2.5m footway to the rear of the bus shelter. The revised proposals are shown on Civic Engineers drawing 10025 appended.

3	The existing service yard to be converted into a shared parking/service/bin storage area served from the southerly bend in Rectory Lane would not be suitable for adoption, especially as the information submitted shows that the larger refuse collection vehicle cannot now enter and leave this area in a forward gear, unless additional land is secured (which is an issue that needs to be considered in any event before this service area is used for the new purposes proposed)	The proposed extents of adoption have been amended as requested and are shown on Civic Engineers' drawing 10025.
4	The proposed footway to the north of the above shared parking/service/bin storage area/south of the Community Hub would also not be suitable for adoption as, due to the alterations to the adopted highway limits on Bury New Road, would not form a continuous link from Rectory Lane to Bury New Road.	The proposed extents of adoption have been amended as requested and are shown on Civic Engineers' drawing 10025.
5	Due to the above, the extent of adopted highways to be stopped-up would need to be reconsidered with a footway parallel to the bend retained. The width/position of the footway to be retained can be the subject of a further discussion, reflecting the existing limits of adoption on both sides of the service yard access, need to retain adequate levels of visibility at the junction within the limits of adoption, footway widths on both sides of/approaches the bend, limits of the proposed rain garden clear of the adopted highway where possible, etc.	The proposed extents of adoption have been amended as requested and are shown on Civic Engineers' drawing 10025.
6	There is a need to liaise with GMFRS in view of the multiple access points and routes being proposed for fire tender access, including locations where it may not be practicably possible/safe to allow vehicular access, e.g., through the existing bus layby on Bury New Road, immediately at the existing pelican crossing on Fairfax Road and via the tactile paving, etc.	Consultation with the Fire Service will be undertaken.

7	In association with the above, the need for/type of 'dropped bollards' (PAS rated – please confirm?) would need to be clarified as well as, if raise and lower bollards are proposed (but ideally not telescopic), whether the one(s) located on the adopted highway could be maintained by the same company/entity that will be maintaining the proposed 'non-adopted' areas.	Noted. We would anticipate that this will be resolved through the Development Access & Management Strategy which we expect would be Conditioned as part of the Planning Application.
8	Who would have control of the proposed bollards, both on and off the highway?	As above the approach is to be confirmed.
9	It would be the Highway Authority's preference for the proposed rain gardens to be adopted by United Utilities, so would appreciate if this could be pursued by the development team.	Noted. The design team will discuss this approach with UU. We would welcome the opportunity to speak to the relevant people at Bury Council regarding the approach to maintenance in case UU adoption is not feasible. The maintenance is no more onerous than a traditional gully system and grass verge.
10	In view of the proposal to provide remote parking for the vast majority of the development, what proposals are there to upgrade the existing crossing facility on Fairfax Road and pedestrian route(s) to the Phase 1(b) part of the development as part of the Phase 1(a) works?	Allowance has been made for upgrading the crossing facilities on Fairfax Road. The detail will need to be Agreed with Bury Council and TfGM. We understand that wider connectivity is focus of a separate study funded by TfGM.
11	Can a partial traffic calming scheme be implemented on Rectory Lane? The only physical measure on the Rectory Lane route (other than red Textureflex banding and slow markings) is the raised crossing at the pedestrian access to Prestwich Metrolink.	It is feasible to introduce raised tables in isolation on the highways network. As mentioned a raised crossing already exists on Rectory Lane adjacent to the Metrolink station. It is likely that the raised table will not be installed in the initial phases of development but will be completed at a later date along with the carriageway works associated with Phase 2. This is to avoid damage during Construction works.
12	It is proposed to formalise a crossing point across Rectory Lane along the line of the Poppythorn Lane route, to the north of the existing tactile paved crossing point that has been designed to minimise any pedestrian crossing/vehicle turning conflicts, which is reflected by the off-set crossing position and provision of bollard and rails. Should this be reconsidered in view of the safety issues that this would present?	This has been tracked and vehicular access does not conflict directly with the crossing point This will be tested further once detailed design of this section commences and revised if necessary.

13	The nose-in parking proposed close to the bend are unusual features on the adopted highway and should be changed to a parallel lay-by, even if this results in the loss of a few spaces.	We don't feel that perpendicular parking is a particularly unusual feature and is promoted through Manual Streets as contributing to traffic calming. The visibility at the bend has been tested and we do not feel presents an issue. At the appropriate point we would propose a Safety Audit and refinement to the design if required.
14	Interim servicing/access arrangements for the new development for the interim period between Phases 1(b) and 2 would need to be clarified (I believe that they are a 'Work In Progress').	A drawing will be produced to illustrate how Phase 1 will be serviced in advance of the Phase 2 works being completed.
15	Parking provision and allocation will need to be clarified and indeed justified in due course. Any off-site mitigation measures as a result of the development may well be needed and/or conditioned (e.g., Residents parking scheme(s) in the adjacent residential areas).	The parking strategy has been discussed and agreed in principle with Bury Council's David Bland. The strategy will be described in detail along with justification in the development Transport Assessment.
16	Has the removal of the bus lay-by on Rectory Lane been agreed with the appropriate section of TfGM?	The bus stop is shown to remain with buses stopping on carriageway rather than in a lay-by. This has not been discussed with TfGM at this stage but we expect would be well received as it avoids the risk of buses becoming "stuck" in the layby allowing for more efficient running. When consultation occurs at the appropriate time the layby could be straightforwardly introduced through the detailed design if required.
17	I presume that the need to accommodate GMFRS's vehicles at Highfield Place is not a Highway Authority issue as this highway is not adopted? Please could this be clarified.	This is currently being reviewed by Bury Council.

Drawings Appended

2772-CIV-XX-XX-D-H-40001 WIP Refuse Vehicle Tracking Poppythorn Lane

2772-CIV-XX-XX-D-H-40002 WIP Rigid Vehicle Tracking Poppythorn Lane

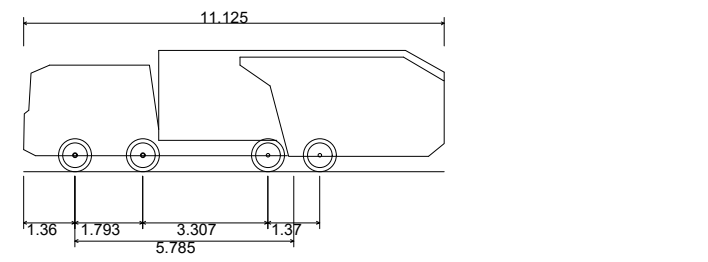
2772-CIV-XX-XX-D-H-10013 Proposed Extents of Adoption



STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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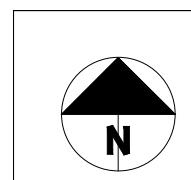
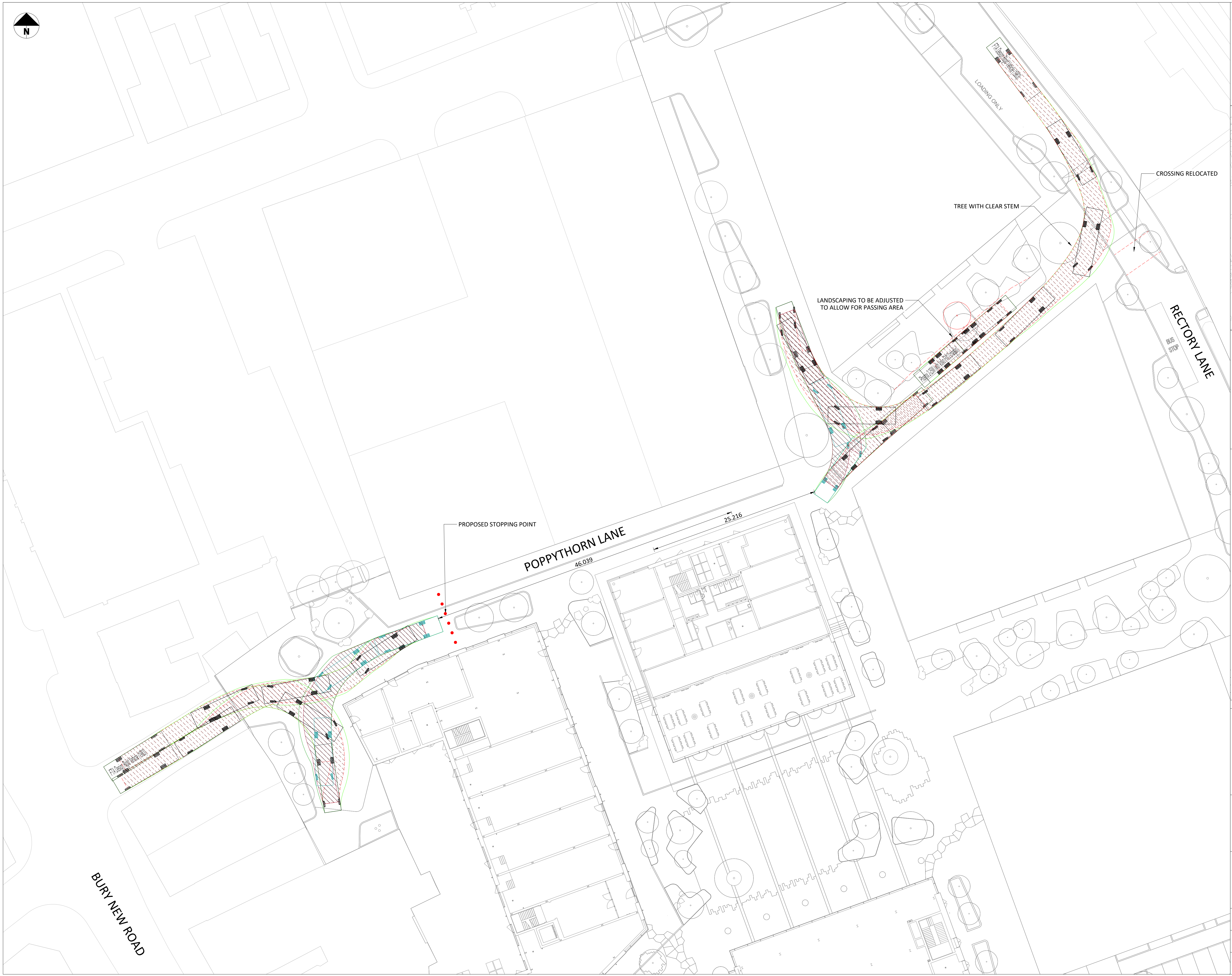
Phoenix 2-25W (with Volvo FM12 chassis)	11.125m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.250m
Kerb to Kerb Turning Radius	

WIP

DATE	REV	DESCRIPTION	DRAWN	CHKD
				
MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6757 LONDON Reeds Wharf, 33 Mill Street, London SE1 2AX. Tel: 020 7253 2977 LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS11 5WZ. Tel: 0113 2025 130 GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 829 www.civicingineers.com				
PROJECT				
MUSE, PRESTWICH				
TITLE				
REFUSE VEHICLE TRACKING SERVICE YARD				
DRAWING STATUS				STATUS CODE
INFORMATION				
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
2772	1:250	MAY '23	ZH	KY
DRAWING No.				REV
2772-CIV-XX-XX-D-H-40001				P04



FILE LOCATION PATH: \\S01\PROJECTS\DRIVE\PROJECTS HOT\2772 MUSE - PRESTWICH\CH\004 BIM\TRANSPORT\2772-CIV-XX-XX-D-H-40001_40002 - SERVICE YARD TRACKING.DWG



- STANDARD NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
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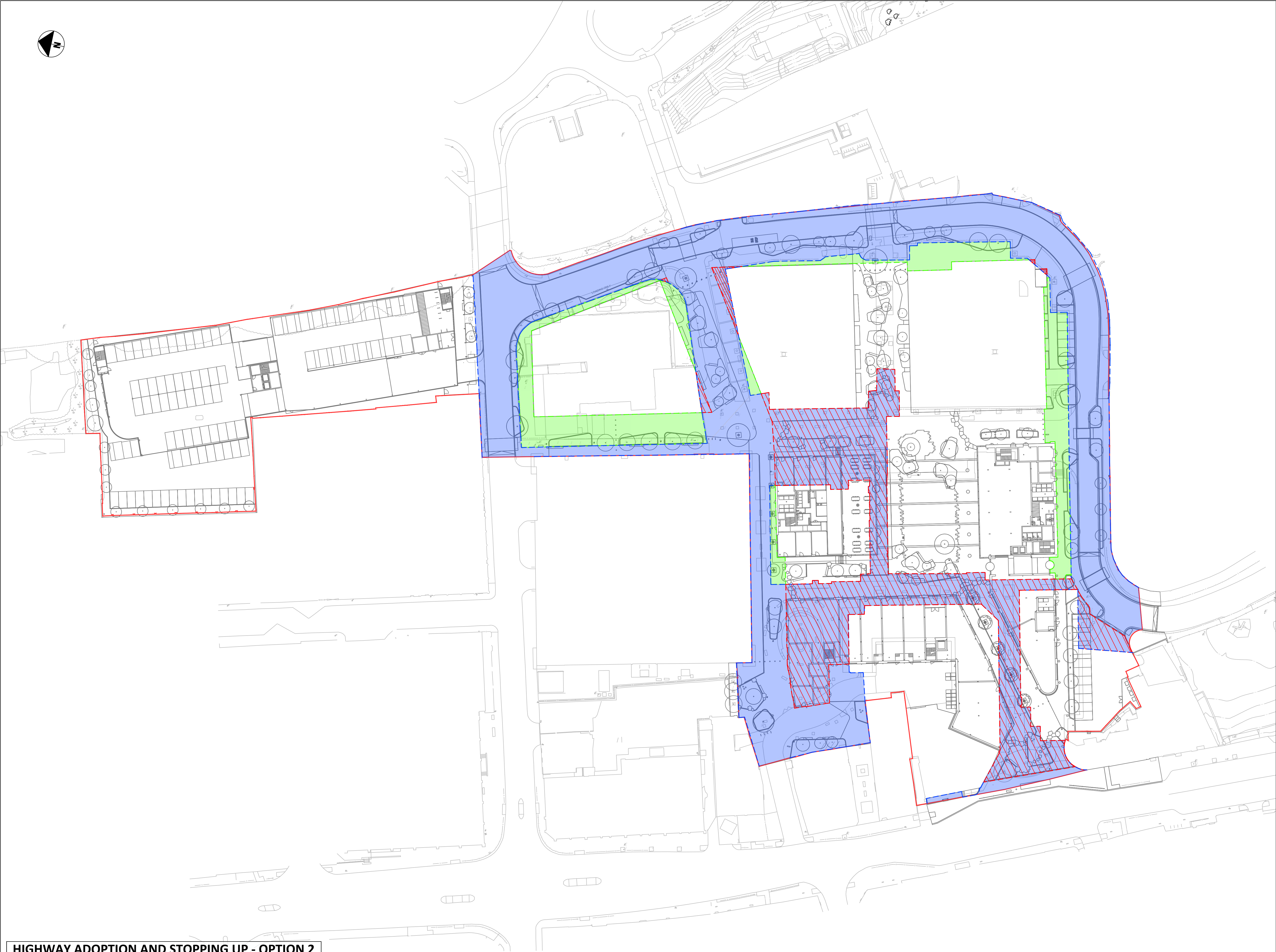
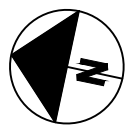
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FTA Design Rigid Vehicle (1983)	10.000m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	4.008
Lock to lock time	12.000m
Kerb to Kerb Turning Radius	

WIP

DATE	REV	DESCRIPTION	DRAWN	CHKD
MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6757 LONDON Reeds Wharf, 33 Mill Street, London SE1 2AX. Tel: 020 7253 2977 LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS11 5WZ. Tel: 0113 2025 130 GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 8809				
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TITLE				
RIGID VEHICLE TRACKING SERVICE YARD				
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INFORMATION				
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
2772	1:250	MAY '23	ZH	KY
DRAWING No.				REV
2772-CIV-XX-XX-D-H-40002				P04



HIGHWAY ADOPTION AND STOPPING UP - OPTION 2	
AREA OF EXISTING ADOPTED HIGHWAY	8948m ²
AREA PROPOSED FOR STOPPING UP	2567m ²
AREA PROPOSED FOR ADOPTION	1450m ²
POST DEVELOPMENT AREA OF ADOPTED HIGHWAY	7831m ²

STANDARD NOTES

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NOTES:

- THE TOPOGRAPHICAL SURVEY WAS PROVIDED BY BARTON WILMORE ON 15.03.23.
- INFORMATION ON THE EXTENTS OF ADOPTED HIGHWAY HAS BEEN TAKEN FROM THE BURY.GOV.UK WEBSITE.
- THE ADOPTION EXTENTS SHOWN ON THE DRAWING EXTEND BEYOND THE RED LINE BOUNDARY BUT HAVE BEEN SHOW UP TO THE RLB FOR THE PURPOSE OF THIS DRAWING.
- THE SITE MASTERPLAN WAS PROVIDED BY JON MATTHEWS ARCHITECTS ON THE 24.04.2023.

KEY:

- SITE BOUNDARY
- EXISTING ADOPTED HIGHWAY BOUNDARY
- EXISTING PLAN
- OUTLINE OF PROPOSALS
- EXISTING PUBLIC HIGHWAY TO BE STOPPED UP
- EXISTING PRIVATE LAND PROPOSED FOR ADOPTION (CURRENTLY SHOWN AS ADOPTION UP TO BUILDING LINE SUBJECT TO DEVELOPMENT OF LANDSCAPE PLAN)

08.11.23	P02	ADOPTION AREAS AMENDED	CD	PM
15.09.23	P01	ISSUED FOR INFORMATION	ZH	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD



MANCHESTER
LONDON
LEEDS
GLASGOW

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PROJECT
MUSE, PRESTWICH

TITLE
EXISTING EXTENTS OF ADOPTION
WITH MASTERPLAN OVERLAID

DRAWING STATUS					STATUS CODE
INFORMATION					-
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
2772	1:500	14.09.23	ZH	PM	
DRAWING No.					REV
2772-CIV-XX-XX-D-C-10013					P02

[REDACTED]

From: [REDACTED]
Sent: 10 October 2023 16:52
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0

Categories: Filed by Newforma

Thank you, Claire, for getting back to me so quickly, that is much appreciated.

I have added comments on your email in purple. Could you forward them to the appropriate people.

Kind regards,

From: [REDACTED]
Sent: Tuesday, October 10, 2023 2:27 PM
To: [REDACTED]
Subject: RE: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0

Hi [REDACTED]

The comments were provided by colleagues within the HFAS and UTC team and as such I wouldn't be able to advise on any queries relating to the technical details provided.

Could you confirm what the queries are and I can then feedback to my colleagues for comments.

Kind regards

[REDACTED]
Infrastructure Development Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

E-mail [REDACTED]
www.tfgm.com

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

From: [REDACTED]
Sent: Tuesday, October 10, 2023 11:50 AM
To: [REDACTED]

Subject: FW: 02850/E: Prestwich Village Centre, (Longfield Centre site), Prestwich - TfGM Ref: 23/196 - TfGM views on Transport Assessment Scoping Note v. 1.0

Hello Claire,

Thank you for your response to the Transport Assessment Scoping Note which I received via the planning officer Claire Booth.

Do you have availability this week to have a short Teams chat about some of your points? It shouldn't take long but we need to clarify a few points before I can move on with the TA. I can do tomorrow until 2pm, Thursday anytime until 4.30pm and Friday 9-11am or 1-2pm. I also have availability Mon-Wed next week but ideally want to speak this week so that I can keep the Transport Assessment moving towards the planning submission.

Thanks in advance,

Associate

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From:

Sent: Thursday, October 5, 2023 3:55 PM

To:

Cc:

Subject: FW: 23/196 - 02850/E - Prestwich Village Centre, (Longfield Centre site), Prestwich, Manchester, M25 1AY

Good Afternoon

Please find below comments on the updated scoping note (attached) relating to the above pre-application enquiry:

The scoping note states that, *“A number of meetings have been attended by TfGM including 10 May 2023 and 20 July 2023. Minutes are provided at Appendix B.”* It should be noted that neither the Infrastructure Development Officer nor a member of the HFAS team have attended those meetings and as such the content of the discussions that took place cannot be confirmed.

5.1 - Vehicle Trip Generation of Existing Use

This exercise uses TRICS rate to establish current uses. TfGM would query why surveys have not been used? The access points should be surveyed and the relevant car share can be determined from Census data and a vehicle number calculated. Surveys would also help to understand the general movement patterns in the area. *We have a lot of surveys from the car park accesses, however, we can't use these to estimate the vehicle trip generation of the existing uses within the red line boundary (which will be replaced as part of this development and therefore need netting off the background traffic flows) because, as you note below, the car parks are also used by visitors to other parts of the town centre and Metrolink customers. Therefore the survey data does not capture the trip rate of the existing land uses in isolation. TRICS has been used for the existing land uses, which is a widely applied approach, including for vacant sites.*

In this same section the TA states : *“It is assumed that as many of the local shops are currently vacant, that only 50% of them are generating traffic. Furthermore, 30% of the trips to the local shops and the Iceland have been netted off as they will be part of a linked trip to other land uses within or out with the red line boundary. As set out below the table, this has been checked against the observed use of the car parks on the survey days, and is considered appropriate.”* TfGM would advise that observing the existing car parks will not help produce an existing trip pattern for the development area. Those existing car parks will also include trips destined for uses outside the development area, for example the Marks and Spencer store, Croma restaurant and Costa Coffee store. *I think this is a misunderstanding and we will rephrase in the TA. We are not using the existing use of the car parks to estimate the trip generation of the existing land uses within the red line boundary (for the reasons you have given here, and the reason I gave in purple above), as explained in the above point.*

Page 11 of the TA states that, *“A sense check of the car trips derived from TRICS was carried against the arrivals and departures at the Fairfax Road and Longfield car parks.”* It is not clear what the sense check involves, what methodology and / or data has been used? *I will make this clearer.*

5.2 - Vehicle Trip Generation of Proposed Use

The TA states that some town centre locations have been used in the TRICS analysis. TfGM do not consider town centres comparable to the location assessed in the TA. Same applied for edge of town centres. We advise the use of suburban areas as a starting point. *The development is itself a town centre, and there are similar town centres included in the TRICS surveys. What's more, the development will reinvigorate the centre, so this location type is appropriate.*

5.3 - Net Vehicle Trip Generation

The TA states that, *“Note that currently, only trips from the occupied portion of the existing development within the red line boundary has been netted off. For the Transport Assessment, the trip generation of the full extant development GFA within the red line will be netted off, as there is no planning reason why the full existing development could not be re-occupied, and therefore the proposals should be compared against the consented impact of the development.”* TfGM would ask if the buildings are in a good state of repair and if in practice they could be brought back into use. If they are not then the full existing complement should not be netted off. *It is standard practice to net off the full approved/extant development area of the existing buildings. This is carried out for vacant sites as well, and therefore the proportion that is occupied, and its state of repair is not material. Please confirm. This approach was agreed with TfGM at fully vacant sites on Upper Brook Street, Manchester and for partially vacant sites such as Stretford Mall, and therefore this same approach will be applied for Prestwich redevelopment.*

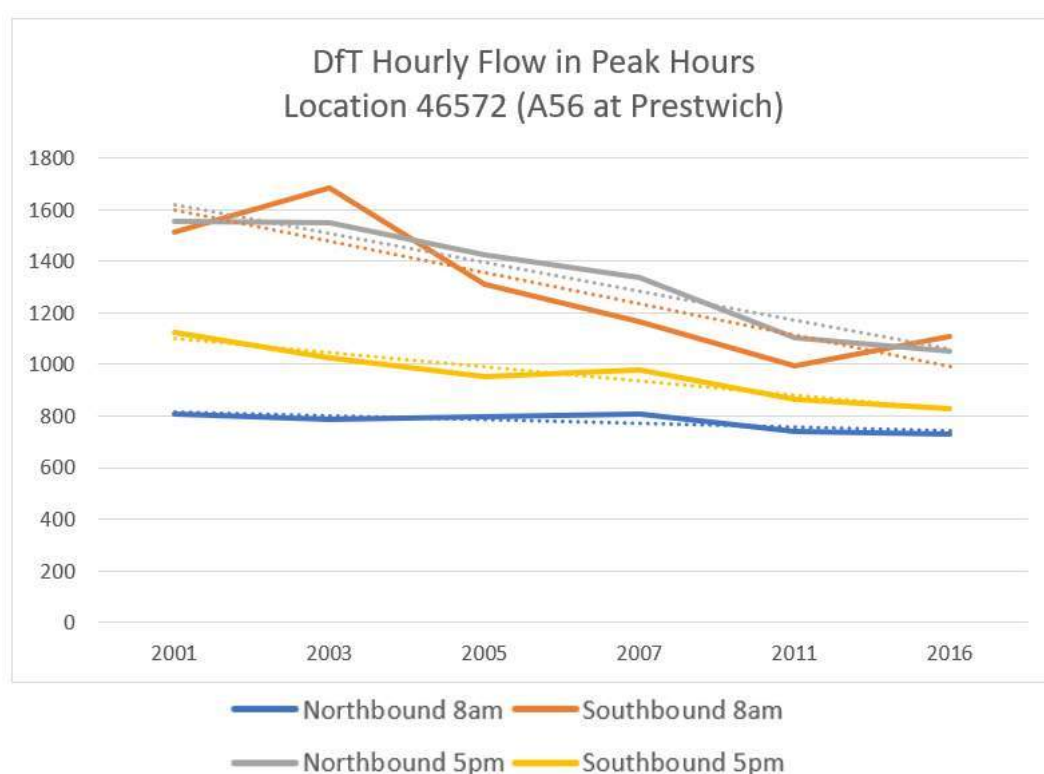
Nevertheless, the current approach for calculating existing trips is unacceptable to us as written in Paragraph 2 above. There is no operational reason as to why counts cannot be collected around the development which is well constrained by the highway and access points. As mentioned by me in response to the first point above, and by TfGM in the second point, surveys at the car park cannot be used to estimate the trip rate of the existing land uses, which is why TRICS has been used, as is standard practice.

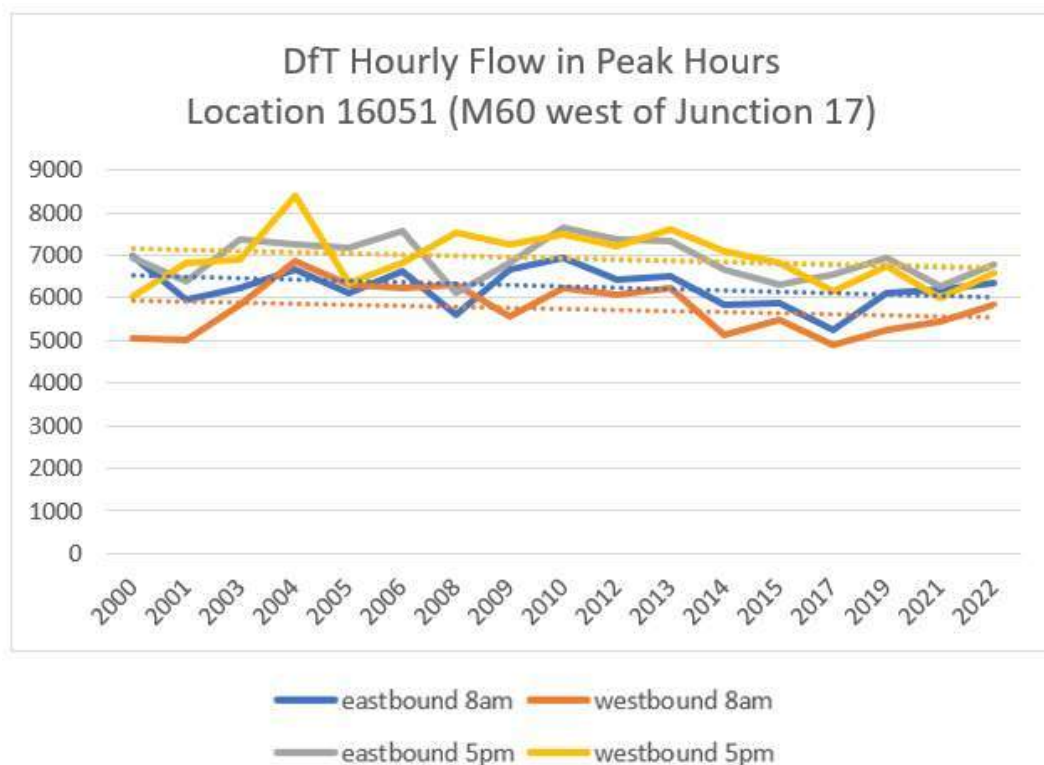
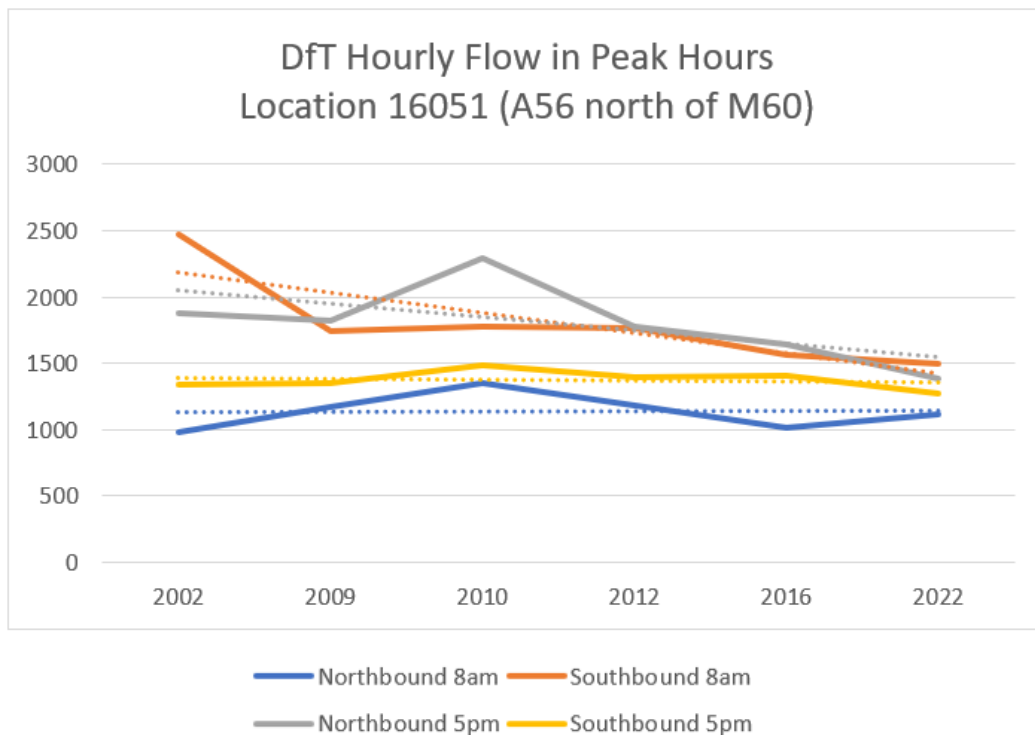
7.2 – Trip Distribution

The TA states that, “The proposed development trips were distributed to and from the Fairfax Road car park, as this is where development parking will be consolidated. These were applied to the network using the turning proportions into and out of the existing Fairfax Road car park as observed in the surveys at the Fairfax Road/Rectory Lane and A56/Fairfax Road junctions during the Friday 23 June 2023 and Saturday 17 June 2023 surveys.” As a methodology, this is acceptable providing that TROs will be in place in the surrounding area to prevent on road parking unless resident in the immediate area. Is this being fully reviewed, as the development trip patterns will be primarily dependant on parking arrangements even beyond those located in close vicinity of the development. Noted that TfGM accept that vehicle trips will be distributed as per the existing turning proportions at the surveyed junctions.

8.1 - Background Traffic Flow in Study Area

TfGM do not agree with the TA approach of not applying growth factors to traffic flows. TfGM have checked the data from a permanent count located along the A56 near the study area and 2023 flows are higher than those recorded in previous years. The TA states that not applying growth factors was recently adopted and agreed with TfGM for scenario testing of Kingsway in Stretford, Trafford. It is not clear to HFAS to what testing the TA refers to, but it is considered that this should not be adopted for this development. It does not align with policy to include background vehicle growth, as it contradicts the aims of TfGM in the Greater Manchester Transport Strategy 2040 for 50% of trips to be by walking, cycling and public transport by 2040. To be serious about meeting policy aims, we can't be trying to accommodate traffic growth that would undermine adopted policy aims. A no-growth scenario has been accepted by Richard Dolphin at TfGM for Stretford Kingsway, indeed a 8% reduction in background traffic was accepted. We therefore do not intend to model background growth. Please also see below peak hour traffic counts from the DfT website for the three locations around the development, showing that background traffic is reducing/remaining steady, indicating further evidence that it would not be appropriate to model background growth, along with the other trends discussed in the TA Scoping Note as submitted.





Junction Assessments

As it stands UTC do not agree with the proposed list of junctions as it should be based on the 30 vehicles per/hour criteria, which will only be known once the trip generation / distribution comments are addressed and agreed. [In the TA we will aim to provide modelling findings for junctions within the study area which experience a net change in trips of more than 30 vehicles per hour in the peak hours.](#)

Kind regards

Landuse Team
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Transport for Greater Manchester

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Appendix I: Parking Management Strategy

Appendix J: Place Informatics Data June 2023

Job Title

Prestwich Village

Report Type

Parking Data Review and Parking
Management Strategy v2.3

Prepared for

The Prestwich Regeneration LLP

Date

7 June 2024

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Appendix I. a: Existing Car Park Occupancy and Future Demand Charts

Appendix I. b: Existing GFA

Parking Data Review and Parking Management Strategy v2.3

Prepared by	Emily Ingham and Michael Cameron
Reviewed by	Emily Ingham
Civic Job No.	2772
Issued	V2.3 on 7 June 2024
Revised	V1.0 21/12/23, V2.0 9/01/24, V2.1 9/01/24, V2.2 on 17/01/24

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Executive Summary

This note presents a review of the parking survey data gathered during the pre-application period preceding the planning application for the redevelopment of Prestwich Village, along with the outline parking management strategy for the new Travel Hub.

The proposed development comprises the redevelopment of the Longfield Shopping Centre (LSC) to bring forward a multi-phase mixed use regeneration scheme that will deliver long-term investment in Prestwich town centre. The proposed scheme will capitalise on the site's well-connected location to deliver a highly sustainable scheme that delivers energy-efficient buildings and encourages active modes of travel / reduces reliance on the private car.

The proposals include:

- A Community Hub with a Library, space for GP and Health Facilities.
- A range of flexible retail premises, leisure facilities including a gym.
- A Market Hall providing a mix of spaces for independent food retailers and traditional retailers.
- A Travel Hub incorporating cycle facilities and modern, safe car parking for visitors to the town and new residents, supplemented by some discrete parking across the scheme largely consisting of accessible spaces.
- Up to 210 New Residential Homes with a proposed parking ratio of 42%

The table below presents the proposed development in the context of the existing development, noting there will be a reduction in commercial space.

Land Use	GIA (sqm/homes)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Retail	3,657	2,944	2,560	-384	-13%
Medical Centre	1,313	1,313	1,914	601	46%
Community (inc. Library)	1,012	1,012	475	-537	-53%
Food & Beverage	0	0	380	380	N/A
Gym/office	0	0	955	955	N/A
Townhouses			13 townhouses	13 townhouses	N/A

Land Use	GIA (sqm/homes)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Flats			197 flats	197 flats	N/A
Total GFA	5,982	5,269	5,617	-320	-6%

See Section 4.3 for further information.

There are two existing public car parks within the site's red line boundary, The Longfield Car Park and Fairfax Road Car Park, with a combined total capacity of 359 parking spaces. These car parks were surveyed on a number of occasions during 2023 in order to gain a clear picture of their use and occupancy levels.

The combined maximum occupancy of the car parks was recorded on a Thursday in January 2023, where the occupancy level reached 84% of the car parks' overall capacity.

The proposed development contains a number of new facilities which essentially reflect a like-for-like replacement of the existing active and vacant premises within the red line boundary, creating modern and attractive facilities, including the proposed new library, GP and Health centre space, and new flexible retail space.

The proposals for the new Travel Hub include 301 parking spaces. The new Travel Hub will cater for town centre visitors who choose to travel by car, as well as providing parking spaces associated with some of the new homes which are proposed within the development. Additionally, 15 car parking spaces will be provided around the development, as well as 26 on-plot at the residential buildings. This is a total of 342 spaces.

Bury Council is currently considering the introduction of charges for the use of the parking spaces within the Travel Hub and the effects of this have been factored into the calculations to support the proposed parking strategy. This includes the potential for the introduction of charges to be a catalyst to encourage a mode shift and for some current Metrolink park & ride (P&R) users to transfer to other appropriate nearby tram stops with dedicated P&R facilities.

An assessment of future car parking demand has confirmed that spare capacity will generally be available at peak times based upon the survey data obtained. Further capacity can be achieved without increasing the overall total number of spaces by enabling some of the proposed residential element of the car parking spaces to be used during the daytime by general town centre visitors, and the implementation of a suite of management strategies to spread the peaks over a longer period, noting that currently the peaks are very short lived (15-30 minutes in duration).

In summary, the proposed redevelopment of Prestwich Village will create a vibrant and attractive new heart for the local community which will embrace existing opportunities and strengthen the ability of visitors and residents to use active travel to make their journeys to and from the town. The proposed new Travel Hub will provide sufficient car parking for those who choose not to travel by more sustainable modes.

1. Introduction

1.1 Purpose of this Report

This note presents a review of the parking survey data gathered during the pre-application period preceding the planning application for the redevelopment of Prestwich Village, along with the parking management strategy for the proposed development.

The development proposals for car parking provision aim to balance the needs of the proposed development with the aspiration to encourage mode shift away from private car use.

Details of the proposed development are set out in the accompanying Transport Assessment.

Note that a detailed parking strategy for the outline element (residential Plots D, E and F at Phase 2) will be required and secured via condition, which will include parking survey information from the outline element.

1.2 Proposed Car Parking

A new Travel Hub (Plot G) is proposed as part of the scheme that includes a 301-space multi-level carpark.

In addition, the following car parking spaces are also proposed:

- A total of 26 spaces incorporated across the residential plots.
- A further 15 spaces are proposed to the rear of the Community Hub (Plot A), which will be disabled spaces for users of the Community Hub and wider Village Centre.
- Total provision of parking will therefore be 342 spaces.

2. Parking Management Strategy

As set out in Section 4 of this note, the proposed development parking can accommodate the projected demand for parking and limit spare capacity in peak periods to avoid an oversupply of parking and promote the use of sustainable transport. This approach is consistent with the overarching objective for the Prestwich Village development aspirations to create a sustainable village centre and aligns with the policy aims of Bury Council and TfGM.

The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.

Bury Council declared a climate emergency and have set a target to be carbon neutral by 2038.

In order to manage the use of the Travel Hub during busy periods, the following management options will be employed in isolation or together:

- **Residential Parking** is proposed at 42% (i.e. 89 spaces) as a total across the site, with 63 of these spaces in the Travel Hub and 26 provided on plot at the residential plots. 63 residential spaces in the Travel Hub will be reserved for residents only, i.e. a permit would be required to use those spaces. Residents and their visitors would also be able to use the remainder of the car park, which, with this most likely to be overnight, would balance well with the other demands on the car park during the day. The day time peak is very short-lived, and outside of these peaks there is more spare capacity. The tidal uses of the car park (town centre visitors during the day, residents at night) will work well together.
- **Travel Planning.** To ensure that only people with low car ownership are attracted to the development, a robust Travel Plan will be in place offering alternatives to car use (funded public transport trials, bike hire, cycle training, car club membership and drive time). A Travel Plan Coordinator will be in role to implement and monitor the Travel Plan, and a summary of Travel Plan measures is provided at Section 2.1 of this document.
- **Pre-occupation Marketing and Development Ethos** will ensure that only people who buy into the sustainable transport aims of the development are attracted to move here. Prospective residents will be engaged with about the limited parking on site, especially during the day.
- **Short Stay Parking.** In the peak, 46% of vehicles parked at the car parks' busiest times are parked for less than 2 hours, and the peak is very short lived. If parking is limited, people will change their behaviour to avoid the peak.
- **Long Stay Parking.** As discussed and agreed with TfGM and Bury Council highway officers, Metrolink passengers and other long-stayers will be discouraged from driving to Prestwich, which could be achieved through the introduction of charges for parking in the new Travel Hub. This will encourage mode shift to more sustainable choices, as well as a shift to other Metrolink stops where free parking is still available.
- **Night Time Economy.** The proposed development will support the night time economy more than the existing town centre, and therefore the demand for parking will be spread into the evening.

- **Ongoing Monitoring.** The parking situation in the Travel Hub will be monitored post occupation, to review the use of the car park and whether specific management measures are required, e.g. adjusting prices, free-parking times, opening hours, etc.
- **Passive Changes.** Perceived scarcity of parking itself will impact on behaviour of drivers, without the introduction of other measures. People will choose to change their work from home/go to work days, shop on different days, make appointments at different times and, crucially, shift to more sustainable modes.
- **Construction.** Disruption during the development construction will lead to behaviour change and different patterns of use when people return to the reconfigured town centre and new parking arrangements.
- **Protection of Surrounding Streets.** The parking situation on the surrounding streets indicated in Figure 1 will be monitored via annual surveys. This represents a 400m (5-minute) walk from the centre of the development. The first surveys will be carried out before work begins on the development, in order to obtain a baseline situation. Within 3-months of first occupation of the development, the streets in Figure 1 will be surveyed to understand day- and nighttime parking on street. This will be repeated annually until 5 years after first occupation of the development. The applicant will fund these annual surveys, and the results will be provided to the LPA. If the surveys indicate that on-street parking on the streets shown on Figure 1 becomes an issue as a result of the occupation of the development, new or amended on-street parking restrictions/permit zones may be beneficial. If this is the case, the applicant will fund the consultation process required with local businesses and residents. This process will be secured via a Section 106 Agreement. The implementation of such parking restrictions, if they are required, is to ensure that users of the Proposed Development do not utilise local streets for parking but rather utilise the parking provided or utilise more sustainable modes as a method of travel.



Figure 1: Extent of New On-Street Parking Control Measures

2.1 Travel Plan Summary

A standalone Framework Travel Plan accompanies the planning application, and includes measures to encourage and enable sustainable travel choices. These are summarised below, with more information provided in the Framework Travel Plan.

- Provision of Car Club vehicles on site.
- Dedicated Travel Plan Coordinator in role.
- Ongoing communication with residents and employees about the Travel Plan.
- Provision of secure cycle parking.
- Provision of cycle mechanic sessions.
- Accommodate Beryl Bike and e-scooter docks for future inclusion on site.
- Integration of existing bus and tram stops.
- Funding for discounted/free public transport tickets for residents and employees.
- Provision of delivery lockers.

3. Survey Data and Existing Use of the Car Park

3.1 Existing Parking Provision

There are two existing public car parks within the site's red line boundary which provide most of the current public car parking in Prestwich town centre. These car parks, and any others within a 10-minute walk of the site are listed in Table 1.

Table 1: Nearby car parks

Car park	Number of spaces	Distance from site	Comments
Longfield centre	180	0m	Public, free
Fairfax Road	179	0m	Includes 2 car club spaces. Public, free
Prestwich Metrolink	33	<50m	Free. For Metrolink customers only
Clifton Road	17	100m	Public, free. Max stay 2 hours
Chapel Street	19	300m	Public, free. Max stay 2 hours
Tesco	700	400m	For Tesco customers only
Aldi	69	400m	For Aldi customers only
Total	1,197		

While there are 1,197 parking spaces within a 10-minute walk of the town centre, 802 (67%) of these are located within customer-only car parks. Of the remaining 395 parking spaces, 359 (91%) are found in the Longfield Centre and Fairfax Road car parks combined.

3.2 Car Parking Survey Approach

The following parking surveys were commissioned, to understand the current use of the car parks, in order to predict future demand:

- January 2023: occupancy surveys of the two car parks for 7 days, 13-19 January 2023. This included vehicle arrival and departure information from the two car parks, from which occupancy can be derived, but didn't include duration of stay.
- June 2023: Parking surveys of the Longfield and Fairfax Road car parks, including arrival departure times, duration of stay and car park occupancy, for 3 days, Saturday 17, Sunday 18 and Friday 23 June 2023.

- July 2023: Additional Occupancy Surveys of the two car parks, full arrival & departure times, for 5 days Monday 10 – Friday 14 July 2023.

Note that January and July are not neutral months for Transport Assessment but offer a good 'busiest case' scenario.

3.3 Parking Survey Results

Car Park Occupancy

Charts 1-3 at Appendix I. a show the occupancy of the existing town centre car parks during the surveyed periods in January, June and July 2023, respectively. Note that for all survey periods, the peak is very short lived, outside of which there is significantly more spare capacity.

The maximum and average surveyed occupancies for the two car parks are shown in Table 2. Note that the maximum occupancy for each car park occur at different times during the day, hence why the combined number of available spaces is not an addition of the individual maxima.

Table 2: Existing car parks surveyed occupancy

Car Park	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Peak surveyed occupancy							
Fairfax Road	75%	79%	74%	61%	54%	32%	63%
Longfield Centre	92%	94%	90%	91%	77%	61%	97%
Combined	84%	86%	82%	76%	66%	46%	80%
Parking demand	300	308	293	273	236	166	287
Average Daytime occupancy (09:00-17:00)							
Fairfax Road	64%	57%	65%	51%	34%	27%	55%
Longfield Centre	76%	80%	77%	76%	62%	45%	56%
Combined	70%	68%	71%	63%	48%	36%	56%
Parking demand	250	245	255	227	171	129	199

The Longfield Centre car park has a higher occupancy rate than the Fairfax Road car park as can be seen from the higher average and maximum occupancies presented in Table 2 above, likely due to its closer proximity to the town centre and Metrolink stop.

There were no times during the survey periods where either or both car parks reached their full capacity.

Duration of stay

The use of the car parks has been disaggregated into duration of stay and assumed destination, to build a picture of how the car parks are currently used, and this is presented in Table 5.

A summary of the data as presented in Figure 2 below shows how long vehicles typically spend in the two car parks. This is based on the June data which gathered duration of stay.

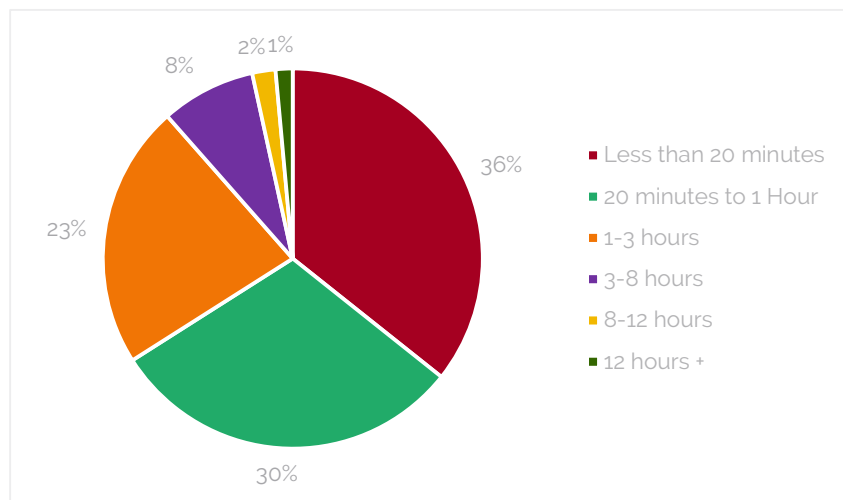


Figure 2: Duration of stay at the two existing car parks

The analysis has been broken down as follows:

- Stays of less than 1 hour - are most likely to comprise of people visiting the town centre and the existing health centre. Of note, this represents a very large proportion of the parking use, at 66% of the trips to the car parks.
- Stays of less than 3 hours – similarly this is most likely to comprise people visiting the town centre and the existing health centre.
- Stays of 8-12 hours – this may comprise a combination of commuters working in the town centre or those using the Metrolink to onward destinations such as the city centre,
- Stays of over 12 hours are likely attributable to use by local residents, or visitors to those residences staying overnight.

66% of all June surveyed stays at the car parks are for one hour or less and just 3% are for stays of eight hours or more. While 3% is a small proportion of the stays at the car parks, this translates to a total of 145 vehicles staying for eight hours or more over the three days. Averaged over the three days this equates to approximately 48 spaces (13%) a day that are taken up by long stay vehicles.

The June data was also analysed to understand the duration of stay of vehicles parked during the busiest time of the car park:

- 46% were parked for less than 2 hours.
- 27% were parked for 2-6 hours.
- 27% were parked for more than 6 hours.

Summary

Considering the car parks as a combined provision, the maximum occupancy across the survey days was 87% on the Friday in January, which was reached at 11:45am. This peak lasted just 15 minutes.

Over the 3-day June 2023 survey period 89% of vehicles using the car parks were parked there for less than three hours. Note that duration information for the January and July surveys is not available.

The use of the car park in the existing situation has been used to develop the parking strategy for the proposed development, covered in the following section.

4. Proposed Parking Strategy

Prestwich benefits from having a significant catchment of existing residents within a short walk or cycle ride of the town centre and in terms of access by public transport, users of the town have access to frequent bus services and are able to arrive by Metrolink from other residential areas that are proximate to the tram stops along the line which connects Bury with Manchester City Centre.

