

Property Monopoly Ltd

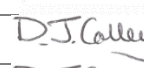
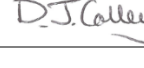
281 Middleton Road  
Prestwich, M8 4LY

Transport Statement



## Control Sheet

**CLIENT:** Property Monopoly Ltd  
**PROJECT TITLE:** 281 Middleton Road  
 Prestwich, M8 4LY  
**REPORT TITLE:** Transport Statement  
**PROJECT REFERENCE:** 155465  
**DOCUMENT NUMBER:** 001  
**ISSUE NUMBER:** 02  
**DATE:** June 2023

| Issue & Approval Schedule | Issue 01 Draft |            | Name         |                                            | Signature                                                                           |                                                                                       | Date       |
|---------------------------|----------------|------------|--------------|--------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------|
|                           | Prepared by    |            | Luke Young   |                                            |   |                                                                                       | 14.06.2023 |
|                           | Checked by     |            | David Colley |                                            |   |                                                                                       | 14.06.2023 |
|                           | Approved by    |            | David Colley |                                            |  |                                                                                       | 14.06.2023 |
| Issue Record              | Issue          | Date       | Status       | Description                                | Signature                                                                           |                                                                                       |            |
|                           | 02             | 16.06.2023 | Final        | Final issue after draft review from client | Prepared                                                                            |  |            |
|                           |                |            |              |                                            | Checked                                                                             |  |            |
|                           |                |            |              |                                            | Approved                                                                            |  |            |
|                           | 03             |            |              |                                            | Prepared                                                                            |                                                                                       |            |
|                           |                |            |              |                                            | Checked                                                                             |                                                                                       |            |
|                           |                |            |              |                                            | Approved                                                                            |                                                                                       |            |

*This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.*

*This document has been prepared in accordance with the instructions of the client, Property Monopoly Ltd, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.*

*Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates Consulting Engineers unless otherwise expressly stated within this report.*

*Copyright - All intellectual property rights in, or arising out of, or in connection with this report, are owned by Sanderson Associates Consulting Engineers. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates Consulting Engineers and the client.*

*Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership, registered in Scotland with the registered number SO307306.*

---

## Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Crashmap Pro Collision Analysis System v1.28 has been utilised to carry out a road traffic incident review.

Extracts of the Interactive Cycling Map for Greater Manchester have been included in this report.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report

The TRICS database v7.10.1 has been used in this report to calculate traffic generations.

## Contents

|                                            |    |
|--------------------------------------------|----|
| 1. Introduction.....                       | 6  |
| 2. Planning Policy Context.....            | 7  |
| 3. Existing Situation.....                 | 9  |
| 4. Proposed Development.....               | 16 |
| 5. Accessibility by Sustainable Modes..... | 19 |
| 6. Trip Generation Assessment .....        | 27 |
| 7. Summary and Conclusions .....           | 32 |

## List of Tables

|                                                                                                                  |    |
|------------------------------------------------------------------------------------------------------------------|----|
| Table 1 – Vehicle Occupancy.....                                                                                 | 13 |
| Table 2 – Vehicle Capacity.....                                                                                  | 14 |
| Table 3 – Survey Results.....                                                                                    | 14 |
| Table 4 – Extract of Parking Standards Dwelling Houses (use class C3).....                                       | 17 |
| Table 5 – Extract of Parking Standards for Non-Residential Institutions (D1): Medical/Health Facilities<br>..... | 17 |
| Table 6 – Bus Stop Information .....                                                                             | 24 |
| Table 7 – Summary of Bus Services.....                                                                           | 25 |
| Table 8 – Summary of Train Services from Manchester Victoria.....                                                | 26 |
| Table 9 – Existing Development TRICS Search Parameters [Public House].....                                       | 27 |
| Table 10 – Existing Development Search Parameters [2-Bed Private Flat].....                                      | 27 |
| Table 11 – Medical Centre TRICS Search Parameters .....                                                          | 27 |
| Table 12 – 'Affordable/ Local Authority Flats' TRICS Search Parameters (no surveys for HMO).....                 | 28 |
| Table 13 – Existing Multimodal Daily Generations [Public House 205m <sup>2</sup> ].....                          | 28 |
| Table 14 – Existing Multimodal Generations [2-Bed Private Flat] .....                                            | 29 |
| Table 15 – Proposed Multimodal Daily Generations [Clinic 173m <sup>2</sup> ] .....                               | 29 |
| Table 16 - Proposed Multimodal Daily Generations [6 bedrooms HMO] .....                                          | 30 |
| Table 17 – Existing Vehicle Trip Generations [Public House] .....                                                | 31 |
| Table 18 – Existing Vehicular Trip Generations [2-Bed Private Flat].....                                         | 31 |
| Table 19 – Proposed Vehicle Trip Generations [Clinic] .....                                                      | 31 |

## List of Figures

|                                                                            |                          |    |
|----------------------------------------------------------------------------|--------------------------|----|
| Figure 1 – Site Location                                                   | [GoogleMyMaps].....      | 9  |
| Figure 2 – Example of TRO, located on the site frontage.....               |                          | 10 |
| Figure 3 – 5-year Road Traffic Collision Record                            | [Crashmap].....          | 11 |
| Figure 4 – Parking Zones                                                   | [GoogleMyMaps].....      | 13 |
| Figure 5 – Wheelie Bins out for Collection.....                            |                          | 18 |
| Figure 6 – Indicative Walking Isochrone                                    | [OpenRouteService].....  | 20 |
| Figure 7 – Vehicle Parked Over Tactile Paving .....                        |                          | 21 |
| Figure 8 – Indicative Cycling Isochrone                                    | [OpenRouteService] ..... | 22 |
| Figure 9 – Extract of Interactive Cycling Map for Greater Manchester ..... |                          | 23 |
| Figure 10 – Recommended Maximum Walking Distances to Bus Stops.....        |                          | 23 |
| Figure 11 – Bus Stop Locations                                             | [GoogleMyMaps].....      | 24 |

## List of Appendices

### Appendix A

Crashmap Report

### Appendix B

Site Plan

### Appendix C

TRICs Output Reports

## 1. Introduction

- 1.1 Sanderson Associates Consulting Engineers have been appointed by Property Monopoly Ltd to provide highway consultancy services in relation to the proposals for the change of use of the existing public house (Sui Generis) with ancillary residential accommodation on the first floor to a medical clinic (Class E(e)) on the ground floor and a 4-bed HMO (houses in multiple occupation) on the first floor (Class C4). The proposals also include a two-storey front extension and a two-storey extension at side/ rear.
- 1.2 A planning application has been submitted to Bury council (planning ref: 69329) and the Highway Authority have commented on the planning application as follows: -  
  
*“The proposed servicing and car parking provision is inadequate and is likely to lead to vehicles parking and carrying out manoeuvres on the highway to the detriment of free flow of traffic and road safety on/ in close proximity to the A576 Middleton Road.*
- 1.3 To understand the level of parking currently available, a site visit was undertaken by Sanderson Associates Consulting Engineers on Tuesday 6 June, 2023 between 09:00 and 11:00. The site visit was undertaken to observe the current level of parking on-street and to observe how servicing takes currently places from the site.
- 1.4 This Transport Statement has been developed to demonstrate that the cumulative impact on the local road network and on the associated on-street parking will not be severe as a result of the new development. There are alternative modes of travel available to using the private car including active travel and public transport.
- 1.5 In accordance with the Planning Practice Guidance, ‘*Transport evidence bases in plan making and decision-taking*,’ this Transport Statement addresses key transport issues including:
  - Information about the existing use and nature of the site;
  - An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has identified as within a high accident area;
  - A description of parking facilities in the area;
  - Information about the proposed development, site layout, and means of access across all modes of transport;
  - An audit of the accessibility by sustainable modes to / and from the site;
  - An assessment of the number of trips that would be generated by the proposed use based on information obtained from TRICS database; and,
  - A summary of our findings and conclusions.
- 1.6 The views of the Council are sought on the content of this report.

## 2. Planning Policy Context

### 2.1 National Planning Policy

2.1.1 In July 2021, a new revision to the National Planning Policy Framework (NPPF) was published. The NPPF sets out the Government’s planning policies for England and how they are expected to be applied.

2.1.2 NPPF paragraph 110 states that;

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.1.3 Paragraph 111 goes on to say;

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

2.1.4 Furthermore, Paragraph 112 states;

*“Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

## 2.2 *Regional Planning Policy*

### *Greater Manchester Spatial Framework – Revised Draft (January 2019)*

- 2.2.1 Once the Spatial Framework is fully adopted, it will form an integral part of Bury’s wider development plan. The Framework wants to support wider strategies around clean air, walking and cycling and underpins their ambition to be a carbon neutral city-region by 2038.
- 2.2.2 **Chapter 10** of the Framework (**A Connected Greater Manchester**) highlights the issues surrounding transport in Greater Manchester. The vision for 2040 is to improve the transport network so that half of all daily trips in Greater Manchester can be made by public transport, cycling and walking. Furthermore, the Framework supports the Greater Manchester Transport strategy 2040.

### *Greater Manchester Transport Strategy 2040*

- 2.2.3 The Greater Manchester Transport Strategy 2404 sets out the approach to deliver a fully integrated, sustainable capacity transport system for Greater Manchester. It includes a vision to have ‘*world class connections that support long-term, sustainable economic growth and access to opportunity for all.*’ The vision involves four key elements:
- Supporting sustainable economic growth;
  - Protecting our environment;
  - Improving quality of life for all; and,
  - Developing an innovative city-region.

## 2.3 *Local Planning Policy*

### *Bury Local Plan*

- 2.3.1 The Bury Local Plan, dated October 2018, echoes these principles and has a number of objectives that support this, including:
- Deliver sustainable development;
  - Promote health and wellbeing within the Borough’s communities;
  - Reduce carbon emissions, improve air quality and ensure that the Borough is resilient and adaptive to the effects of climate change;
  - Ensure that the Borough’s residents have adequate access to community facilities; and,
  - Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles.
- 2.3.2 Additionally, the Bury Local Plan, Topic Paper 10 relates to Transport. New growth and development needs to be supported by adequate infrastructure, including transport. Each Topic paper sets out the current key policies, plans and strategies relating to their specific topic area which will form the development of the Local Plan.

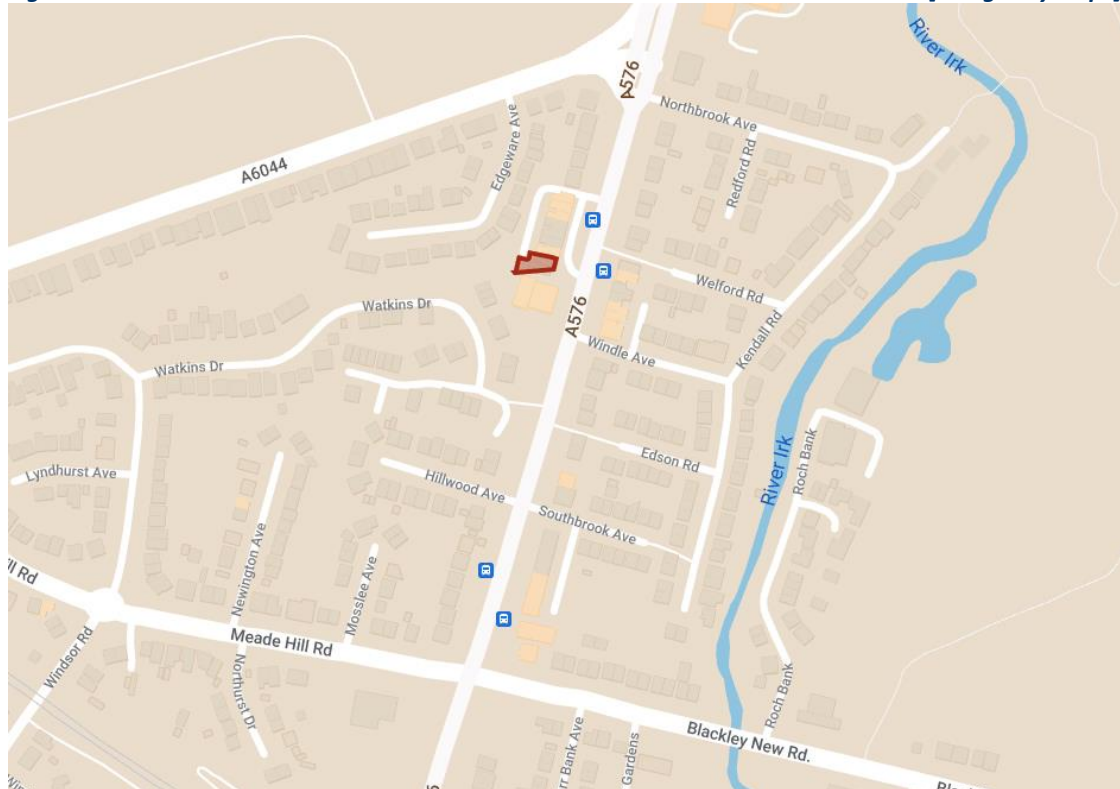
### 3. Existing Situation

#### 3.1 Site and Surrounding Area

- 3.1.1 The site is composed of an existing property which was formerly used as a public house on the ground floor, with a 2-bed private flat on the first floor, located on Middleton Road, Prestwich, M8 4LY. The property has no associated parking and relies on on-street parking, located on the service road directly adjacent to the main Middleton Road (A576). The site boundary and location are shown indicatively in **Figure 1**.

**Figure 1 – Site Location**

[GoogleMyMaps]



- 3.1.2 The site is bound by the following:

- North: Retail and residential properties, the A6044 and Heaton Park
- East: A576 and residential properties
- South: Shell Garage, A576 and further residential properties
- West: Back alley to the development, Edgeware Avenue and residential properties.

- 3.1.3 The operating hours of the pub were 1130 to 2300 and it is thought that there were around 4 to 5 staff. There was no cycle parking for the pub use.

### 3.2 Local Highway Network

- 3.2.1 The A576 Middleton Road is a single carriageway with two lanes in each direction, with a hatched central island along the middle of the carriageway separating the two traffic lanes. The A576 is subject to a 30mph speed limit, and has footways on either side of the road and street lighting is present. The overall carriageway is approximately 15.3m in width.
- 3.2.2 In front of the property, there is a parallel service road off the A576 allowing servicing and parking to take place off the main road for the adjacent commercial units.
- 3.2.3 Traffic Regulation Orders (TROs) apply along Middleton Road in the form of a single yellow line. **Figure 2** shows the waiting restrictions which are imposed along Middleton Road and at what times during the day they apply. It was noted that during the site visit, Middleton Road was a very busy road, with traffic queueing northbound from the A6044 and also from the Blackley New Road junction for southbound traffic. In the morning rush hour, there was southbound queuing/ slow moving traffic extending to the M60.

*Figure 2 – Example of TRO, located on the site frontage*



3.2.4 Approximately 120m north of the site frontage, the A576 forms a signalised junction with the A6044 and Northbrook Avenue feeds into the junction area, but is not signalised. A further 1.4km north-east of the site, the A576 joins the M60 at Junction 19 (Rhodes Interchange). The M60 is an orbital motorway passing through most of the metropolitan boroughs of Manchester. Heading south of the site the A576 eventually leads to Trafford Park.

### 3.3 Road Safety Review

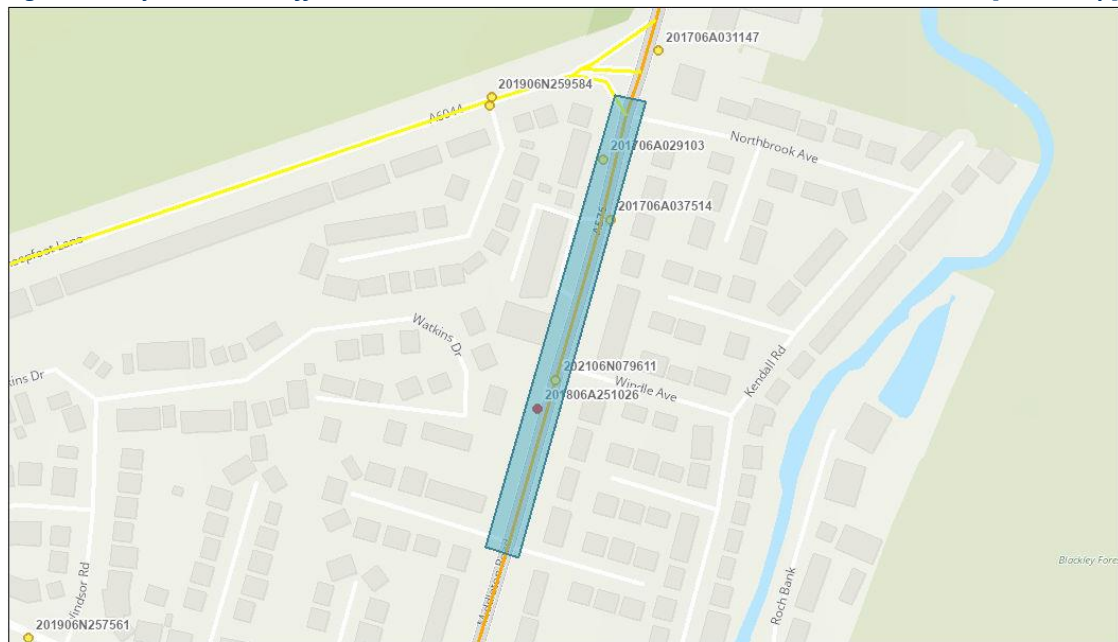
3.3.1 National guidance states that Transport Statements should include, “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”

3.3.2 Whilst the local network is not considered to be a ‘high accident area,’ in order to provide a robust assessment the most recent 5-year period has been considered.

3.3.3 Road traffic collision data has been obtained from the Crashmap database v1.28 for the most recent five-year period available (January 2017 – December 2021). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

**Figure 3 – 5-year Road Traffic Collision Record**

**[Crashmap]**



3.3.4 Within the study area, a total of four collisions (three slight and one serious) have been identified over the five-year study period. No fatal collisions were recorded within the vicinity of the site. A summary of the incidents is as follows and the full report can be found at **Appendix A**.

→ Incident Reference: 201706A029103 – occurred Saturday 8 April 2017 at 1:32AM in dry conditions. A vehicle was proceeding normally along the carriageway and collided with either a road sign or traffic signal. Two vehicle passengers sustained slight injuries.