The proposed Prestwich Village development will embrace the opportunities for people to travel without reliance upon the use of the private car, with the scheme's quality public realm proposals integrating with the surrounding active travel connections, both current and proposed. This will align with the modal shift targets outlined by TfGM.

The overarching objective to encourage walking, cycling and the use of public transport will be supported by a proposal being considered by Bury Council to introduce a tariff of charges to use the car parking within the new Travel Hub. This has the potential to remove some of the current longer-duration parking, and to achieve a transfer of mode of travel, particularly for those who visit the town from the nearby residential areas.

4.1 Proposed Parking Provision

The proposed Travel Hub will contain 301 car parking spaces, including provision for accessible parking, electric vehicle (EV) charging and a proportion of the site's cycle parking (with the balance of cycle parking being located in pockets throughout the proposed development).

41 parking spaces will also be provided at surface level within the red line boundary for some on-plot residential parking and accessible parking for the Community Hub.

Therefore a total of 342 parking spaces will be provided. The following sections set out the rationale for this level of provision, drawing on observations of the use of the existing car parks, and applying appropriate factors to allow for the additional proposed development trips.

4.2 Residential Parking Provision Review

A residential parking provision of 42% is proposed, to support a low-car sustainable development in an accessible location, see Table 3 for discussion of precedent examples.

Table 3: Car Park Ratio Precedents and Accessibility

Development, Location	GMAL ¹	Parking Ratio	Accessibility Notes
Velocity, Talbot Road, Trafford	7	Car free	Does not benefit from proximity to town centre uses. Well connected by bus.
Goods Yard, Stoke-on-Trent	n/a	Car free	Does not benefit from proximity to town centre uses. Well connected by rail, cycle and bus.
Liverpool Waters, Liverpool	n/a	0.2	This is a new, low-car, sustainable new neighbourhood north of the city centre in Liverpool, and a parking ratio of 0.2 has been agreed in principle with council officers subject to a proactive Travel Plan being implemented.
Dock 5, Salford	6-7	0.22	Longer walk to tram stop than proposed development, no town centre uses on doorstep.
Stretford town centre redevelopment, Trafford	7	0.25	Comparable to proposed development, regeneration of existing town centre, with provision of new residential parking provided in MSCP.
Kellogg's Development, Trafford	7	0.25	As per Velocity
Proposed Prestwich Village Redevelopment	6	0.42	Benefits from proximity to town centre. Well connected by bus and tram. Travel Plan to encourage low-car lifestyles.
Ordnance Lane, York	n/a	0.33	This is a 20-minute walk from York city centre. Well connected by bus.
Radius, Prestwich	6	0.8	Adjacent to the proposed development but designed over 20 years ago and not considered a relevant example of progressive, sustainable development.

Note that as the accessibility of the locations reduces down the table, parking provision increases. The proposals for Prestwich Village fit well within this spectrum.

4.3 A Note on Existing and Proposed Non-residential GFA

¹ Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

In Section 4.4 the change from existing and proposed GFA of development within the red line is used to factor parking demand of the site.

Table 4: Accommodation Schedule – comparison of existing and proposed

Land Use	GIA (sqm)			Change (Currently Occupied to Proposed)	
	Existing – extant*	Existing – occupied*	Proposed**	Sqm	%
Retail	3,657	2,944	2,560	-384	-13%
Medical Centre	1,313	1,313	1,914	601	46%
Community (inc. Library)	1,012	1,012	475	-537	-53%
Food & Beverage	0	0	380***	380	N/A
Gym/office	0	0	955***	955	N/A
Total GFA	5,982	5,269	5,617	-320	-6%

*Total extant development GFA is shown on the plans at Appendix I. b. Note that 117sqm of the ground-floor retail is unoccupied, as well as the first-floor retail at the south west part of the Longfield Centre.

**Proposed GFA is taken from the accommodation information presented in the main TA and the Development Specification.

***50% assumed to be generating parking demand at midday peak.

4.4 Parking Demand of the Proposed Development

Likely use of the car parking at the Travel Hub in the future has been addressed by separately assessing the needs for the commercial element within the red-line (short, medium and long stay); residential parking for the new homes and retained town centre parking (short, medium and long stay). Assumptions used are as follows, which have been presented to Bury Council highway officers in previous iterations of this note (issued 18 July 2023 and 10 August 2023).

- **Car Parking for Proposed Development (non-residential):** these have been separated into duration of stay, using data from the June surveys. The following assumptions are in place:
 - 40% of people parking in the car parks were assumed to be travelling to destinations within the red line boundary. The surveyed demand for parking of these people was then factored up to incorporate the increase in GFA of the site.
 - At the peak times 46% were short-stayers (less than 2 hours), 27% were medium-stayers (2-6 hours) and 27% were long stayers (more than 6 hours).

- It has been assumed that 30% of existing trips to the town centre currently are linked trips, i.e. 30% of people go to more than one place in the town centre during their trip. This is a standard approach under TRICS guidance of allowing for linked trips in a town centre setting.
- This was then used to derive a parking demand per 100sqm of the existing site, separated by short-, medium- and long stays, during the peak times of the busiest days in the surveyed periods.
- In the future, with a more attractive town centre, 40% of trips are assumed to be linked trips, i.e. 40% of people will go to more than one place in the town centre during their trip. This is to acknowledge the fact that the proposals will support the nighttime economy more than the existing development does, and therefore some of the new demand will not be in the midday peak.
- **Car Parking for Proposed Development (residential):** There will be up to 210 new homes, with a parking provision of 42%, this equates to 89 spaces. 63 of these will be in the Travel Hub and 26 will be on-plot at the residential plots. This provision is the same regardless of day, if all residential parking is reserved for this use only (see Section 2 about strategy options). Section 4.2 sets out more detail on the residential parking proposals.
- **Retained Visitors to Town Centre Uses outside the Red Line:** 60% of people parking in the car parks were assumed to be travelling to destinations outside the red line boundary. These are retained and assumed to continue to park in the town centre when parking is relocated to the Travel Hub, but half (50%) of the long-stayers were removed as discussed with TfGM and Bury Council highway officers during pre-application meetings, assumed to be discouraged from parking in the Travel Hub when charges are introduced. These are likely to be commuters, including people using the car parks for onward use of the Metrolink Tram Stop which. in line with recent discussions with TfGM can be supported by the use of other, potentially more appropriate, locations along the Bury to Manchester Metrolink line where additional capacity exists for tram commuter parking to take place.

These assumptions have been used alongside the survey data of the existing car parks to present the parking demand of the proposed development, see Table 3. A range of scenarios have been explored that present busy peaks and average peaks in the surveyed months of January, June and July.

Table 5: Proposed Development Parking Demand – Full Development

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Analysis of existing survey data							
Peak Surveyed Occupancy	300	308	293	273	236	166	287
Long stay (all destinations)	82	84	76	75	63	45	80
Medium stay (red line)	32	33	30	29	25	18	32
Medium stay (outside red line)	49	50	45	44	37	27	48
Medium stay demand rate (spaces per 100sqm)	0.879	0.902	0.818	0.800	0.677	0.486	0.862
Short stay (red line)	55	56	51	50	42	30	54
Short stay (outside red line)	82	84	77	75	63	45	81
Short stay demand rate (spaces per 100sqm)	1.486	1.525	1.383	1.352	1.144	0.822	1.457
Projected use of Proposed Travel Hub with Proposed Development in Place							
Long stay (all destinations)	41	42	38	37	32	23	40
Medium stay (red line)	30	30	28	27	23	16	29
Medium stay (outside red line)	49	50	45	44	37	27	48
Short stay (red line)	50	51	47	46	39	28	49

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Short stay (outside red line)	82	84	77	75	63	45	81
Residential parking	89	89	89	89	89	89	89
Peak Demand	340	347	335	318	287	228	330
Total capacity	342	342	342	342	342	342	342
Spare capacity	0%	-2%	6%	8%	19%	36%	2%

Table 5 above and Chart 4 at Appendix I. a indicate that the parking demand of the proposed development can generally be accommodated. In the busiest peaks in the busiest month (January) spare capacity will be limited, noting that as shown on the charts at Appendix I. a, the peaks in the existing car parks are very short lived, and outside these times there will be significantly higher spare capacity. There is also the opportunity to spread the peaks using the management strategy set out in Section 2.

Behaviour and infrastructure changes expected in the future will address the demand for parking in the peaks. It should be noted that the peaks are very short lived, lasting less than an hour, and that perceived scarcity of parking will influence driver behaviour away from the peaks. There is also the option to introduce parking charges to encourage short-stay visitors out of the peak.

The commitment from the developer to the Framework Travel Plan will encourage and enable sustainable mode choice, reducing the demand for parking.

There is also expected to be a reduction in parking demand in the future in line with Bury Council and TfGM policy aspirations and investment in other modes.

The parking situation will be monitored regularly and mitigation put in place if required, as set out in the Transport Assessment.

4.5 Phase 1 + Plot D

The assessment above has also been applied to a scenario in which Phase 1 and the first phase of residential development at Plot D are in operation. This further demonstrates that car parking is sufficient for Phase 1 and the first phase of residential, if required.

The outline proposals for Phase 2, comprising Plots D, E and F include 900sqm GFA of retail. As an estimate for Plot D only, the GFA is assumed to be 300sqm.

Current proposals for Plot D comprise 74 residential units. With a parking provision of 42%, residential parking requirement would be 31, with 7 of these on plot at Plot D, and 24 provided in the Travel Hub.

Therefore with the operation of Phase 1 + Plot D there would be:

- 301 parking spaces in the Travel Hub, of which 15 are for residents of Plot D.
- 8 parking spaces in the Phase 1 landscaping.
- 7 on-plot residential parking spaces at Plot D.
- A total of 316 parking spaces.

Table 6 sets out the parking demand of Phase 1 + Plot D, indicating that even in the busiest peak period there will be ample spare capacity.

Table 6: Proposed Development Parking Demand – Phase 1 + Plot D

	Peak Parking Demand – noting that the peak is short lived						
	Thurs Jan	Fri Jan	Ave Jan Weekday	Fri June	Sat June	Sun June	Ave July Weekday
Long stay (all destinations)	41	42	38	37	32	23	40
Medium stay (red line)	26	27	25	24	20	15	26
Medium stay (outside red line)	49	50	45	44	37	27	48
Short stay (red line)	45	46	42	41	34	25	44
Short stay (outside red line)	82	84	77	75	63	45	81
Residential parking	31	31	31	31	31	31	31
Peak Demand	274	281	269	252	222	166	264
Total capacity	316	316	316	316	316	316	316
Spare capacity	13%	11%	15%	20%	30%	48%	16%

Current design proposals for Plot E and Plot F include the following parking provision:

- Plot E: 7 parking spaces (of which 4 are accessible spaces)
- Plot F: 12 parking spaces (of which 6 are accessible spaces)
- Phase 2 landscaping: 7 standard spaces

Therefore there will be 26 additional parking spaces provided at the development after Phase 1 and Plot D are completed, as part of Plot E, Plot F and the Phase 2 landscaping proposals. However, the final number of spaces can be adjusted via reserved matters applications as part of the detailed design to increase this number if necessary, following review of Travel Hub and on-plot car parking usage as part of Phase 1 and Plot D.

Appendix I. a: Existing Car Park Occupancy and Future Demand Charts

Chart 1: Existing Car Park Accumulation January 2023

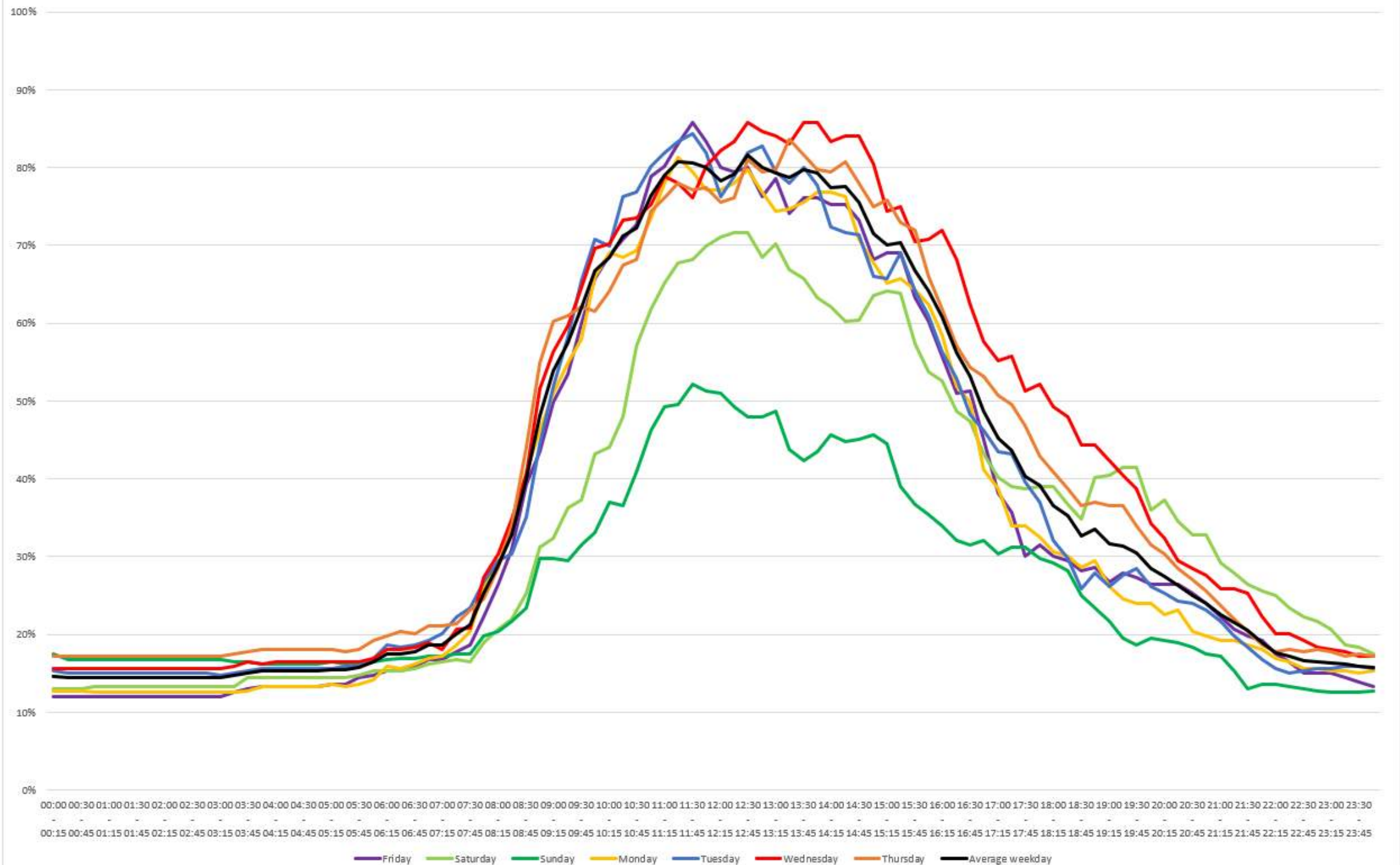


Chart 2: Existing Car Park Accumulation June 2023

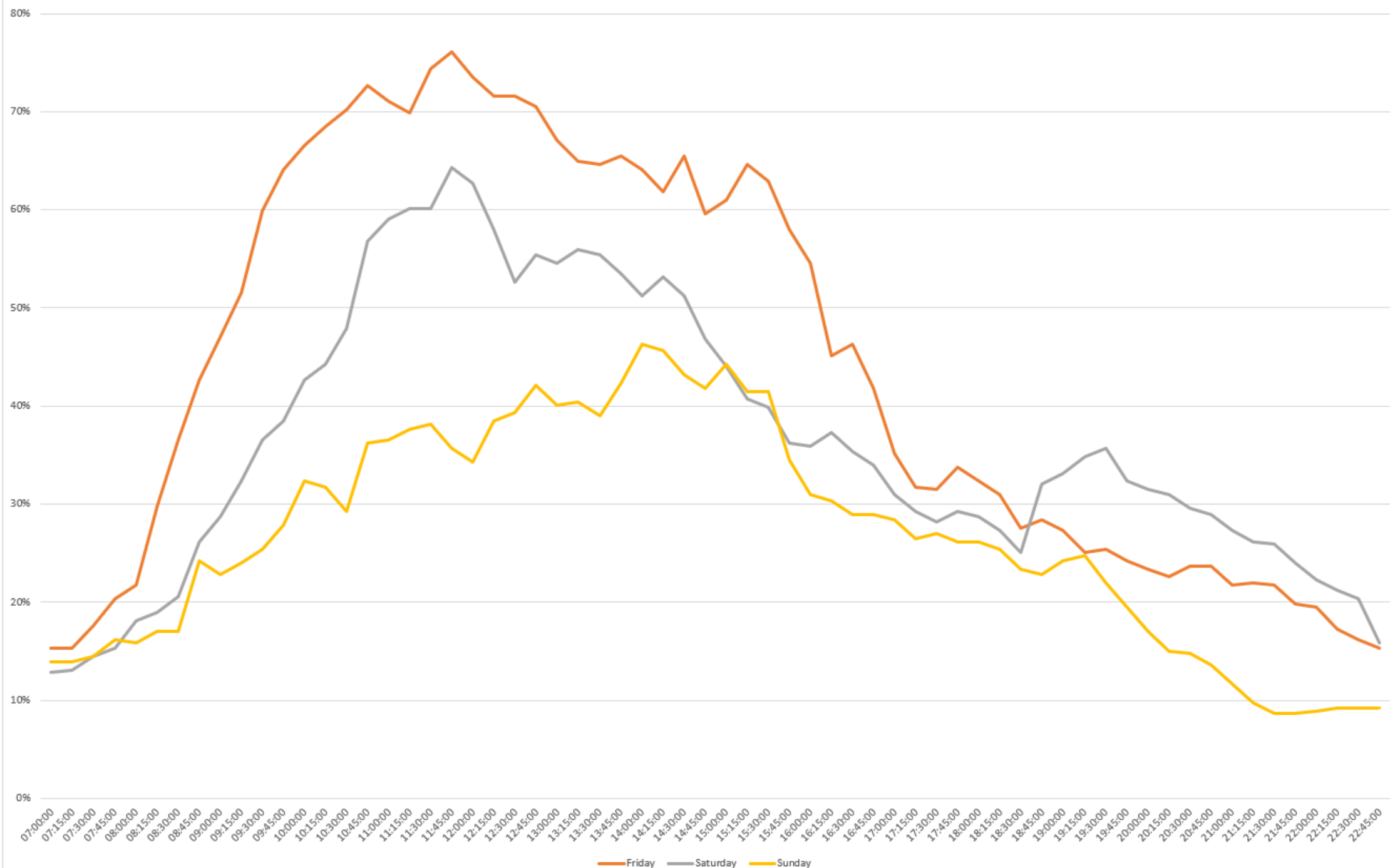


Chart 3: Existing Parking Accumulation July 2023

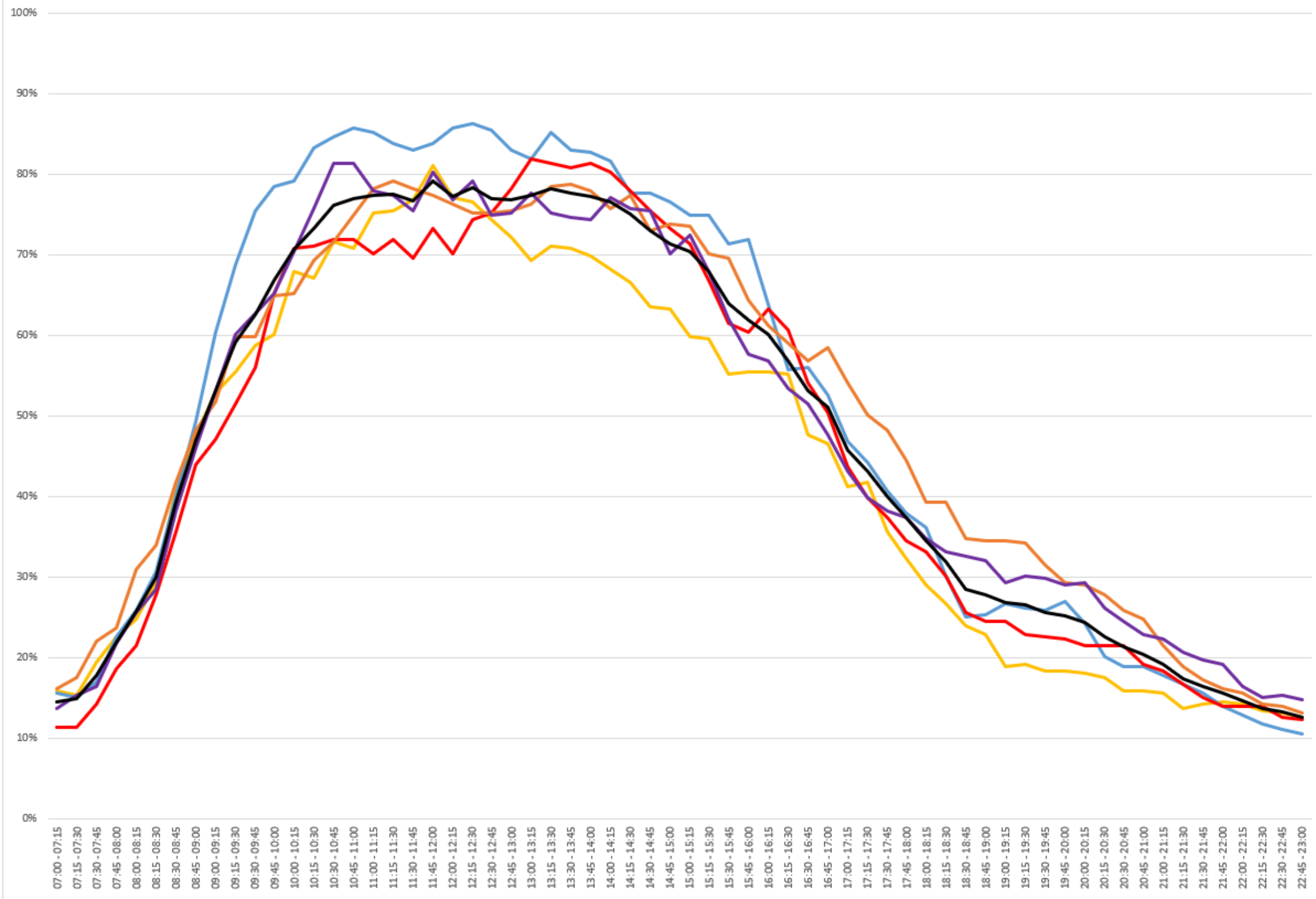
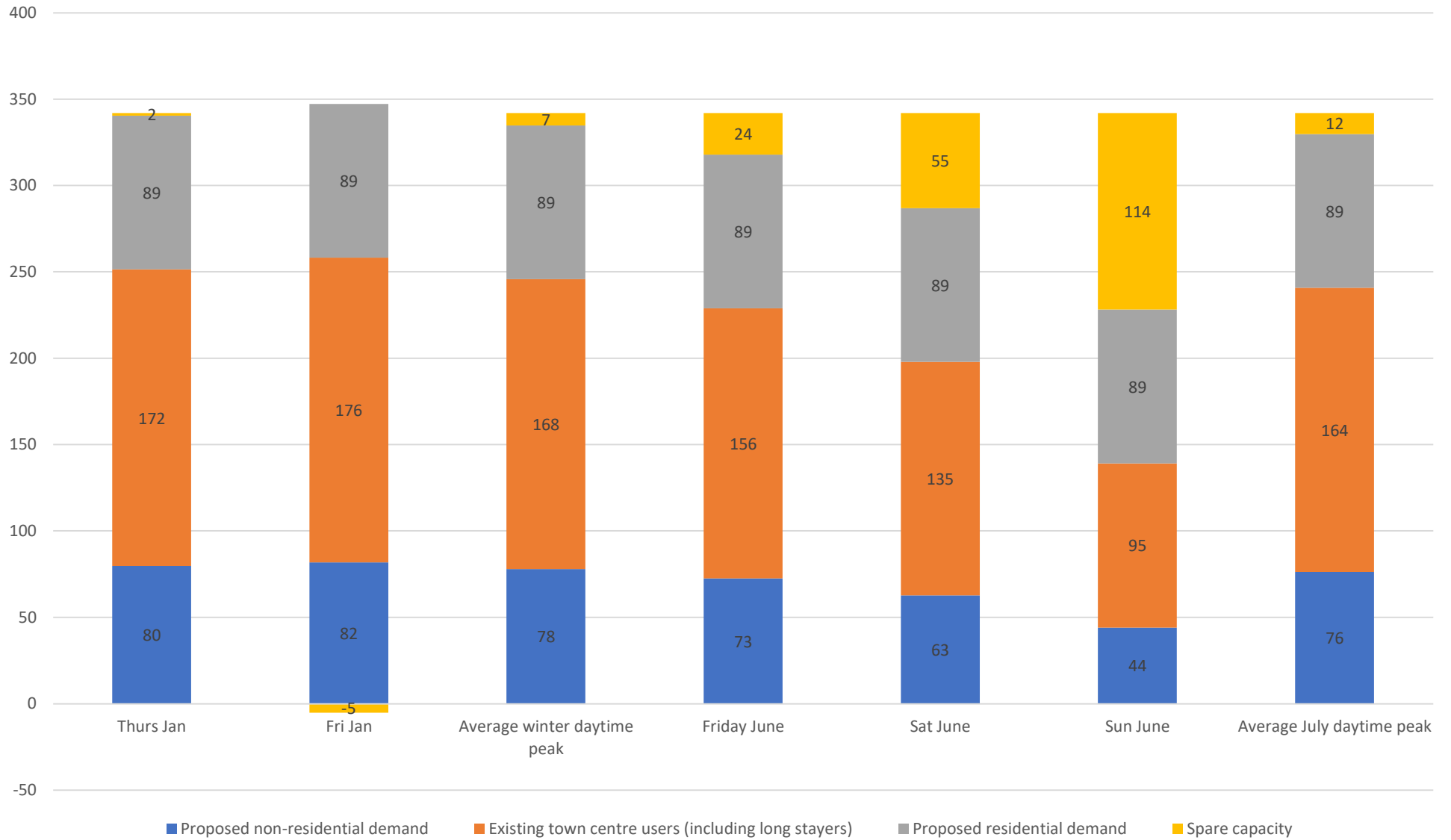


Chart 4:
Future Parking Demand



Appendix I. b: Existing GFA



#6 CARPARK
179 bays counted from Google Earth and Topographic survey (9 accessible)

#1 HEATH CENTRE
GEA 954 sqm
GIA GF 883 sqm
GIA 01* 430 sqm
GIA TOTAL 1313 sqm
*1st floor area calculated from Google Earth - TBC with Point Cloud.

#2 CARPAK
170 bays counted from Google Earth and Topographic survey (10 accessible)

#5 LIBRARY
1012 sqm from Internal survey.

#3A LONGFIELD CENTRE
GEA 978 sqm
GIA GF 883 sqm (retail)
GIA 01* 1102 sqm (community)
GIA TOTAL 1985 sqm
*Plant roof area calculated from Google Earth - TBC with Point Cloud.
**Topographic survey and Library layouts don't match. Sub-division at ground level between library and retail TBA.

#4 ICELAND SUPERMARKET
GEA 803 sqm
GIA GF 756 sqm
GIA ROOF* 85 sqm
GIA TOTAL 841 sqm
*Plant roof area calculated from Google Earth - TBC with Point Cloud.

#3B LONGFIELD NORTH WEST
GEA 814 sqm
GIA 741 sqm
*Sub-division line between 'Istanbul Grill' building and Longfield retail TBC with Point Cloud model.

#3C LONGFIELD SOUTH WEST
GEA 643 sqm
GIA GF 596 sqm
GIA 01* 596 sqm
GIA TOTAL 1192 sqm
*1st floor area including mansard roof.

- KEY:**
-  SITE BOUNDARY
 -  GEA
 -  GIA at ground level
 -  GIA at first floor

- GENERAL NOTES:**
- A. 400mm external wall thickness assumed TBA.
 - B. All first floor dimensions to be confirmed with Point Cloud model.
 - C. Basement on any building TBC.
 - D. Mezzanine floor on any building TBC.

AREAS	EXISTING	PROPOSED
RETAIL	3657	*
CARPARK	349	*
MEDICAL	1313	*
COMMUNITY	2114	*

Rev:	Date:	Details:
------	-------	----------

Jon Matthews Architects
Union, 2-10 Albert Square, Manchester, M2 6LW

Project:
Prestwich Village
Masterplan

Title:
Existing areas

Scale:	Origin Date:	Drawn:	Checked:
1:1000 @ A3	18/07/2023	ER	

Status:
S0 Preliminary

Drawing No:
207-JMA-MP-XX-SK-A-SK0003

Rev:

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Lloyds Wharf
2 Mill Street
London SE1 2BD
+44 (0)20 7253 2977

Leeds

Unit 02/01 Tower Works
Globe Road
Leeds LS11 5QG
+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 1TN
+44 (0)141 370 1829



Prestwich Town Centre Visitor Behaviour June 2023

Prestwich Visitor Behaviour Report

Place Informatics uses the source data of GPS captured from 11m UK mobile phones to analyse the behaviours of visitors Prestwich town centre.



This report for Prestwich town centre has used the digital shape (polygon) to the left as the definition of the town centre.

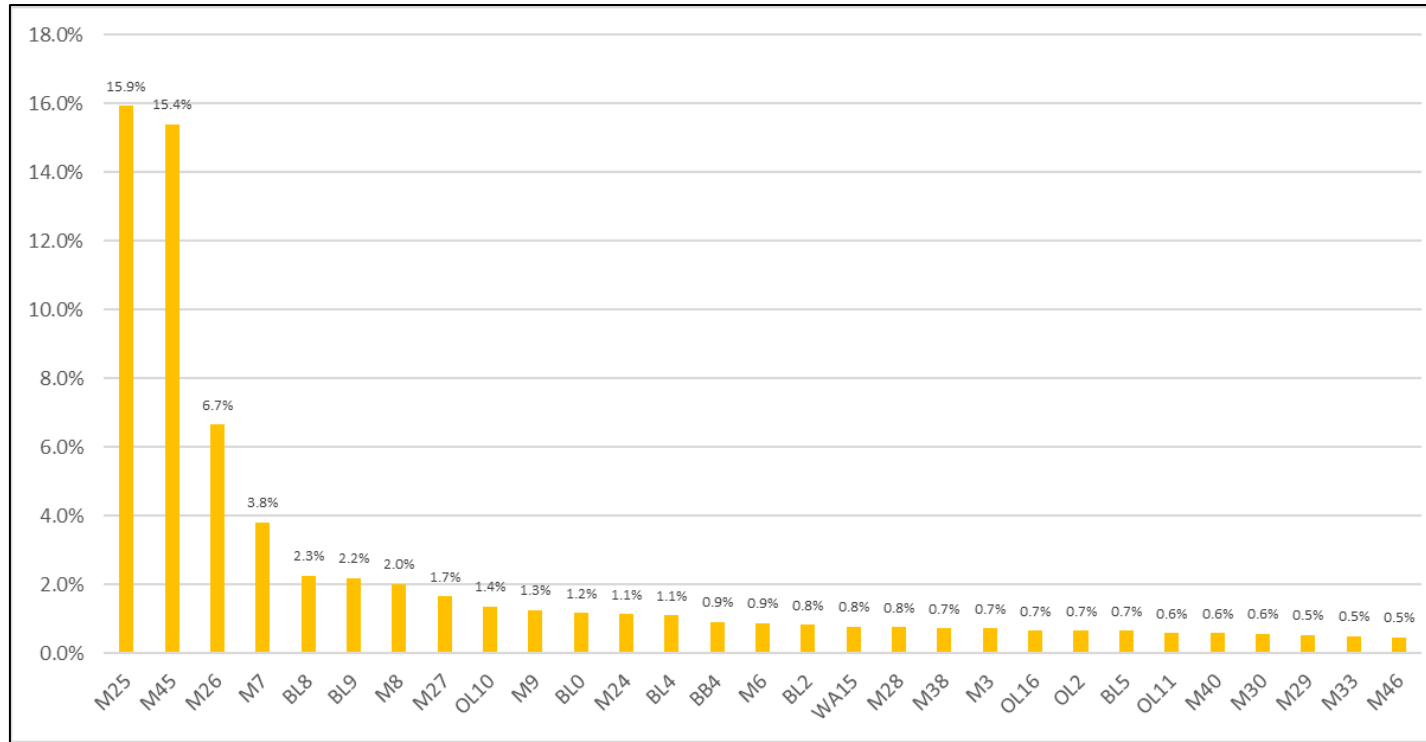
All visitor behaviour data is calculated in June 2023.

Prestwich % Visitors By Postcode

66.7% of visitors to Prestwich town centre originate from 29 postcodes

M25 and M45 (Prestwich and Whitefield) postcodes combined provided 31.3% of all visitors

Visitors from 730 postcodes were recorded in the town centre



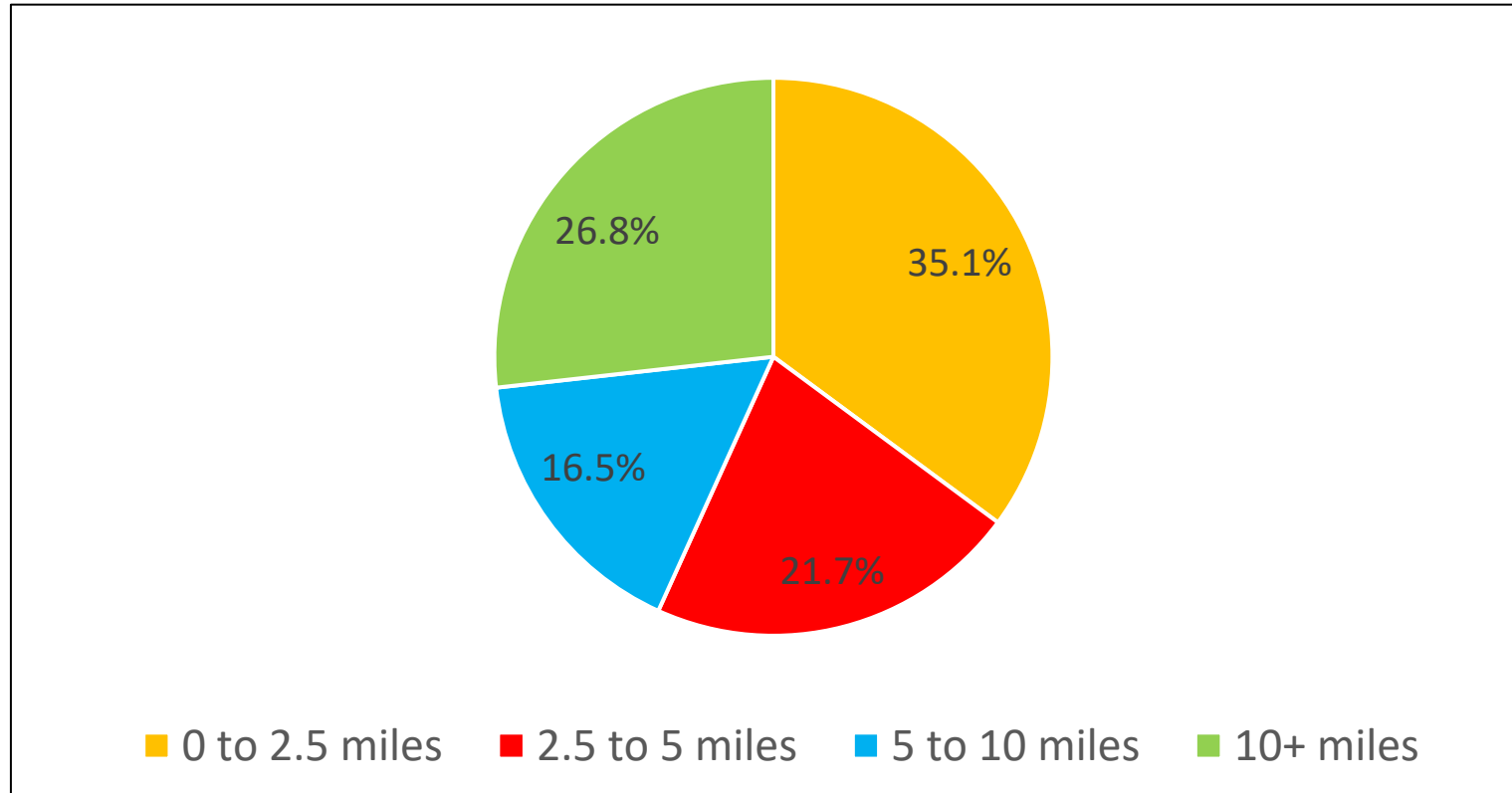
Postcodes = >0.5% of visitors to the town centre

Postcode	Town	%	Postcode	Town	%
M25	Prestwich	15.9%	BL2	Bolton	0.8%
M45	Whitefield	15.4%	WA15	Altrincham	0.8%
M26	Radcliffe	6.7%	M28	Worsley	0.8%
M7	Salford	3.8%	M38	Little Hulton	0.7%
BL8	Bury	2.3%	M3	Salford	0.7%
BL9	Bolton	2.2%	OL16	Rochdale	0.7%
M8	Cheetham Hill	2.0%	OL2	Shaw	0.7%
M27	Swinton	1.7%	BL5	Westhoughton	0.7%
OL10	Heywood	1.4%	OL11	Rochdale	0.6%
M9	Middleton	1.3%	M40	Failsworth	0.6%
BL0	Ramsbottom	1.2%	M30	Eccles	0.6%
M24	Rochdale	1.1%	M29	Tyldesley	0.5%
BL4	Farnworth	1.1%	M33	Sales	0.5%
BB4	Rawtenstall	0.9%	M46	Atherton	0.5%
M6	Salford	0.9%			

Prestwich % Visitors By Distance

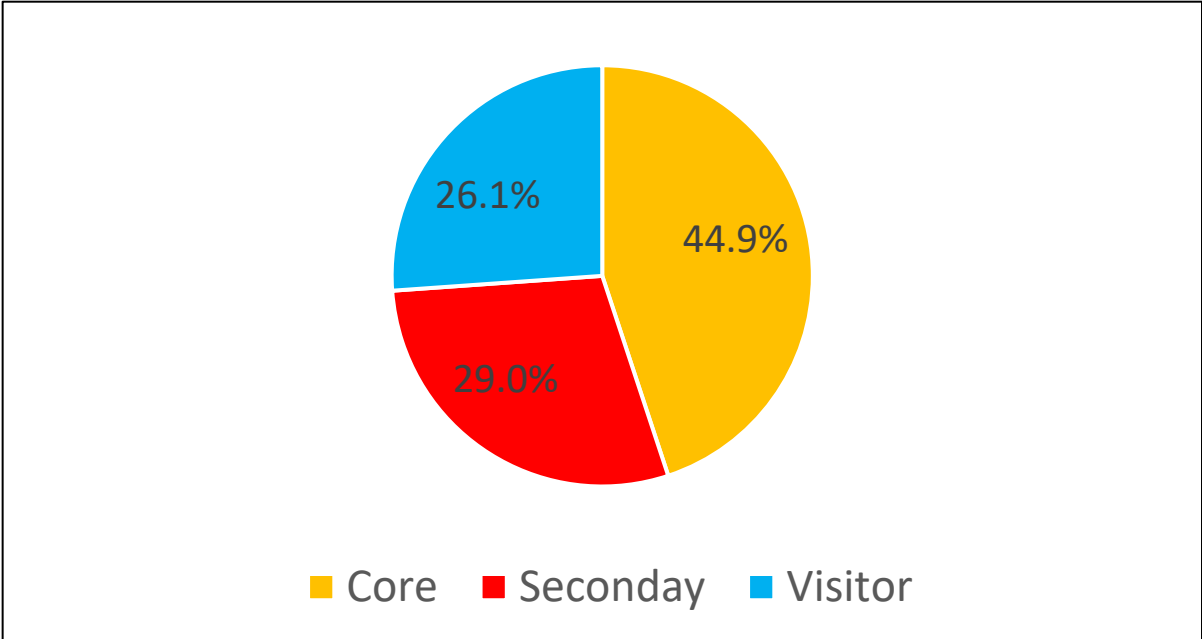
31.1% of all visitors to Prestwich originate from within 0 – 2.5 miles of the town centre

26.8% of all visitors to Prestwich originate from 10+ miles of the town centre



Prestwich % Visitors By Catchment

44.9% of all visitors to Prestwich originate from Core postcodes where 15%+ of the postcode population use the town centre
26.1% of all visitors to Prestwich originate Visitor postcodes where 0.5% to 2.9% of the postcode population use the town centre



Catchment	%	Number
Core	44.9%	3
Secondary	29.0%	11
Visitor	26.1%	55

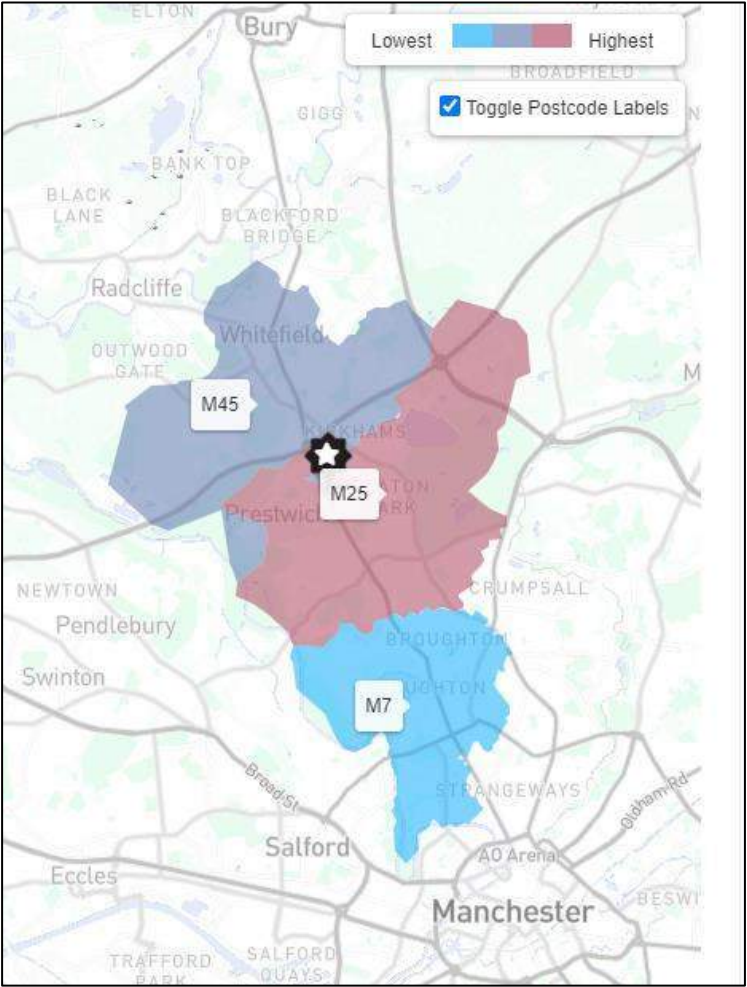
Core: 15% of the postcode population use Prestwich town centre

Secondary: 3% to 14.9% of the postcode population use Prestwich town centre

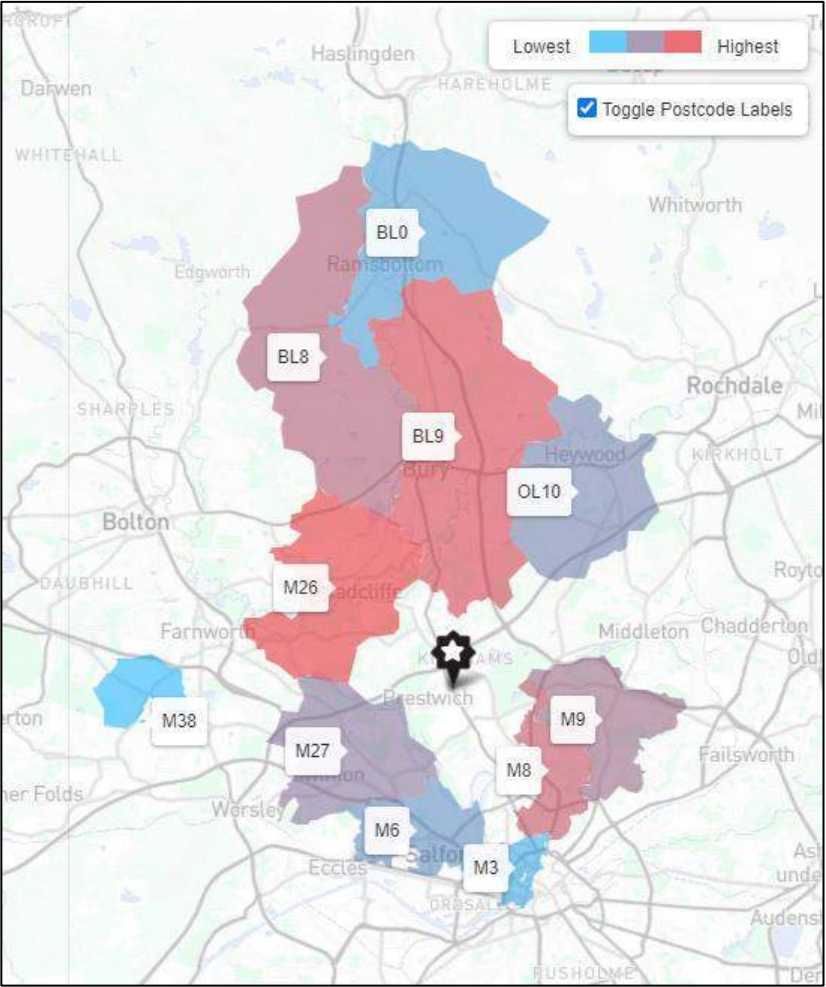
Visitors: 0.5% to 2.9% of the postcode population use Prestwich town centre

Core	Secondary	Visitor
M25	M26	M40
M45	M8	M24
M7	BL9	OL14
	BL8	BL4
	M3	M12
	BL0	M29
	M9	BL2
	OL10	OL2
	M27	BB4
	M6	M28
	M38	+46 postcodes

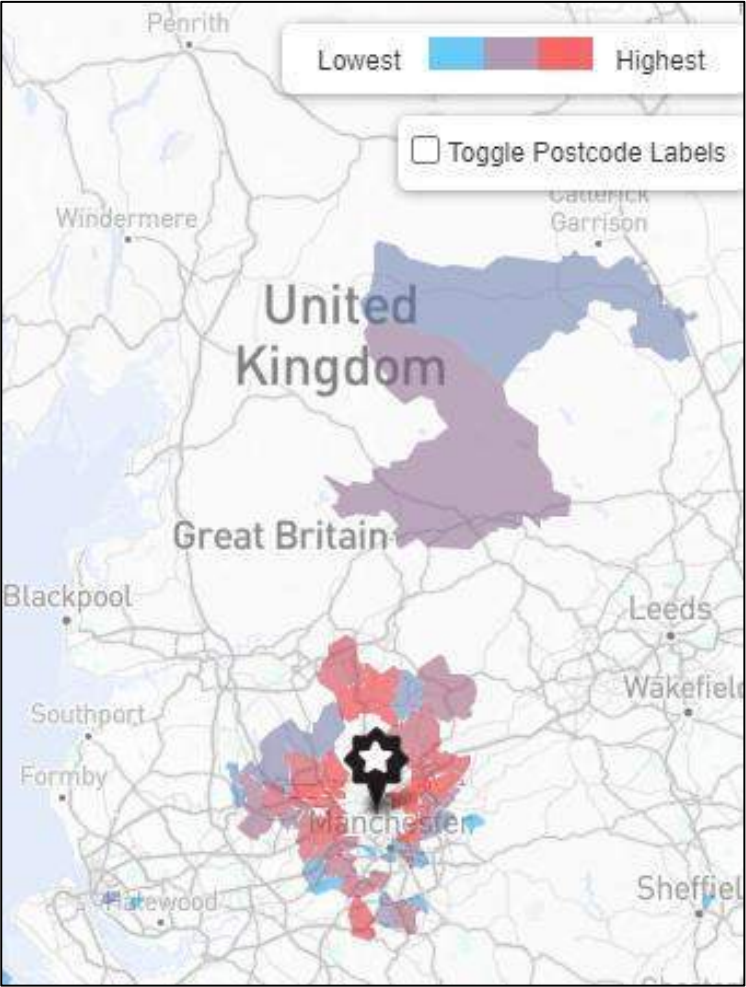
Prestwich % Visitors Catchment Maps



Core: 15% of the postcode population use Prestwich town centre



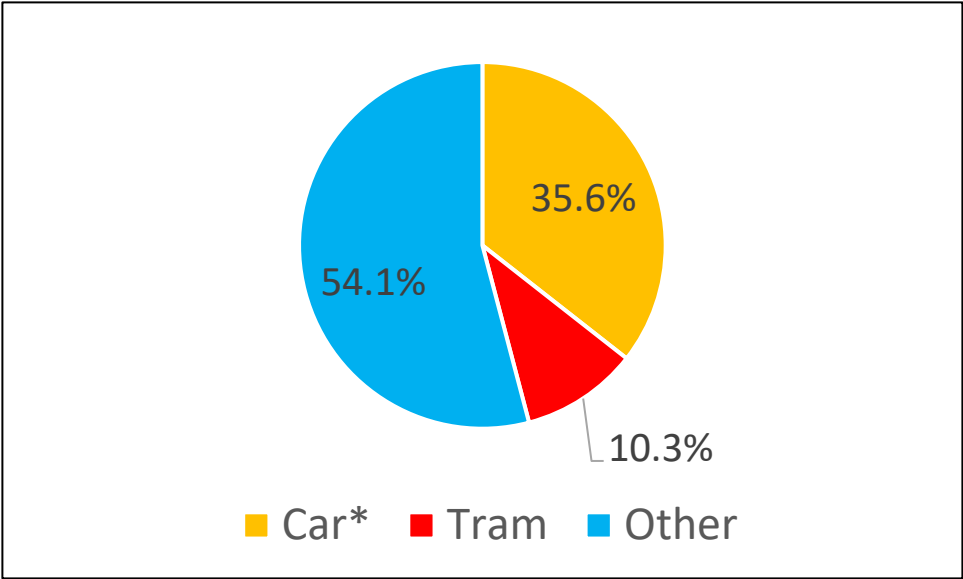
Secondary: 3% to 14.9% of the postcode population use Prestwich town centre



Visitors: 0.5% to 2.9% of the postcode population use Prestwich town centre

Prestwich Visitor Modes of Travel

35.6% of all visitors to Prestwich use a car park when visiting the town centre
10.3% of all visitors to Prestwich use the Tram when visiting the town centre

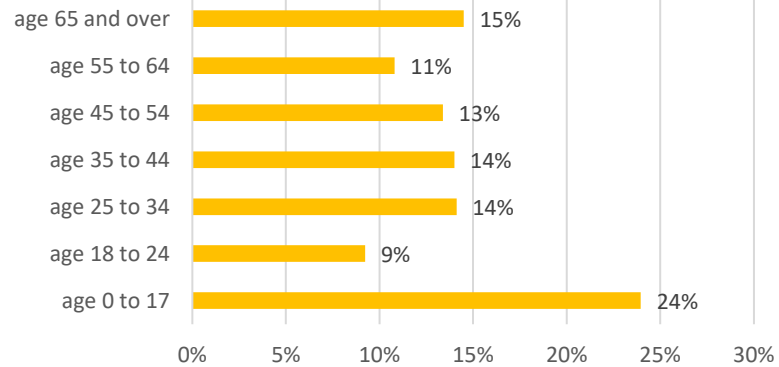


Modes of Travel	%
Car*	35.6%
Tram	10.3%
Other	54.1%

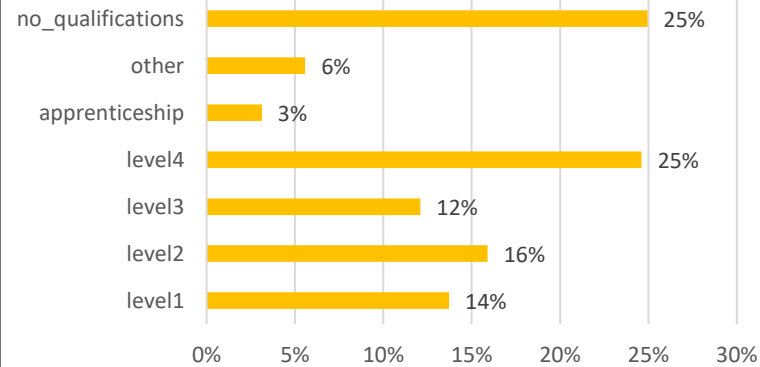
*Car travel assumes use of car park.
Other includes visitors not seen at either a car park or the tram stop.

Prestwich Demographics

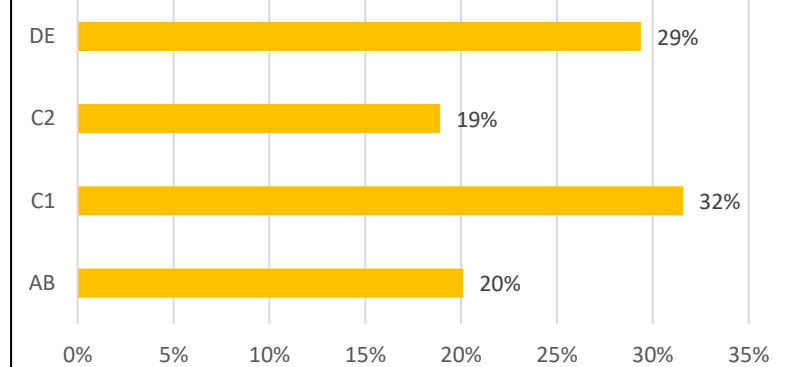
Age



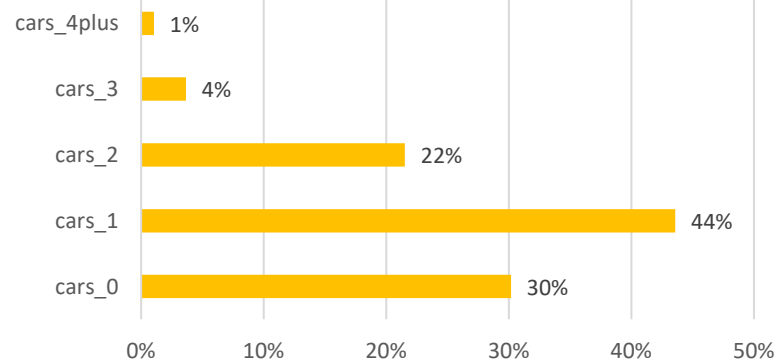
Education



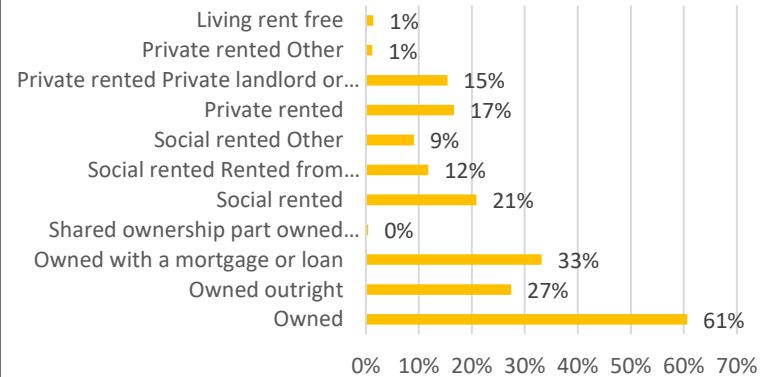
Social Grade



Car Ownership



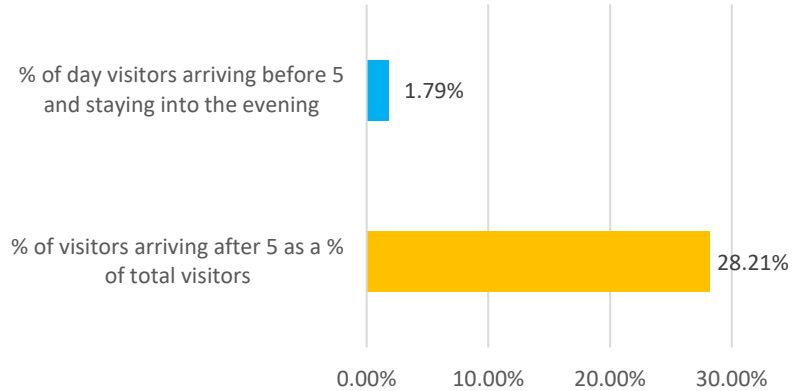
Household Ownership



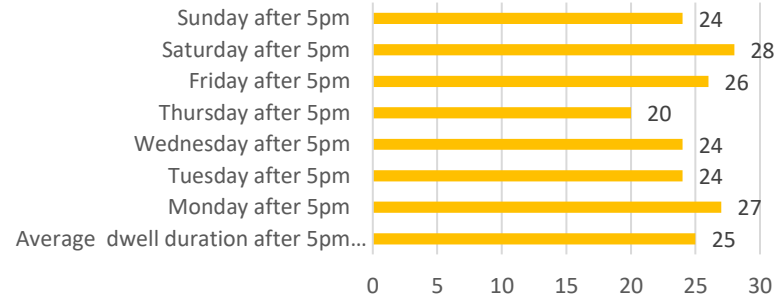
- High under 17 of age visitors
- High no qualifications
- Lower than national average AB social grade
- High 1 car ownership
- High social rented

Prestwich Evening Activity

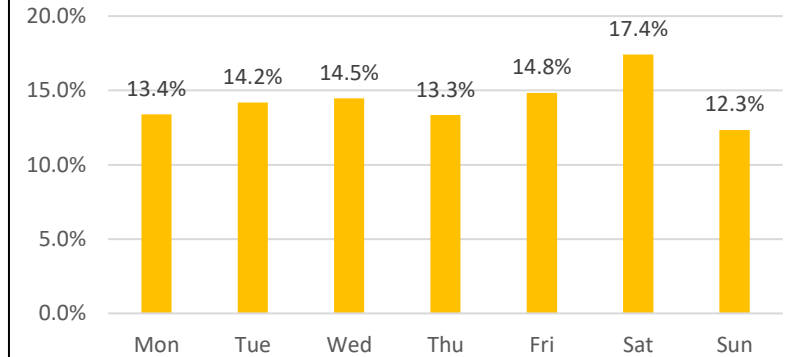
Evening Economy Visitors



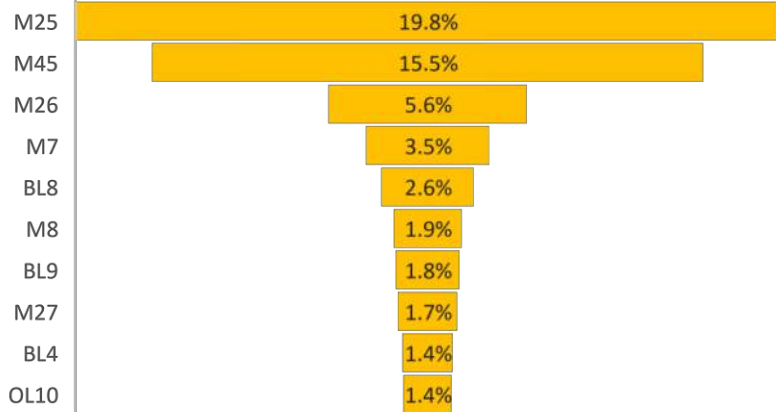
Average Visitor Dwell after 5pm Minutes



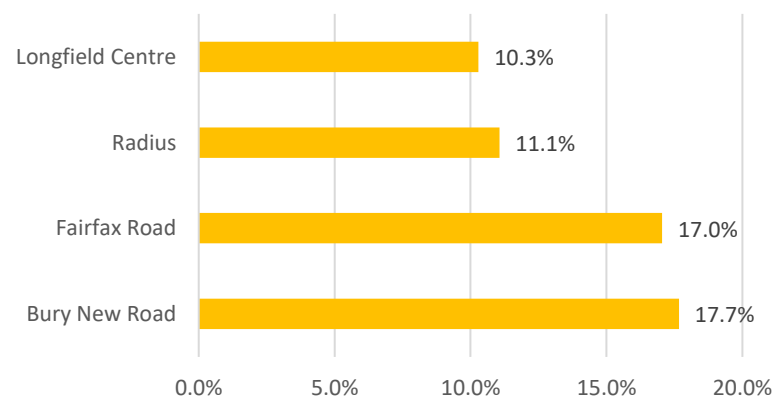
% of Total Day Footfall after 5pm by Day of Week



% of Total Visitors after 5pm by Postcode

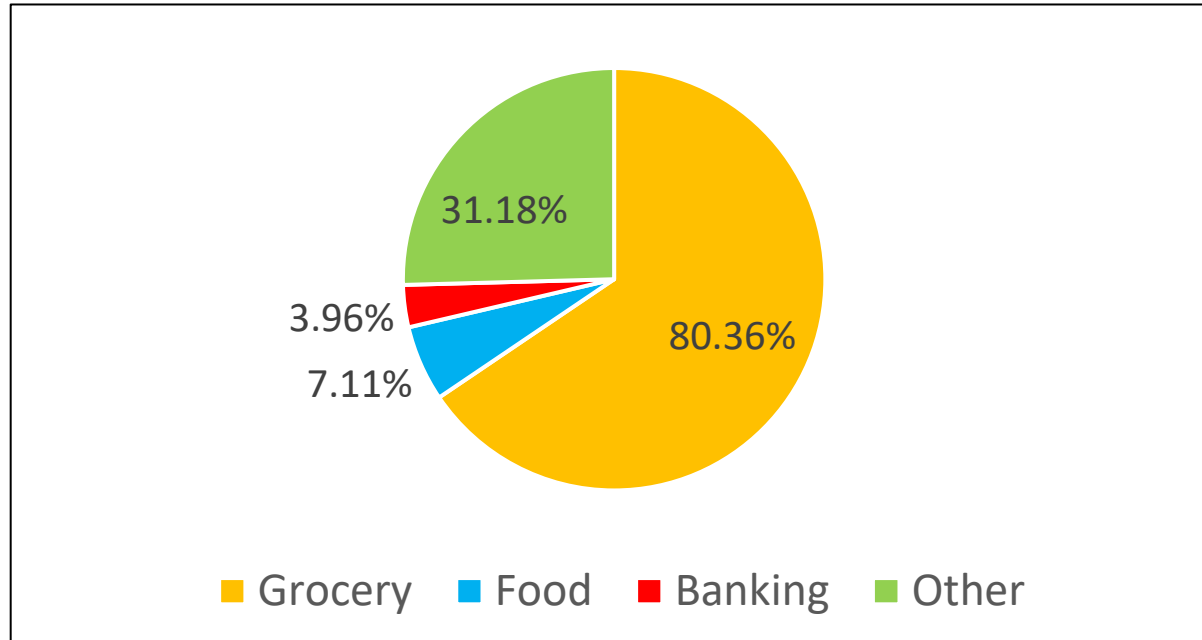


% Footfall by Street after 5 PM



- 28.21% of all visits are after 5pm
- Saturday has the highest after 5pm visit share
- Saturday has the longest average dwell at 28 minutes
- M25 provides 19.8% of all visitors after 5pm
- Bury New Road is the busiest street after 5pm

Prestwich Reason for Visit



Category	% Visitors
Grocery	80.36%
Food	7.11%
Banking	3.96%
Other	31.18%

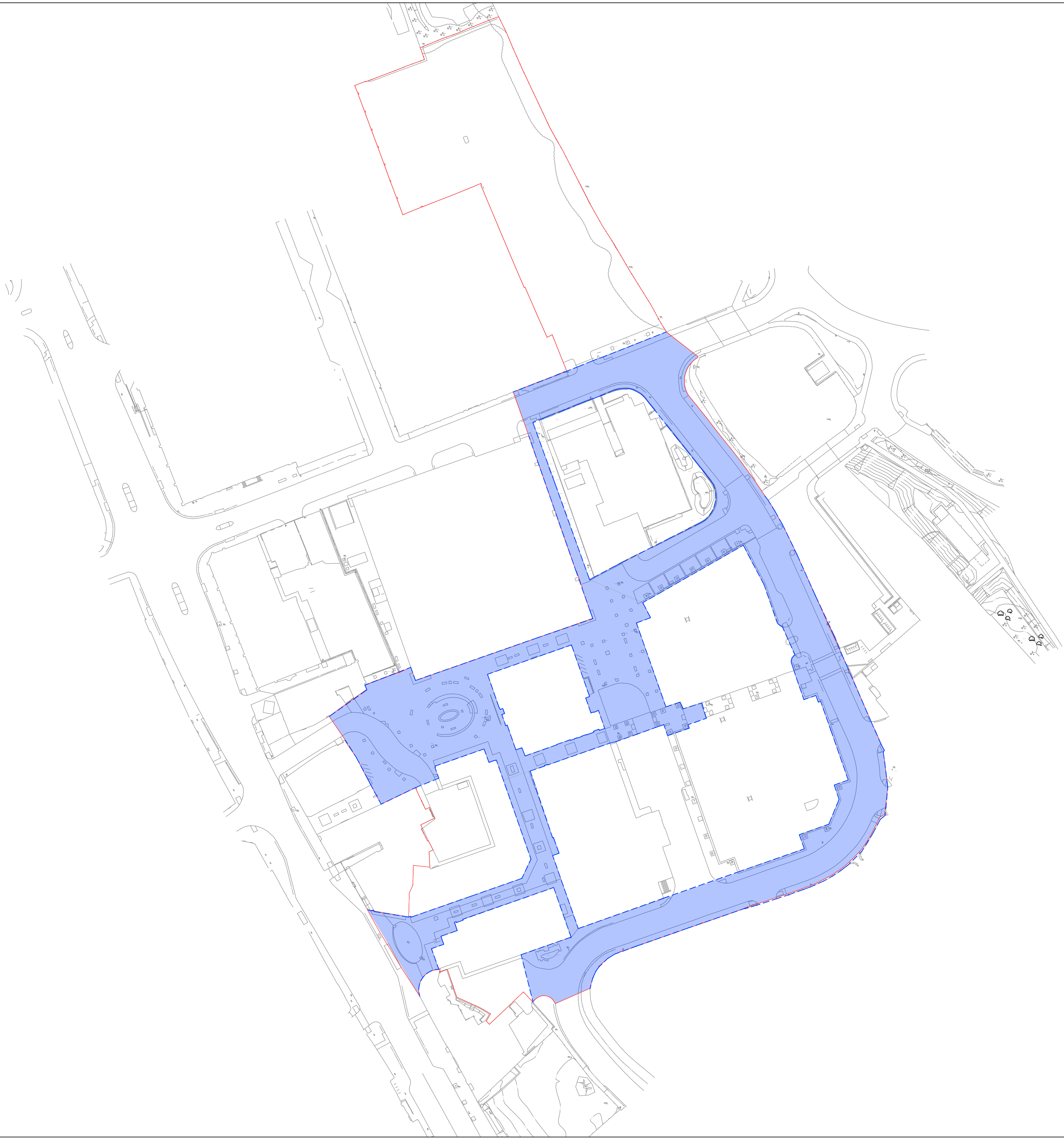
- Grocery is the dominant reason to visit the town centre – 80.36% of all visitors use this category
- Food – Café, Fast Food, Take Away is the second most popular category with 7.11% of all visitors using this category



Prestwich Town Centre Visitor Behaviour June 2023

Placeinformatics.com

Appendix K: Vehicle Tracking Drawings, Adoption Strategy and Visibility Splays



STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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NOTES:

- THE TOPOGRAPHICAL SURVEY WAS PROVIDED BY BARTON WILMORE ON 15.03.23.
- INFORMATION ON THE EXTENTS OF ADOPTED HIGHWAY HAS BEEN TAKEN FROM THE BURY.GOV.UK WEBSITE.
- THE ADOPTION EXTENTS SHOWN ON THE DRAWING EXTEND BEYOND THE RED LINE BOUNDARY BUT HAVE BEEN SHOW UP TO THE RLB FOR THE PURPOSE OF THIS DRAWING.

KEY:

- SITE BOUNDARY BOUNDARY
- EXISTING ADOPTED HIGHWAY BOUNDARY

17.01.24	P02	SITE BOUNDARY UPDATED	CD	PM
04.04.23	P01	ISSUED FOR INFORMATION	CER	PM

DATE	REV	DESCRIPTION	DRAWN	CHKD
------	-----	-------------	-------	------



MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG, Tel: 0161 228 6707
LONDON Revsdy Wharf, 33 Mill Street, London SE1 2AA, Tel: 020 7263 2977
LEEDS Tower Works, Unit 02-03, Globe Road, Leeds, LS1 5JG, Tel: 0113 2025 130
GLASGOW Graham Chambers, 45 West Nile St, Glasgow, G2 2PT, Tel: 0141 570 1809

www.civicengineers.com

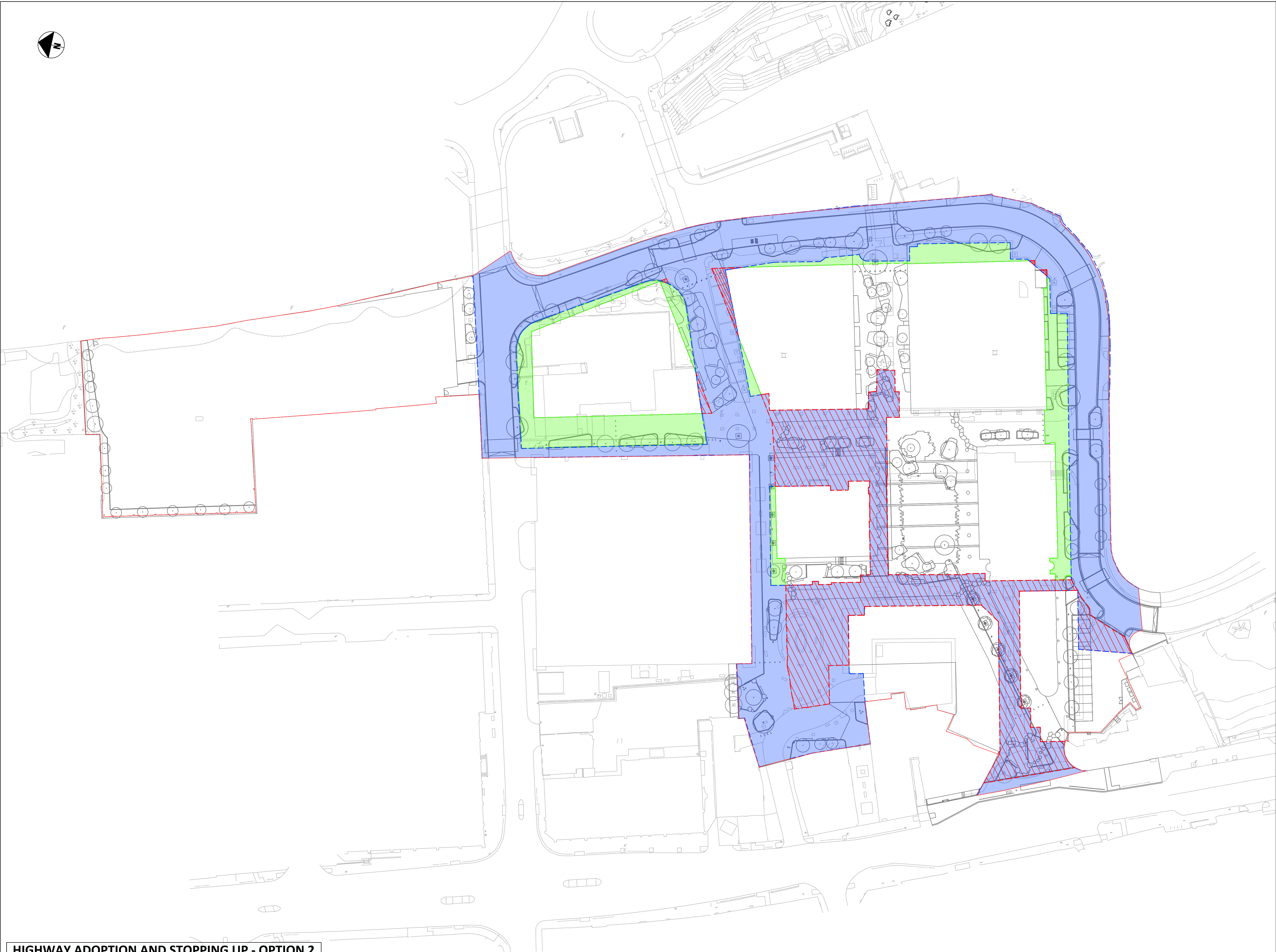
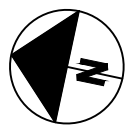
PROJECT

MUSE, PRESTWICH

TITLE

EXISTING EXTENTS OF ADOPTION

DRAWING STATUS					STATUS CODE	
INFORMATION					-	
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	CER	PM
2772	1:625	27.03.23				
DRAWING No.					REV	
2772-CIV-XX-XX-D-C-10003						P02



HIGHWAY ADOPTION AND STOPPING UP - OPTION 2	
AREA OF EXISTING ADOPTED HIGHWAY	8948m ²
AREA PROPOSED FOR STOPPING UP	2567m ²
AREA PROPOSED FOR ADOPTION	1450m ²
POST DEVELOPMENT AREA OF ADOPTED HIGHWAY	7831m ²

STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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- INFORMATION ON THE EXTENTS OF ADOPTED HIGHWAY HAS BEEN TAKEN FROM THE BURY.GOV.UK WEBSITE.
- THE ADOPTION EXTENTS SHOWN ON THE DRAWING EXTEND BEYOND THE RED LINE BOUNDARY BUT HAVE BEEN SHOW UP TO THE RLB FOR THE PURPOSE OF THIS DRAWING.
- THE SITE MASTERPLAN WAS PROVIDED BY JON MATTHEWS ARCHITECTS ON THE 24.04.2023.

KEY:

- SITE BOUNDARY
- EXISTING ADOPTED HIGHWAY BOUNDARY
- EXISTING PLAN
- OUTLINE OF PROPOSALS
- EXISTING PUBLIC HIGHWAY TO BE STOPPED UP
- EXISTING PRIVATE LAND PROPOSED FOR ADOPTION (CURRENTLY SHOWN AS ADOPTION UP TO BUILDING LINE SUBJECT TO DEVELOPMENT OF LANDSCAPE PLAN)

17.01.24	P03	SITE BOUNDARY UPDATED	CD	PM
08.11.23	P02	ADOPTION AREAS AMENDED	CD	PM
15.09.23	P01	ISSUED FOR INFORMATION	ZH	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD



MANCHESTER
LONDON
LEEDS
GLASGOW

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Rexels Wharf, 33 Mill Street, London SE1 2AA, Tel: 020 7263 2077
Tower Works, Unit G2-G5, Globe Road, Leeds, LS1 5JG, Tel: 0113 2025 130
Graham Chambers, 45 West Nile St, Glasgow, G2 2PT, Tel: 0141 570 3829

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PROJECT
MUSE, PRESTWICH

TITLE
EXISTING EXTENTS OF ADOPTION
WITH MASTERPLAN OVERLAID

DRAWING STATUS					STATUS CODE
INFORMATION					-
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
2772	1:500	14.09.23	ZH	PM	
DRAWING No.					REV
2772-CIV-XX-XX-D-C-10025					P03



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BURY NEW ROAD

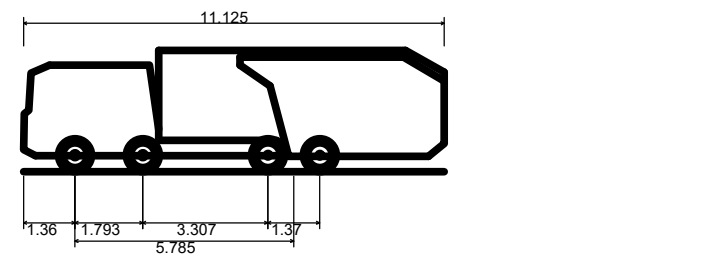
POPPYTHORN LANE

STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
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Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

05.10.23	P03	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P02	UPDATES TO REFLECT JMA COMMENTS	ZH	PM
26.05.23	P01	SUBMITTED FOR INFORMATION	ZH	KY
DATE	REV	DESCRIPTION	DRAWN	CHKD



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LONDON Reeds Wharf, 33 Mill Street, London SE1 2AX. Tel: 020 7253 2977
LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS11 5WZ. Tel: 0113 2025 130
GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1829

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PROJECT

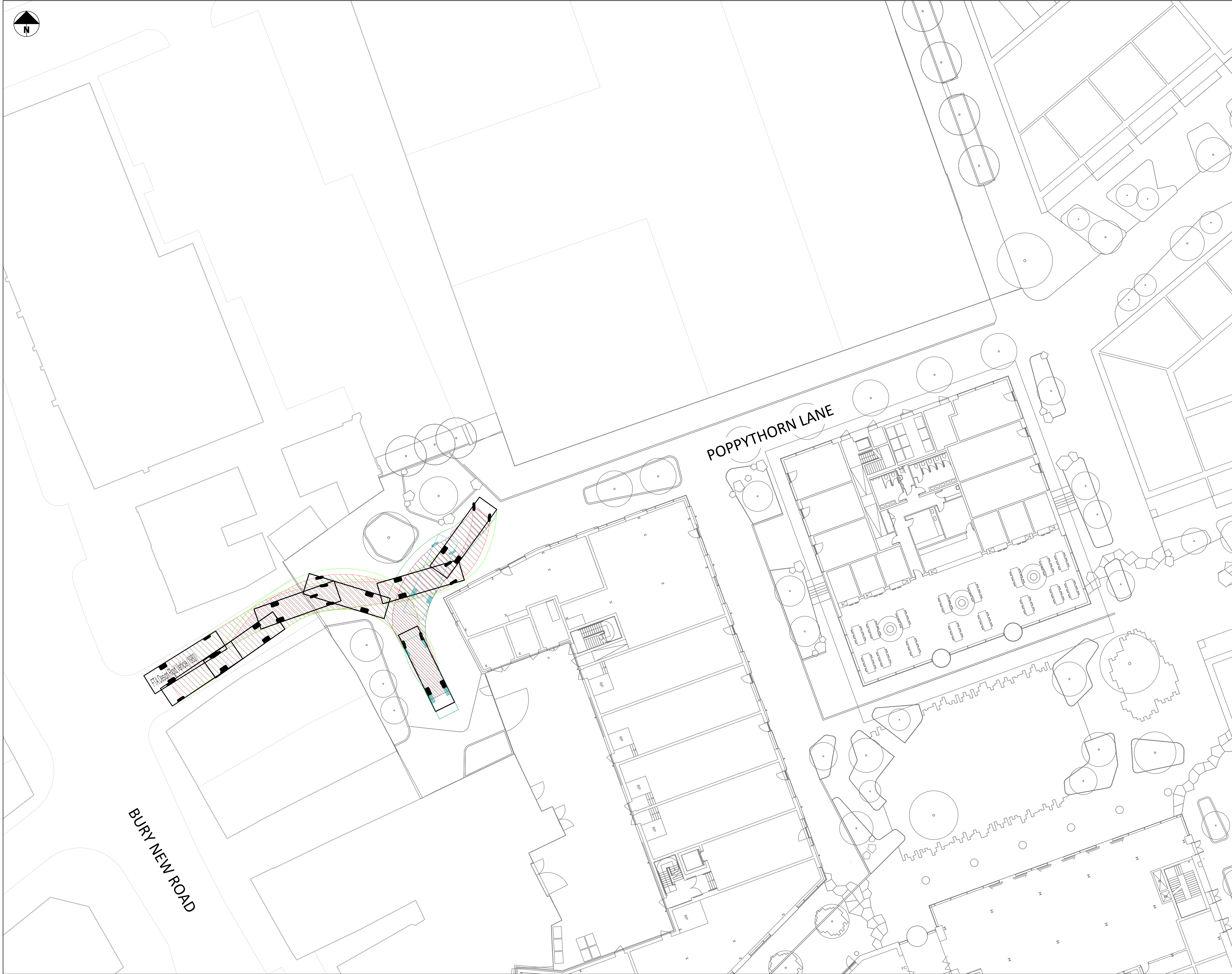
MUSE, PRESTWICH

TITLE

REFUSE VEHICLE TRACKING
SERVICE YARD

DRAWING STATUS					STATUS CODE
INFORMATION					
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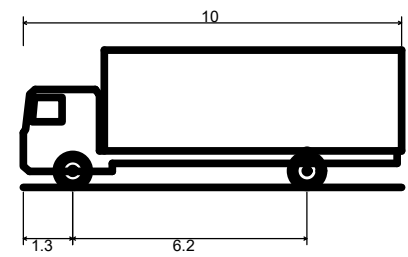
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STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
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FTA Design Rigid Vehicle (1983)	10.000m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	12.000m
Kerb to Kerb Turning Radius	

05.10.23	P03	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P02	UPDATED TO REFLECT JMA COMMENTS	ZH	PM
26.05.23	P01	SUBMITTED FOR INFORMATION	ZH	KY

DATE	REV	DESCRIPTION	DRAWN	CHKD
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PROJECT
MUSE, PRESTWICH

TITLE
RIGID VEHICLE TRACKING
SERVICE YARD

DRAWING STATUS					STATUS CODE
INFORMATION					
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
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DRAWING No.					REV
2772-CIV-XX-XX-D-H-40002					P03

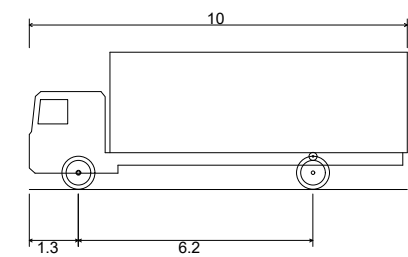
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STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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FTA Design Rigid Vehicle (1983)	10.000m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	12.000m
Kerb to Kerb Turning Radius	

05.10.23	P03	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P02	UPDATED TO REFLECT PLANIT COMMENTS	ZH	PM
26.05.23	P01	SUBMITTED FOR INFORMATION	ZH	KY

DATE	REV	DESCRIPTION	DRAWN	CHKD
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LEEDS 1 Saw Mill Street, Water Lane, Leeds, LS11 5WE. Tel: 0113 2025 130
GLASGOW 35 Virginia Street, Glasgow, G1 1TN. Tel: 0141 370 1829

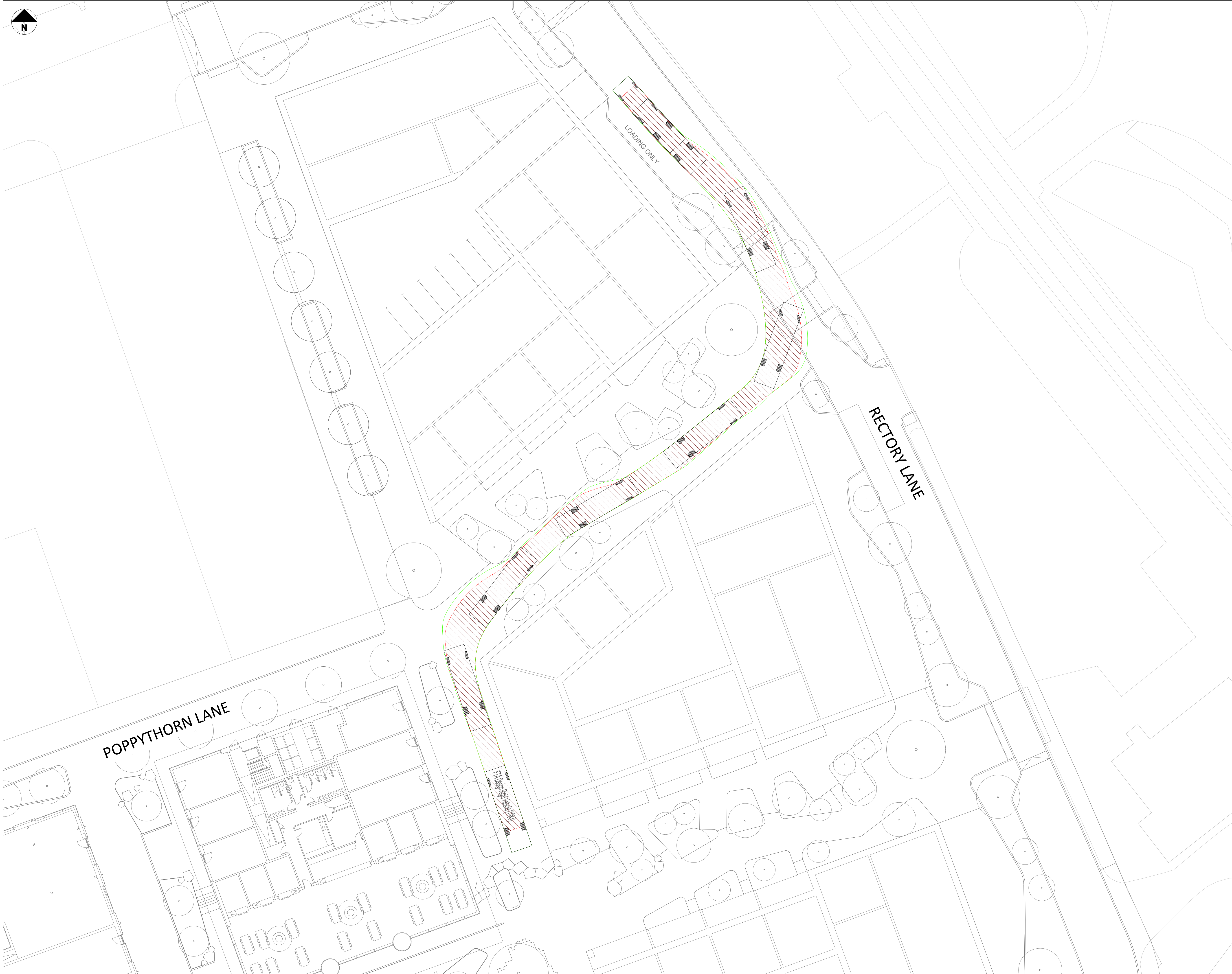
www.civicingineers.com

PROJECT
MUSE, PRESTWICH

TITLE
RIGID VEHICLE TRACKING
RECTORY LANE

DRAWING STATUS				STATUS CODE	
INFORMATION					
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
2772	1:200	MAY '23	ZH	KY	
DRAWING No.				REV	
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3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.

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FTA Design Rigid Vehicle (1983)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

10.000m

2.500m

3.632m

0.427m

2.500m

4.00s

12.000m

05.10.23	P02	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P01	SUBMITTED FOR INFORMATION	ZH	KY
DATE	REV	DESCRIPTION	DRAWN	CHKD

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35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1809

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PROJECT

MUSE, PRESTWICH

TITLE

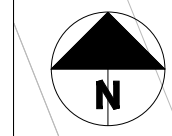
RIGID VEHICLE TRACKING

RECTORY LANE

SOUTH ENTRANCE

DRAWING STATUS					STATUS CODE	
INFORMATION						
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
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DRAWING No.			REV			
2772-CIV-XX-XX-D-H-40006				P02		

FILE LOCATION PATH: \\FS01\PROJECTS\DRIVE\PROJECTS\HOT\2772 MUSE - PRESTWICH\CH\004 BIM\TRANSPORT\2772-CIV-XX-XX-D-H-40007 40008 40009 - FIRE TENDER TRACKING.DWG



STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
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SHEET 3

SHEET 2

SHEET 1

Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

17.01.24	P04	KEY AMENDED	CD	CK
23.11.23	P03	UPDATED TO LATEST SITE PLAN	CD	PM
09.10.23	P02	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P01	SUBMITTED FOR INFORMATION	ZH	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD

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PROJECT

MUSE, PRESTWICH

TITLE

FIRE TENDER VEHICLE TRACKING
SHEET 1

DRAWING STATUS					STATUS CODE	
INFORMATION						
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
2772	1:200	MAY '23	ZH	PM		
DRAWING No.					REV	
2772-CIV-XX-XX-D-H-40007						P04

FILE LOCATION PATH: \\FS01\PROJECTS\DRIVE\PROJECTS\HOT\2772 MUSE - PRESTWICH\CH\004 BIM\TRANSPORT\2772-CIV-XX-XX-D-H-40007 40008 40009 - FIRE TENDER TRACKING.DWG



STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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SHEET 3

SHEET 2

SHEET 1

7.9
1.5 4.4

Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

17.01.24	P04	KEY AMENDED	CD	PM
23.11.23	P03	UPDATED TO LATEST SITE PLAN	CD	PM
09.10.23	P02	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P01	SUBMITTED FOR INFORMATION	ZH	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD

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 GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1809

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PROJECT

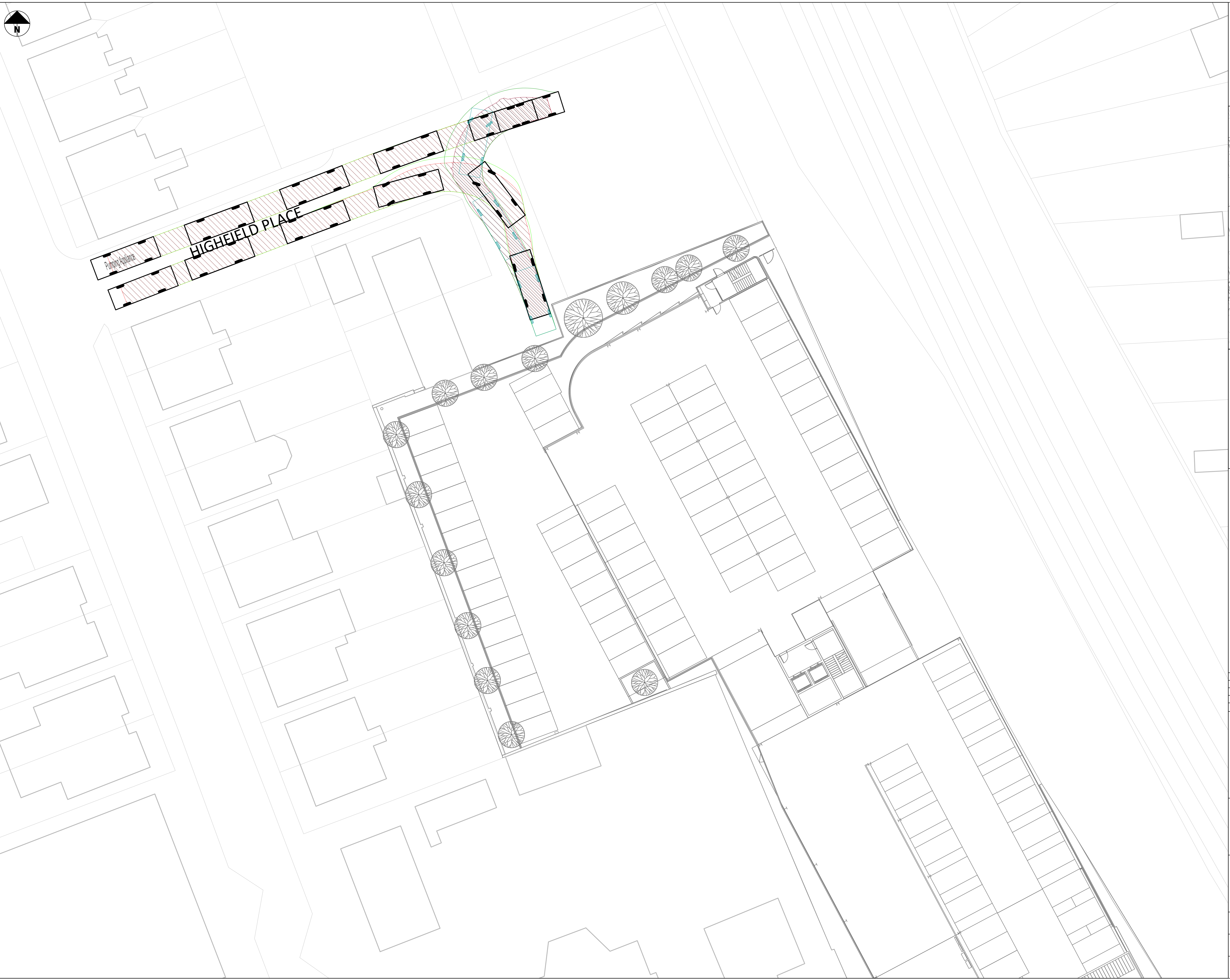
MUSE, PRESTWICH

TITLE

FIRE TENDER VEHICLE TRACKING
SHEET 2

DRAWING STATUS					STATUS CODE
INFORMATION					
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
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DRAWING No.			REV		
2772-CIV-XX-XX-D-H-40008			P04		

FILE LOCATION PATH: \\ISO1\PROJECTS\DRIVE\PROJECTS\HOT\2772 MUSE - PRESTWICH\CH\004 BIM\TRANSPORT\2772-CIV-XX-XX-D-H-40007 40009 - FIRE TENDER TRACKING.DWG



STANDARD NOTES

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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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SHEET 3

SHEET 2

SHEET 1

Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

17.01.24	P03	KEY AMENDED	CD	PM
09.10.23	P02	UPDATED TO LATEST SITE PLAN	CD	PM
02.06.23	P01	SUBMITTED FOR INFORMATION	ZH	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD

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1 Saw Mill Street, Water Lane, Leeds, LS11 5WE. Tel: 0113 2025 130
35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1809

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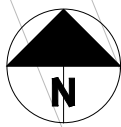
PROJECT

MUSE, PRESTWICH

TITLE

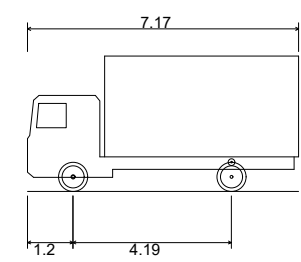
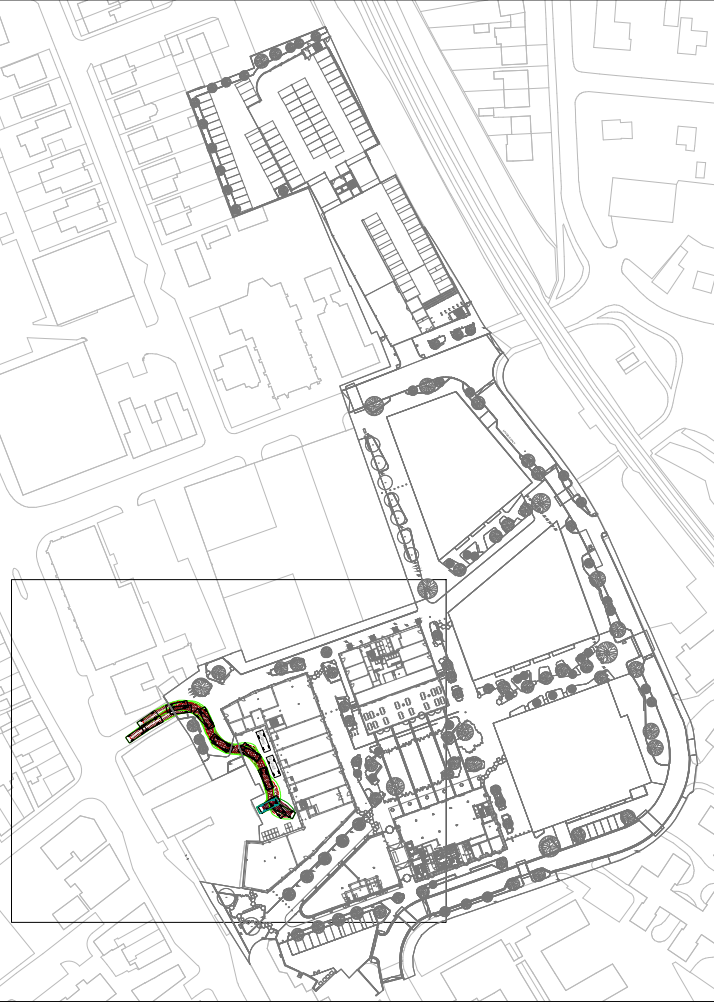
FIRE TENDER VEHICLE TRACKING
SHEET 3

DRAWING STATUS					STATUS CODE
INFORMATION					
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
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DRAWING No.					REV
2772-CIV-XX-XX-D-H-40009					P03



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FTA Design 7.5 Tonne Rigid Vehicle (2016)		
Overall Length	7.17m	
Overall Width	2.30m	
Overall Body Height	3.58m	
Min Body Ground Clearance	0.375m	
Track Width	2.12m	
Lock to lock time	3.00s	
Kerb to Kerb Turning Radius	7.00m	

17.01.24	P04	VEHICLE UPDATED	CD	PM
23.11.23	P03	UPDATED TO LATEST SITE LAYOUT	CD	PM
09.10.23	P02	UPDATED TO LATEST SITE LAYOUT	CD	PM
02.06.23	P01	SUBMITTED FOR INFORMATION	ZH	PM

DATE	REV	DESCRIPTION	DRAWN	CHKD
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GLASGOW 35 Virginia Street, Glasgow, G1 1TH. Tel: 0141 370 1829

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PROJECT

MUSE, PRESTWICH

TITLE
RIGID VEHICLE TRACKING
SERVICE YARD

DRAWING STATUS					STATUS CODE
INFORMATION					
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	
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2772-CIV-XX-XX-D-H-40010				P04	