- Incident Reference: 201706A037514 – occurred Thursday 16 November 2017 at 7:00PM in dry conditions. This incident was a side-swipe incident whereby both cars were proceeding normally along the carriageway when the nearside of one vehicle collided with the offside of a second car. The second then proceeded to collide with a kerb. The driver of the second car, sustained slight injuries.
- Incident Reference: 201806A251026 – occurred Saturday 1 December 2018 at 3:54PM in wet or damp conditions. A vehicle was proceeding normally along the carriageway and collided with a pedestrian crossing in the carriageway, crossing from the drivers offside. The pedestrian sustained serious injuries.
- Incident Reference: 202106N079611 – occurred Monday 25 January 2021 at 2:20PM in dry conditions. This incident was a side-swipe incident whereby both cars were proceeding normally along the carriageway when the nearside of one vehicle collided with the offside of a secondary car. The driver of the car whose first one of contact was the offside of their vehicle, sustained slight injuries.

3.3.5 There is a Department for Transport [DfT] Annual Average Daily Flow (AADF) Count Point (ref: 47322) located approximately 500m south of the site. The link for this count point runs from the A665 Bury Old Road to the A6044 signalised junction, north of the site. In 2021, an estimation using the previous year's AADF on this link was used and found that there were 19,973 two-way vehicle movements daily on Middleton Road. Therefore, the four accidents which have occurred are statistically low, for the five-year period and therefore, the proposed development is unlikely to exacerbate the highway safety for the local area. One accident has involved a pedestrian over the five-year period, and no accidents have involved cyclists which should further encourage the use of active travel modes to the site.

### 3.4 *Parking Survey*

3.4.1 A parking survey was conducted during the site visit between 09:00 and 10:00, in 15-minute intervals. In this survey, the areas surrounding the site were divided into sections in which vehicle counts were recorded. These areas are shown in **Figure 4**. It should be noted that some of the opening hours of the adjacent properties along the service road do not fully overlap with the proposed uses. For example, there are two takeaway food restaurants (China Delight and Mr Ali's) that are not open until late afternoon. The properties that are typically open would be a hairdresser, betting office, and barbers. **Table 1** details the vehicle occupancy of the seven zones over the period of observations. Please note that one of the cars that was parked on Windle Avenue, was that of the technician who undertook the site visit.

Figure 4 – Parking Zones

[GoogleMyMaps]

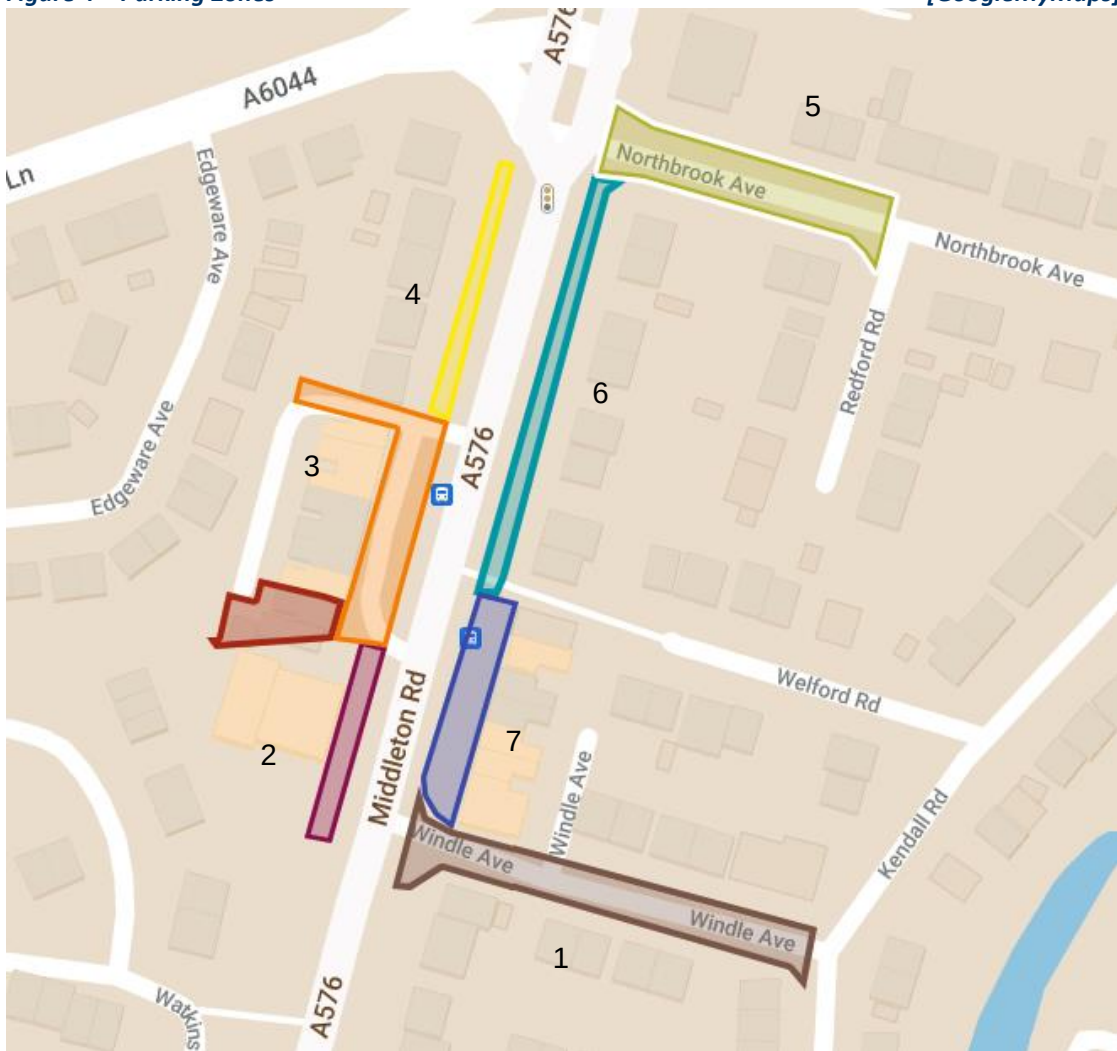


Table 1 – Vehicle Occupancy

| Parking Zone                            | Time  |       |       |       |
|-----------------------------------------|-------|-------|-------|-------|
|                                         | 09:00 | 09:15 | 09:30 | 09:45 |
| 1 Windle Avenue                         | 12    | 15    | 15    | 17    |
| 2 area adjacent PFS                     | 0     | 0     | 1     | 0     |
| 3 Service Road                          | 8     | 8     | 9     | 10    |
| 4 area houses west side                 | 0     | 0     | 0     | 0     |
| 5 Northbrook Ave                        | 11    | 6     | 7     | 7     |
| 6 area houses east side                 | 4     | 4     | 4     | 2     |
| 7 Forecourt in front of shops east side | 2     | 3     | 4     | 5     |

### Estimated Parking Capacity

- 3.4.2 Using an OS plan of the area and images from Google Earth, parking capacity around the site has been calculated in the 7 zones identified in **Figure 4**. Areas with dropped kerbs leading to accesses / drives and areas with double yellow lines have been excluded from the calculation. **Table 2** details the capacity in each zone and the maximum degree to which it was occupied during the site visit.

**Table 2 – Vehicle Capacity**

| Zone  | Capacity | Maximum occupation during site visit |
|-------|----------|--------------------------------------|
| 1     | 21       | 81%                                  |
| 2     | 3        | 33%                                  |
| 3     | 15       | 67%                                  |
| 4     | 3        | 0%                                   |
| 5     | 10       | 110%                                 |
| 6     | 8        | 50%                                  |
| 7     | 9        | 44%                                  |
| Total | 69       | 70%                                  |

- 3.4.3 From the Parking Beat observations undertaken by Sanderson Associates on Tuesday 6 June 2023, only 70% of the available spaces within the immediate vicinity of the site were occupied by vehicles. It is also worth noting that vehicles within the area have a high turnover and movement is transient. Bowker Vale Primary School and Happy Tots Private Day Care Nursery is located to the north of the site and Northbrook Avenue was observed to be used as a drop-off street rather than the busy Middleton Road.
- 3.4.4 From the results obtained from the parking beat survey, the demand for parking from the medical clinic and the HMO would be capable of being accommodated within the vicinity of the site. Furthermore, it should be acknowledged that the public house use with residential accommodation on the first floor would have had a traffic generation potential and also parking demand at the locality and therefore the proposed parking situation would not be completely new to the area.

### 3.5 Travel Survey Results

- 3.5.1 The sole practitioner of the current site undertook a travel survey between May 25 and May 27, 2023 and the following results were obtained.

**Table 3 – Survey Results**

| 25.05.2023 |         | 26.05.2023 |         | 27.05.2023 |           |
|------------|---------|------------|---------|------------|-----------|
| 9am        | Bus     | 9am        | Car     | 9am        | Taxi      |
| 10am       | Walking | 10am       | Walking | 10am       | Walking   |
| 11am       | Walking | 11am       | Taxi    | 11am       | Walking   |
| 12pm       | Cycle   | 12pm       | Lift    | 12pm       | Car       |
| 1pm        | Car     | 1pm        | Bus     | 1pm        | Metrolink |
| 2pm        | Lift    | 2pm        | Walking | 2pm        | Walking   |
| 3pm        | Taxi    | 3pm        | Cycle   | 3pm        | Walking   |
| 4pm        | Walking | 4pm        | Car     | 4pm        | Taxi      |

3.5.2 The survey results show that out of the 24 clients that visited the existing clinic (see paragraph 4.1.2 & 4.1.3 for details), over a three-day period, 10 out of the 24 (42%) of clients arrived by car (car/taxi/lift). However, included within this figure are vehicles that did not remain at the clinic, accounting for six out of the 10 arriving by car. Therefore, over the course of a three-day period only four cars were parked at the local to the current clinic.

## 4. Proposed Development

### 4.1 Overview

- 4.1.1 The proposed development is for the change of use of the existing public house (Class E(e)) on the ground floor, with a 2-bed private flat on the first floor, to a podiatry clinic (Class E) and a 4 bed HMO (Class C4), located on the first floor. Additionally, there will be a two-storey front extension and a single-storey vertical extension at the side/ rear. There will also be formation of a new first floor access and door at the rear with an external staircase and render to external elevations. Cycle parking spaces are proposed for the HMO and staff of the podiatry centre. An indicative site layout plan is attached at **Appendix B**.
- 4.1.2 The sole practitioner for the Podiatry Clinic currently operates from the Greater Manchester Foot Care Clinic located on Heaton Park Parade approximately 200m south of the application property and also lives locally. The current clinic operation is as follows:
- Monday and Wednesday: 08:00-17:00
  - Alternating Tuesday and Thursday's: 08:00-17:00
  - Friday: Closed
- 4.1.3 The Clinic operates an appointment-based system with a sole practitioner, and each week, typically two days, the practitioner will undertake home visits and visits to care homes. It is expected that the new development will follow a similar operating schedule.

### 4.2 Parking

- 4.2.1 Bury Council's Guidance Note 11 'Parking Standards in Bury' dated May 2007, contains the maximum car and minimum cycle parking standards for developments in the area. The development does not propose any off-street parking which is also the current situation for the property and its uses. Given this it will rely on the existing level of on-street parking. For residential uses the property is considered to be in an 'High Access Area'. Paragraph 4.8 of the Parking Standards defines these areas as *located within an 800 metre buffer zone from a GMPTE Metrolink stop / bus station and/or within a 400 metre buffer zone from a frequent bus stop*. In this case the property is located within a 465m walk of Metro trams to Manchester and additionally the Appendix 1 map shows the property in an area of high accessibility.
- 4.2.2 Paragraph 5.3 of the Parking Standards document states:- *Parking provision for other uses that are not outlined in Table 2 will be considered on merit and in line with the standards for similar uses as set out below.*
- 4.2.3 There is no specific parking standard for houses in multiple occupation stated in Table 2 of that document. **Table 4** below summarises car and cycle parking for dwelling houses (use class C3) in a high accessible area and **Table 5** shows standards for Non-Residential Institutions (D1): Medical or Health Facilities.

**Table 4 – Extract of Parking Standards Dwelling Houses (use class C3)**

| Type of Parking                                            | Standard                                                                                                                               |
|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Maximum car parking provision (excluding disabled parking) | 2.0 per unit for a 3bed dwelling and 3 per unit for more than 4 beds                                                                   |
| Minimum car parking provision for disabled persons         | Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.         |
| Minimum cycle parking provision                            | Flats and apartments - 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker. |
| Additional notes                                           | Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility.                      |

**Table 5 – Extract of Parking Standards for Non-Residential Institutions (D1): Medical/Health Facilities**

| Type of Parking                                            | Standard                                                                                |
|------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| Maximum car parking provision (excluding disabled parking) | 1 per 2 full-time equivalent staff + 3 per consulting room                              |
| Minimum car parking provision for disabled persons         | Up to and including 200 bays – 3 bays or 6% of the total capacity, whichever is greater |
| Minimum cycle parking provision                            | 1 per 10 full time equivalent staff, minimum of 2 spaces                                |

4.2.4 As the development is not providing any parking and only providing on-street parking, the following criteria should be met as stated in Paragraph 6.19 of the Parking Standards document.

- The highway must be of a sufficient width, taking into account the resultant location of parked vehicles to allow access for emergency vehicles to pass through;
- It should be of a suitable design which is appropriate to the location and density of the development;<sup>14</sup>
- Vehicles should not be encouraged to park on the pavement where they could damage surfaces, pose hazards to pedestrians/ pushchairs and where they would significantly reduce visibility for other road users;
- It should not exacerbate matters in an area where there is a recognised parking problem; and,
- For dwellings with direct access onto a classified road, space should be provided on site for the turning of a car.

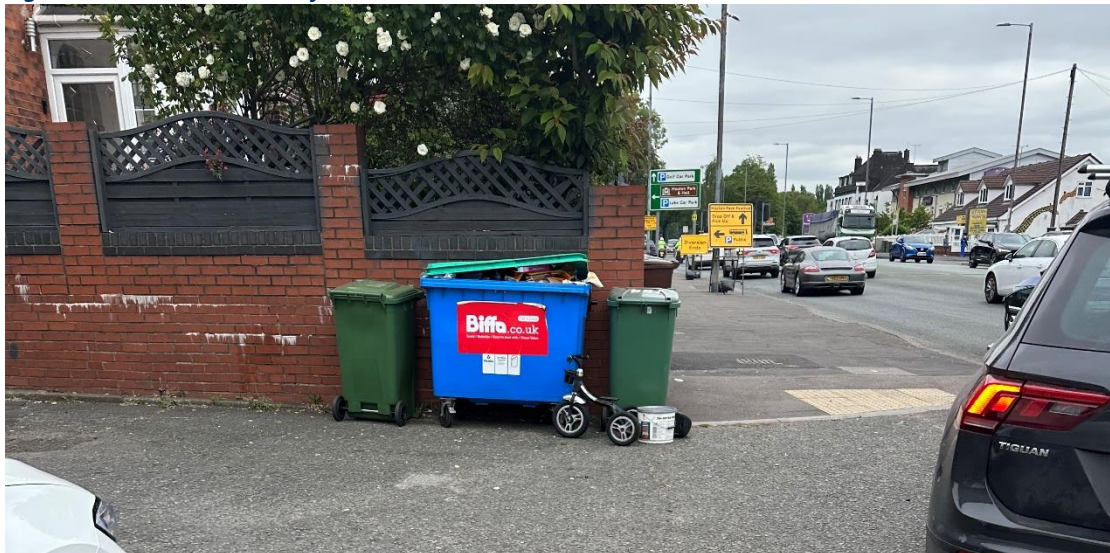
4.2.5 The architect has confirmed that there will be a clause in the tenancy agreements for those residing within the HMO that they will not be allowed to have a car. Therefore, no on-street parking will be needed for the residents of the HMO. To be in line with the maximum parking standards, a maximum of three car parking spaces would be needed for the podiatry centre.

- 4.2.6 Based on the travel survey results undertaken by the practitioner, it is expected that the availability of three parking spaces would be sufficient but from the travel survey of patients only one space was needed at any one time as no patients travel by car consecutively with another. The practitioner will not require a parking space as they reside very close to the property.
- 4.2.7 In terms of cycle parking, there should be a minimum of four with regard to flats and two for the medical practice, in the form of a secure compound or locker. The proposals include cycle parking for up to 10 cycles accessed from the rear service road.

### 4.3 Servicing

- 4.3.1 Currently, servicing is taken from the northern end of the service road. The site visit was undertaken on a refuse collection day to see how servicing is carried out. **Figure 5** shows the collection of domestic and trade waste bins out for collection.

**Figure 5 – Wheelie Bins out for Collection**



- 4.3.2 The proposals allow for waste storage in the rear yard area of the property and the management company for the property will be responsible for the movement of bins from the rear to the front and vice versa. From observations bins for adjacent properties are stored on the rear service access road or rear yard areas and therefore the waste collection arrangements for the property would be similar to existing and also that of adjacent properties.

## 5. Accessibility by Sustainable Modes

### 5.1 Overview

5.1.1 This section of the report provides an assessment of the accessibility of the site by sustainable modes of transport, in terms of the following:

- Accessibility on Foot;
- Accessibility by Bike;
- Accessibility by Bus; and,
- Accessibility by Tram and Train.

### 5.2 Accessibility on Foot

5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”

5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).