BURY NEW RD

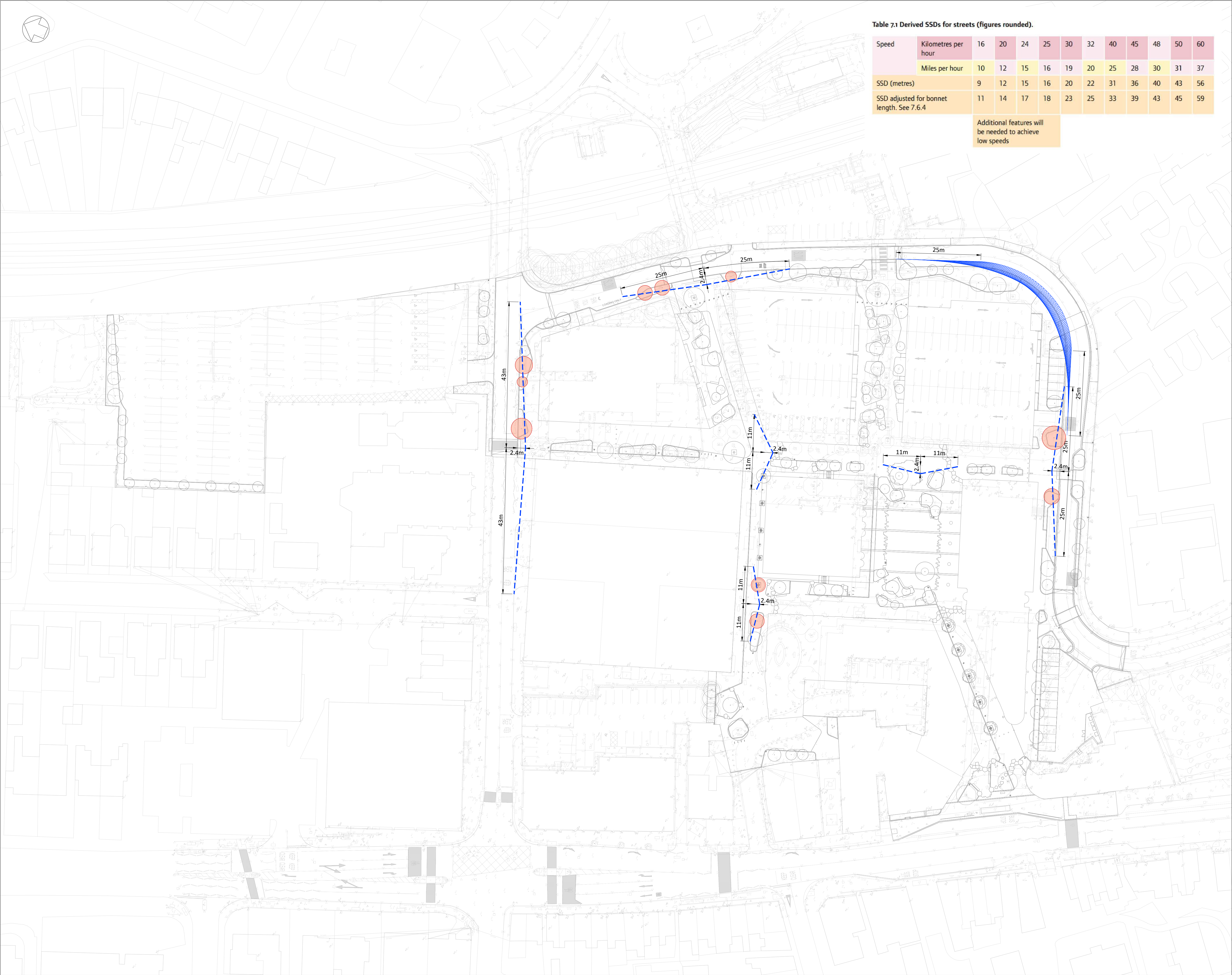


Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Additional features will be needed to achieve low speeds

- STANDARD NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
 2. THIS DRAWING SHOULD NOT BE SCALED.
 3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
 4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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STOPPING SIGHT DISTANCES (SSD) ARE BASED ON THE FOLLOWING PROPOSED SPEED LIMITS:	
RECTORY LANE	20 MPH
FAIRFAX ROAD	30 MPH
DEVELOPMENT SITE	10 MPH

- VISIBILITY SPLAY
- TREES WITHIN VISIBILITY SPLAYS TO HAVE CLEAR STEM TO A MINIMUM OF 2M ABOVE GROUND LEVEL

17.01.23	P02	FOR INFORMATION	CD	PM
09.10.23	P01	FOR INFORMATION	CD	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD



MANCHESTER
LONDON
LEEDS
GLASGOW

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Rivers Wharf, 33 Mill Street, London SE1 2AA, Tel: 020 7263 2977
Tower Works, Unit G2-G3, Globe Road, Leeds, LS11 5SQ, Tel: 0113 2025 130
Graham Chambers, 45 West Nile St, Glasgow, G2 2PT, Tel: 01461 570 1809

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PROJECT
MUSE, PRESTWICH

TITLE
VISIBILITY SPLAYS

DRAWING STATUS					STATUS CODE	
INFORMATION						
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
2772	1:500	05.10.23	CD	PM		
DRAWING No.					REV	
2772-CIV-XX-XX-D-H-44001					P02	

Appendix L: TRICS Output

Calculation Reference: AUDIT-758701-230711-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 118 to 10265 (units: sqm)
 Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

*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	3 days
Wednesday	1 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Town Centre	7
-------------	---

*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	6
High Street	1

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

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BR-02-A-03 COLSTON STREET BRISTOL	ARCHITECTS	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area:	118 sqm	
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
3	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
4	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	6420 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
5	GS-02-A-01 TWYVER HOUSE GLOUCESTER BRUTON WAY	HM LAND REGISTRY	GLOUCESTERSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	10265 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
6	KS-02-A-01 BRADFORD ROAD CLECKHEATON	INSURANCE COMPANY	KIRKLEES
	Town Centre High Street Total Gross floor area:	442 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
7	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.186	6	4559	0.051	6	4559	0.237
08:00 - 09:00	7	3971	0.461	7	3971	0.065	7	3971	0.526
09:00 - 10:00	7	3971	0.237	7	3971	0.130	7	3971	0.367
10:00 - 11:00	7	3971	0.130	7	3971	0.094	7	3971	0.224
11:00 - 12:00	7	3971	0.047	7	3971	0.054	7	3971	0.101
12:00 - 13:00	7	3971	0.072	7	3971	0.101	7	3971	0.173
13:00 - 14:00	7	3971	0.079	7	3971	0.133	7	3971	0.212
14:00 - 15:00	7	3971	0.083	7	3971	0.108	7	3971	0.191
15:00 - 16:00	7	3971	0.058	7	3971	0.112	7	3971	0.170
16:00 - 17:00	7	3971	0.054	7	3971	0.266	7	3971	0.320
17:00 - 18:00	7	3971	0.058	7	3971	0.230	7	3971	0.288
18:00 - 19:00	6	4559	0.037	6	4559	0.197	6	4559	0.234
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.502			1.541			3.043

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:	118 - 10265 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.004	6	4559	0.004	6	4559	0.008
08:00 - 09:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
09:00 - 10:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
10:00 - 11:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
13:00 - 14:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
14:00 - 15:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
15:00 - 16:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
16:00 - 17:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
17:00 - 18:00	7	3971	0.011	7	3971	0.007	7	3971	0.018
18:00 - 19:00	6	4559	0.015	6	4559	0.015	6	4559	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.081			0.166

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
08:00 - 09:00	7	3971	0.004	7	3971	0.004	7	3971	0.008
09:00 - 10:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
10:00 - 11:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
13:00 - 14:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
16:00 - 17:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
17:00 - 18:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.007	6	4559	0.000	6	4559	0.007
08:00 - 09:00	7	3971	0.029	7	3971	0.000	7	3971	0.029
09:00 - 10:00	7	3971	0.018	7	3971	0.000	7	3971	0.018
10:00 - 11:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
11:00 - 12:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
12:00 - 13:00	7	3971	0.007	7	3971	0.004	7	3971	0.011
13:00 - 14:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.004	7	3971	0.007	7	3971	0.011
16:00 - 17:00	7	3971	0.000	7	3971	0.018	7	3971	0.018
17:00 - 18:00	7	3971	0.000	7	3971	0.029	7	3971	0.029
18:00 - 19:00	6	4559	0.000	6	4559	0.011	6	4559	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.168	6	4559	0.040	6	4559	0.208
08:00 - 09:00	7	3971	0.428	7	3971	0.047	7	3971	0.475
09:00 - 10:00	7	3971	0.212	7	3971	0.108	7	3971	0.320
10:00 - 11:00	7	3971	0.097	7	3971	0.061	7	3971	0.158
11:00 - 12:00	7	3971	0.040	7	3971	0.047	7	3971	0.087
12:00 - 13:00	7	3971	0.040	7	3971	0.061	7	3971	0.101
13:00 - 14:00	7	3971	0.068	7	3971	0.119	7	3971	0.187
14:00 - 15:00	7	3971	0.058	7	3971	0.083	7	3971	0.141
15:00 - 16:00	7	3971	0.043	7	3971	0.094	7	3971	0.137
16:00 - 17:00	7	3971	0.043	7	3971	0.248	7	3971	0.291
17:00 - 18:00	7	3971	0.043	7	3971	0.209	7	3971	0.252
18:00 - 19:00	6	4559	0.022	6	4559	0.183	6	4559	0.205
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.262			1.300			2.562

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.011	6	4559	0.007	6	4559	0.018
08:00 - 09:00	7	3971	0.011	7	3971	0.004	7	3971	0.015
09:00 - 10:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
10:00 - 11:00	7	3971	0.025	7	3971	0.025	7	3971	0.050
11:00 - 12:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
12:00 - 13:00	7	3971	0.022	7	3971	0.029	7	3971	0.051
13:00 - 14:00	7	3971	0.004	7	3971	0.007	7	3971	0.011
14:00 - 15:00	7	3971	0.018	7	3971	0.018	7	3971	0.036
15:00 - 16:00	7	3971	0.011	7	3971	0.011	7	3971	0.022
16:00 - 17:00	7	3971	0.007	7	3971	0.007	7	3971	0.014
17:00 - 18:00	7	3971	0.007	7	3971	0.011	7	3971	0.018
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.137			0.271

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	4559	0.004	6	4559	0.000	6	4559	0.004
08:00 - 09:00	7	3971	0.007	7	3971	0.000	7	3971	0.007
09:00 - 10:00	7	3971	0.004	7	3971	0.000	7	3971	0.004
10:00 - 11:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
11:00 - 12:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
12:00 - 13:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
13:00 - 14:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
14:00 - 15:00	7	3971	0.000	7	3971	0.000	7	3971	0.000
15:00 - 16:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
16:00 - 17:00	7	3971	0.000	7	3971	0.007	7	3971	0.007
17:00 - 18:00	7	3971	0.000	7	3971	0.004	7	3971	0.004
18:00 - 19:00	6	4559	0.000	6	4559	0.000	6	4559	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

Calculation Reference: AUDIT-758701-230627-0604

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 1882 (units:)
 Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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	3 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	1 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	7
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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	4
Village	3

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 Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	40 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
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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:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	6 days

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

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17	MIXED HOUSES DURHAM	Survey Type: MANUAL
2	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 Survey date: MONDAY 26/09/16	TERRACED & SEMI-DETACHED GREATER MANCHESTER	Survey Type: MANUAL
3	NF-03-A-21 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1882 Survey date: TUESDAY 13/10/20	MIXED HOUSES & FLATS NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
4	NN-03-A-01 MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 Survey date: TUESDAY 20/10/20	MIXED HOUSES & FLATS NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
5	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED SUFFOLK	Survey Type: MANUAL
6	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16	TERRACED HOUSES WEST MIDLANDS	Survey Type: MANUAL
7	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 21/09/16	MIXED HOUSING WEST YORKSHIRE	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	parking ratio over 1.5
AC-03-A-06	29/04/22	parking ratio over 1.5
CA-03-A-06	22/06/18	parking ratio over 1.5
CA-03-A-07	27/05/21	parking ratio over 1.5
CA-03-A-08	13/10/22	parking ratio over 1.5
CS-03-A-03	27/10/16	parking ratio over 1.5
CS-03-A-04	27/10/16	parking ratio over 1.5

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
ES-03-A-06	16/06/21	parking ratio over 1.5
GS-03-A-02	23/04/21	parking ratio over 1.5
KC-03-A-08	22/05/18	parking ratio over 1.5
LE-03-A-02	28/06/18	parking ratio over 1.5
LU-03-A-01	21/09/21	parking ratio over 1.5
MW-03-A-01	22/09/17	parking ratio over 1.5
NF-03-A-27	16/09/21	parking ratio over 1.5
NF-03-A-44	21/09/22	parking ratio over 1.5
NM-03-A-02	20/10/20	parking ratio over 1.5
SC-03-A-09	24/05/22	parking ratio over 1.5
SC-03-A-10	14/09/22	parking ratio over 1.5
SF-03-A-08	16/09/20	parking ratio over 1.5
SM-03-A-02	25/09/18	parking ratio over 1.5
SM-03-A-03	25/09/18	parking ratio over 1.5
SY-03-A-02	10/09/20	parking ratio over 1.5
SY-03-A-03	09/09/20	parking ratio over 1.5
TW-03-A-03	13/11/15	parking ratio over 1.5
WS-03-A-07	19/10/17	parking ratio over 1.5
WS-03-A-15	23/11/21	parking ratio over 1.5
WS-03-A-16	09/11/22	parking ratio over 1.5

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	316	0.075	7	316	0.266	7	316	0.341
08:00 - 09:00	7	316	0.121	7	316	0.278	7	316	0.399
09:00 - 10:00	7	316	0.103	7	316	0.118	7	316	0.221
10:00 - 11:00	7	316	0.086	7	316	0.102	7	316	0.188
11:00 - 12:00	7	316	0.096	7	316	0.104	7	316	0.200
12:00 - 13:00	7	316	0.104	7	316	0.112	7	316	0.216
13:00 - 14:00	7	316	0.111	7	316	0.096	7	316	0.207
14:00 - 15:00	7	316	0.143	7	316	0.143	7	316	0.286
15:00 - 16:00	7	316	0.190	7	316	0.129	7	316	0.319
16:00 - 17:00	7	316	0.223	7	316	0.126	7	316	0.349
17:00 - 18:00	7	316	0.259	7	316	0.129	7	316	0.388
18:00 - 19:00	7	316	0.209	7	316	0.132	7	316	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.720			1.735			3.455

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 1882 (units:)
 01/01/15 - 09/11/22
 34
 0
 0
 41
 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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
 NF NORFOLK 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 125 to 125 (units:)
 Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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:

Saturday 1 days

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

Selected survey types:

Manual count 0 days
 Directional ATC Count 1 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 1 days

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:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

100,001 to 125,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-42	MIXED HOUSES	NORFOLK
	MILL LANE		
	NEAR NORWICH		
	HORSFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	125	
	Survey date: SATURDAY	14/09/19	Survey Type: DIRECTIONAL ATC COUNT

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	125	0.016	1	125	0.104	1	125	0.120
08:00 - 09:00	1	125	0.072	1	125	0.200	1	125	0.272
09:00 - 10:00	1	125	0.160	1	125	0.240	1	125	0.400
10:00 - 11:00	1	125	0.152	1	125	0.256	1	125	0.408
11:00 - 12:00	1	125	0.256	1	125	0.232	1	125	0.488
12:00 - 13:00	1	125	0.168	1	125	0.200	1	125	0.368
13:00 - 14:00	1	125	0.208	1	125	0.232	1	125	0.440
14:00 - 15:00	1	125	0.184	1	125	0.160	1	125	0.344
15:00 - 16:00	1	125	0.264	1	125	0.136	1	125	0.400
16:00 - 17:00	1	125	0.200	1	125	0.232	1	125	0.432
17:00 - 18:00	1	125	0.224	1	125	0.104	1	125	0.328
18:00 - 19:00	1	125	0.160	1	125	0.128	1	125	0.288
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.064			2.224			4.288

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: 125 - 125 (units:)
 Survey date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/05/22

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:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
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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	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
3	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total No of Dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.014	3	71	0.037	3	71	0.051
08:00 - 09:00	3	71	0.019	3	71	0.047	3	71	0.066
09:00 - 10:00	3	71	0.014	3	71	0.014	3	71	0.028
10:00 - 11:00	3	71	0.019	3	71	0.028	3	71	0.047
11:00 - 12:00	3	71	0.023	3	71	0.019	3	71	0.042
12:00 - 13:00	3	71	0.019	3	71	0.019	3	71	0.038
13:00 - 14:00	3	71	0.037	3	71	0.042	3	71	0.079
14:00 - 15:00	3	71	0.019	3	71	0.023	3	71	0.042
15:00 - 16:00	3	71	0.019	3	71	0.019	3	71	0.038
16:00 - 17:00	3	71	0.061	3	71	0.023	3	71	0.084
17:00 - 18:00	3	71	0.051	3	71	0.037	3	71	0.088
18:00 - 19:00	3	71	0.047	3	71	0.033	3	71	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.341			0.683

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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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.]

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

20 - 154 (units:)
 01/01/10 - 11/05/22
 3
 0
 0
 0
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.005	3	71	0.005	3	71	0.010
08:00 - 09:00	3	71	0.000	3	71	0.005	3	71	0.005
09:00 - 10:00	3	71	0.000	3	71	0.000	3	71	0.000
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.005	3	71	0.005	3	71	0.010
12:00 - 13:00	3	71	0.005	3	71	0.005	3	71	0.010
13:00 - 14:00	3	71	0.005	3	71	0.005	3	71	0.010
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.005	3	71	0.000	3	71	0.005
17:00 - 18:00	3	71	0.005	3	71	0.000	3	71	0.005
18:00 - 19:00	3	71	0.000	3	71	0.005	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	71	0.000	3	71	0.005	3	71	0.005
08:00 - 09:00	3	71	0.000	3	71	0.009	3	71	0.009
09:00 - 10:00	3	71	0.005	3	71	0.009	3	71	0.014
10:00 - 11:00	3	71	0.000	3	71	0.000	3	71	0.000
11:00 - 12:00	3	71	0.000	3	71	0.000	3	71	0.000
12:00 - 13:00	3	71	0.000	3	71	0.014	3	71	0.014
13:00 - 14:00	3	71	0.000	3	71	0.000	3	71	0.000
14:00 - 15:00	3	71	0.000	3	71	0.000	3	71	0.000
15:00 - 16:00	3	71	0.000	3	71	0.000	3	71	0.000
16:00 - 17:00	3	71	0.000	3	71	0.000	3	71	0.000
17:00 - 18:00	3	71	0.019	3	71	0.000	3	71	0.019
18:00 - 19:00	3	71	0.005	3	71	0.000	3	71	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.037			0.066

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

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

Calculation Reference: AUDIT-758701-230629-0611

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
08	NORTH WEST	
	EC CHESHIRE EAST	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 75 to 321 (units: sqm)
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 30/09/22

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:
Saturday 3 days

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

Selected survey types:
Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 3

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

Selected Location Sub Categories:
Built-Up Zone 3

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 Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(b) 3 days

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:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days

25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CB-06-B-01	ITALIAN RESTAURANT	CUMBRIA
	MARKET STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	150 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	EC-06-B-01	ITALIAN RESTAURANT	CHESHIRE EAST
	MILL STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	75 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
3	EC-06-B-02	PIZZA EXPRESS	CHESHIRE EAST
	MARKET PLACE		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	321 sqm	
	Survey date: SATURDAY	11/11/17	Survey Type: MANUAL

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

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	3.114	3	182	0.366	3	182	3.480
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.579	3	182	2.198	3	182	6.777
13:00 - 14:00	3	182	2.381	3	182	2.381	3	182	4.762
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.480	3	182	1.282	3	182	4.762
17:00 - 18:00	3	182	5.128	3	182	3.663	3	182	8.791
18:00 - 19:00	3	182	5.495	3	182	5.311	3	182	10.806
19:00 - 20:00	3	182	7.326	3	182	5.861	3	182	13.187
20:00 - 21:00	3	182	1.648	3	182	3.480	3	182	5.128
21:00 - 22:00	3	182	1.282	3	182	3.297	3	182	4.579
22:00 - 23:00	3	182	0.733	3	182	4.029	3	182	4.762
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			38.280			37.066			75.346

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

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Parameter summary

Trip rate parameter range selected: 75 - 321 (units: sqm)
 Survey date range: 01/01/15 - 30/09/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.000	3	182	0.000	3	182	0.000
13:00 - 14:00	3	182	0.183	3	182	0.183	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.366	3	182	0.000	3	182	0.366
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.183	3	182	0.000	3	182	0.183
19:00 - 20:00	3	182	0.916	3	182	0.733	3	182	1.649
20:00 - 21:00	3	182	0.000	3	182	0.366	3	182	0.366
21:00 - 22:00	3	182	0.183	3	182	0.183	3	182	0.366
22:00 - 23:00	3	182	0.366	3	182	0.366	3	182	0.732
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.197			2.197			4.394

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	2.930	3	182	0.183	3	182	3.113
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.396	3	182	2.198	3	182	6.594
13:00 - 14:00	3	182	2.198	3	182	2.015	3	182	4.213
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.114	3	182	1.282	3	182	4.396
17:00 - 18:00	3	182	5.128	3	182	3.297	3	182	8.425
18:00 - 19:00	3	182	5.311	3	182	5.311	3	182	10.622
19:00 - 20:00	3	182	6.410	3	182	5.128	3	182	11.538
20:00 - 21:00	3	182	1.648	3	182	3.114	3	182	4.762
21:00 - 22:00	3	182	1.099	3	182	3.114	3	182	4.213
22:00 - 23:00	3	182	0.366	3	182	3.663	3	182	4.029
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			35.714			34.503			70.217

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.183	3	182	0.183	3	182	0.366
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.183	3	182	0.000	3	182	0.183
13:00 - 14:00	3	182	0.000	3	182	0.183	3	182	0.183
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.000	3	182	0.000	3	182	0.000
18:00 - 19:00	3	182	0.000	3	182	0.000	3	182	0.000
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			0.366			0.366			0.732

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

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Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	82 to 200 (units: sqm)
Range Selected by User:	82 to 210 (units: sqm)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
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Date Range:	01/01/15 to 20/09/22
-------------	----------------------

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

Selected survey days:

Tuesday	3 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
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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	3
---------------	---

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 Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 3 days

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:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANS GATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	LN-06-K-01	CAFÉ & TEA ROOM		LINCOLNSHIRE
	RED LION SQUARE			
	STAMFORD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
3	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL	

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

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.754	3	157	1.271	3	157	4.025
10:00 - 11:00	3	157	2.119	3	157	2.754	3	157	4.873
11:00 - 12:00	3	157	2.119	3	157	1.907	3	157	4.026
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.695	3	157	1.907	3	157	3.602
14:00 - 15:00	3	157	1.483	3	157	1.695	3	157	3.178
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.709			14.996			29.705

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:	82 - 200 (units: sqm)
Survey date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.000	3	157	0.000	3	157	0.000
10:00 - 11:00	3	157	0.212	3	157	0.212	3	157	0.424
11:00 - 12:00	3	157	0.212	3	157	0.212	3	157	0.424
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.212	3	157	0.212	3	157	0.424
14:00 - 15:00	3	157	0.212	3	157	0.212	3	157	0.424
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.848			1.696

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.636	3	157	0.212	3	157	0.848
13:00 - 14:00	3	157	0.000	3	157	0.424	3	157	0.424
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.060			1.060			2.120

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.331	3	157	1.059	3	157	3.390
10:00 - 11:00	3	157	1.907	3	157	2.331	3	157	4.238
11:00 - 12:00	3	157	1.907	3	157	1.695	3	157	3.602
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.483	3	157	1.695	3	157	3.178
14:00 - 15:00	3	157	1.271	3	157	1.483	3	157	2.754
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.438			13.725			27.163

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.*

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.000	3	157	0.000	3	157	0.000
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.424				0.424	0.848	

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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.000	3	157	0.000	3	157	0.000
09:00 - 10:00	3	157	0.424	3	157	0.212	3	157	0.636
10:00 - 11:00	3	157	0.000	3	157	0.212	3	157	0.212
11:00 - 12:00	3	157	0.000	3	157	0.000	3	157	0.000
12:00 - 13:00	3	157	0.212	3	157	0.212	3	157	0.424
13:00 - 14:00	3	157	0.000	3	157	0.000	3	157	0.000
14:00 - 15:00	3	157	0.000	3	157	0.000	3	157	0.000
15:00 - 16:00	3	157	0.000	3	157	0.000	3	157	0.000
16:00 - 17:00	2	195	0.000	2	195	0.000	2	195	0.000
17:00 - 18:00	1	200	0.000	1	200	0.000	1	200	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.636			1.272

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

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

Calculation Reference: AUDIT-758701-230711-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 554 to 6000 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/22

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

Selected survey days:

Tuesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
---------------------	---

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:

Commercial Zone	1
Built-Up Zone	3

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	2 days
E(d)	1 days

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:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	DY-07-K-02	LA FITNESS	DERBY
	CARRINGTON STREET		
	DERBY		
	CASTLE WARD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	KS-07-K-01	FITNESS CLUB	KIRKLEES
	GELDERD ROAD		
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
	Survey date: TUESDAY	22/04/14	Survey Type: MANUAL
3	NG-07-K-01	VIRGIN ACTIVE	NOTTINGHAM
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	6000 sqm	
	Survey date: THURSDAY	27/06/13	Survey Type: MANUAL
4	WM-07-K-02	STRENGTH & FITNESS GYM	WEST MIDLANDS
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	554 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	1.197	4	3239	0.069	4	3239	1.266
07:00 - 08:00	4	3239	0.780	4	3239	0.772	4	3239	1.552
08:00 - 09:00	4	3239	0.834	4	3239	1.227	4	3239	2.061
09:00 - 10:00	4	3239	1.305	4	3239	0.942	4	3239	2.247
10:00 - 11:00	4	3239	1.258	4	3239	1.058	4	3239	2.316
11:00 - 12:00	4	3239	0.803	4	3239	1.266	4	3239	2.069
12:00 - 13:00	4	3239	0.780	4	3239	1.073	4	3239	1.853
13:00 - 14:00	4	3239	0.919	4	3239	1.058	4	3239	1.977
14:00 - 15:00	4	3239	0.811	4	3239	0.610	4	3239	1.421
15:00 - 16:00	4	3239	1.004	4	3239	0.926	4	3239	1.930
16:00 - 17:00	4	3239	1.405	4	3239	0.834	4	3239	2.239
17:00 - 18:00	4	3239	2.540	4	3239	1.112	4	3239	3.652
18:00 - 19:00	4	3239	2.123	4	3239	2.092	4	3239	4.215
19:00 - 20:00	4	3239	1.451	4	3239	2.092	4	3239	3.543
20:00 - 21:00	4	3239	0.602	4	3239	1.637	4	3239	2.239
21:00 - 22:00	4	3239	0.069	4	3239	0.841	4	3239	0.910
22:00 - 23:00	1	6000	0.017	1	6000	0.267	1	6000	0.284
23:00 - 24:00									
Total Rates:			17.898			17.876			35.774

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:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

554 - 6000 (units: sqm)
 01/01/13 - 19/11/22
 4
 0
 0
 0
 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.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
07:00 - 08:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
08:00 - 09:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
11:00 - 12:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
14:00 - 15:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
17:00 - 18:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
18:00 - 19:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
19:00 - 20:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
20:00 - 21:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
21:00 - 22:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
07:00 - 08:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
08:00 - 09:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
11:00 - 12:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
14:00 - 15:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
17:00 - 18:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
18:00 - 19:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
19:00 - 20:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
20:00 - 21:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
21:00 - 22:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	0.031	4	3239	0.000	4	3239	0.031
07:00 - 08:00	4	3239	0.023	4	3239	0.008	4	3239	0.031
08:00 - 09:00	4	3239	0.008	4	3239	0.023	4	3239	0.031
09:00 - 10:00	4	3239	0.046	4	3239	0.015	4	3239	0.061
10:00 - 11:00	4	3239	0.008	4	3239	0.023	4	3239	0.031
11:00 - 12:00	4	3239	0.023	4	3239	0.046	4	3239	0.069
12:00 - 13:00	4	3239	0.023	4	3239	0.015	4	3239	0.038
13:00 - 14:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
14:00 - 15:00	4	3239	0.015	4	3239	0.000	4	3239	0.015
15:00 - 16:00	4	3239	0.015	4	3239	0.015	4	3239	0.030
16:00 - 17:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
17:00 - 18:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
18:00 - 19:00	4	3239	0.039	4	3239	0.039	4	3239	0.078
19:00 - 20:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
20:00 - 21:00	4	3239	0.015	4	3239	0.039	4	3239	0.054
21:00 - 22:00	4	3239	0.000	4	3239	0.023	4	3239	0.023
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.270			0.277			0.547

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	1.127	4	3239	0.062	4	3239	1.189
07:00 - 08:00	4	3239	0.764	4	3239	0.757	4	3239	1.521
08:00 - 09:00	4	3239	0.826	4	3239	1.204	4	3239	2.030
09:00 - 10:00	4	3239	1.297	4	3239	0.942	4	3239	2.239
10:00 - 11:00	4	3239	1.227	4	3239	1.042	4	3239	2.269
11:00 - 12:00	4	3239	0.780	4	3239	1.212	4	3239	1.992
12:00 - 13:00	4	3239	0.764	4	3239	1.065	4	3239	1.829
13:00 - 14:00	4	3239	0.895	4	3239	1.034	4	3239	1.929
14:00 - 15:00	4	3239	0.787	4	3239	0.579	4	3239	1.366
15:00 - 16:00	4	3239	0.996	4	3239	0.919	4	3239	1.915
16:00 - 17:00	4	3239	1.374	4	3239	0.826	4	3239	2.200
17:00 - 18:00	4	3239	2.470	4	3239	1.081	4	3239	3.551
18:00 - 19:00	4	3239	2.077	4	3239	1.992	4	3239	4.069
19:00 - 20:00	4	3239	1.413	4	3239	2.053	4	3239	3.466
20:00 - 21:00	4	3239	0.587	4	3239	1.613	4	3239	2.200
21:00 - 22:00	4	3239	0.069	4	3239	0.818	4	3239	0.887
22:00 - 23:00	1	6000	0.000	1	6000	0.250	1	6000	0.250
23:00 - 24:00									
Total Rates:			17.453			17.449			34.902

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	0.046	4	3239	0.000	4	3239	0.046
07:00 - 08:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
08:00 - 09:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
09:00 - 10:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
10:00 - 11:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
11:00 - 12:00	4	3239	0.015	4	3239	0.008	4	3239	0.023
12:00 - 13:00	4	3239	0.015	4	3239	0.008	4	3239	0.023
13:00 - 14:00	4	3239	0.008	4	3239	0.015	4	3239	0.023
14:00 - 15:00	4	3239	0.023	4	3239	0.031	4	3239	0.054
15:00 - 16:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
16:00 - 17:00	4	3239	0.023	4	3239	0.008	4	3239	0.031
17:00 - 18:00	4	3239	0.039	4	3239	0.015	4	3239	0.054
18:00 - 19:00	4	3239	0.015	4	3239	0.062	4	3239	0.077
19:00 - 20:00	4	3239	0.023	4	3239	0.015	4	3239	0.038
20:00 - 21:00	4	3239	0.000	4	3239	0.015	4	3239	0.015
21:00 - 22:00	4	3239	0.000	4	3239	0.015	4	3239	0.015
22:00 - 23:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
23:00 - 24:00									
Total Rates:			0.239			0.230			0.469

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	3239	0.015	4	3239	0.000	4	3239	0.015
07:00 - 08:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
08:00 - 09:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
09:00 - 10:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
10:00 - 11:00	4	3239	0.023	4	3239	0.000	4	3239	0.023
11:00 - 12:00	4	3239	0.000	4	3239	0.039	4	3239	0.039
12:00 - 13:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
13:00 - 14:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
14:00 - 15:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
15:00 - 16:00	4	3239	0.000	4	3239	0.000	4	3239	0.000
16:00 - 17:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
17:00 - 18:00	4	3239	0.015	4	3239	0.000	4	3239	0.015
18:00 - 19:00	4	3239	0.015	4	3239	0.023	4	3239	0.038
19:00 - 20:00	4	3239	0.000	4	3239	0.008	4	3239	0.008
20:00 - 21:00	4	3239	0.008	4	3239	0.008	4	3239	0.016
21:00 - 22:00	4	3239	0.008	4	3239	0.000	4	3239	0.008
22:00 - 23:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
23:00 - 24:00									
Total Rates:			0.108			0.111			0.219

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

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

Calculation Reference: AUDIT-758701-230711-0724

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 500 to 2512 (units: sqm)
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/22

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:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
-------------	---

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

Selected Location Sub Categories:

Built-Up Zone	2
---------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(d) 2 days

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:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

20,001 to 25,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	BR-07-K-01	ANYTIME FITNESS	BRISTOL CITY
	QUEENS ROAD		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2512 sqm	
	Survey date: SUNDAY	14/11/21	Survey Type: MANUAL
2	PB-07-K-02	THE FITNESS ZONE	PETERBOROUGH
	WENTWORTH STREET		
	PETERBOROUGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	500 sqm	
	Survey date: SATURDAY	15/10/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
07:00 - 08:00	2	1506	0.100	2	1506	0.033	2	1506	0.133
08:00 - 09:00	2	1506	0.199	2	1506	0.133	2	1506	0.332
09:00 - 10:00	2	1506	0.299	2	1506	0.133	2	1506	0.432
10:00 - 11:00	2	1506	0.166	2	1506	0.266	2	1506	0.432
11:00 - 12:00	2	1506	0.166	2	1506	0.133	2	1506	0.299
12:00 - 13:00	2	1506	0.266	2	1506	0.266	2	1506	0.532
13:00 - 14:00	2	1506	0.199	2	1506	0.266	2	1506	0.465
14:00 - 15:00	2	1506	0.166	2	1506	0.199	2	1506	0.365
15:00 - 16:00	2	1506	0.100	2	1506	0.232	2	1506	0.332
16:00 - 17:00	2	1506	0.100	2	1506	0.100	2	1506	0.200
17:00 - 18:00	1	2512	0.040	1	2512	0.040	1	2512	0.080
18:00 - 19:00	1	2512	0.040	1	2512	0.119	1	2512	0.159
19:00 - 20:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
20:00 - 21:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			1.921			2.000			3.921

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:	500 - 2512 (units: sqm)
Survey date range:	01/01/13 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
07:00 - 08:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
08:00 - 09:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
09:00 - 10:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
10:00 - 11:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
11:00 - 12:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
12:00 - 13:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
13:00 - 14:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
14:00 - 15:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
15:00 - 16:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
16:00 - 17:00	2	1506	0.000	2	1506	0.000	2	1506	0.000
17:00 - 18:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
18:00 - 19:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
19:00 - 20:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
20:00 - 21:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
21:00 - 22:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
07:00 - 08:00	2	1506	0.033	2	1506	0.000	2	1506	0.033
08:00 - 09:00	2	1506	0.066	2	1506	0.000	2	1506	0.066
09:00 - 10:00	2	1506	0.033	2	1506	0.100	2	1506	0.133
10:00 - 11:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
11:00 - 12:00	2	1506	0.000	2	1506	0.033	2	1506	0.033
12:00 - 13:00	2	1506	0.066	2	1506	0.033	2	1506	0.099
13:00 - 14:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
14:00 - 15:00	2	1506	0.066	2	1506	0.033	2	1506	0.099
15:00 - 16:00	2	1506	0.000	2	1506	0.033	2	1506	0.033
16:00 - 17:00	2	1506	0.033	2	1506	0.033	2	1506	0.066
17:00 - 18:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
18:00 - 19:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
19:00 - 20:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
20:00 - 21:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			0.403			0.411			0.814

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

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

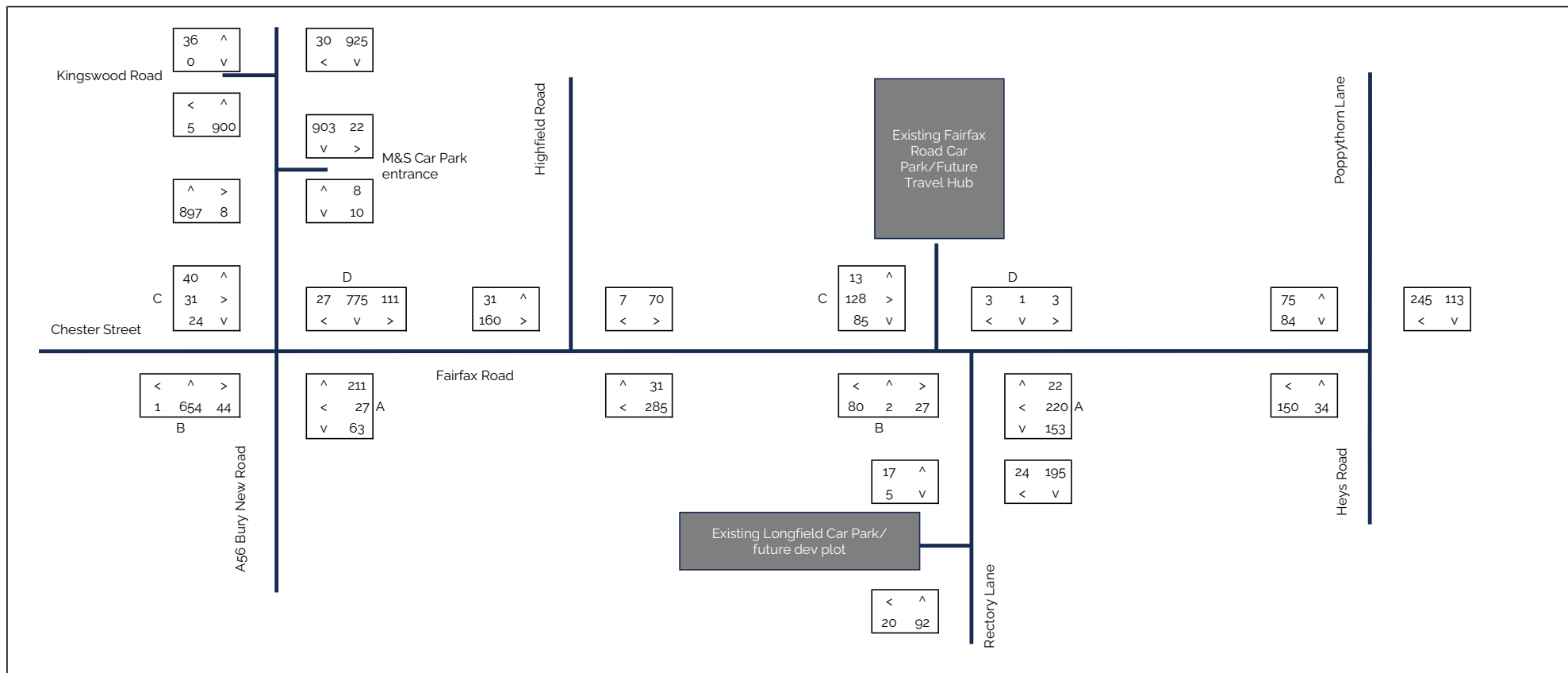
TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
07:00 - 08:00	2	1506	0.100	2	1506	0.033	2	1506	0.133
08:00 - 09:00	2	1506	0.199	2	1506	0.133	2	1506	0.332
09:00 - 10:00	2	1506	0.299	2	1506	0.133	2	1506	0.432
10:00 - 11:00	2	1506	0.133	2	1506	0.232	2	1506	0.365
11:00 - 12:00	2	1506	0.166	2	1506	0.133	2	1506	0.299
12:00 - 13:00	2	1506	0.232	2	1506	0.232	2	1506	0.464
13:00 - 14:00	2	1506	0.199	2	1506	0.266	2	1506	0.465
14:00 - 15:00	2	1506	0.133	2	1506	0.166	2	1506	0.299
15:00 - 16:00	2	1506	0.066	2	1506	0.199	2	1506	0.265
16:00 - 17:00	2	1506	0.100	2	1506	0.100	2	1506	0.200
17:00 - 18:00	1	2512	0.040	1	2512	0.040	1	2512	0.080
18:00 - 19:00	1	2512	0.040	1	2512	0.119	1	2512	0.159
19:00 - 20:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
20:00 - 21:00	1	2512	0.040	1	2512	0.000	1	2512	0.040
21:00 - 22:00	1	2512	0.000	1	2512	0.040	1	2512	0.040
22:00 - 23:00	1	2512	0.000	1	2512	0.000	1	2512	0.000
23:00 - 24:00									
Total Rates:			1.787			1.866			3.653

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.*

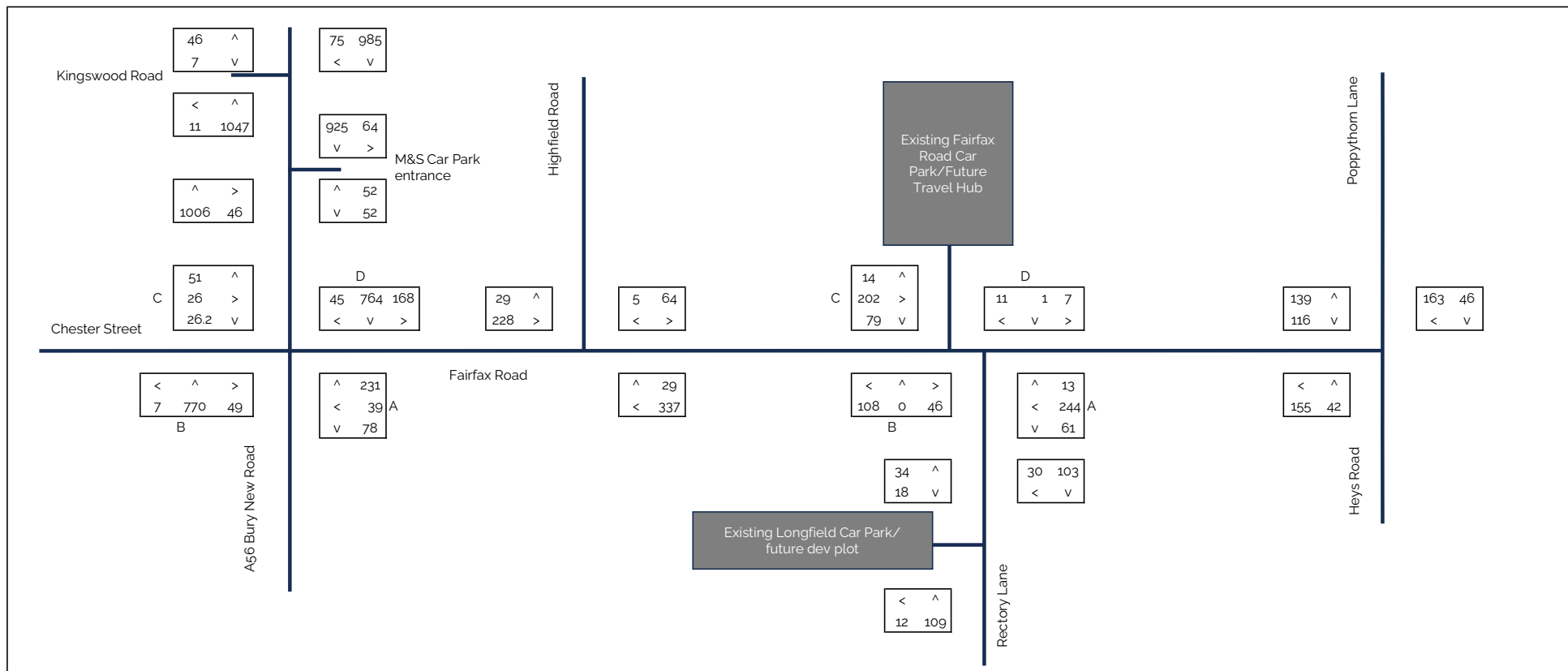
Appendix M: Traffic Survey Data



Title: 2023 AM Surveyed Flows (07:30-08:30)

Figure M.1

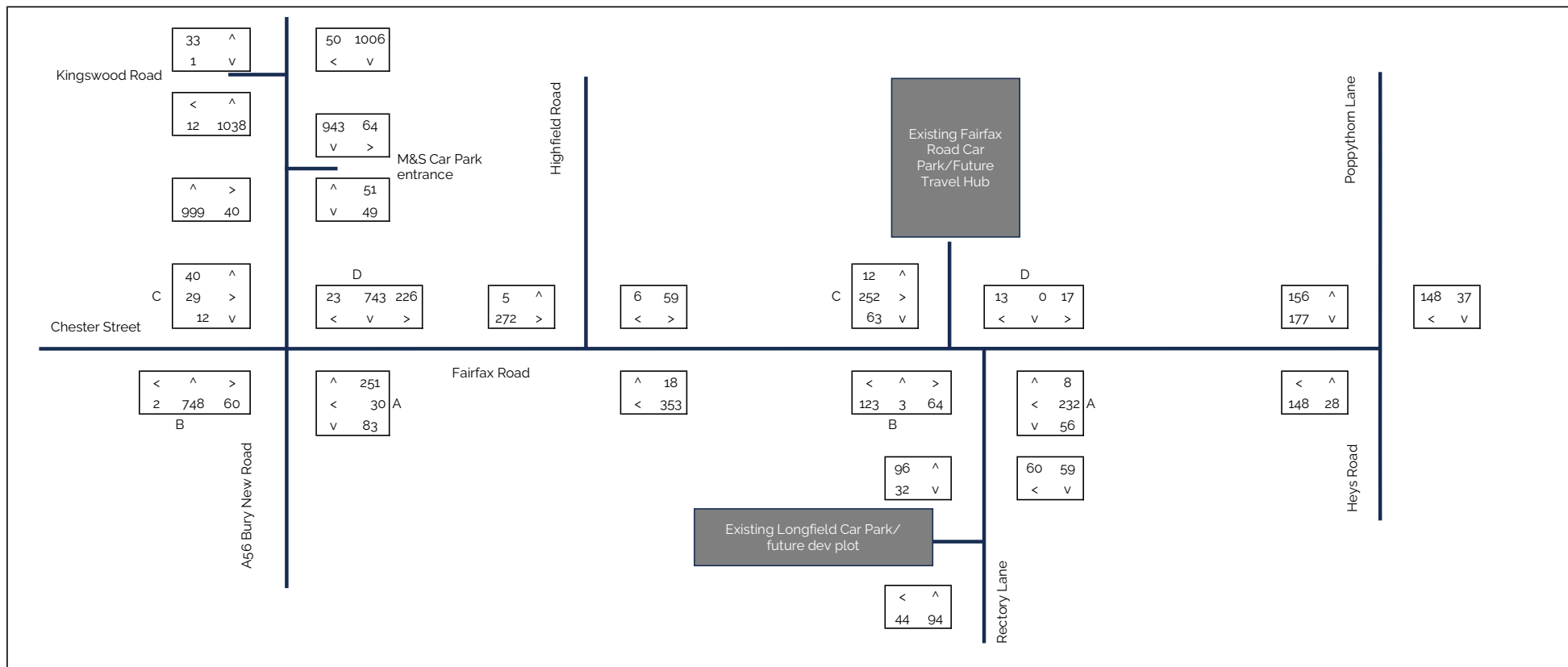
Civic Engineers



Title: 2023 PM Surveyed Flows (17:30-18:30)

Figure M.2

Civic Engineers



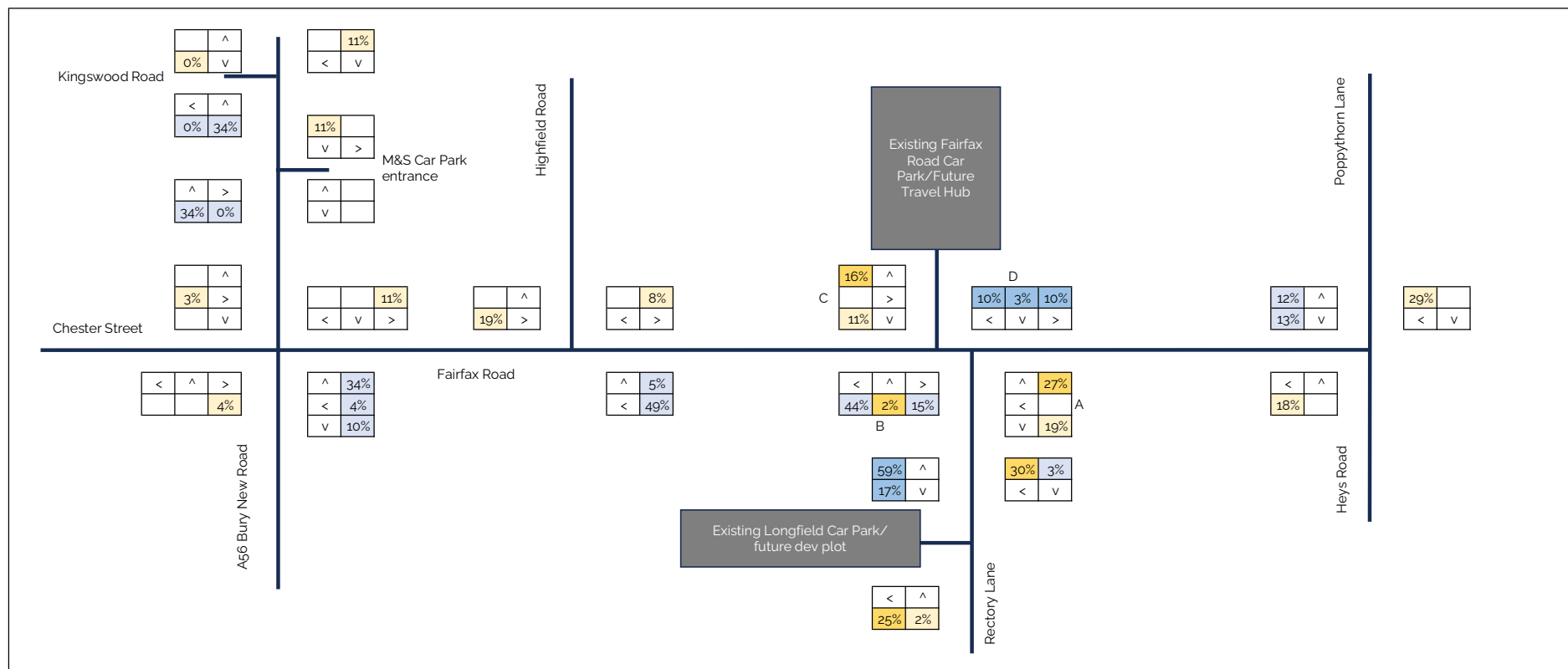
Title: 2023 Saturday Surveyed Flows (14:15-15:15)