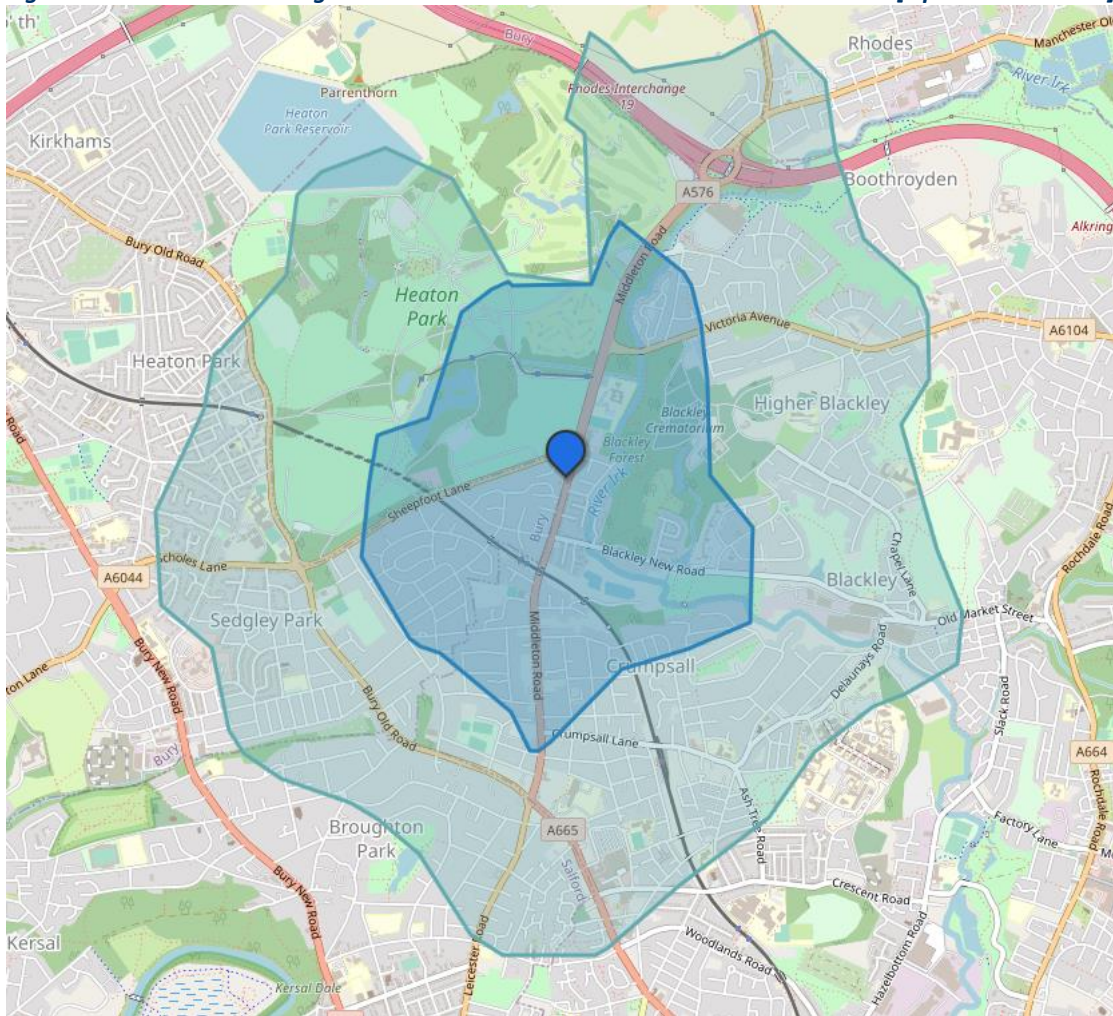
5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

*“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*

5.2.4 **Figure 6** identifies the 1000m and 2000m walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

**Figure 6 – Indicative Walking Isochrone**

[OpenRouteService]



5.2.5 In terms of the medical use of the site, within the 1km indicative walking isochrone, there are residential properties surrounding the site, which will provide local residents direct access to the medical centre within an acceptable walking distance.

5.2.6 In terms of those residing in the HMO above, there are a variety of services and amenities which are within a 1km walking distance from the property. These include the following:

- Parades of Shops including hair salons, various takeaways, betting shops and chemist
- Bus Stops located on Middleton Road
- Budgens Convenience Store and Subway Sandwich Shop
- Bowker Vale Premier Convenience Store and Post Office
- Bowker Vale Primary School
- Heaton Park
- Bowker Vale Tram Stop
- G M B Whitehouse Club [Social Club]
- Heaton Park Shul and Manchester Jewish Community Care
- Landridge Dental Surgery
- Broughton Angling Club

- 5.2.7 In terms of pedestrian infrastructure, a mini accessibility audit was undertaken during the site visit. It was noted that if pedestrians have to cross over the road to access the site from the south, there are no dropped kerbs or tactile paving at the informal crossing. Accessing the site from the north, tactile paving and dropped kerbs is provided but it was noted on both the site visit and on Google Street View that cars are parking over the tactile paving provided, to the north of the site. Furthermore, as seen on Google Street View and from the site visit, vehicles frequently park either fully or partially on the kerbs.

**Figure 7 – Vehicle Parked Over Tactile Paving**



- 5.2.8 Additionally, from the audit, the pavements are of relatively good quality with dropped kerbs being provided at most junctions. At the signalised junction to the north of the site, dropped kerbs and tactile paving is provided.
- 5.2.9 At the tram stop, it is not at ground level, but both steps and a ramp are provided to access the platforms on both sides of the track.

### 5.3 Accessibility by Cycle

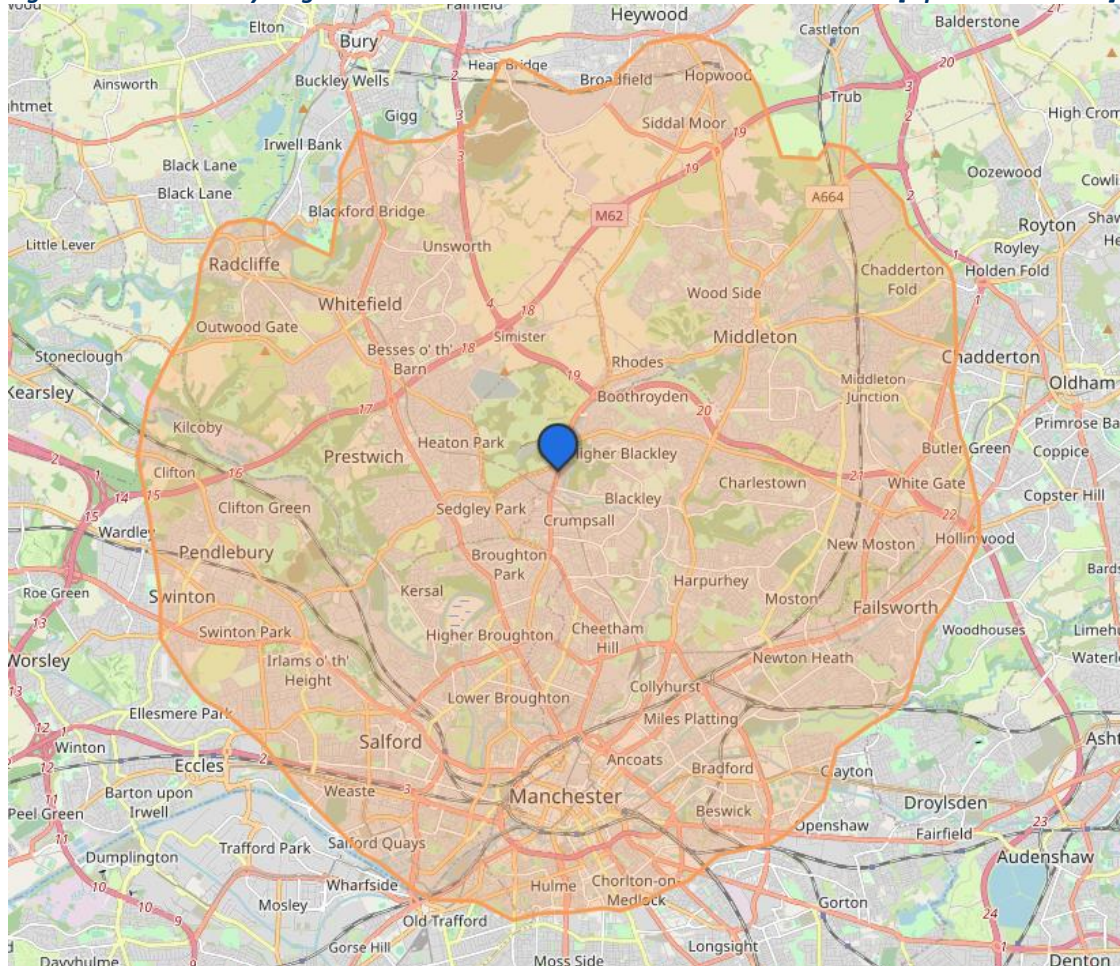
- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, and pollution and improving accessibility. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

*"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."*

- 5.3.2 **Figure 8** identifies an 8km isochrone which indicates area that should be easily accessible by bike.

**Figure 8 – Indicative Cycling Isochrone**

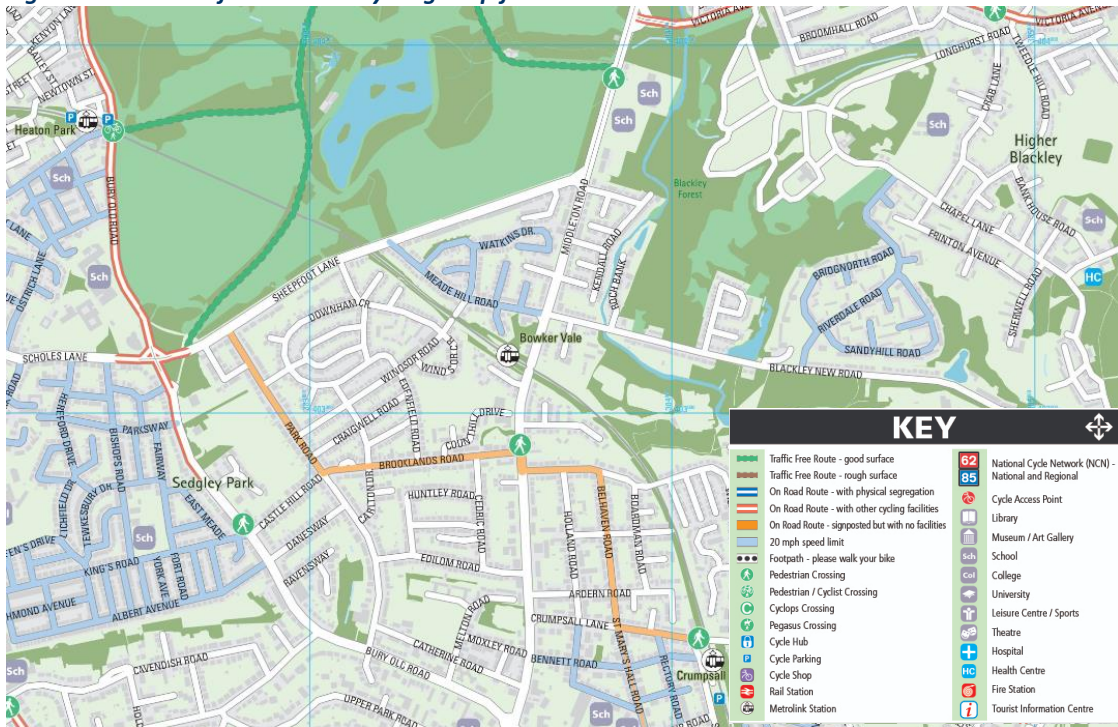
[OpenRouteService]



- 5.3.3 Within the indicative 8km cycling isochrone, Manchester City Centre and many surrounding district town centres including Prestwich, Middleton, Salford and Whitefield can be accessed by bike. It is important to consider the cycling infrastructure surrounding the site to ensure it is safe to encourage cycling.

5.3.4 **Figure 9** shows an extract of the online interactive cycling map for Greater Manchester.

**Figure 9 – Extract of Interactive Cycling Map for Greater Manchester**



5.3.5 To the north of the site, in Heaton Park, there are Traffic Free Routes. To the north and west of the site, there are on road routes and to the south, there are on road routes, but with no facilities.

## 5.4 Accessibility by Bus

5.4.1 The Buses in urban Development Guidance (January 2011), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.” **Figure 10**, an extract from the guidance outlines the maximum walking distance for different situations.

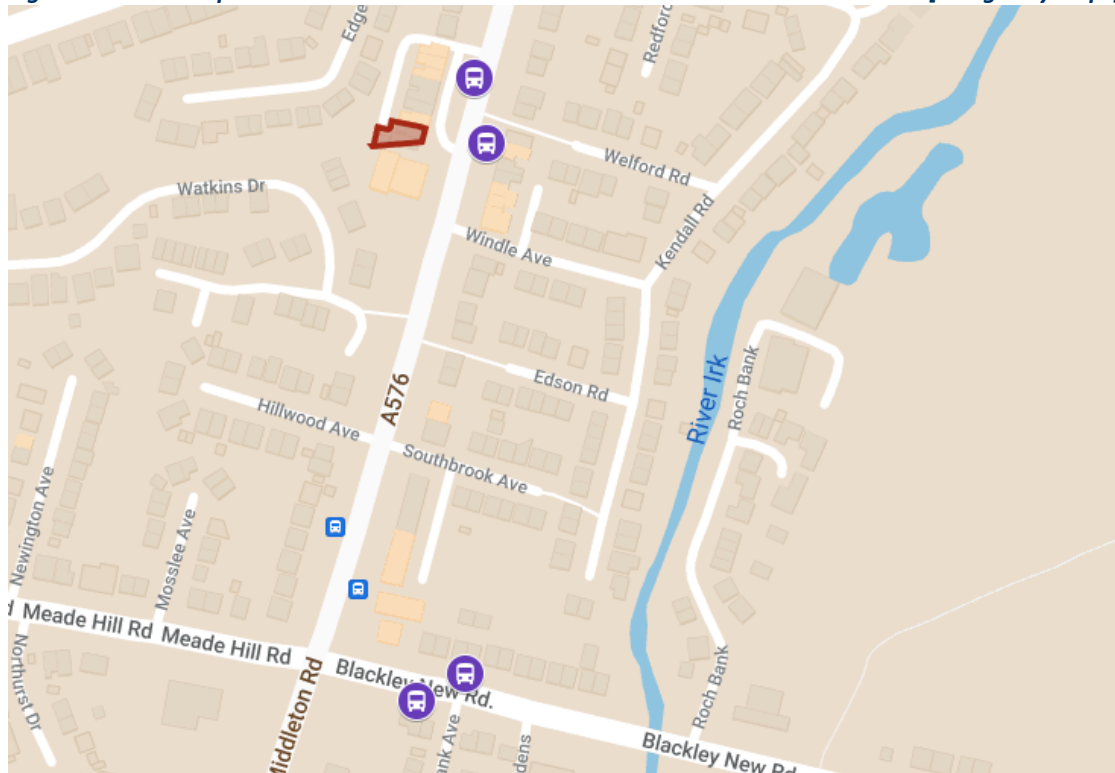
**Figure 10 – Recommended Maximum Walking Distances to Bus Stops**

| Situation                                                   | Maximum walking distance |
|-------------------------------------------------------------|--------------------------|
| Core bus corridors with two or more high-frequency services | 500 metres               |
| Single high-frequency routes (every 12 minutes or better)   | 400 metres               |
| Less frequent routes                                        | 300 metres               |
| Town/city centres                                           | 250 metres               |

5.4.2 The closest bus stops to the site are located on Middleton Road, located on the site frontage. **Figure 11** shows the location of the bus stops that are located within a 400m walking distance from the site frontage and offer different services.

**Figure 11 – Bus Stop Locations**

[GoogleMyMaps]



5.4.3 Details of the facilities of the bus stops are provided in **Table 6**.

**Table 6 – Bus Stop Information**

| Bus Stop Location                                      | Bus Stop Information |   |                                                    |
|--------------------------------------------------------|----------------------|---|----------------------------------------------------|
| <b>Middleton Road</b><br>Sheepfoot Lane                | Reference            | → | MANDJWMP                                           |
|                                                        | Direction of travel  | → | Northbound                                         |
|                                                        | Distance from site   | → | Site frontage                                      |
|                                                        | Facilities           | → | Bus Stop with Flag                                 |
|                                                        | Services             | → | 59, 717, 740, 741                                  |
| <b>Middleton Road</b><br>Sheepfoot Lane                | Reference            | → | MANDJWPA                                           |
|                                                        | Direction of travel  | → | Southbound                                         |
|                                                        | Distance from site   | → | Site frontage                                      |
|                                                        | Facilities           | → | Shelter with seating, timetable information & flag |
|                                                        | Services             | → | 59, 717, 740, 741                                  |
| <b>Blackley New Road</b><br>Middleton Road<br>(Stop C) | Reference            | → | MANDJWDW                                           |
|                                                        | Direction of travel  | → | Eastbound                                          |
|                                                        | Distance from site   | → | 330m                                               |
|                                                        | Facilities           | → | Bus Stop with flag and timetable information       |
|                                                        | Services             | → | 41 CrossCity, 94                                   |
| <b>Blackley New Road</b><br>Middleton Road<br>(Stop D) | Reference            | → | MANDJWDT                                           |
|                                                        | Direction of travel  | → | Southbound                                         |
|                                                        | Distance from site   | → | 330m                                               |
|                                                        | Facilities           | → | Bus Stop with flag and timetable information       |
|                                                        | Services             | → | 41 CrossCity, 94                                   |

5.4.4 The table below shows a summary of the bus services available from the above stops.

**Table 7 – Summary of Bus Services**

| Number       | Route                                                                | Approximate Peak Frequency |                  |            |
|--------------|----------------------------------------------------------------------|----------------------------|------------------|------------|
|              |                                                                      | Mon – Sat Daytime          | Mon- Sat Evening | Sunday     |
| 41 CrossCity | Sale – Manchester – Middleton                                        | 60 mins                    | 60 mins          | 60 mins    |
| 59           | Manchester – Oldham                                                  | 10/12 mins                 | 20-60 mins       | 20 mins    |
| 94*          | Bury – Prestwich – Cheetham Hill – North Manchester General Hospital | 1AM/ 1PM Service           | No Service       | No Service |
| 717          | Strangeways – Our Lady’s High School                                 | 1AM/ 1PM Service           | No Service       | No Service |
| 740          | Gatley – King David High School                                      | 1AM/ 1PM Service           | No Service       | No Service |
| 741          | Bowdon – King David High School                                      | No Service                 | No Service       | No Service |

\* - Service 94, operated by Vision Bus, operates hourly Monday-Sunday, but only serves the stop Blackley New Road Stop once during Monday thru Friday.

5.4.5 From **Table 7**, there are frequent bus services provided near to the site. For those visiting the medical clinic the locality of the bus stops is important as some may have walking difficulties and with a bus stop being provided on the site frontage it may encourage those to use a bus, due to the close proximity of the stop. For the residents of the HMO further onward connections can be made in Manchester, Oldham and Middleton.

## 5.5 Accessibility by Tram and Train

5.5.1 The nearest tram stop (Bowker Vale) is located approximately 450m south of the site and can be access by walking (7 minutes), cycling (3 minutes) and public transport (3 minutes). The station provides cycling stands and can be accessed by both stairs and a ramp. The Green Line (Bury – Altrincham) and Yellow Lines (Bury – Piccadilly) operate from the station. Each of the services provide a connection to Manchester City Centre where further onward connections can be made to the other tram lines and other bus and rail services. Both services operate every 12 minutes between 06:00 and 00:00.

5.5.2 The nearest train station (Manchester Victoria) is located approximately 5.5km south of the site and is accessible by cycle (16 minutes) and public transport (22 minutes) – both the 59 bus service and both tram lines serve Manchester Victoria. The station is staffed, has step free access and cycle parking for 38 spaces and is protected by CCTV.

5.5.3 Due to the medical use, it is unlikely that patients will be travelling to the site by train, but for those living in the HMO may benefit from the interconnectivity of Manchester Victoria train station. Overleaf is a summary of the east and westbound services and the respective frequencies.

**Table 8 – Summary of Train Services from Manchester Victoria**

| Eastbound                          |           | Westbound                          |           |
|------------------------------------|-----------|------------------------------------|-----------|
| Destination                        | Frequency | Destination                        | Frequency |
| Rochdale (stopping)                | 2tph      | Southport via Bolton and Wigan     | 1tph      |
| Leeds via Rochdale & Bradford      | 2tph      | Wigan via Atherton                 | 1tph      |
| Leeds via Rochdale & Brighouse     | 1tph      | Kirkby via Wigan & Atherton        | 1tph      |
| Blackburn via Rochdale & Todmorden | 1tph      | Chester via Warrington             | 1tph      |
| Stalybridge (stopping)             | 1tph      | Blackburn via Bolton               | 1tph      |
| Hull via Leeds                     | 1tph      | Clitheroe via Blackburn and Bolton | 1tph      |
| Newcastle via Leeds                | 1tph      | Liverpool Lime Street              | 2tph      |
| Saltburn via Leeds                 | 1tph      | Manchester Airport                 | 1tph      |

## 5.6 Accessibility Summary

- 5.6.1 The location of the proposed development is well-connected by both active travel and public transport modes. The site has a good connection a variety of different services and amenities within walking distance. For the medical centre, there is a large catchment area of residential properties within an acceptable walking distance of the site. Buses and trams are able to be reached on foot.

## 6. Trip Generation Assessment

### 6.1 Overview

6.1.1 The TRICS v7.10.1 database has been used to derive the average multimodal and vehicular trip rates for the existing and proposed planning uses and then calculate the potential generations for the property in comparison to its previous usage. As the proposals include two uses (Medical Clinic and HMO), the database has been interrogated separately for these two uses, and a third and fourth time for the existing uses (Public House with living accommodation). The search parameters for the existing and proposed uses are set out in **Tables 9-12** and the full output reports are included at **Appendix C**.

**Table 9 – Existing Development TRICS Search Parameters [Public House]**

| Land Use            | Trip Rate Selection Criteria                                                                                                                                                                                                                                                                                                                                               |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hotel, Food & Drink | <ul style="list-style-type: none"> <li>→ Land Use Category: 'Public House (Without Restaurant)';</li> <li>→ Multimodal trip rate surveys;</li> <li>→ GFA: 400 to 590; sqm</li> <li>→ The region of Greater London was excluded;</li> <li>→ Saturday and Sunday surveys were excluded; and,</li> <li>→ Town centre and Neighbourhood centre sites were excluded.</li> </ul> |

**Table 10 – Existing Development Search Parameters [2-Bed Private Flat]**

| Land Use    | Trip Rate Selection Criteria                                                                                                                                                                                                                                                                                                                                            |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential | <ul style="list-style-type: none"> <li>→ Land Use Category: 'Flats Privately Owned';</li> <li>→ Multimodal trip rate surveys;</li> <li>→ Number of Bedrooms: 10 to 20;</li> <li>→ The region of Greater London was excluded;</li> <li>→ Saturday and Sunday surveys were excluded; and,</li> <li>→ Town centre and Neighbourhood centre sites were excluded.</li> </ul> |

**Table 11 – Medical Centre TRICS Search Parameters**

| Land Use | Trip Rate Selection Criteria                                                                                                                                                                                                                                                                                                          |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Health   | <ul style="list-style-type: none"> <li>→ Land Use Category: 'Clinics';</li> <li>→ Multimodal trip rate surveys;</li> <li>→ GFA: 60 to 100 sqm;</li> <li>→ The region of Greater London was excluded;</li> <li>→ Saturday and Sunday surveys were excluded; and,</li> <li>→ Suburban areas and edge of town areas included.</li> </ul> |

**Table 12 – 'Affordable/ Local Authority Flats' TRICS Search Parameters (no surveys for HMO)**

| Land Use    | Trip Rate Selection Criteria                                                                                                                                                                                                                                                                                                                                                        |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential | <ul style="list-style-type: none"> <li>→ Land Use Category: 'Affordable/ Local Authority Flats';</li> <li>→ Multimodal trip rate surveys;</li> <li>→ Number of Bedrooms: 12 to 30;</li> <li>→ The region of Greater London was excluded;</li> <li>→ Saturday and Sunday surveys were excluded; and,</li> <li>→ Town centre and Neighbourhood centre sites were excluded.</li> </ul> |

6.1.2 While the parameters outlined above will provide an indication of the predicted trip generations from the proposed uses, there are some limitations:

- The term 'clinic' in the TRICS database refers to health centres covering specialist care and includes alternative therapy centres etc. As a result, the trip rates have been generated from a range of different types of clinics which may provide an inaccurate representation of trip generations for the actual use.
- TRICS does not have an option for Houses in Multiple Occupation and therefore Affordable / Local Authority Flats have been used to provide the best prediction for trip generations from the 4 bed HMO.

## 6.2 Multimodal Trip Generation Assessment

6.2.1 Due to the nature of the proposed uses, it is unlikely that there will be any severe adverse effect on the already busy surrounding highway network during the AM and PM peak periods. The tables below provide the details of the AM and PM peak generations as well as the daily weekday multimodal two-way trips. Only the daily weekday multimodal two-way trips rates have been provided for the public house which is not typically open in the AM highway peak.

**Table 13 – Existing Multimodal Daily Generations [Public House 205m<sup>2</sup>]**

| Time Period | Mode of Travel           | Trip Rate | Modal Split | Generations |
|-------------|--------------------------|-----------|-------------|-------------|
| Daily       | Pedestrians              | 53.621    | 22.4%       | 110         |
|             | Cyclists                 | 1.868     | 0.8%        | 4           |
|             | Public Transport Users * | 0         | 0.0         | 0           |
|             | Vehicle Occupants        | 183.536   | 76.8%       | 376         |
|             | Total People Trips       | 239.021   | 100.0%      | 490         |

\* Please note that the TRICS database did not include any public transport users to the Public House sites that were included within the search parameters.

**Table 14 – Existing Multimodal Generations [2-Bed Private Flat]**

| Time Period            | Mode of Travel         | Trip Rate | Modal Split | Generations |
|------------------------|------------------------|-----------|-------------|-------------|
| AM Peak<br>08:00-09:00 | Pedestrians            | 0.204     | 34.4%       | 0           |
|                        | Cyclists               | 0.000     | 0.0%        | 0           |
|                        | Public Transport Users | 0.037     | 6.2%        | 0           |
|                        | Vehicle Occupants      | 0.352     | 59.4%       | 1           |
|                        | Total People Trips     | 0.593     | 100.0%      | 1           |
| PM Peak<br>17:00-18:00 | Pedestrians            | 0.093     | 16.7%       | 0           |
|                        | Cyclists               | 0.000     | 0.0%        | 0           |
|                        | Public Transport Users | 0.019     | 3.4%        | 0           |
|                        | Vehicle Occupants      | 0.445     | 80.0%       | 1           |
|                        | Total People Trips     | 0.556     | 100.0%      | 1           |
| Daily                  | Pedestrians            | 1.133     | 19.8%       | 2           |
|                        | Cyclists               | 0.075     | 1.3%        | 0           |
|                        | Public Transport Users | 0.503     | 8.8%        | 1           |
|                        | Vehicle Occupants      | 4.016     | 70.2%       | 8           |
|                        | Total People Trips     | 5.719     | 100.0%      | 11          |

**Table 15 – Proposed Multimodal Daily Generations [Clinic 173m<sup>2</sup>]**

| Time Period            | Mode of Travel         | Trip Rate | Modal Split | Generations |
|------------------------|------------------------|-----------|-------------|-------------|
| AM Peak<br>08:00-09:00 | Pedestrians            | 0.273     | 20.0%       | 0           |
|                        | Cyclists               | 0.000     | 0.00%       | 0           |
|                        | Public Transport Users | 0.137     | 10.0%       | 0           |
|                        | Vehicle Occupants      | 0.956     | 70.0%       | 2           |
|                        | Total People Trips     | 1.366     | 100.0%      | 2           |
| PM Peak<br>17:00-18:00 | Pedestrians            | 0.792     | 32.4%       | 1           |
|                        | Cyclists               | 0.072     | 2.9%        | 0           |
|                        | Public Transport Users | 0.000     | 0.0%        | 0           |
|                        | Vehicle Occupants      | 1.584     | 64.7%       | 3           |
|                        | Total People Trips     | 2.448     | 100.0%      | 4           |
| Daily                  | Pedestrians            | 8.102     | 20.9%       | 14          |
|                        | Cyclists               | 1.261     | 3.3%        | 2           |
|                        | Public Transport Users | 1.964     | 5.1%        | 3           |
|                        | Vehicle Occupants      | 27.437    | 70.8%       | 47          |
|                        | Total People Trips     | 38.764    | 100.0%      | 66          |

**Table 16 - Proposed Multimodal Daily Generations [6 bedrooms HMO]**

| Time Period            | Mode of Travel         | Trip Rate | Modal Split | Generations |
|------------------------|------------------------|-----------|-------------|-------------|
| AM Peak<br>08:00-09:00 | Pedestrians            | 0.179     | 45.1%       | 1           |
|                        | Cyclists               | 0.025     | 6.3%        | 0           |
|                        | Public Transport Users | 0.032     | 8.1%        | 0           |
|                        | Vehicle Occupants      | 0.161     | 40.6%       | 1           |
|                        | Total People Trips     | 0.397     | 100.0%      | 2           |
| PM Peak<br>17:00-18:00 | Pedestrians            | 0.122     | 30.7%       | 1           |
|                        | Cyclists               | 0.013     | 3.3%        | 0           |
|                        | Public Transport Users | 0.013     | 3.3%        | 0           |
|                        | Vehicle Occupants      | 0.250     | 62.8%       | 2           |
|                        | Total People Trips     | 0.397     | 100.0%      | 3           |
| Daily                  | Pedestrians            | 2.646     | 40.3%       | 16          |
|                        | Cyclists               | 0.094     | 1.4%        | 1           |
|                        | Public Transport Users | 0.334     | 5.1%        | 2           |
|                        | Vehicle Occupants      | 3.491     | 53.1%       | 21          |
|                        | Total People Trips     | 6.569     | 100.0%      | 39          |

- 6.2.2 From the multimodal trip generation, the predicted demand for walking, cycling and public transport is considerably lower throughout the course of the day, compared to the generations from the public house and private apartment. It is therefore considered that the existing infrastructure would be able to handle the trip generated from the proposed development.
- 6.2.3 Furthermore, given the good accessibility of the site by sustainable modes, it can be considered that visitors to the clinic and the residents of the HMO may rely more heavily on active travel and public transport modes.
- 6.2.4 Due to limitations with TRICS, only the weekend generations can be determined for the public house. The clinic is proposed to be operational seven days a week, but as can be seen from the weekday generations, the generations for the clinic at the weekend are expected to be significantly lower.
- 6.2.5 Additionally, the clinic will only be composed of one practitioner and therefore there will not be a high volume of visitors to the site at any one time. Section 3.5 provides some information about how patients currently travelled to the existing clinic.

### 6.3 Vehicular Trip Generation

- 6.3.1 The TRICS output reports were also used to predict the number of vehicle trip generations the site could be expected to generate. The same search parameters were used as detailed in **Tables 9 - 12** and the tables below outline the daily arrival and departure vehicle trips rates and resulting traffic generations. As the proposed HMO does not allow residents to own cars, the proposed vehicular generations have been excluded.

**Table 17 – Existing Vehicle Trip Generations [Public House]**

| Time Period | Trip Rates |            | Generations |            |       |
|-------------|------------|------------|-------------|------------|-------|
|             | Arrivals   | Departures | Arrivals    | Departures | Total |
| Daily       | 51.984     | 51.351     | 106         | 105        | 211   |

**Table 18 – Existing Vehicular Trip Generations [2-Bed Private Flat]**

| Time Period | Trip Rates |            | Generations |            |       |
|-------------|------------|------------|-------------|------------|-------|
|             | Arrivals   | Departures | Arrivals    | Departures | Total |
| Daily       | 1.545      | 1.482      | 3           | 3          | 6     |

**Table 19 – Proposed Vehicle Trip Generations [Clinic]**

| Time Period | Trip Rates |            | Generations |            |       |
|-------------|------------|------------|-------------|------------|-------|
|             | Arrivals   | Departures | Arrivals    | Departures | Total |
| Daily       | 12.555     | 11.942     | 22          | 21         | 43    |

- 6.3.2 From the tables above it is expected that the proposed uses will only generate approximately 20% of the trips that the public house / 2 bed flat generated over the course of a day period.
- 6.3.3 Due to the limited parking availability at the property and the good level of active travel and public transport modes, it could be expected that the actual number of vehicular trip generations to the property could be lower than that predicted by TRICS. Nevertheless, the podiatry clinic and HMO will still generate significantly less vehicular trips and therefore, the on-street parking which is available should be sufficient to cope with the demand.
- 6.3.4 In a worst-case scenario, as a result of having one practitioner on site, there could be a maximum of three patients on site at any one time. There is a possibility that all three of them could have arrived by car. As a result of the observations on site, at all times there were three parking spaces available on either the service road or the forecourt parking area, on the opposite side of the road.

## 7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers have been appointed by Property Monopoly Ltd to provide highway consultancy services in relation to the proposals for the change of use of the existing public house (Sui Generis) to a medical clinic (Class E(e)) on the ground floor and a 4-bed HMO (houses in multiple occupation) on the first floor (Class C4). The proposals also include a two-storey front extension and a single-storey vertical extension at side/ rear.
- 7.2 The site is accessible by public transport together with active travel modes.
- 7.3 The proposed uses do not provide for any parking which is the current situation for the public house use and 2 bed flat and instead relies on the existing on-street parking provided on the service road, adjacent to Middleton Road. The parking standards are contained within Bury Council's Guidance Note 11 'Parking Standards in Bury' dated May 2007, which details the requirements for on-street parking. Due to a reduction in the number of vehicular trips expected from the site over a day, the level of parking available along the site frontage should be acceptable.
- 7.4 Cycle parking is also contained within Guidance Note 11. The development is providing 10 covered cycle spaces in a vertical bike hanger shelter which is within the minimum guidance for the site.
- 7.5 Servicing arrangements would be similar to the existing use and those adjacent to the application property.
- 7.6 In conclusion, in the context of the National Planning Policy Framework, the residual cumulative impacts of the proposals are not considered severe and therefore should not be prevented on highway grounds.
- 7.7 This Transport Statement addresses the comments made by the Highways officer, in regards to inadequate levels of parking. This Transport Statement has shown that the reduction in trip generations from the site and the residents of the HMO not permitted to own vehicles, there is sufficient parking available within the vicinity of the site to accommodate the podiatry clinic.



## Appendix A

### Crashmap Report



# Crash Report

## Area of Interest (AOI) Information

Area : 4,902.8 m²

Jun 5 2023 14:26:44 British Summer Time



Summary

| Name    | Count | Area(m²) | Length(m) |
|---------|-------|----------|-----------|
| Crashes | 4     | N/A      | N/A       |

Crashes

| # | Carriageway_Hazards | Severity | Officer_Attended                    | Accident_DateTime | Year | Number_of_vehicles | Number_of_casualties | Easting |
|---|---------------------|----------|-------------------------------------|-------------------|------|--------------------|----------------------|---------|
| 1 | None                | Slight   | No officer attended crash scene     | January 25, 2021  | 2021 | 2                  | 1                    | 383710  |
| 2 | None                | Slight   | No officer attended crash scene     | November 16, 2017 | 2017 | 2                  | 1                    | 383741  |
| 3 | None                | Slight   | Police officer attended crash scene | April 8, 2017     | 2017 | 1                  | 2                    | 383737  |
| 4 | None                | Serious  | Police officer attended crash scene | December 1, 2018  | 2018 | 1                  | 1                    | 383700  |

| # | Northing | Highway_Authority | Road_Number | Weather_conditions         | Road_Type          | Road_surface | Speed_Limit | Light_conditions                                 |
|---|----------|-------------------|-------------|----------------------------|--------------------|--------------|-------------|--------------------------------------------------|
| 1 | 403460   | Manchester        | U0          | Unknown                    | Single carriageway | Dry          | 30          | Daylight: regardless of presence of streetlights |
| 2 | 403550   | Manchester        | A576        | Fine without high winds    | Single carriageway | Dry          | 30          | Darkness: street lights present and lit          |
| 3 | 403584   | Manchester        | A576        | Fine without high winds    | Single carriageway | Dry          | 30          | Darkness: street lights present and lit          |
| 4 | 403444   | Manchester        | A576        | Raining without high winds | Single carriageway | Wet or Damp  | 30          | Darkness: street lights present and lit          |

| # | Junction_detail                        | Pedestrian_Crossing                            | Involved_pedalcycle | Involved_Motorcycle | Pedestrian_casualty | Child_casualty | Pedal_cycleuser_casualty | Motorcycle_user_casualty |
|---|----------------------------------------|------------------------------------------------|---------------------|---------------------|---------------------|----------------|--------------------------|--------------------------|
| 1 | Not at or within 20 metres of junction | No physical crossing facility within 50 metres | 0                   | 0                   | 0                   | 0              | 0                        | 0                        |
| 2 | Not at or within 20 metres of junction | No physical crossing facility within 50 metres | 0                   | 0                   | 0                   | 0              | 0                        | 0                        |
| 3 | Not at or within 20 metres of junction | No physical crossing facility within 50 metres | 0                   | 0                   | 0                   | 0              | 0                        | 0                        |
| 4 | Not at or within 20 metres of junction | No physical crossing facility within 50 metres | 0                   | 0                   | 1                   | 0              | 0                        | 0                        |

| # | Involved_car | Involved_goodsvehicle | Involved_Bus | Involved_young_driver | Local_Authority_District | Junction_control | Is_Provisional | Is_Amended | Web_Link                                                                                                                                                            | Count |
|---|--------------|-----------------------|--------------|-----------------------|--------------------------|------------------|----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1            | 0                     | 0            | 0                     | Manchester City          | Not Applicable   | No             | No         | <a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=202106N079611">https://www.crashmap.co.uk/reports/proreportservice?reportId=202106N079611</a> | 1     |
| 2 | 1            | 0                     | 0            | 0                     | Manchester City          | Not Applicable   | No             | No         | <a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=201706A037514">https://www.crashmap.co.uk/reports/proreportservice?reportId=201706A037514</a> | 1     |
| 3 | 1            | 0                     | 0            | 1                     | Manchester City          | Not Applicable   | No             | No         | <a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=201706A029103">https://www.crashmap.co.uk/reports/proreportservice?reportId=201706A029103</a> | 1     |
| 4 | 1            | 0                     | 0            | 0                     | Manchester City          | Not Applicable   | No             | No         | <a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A251026">https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A251026</a> | 1     |