Figure M.3

Civic Engineers

Appendix N: Appendix not in use

Appendix O: Network Traffic Flow Figures

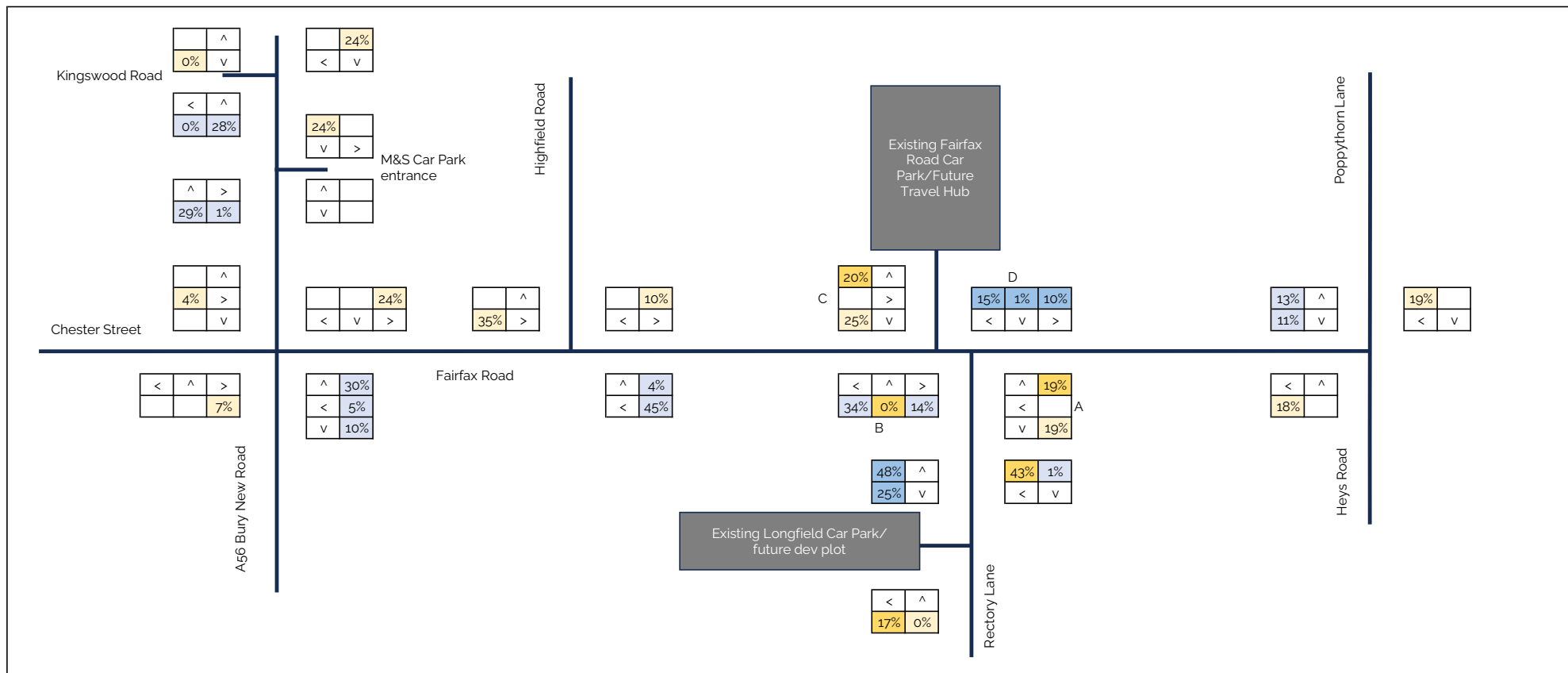


Title: Existing Car Parks Distribution AM

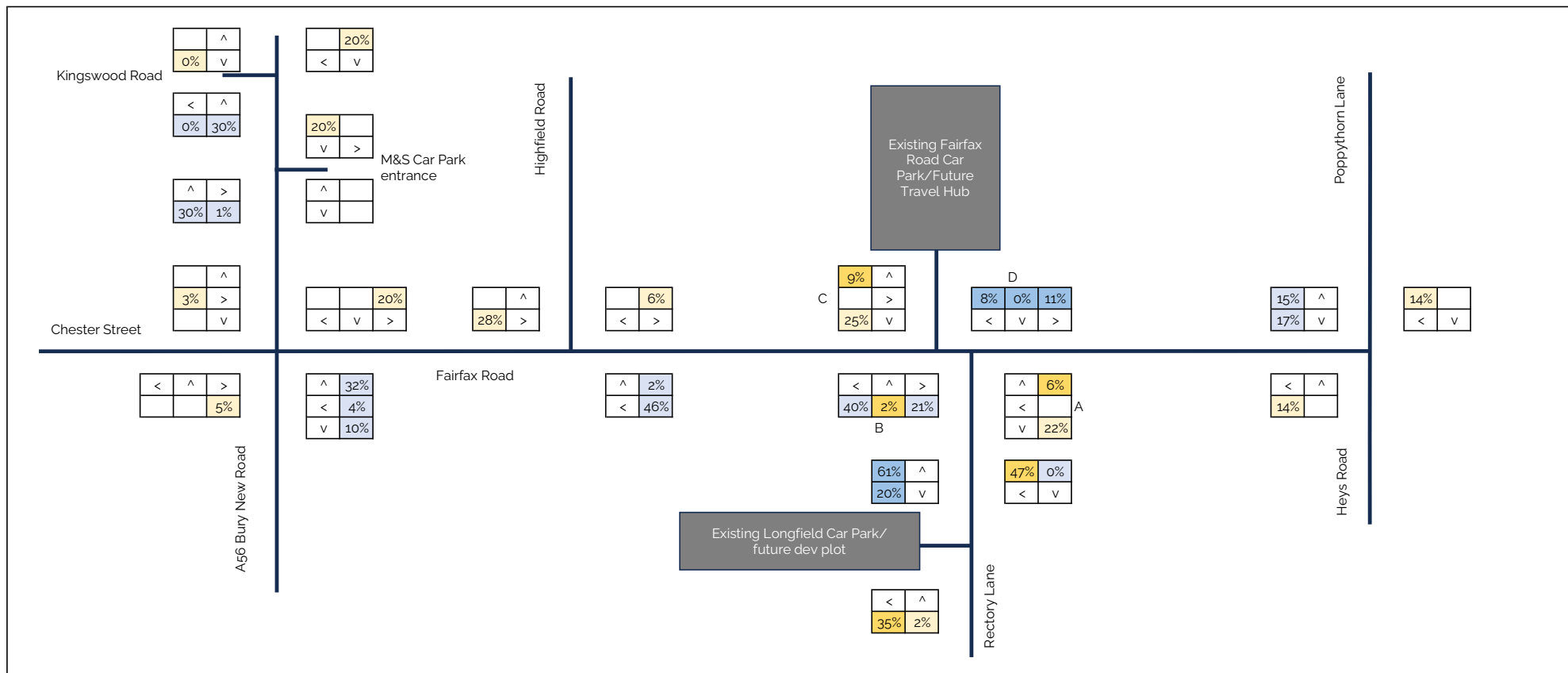
Figure Number O.1

Civic Engineers

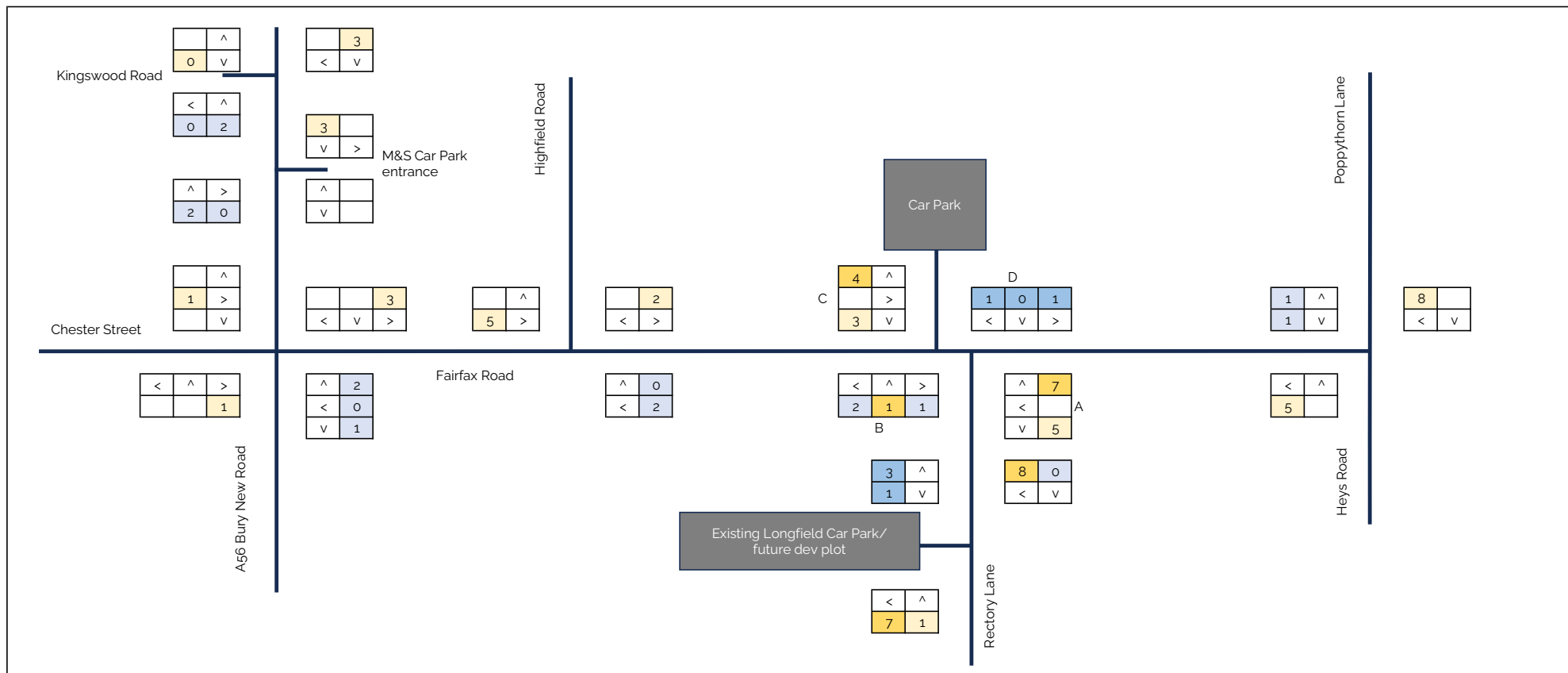
Arrivals 100.00%
Departures 100.00%



Title: Existing Car Parks Distribution PM
Figure Number O.2
Civic Engineers



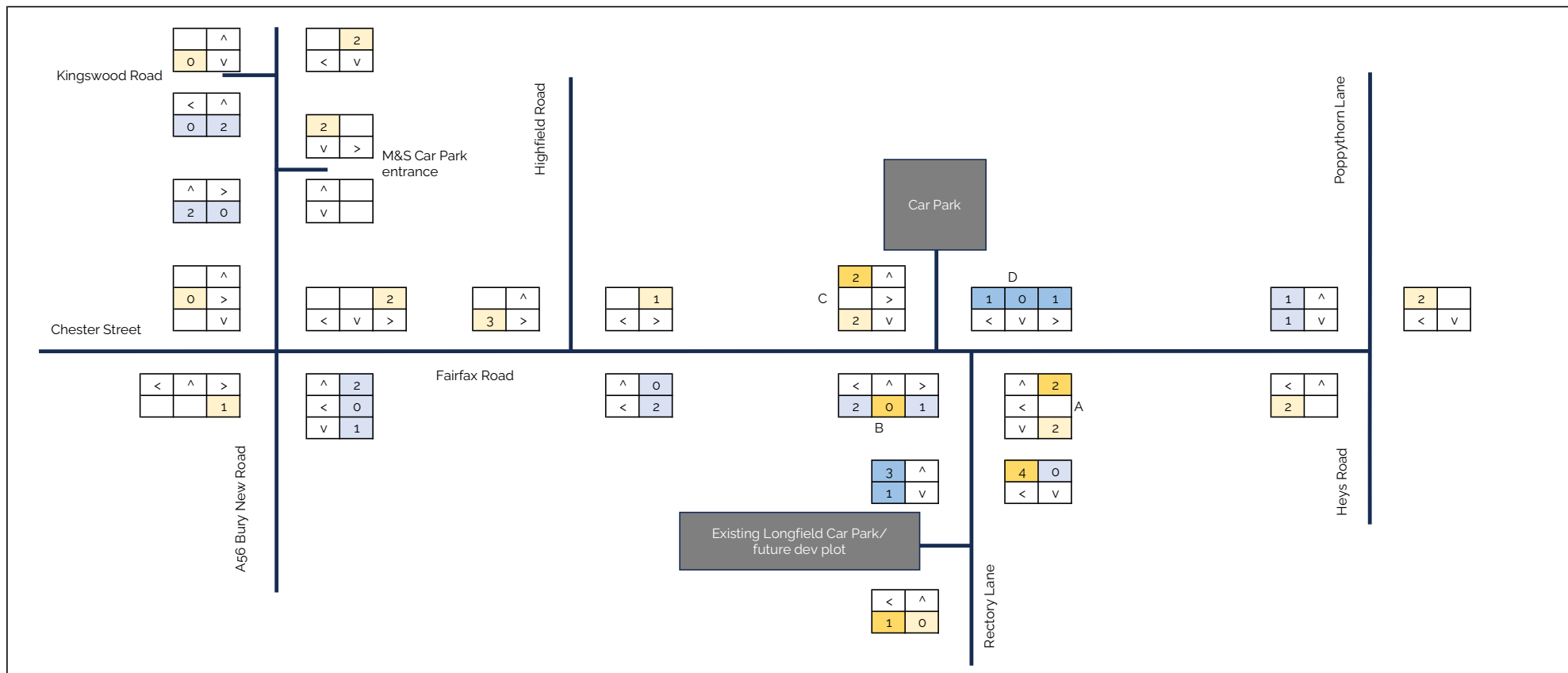
Title: Existing Car Parks Distribution Sat
Figure Number O.3
Civic Engineers



Title: Half of long stayers arriving and departing in peak hour, to be netted off. AM (07:30-08:30)

Figure O.4

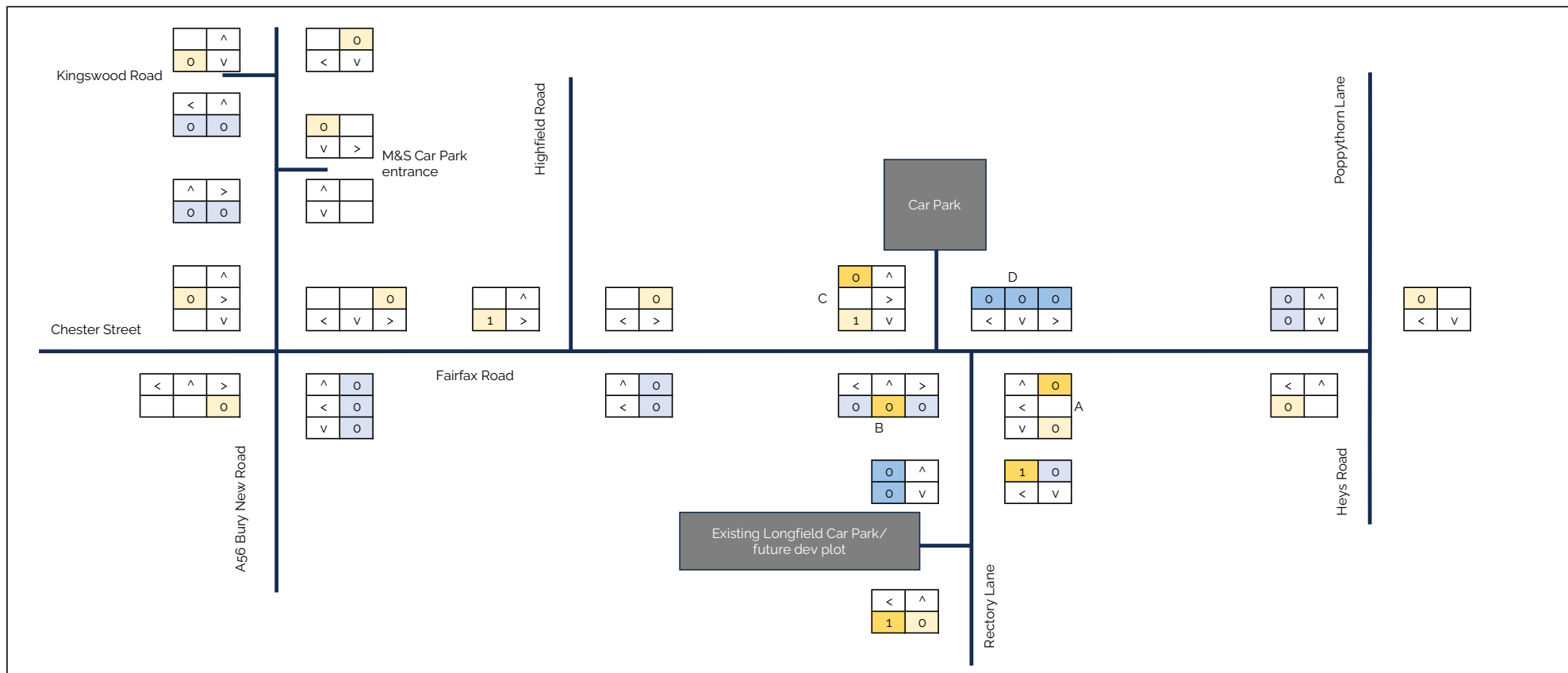
Civic Engineers



Title: Half of long stayers arriving and departing in peak hour, to be netted off. PM (17:30-18:30)

Figure O.5

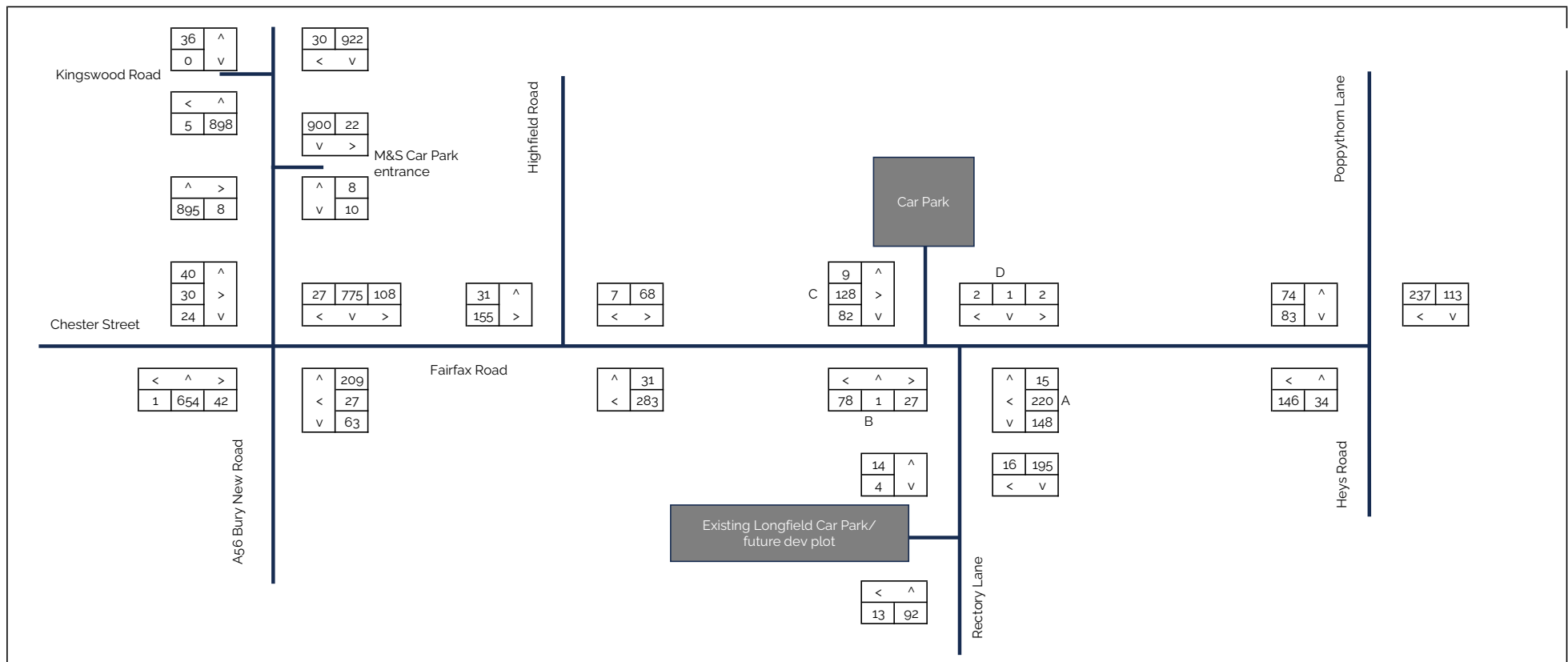
Civic Engineers



Title: Half of long stayers arriving and departing in peak hour, to be netted off. Sat (14:15-15:15)

Figure O.6

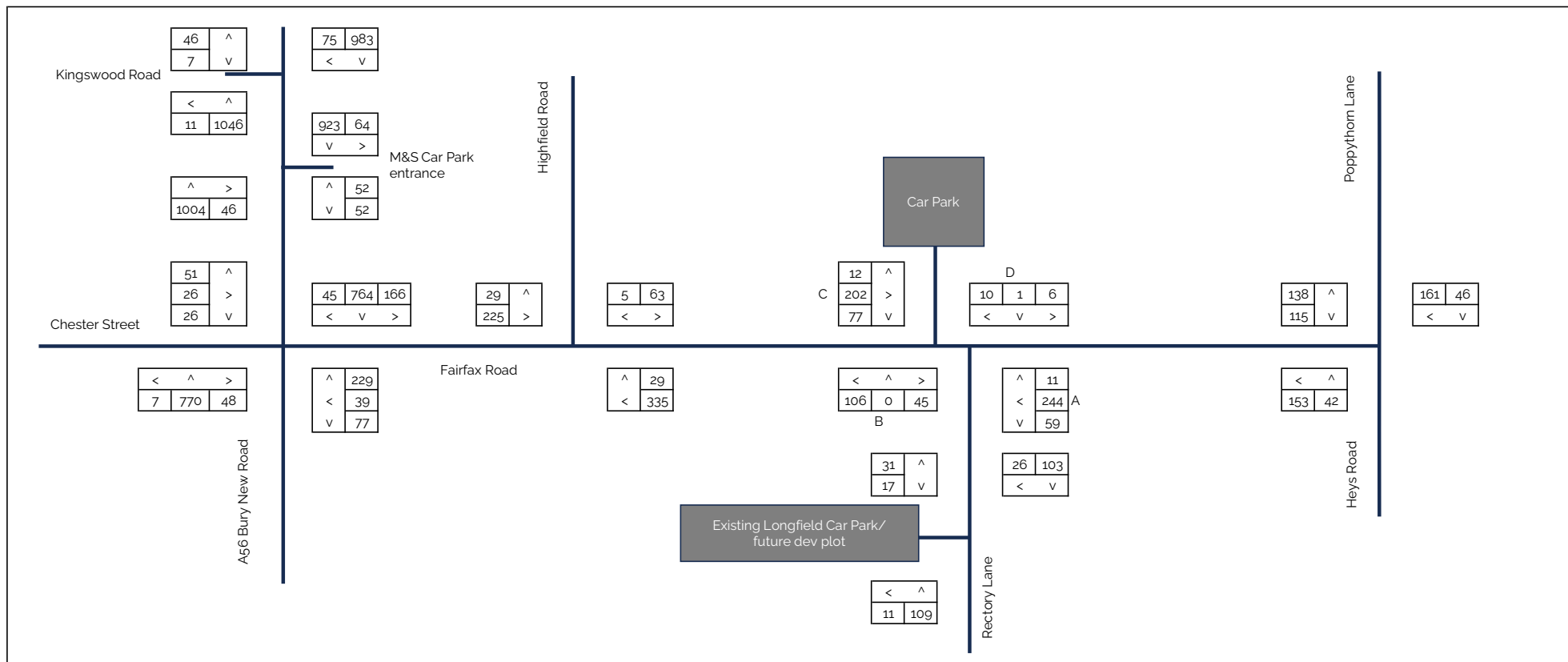
Civic Engineers



Title: 2023 AM Surveyed half long stayers (parking in Longfield and Fairfax Car Park) (07:30-08:30)

Figure O.7

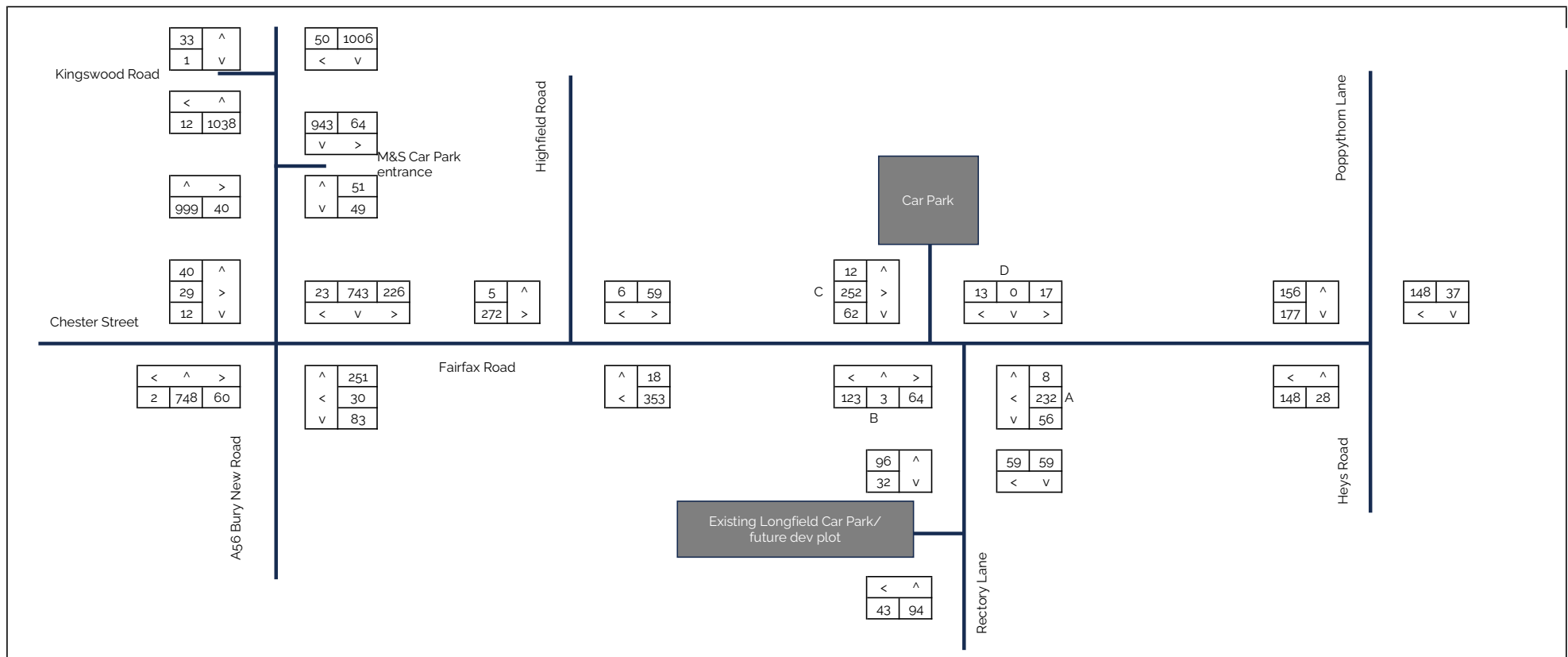
Civic Engineers



Title: 2023 PM Surveyed minus half long stayers (parking in Longfield and Fairfax Car Park) (17:30-18:30)

Figure O.8

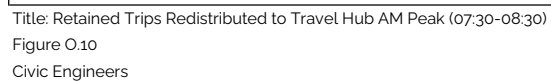
Civic Engineers



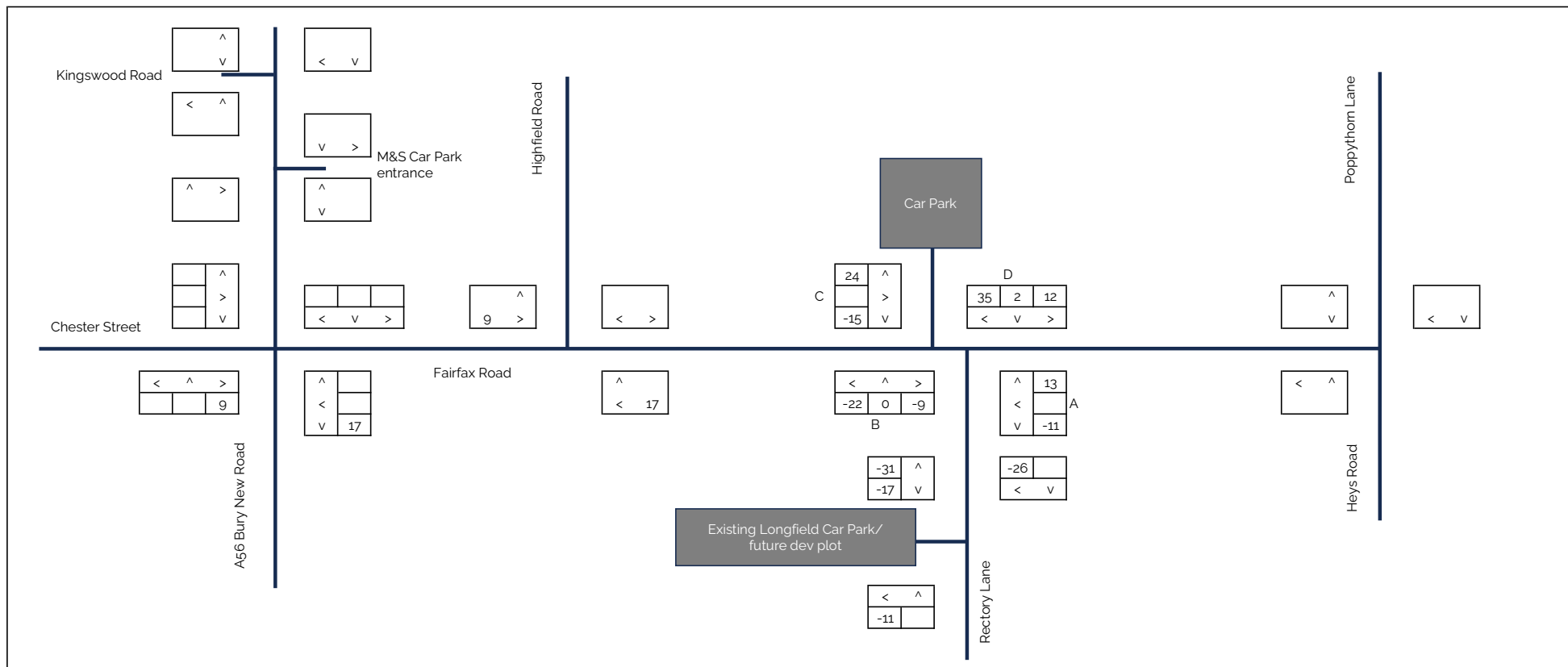
Title: 2023 Sat Surveyed minus half long stayers (parking in Longfield and Fairfax Car Park) (14:15-15:15)

Figure O.g

Civic Engineers



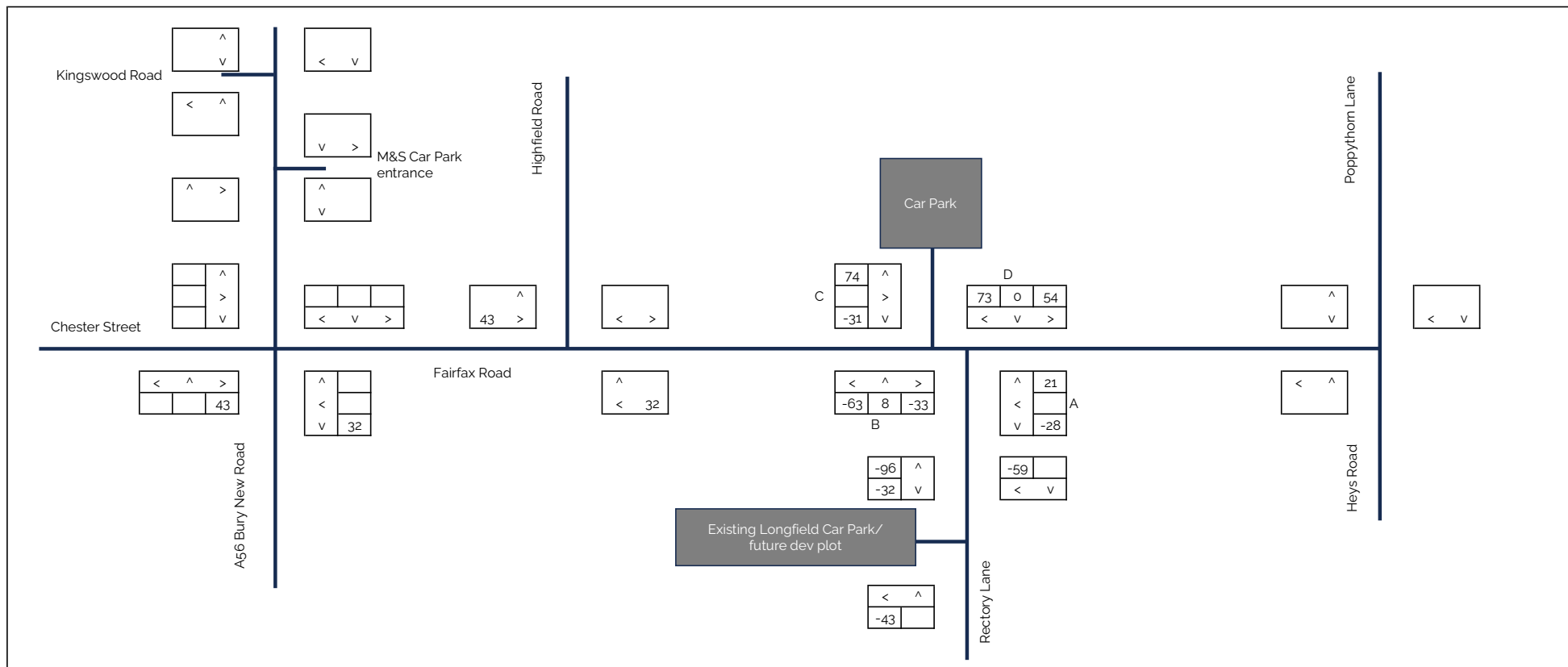
Civic Engineers



Title: Retained Trips Redistributed to Travel Hub PM Peak (17:30-18:30)

Figure O.11

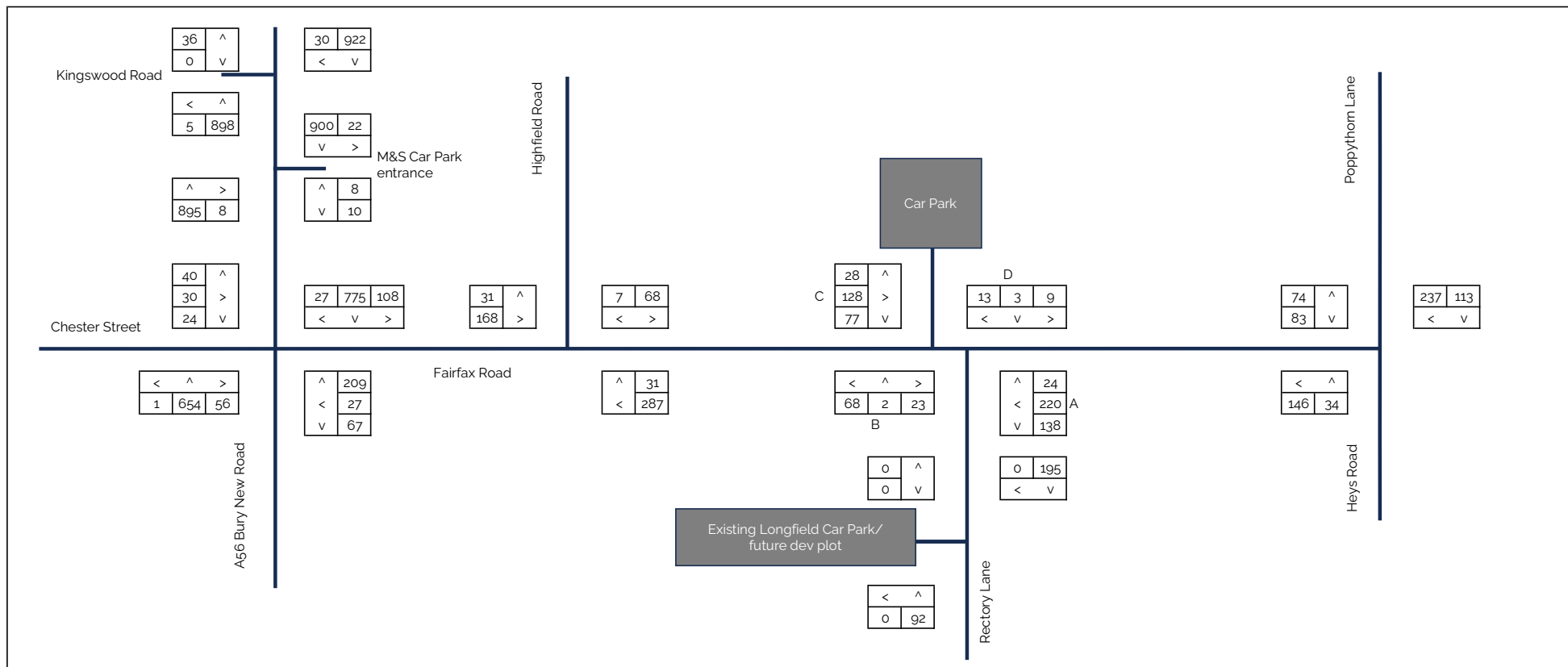
Civic Engineers



Title: Retained Trips Redistributed to Travel Hub Saturday Peak (14:15-15:15)

Figure O.12

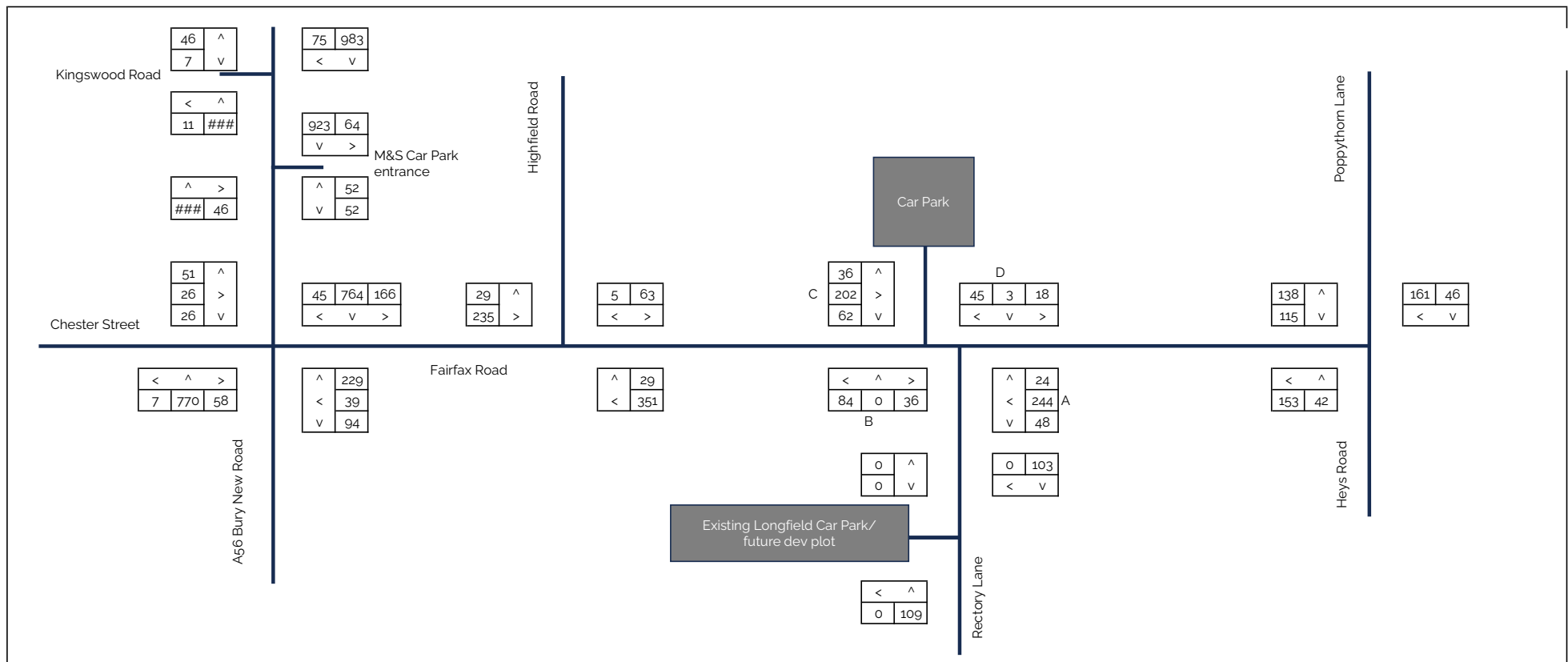
Civic Engineers



Title: Future Baseline - existing red line and half long stayers removed, and existing Longfield Car Park use redistributed to proposed Travel Hub - AM Peak (07:30-08:30)

Figure O.13

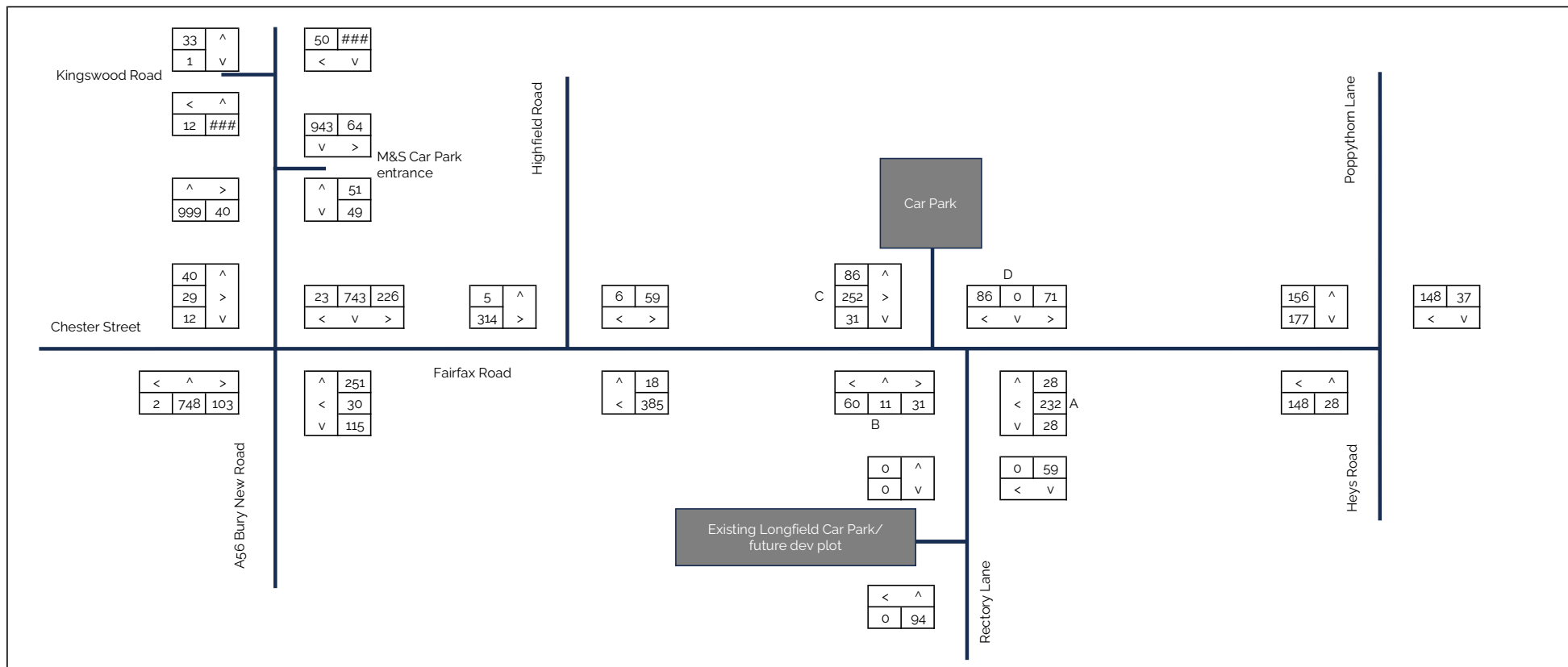
Civic Engineers



Title: Future Baseline - existing red line and half long stayers removed, and existing Longfield Car Park use redistributed to proposed Travel Hub - PM Peak (17:30-18:30)

Figure O.14

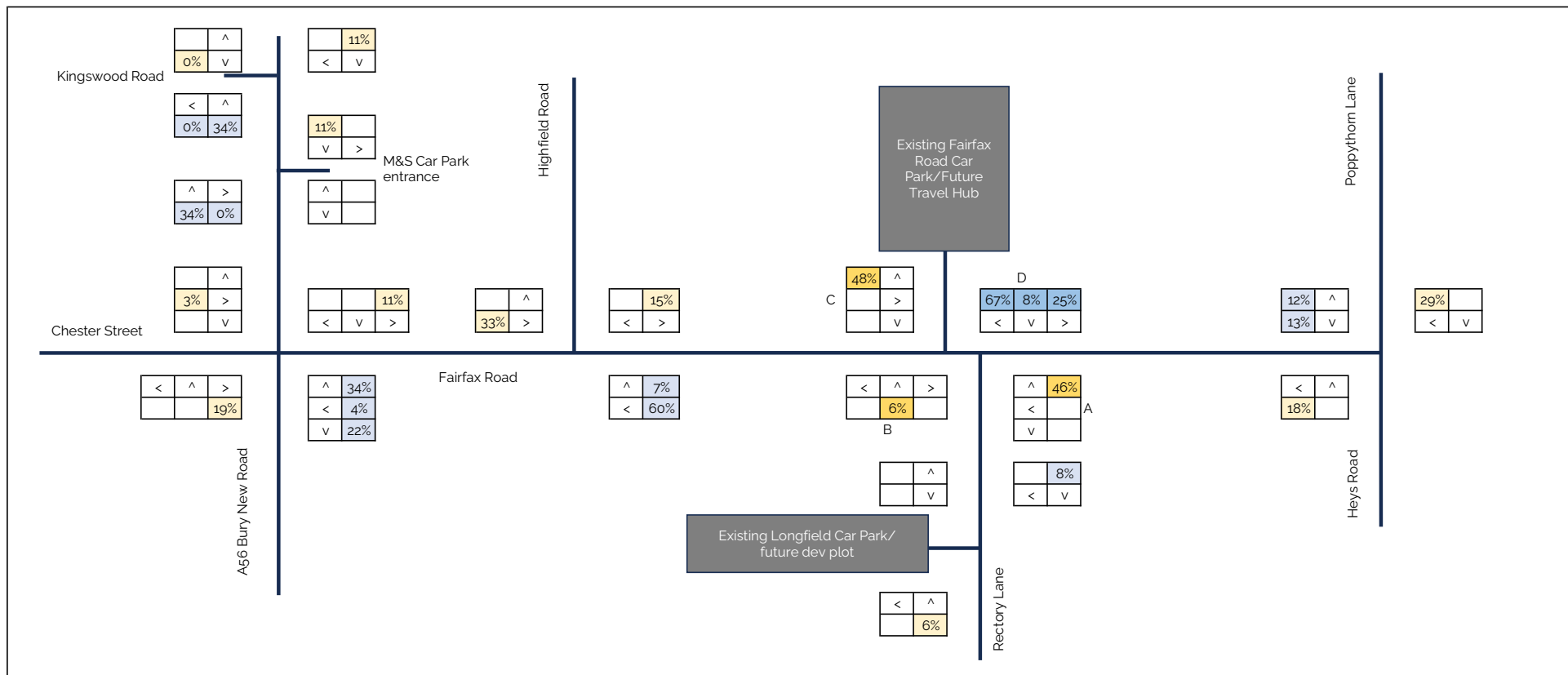
Civic Engineers



Title: Future Baseline - existing red line and half long stayers removed, and existing Longfield Car Park use redistributed to proposed Travel Hub - Sat Peak (14:15-15:15)