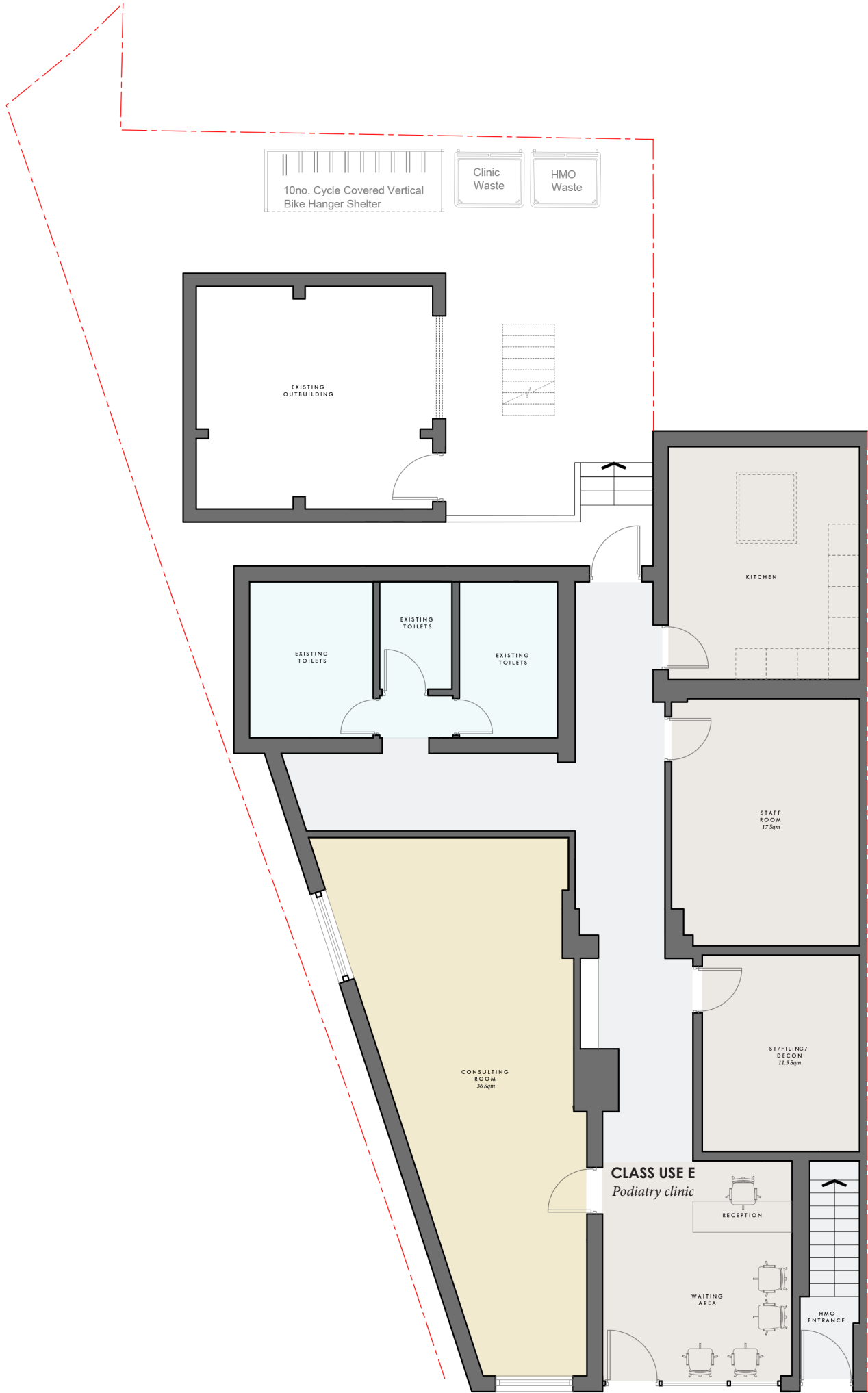
Report produced from CrashMap Pro



---

## Appendix B

### Site Plan



PROPOSED GROUND FLOOR PLAN  
1:100 @ A3



**Dimensioning**  
Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.



**S A L E E M**  
A R C H I T E C T S

Architecture | Masterplanning | Graphics

| Rev | Date     | Description                   |
|-----|----------|-------------------------------|
| -   | 26/01/23 | Issued to client for comments |
| A   | 07/02/22 | Issued for Planning           |
| B   | 21/02/23 | Note Added                    |
| C   | 13/06/23 | Revised Drawing               |

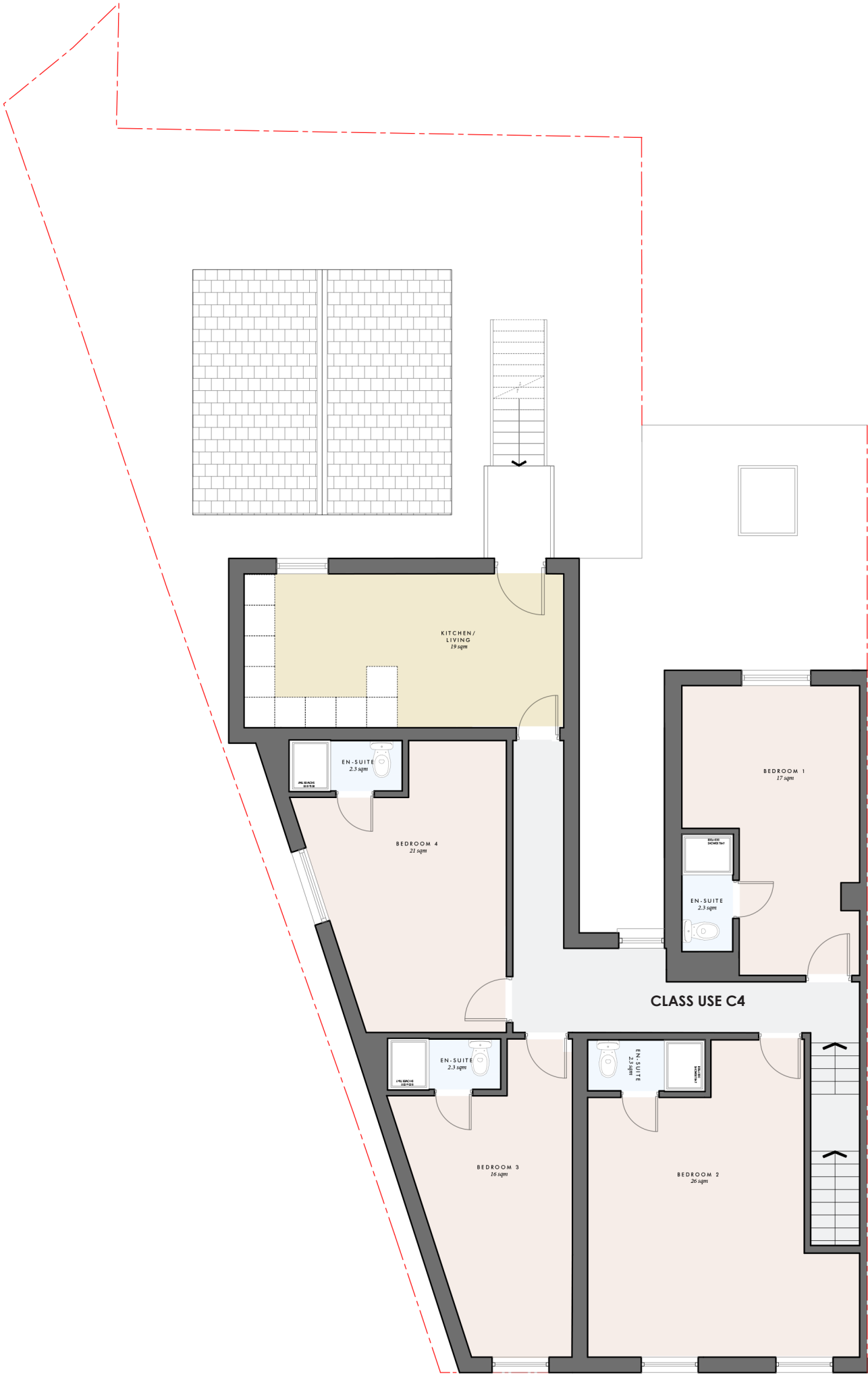
CLIENT:  
Dr Rizwan

PROJECT:  
281 Middleton Road,  
Prestwich,  
M8 4LY

TITLE:  
Proposed Ground Floor

SCALE:  
1:100 @ A3  
DRAWING NO.  
Sheet 4

REV:  
  
DATE:  
Jan 2023



PROPOSED FIRST FLOOR PLAN  
1:100 @ A3



**Dimensioning**  
Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.



**S A L E E M**  
A R C H I T E C T S

Architecture | Masterplanning | Graphics

| Rev | Date     | Description                   |
|-----|----------|-------------------------------|
| -   | 26/01/23 | Issued to client for comments |
| A   | 07/02/22 | Issued for Planning           |
| B   | 21/02/22 | Note Added                    |
| C   | 13/06/23 | Revised Drawing               |

CLIENT:  
*Dr Rizwan*

PROJECT:  
*281 Middleton Road,  
Prestwich,  
M8 4LY*

TITLE:  
*Proposed First Floor*

SCALE:  
*1:100 @ A3*

DRAWING NO.  
*Sheet 5*

REV:

DATE:  
*Jan 2023*



## Appendix C

### TRICs Output Reports

Calculation Reference: AUDIT-109307-230607-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 04 | EAST ANGLIA       |        |
|    | NF NORFOLK        | 1 days |
| 06 | WEST MIDLANDS     |        |
|    | WO WORCESTERSHIRE | 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: 400 to 565 (units: sqm)  
Range Selected by User: 400 to 590 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 25/06/22

*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:

Friday 2 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:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town                       | 1 |

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

Selected Location Sub Categories:

Residential Zone 2

*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:

Sui Generis 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:

10,001 to 15,000 2 days

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

Population within 5 miles:

25,001 to 50,000 1 days

75,001 to 100,000 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 2 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 | NF-06-I-01                         | PUBLIC HOUSE |     | NORFOLK             |
|   | GAYTON ROAD                        |              |     |                     |
|   | KINGS LYNN                         |              |     |                     |
|   | Suburban Area (PPS6 Out of Centre) |              |     |                     |
|   | Residential Zone                   |              |     |                     |
|   | Total Gross floor area:            | 565          | sqm |                     |
|   | Survey date: FRIDAY                | 23/09/05     |     | Survey Type: MANUAL |
| 2 | WO-06-I-01                         | PUBLIC HOUSE |     | WORCESTERSHIRE      |
|   | WOLVERLEY ROAD                     |              |     |                     |
|   | KIDDERMINSTER                      |              |     |                     |
|   | FRANCHE                            |              |     |                     |
|   | Edge of Town                       |              |     |                     |
|   | Residential Zone                   |              |     |                     |
|   | Total Gross floor area:            | 400          | sqm |                     |
|   | Survey date: FRIDAY                | 05/05/06     |     | 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.*

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

**MULTI-MODAL TOTAL VEHICLES**

Calculation factor: 100 sqm

Estimated TRIP rate value per 204 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.30

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 | 1        | 400      | 1.000     | 2.040               | 1          | 400      | 2.750     | 5.610               | 1        | 400      | 3.750     | 7.650               |
| 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 | 2        | 483      | 1.244     | 2.537               | 2          | 483      | 1.036     | 2.114               | 2        | 483      | 2.280     | 4.651               |
| 11:00 - 12:00 | 2        | 483      | 2.383     | 4.862               | 2          | 483      | 1.244     | 2.537               | 2        | 483      | 3.627     | 7.399               |
| 12:00 - 13:00 | 2        | 483      | 4.249     | 8.667               | 2          | 483      | 2.073     | 4.228               | 2        | 483      | 6.322     | 12.895              |
| 13:00 - 14:00 | 2        | 483      | 3.212     | 6.553               | 2          | 483      | 3.420     | 6.976               | 2        | 483      | 6.632     | 13.529              |
| 14:00 - 15:00 | 2        | 483      | 3.316     | 6.765               | 2          | 483      | 3.212     | 6.553               | 2        | 483      | 6.528     | 13.318              |
| 15:00 - 16:00 | 2        | 483      | 3.938     | 8.033               | 2          | 483      | 4.249     | 8.667               | 2        | 483      | 8.187     | 16.700              |
| 16:00 - 17:00 | 2        | 483      | 5.699     | 11.627              | 2          | 483      | 4.041     | 8.245               | 2        | 483      | 9.740     | 19.872              |
| 17:00 - 18:00 | 2        | 483      | 5.285     | 10.781              | 2          | 483      | 5.181     | 10.570              | 2        | 483      | 10.466    | 21.351              |
| 18:00 - 19:00 | 2        | 483      | 4.352     | 8.879               | 2          | 483      | 4.974     | 10.147              | 2        | 483      | 9.326     | 19.026              |
| 19:00 - 20:00 | 2        | 483      | 3.938     | 8.033               | 2          | 483      | 4.145     | 8.456               | 2        | 483      | 8.083     | 16.489              |
| 20:00 - 21:00 | 2        | 483      | 6.218     | 12.684              | 2          | 483      | 4.767     | 9.724               | 2        | 483      | 10.985    | 22.408              |
| 21:00 - 22:00 | 2        | 483      | 4.663     | 9.513               | 2          | 483      | 3.938     | 8.033               | 2        | 483      | 8.601     | 17.546              |
| 22:00 - 23:00 | 2        | 483      | 1.658     | 3.382               | 2          | 483      | 3.212     | 6.553               | 2        | 483      | 4.870     | 9.935               |
| 23:00 - 24:00 | 2        | 483      | 0.829     | 1.691               | 2          | 483      | 3.109     | 6.342               | 2        | 483      | 3.938     | 8.033               |
| Total Rates:  |          |          | 51.984    | 106.047             |            |          | 51.351    | 104.755             |          |          | 103.335   | 210.802             |

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

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

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

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

**Parameter summary**

Trip rate parameter range selected: 400 - 565 (units: sqm)  
 Survey date range: 01/01/05 - 25/06/22  
 Number of weekdays (Monday-Friday): 2  
 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.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 204 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 | 1        | 400      | 0.000     | 0.000               | 1          | 400      | 0.000     | 0.000               | 1        | 400      | 0.000     | 0.000               |
| 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 | 2        | 483      | 0.104     | 0.211               | 2          | 483      | 0.104     | 0.211               | 2        | 483      | 0.208     | 0.422               |
| 11:00 - 12:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 12:00 - 13:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 13:00 - 14:00 | 2        | 483      | 0.104     | 0.211               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.104     | 0.211               |
| 14:00 - 15:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 15:00 - 16:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 16:00 - 17:00 | 2        | 483      | 0.104     | 0.211               | 2          | 483      | 0.104     | 0.211               | 2        | 483      | 0.208     | 0.422               |
| 17:00 - 18:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 18:00 - 19:00 | 2        | 483      | 0.311     | 0.634               | 2          | 483      | 0.207     | 0.423               | 2        | 483      | 0.518     | 1.057               |
| 19:00 - 20:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| 20:00 - 21:00 | 2        | 483      | 0.311     | 0.634               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.311     | 0.634               |
| 21:00 - 22:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.311     | 0.634               | 2        | 483      | 0.311     | 0.634               |
| 22:00 - 23:00 | 2        | 483      | 0.104     | 0.211               | 2          | 483      | 0.104     | 0.211               | 2        | 483      | 0.208     | 0.422               |
| 23:00 - 24:00 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 0.000     | 0.000               |
| Total Rates:  |          |          | 1.038     | 2.112               |            |          | 0.830     | 1.690               |          |          | 1.868     | 3.802               |

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.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 204 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 | 1        | 400      | 0.000     | 0.000               | 1          | 400      | 6.750     | 13.770              | 1        | 400      | 6.750     | 13.770              |
| 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 | 2        | 483      | 1.554     | 3.171               | 2          | 483      | 1.347     | 2.748               | 2        | 483      | 2.901     | 5.919               |
| 11:00 - 12:00 | 2        | 483      | 4.041     | 8.245               | 2          | 483      | 1.451     | 2.960               | 2        | 483      | 5.492     | 11.205              |
| 12:00 - 13:00 | 2        | 483      | 7.150     | 14.587              | 2          | 483      | 3.523     | 7.188               | 2        | 483      | 10.673    | 21.775              |
| 13:00 - 14:00 | 2        | 483      | 6.425     | 13.107              | 2          | 483      | 5.803     | 11.838              | 2        | 483      | 12.228    | 24.945              |
| 14:00 - 15:00 | 2        | 483      | 4.870     | 9.936               | 2          | 483      | 5.285     | 10.781              | 2        | 483      | 10.155    | 20.717              |
| 15:00 - 16:00 | 2        | 483      | 6.528     | 13.318              | 2          | 483      | 7.150     | 14.587              | 2        | 483      | 13.678    | 27.905              |
| 16:00 - 17:00 | 2        | 483      | 9.534     | 19.449              | 2          | 483      | 6.632     | 13.530              | 2        | 483      | 16.166    | 32.979              |
| 17:00 - 18:00 | 2        | 483      | 8.912     | 18.180              | 2          | 483      | 9.430     | 19.237              | 2        | 483      | 18.342    | 37.417              |
| 18:00 - 19:00 | 2        | 483      | 8.601     | 17.546              | 2          | 483      | 7.979     | 16.278              | 2        | 483      | 16.580    | 33.824              |
| 19:00 - 20:00 | 2        | 483      | 7.979     | 16.278              | 2          | 483      | 8.394     | 17.123              | 2        | 483      | 16.373    | 33.401              |
| 20:00 - 21:00 | 2        | 483      | 12.332    | 25.156              | 2          | 483      | 9.430     | 19.237              | 2        | 483      | 21.762    | 44.393              |
| 21:00 - 22:00 | 2        | 483      | 9.119     | 18.603              | 2          | 483      | 7.047     | 14.375              | 2        | 483      | 16.166    | 32.978              |
| 22:00 - 23:00 | 2        | 483      | 2.280     | 4.651               | 2          | 483      | 5.907     | 12.050              | 2        | 483      | 8.187     | 16.701              |
| 23:00 - 24:00 | 2        | 483      | 1.140     | 2.325               | 2          | 483      | 6.943     | 14.164              | 2        | 483      | 8.083     | 16.489              |
| Total Rates:  |          |          | 90.465    | 184.552             |            |          | 93.071    | 189.866             |          |          | 183.536   | 374.418             |