Figure O.15

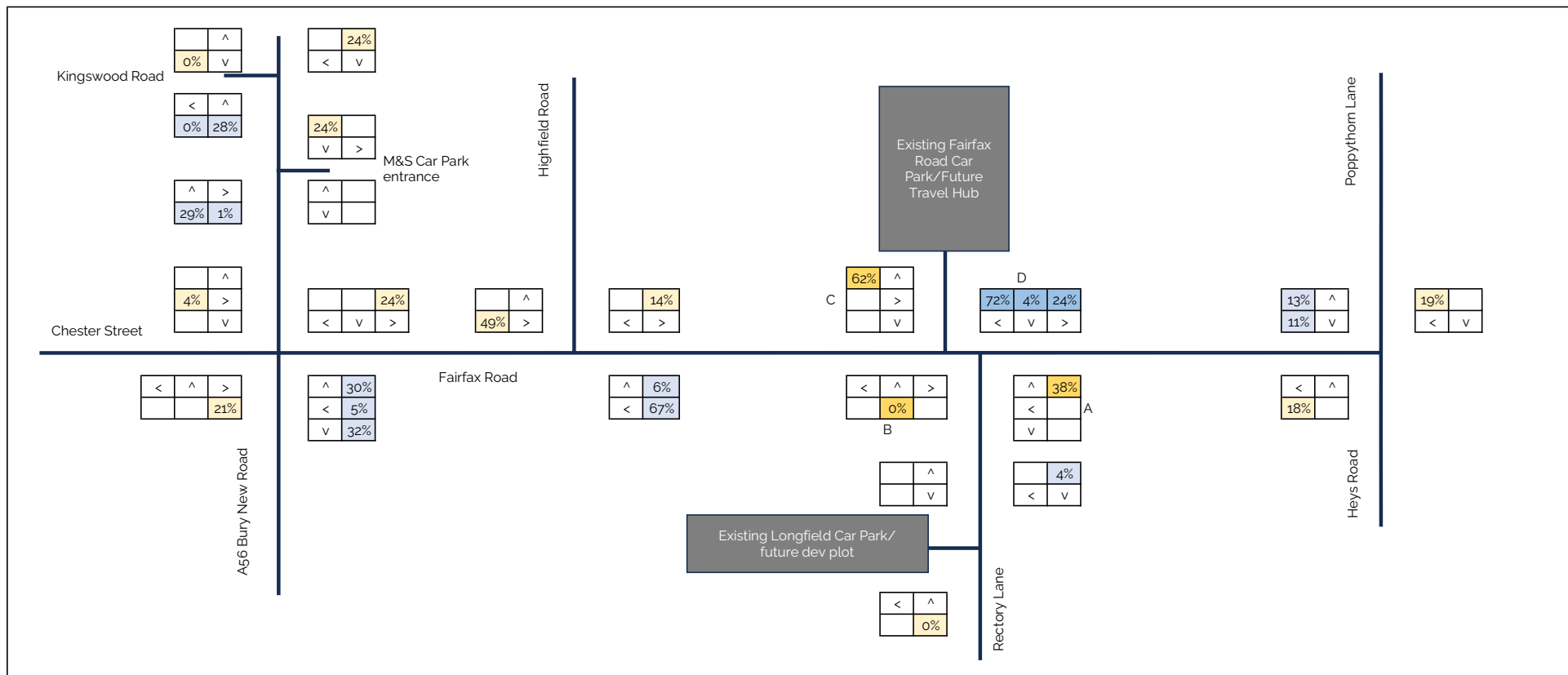
Civic Engineers



Title: Future Travel Hub Distribution AM

Figure Number O.16

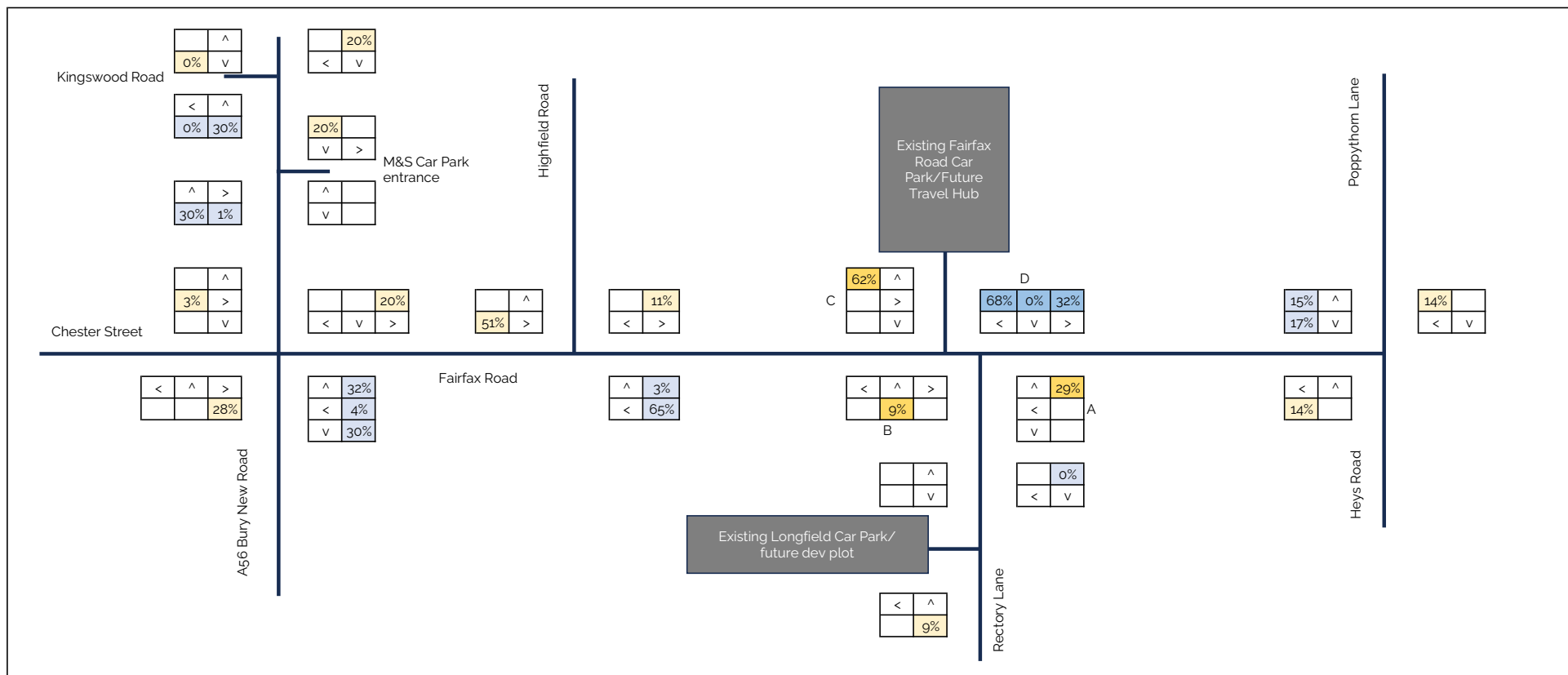
Civic Engineers



Title: Future Travel Hub Distribution PM

Figure Number O.17

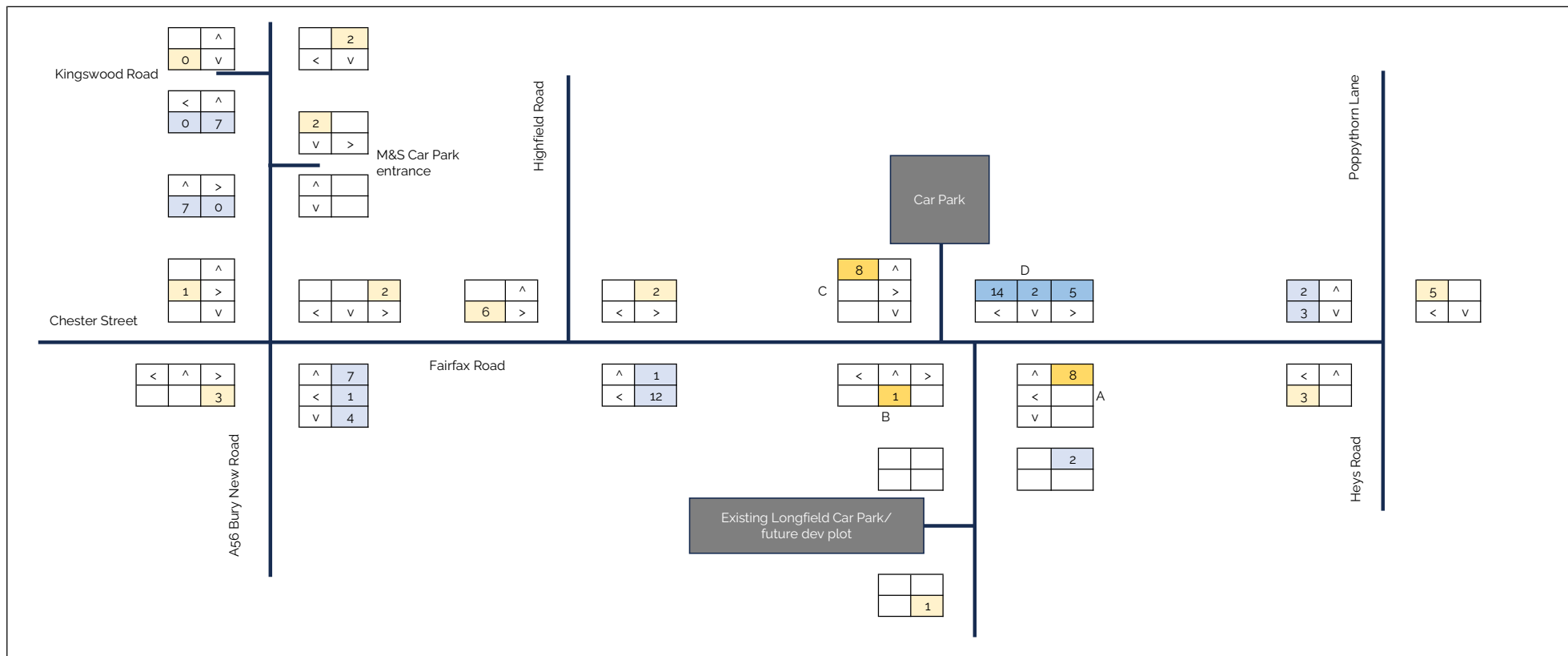
Civic Engineers



Title: Future Travel Hub Distribution Sat

Figure Number O.18

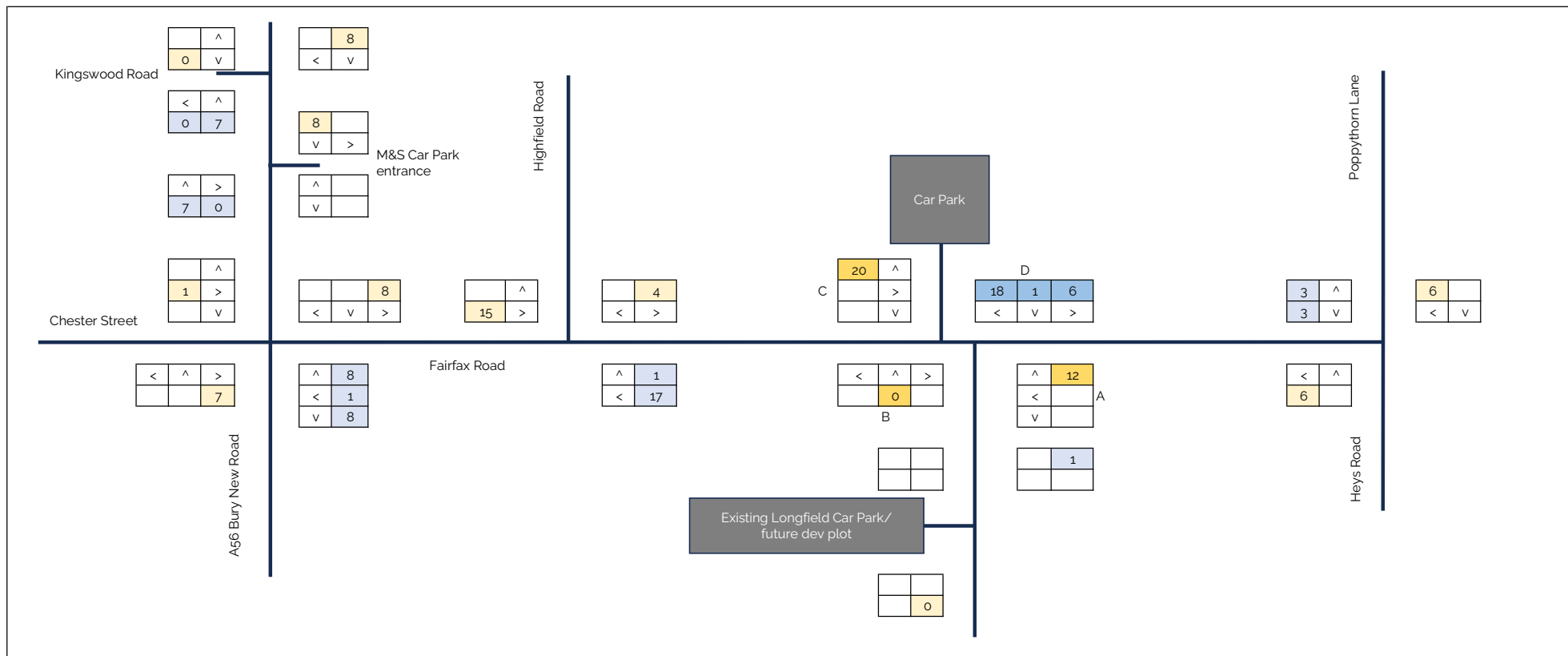
Civic Engineers



Title: AM Proposed Development Flows (07:30-08:30)

Figure O.19

Civic Engineers



Title: PM Proposed Development Flows (17:30-18:30)

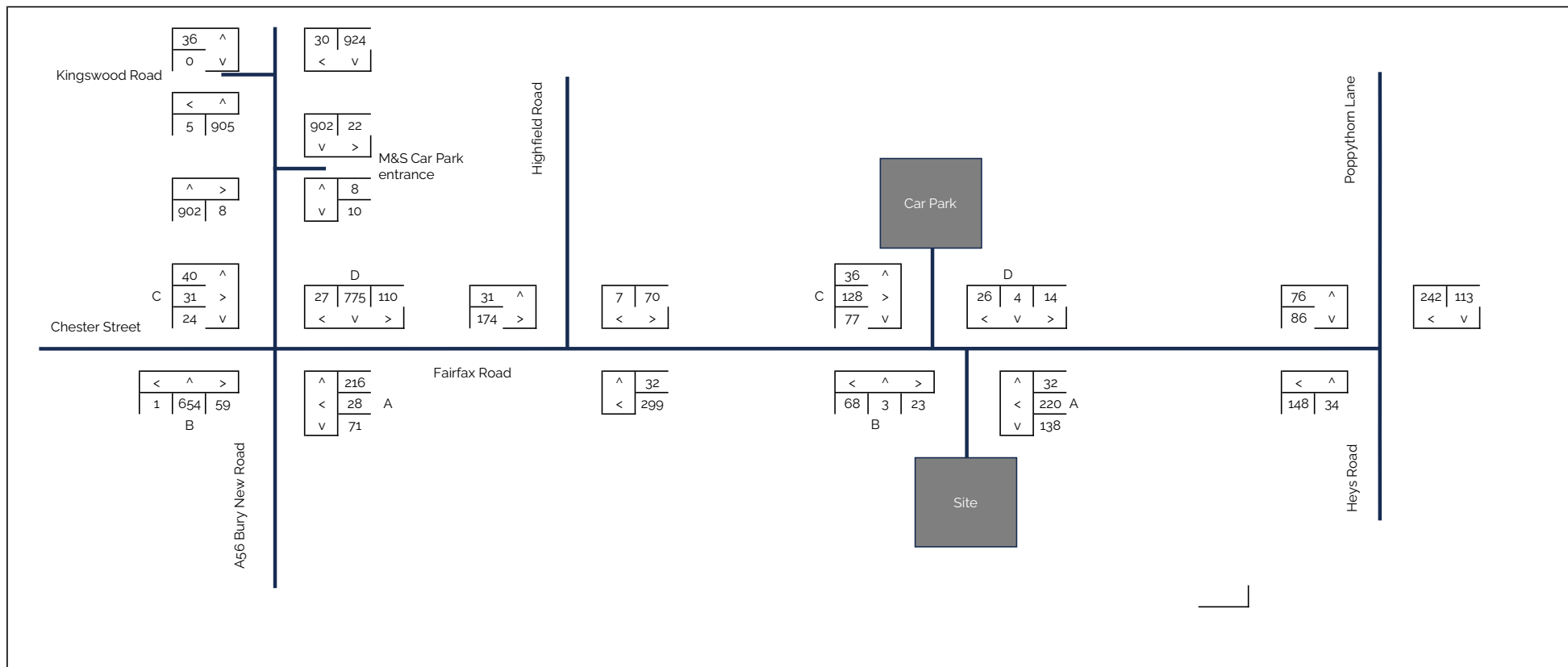
Figure O.20

Civic Engineers



Figure O.21

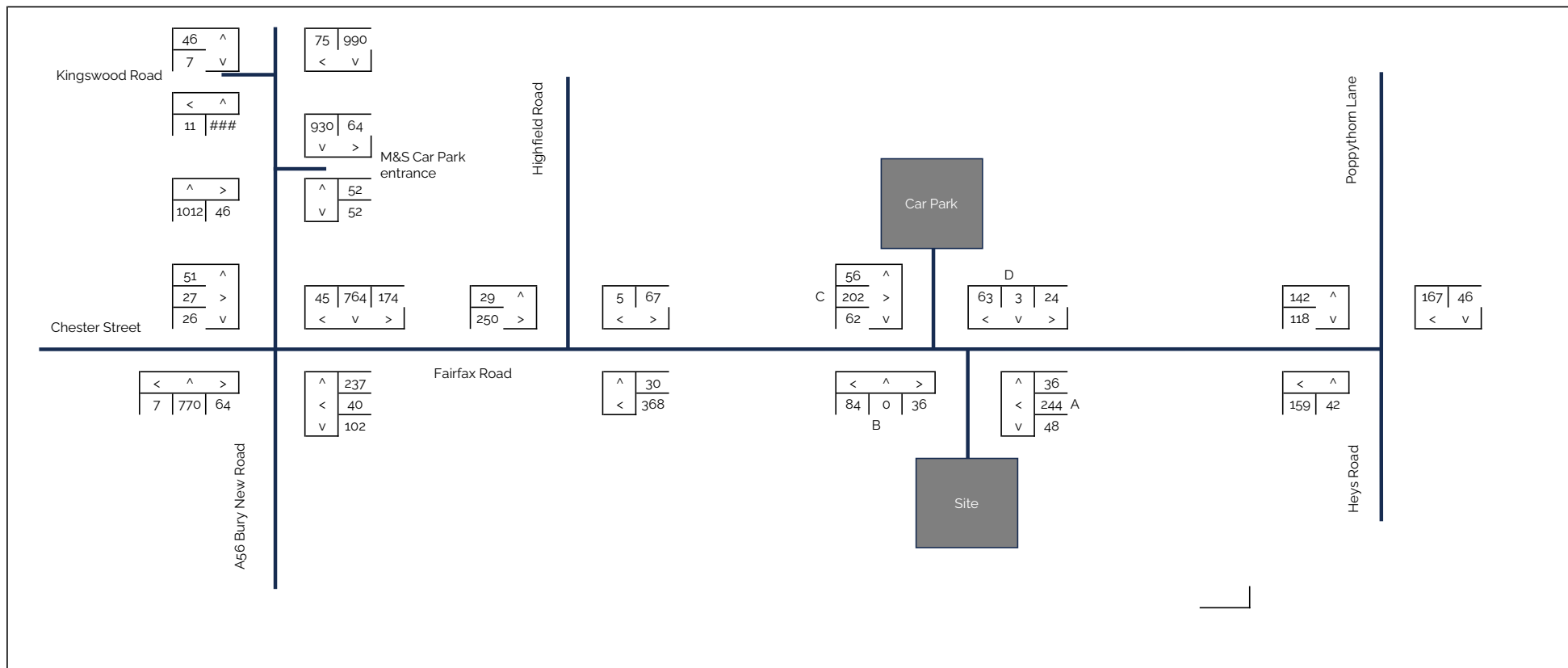
Civic Engineers



Title: Future Year with Proposed Development AM (07:30-08:30)

Figure O.22

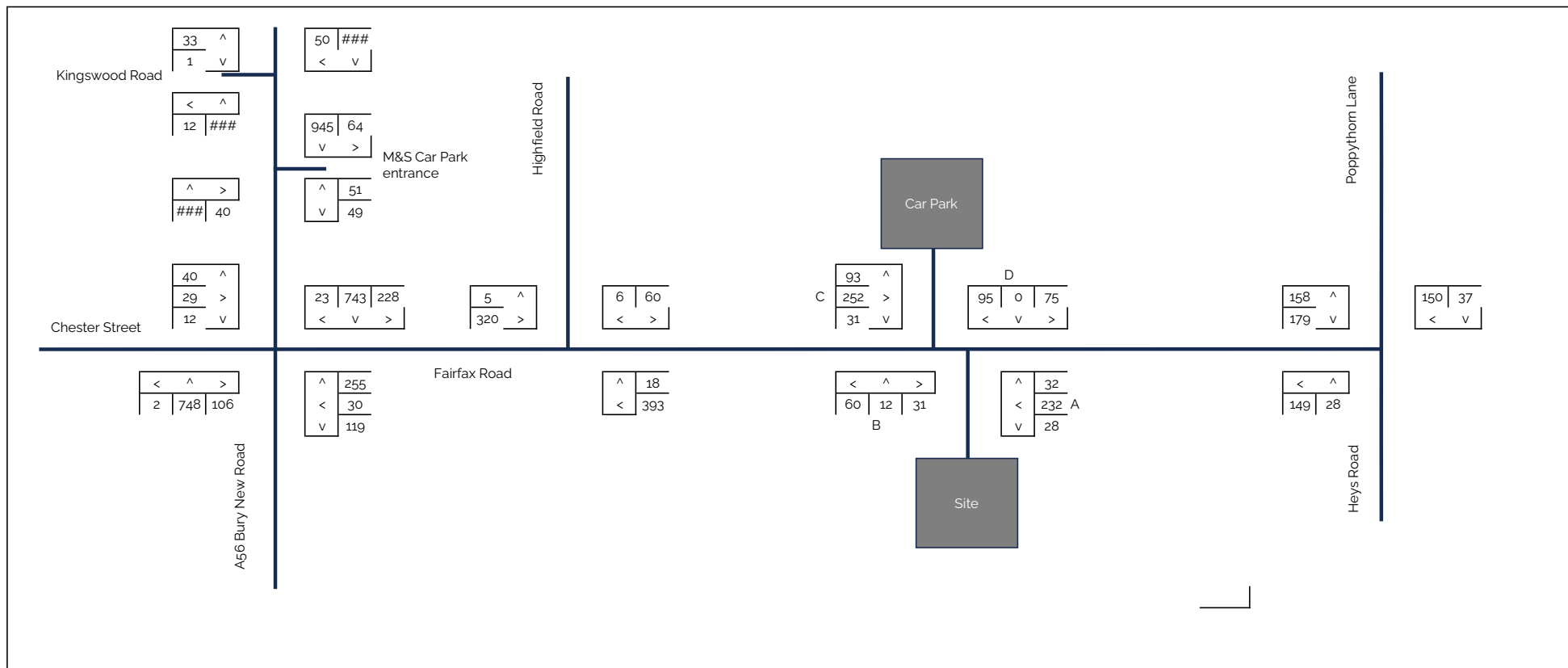
Civic Engineers



Title: Future Year with Proposed Development PM (17:30-18:30)

Figure O.23

Civic Engineers



Title: Future Year with Proposed Development Saturday (14:15-15:15)

Figure O.24

Civic Engineers

Urban Traffic Control Unit

Client: Civic Engineers
Subject: Controller data and traffic signal timings information
Doc: Info_623_Oct23_hm
Author: [REDACTED]
Location: Bury New Road / Fairfax Road, Bury - 623

Contact:	E-Mail:	Tel:
[REDACTED]		

This Site Operates under SCOOT Control

Staging

1.	Bury New Road from Manchester (Phase A) Bury New Road from Bury (Phase B)
2.	Fairfax Road (Phase D)
3.	Chester Street (Phase C)

**Stage 3 is demand dependent*

Note: The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

Controller phase minimum greens and intergreens

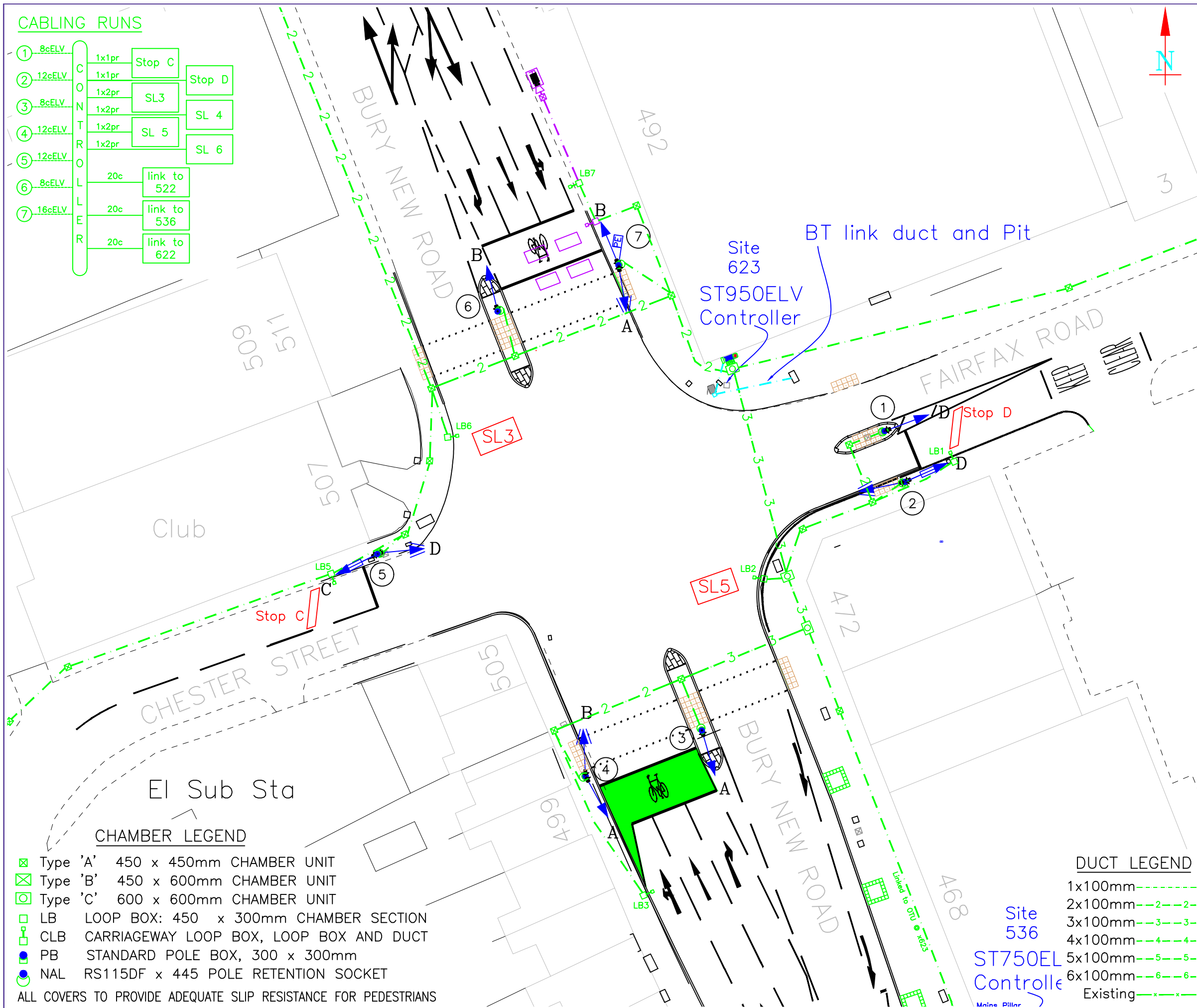
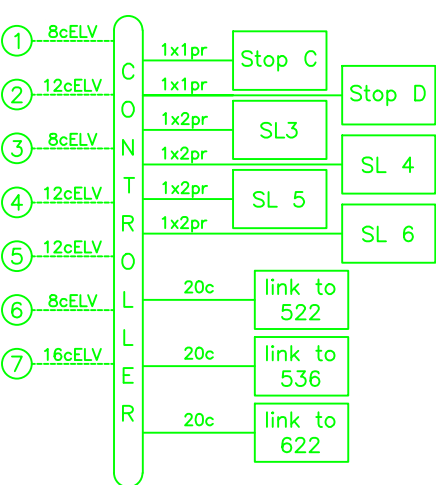
Minimum phase green	To From	A	B	C	D
7	A		-	7	7
7	B	-		7	7
7	C	8	8		6
7	D	8	8	7	

Stage Lengths

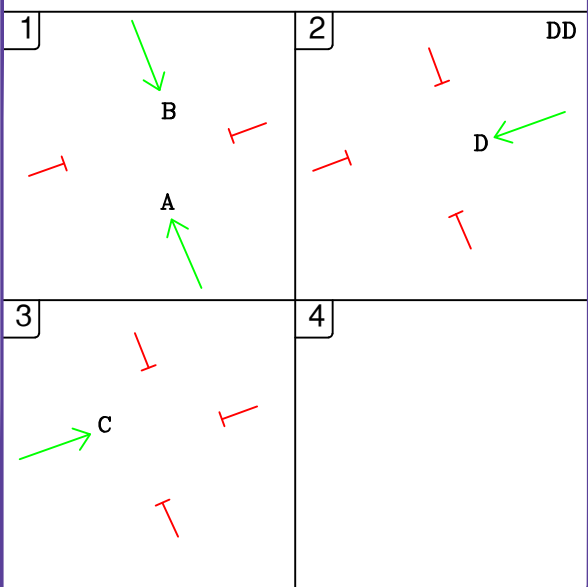
SCOOT

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

CABLING RUNS



Staging Diagrams



- CHAMBER LEGEND
- ☒ Type 'A' 450 x 450mm CHAMBER UNIT
 - ☒ Type 'B' 450 x 600mm CHAMBER UNIT
 - ☐ Type 'C' 600 x 600mm CHAMBER UNIT
 - ☐ LB LOOP BOX: 450 x 300mm CHAMBER SECTION
 - ☐ CLB CARRIAGEWAY LOOP BOX, LOOP BOX AND DUCT
 - PB STANDARD POLE BOX, 300 x 300mm
 - NAL RS115DF x 445 POLE RETENTION SOCKET

ALL COVERS TO PROVIDE ADEQUATE SLIP RESISTANCE FOR PEDESTRIANS

DUCT LEGEND

- 1x100mm
- 2x100mm
- 3x100mm
- 4x100mm
- 5x100mm
- 6x100mm
- Existing

A Junction upgrade new controller ST950ELV Commissioned 08/04/18		16/04/18	DJW
REVISIONS	DATE	BY	APP
SCALE 1:500 0.0 5 10 15 20 25 30 metres		Bury New Rd/Chester St/Fairfax Rd Bury [623]	
SUBDISTRICT		Prestwich	
OS_REF		STATUS	As Built
DATE	19/10/16	CDB APPROVED	31/10/16
DRAWN BY	WL	SITE CHCKD BY	-
FILENAME	Sigx623.dwg		
XREFS	x2-Bury High Street.dwg		REV
DWG No.	A3 / 2 / 623 / 01		A

Appendix Q: Traffic Modelling Results

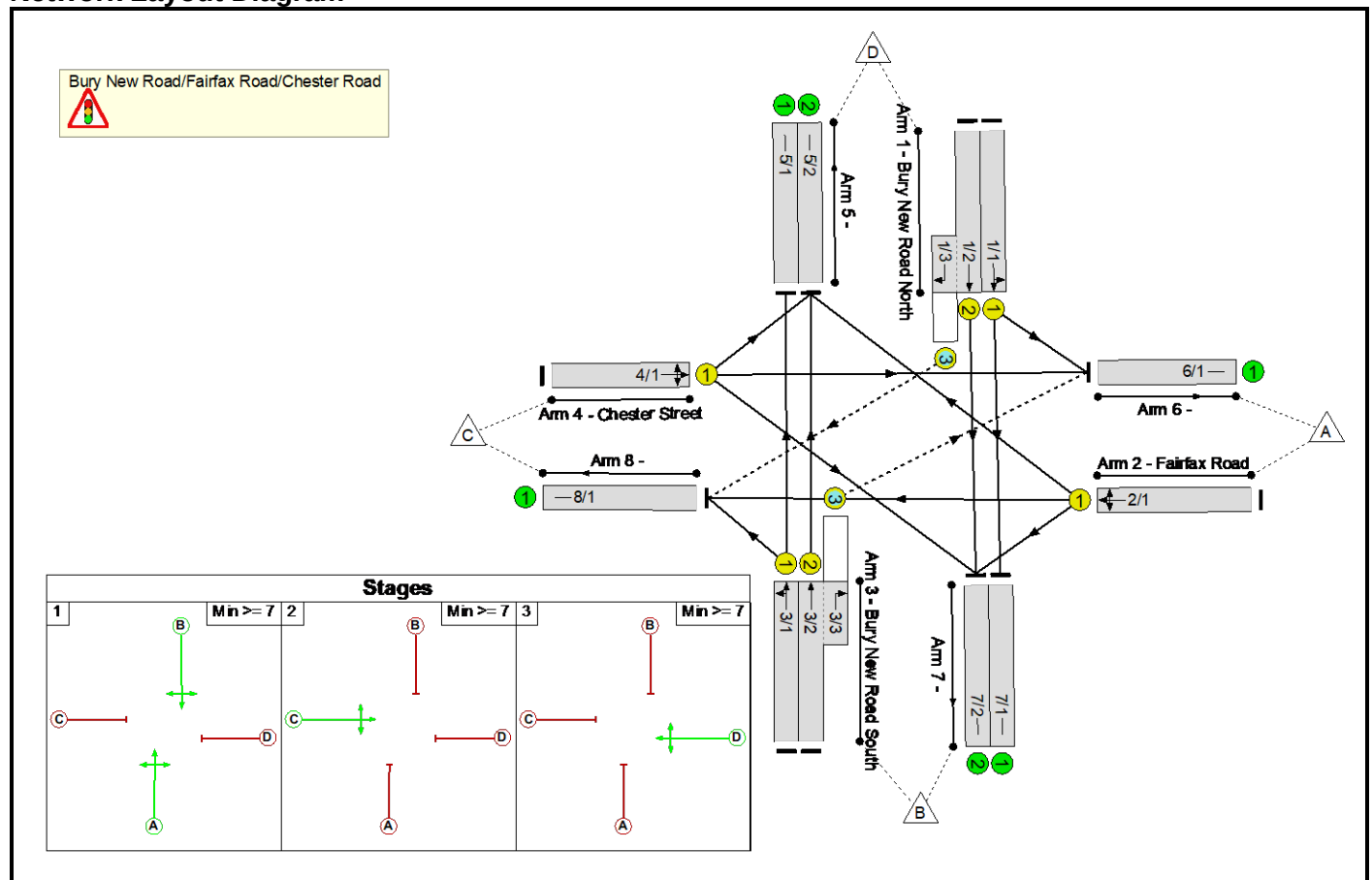
Full Input Data And Results

Full Input Data And Results

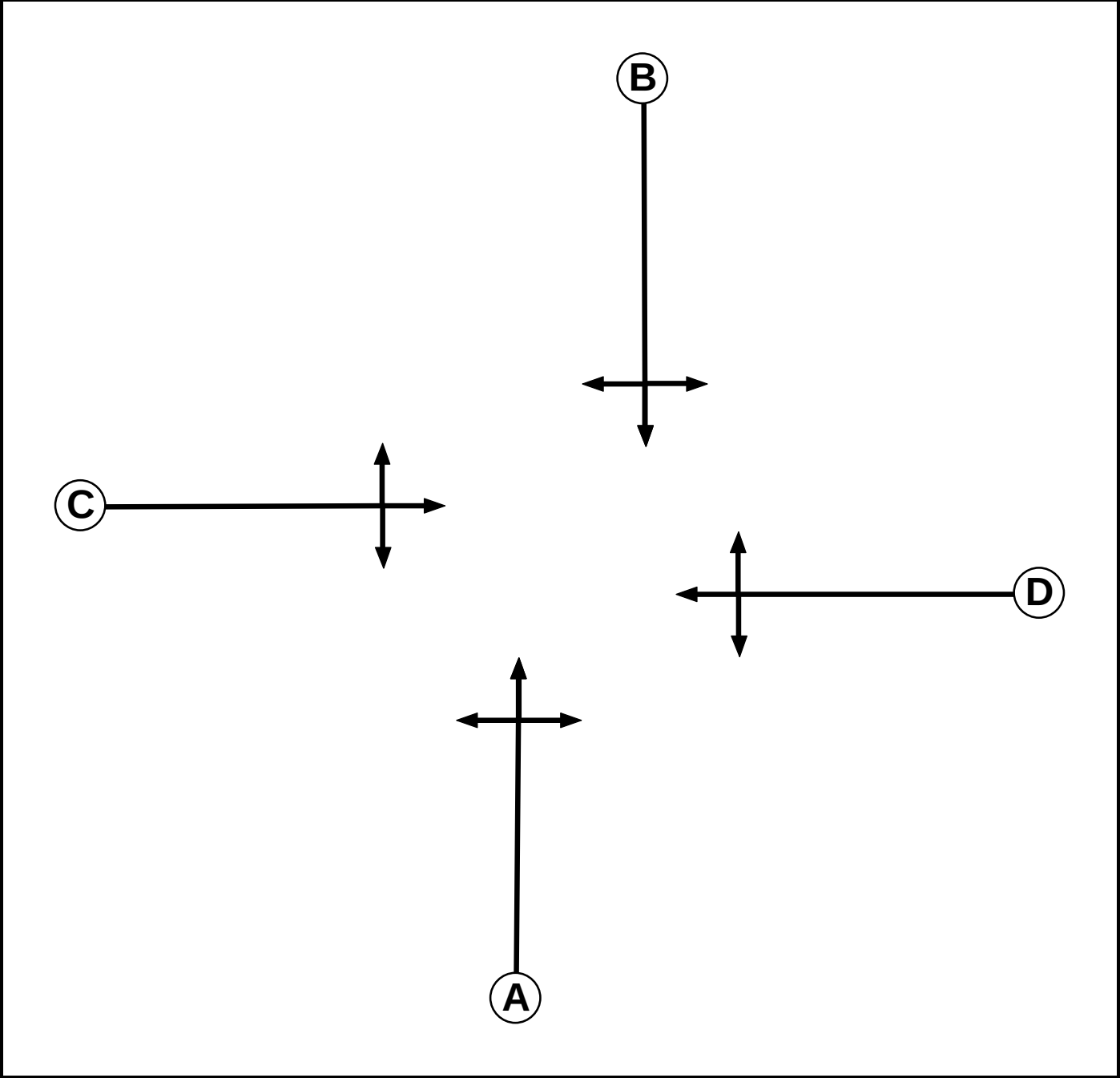
User and Project Details

Project:	2772 Prestwich - Muse
Title:	A56 Bury New Road/Fairfax Road/Chester Street Junction
Location:	Prestwich, Manchester
Additional detail:	
File name:	Bury New Road_Fairfax Road_Chester Street Junction - Run 2.lsg3x
Author:	
Company:	Civic Engineers
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

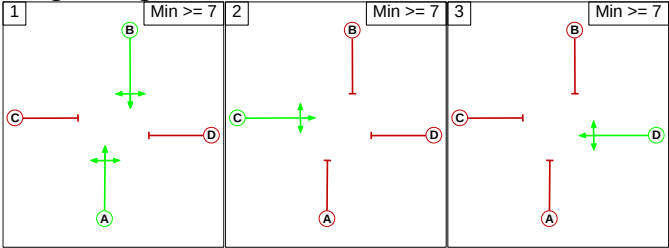
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	7	7
	B	-		7	7
	C	8	8		6
	D	8	8	7	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	8		6
	3	8	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bury New Road/Fairfax Road/Chester Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/3 (Bury New Road North)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
				3/2	1.09	All					
3/3 (Bury New Road South)	6/1 (Right)	1439	0	1/1	1.09	All	4.00	-	0.50	4	2.00
				1/2	1.09	All					

Lane Input Data

Junction: Bury New Road/Fairfax Road/Chester Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bury New Road North)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.50
1/2 (Bury New Road North)	U	B	2	3	60.0	Geom	-	2.90	0.00	N	Arm 7 Ahead	Inf
1/3 (Bury New Road North)	O	B	2	3	3.5	Geom	-	2.60	0.00	Y	Arm 7 Ahead	Inf
2/1 (Fairfax Road)	U	D	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Right	10.00
3/1 (Bury New Road South)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
											Arm 7 Left	8.50
											Arm 8 Ahead	Inf
3/2 (Bury New Road South)	U	A	2	3	60.0	Geom	-	3.10	0.00	N	Arm 5 Ahead	Inf
3/3 (Bury New Road South)	O	A	2	3	3.9	Geom	-	3.00	0.00	Y	Arm 8 Left	2.50
4/1 (Chester Street)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	8.80
											Arm 7 Right	14.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	07:30	08:30	01:00	
2: '2023 Base PM'	17:30	18:30	01:00	
3: '2023 Base Saturday'	14:15	15:15	01:00	
4: 'Future Year Do Nothing AM'	07:30	08:30	01:00	
5: 'Future Year Do Nothing PM'	17:30	18:30	01:00	
6: 'Future Year Do Nothing Saturday'	14:15	15:15	01:00	
7: 'Future Year with Extant Development AM'	07:30	08:30	01:00	
8: 'Future Year with Extant Development PM'	17:30	18:30	01:00	
9: 'Future Year with Extant Development Saturday'	14:15	15:15	01:00	
10: 'Future Year with Proposed Development AM'	07:30	08:30	01:00	
11: 'Future Year with Proposed Development PM'	17:30	18:30	01:00	
12: 'Future Year with Proposed Development Saturday'	14:15	15:15	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	63	27	211	301
	B	44	0	1	654	699
	C	31	24	0	40	95
	D	111	775	27	0	913
	Tot.	186	862	55	905	2008

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	411
1/2 (with short)	502(In) 475(Out)
1/3 (short)	27
2/1	301
3/1 3/2 (with short)	310 389(In) 345(Out)
3/3 (short)	44
4/1	95
5/1	309
5/2	596
6/1	186
7/1	300
7/2	562
8/1	55

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	27.0 %	1837	1837
				Arm 7 Ahead	Inf	73.0 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	70.1 %	1773	1773
				Arm 7 Left	8.50	20.9 %		
				Arm 8 Ahead	Inf	9.0 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911
				Arm 8 Left	2.50	0.3 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	42.1 %	1797	1797
				Arm 6 Ahead	Inf	32.6 %		
				Arm 7 Right	14.00	25.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	39	231	348
	B	49	0	7	770	826
	C	26	26	0	51	103
	D	168	764	45	0	977
	Tot.	243	868	91	1052	2254

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	435
1/2 (with short)	542(In) 497(Out)
1/3 (short)	45
2/1	348
3/1 3/2 (with short)	370 456(In) 407(Out)
3/3 (short)	49
4/1	103
5/1	363
5/2	689
6/1	243
7/1	267
7/2	601
8/1	91

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	38.6 %	1805	1805	
				Arm 7 Ahead	Inf	61.4 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.4 %	1774	1774	
				Arm 7 Left	8.50	22.4 %			
				Arm 8 Ahead	Inf	11.2 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894	
				Arm 8 Left	2.50	1.9 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	49.5 %	1777	1777	
				Arm 6 Ahead	Inf	25.2 %			
				Arm 7 Right	14.00	25.2 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 3: 'Future Year Do Nothing AM' (FG4: 'Future Year Do Nothing AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	63	27	211	301
	B	44	0	1	654	699
	C	31	24	0	40	95
	D	111	775	27	0	913
	Tot.	186	862	55	905	2008

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Future Year Do Nothing AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	412
1/2 (with short)	501(In) 474(Out)
1/3 (short)	27
2/1	301
3/1 3/2 (with short)	310 389(In) 345(Out)
3/3 (short)	44
4/1	95
5/1	309
5/2	596
6/1	186
7/1	301
7/2	561
8/1	55

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	26.9 %	1837	1837
				Arm 7 Ahead	Inf	73.1 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	70.1 %	1773	1773
				Arm 7 Left	8.50	20.9 %		
				Arm 8 Ahead	Inf	9.0 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911
				Arm 8 Left	2.50	0.3 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	42.1 %	1797	1797
				Arm 6 Ahead	Inf	32.6 %		
				Arm 7 Right	14.00	25.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Future Year Do Nothing PM' (FG5: 'Future Year Do Nothing PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	78	39	231	348
	B	49	0	7	770	826
	C	26	26	0	51	103
	D	168	764	45	0	977
	Tot.	243	868	91	1052	2254

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Future Year Do Nothing PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	433
1/2 (with short)	544(In) 499(Out)
1/3 (short)	45
2/1	348
3/1 3/2 (with short)	369 457(In) 408(Out)
3/3 (short)	49
4/1	103
5/1	362
5/2	690
6/1	243
7/1	265
7/2	603
8/1	91

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	38.8 %	1804	1804	
				Arm 7 Ahead	Inf	61.2 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.4 %	1774	1774	
				Arm 7 Left	8.50	22.4 %			
				Arm 8 Ahead	Inf	11.2 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1893	1893	
				Arm 8 Left	2.50	1.9 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	49.5 %	1777	1777	
				Arm 6 Ahead	Inf	25.2 %			
				Arm 7 Right	14.00	25.2 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 5: 'Future Year with Extant Development AM' (FG7: 'Future Year with Extant Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	28	218	312
	B	45	0	1	654	700
	C	32	24	0	40	96
	D	116	775	27	0	918
	Tot.	193	865	56	912	2026

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Future Year with Extant Development AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	414
1/2 (with short)	504(In) 477(Out)
1/3 (short)	27
2/1	312
3/1	311
3/2 (with short)	389(In) 344(Out)
3/3 (short)	45
4/1	96
5/1	310
5/2	602
6/1	193
7/1	298
7/2	567
8/1	56

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	28.0 %	1834	1834	
				Arm 7 Ahead	Inf	72.0 %			
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045	
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630	
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	69.9 %	1773	1773	
				Arm 7 Left	8.50	21.2 %			
				Arm 8 Ahead	Inf	9.0 %			
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911	
				Arm 8 Left	2.50	0.3 %			
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065	
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665	
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	41.7 %	1799	1799	
				Arm 6 Ahead	Inf	33.3 %			
				Arm 7 Right	14.00	25.0 %			
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	Infinite Saturation Flow						Inf	Inf	
7/1	Infinite Saturation Flow						Inf	Inf	
7/2	Infinite Saturation Flow						Inf	Inf	
8/1	Infinite Saturation Flow						Inf	Inf	

Scenario 6: 'Future Year with Extant Development PM' (FG8: 'Future Year with Extant Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	86	43	256	385
	B	54	0	7	770	831
	C	29	26	0	51	106
	D	186	764	45	0	995
	Tot.	269	876	95	1077	2317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Future Year with Extant Development PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	441
1/2 (with short)	554(In) 509(Out)
1/3 (short)	45
2/1	385
3/1	371
3/2 (with short)	460(In) 406(Out)
3/3 (short)	54
4/1	106
5/1	364
5/2	713
6/1	269
7/1	255
7/2	621
8/1	95

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	42.2 %	1795	1795
				Arm 7 Ahead	Inf	57.8 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	66.5 %	1774	1774
				Arm 7 Left	8.50	22.3 %		
				Arm 8 Ahead	Inf	11.2 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	48.1 %	1782	1782
				Arm 6 Ahead	Inf	27.4 %		
				Arm 7 Right	14.00	24.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Future Year with Proposed Development AM' (FG10: 'Future Year with Proposed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	74	29	227	330
	B	56	0	1	654	711
	C	33	24	0	40	97
	D	118	775	27	0	920
	Tot.	207	873	57	921	2058

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Future Year with Proposed Development AM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	415
1/2 (with short)	505(In) 478(Out)
1/3 (short)	27
2/1	330
3/1	313
3/2 (with short)	398(In) 342(Out)
3/3 (short)	56
4/1	97
5/1	312
5/2	609
6/1	207
7/1	297
7/2	576
8/1	57

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	28.4 %	1833	1833
				Arm 7 Ahead	Inf	71.6 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	68.8 %	1771	1771
				Arm 7 Left	8.50	22.4 %		
				Arm 8 Ahead	Inf	8.8 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	99.7 %	1911	1911
				Arm 8 Left	2.50	0.3 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	41.2 %	1801	1801
				Arm 6 Ahead	Inf	34.0 %		
				Arm 7 Right	14.00	24.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Future Year with Proposed Development PM' (FG11: 'Future Year with Proposed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	102	43	254	399
	B	63	0	7	770	840
	C	29	26	0	51	106
	D	184	764	45	0	993
	Tot.	276	892	95	1075	2338

Full Input Data And Results

Traffic Lane Flows

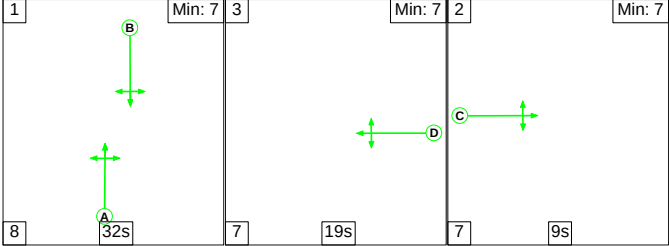
Lane	Scenario 8: Future Year with Proposed Development PM
Junction: Bury New Road/Fairfax Road/Chester Road	
1/1	441
1/2 (with short)	552(In) 507(Out)
1/3 (short)	45
2/1	399
3/1	373
3/2 (with short)	467(In) 404(Out)
3/3 (short)	63
4/1	106
5/1	366
5/2	709
6/1	276
7/1	257
7/2	635
8/1	95

Lane Saturation Flows

Junction: Bury New Road/Fairfax Road/Chester Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury New Road North)	3.00	0.00	Y	Arm 6 Left	9.50	41.7 %	1797	1797
				Arm 7 Ahead	Inf	58.3 %		
1/2 (Bury New Road North)	2.90	0.00	N	Arm 7 Ahead	Inf	100.0 %	2045	2045
1/3 (Bury New Road North)	2.60	0.00	Y	Arm 8 Right	10.00	100.0 %	1630	1630
2/1 (Fairfax Road)	3.40	0.00	Y	Arm 5 Right	16.00	63.7 %	1770	1770
				Arm 7 Left	8.50	25.6 %		
				Arm 8 Ahead	Inf	10.8 %		
3/1 (Bury New Road South)	3.00	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1894	1894
				Arm 8 Left	2.50	1.9 %		
3/2 (Bury New Road South)	3.10	0.00	N	Arm 5 Ahead	Inf	100.0 %	2065	2065
3/3 (Bury New Road South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1 (Chester Street)	3.60	0.00	Y	Arm 5 Left	8.80	48.1 %	1782	1782
				Arm 6 Ahead	Inf	27.4 %		
				Arm 7 Right	14.00	24.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 1: 'Network Control Plan 1')

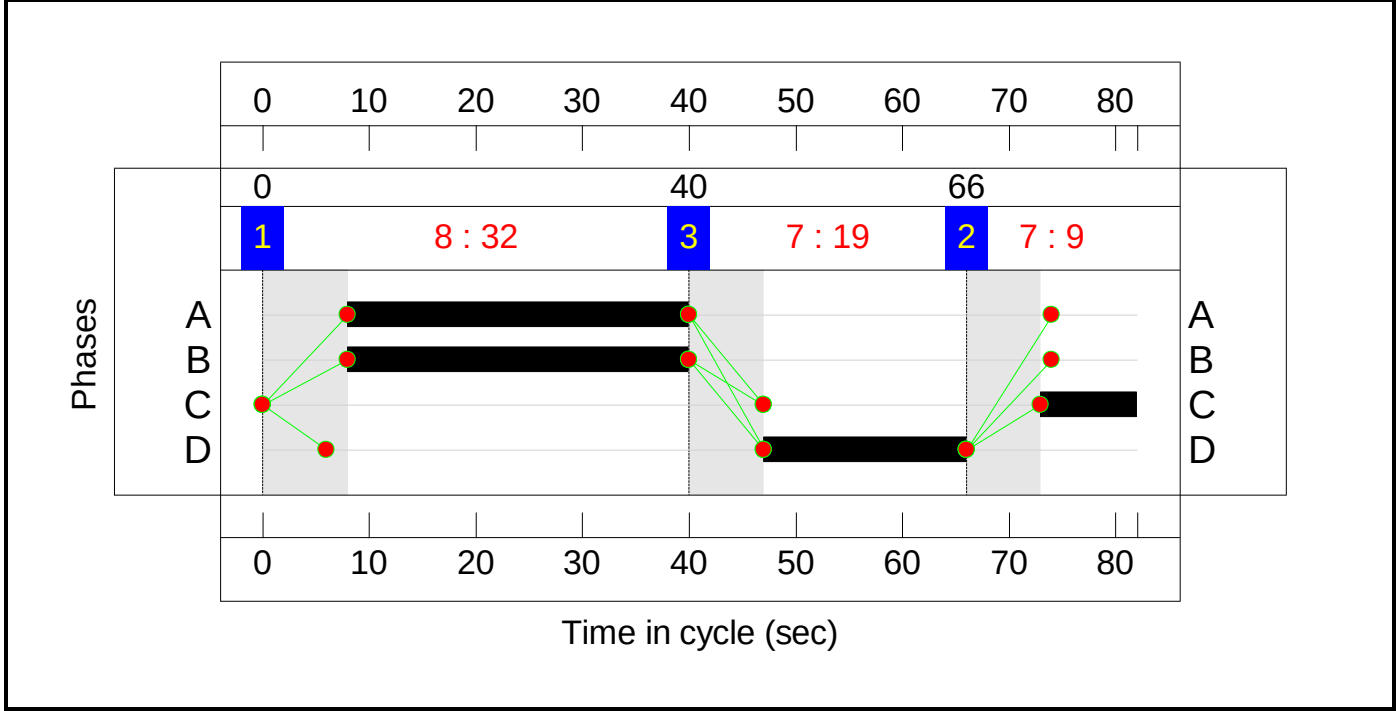
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

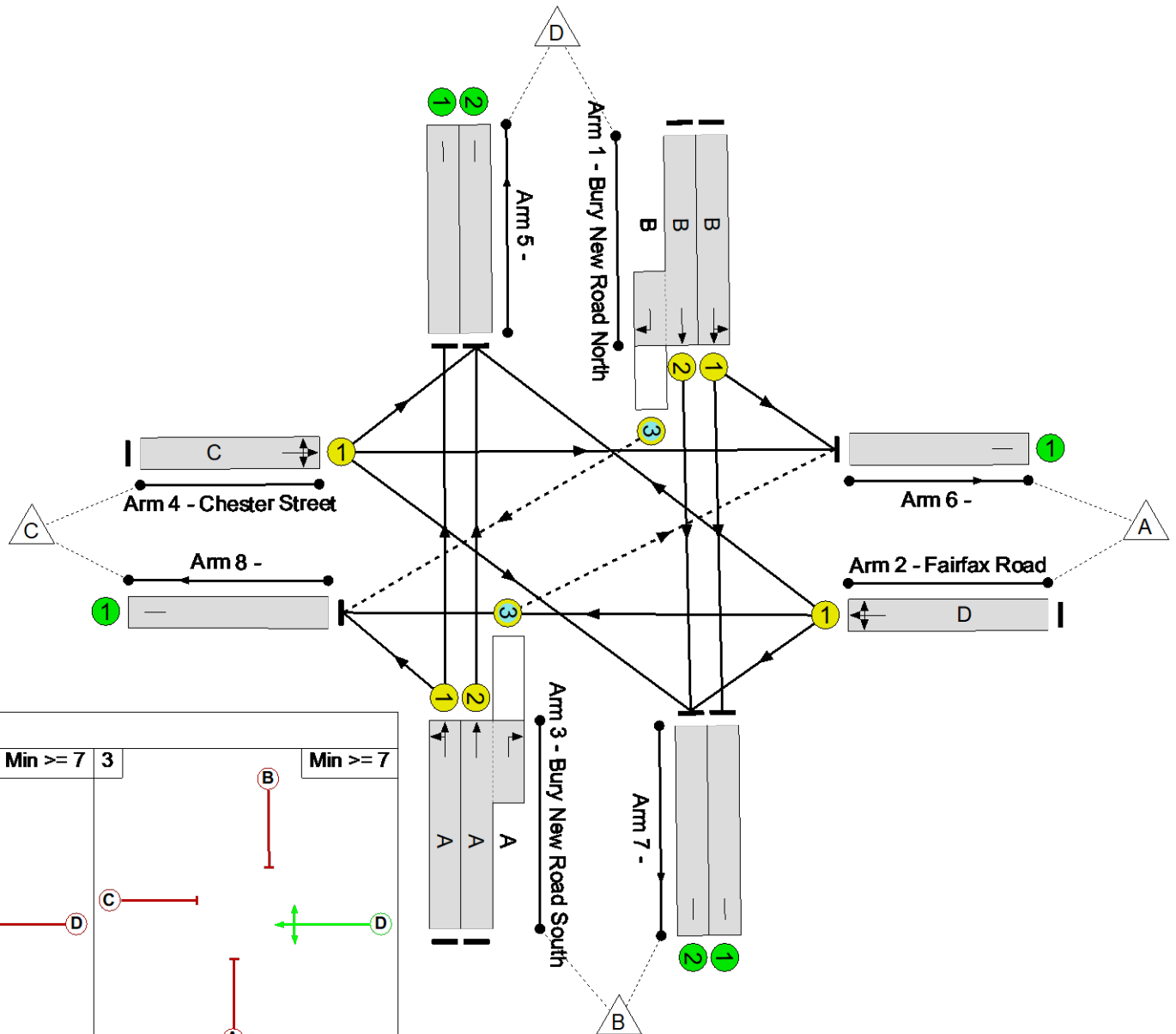
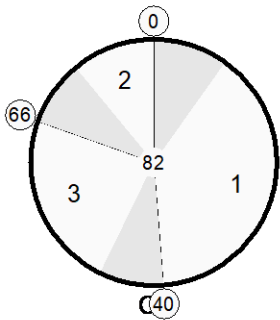


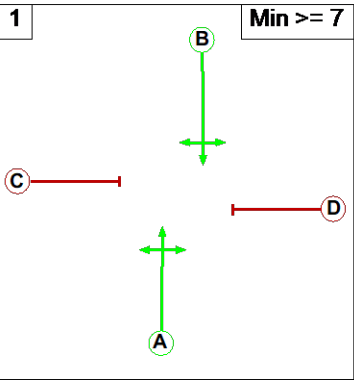
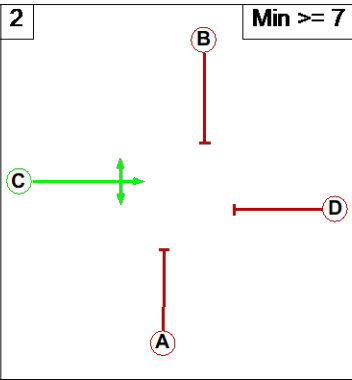
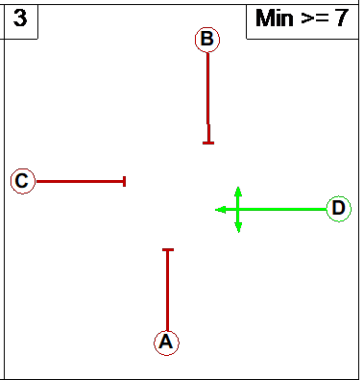
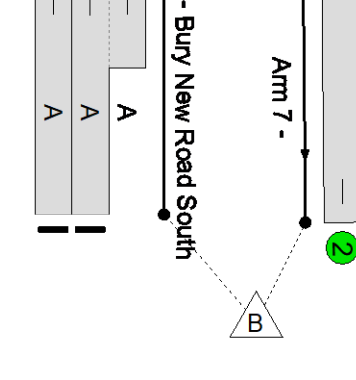
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 29.3 %
Total Traffic Delay: 15.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

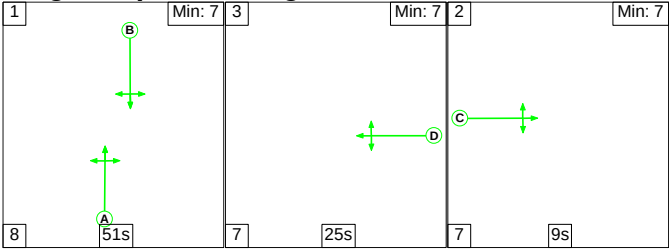
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	411	1837	739	55.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	502	2045:1630	794+45	59.8 : 59.8%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	301	1773	432	69.6%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	310	1911	769	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	761+97	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	95	1797	219	43.4%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
1/1	411	411	-	-	-	2.2	0.6	-	2.8	24.3	7.2	0.6	7.8
1/2+1/3	502	502	27	0	0	2.7	0.7	0.0	3.4	24.5	8.6	0.7	9.3
2/1	301	301	-	-	-	2.4	1.1	-	3.5	41.7	6.2	1.1	7.3
3/1	310	310	-	-	-	1.5	0.3	-	1.8	21.4	5.0	0.3	5.3
3/2+3/3	389	389	43	0	1	1.9	0.4	0.1	2.4	22.3	5.8	0.4	6.2
4/1	95	95	-	-	-	0.9	0.4	-	1.3	47.8	2.0	0.4	2.4
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 29.3 Total Delay for Signalled Lanes (pcuHr): 15.20 Cycle Time (s): 82 PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 15.20													

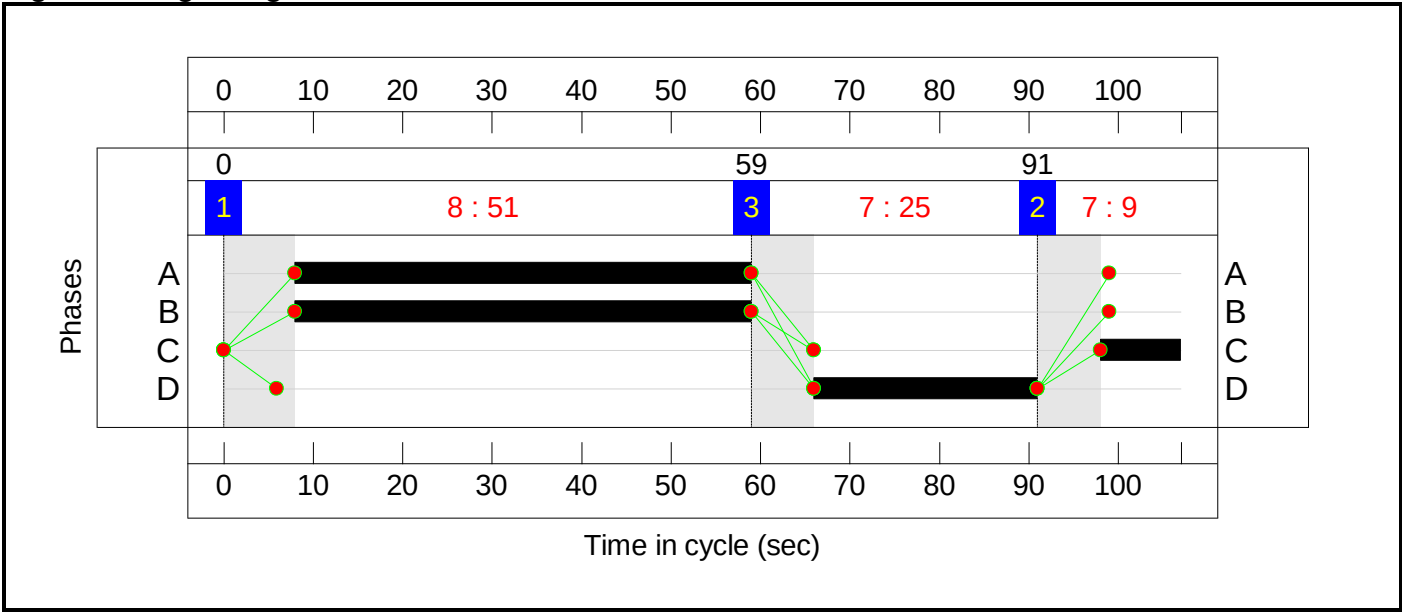
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

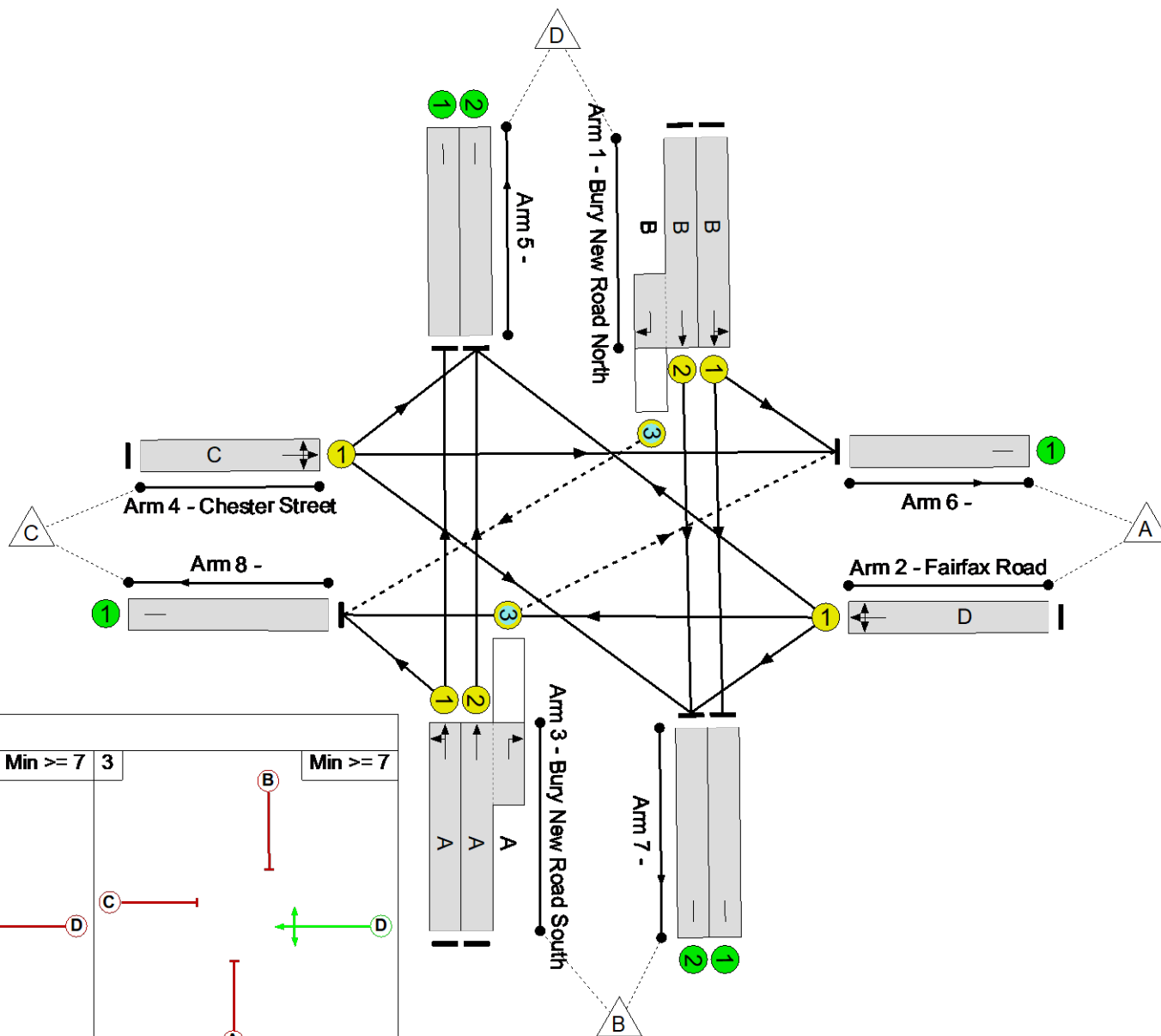
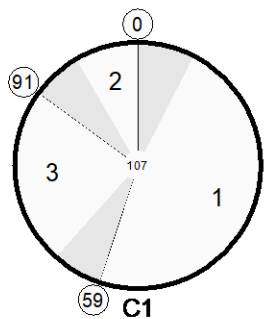


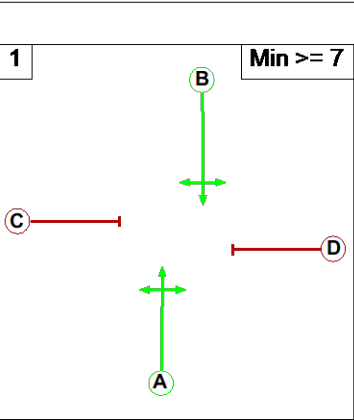
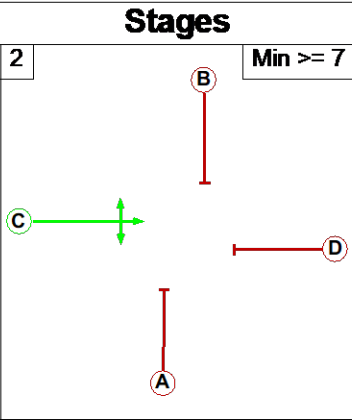
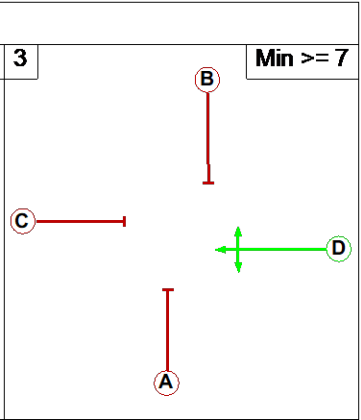
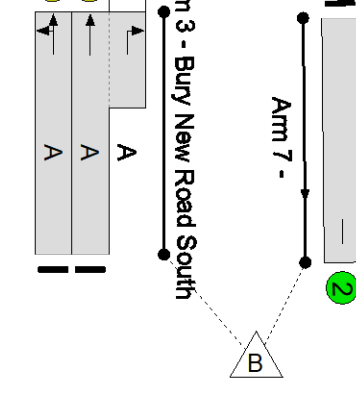
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 11.5 %
Total Traffic Delay: 18.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	435	1805	877	49.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	542	2045:1630	916+83	54.2 : 54.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	348	1774	431	80.7%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	370	1894	920	40.2%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	456	2065:1665	906+109	44.9 : 44.9%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	103	1777	166	62.0%
5/1		U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%

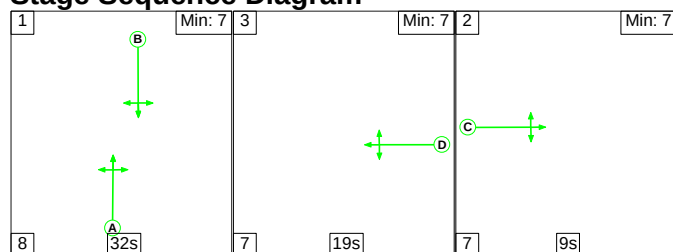
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
1/1	435	435	-	-	-	2.3	0.5	-	2.7	22.7	8.7	0.5	9.2
1/2+1/3	542	542	45	0	0	2.8	0.6	0.1	3.5	23.1	10.7	0.6	11.3
2/1	348	348	-	-	-	3.7	2.0	-	5.7	58.8	9.7	2.0	11.7
3/1	370	370	-	-	-	1.8	0.3	-	2.1	20.8	7.0	0.3	7.3
3/2+3/3	456	456	48	0	1	2.2	0.4	0.1	2.8	21.9	8.1	0.4	8.6
4/1	103	103	-	-	-	1.3	0.8	-	2.1	74.5	2.9	0.8	3.7
5/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):				11.5	Total Delay for Signalled Lanes (pcuHr):			18.94	Cycle Time (s): 107				
PRC Over All Lanes (%):				11.5	Total Delay Over All Lanes(pcuHr):			18.94					

Full Input Data And Results

Scenario 3: 'Future Year Do Nothing AM' (FG4: 'Future Year Do Nothing AM', Plan 1: 'Network Control Plan 1')

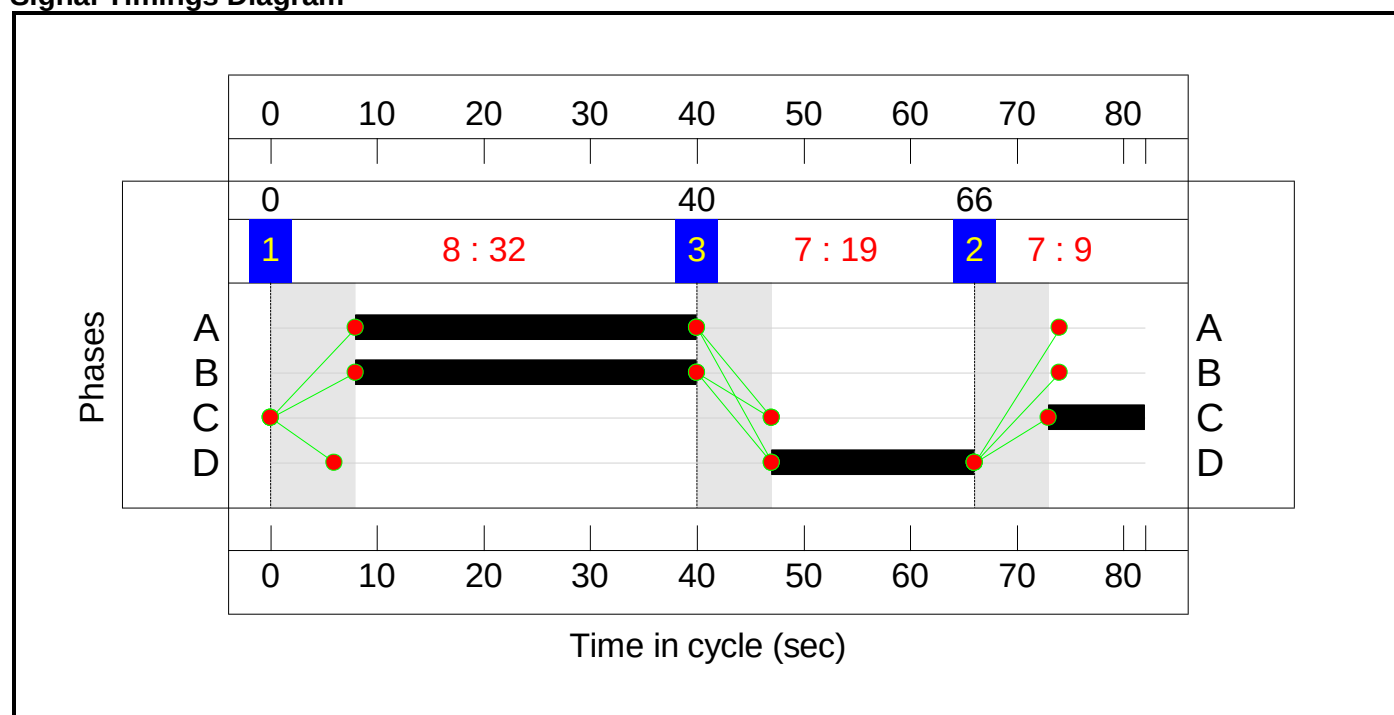
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

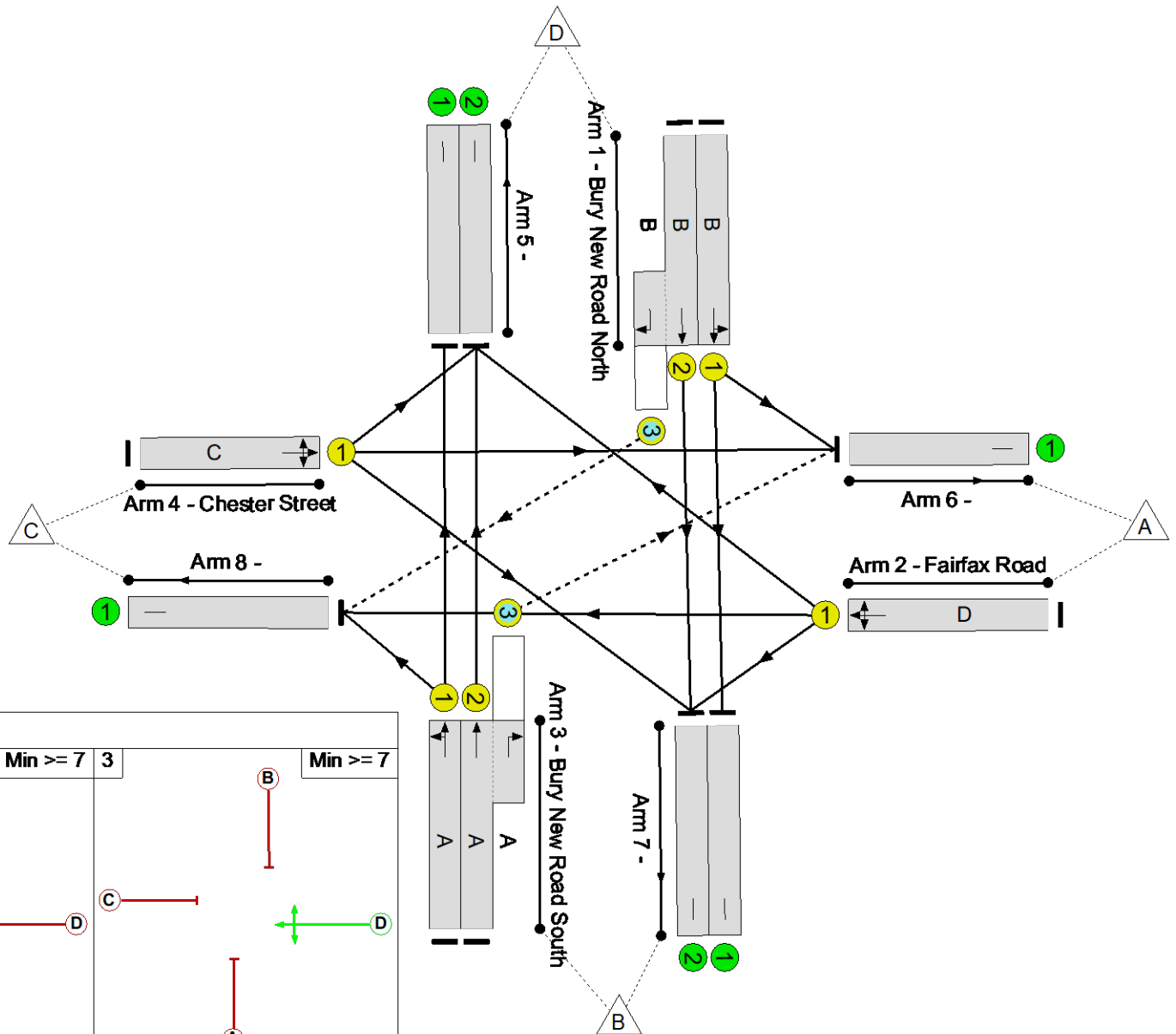
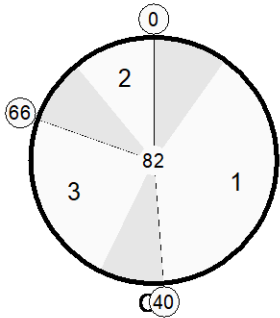


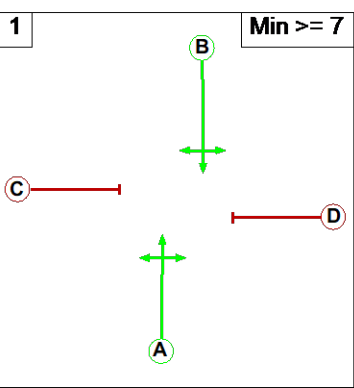
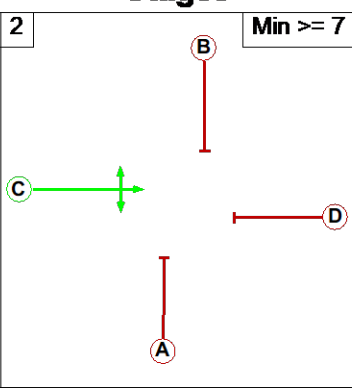
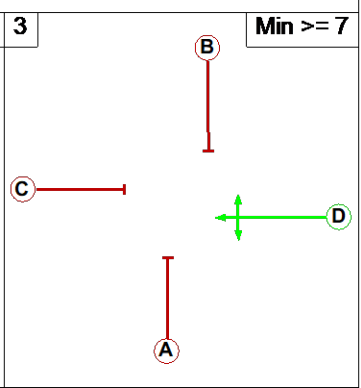
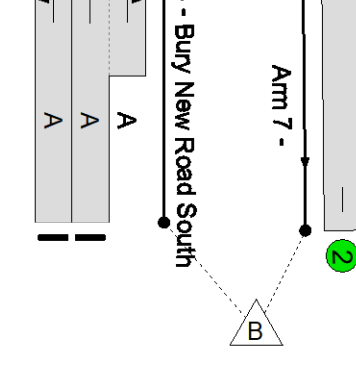
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 29.3 %
Total Traffic Delay: 15.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	412	1837	739	55.7%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	501	2045:1630	794+45	59.7 : 59.7%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	301	1773	432	69.6%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	310	1911	769	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	761+97	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	95	1797	219	43.4%
5/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%

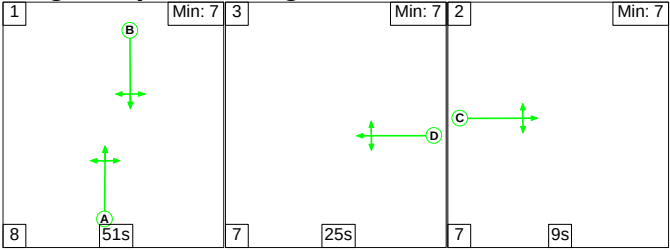
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	70	0	1	11.4	3.6	0.1	15.2	-	-	-	-
1/1	412	412	-	-	-	2.2	0.6	-	2.8	24.4	7.2	0.6	7.8
1/2+1/3	501	501	27	0	0	2.6	0.7	0.0	3.4	24.5	8.6	0.7	9.3
2/1	301	301	-	-	-	2.4	1.1	-	3.5	41.7	6.2	1.1	7.3
3/1	310	310	-	-	-	1.5	0.3	-	1.8	21.4	5.0	0.3	5.3
3/2+3/3	389	389	43	0	1	1.9	0.4	0.1	2.4	22.3	5.8	0.4	6.2
4/1	95	95	-	-	-	0.9	0.4	-	1.3	47.8	2.0	0.4	2.4
5/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 29.3 Total Delay for Signalled Lanes (pcuHr): 15.20 Cycle Time (s): 82 PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 15.20													

Full Input Data And Results

Scenario 4: 'Future Year Do Nothing PM' (FG5: 'Future Year Do Nothing PM', Plan 1: 'Network Control Plan 1')

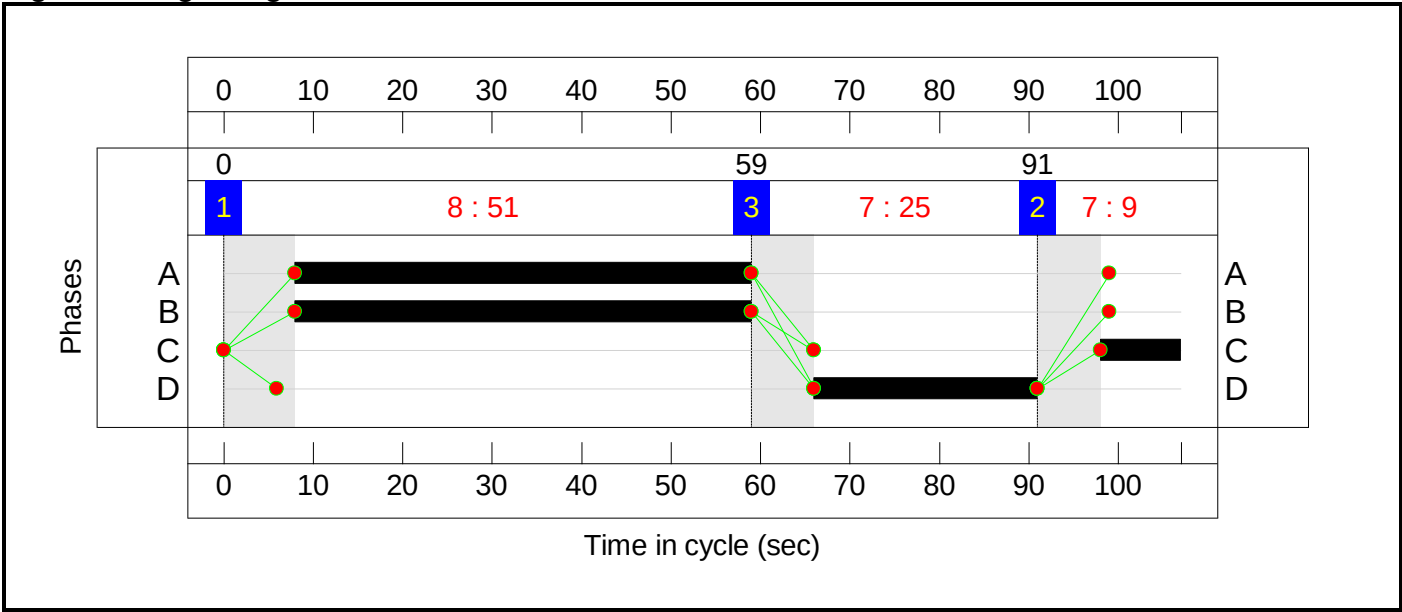
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram



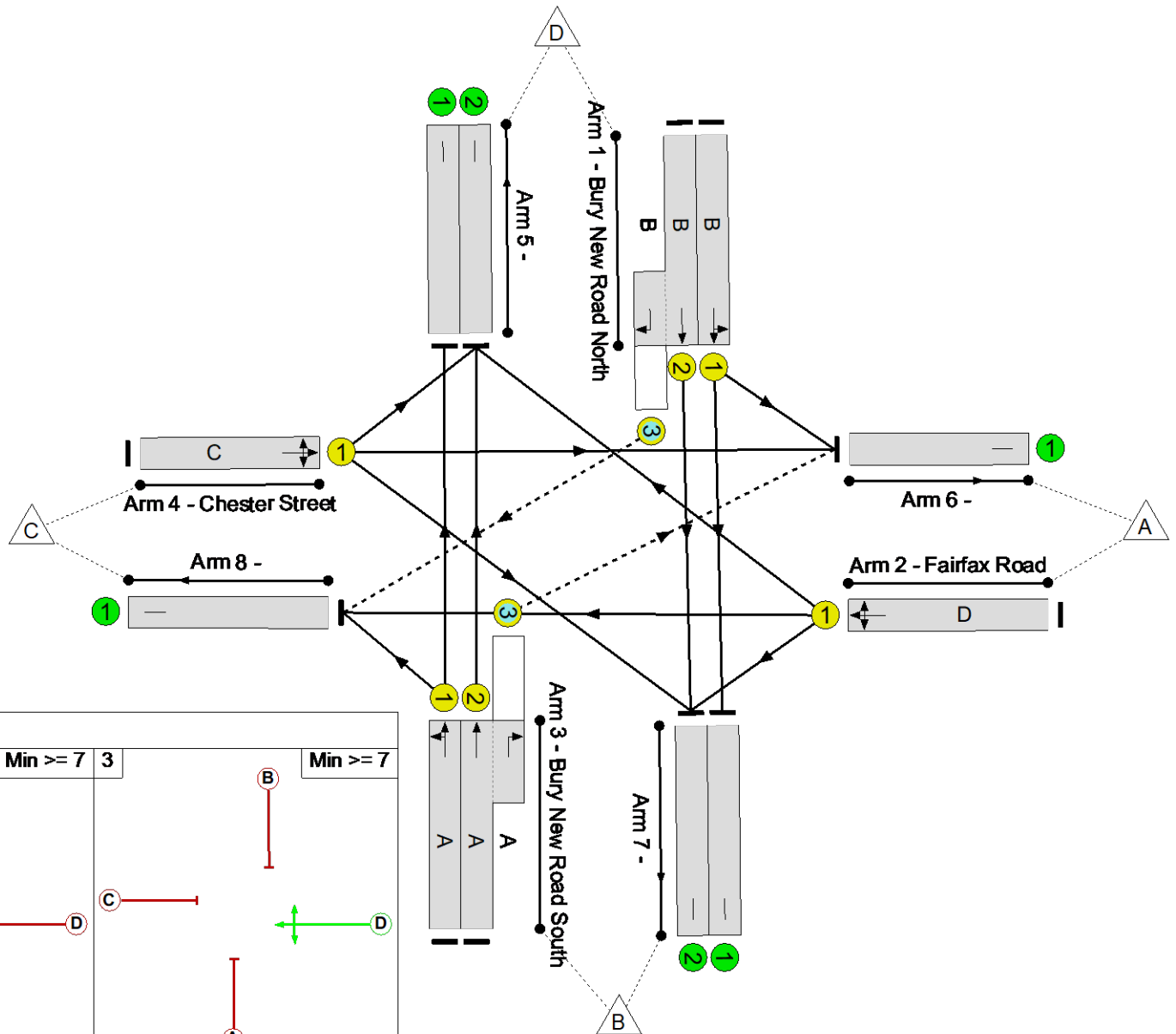
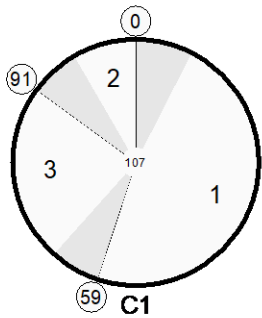
Full Input Data And Results

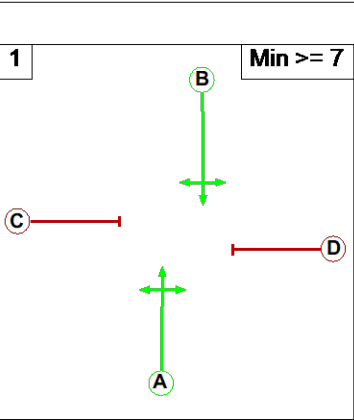
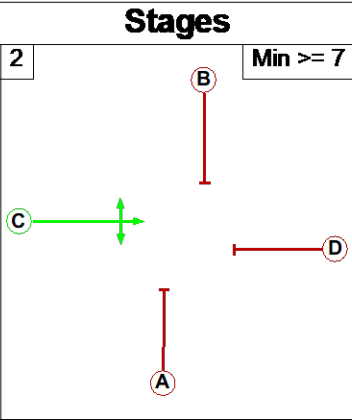
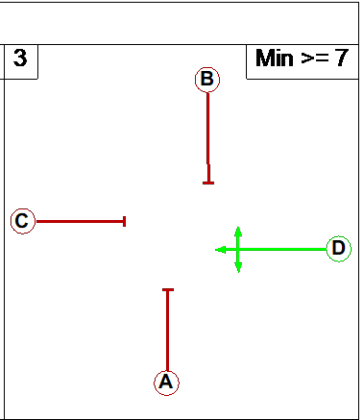
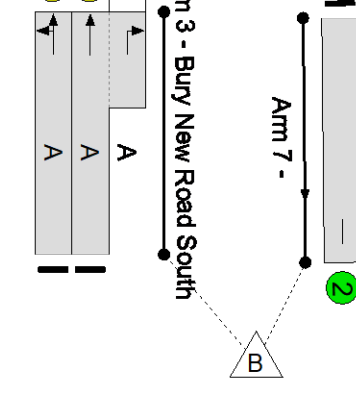
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 11.5 %
Total Traffic Delay: 18.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

Network Results

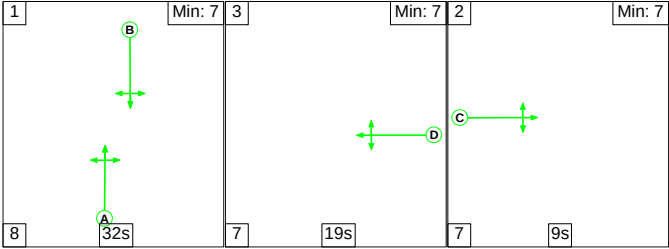
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	433	1804	877	49.4%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	544	2045:1630	917+83	54.4 : 54.4%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	348	1774	431	80.7%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	369	1893	920	40.1%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	457	2065:1665	906+109	45.0 : 45.0%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	103	1777	166	62.0%
5/1		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	93	0	1	14.1	4.6	0.2	18.9	-	-	-	-
1/1	433	433	-	-	-	2.2	0.5	-	2.7	22.7	8.7	0.5	9.1
1/2+1/3	544	544	45	0	0	2.8	0.6	0.1	3.5	23.1	10.7	0.6	11.3
2/1	348	348	-	-	-	3.7	2.0	-	5.7	58.8	9.7	2.0	11.7
3/1	369	369	-	-	-	1.8	0.3	-	2.1	20.8	7.0	0.3	7.3
3/2+3/3	457	457	48	0	1	2.2	0.4	0.1	2.8	21.9	8.2	0.4	8.6
4/1	103	103	-	-	-	1.3	0.8	-	2.1	74.5	2.9	0.8	3.7
5/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):				11.5	Total Delay for Signalled Lanes (pcuHr):			18.95	Cycle Time (s): 107				
PRC Over All Lanes (%):				11.5	Total Delay Over All Lanes(pcuHr):			18.95					

Scenario 5: 'Future Year with Extant Development AM' (FG7: 'Future Year with Extant Development AM', Plan 1: 'Network Control Plan 1')

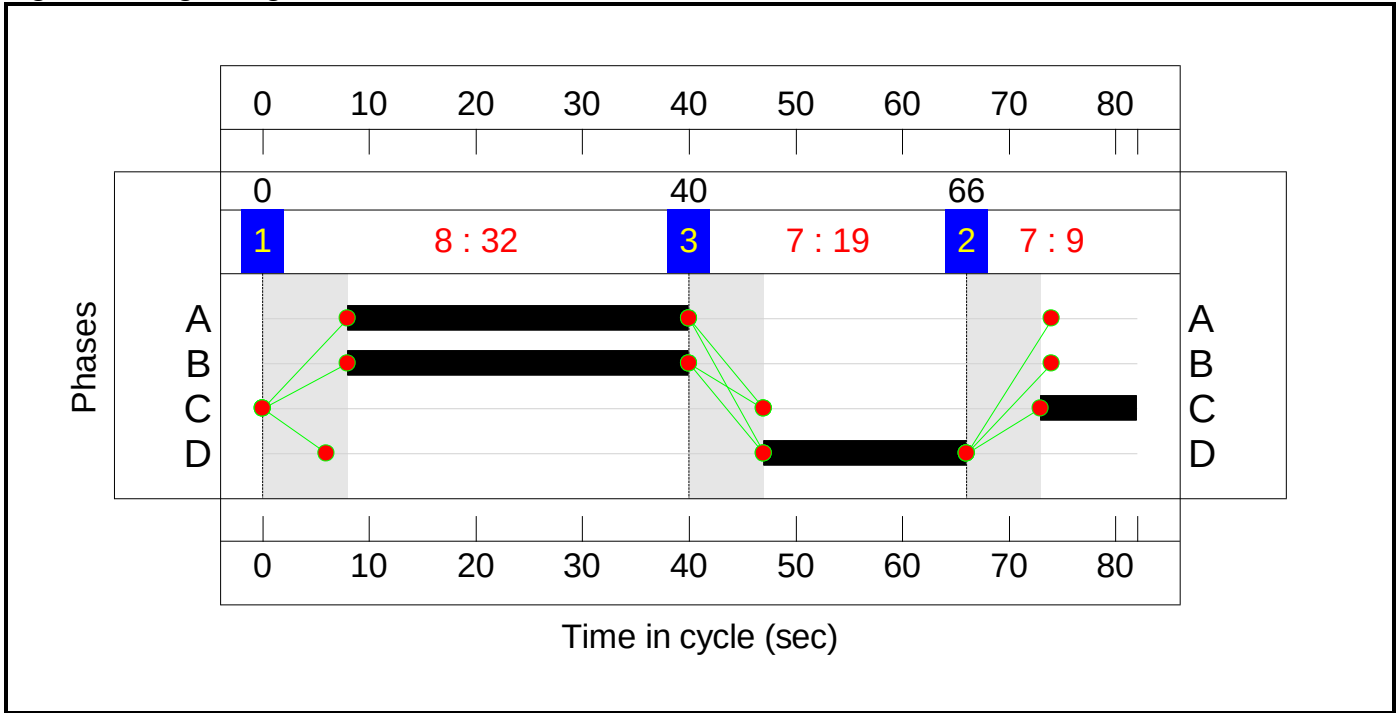
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