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/I - PUBLIC HOUSE (WITHOUT RESTAURANT)  
**MULTI-MODAL PEDESTRIANS**  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 204 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 | 1        | 400      | 0.000     | 0.000               | 1          | 400      | 4.500     | 9.180               | 1        | 400      | 4.500     | 9.180               |
| 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 | 2        | 483      | 0.000     | 0.000               | 2          | 483      | 0.104     | 0.211               | 2        | 483      | 0.104     | 0.211               |
| 11:00 - 12:00 | 2        | 483      | 1.244     | 2.537               | 2          | 483      | 0.000     | 0.000               | 2        | 483      | 1.244     | 2.537               |
| 12:00 - 13:00 | 2        | 483      | 1.451     | 2.960               | 2          | 483      | 0.415     | 0.846               | 2        | 483      | 1.866     | 3.806               |
| 13:00 - 14:00 | 2        | 483      | 0.829     | 1.691               | 2          | 483      | 0.933     | 1.903               | 2        | 483      | 1.762     | 3.594               |
| 14:00 - 15:00 | 2        | 483      | 0.207     | 0.423               | 2          | 483      | 0.104     | 0.211               | 2        | 483      | 0.311     | 0.634               |
| 15:00 - 16:00 | 2        | 483      | 0.415     | 0.846               | 2          | 483      | 0.518     | 1.057               | 2        | 483      | 0.933     | 1.903               |
| 16:00 - 17:00 | 2        | 483      | 1.762     | 3.594               | 2          | 483      | 0.518     | 1.057               | 2        | 483      | 2.280     | 4.651               |
| 17:00 - 18:00 | 2        | 483      | 3.212     | 6.553               | 2          | 483      | 0.518     | 1.057               | 2        | 483      | 3.730     | 7.610               |
| 18:00 - 19:00 | 2        | 483      | 3.005     | 6.131               | 2          | 483      | 3.523     | 7.188               | 2        | 483      | 6.528     | 13.319              |
| 19:00 - 20:00 | 2        | 483      | 5.596     | 11.416              | 2          | 483      | 2.487     | 5.074               | 2        | 483      | 8.083     | 16.490              |
| 20:00 - 21:00 | 2        | 483      | 3.627     | 7.399               | 2          | 483      | 3.420     | 6.976               | 2        | 483      | 7.047     | 14.375              |
| 21:00 - 22:00 | 2        | 483      | 2.591     | 5.285               | 2          | 483      | 3.627     | 7.399               | 2        | 483      | 6.218     | 12.684              |
| 22:00 - 23:00 | 2        | 483      | 0.933     | 1.903               | 2          | 483      | 2.487     | 5.074               | 2        | 483      | 3.420     | 6.977               |
| 23:00 - 24:00 | 2        | 483      | 0.725     | 1.480               | 2          | 483      | 4.870     | 9.936               | 2        | 483      | 5.595     | 11.416              |
| Total Rates:  |          |          | 25.597    | 52.218              |            |          | 28.024    | 57.169              |          |          | 53.621    | 109.387             |

*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.*

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 204 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.30

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 | 1        | 400      | 0.000     | 0.000               | 1          | 400      | 11.250    | 22.950              | 1        | 400      | 11.250    | 22.950              |
| 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 | 2        | 483      | 1.658     | 3.382               | 2          | 483      | 1.554     | 3.171               | 2        | 483      | 3.212     | 6.553               |
| 11:00 - 12:00 | 2        | 483      | 5.285     | 10.781              | 2          | 483      | 1.451     | 2.960               | 2        | 483      | 6.736     | 13.741              |
| 12:00 - 13:00 | 2        | 483      | 8.601     | 17.546              | 2          | 483      | 3.938     | 8.033               | 2        | 483      | 12.539    | 25.579              |
| 13:00 - 14:00 | 2        | 483      | 7.358     | 15.009              | 2          | 483      | 6.736     | 13.741              | 2        | 483      | 14.094    | 28.750              |
| 14:00 - 15:00 | 2        | 483      | 5.078     | 10.359              | 2          | 483      | 5.389     | 10.993              | 2        | 483      | 10.467    | 21.352              |
| 15:00 - 16:00 | 2        | 483      | 6.943     | 14.164              | 2          | 483      | 7.668     | 15.644              | 2        | 483      | 14.611    | 29.808              |
| 16:00 - 17:00 | 2        | 483      | 11.399    | 23.254              | 2          | 483      | 7.254     | 14.798              | 2        | 483      | 18.653    | 38.052              |
| 17:00 - 18:00 | 2        | 483      | 12.124    | 24.734              | 2          | 483      | 9.948     | 20.294              | 2        | 483      | 22.072    | 45.028              |
| 18:00 - 19:00 | 2        | 483      | 11.917    | 24.311              | 2          | 483      | 11.710    | 23.888              | 2        | 483      | 23.627    | 48.199              |
| 19:00 - 20:00 | 2        | 483      | 13.575    | 27.693              | 2          | 483      | 10.881    | 22.197              | 2        | 483      | 24.456    | 49.890              |
| 20:00 - 21:00 | 2        | 483      | 16.269    | 33.190              | 2          | 483      | 12.850    | 26.213              | 2        | 483      | 29.119    | 59.403              |
| 21:00 - 22:00 | 2        | 483      | 11.710    | 23.888              | 2          | 483      | 10.984    | 22.408              | 2        | 483      | 22.694    | 46.296              |
| 22:00 - 23:00 | 2        | 483      | 3.316     | 6.765               | 2          | 483      | 8.497     | 17.335              | 2        | 483      | 11.813    | 24.100              |
| 23:00 - 24:00 | 2        | 483      | 1.865     | 3.805               | 2          | 483      | 11.813    | 24.099              | 2        | 483      | 13.678    | 27.904              |
| Total Rates:  |          |          | 117.098   | 238.881             |            |          | 121.923   | 248.724             |          |          | 239.021   | 487.605             |

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-109307-230614-0639

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HC HAMPSHIRE                   | 1 days |
|    | SS SOUTHBEND ON SEA            | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DY DERBY                       | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 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: Total Bedrooms  
Actual Range: 10 to 16 (units: )  
Range Selected by User: 10 to 20 (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: 01/01/06 to 22/10/13

*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 |
| Wednesday | 1 days |
| Thursday  | 2 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                | 2 |
| Suburban Area (PPS6 Out of 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:

|                  |   |
|------------------|---|
| Residential Zone | 2 |
| Built-Up Zone    | 1 |
| No Sub Category  | 1 |

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

*Inclusion of Servicing Vehicles Counts:*

Secondary Filtering selection:

Use Class:

C3 4 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 |
| 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:

125,001 to 250,000 4 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 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-03-C-01                         | BLOCK OF FLATS | DERBY               |
|   | DRAGE STREET                       |                |                     |
|   | DERBY                              |                |                     |
|   | LITTLE CHESTER                     |                |                     |
|   | Suburban Area (PPS6 Out of Centre) |                |                     |
|   | No Sub Category                    |                |                     |
|   | Total Total Bedrooms:              | 16             |                     |
|   | Survey date: THURSDAY              | 25/06/09       | Survey Type: MANUAL |
| 2 | HC-03-C-02                         | FLATS          | HAMPSHIRE           |
|   | WORTING ROAD                       |                |                     |
|   | BASINGSTOKE                        |                |                     |
|   | Suburban Area (PPS6 Out of Centre) |                |                     |
|   | Residential Zone                   |                |                     |
|   | Total Total Bedrooms:              | 16             |                     |
|   | Survey date: THURSDAY              | 21/10/10       | Survey Type: MANUAL |
| 3 | SS-03-C-01                         | FLATS          | SOUTHEND ON SEA     |
|   | WESTCLIFF PARADE                   |                |                     |
|   | SOUTHEND-ON-SEA                    |                |                     |
|   | WESTCLIFF                          |                |                     |
|   | Edge of Town Centre                |                |                     |
|   | Residential Zone                   |                |                     |
|   | Total Total Bedrooms:              | 10             |                     |
|   | Survey date: TUESDAY               | 22/10/13       | Survey Type: MANUAL |
| 4 | WY-03-C-02                         | BLOCK OF FLATS | WEST YORKSHIRE      |
|   | KINGS MILL LANE                    |                |                     |
|   | HUDDERSFIELD                       |                |                     |
|   | ASPLEY                             |                |                     |
|   | Edge of Town Centre                |                |                     |
|   | Built-Up Zone                      |                |                     |
|   | Total Total Bedrooms:              | 12             |                     |
|   | Survey date: WEDNESDAY             | 13/09/06       | 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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 TOTBED

Estimated TRIP rate value per 2 TOTBED shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.95

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.130     | 0.259               | 4        | 14          | 0.149     | 0.296               |
| 08:00 - 09:00 | 4        | 14          | 0.056     | 0.111               | 4          | 14          | 0.278     | 0.556               | 4        | 14          | 0.334     | 0.667               |
| 09:00 - 10:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.111     | 0.222               | 4        | 14          | 0.148     | 0.296               |
| 10:00 - 11:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.074     | 0.148               | 4        | 14          | 0.111     | 0.222               |
| 11:00 - 12:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.074     | 0.148               | 4        | 14          | 0.167     | 0.333               |
| 12:00 - 13:00 | 4        | 14          | 0.074     | 0.148               | 4          | 14          | 0.111     | 0.222               | 4        | 14          | 0.185     | 0.370               |
| 13:00 - 14:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.056     | 0.111               |
| 14:00 - 15:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.056     | 0.111               |
| 15:00 - 16:00 | 4        | 14          | 0.111     | 0.222               | 4          | 14          | 0.056     | 0.111               | 4        | 14          | 0.167     | 0.333               |
| 16:00 - 17:00 | 4        | 14          | 0.111     | 0.222               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.204     | 0.407               |
| 17:00 - 18:00 | 4        | 14          | 0.296     | 0.593               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.389     | 0.778               |
| 18:00 - 19:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.186     | 0.370               |
| 19:00 - 20:00 | 1        | 16          | 0.250     | 0.500               | 1          | 16          | 0.188     | 0.375               | 1        | 16          | 0.438     | 0.875               |
| 20:00 - 21:00 | 1        | 16          | 0.063     | 0.125               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.062     | 0.125               |
| 21:00 - 22:00 | 1        | 16          | 0.250     | 0.500               | 1          | 16          | 0.125     | 0.250               | 1        | 16          | 0.375     | 0.750               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.545     | 3.087               |            |             | 1.482     | 2.957               |          |             | 3.027     | 6.044               |

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

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

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

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

#### Parameter summary

Trip rate parameter range selected: 10 - 16 (units: )  
 Survey date range: 01/01/06 - 22/10/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
**MULTI-MODAL CYCLISTS**  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 2 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.056     | 0.111               |
| 08:00 - 09:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 09:00 - 10:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 10:00 - 11:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 11:00 - 12:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 12:00 - 13:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 13:00 - 14:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 14:00 - 15:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 15:00 - 16:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 16:00 - 17:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 17:00 - 18:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 18:00 - 19:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.019     | 0.037               |
| 19:00 - 20:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 21:00 - 22:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.038     | 0.074               |            |             | 0.037     | 0.074               |          |             | 0.075     | 0.148               |

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  
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 TOTBED  
Estimated TRIP rate value per 2 TOTBED shown in shaded columns  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.167     | 0.333               | 4        | 14          | 0.186     | 0.370               |
| 08:00 - 09:00 | 4        | 14          | 0.056     | 0.111               | 4          | 14          | 0.296     | 0.593               | 4        | 14          | 0.352     | 0.704               |
| 09:00 - 10:00 | 4        | 14          | 0.056     | 0.111               | 4          | 14          | 0.148     | 0.296               | 4        | 14          | 0.204     | 0.407               |
| 10:00 - 11:00 | 4        | 14          | 0.056     | 0.111               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.149     | 0.296               |
| 11:00 - 12:00 | 4        | 14          | 0.130     | 0.259               | 4          | 14          | 0.111     | 0.222               | 4        | 14          | 0.241     | 0.481               |
| 12:00 - 13:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.111     | 0.222               | 4        | 14          | 0.204     | 0.407               |
| 13:00 - 14:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.056     | 0.111               | 4        | 14          | 0.075     | 0.148               |
| 14:00 - 15:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.056     | 0.111               |
| 15:00 - 16:00 | 4        | 14          | 0.148     | 0.296               | 4          | 14          | 0.074     | 0.148               | 4        | 14          | 0.222     | 0.444               |
| 16:00 - 17:00 | 4        | 14          | 0.130     | 0.259               | 4          | 14          | 0.148     | 0.296               | 4        | 14          | 0.278     | 0.555               |
| 17:00 - 18:00 | 4        | 14          | 0.352     | 0.704               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.445     | 0.889               |
| 18:00 - 19:00 | 4        | 14          | 0.074     | 0.148               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.167     | 0.333               |
| 19:00 - 20:00 | 1        | 16          | 0.313     | 0.625               | 1          | 16          | 0.375     | 0.750               | 1        | 16          | 0.687     | 1.375               |
| 20:00 - 21:00 | 1        | 16          | 0.063     | 0.125               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.062     | 0.125               |
| 21:00 - 22:00 | 1        | 16          | 0.500     | 1.000               | 1          | 16          | 0.188     | 0.375               | 1        | 16          | 0.688     | 1.375               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 2.044     | 4.082               |            |             | 1.972     | 3.938               |          |             | 4.016     | 8.020               |

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  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 2 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.130     | 0.259               | 4        | 14          | 0.130     | 0.259               |
| 08:00 - 09:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.167     | 0.333               | 4        | 14          | 0.204     | 0.407               |
| 09:00 - 10:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.074     | 0.148               |
| 10:00 - 11:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.056     | 0.111               | 4        | 14          | 0.075     | 0.148               |
| 11:00 - 12:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.056     | 0.111               |
| 12:00 - 13:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.019     | 0.037               |
| 13:00 - 14:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.019     | 0.037               |
| 14:00 - 15:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.037     | 0.074               |
| 15:00 - 16:00 | 4        | 14          | 0.074     | 0.148               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.111     | 0.222               |
| 16:00 - 17:00 | 4        | 14          | 0.111     | 0.222               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.130     | 0.259               |
| 17:00 - 18:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.093     | 0.185               |
| 18:00 - 19:00 | 4        | 14          | 0.111     | 0.222               | 4          | 14          | 0.074     | 0.148               | 4        | 14          | 0.185     | 0.370               |
| 19:00 - 20:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 21:00 - 22:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.575     | 1.147               |            |             | 0.558     | 1.110               |          |             | 1.133     | 2.257               |

*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  
MULTI-MODAL PUBLIC TRANSPORT USERS  
Calculation factor: 1 TOTBED  
Estimated TRIP rate value per 2 TOTBED shown in shaded columns  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.093     | 0.185               |
| 08:00 - 09:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.037     | 0.074               |
| 09:00 - 10:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 10:00 - 11:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.019     | 0.037               |
| 11:00 - 12:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 12:00 - 13:00 | 4        | 14          | 0.056     | 0.111               | 4          | 14          | 0.056     | 0.111               | 4        | 14          | 0.112     | 0.222               |
| 13:00 - 14:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 14:00 - 15:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.019     | 0.037               |
| 15:00 - 16:00 | 4        | 14          | 0.074     | 0.148               | 4          | 14          | 0.037     | 0.074               | 4        | 14          | 0.111     | 0.222               |
| 16:00 - 17:00 | 4        | 14          | 0.000     | 0.000               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.000     | 0.000               |
| 17:00 - 18:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.019     | 0.037               |
| 18:00 - 19:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.000     | 0.000               | 4        | 14          | 0.093     | 0.185               |
| 19:00 - 20:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 21:00 - 22:00 | 1        | 16          | 0.000     | 0.000               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.000     | 0.000               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.280     | 0.555               |            |             | 0.223     | 0.444               |          |             | 0.503     | 0.999               |

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  
**MULTI-MODAL TOTAL PEOPLE**  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 2 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.95

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate |
| 00:00 - 01:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 01:00 - 02:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 02:00 - 03:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 03:00 - 04:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 04:00 - 05:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 05:00 - 06:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 06:00 - 07:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 07:00 - 08:00 | 4        | 14          | 0.037     | 0.074               | 4          | 14          | 0.426     | 0.852               | 4        | 14          | 0.463     | 0.926               |
| 08:00 - 09:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.500     | 1.000               | 4        | 14          | 0.593     | 1.185               |
| 09:00 - 10:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.185     | 0.370               | 4        | 14          | 0.278     | 0.555               |
| 10:00 - 11:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.148     | 0.296               | 4        | 14          | 0.241     | 0.481               |
| 11:00 - 12:00 | 4        | 14          | 0.167     | 0.333               | 4          | 14          | 0.130     | 0.259               | 4        | 14          | 0.297     | 0.592               |
| 12:00 - 13:00 | 4        | 14          | 0.167     | 0.333               | 4          | 14          | 0.167     | 0.333               | 4        | 14          | 0.334     | 0.666               |
| 13:00 - 14:00 | 4        | 14          | 0.019     | 0.037               | 4          | 14          | 0.074     | 0.148               | 4        | 14          | 0.093     | 0.185               |
| 14:00 - 15:00 | 4        | 14          | 0.093     | 0.185               | 4          | 14          | 0.019     | 0.037               | 4        | 14          | 0.112     | 0.222               |
| 15:00 - 16:00 | 4        | 14          | 0.296     | 0.593               | 4          | 14          | 0.148     | 0.296               | 4        | 14          | 0.444     | 0.889               |
| 16:00 - 17:00 | 4        | 14          | 0.241     | 0.481               | 4          | 14          | 0.167     | 0.333               | 4        | 14          | 0.408     | 0.814               |
| 17:00 - 18:00 | 4        | 14          | 0.463     | 0.926               | 4          | 14          | 0.093     | 0.185               | 4        | 14          | 0.556     | 1.111               |
| 18:00 - 19:00 | 4        | 14          | 0.296     | 0.593               | 4          | 14          | 0.167     | 0.333               | 4        | 14          | 0.463     | 0.926               |
| 19:00 - 20:00 | 1        | 16          | 0.313     | 0.625               | 1          | 16          | 0.375     | 0.750               | 1        | 16          | 0.687     | 1.375               |
| 20:00 - 21:00 | 1        | 16          | 0.063     | 0.125               | 1          | 16          | 0.000     | 0.000               | 1        | 16          | 0.062     | 0.125               |
| 21:00 - 22:00 | 1        | 16          | 0.500     | 1.000               | 1          | 16          | 0.188     | 0.375               | 1        | 16          | 0.688     | 1.375               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 2.932     | 5.860               |            |             | 2.787     | 5.567               |          |             | 5.719     | 11.427              |