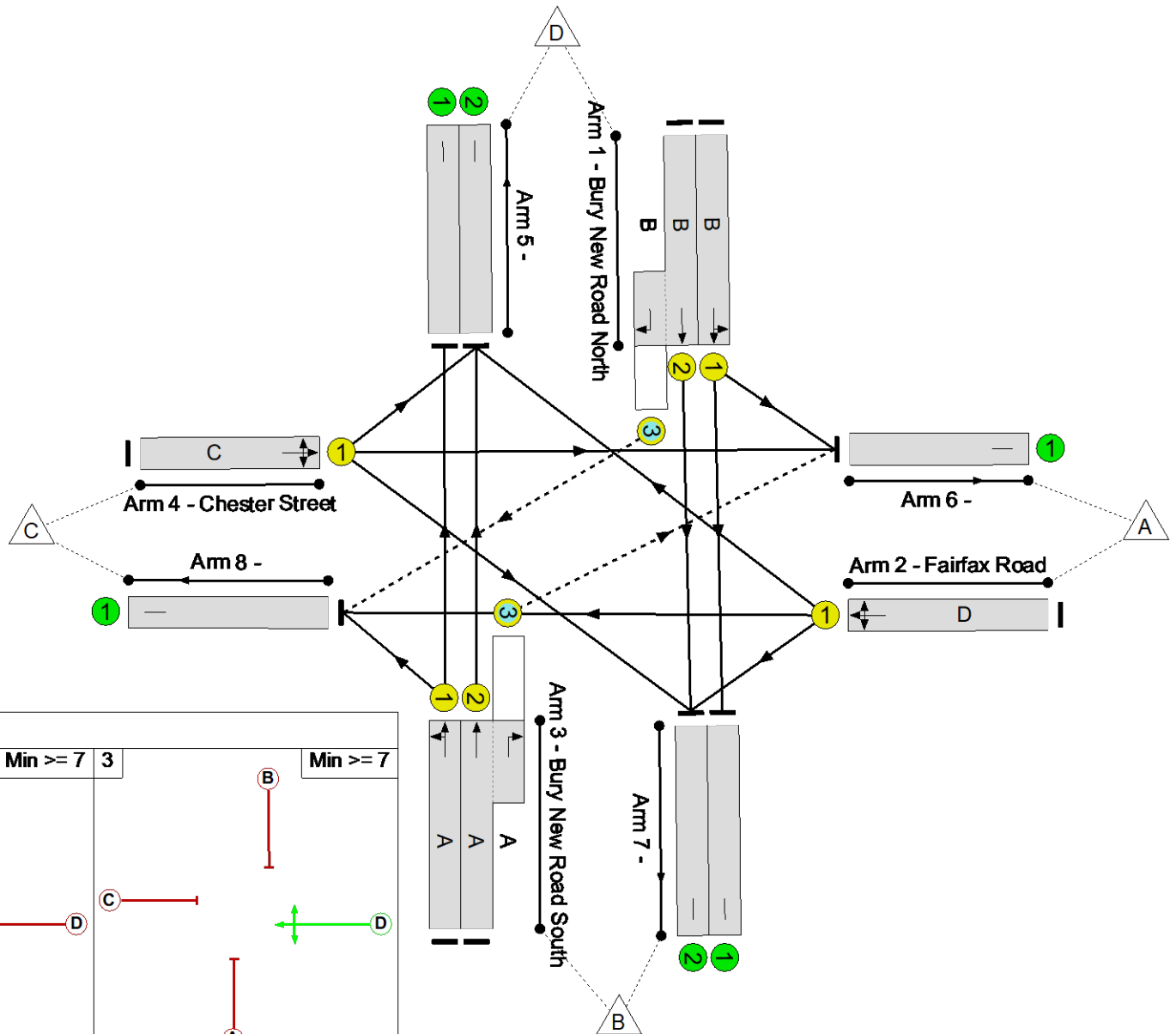
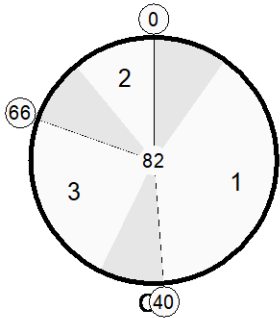


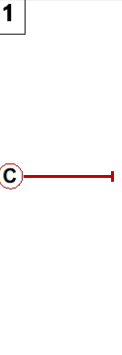
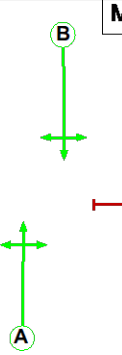
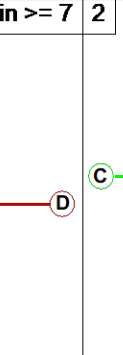
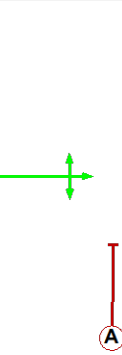
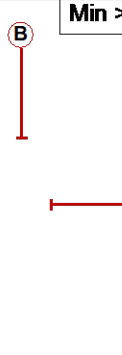
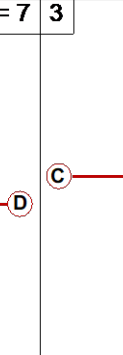
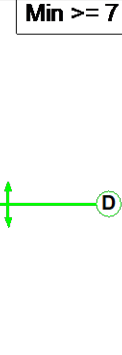
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 24.7 %
Total Traffic Delay: 15.5 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	414	1834	738	56.1%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	504	2045:1630	794+45	60.0 : 60.0%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	312	1773	432	72.1%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	311	1911	769	40.4%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	389	2065:1665	759+99	45.3 : 45.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	96	1799	219	43.8%
5/1		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%

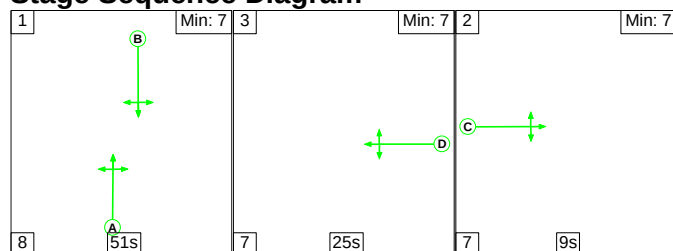
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: 'Future Year with Extant Development PM' (FG8: 'Future Year with Extant Development PM', Plan 1: 'Network Control Plan 1')

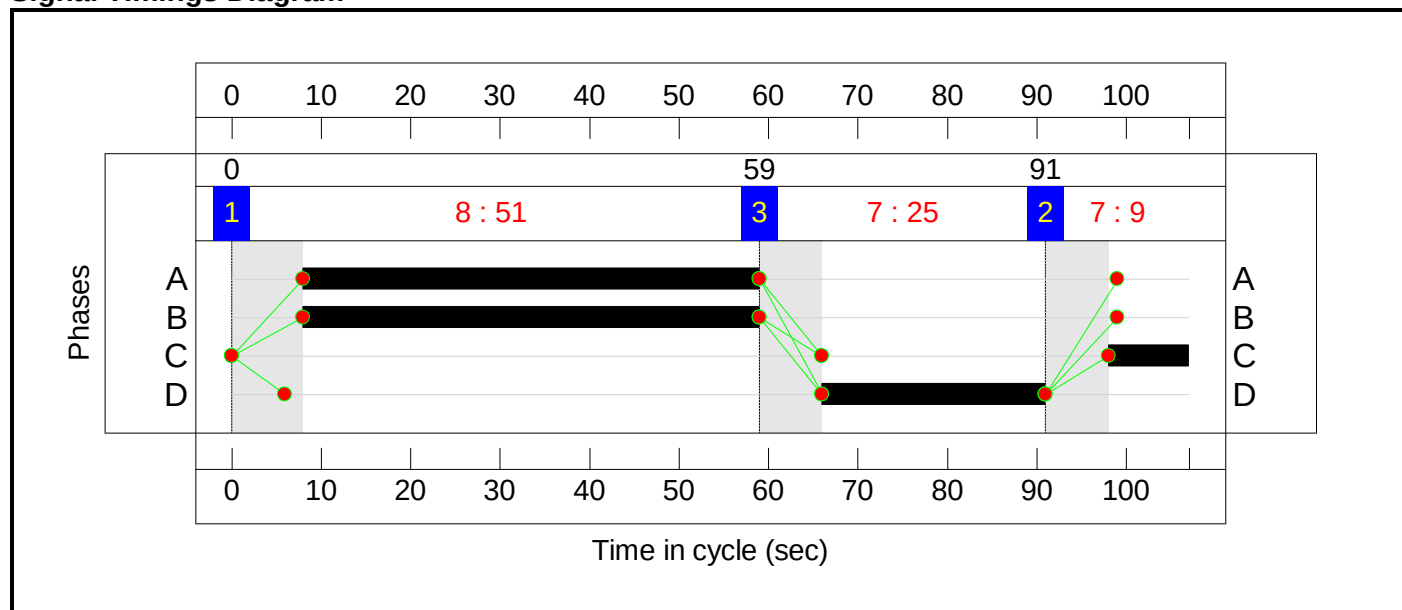
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

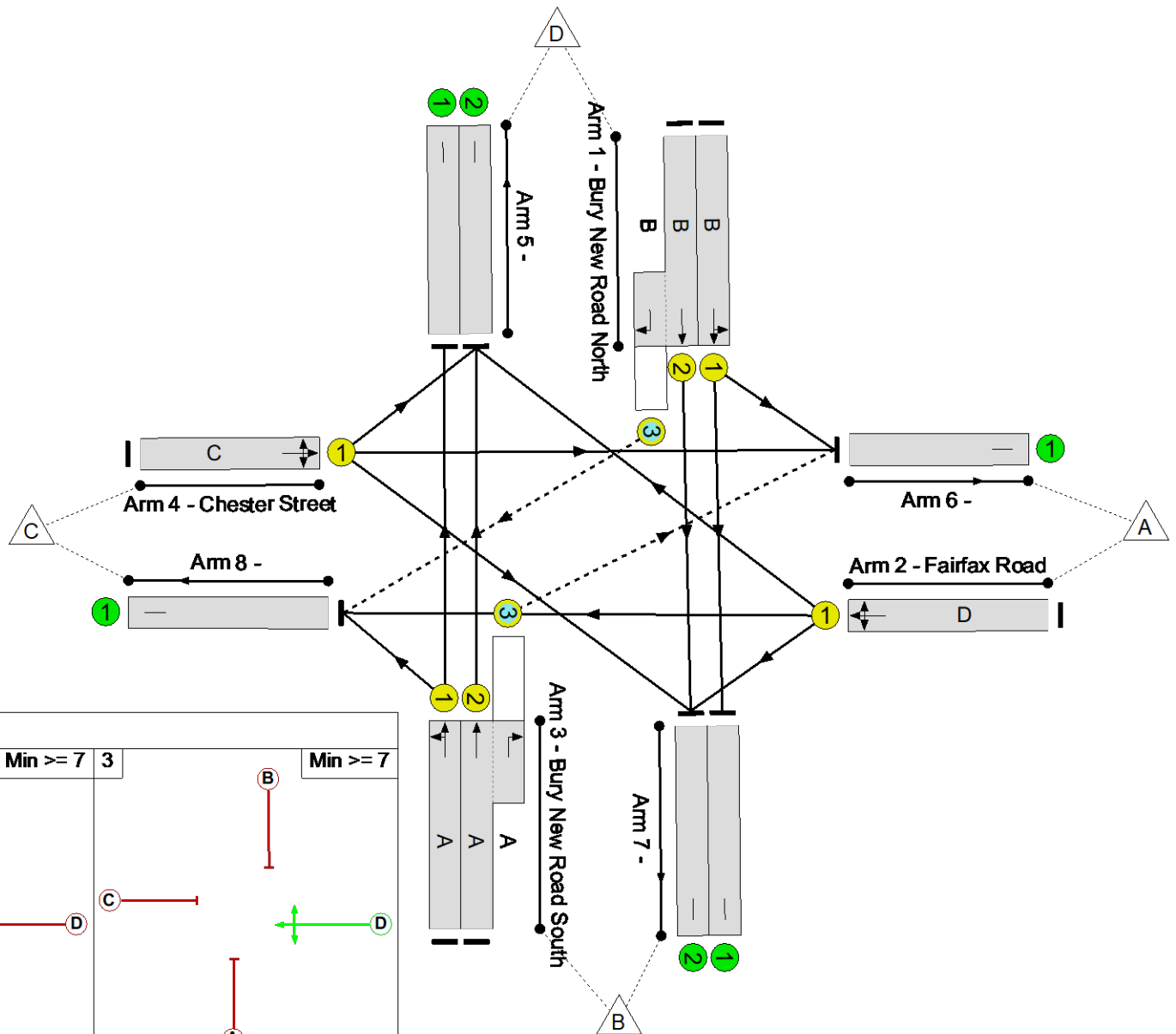
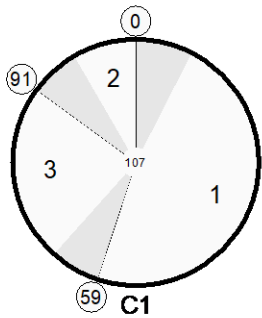


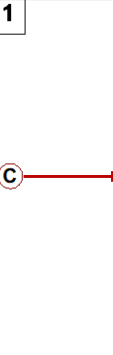
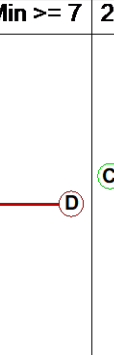
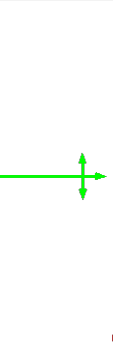
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 0.8 %
Total Traffic Delay: 21.4 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	89.3%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	441	1795	872	50.6%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	554	2045:1630	918+81	55.4 : 55.4%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	385	1774	431	89.3%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	371	1894	920	40.3%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	460	2065:1665	895+119	45.4 : 45.4%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	106	1782	167	63.6%
5/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%

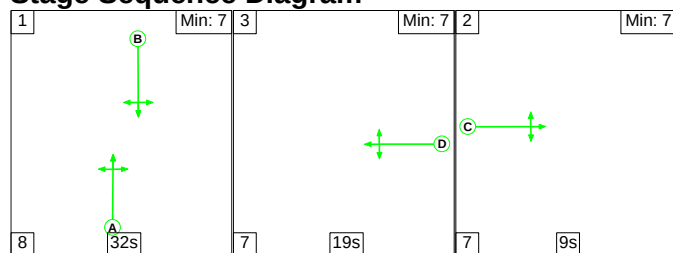
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	98	0	1	14.8	6.3	0.2	21.4	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	98	0	1	14.8	6.3	0.2	21.4	-	-	-	-
1/1	441	441	-	-	-	2.3	0.5	-	2.8	22.9	8.8	0.5	9.3
1/2+1/3	554	554	45	0	0	2.9	0.6	0.1	3.6	23.3	11.1	0.6	11.7
2/1	385	385	-	-	-	4.2	3.6	-	7.8	72.9	11.0	3.6	14.6
3/1	371	371	-	-	-	1.8	0.3	-	2.1	20.9	7.0	0.3	7.3
3/2+3/3	460	460	53	0	1	2.2	0.4	0.2	2.8	22.1	8.2	0.4	8.6
4/1	106	106	-	-	-	1.4	0.9	-	2.2	75.7	3.0	0.9	3.9
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.8 Total Delay for Signalled Lanes (pcuHr): 21.39 Cycle Time (s): 107 PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 21.39													

Full Input Data And Results

Scenario 7: 'Future Year with Proposed Development AM' (FG10: 'Future Year with Proposed Development AM', Plan 1: 'Network Control Plan 1')

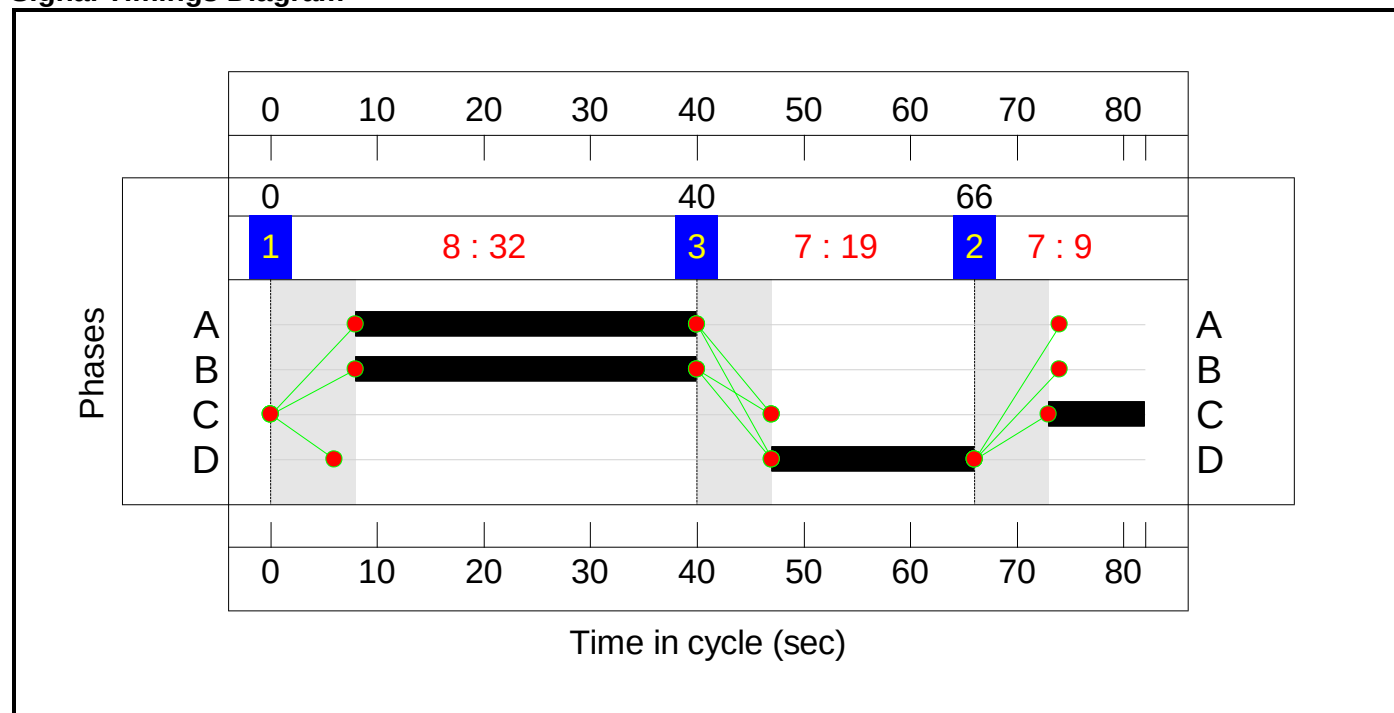
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	32	19	9
Change Point	0	40	66

Signal Timings Diagram

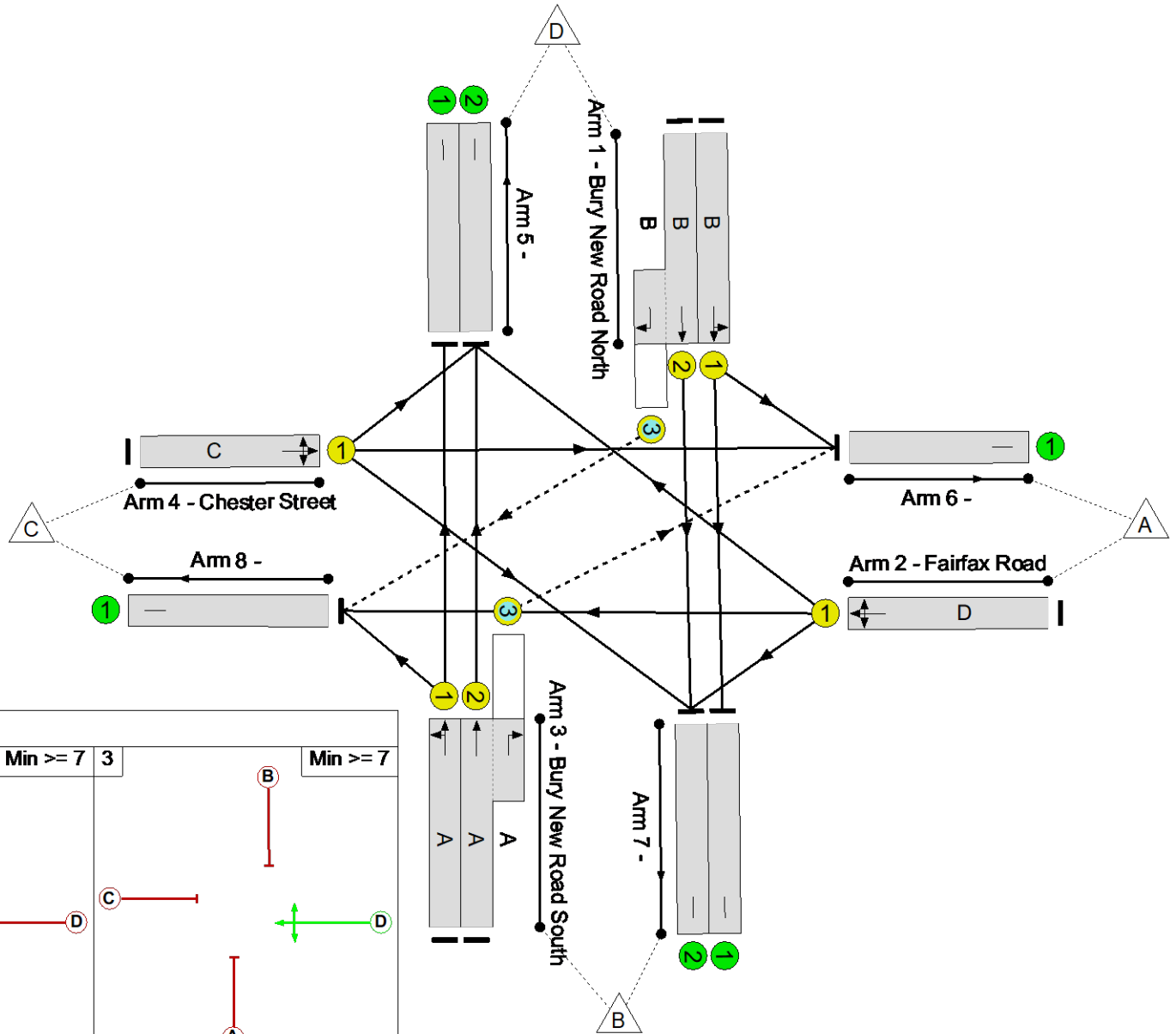
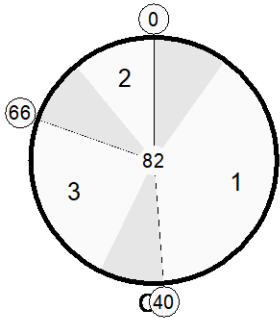


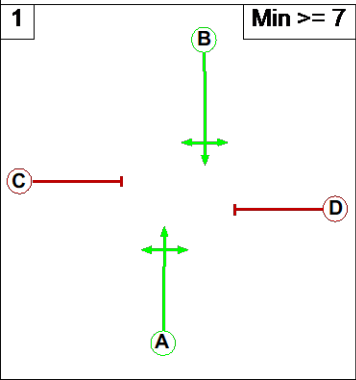
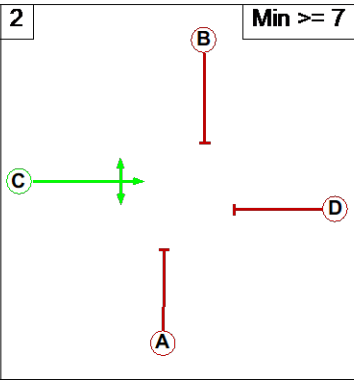
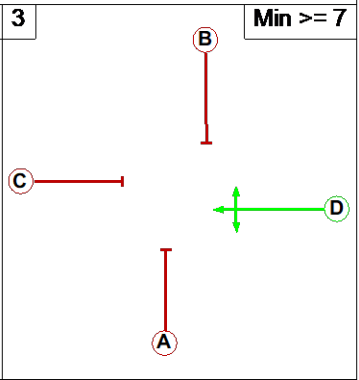
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: 17.8 %
Total Traffic Delay: 16.2 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
3	Min >= 7	4	Min >= 7
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	32	-	415	1833	738	56.3%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	32	-	505	2045:1630	794+45	60.2 : 60.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	19	-	330	1771	432	76.4%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	32	-	313	1911	769	40.7%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	32	-	398	2065:1665	739+121	46.3 : 46.3%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	97	1801	220	44.2%
5/1		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

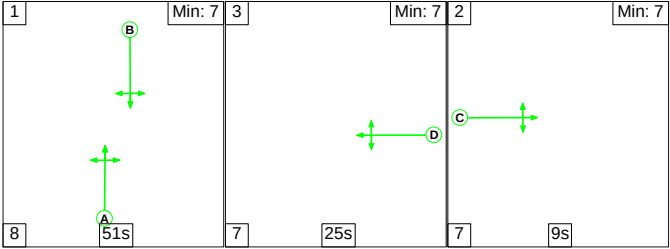
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	81	0	2	11.8	4.1	0.2	16.2	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	81	0	2	11.8	4.1	0.2	16.2	-	-	-	-
1/1	415	415	-	-	-	2.2	0.6	-	2.8	24.5	7.3	0.6	7.9
1/2+1/3	505	505	27	0	0	2.7	0.8	0.0	3.5	24.6	8.6	0.8	9.4
2/1	330	330	-	-	-	2.6	1.6	-	4.2	45.9	7.0	1.6	8.5
3/1	313	313	-	-	-	1.5	0.3	-	1.9	21.5	5.0	0.3	5.4
3/2+3/3	398	398	55	0	1	1.9	0.4	0.2	2.5	22.7	5.8	0.4	6.2
4/1	97	97	-	-	-	0.9	0.4	-	1.3	48.0	2.0	0.4	2.4
5/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 16.16 Cycle Time (s): 82 PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 16.16													

Full Input Data And Results

Scenario 8: 'Future Year with Proposed Development PM' (FG11: 'Future Year with Proposed Development PM', Plan 1: 'Network Control Plan 1')

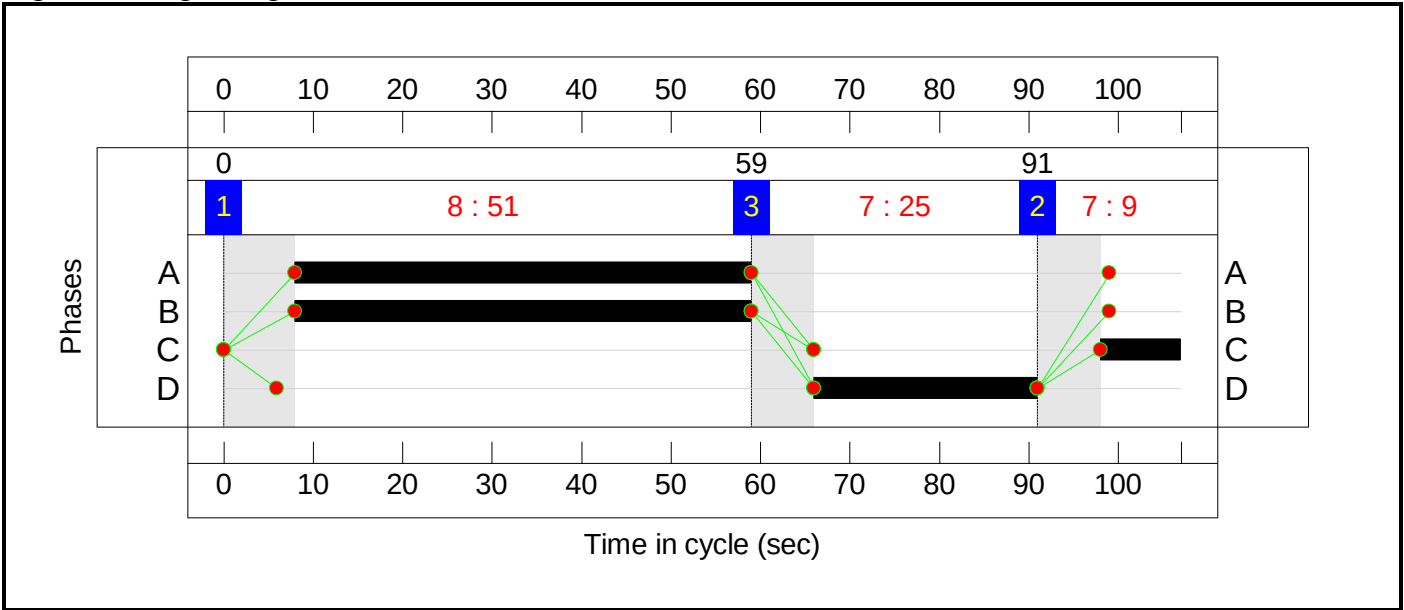
Stage Sequence Diagram



Stage Timings

Stage	1	3	2
Duration	51	25	9
Change Point	0	59	91

Signal Timings Diagram

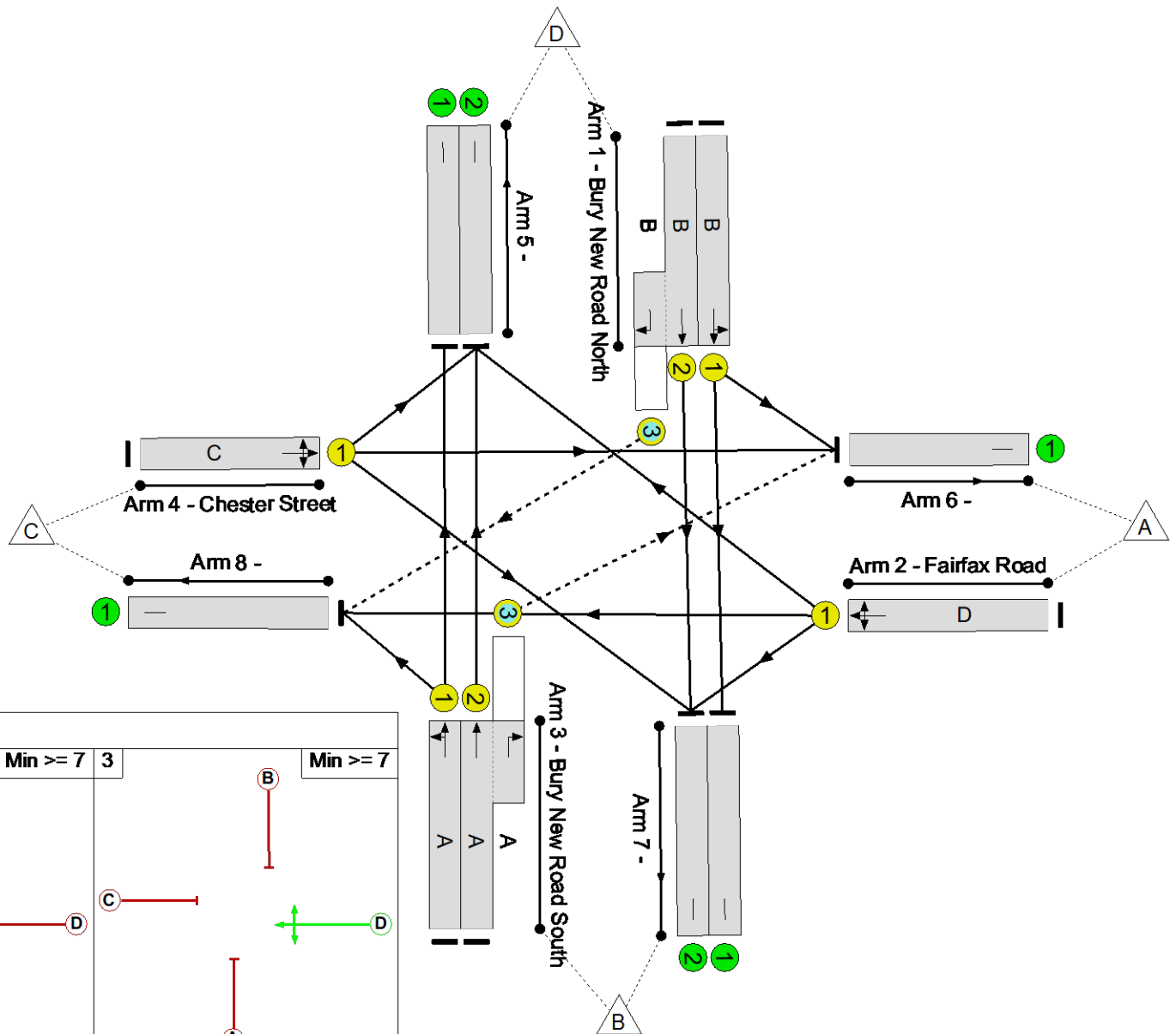
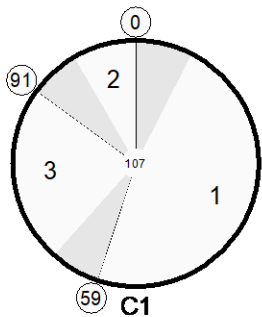


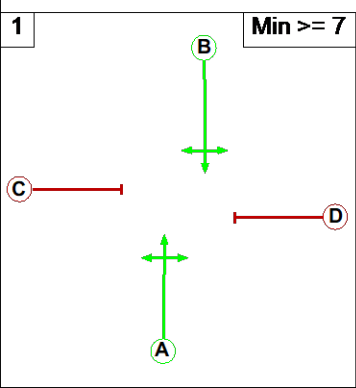
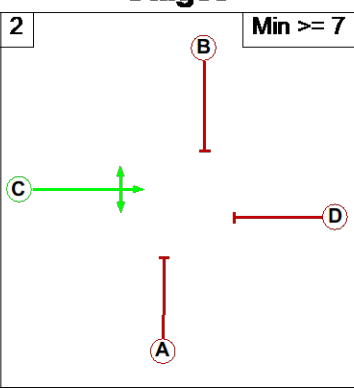
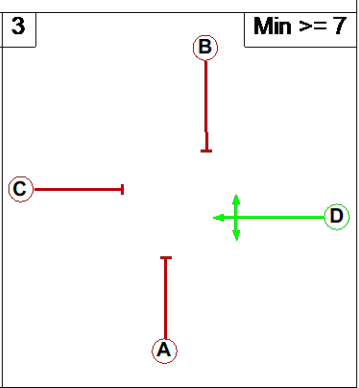
Full Input Data And Results
Network Layout Diagram

Bury New Road/Fairfax Road/Chester Road



PRC: -3.1 %
Total Traffic Delay: 22.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			
			

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Bury New Road/Fairfax Road/Chester Road	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/1	Bury New Road North Left Ahead	U	N/A	N/A	B		1	51	-	441	1797	873	50.5%
1/2+1/3	Bury New Road North Ahead Right	U+O	N/A	N/A	B		1	51	-	552	2045:1630	918+81	55.2 : 55.2%
2/1	Fairfax Road Right Left Ahead	U	N/A	N/A	D		1	25	-	399	1770	430	92.8%
3/1	Bury New Road South Ahead Left	U	N/A	N/A	A		1	51	-	373	1894	920	40.5%
3/2+3/3	Bury New Road South Ahead Right	U+O	N/A	N/A	A		1	51	-	467	2065:1665	877+137	46.1 : 46.1%
4/1	Chester Street Left Ahead Right	U	N/A	N/A	C		1	9	-	106	1782	167	63.6%
5/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	106	0	2	15.0	7.6	0.3	22.9	-	-	-	-
Bury New Road/Fairfax Road/Chester Road	-	-	106	0	2	15.0	7.6	0.3	22.9	-	-	-	-
1/1	441	441	-	-	-	2.3	0.5	-	2.8	22.9	8.8	0.5	9.3
1/2+1/3	552	552	45	0	0	2.9	0.6	0.1	3.6	23.3	11.0	0.6	11.7
2/1	399	399	-	-	-	4.4	4.9	-	9.3	83.6	11.5	4.9	16.4
3/1	373	373	-	-	-	1.8	0.3	-	2.2	20.9	7.0	0.3	7.4
3/2+3/3	467	467	62	0	1	2.3	0.4	0.2	2.9	22.4	8.2	0.4	8.6
4/1	106	106	-	-	-	1.4	0.9	-	2.2	75.7	3.0	0.9	3.9
5/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 22.94 Cycle Time (s): 107 PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 22.94													

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
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Filename: Staggered Junction Model - Revised - Advanced.j9

Path: P:\Projects Hot\2772 Muse - Prestwich\003 Design\Calculations\Models\Fairfax Road_Car Park_Rectory Lane_Highfield Road

Report generation date: 31/10/2023 17:21:25

«AM Calibrated - 2023 Base, Weekday AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Detailed Demand Data
- »Results
- »Lane Results

Summary of junction performance

	Weekday AM					
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS
	AM Calibrated [Lane Simulation] - 2023 Base					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D1	0.0	~1	0.16		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.3	2.0	9.59		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.93		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	1.02		A
2 - Fairfax Road_Car Park - B - Car Park		0.0	~1	8.76		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.67		A
3 - Fairfax Road_Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road_Highfield Road - B - Highfield Road		0.2	1.0	11.85		B
3 - Fairfax Road_Highfield Road - C - Fairfax Road East		0.2	2.0	2.53		A
		AM Calibrated [Lane Simulation] - Future Year Do Nothing				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D4	0.0	~1	0.15		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.4	1.5	9.62		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.89		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	0.95		A
2 - Fairfax Road_Car Park - B - Car Park		0.0	~1	9.64		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.66		A
3 - Fairfax Road_Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road_Highfield Road - B - Highfield Road		0.3	1.0	8.97		A
3 - Fairfax Road_Highfield Road - C - Fairfax Road East		0.2	2.0	2.15		A
		AM Calibrated [Lane Simulation] - Future Year with Extant Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East		0.0	~1	0.24		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.4	1.9	10.27		B
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.79		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.0	~1	0.55		A

2 - Fairfax Road_Car Park - B - Car Park	A1 D7	0.0	~1	9.40		A
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.88		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.2	1.0	9.63		A
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.2	1.3	2.30		A
	AM Calibrated [Lane Simulation] - Future Year with Proposed Development					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A1 D10	0.0	~1	0.31		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.5	1.5	9.57		A
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.86		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.46		A
2 - Fairfax Road_Car Park - B - Car Park		0.1	1.0	10.77		B
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.27		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.3	1.0	9.24		A
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.2	2.0	2.14		A

	Weekday PM					
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS
	PM Calibrated [Lane Simulation] - 2023 Base					
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D2	0.2	1.0	1.19		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.1	2.7	18.57		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.03		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.58		A
2 - Fairfax Road_Car Park - B - Car Park		0.2	0.9	24.87		C
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.02		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.7	2.0	24.53		C
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.7	2.0	5.04		A
		PM Calibrated [Lane Simulation] - Future Year Do Nothing				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D5	0.1	~1	1.17		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.0	3.6	18.27		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	1.96		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	0.45		A
2 - Fairfax Road_Car Park - B - Car Park		0.1	1.0	18.73		C
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	1.14		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.5	3.0	25.23		D
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.6	2.0	5.89		A
		PM Calibrated [Lane Simulation] - Future Year with Extant Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D8	0.1	~1	0.69		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		0.7	2.7	14.16		B
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	2.22		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	0.5	1.18		A
2 - Fairfax Road_Car Park - B - Car Park		0.2	1.0	14.97		B
2 - Fairfax Road_Car Park - C - Fairfax Road East		0.1	1.0	0.99		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		0.5	1.3	23.84		C
3 - Fairfax Road Highfield Road - C - Fairfax Road East		0.6	2.0	5.41		A
		PM Calibrated [Lane Simulation] - Future Year with Proposed Development				
1 - Fairfax Road_Rectory Lane - A - Fairfax Road East	A2 D11	0.2	1.0	2.15		A
1 - Fairfax Road_Rectory Lane - B - Rectory Lane		1.4	9.0	20.61		C
1 - Fairfax Road_Rectory Lane - C - Fairfax Road West		0.2	1.0	1.88		A
2 - Fairfax Road_Car Park - A - Fairfax Road West		0.1	~1	0.43		A
2 - Fairfax Road_Car Park - B - Car Park		1.9	9.0	58.63		F

2 - Fairfax Road_Car Park - C - Fairfax Road East		0.3	1.0	2.03		A
3 - Fairfax Road Highfield Road - A - Fairfax Road West		0.0	~1	0.00		A
3 - Fairfax Road Highfield Road - B - Highfield Road		1.0	5.9	43.70		E
3 - Fairfax Road Highfield Road - C - Fairfax Road East		1.0	2.0	8.11		A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

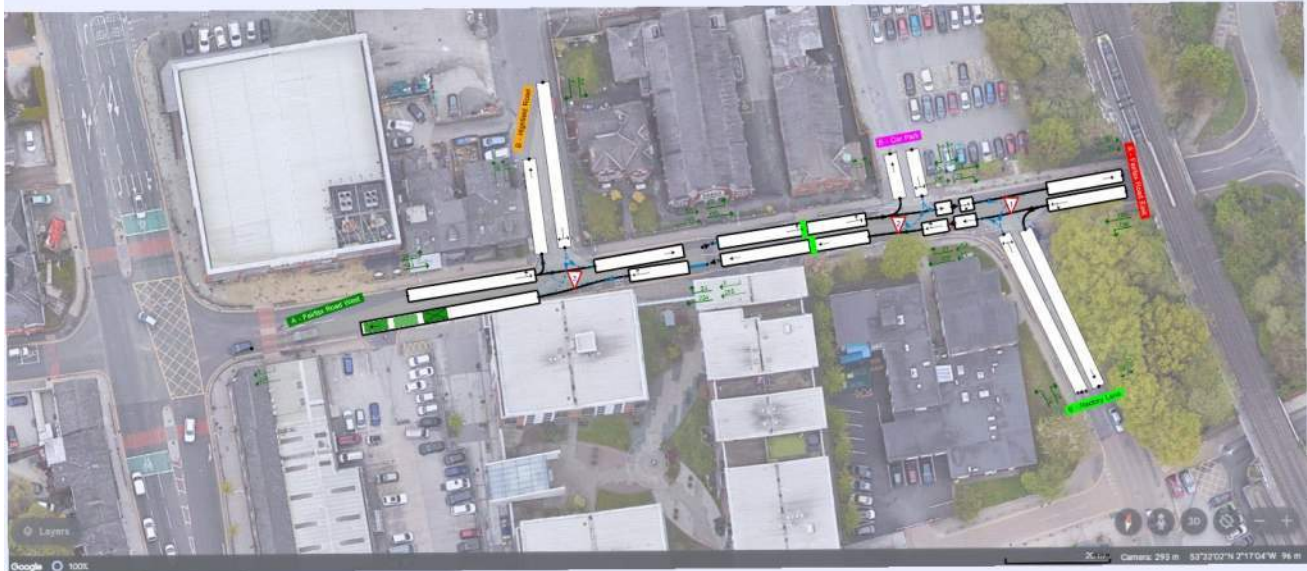
File summary

File Description

Title	
Location	
Site number	
Date	13/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CIVICENGINEERSjumpboxuser
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin



Flows show modelled flow through junction (PCU/hr).
Lane simulation visualisation time: 07:59:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			0.85	36.00	20.00

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓		✓	651129319	101	3.28

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM Calibrated	✓	✓	✓	D1, D4, D7, D10	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2023 Base	Weekday AM	ONE HOUR	07:30	09:00	15	✓	✓

AM Calibrated - 2023 Base, Weekday AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - AM Calibrated [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Demand Sets	D1 - 2023 Base, Weekday AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Fairfax Road_Rectory Lane	T-Junction	Two-way		2.48	A
2	Fairfax Road_Car Park	T-Junction	Two-way		0.91	A
3	Fairfax Road Highfield Road	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Fairfax Road_Rectory Lane	A	Fairfax Road East		Major
	B	Rectory Lane		Minor
	C	Fairfax Road West		Major
2 - Fairfax Road_Car Park	A	Fairfax Road West		Major
	B	Car Park		Minor
	C	Fairfax Road East		Major
3 - Fairfax Road Highfield Road	A	Fairfax Road West		Major
	B	Highfield Road		Minor
	C	Fairfax Road East		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Fairfax Road_Rectory Lane	C - Fairfax Road West	7.40			70.0	✓	0.00
2 - Fairfax Road_Car Park	C - Fairfax Road East	7.40			70.0	✓	0.00
3 - Fairfax Road Highfield Road	C - Fairfax Road East	7.40			70.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Fairfax Road_Rectory Lane	B - Rectory Lane	One lane	3.60	30	21
2 - Fairfax Road_Car Park	B - Car Park	One lane	2.70	30	21
3 - Fairfax Road Highfield Road	B - Highfield Road	One lane	3.00	30	21

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Vehicles queueing on exit (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Fairfax Road_Car Park	A - Fairfax Road West	2.00	2.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - Fairfax Road_Rectory Lane	B-A	528	0.090	0.228	0.143	0.326
	B-C	675	0.097	0.246	-	-
	C-B	615	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Fairfax Road_Car Park	B-A	483	0.083	0.209	0.131	0.298
	B-C	618	0.089	0.225	-	-
	C-B	615	0.224	0.224	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Fairfax Road_Highfield Road	B-A	498	0.085	0.215	0.135	0.307
	B-C	637	0.092	0.232	-	-
	C-B	615	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Bottleneck capacity (PCU/hr)	Bottleneck type	Minimum capacity (PCU/hr)	Max ca (P)
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	Entry	1	1	B, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
	B - Rectory Lane	Entry	1	1	A, C		Infinity				0	9
			2	1	(A, (B), C)		Infinity				0	9
		Exit	1	1			Infinity				0	9
	C - Fairfax Road West	Entry	1	1	A, B	✓	1.00				0	9
		Exit	1	1		✓	1.00				0	9
2 - Fairfax Road_Car Park	A - Fairfax Road West	Entry	1	1	B, C	✓	2.00				0	9
			2	1	(B, C)	✓	3.00				0	9
			1	1		✓	2.00				0	9
		Exit	2	1		✓	3.00				0	9
	B - Car Park	Entry	1	1	A, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
	C - Fairfax Road East	Entry	1	1	A, B	✓	1.00				0	9
		Exit	1	1		✓	1.00				0	9
3 - Fairfax Road Highfield Road	A - Fairfax Road West	Entry	1	1	B, C		Infinity				0	9
		Exit	1	1		✓	6.00	✓	432	Random	0	9
	B - Highfield Road	Entry	1	1	A, C		Infinity				0	9
		Exit	1	1			Infinity				0	9
	C - Fairfax Road East	Entry	1	1	A, B	✓	2.00				0	9
		Exit	1	1		✓	3.00				0	9

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road East	Rectory Lane	Fairfax Road West
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	1	1		✓	✓
	B - Rectory Lane	1	1	✓		✓
		2	1	✓		✓
	C - Fairfax Road West	1	1	✓	✓	

Summary of Entry Lane allowed secondary movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road East	Rectory Lane	Fairfax Road West
1 - Fairfax Road_Rectory Lane	A - Fairfax Road East	1	1			
	B - Rectory Lane	1	1			
		2	1		✓	
	C - Fairfax Road West	1	1			

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road West	Car Park	Fairfax Road East
2 - Fairfax Road_Car Park	A - Fairfax Road West	1	1		✓	✓
		2	1		✓	✓
	B - Car Park	1	1	✓		✓
	C - Fairfax Road East	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Fairfax Road West	Highfield Road	Fairfax Road East
3 - Fairfax Road Highfield Road	A - Fairfax Road West	1	1		✓	✓
	B - Highfield Road	1	1	✓		✓
	C - Fairfax Road East	1	1	✓	✓	

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Fairfax Road Rectory Lane	C - Fairfax Road West	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Fairfax Road Car Park	A - Fairfax Road West	3	C	Simple (vertical queueing)	Normal	0	100.00	
	C - Fairfax Road East	1	C	Simple (vertical queueing)	Normal	0	100.00	
3 - Fairfax Road Highfield Road	C - Fairfax Road East	2	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East		ONE HOUR	✓	373	100.000
	B - Rectory Lane		ONE HOUR	✓	107	100.000
	C - Fairfax Road West	✓				
2 - Fairfax Road Car Park	A - Fairfax Road West	✓				
	B - Car Park		ONE HOUR	✓	6	100.000
	C - Fairfax Road East	✓				
3 - Fairfax Road Highfield Road	A - Fairfax Road West		ONE HOUR	✓	191	100.000
	B - Highfield Road		ONE HOUR	✓	77	100.000
	C - Fairfax Road East	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Fairfax Road Rectory Lane	A - Fairfax Road East		
	B - Rectory Lane		
	C - Fairfax Road West		
2 - Fairfax Road Car Park	A - Fairfax Road West	[ONEHOUR]	20.00
	B - Car Park		
	C - Fairfax Road East		
3 - Fairfax Road Highfield Road	A - Fairfax Road West		
	B - Highfield Road		
	C - Fairfax Road East		

Origin-Destination Data

1 - Fairfax Road Rectory Lane

Demand (Veh/hr)

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0	153	220
	B - Rectory Lane	27	0	80
	C - Fairfax Road West	128	85	0

Proportions

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0.00	0.41	0.59
	B - Rectory Lane	0.25	0.00	0.75
	C - Fairfax Road West	0.60	0.40	0.00

2 - Fairfax Road Car Park

Demand (Veh/hr)

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0	13	128
	B - Car Park	3	0	3
	C - Fairfax Road East	220	22	0

Proportions

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0.00	0.09	0.91
	B - Car Park	0.50	0.00	0.50
	C - Fairfax Road East	0.91	0.09	0.00

3 - Fairfax Road Highfield Road

Demand (Veh/hr)

From	To			
		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0	31	160
	B - Highfield Road	7	0	70
	C - Fairfax Road East	285	31	0

Proportions

From	To			
		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0.00	0.16	0.84
	B - Highfield Road	0.09	0.00	0.91
	C - Fairfax Road East	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

1 - Fairfax Road Rectory Lane

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	0	1	0
	B - Rectory Lane	4	0	2
	C - Fairfax Road West	1	1	0

Average PCU Per Veh

From	To			
		A - Fairfax Road East	B - Rectory Lane	C - Fairfax Road West
	A - Fairfax Road East	1.000	1.010	1.000
	B - Rectory Lane	1.040	1.000	1.020
	C - Fairfax Road West	1.010	1.010	1.000

Heavy Vehicle Percentages

2 - Fairfax Road Car Park

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	0	0	1
	B - Car Park	0	0	0
	C - Fairfax Road East	1	0	0

Average PCU Per Veh

From	To			
		A - Fairfax Road West	B - Car Park	C - Fairfax Road East
	A - Fairfax Road West	1.000	1.000	1.010
	B - Car Park	1.000	1.000	1.000
	C - Fairfax Road East	1.010	1.000	1.000

3 - Fairfax
Road
Highfield
Road

Heavy Vehicle Percentages

	To			
From		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	0	0	1
	B - Highfield Road	0	0	0
	C - Fairfax Road East	1	0	0

Average PCU Per Veh

	To			
From		A - Fairfax Road West	B - Highfield Road	C - Fairfax Road East
	A - Fairfax Road West	1.000	1.000	1.010
	B - Highfield Road	1.000	1.000	1.000
	C - Fairfax Road East	1.010	1.000	1.000

Detailed Demand Data