*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-109307-230607-0603

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : E - CLINICS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 03 | SOUTH WEST       |        |
|    | CW CORNWALL      | 1 days |
| 04 | EAST ANGLIA      |        |
|    | NF NORFOLK       | 1 days |
| 08 | NORTH WEST       |        |
|    | MS MERSEYSIDE    | 1 days |
| 09 | NORTH            |        |
|    | TW TYNE & WEAR   | 1 days |
| 11 | SCOTLAND         |        |
|    | AD ABERDEEN CITY | 2 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 60 to 615 (units: sqm)  
Range Selected by User: 60 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/04/22

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    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 1 days |
| Thursday  | 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 | 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 |
| Suburban Area (PPS6 Out of 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:

|                  |   |
|------------------|---|
| Residential Zone | 5 |
| Built-Up Zone    | 1 |

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 4 days - Selected |
| Servicing vehicles Excluded | 2 days - Selected |

Secondary Filtering selection:

Use Class:

E(e) 6 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 |
| 10,001 to 15,000 | 2 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 125,001 to 250,000 | 4 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:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 3 days |
| 1.1 to 1.5  | 2 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  | 5 days |

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 6 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                           |                         |                     |
|---|---------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------|
| 1 | AD-05-E-01<br>WESTBURN ROAD<br>ABERDEEN                                                                                   | PHYSIOTHERAPY CLINIC    | ABERDEEN CITY       |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 80 sqm<br>Survey date: THURSDAY 21/11/19               |                         | Survey Type: MANUAL |
| 2 | AD-05-E-02<br>BROOMHILL ROAD<br>ABERDEEN                                                                                  | MULTI-TREATMENT CLINIC  | ABERDEEN CITY       |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 229 sqm<br>Survey date: FRIDAY 22/04/22 |                         | Survey Type: MANUAL |
| 3 | CW-05-E-01<br>FALMOUTH ROAD<br>TRURO                                                                                      | CHIROPRACTIC CLINIC     | CORNWALL            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 75 sqm<br>Survey date: MONDAY 10/10/11  |                         | Survey Type: MANUAL |
| 4 | MS-05-E-01<br>RODNEY STREET<br>LIVERPOOL                                                                                  | COSMETIC SURGERY CLINIC | MERSEYSIDE          |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 615 sqm<br>Survey date: WEDNESDAY 28/11/18                |                         | Survey Type: MANUAL |
| 5 | NF-05-E-02<br>MAGDALEN ROAD<br>NORWICH                                                                                    | COMPLEMENTARY THERAPY   | NORFOLK             |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 270 sqm<br>Survey date: TUESDAY 26/11/19               |                         | Survey Type: MANUAL |
| 6 | TW-05-E-01<br>HAWKEY'S LANE<br>NORTH SHIELDS<br>CHRITON                                                                   | ALTERNATIVE CLINIC      | TYNE & WEAR         |
|   | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 215 sqm<br>Survey date: TUESDAY 09/11/10               |                         | 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 05 - HEALTH/E - CLINICS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 173 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.57

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.206     | 0.357               | 2          | 243      | 0.000     | 0.000               | 2        | 243      | 0.206     | 0.357               |
| 08:00 - 09:00 | 6        | 244      | 0.956     | 1.654               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.956     | 1.654               |
| 09:00 - 10:00 | 6        | 244      | 1.298     | 2.245               | 6          | 244      | 0.683     | 1.182               | 6        | 244      | 1.981     | 3.427               |
| 10:00 - 11:00 | 6        | 244      | 1.434     | 2.482               | 6          | 244      | 1.298     | 2.245               | 6        | 244      | 2.732     | 4.727               |
| 11:00 - 12:00 | 6        | 244      | 1.434     | 2.482               | 6          | 244      | 1.639     | 2.836               | 6        | 244      | 3.073     | 5.318               |
| 12:00 - 13:00 | 6        | 244      | 1.776     | 3.072               | 6          | 244      | 1.298     | 2.245               | 6        | 244      | 3.074     | 5.317               |
| 13:00 - 14:00 | 6        | 244      | 0.888     | 1.536               | 6          | 244      | 1.298     | 2.245               | 6        | 244      | 2.186     | 3.781               |
| 14:00 - 15:00 | 5        | 278      | 0.864     | 1.495               | 5          | 278      | 0.792     | 1.370               | 5        | 278      | 1.656     | 2.865               |
| 15:00 - 16:00 | 5        | 278      | 1.512     | 2.616               | 5          | 278      | 1.008     | 1.744               | 5        | 278      | 2.520     | 4.360               |
| 16:00 - 17:00 | 5        | 278      | 1.152     | 1.993               | 5          | 278      | 1.440     | 2.491               | 5        | 278      | 2.592     | 4.484               |
| 17:00 - 18:00 | 5        | 278      | 0.432     | 0.747               | 5          | 278      | 1.008     | 1.744               | 5        | 278      | 1.440     | 2.491               |
| 18:00 - 19:00 | 4        | 290      | 0.603     | 1.044               | 4          | 290      | 1.034     | 1.790               | 4        | 290      | 1.637     | 2.834               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.444     | 0.769               | 2        | 338      | 0.444     | 0.769               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 12.555    | 21.723              |            |          | 11.942    | 20.661              |          |          | 24.497    | 42.384              |

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

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

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

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

#### Parameter summary

Trip rate parameter range selected: 60 - 615 (units: sqm)  
 Survey date range: 01/01/10 - 22/04/22  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 05 - HEALTH/E - CLINICS  
**MULTI-MODAL TAXIS**  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 173 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.000     | 0.000               | 2          | 243      | 0.000     | 0.000               | 2        | 243      | 0.000     | 0.000               |
| 08:00 - 09:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.000     | 0.000               |
| 09:00 - 10:00 | 6        | 244      | 0.137     | 0.236               | 6          | 244      | 0.137     | 0.236               | 6        | 244      | 0.274     | 0.472               |
| 10:00 - 11:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.000     | 0.000               |
| 11:00 - 12:00 | 6        | 244      | 0.068     | 0.118               | 6          | 244      | 0.068     | 0.118               | 6        | 244      | 0.136     | 0.236               |
| 12:00 - 13:00 | 6        | 244      | 0.137     | 0.236               | 6          | 244      | 0.137     | 0.236               | 6        | 244      | 0.274     | 0.472               |
| 13:00 - 14:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.000     | 0.000               |
| 14:00 - 15:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.000     | 0.000               |
| 15:00 - 16:00 | 5        | 278      | 0.144     | 0.249               | 5          | 278      | 0.144     | 0.249               | 5        | 278      | 0.288     | 0.498               |
| 16:00 - 17:00 | 5        | 278      | 0.072     | 0.125               | 5          | 278      | 0.072     | 0.125               | 5        | 278      | 0.144     | 0.250               |
| 17:00 - 18:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.000     | 0.000               |
| 18:00 - 19:00 | 4        | 290      | 0.000     | 0.000               | 4          | 290      | 0.000     | 0.000               | 4        | 290      | 0.000     | 0.000               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.000     | 0.000               | 2        | 338      | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 0.558     | 0.964               |            |          | 0.558     | 0.964               |          |          | 1.116     | 1.928               |

*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 05 - HEALTH/E - CLINICS  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 173 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.206     | 0.357               | 2          | 243      | 0.206     | 0.357               | 2        | 243      | 0.412     | 0.714               |
| 08:00 - 09:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.000     | 0.000               |
| 09:00 - 10:00 | 6        | 244      | 0.205     | 0.355               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.205     | 0.355               |
| 10:00 - 11:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.068     | 0.118               | 6        | 244      | 0.068     | 0.118               |
| 11:00 - 12:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.000     | 0.000               |
| 12:00 - 13:00 | 6        | 244      | 0.137     | 0.236               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.137     | 0.236               |
| 13:00 - 14:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.137     | 0.236               | 6        | 244      | 0.137     | 0.236               |
| 14:00 - 15:00 | 5        | 278      | 0.072     | 0.125               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.072     | 0.125               |
| 15:00 - 16:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.072     | 0.125               | 5        | 278      | 0.072     | 0.125               |
| 16:00 - 17:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.000     | 0.000               |
| 17:00 - 18:00 | 5        | 278      | 0.072     | 0.125               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.072     | 0.125               |
| 18:00 - 19:00 | 4        | 290      | 0.000     | 0.000               | 4          | 290      | 0.086     | 0.149               | 4        | 290      | 0.086     | 0.149               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.000     | 0.000               | 2        | 338      | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 0.692     | 1.198               |            |          | 0.569     | 0.985               |          |          | 1.261     | 2.183               |

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 05 - HEALTH/E - CLINICS  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 173 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.206     | 0.357               | 2          | 243      | 0.000     | 0.000               | 2        | 243      | 0.206     | 0.357               |
| 08:00 - 09:00 | 6        | 244      | 0.956     | 1.654               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.956     | 1.654               |
| 09:00 - 10:00 | 6        | 244      | 1.639     | 2.836               | 6          | 244      | 0.888     | 1.536               | 6        | 244      | 2.527     | 4.372               |
| 10:00 - 11:00 | 6        | 244      | 1.776     | 3.072               | 6          | 244      | 1.503     | 2.600               | 6        | 244      | 3.279     | 5.672               |
| 11:00 - 12:00 | 6        | 244      | 1.503     | 2.600               | 6          | 244      | 1.913     | 3.309               | 6        | 244      | 3.416     | 5.909               |
| 12:00 - 13:00 | 6        | 244      | 1.913     | 3.309               | 6          | 244      | 1.434     | 2.482               | 6        | 244      | 3.347     | 5.791               |
| 13:00 - 14:00 | 6        | 244      | 0.956     | 1.654               | 6          | 244      | 1.366     | 2.363               | 6        | 244      | 2.322     | 4.017               |
| 14:00 - 15:00 | 5        | 278      | 1.080     | 1.868               | 5          | 278      | 0.936     | 1.619               | 5        | 278      | 2.016     | 3.487               |
| 15:00 - 16:00 | 5        | 278      | 1.584     | 2.740               | 5          | 278      | 1.152     | 1.993               | 5        | 278      | 2.736     | 4.733               |
| 16:00 - 17:00 | 5        | 278      | 1.224     | 2.117               | 5          | 278      | 1.656     | 2.865               | 5        | 278      | 2.880     | 4.982               |
| 17:00 - 18:00 | 5        | 278      | 0.504     | 0.872               | 5          | 278      | 1.080     | 1.868               | 5        | 278      | 1.584     | 2.740               |
| 18:00 - 19:00 | 4        | 290      | 0.690     | 1.193               | 4          | 290      | 1.034     | 1.790               | 4        | 290      | 1.724     | 2.983               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.444     | 0.769               | 2        | 338      | 0.444     | 0.769               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 14.031    | 24.272              |            |          | 13.406    | 23.194              |          |          | 27.437    | 47.466              |

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.

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield

Licence No: 109307

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 173 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.000     | 0.000               | 2          | 243      | 0.000     | 0.000               | 2        | 243      | 0.000     | 0.000               |
| 08:00 - 09:00 | 6        | 244      | 0.273     | 0.473               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.273     | 0.473               |
| 09:00 - 10:00 | 6        | 244      | 0.478     | 0.827               | 6          | 244      | 0.205     | 0.355               | 6        | 244      | 0.683     | 1.182               |
| 10:00 - 11:00 | 6        | 244      | 0.478     | 0.827               | 6          | 244      | 0.410     | 0.709               | 6        | 244      | 0.888     | 1.536               |
| 11:00 - 12:00 | 6        | 244      | 0.410     | 0.709               | 6          | 244      | 0.410     | 0.709               | 6        | 244      | 0.820     | 1.418               |
| 12:00 - 13:00 | 6        | 244      | 0.410     | 0.709               | 6          | 244      | 0.273     | 0.473               | 6        | 244      | 0.683     | 1.182               |
| 13:00 - 14:00 | 6        | 244      | 0.615     | 1.064               | 6          | 244      | 0.410     | 0.709               | 6        | 244      | 1.025     | 1.773               |
| 14:00 - 15:00 | 5        | 278      | 0.144     | 0.249               | 5          | 278      | 0.576     | 0.996               | 5        | 278      | 0.720     | 1.245               |
| 15:00 - 16:00 | 5        | 278      | 0.072     | 0.125               | 5          | 278      | 0.216     | 0.374               | 5        | 278      | 0.288     | 0.499               |
| 16:00 - 17:00 | 5        | 278      | 0.144     | 0.249               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.144     | 0.249               |
| 17:00 - 18:00 | 5        | 278      | 0.720     | 1.246               | 5          | 278      | 0.072     | 0.125               | 5        | 278      | 0.792     | 1.371               |
| 18:00 - 19:00 | 4        | 290      | 0.517     | 0.895               | 4          | 290      | 1.121     | 1.939               | 4        | 290      | 1.638     | 2.834               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.148     | 0.256               | 2        | 338      | 0.148     | 0.256               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 4.261     | 7.373               |            |          | 3.841     | 6.645               |          |          | 8.102     | 14.018              |

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 05 - HEALTH/E - CLINICS  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 173 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.000     | 0.000               | 2          | 243      | 0.000     | 0.000               | 2        | 243      | 0.000     | 0.000               |
| 08:00 - 09:00 | 6        | 244      | 0.137     | 0.236               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.137     | 0.236               |
| 09:00 - 10:00 | 6        | 244      | 0.137     | 0.236               | 6          | 244      | 0.068     | 0.118               | 6        | 244      | 0.205     | 0.354               |
| 10:00 - 11:00 | 6        | 244      | 0.205     | 0.355               | 6          | 244      | 0.068     | 0.118               | 6        | 244      | 0.273     | 0.473               |
| 11:00 - 12:00 | 6        | 244      | 0.068     | 0.118               | 6          | 244      | 0.137     | 0.236               | 6        | 244      | 0.205     | 0.354               |
| 12:00 - 13:00 | 6        | 244      | 0.205     | 0.355               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 0.205     | 0.355               |
| 13:00 - 14:00 | 6        | 244      | 0.000     | 0.000               | 6          | 244      | 0.205     | 0.355               | 6        | 244      | 0.205     | 0.355               |
| 14:00 - 15:00 | 5        | 278      | 0.144     | 0.249               | 5          | 278      | 0.144     | 0.249               | 5        | 278      | 0.288     | 0.498               |
| 15:00 - 16:00 | 5        | 278      | 0.072     | 0.125               | 5          | 278      | 0.216     | 0.374               | 5        | 278      | 0.288     | 0.499               |
| 16:00 - 17:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.072     | 0.125               | 5        | 278      | 0.072     | 0.125               |
| 17:00 - 18:00 | 5        | 278      | 0.000     | 0.000               | 5          | 278      | 0.000     | 0.000               | 5        | 278      | 0.000     | 0.000               |
| 18:00 - 19:00 | 4        | 290      | 0.000     | 0.000               | 4          | 290      | 0.086     | 0.149               | 4        | 290      | 0.086     | 0.149               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.000     | 0.000               | 2        | 338      | 0.000     | 0.000               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 0.968     | 1.674               |            |          | 0.996     | 1.724               |          |          | 1.964     | 3.398               |

*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 05 - HEALTH/E - CLINICS  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 100 sqm  
 Estimated TRIP rate value per 173 SQM shown in shaded columns  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.57

| Time Range    | ARRIVALS |          |           |                     | DEPARTURES |          |           |                     | TOTALS   |          |           |                     |
|---------------|----------|----------|-----------|---------------------|------------|----------|-----------|---------------------|----------|----------|-----------|---------------------|
|               | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days   | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 2        | 243      | 0.412     | 0.713               | 2          | 243      | 0.206     | 0.357               | 2        | 243      | 0.618     | 1.070               |
| 08:00 - 09:00 | 6        | 244      | 1.366     | 2.363               | 6          | 244      | 0.000     | 0.000               | 6        | 244      | 1.366     | 2.363               |
| 09:00 - 10:00 | 6        | 244      | 2.459     | 4.254               | 6          | 244      | 1.161     | 2.009               | 6        | 244      | 3.620     | 6.263               |
| 10:00 - 11:00 | 6        | 244      | 2.459     | 4.254               | 6          | 244      | 2.049     | 3.545               | 6        | 244      | 4.508     | 7.799               |
| 11:00 - 12:00 | 6        | 244      | 1.981     | 3.427               | 6          | 244      | 2.459     | 4.254               | 6        | 244      | 4.440     | 7.681               |
| 12:00 - 13:00 | 6        | 244      | 2.664     | 4.609               | 6          | 244      | 1.708     | 2.954               | 6        | 244      | 4.372     | 7.563               |
| 13:00 - 14:00 | 6        | 244      | 1.571     | 2.718               | 6          | 244      | 2.117     | 3.663               | 6        | 244      | 3.688     | 6.381               |
| 14:00 - 15:00 | 5        | 278      | 1.440     | 2.491               | 5          | 278      | 1.656     | 2.865               | 5        | 278      | 3.096     | 5.356               |
| 15:00 - 16:00 | 5        | 278      | 1.728     | 2.989               | 5          | 278      | 1.656     | 2.865               | 5        | 278      | 3.384     | 5.854               |
| 16:00 - 17:00 | 5        | 278      | 1.368     | 2.366               | 5          | 278      | 1.728     | 2.989               | 5        | 278      | 3.096     | 5.355               |
| 17:00 - 18:00 | 5        | 278      | 1.296     | 2.242               | 5          | 278      | 1.152     | 1.993               | 5        | 278      | 2.448     | 4.235               |
| 18:00 - 19:00 | 4        | 290      | 1.207     | 2.088               | 4          | 290      | 2.328     | 4.027               | 4        | 290      | 3.535     | 6.115               |
| 19:00 - 20:00 | 2        | 338      | 0.000     | 0.000               | 2          | 338      | 0.593     | 1.025               | 2        | 338      | 0.593     | 1.025               |
| 20:00 - 21:00 | 1        | 615      | 0.000     | 0.000               | 1          | 615      | 0.000     | 0.000               | 1        | 615      | 0.000     | 0.000               |
| 21:00 - 22:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 22:00 - 23:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| 23:00 - 24:00 |          |          |           |                     |            |          |           |                     |          |          |           |                     |
| Total Rates:  |          |          | 19.951    | 34.514              |            |          | 18.813    | 32.546              |          |          | 38.764    | 67.060              |

*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.*

Calculation Reference: AUDIT-109307-230609-0600

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                    |        |
|----|--------------------|--------|
| 02 | SOUTH EAST         |        |
|    | BH BRIGHTON & HOVE | 1 days |
|    | HC HAMPSHIRE       | 3 days |
|    | OX OXFORDSHIRE     | 1 days |
| 04 | EAST ANGLIA        |        |
|    | NF NORFOLK         | 1 days |
| 05 | EAST MIDLANDS      |        |
|    | LN LINCOLNSHIRE    | 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: Total Bedrooms  
 Actual Range: 12 to 30 (units: )  
 Range Selected by User: 12 to 30 (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: 01/01/05 to 01/07/15

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 1 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:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town                       | 1 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 6 |
| No Sub Category  | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,*

Secondary Filtering selection:

Use Class:

C3 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®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 2 days |
| 15,001 to 20,000  | 2 days |
| 20,001 to 25,000  | 1 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 |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 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.*

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                              |                |  |                 |
|---|----------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|-----------------|
| 1 | BH-03-D-03<br>WELLINGTON ROAD<br>BRIGHTON                                                                                                    | FLATS & HOUSES |  | BRIGHTON & HOVE |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Total Bedrooms: 30<br>Survey date: THURSDAY 16/10/14<br>Survey Type: MANUAL  |                |  |                 |
| 2 | HC-03-D-02<br>BOURNEMOUTH ROAD<br>EASTLEIGH<br>AMPFIELD                                                                                      | FLATS          |  | HAMPSHIRE       |
|   | Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Total Bedrooms: 20<br>Survey date: FRIDAY 16/11/07<br>Survey Type: MANUAL     |                |  |                 |
| 3 | HC-03-D-04<br>ROMSEY ROAD<br>WINCHESTER                                                                                                      | BLOCK OF FLATS |  | HAMPSHIRE       |
|   | Edge of Town Centre<br>Residential Zone<br>Total Total Bedrooms: 23<br>Survey date: WEDNESDAY 02/12/09<br>Survey Type: MANUAL                |                |  |                 |
| 4 | HC-03-D-05<br>WORTING ROAD<br>BASINGSTOKE                                                                                                    | BLOCK OF FLATS |  | HAMPSHIRE       |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Total Bedrooms: 29<br>Survey date: MONDAY 18/10/10<br>Survey Type: MANUAL    |                |  |                 |
| 5 | LN-03-D-02<br>ADDISON DRIVE<br>LINCOLN                                                                                                       | FLATS          |  | LINCOLNSHIRE    |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Total Bedrooms: 22<br>Survey date: WEDNESDAY 01/07/15<br>Survey Type: MANUAL |                |  |                 |
| 6 | NF-03-D-01<br>DICKENS AVENUE<br>GREAT YARMOUTH                                                                                               | BLOCK OF FLATS |  | NORFOLK         |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Total Bedrooms: 20<br>Survey date: TUESDAY 20/09/05<br>Survey Type: MANUAL   |                |  |                 |
| 7 | OX-03-D-01<br>FAIRLAWN END<br>OXFORD<br>UPPER WOLVERCOTE                                                                                     | FLATS          |  | OXFORDSHIRE     |
|   | Edge of Town<br>Residential Zone<br>Total Total Bedrooms: 12<br>Survey date: TUESDAY 05/10/10<br>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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 MULTI-MODAL TOTAL VEHICLES  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 2.88

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.013     | 0.077               | 7          | 22          | 0.077     | 0.462               | 7        | 22          | 0.090     | 0.539               |
| 08:00 - 09:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.077     | 0.462               | 7        | 22          | 0.141     | 0.847               |
| 09:00 - 10:00 | 7        | 22          | 0.019     | 0.115               | 7          | 22          | 0.045     | 0.269               | 7        | 22          | 0.064     | 0.384               |
| 10:00 - 11:00 | 7        | 22          | 0.045     | 0.269               | 7          | 22          | 0.064     | 0.385               | 7        | 22          | 0.109     | 0.654               |
| 11:00 - 12:00 | 7        | 22          | 0.058     | 0.346               | 7          | 22          | 0.058     | 0.346               | 7        | 22          | 0.116     | 0.692               |
| 12:00 - 13:00 | 7        | 22          | 0.083     | 0.500               | 7          | 22          | 0.051     | 0.308               | 7        | 22          | 0.134     | 0.808               |
| 13:00 - 14:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.058     | 0.346               | 7        | 22          | 0.122     | 0.731               |
| 14:00 - 15:00 | 7        | 22          | 0.071     | 0.423               | 7          | 22          | 0.064     | 0.385               | 7        | 22          | 0.135     | 0.808               |
| 15:00 - 16:00 | 7        | 22          | 0.045     | 0.269               | 7          | 22          | 0.071     | 0.423               | 7        | 22          | 0.116     | 0.692               |
| 16:00 - 17:00 | 7        | 22          | 0.154     | 0.923               | 7          | 22          | 0.103     | 0.615               | 7        | 22          | 0.257     | 1.538               |
| 17:00 - 18:00 | 7        | 22          | 0.128     | 0.769               | 7          | 22          | 0.071     | 0.423               | 7        | 22          | 0.199     | 1.192               |
| 18:00 - 19:00 | 7        | 22          | 0.109     | 0.654               | 7          | 22          | 0.103     | 0.615               | 7        | 22          | 0.212     | 1.269               |
| 19:00 - 20:00 | 2        | 21          | 0.098     | 0.585               | 2          | 21          | 0.073     | 0.439               | 2        | 21          | 0.171     | 1.024               |
| 20:00 - 21:00 | 2        | 21          | 0.171     | 1.024               | 2          | 21          | 0.171     | 1.024               | 2        | 21          | 0.342     | 2.048               |
| 21:00 - 22:00 | 2        | 21          | 0.073     | 0.439               | 2          | 21          | 0.073     | 0.439               | 2        | 21          | 0.146     | 0.878               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.195     | 7.163               |            |             | 1.159     | 6.941               |          |             | 2.354     | 14.104              |

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

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

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

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

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:

12 - 30 (units: )  
 01/01/05 - 01/07/15  
 7  
 0  
 0  
 1  
 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
**MULTI-MODAL CYCLISTS**  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.000     | 0.000               | 7          | 22          | 0.013     | 0.077               | 7        | 22          | 0.013     | 0.077               |
| 08:00 - 09:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.019     | 0.115               | 7        | 22          | 0.025     | 0.153               |
| 09:00 - 10:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.013     | 0.077               | 7        | 22          | 0.019     | 0.115               |
| 10:00 - 11:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.006     | 0.038               |
| 11:00 - 12:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.006     | 0.038               |
| 12:00 - 13:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.000     | 0.000               |
| 13:00 - 14:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.000     | 0.000               |
| 14:00 - 15:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.000     | 0.000               |
| 15:00 - 16:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.006     | 0.038               |
| 16:00 - 17:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.006     | 0.038               |
| 17:00 - 18:00 | 7        | 22          | 0.013     | 0.077               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.013     | 0.077               |
| 18:00 - 19:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.000     | 0.000               |
| 19:00 - 20:00 | 2        | 21          | 0.000     | 0.000               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.000     | 0.000               |
| 20:00 - 21:00 | 2        | 21          | 0.000     | 0.000               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.000     | 0.000               |
| 21:00 - 22:00 | 2        | 21          | 0.000     | 0.000               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.000     | 0.000               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.037     | 0.229               |            |             | 0.057     | 0.345               |          |             | 0.094     | 0.574               |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.000     | 0.000               | 7          | 22          | 0.077     | 0.462               | 7        | 22          | 0.077     | 0.462               |
| 08:00 - 09:00 | 7        | 22          | 0.058     | 0.346               | 7          | 22          | 0.103     | 0.615               | 7        | 22          | 0.161     | 0.961               |
| 09:00 - 10:00 | 7        | 22          | 0.032     | 0.192               | 7          | 22          | 0.064     | 0.385               | 7        | 22          | 0.096     | 0.577               |
| 10:00 - 11:00 | 7        | 22          | 0.071     | 0.423               | 7          | 22          | 0.115     | 0.692               | 7        | 22          | 0.186     | 1.115               |
| 11:00 - 12:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.045     | 0.269               | 7        | 22          | 0.109     | 0.654               |
| 12:00 - 13:00 | 7        | 22          | 0.103     | 0.615               | 7          | 22          | 0.058     | 0.346               | 7        | 22          | 0.161     | 0.961               |
| 13:00 - 14:00 | 7        | 22          | 0.071     | 0.423               | 7          | 22          | 0.083     | 0.500               | 7        | 22          | 0.154     | 0.923               |
| 14:00 - 15:00 | 7        | 22          | 0.109     | 0.654               | 7          | 22          | 0.103     | 0.615               | 7        | 22          | 0.212     | 1.269               |
| 15:00 - 16:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.109     | 0.654               | 7        | 22          | 0.173     | 1.039               |
| 16:00 - 17:00 | 7        | 22          | 0.224     | 1.346               | 7          | 22          | 0.154     | 0.923               | 7        | 22          | 0.378     | 2.269               |
| 17:00 - 18:00 | 7        | 22          | 0.154     | 0.923               | 7          | 22          | 0.096     | 0.577               | 7        | 22          | 0.250     | 1.500               |
| 18:00 - 19:00 | 7        | 22          | 0.160     | 0.962               | 7          | 22          | 0.179     | 1.077               | 7        | 22          | 0.339     | 2.039               |
| 19:00 - 20:00 | 2        | 21          | 0.171     | 1.024               | 2          | 21          | 0.146     | 0.878               | 2        | 21          | 0.317     | 1.902               |
| 20:00 - 21:00 | 2        | 21          | 0.317     | 1.902               | 2          | 21          | 0.415     | 2.488               | 2        | 21          | 0.732     | 4.390               |
| 21:00 - 22:00 | 2        | 21          | 0.122     | 0.732               | 2          | 21          | 0.024     | 0.146               | 2        | 21          | 0.146     | 0.878               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.720     | 10.312              |            |             | 1.771     | 10.627              |          |             | 3.491     | 20.939              |

*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
**MULTI-MODAL PEDESTRIANS**  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.000     | 0.000               | 7          | 22          | 0.032     | 0.192               | 7        | 22          | 0.032     | 0.192               |
| 08:00 - 09:00 | 7        | 22          | 0.032     | 0.192               | 7          | 22          | 0.147     | 0.885               | 7        | 22          | 0.179     | 1.077               |
| 09:00 - 10:00 | 7        | 22          | 0.103     | 0.615               | 7          | 22          | 0.058     | 0.346               | 7        | 22          | 0.161     | 0.961               |
| 10:00 - 11:00 | 7        | 22          | 0.090     | 0.538               | 7          | 22          | 0.179     | 1.077               | 7        | 22          | 0.269     | 1.615               |
| 11:00 - 12:00 | 7        | 22          | 0.096     | 0.577               | 7          | 22          | 0.115     | 0.692               | 7        | 22          | 0.211     | 1.269               |
| 12:00 - 13:00 | 7        | 22          | 0.077     | 0.462               | 7          | 22          | 0.115     | 0.692               | 7        | 22          | 0.192     | 1.154               |
| 13:00 - 14:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.109     | 0.654               | 7        | 22          | 0.173     | 1.039               |
| 14:00 - 15:00 | 7        | 22          | 0.103     | 0.615               | 7          | 22          | 0.141     | 0.846               | 7        | 22          | 0.244     | 1.461               |
| 15:00 - 16:00 | 7        | 22          | 0.263     | 1.577               | 7          | 22          | 0.096     | 0.577               | 7        | 22          | 0.359     | 2.154               |
| 16:00 - 17:00 | 7        | 22          | 0.147     | 0.885               | 7          | 22          | 0.045     | 0.269               | 7        | 22          | 0.192     | 1.154               |
| 17:00 - 18:00 | 7        | 22          | 0.064     | 0.385               | 7          | 22          | 0.058     | 0.346               | 7        | 22          | 0.122     | 0.731               |
| 18:00 - 19:00 | 7        | 22          | 0.058     | 0.346               | 7          | 22          | 0.064     | 0.385               | 7        | 22          | 0.122     | 0.731               |
| 19:00 - 20:00 | 2        | 21          | 0.220     | 1.317               | 2          | 21          | 0.024     | 0.146               | 2        | 21          | 0.244     | 1.463               |
| 20:00 - 21:00 | 2        | 21          | 0.073     | 0.439               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.073     | 0.439               |
| 21:00 - 22:00 | 2        | 21          | 0.049     | 0.293               | 2          | 21          | 0.024     | 0.146               | 2        | 21          | 0.073     | 0.439               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.439     | 8.626               |            |             | 1.207     | 7.253               |          |             | 2.646     | 15.879              |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.000     | 0.000               | 7          | 22          | 0.038     | 0.231               | 7        | 22          | 0.038     | 0.231               |
| 08:00 - 09:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.032     | 0.192               | 7        | 22          | 0.032     | 0.192               |
| 09:00 - 10:00 | 7        | 22          | 0.000     | 0.000               | 7          | 22          | 0.013     | 0.077               | 7        | 22          | 0.013     | 0.077               |
| 10:00 - 11:00 | 7        | 22          | 0.013     | 0.077               | 7          | 22          | 0.019     | 0.115               | 7        | 22          | 0.032     | 0.192               |
| 11:00 - 12:00 | 7        | 22          | 0.013     | 0.077               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.013     | 0.077               |
| 12:00 - 13:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.012     | 0.076               |
| 13:00 - 14:00 | 7        | 22          | 0.006     | 0.038               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.012     | 0.076               |
| 14:00 - 15:00 | 7        | 22          | 0.019     | 0.115               | 7          | 22          | 0.019     | 0.115               | 7        | 22          | 0.038     | 0.230               |
| 15:00 - 16:00 | 7        | 22          | 0.013     | 0.077               | 7          | 22          | 0.013     | 0.077               | 7        | 22          | 0.026     | 0.154               |
| 16:00 - 17:00 | 7        | 22          | 0.026     | 0.154               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.032     | 0.192               |
| 17:00 - 18:00 | 7        | 22          | 0.013     | 0.077               | 7          | 22          | 0.000     | 0.000               | 7        | 22          | 0.013     | 0.077               |
| 18:00 - 19:00 | 7        | 22          | 0.019     | 0.115               | 7          | 22          | 0.006     | 0.038               | 7        | 22          | 0.025     | 0.153               |
| 19:00 - 20:00 | 2        | 21          | 0.000     | 0.000               | 2          | 21          | 0.024     | 0.146               | 2        | 21          | 0.024     | 0.146               |
| 20:00 - 21:00 | 2        | 21          | 0.000     | 0.000               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.000     | 0.000               |
| 21:00 - 22:00 | 2        | 21          | 0.024     | 0.146               | 2          | 21          | 0.000     | 0.000               | 2        | 21          | 0.024     | 0.146               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 0.152     | 0.914               |            |             | 0.182     | 1.105               |          |             | 0.334     | 2.019               |

*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
**MULTI-MODAL TOTAL PEOPLE**  
 Calculation factor: 1 TOTBED  
 Estimated TRIP rate value per 6 TOTBED shown in shaded columns  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 2.88

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days   | Ave. TOTBED | Trip Rate | Estimated Trip Rate | No. Days | Ave. TOTBED | Trip Rate | Estimated 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        | 22          | 0.000     | 0.000               | 7          | 22          | 0.160     | 0.962               | 7        | 22          | 0.160     | 0.962               |
| 08:00 - 09:00 | 7        | 22          | 0.096     | 0.577               | 7          | 22          | 0.301     | 1.808               | 7        | 22          | 0.397     | 2.385               |
| 09:00 - 10:00 | 7        | 22          | 0.141     | 0.846               | 7          | 22          | 0.147     | 0.885               | 7        | 22          | 0.288     | 1.731               |
| 10:00 - 11:00 | 7        | 22          | 0.173     | 1.038               | 7          | 22          | 0.321     | 1.923               | 7        | 22          | 0.494     | 2.961               |
| 11:00 - 12:00 | 7        | 22          | 0.179     | 1.077               | 7          | 22          | 0.160     | 0.962               | 7        | 22          | 0.339     | 2.039               |
| 12:00 - 13:00 | 7        | 22          | 0.186     | 1.115               | 7          | 22          | 0.179     | 1.077               | 7        | 22          | 0.365     | 2.192               |
| 13:00 - 14:00 | 7        | 22          | 0.141     | 0.846               | 7          | 22          | 0.199     | 1.192               | 7        | 22          | 0.340     | 2.038               |
| 14:00 - 15:00 | 7        | 22          | 0.231     | 1.385               | 7          | 22          | 0.263     | 1.577               | 7        | 22          | 0.494     | 2.962               |
| 15:00 - 16:00 | 7        | 22          | 0.346     | 2.077               | 7          | 22          | 0.218     | 1.308               | 7        | 22          | 0.564     | 3.385               |
| 16:00 - 17:00 | 7        | 22          | 0.397     | 2.385               | 7          | 22          | 0.212     | 1.269               | 7        | 22          | 0.609     | 3.654               |
| 17:00 - 18:00 | 7        | 22          | 0.244     | 1.462               | 7          | 22          | 0.154     | 0.923               | 7        | 22          | 0.398     | 2.385               |
| 18:00 - 19:00 | 7        | 22          | 0.237     | 1.423               | 7          | 22          | 0.250     | 1.500               | 7        | 22          | 0.487     | 2.923               |
| 19:00 - 20:00 | 2        | 21          | 0.390     | 2.341               | 2          | 21          | 0.195     | 1.171               | 2        | 21          | 0.585     | 3.512               |
| 20:00 - 21:00 | 2        | 21          | 0.390     | 2.341               | 2          | 21          | 0.415     | 2.488               | 2        | 21          | 0.805     | 4.829               |
| 21:00 - 22:00 | 2        | 21          | 0.195     | 1.171               | 2          | 21          | 0.049     | 0.293               | 2        | 21          | 0.244     | 1.464               |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 3.346     | 20.084              |            |             | 3.223     | 19.338              |          |             | 6.569     | 39.422              |

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.



**FAIRHURST**



Sanderson House, Jubilee Way, Grange Moor,  
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES  
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &  
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES



Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership.  
Registered Office: 43 George Street, Edinburgh, EH2 2HT | Registered No: SO307306 | VAT No. 259 9411 23