

Bharya Design & Build
Consultancy Ltd

Acorn House
115 Spotland Road, Rochdale

Transport Statement



Control Sheet

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Acknowledgements

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

The Crashmap database has been utilised to carry out a road traffic incident review.

www.crashmap.co.uk

Extracts of 'Providing for journeys on foot' and TfGM Cycle Map have been included in this report

The TRICS database v7.9.4 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.....	12
5. Accessibility by Sustainable Modes.....	14
6. Trip Generation Assessment.....	21
7. Parking Stress Survey.....	24
8. Summary and Conclusions.....	25

List of Tables

Table 1 – Bus Stop Facilities.....	19
Table 2 – Bus Service Information.....	19
Table 3 – Existing Site Search Parameters.....	21
Table 4 – Proposed Development Search Parameters.....	21
Table 5 – Multimodal Trips for Existing Site (Office Use – 536m ²).....	22
Table 6 – Multimodal Trips for Proposed Development (12 apartments).....	22
Table 7 – Vehicle Trips from Existing Site (Office Use 536m ²).....	22
Table 8 – Vehicle Trips from Proposed Development (12 Apartments).....	23
Table 9 – Trip Generation Comparison.....	23
Table 10 – Parking Stress Survey Results.....	24

List of Figures

Figure 1 – Location of Site [GoogleMyMaps].....	6
Figure 2 – Site Boundary [GoogleMyMaps].....	9
Figure3 – 5 year Road Traffic Collision Record [Crashmap].....	10
Figure 4 – Extract from Providing for Journey on Foot (2000).....	14
Figure 5 – Indicative Walking Isochrone [OpenRouteService].....	15
Figure 6 – Indicative Cycling Isochrone [OpenRouteService].....	17
Figure7 – Extract of Transport for Greater Manchester Rochdale District Cycle Map.....	18

List of Appendices

Appendix A

Crashmap Report

Appendix B

Proposed Site Plans

Appendix C

TRICS Outputs

Appendix D

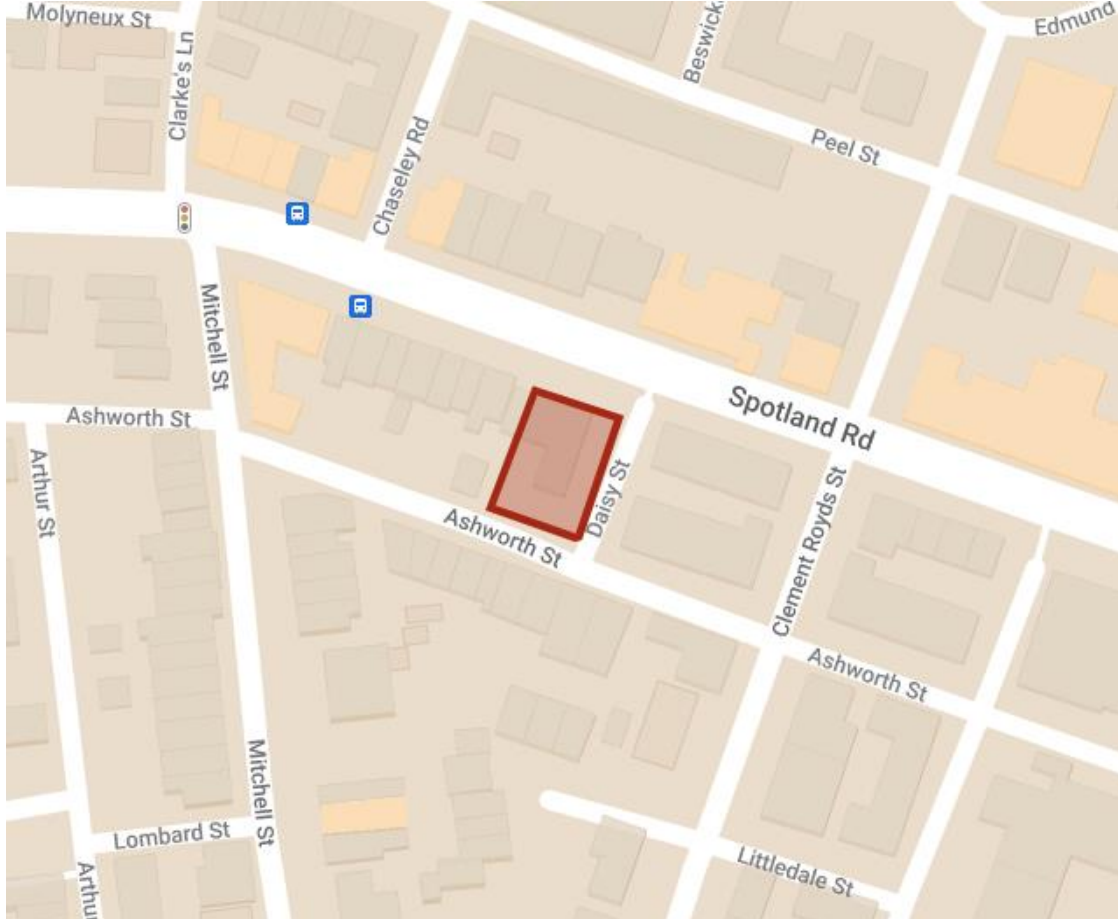
Parking Stress Survey

1. Introduction

- 1.1 Sanderson Associates Consulting engineers has been appointed by Bharya Design and Build Consultancy Ltd. to provide highway consultancy services for the conversion of an existing building (Class E) to provide 12 apartments. The location of the site in relation to the wider area is shown in **Figure 1**.

Figure 1 – Location of Site

[GoogleMyMaps]



- 1.2 This Transport Statement has been prepared to support the current application, and in accordance with Planning Practice Guidance '*Transport evidence bases in plan making and decision taking*' considers the following key aspects:
- The local highway network;
 - The existing use of the site, planning history, highway network and accidents;
 - The proposed development and its operational characteristics;
 - Access arrangements including parking and servicing;
 - Accessibility of the site by sustainable modes;
 - Impact of the proposed development traffic; and,
 - A summary and conclusion.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 The latest National Planning Policy Framework (NPPF) was published in July 2021, and sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 At NPPF paragraph 38, it is stated that;

'Decision-makers at every level should seek to approve applications for sustainable development where possible.'

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.'

2.2 Local Planning Policies

Rochdale Adopted Core Strategy (October 2016)

2.2.1 The Rochdale Adopted Core Strategy sets out the long-term spatial strategy for future developments in Rochdale and what kind of place Rochdale will be in 2028.

2.2.2 Chapter 11: Improving accessibility and delivering sustainable transport includes two key policies which are relevant to this development.

→ T1 – Delivering Sustainable Transport

This programme of sustainable transport proposals will ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with our Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas. It will also meet borough responsibilities to reduce pollution (NOx and PM10) and climate change (CO2) emissions from traffic to meet GM and national targets.

→ T2 – Improving Accessibility

We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

- a) Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:

- i) People with impaired mobility and pedestrians;
- ii) Cyclists;
- iii) Public transport (Bus, Heavy and Light Rail) and “clean fuelled” vehicles;
- iv) Taxi, private hire vehicles;
- v) Powered two wheeled vehicles
- vi) Commercial traffic for local access;
- vii) Shopping, visitors/ tourist and off peak traffic; and,
- viii) Long stay and peak time commuter traffic.

Rochdale Borough Transport Strategy (2014 Refresh)

- 2.2.3 The vision of this strategy is to by 2026, Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choices for all.

2.3 The Development in Planning Policy Context

- 2.3.1 This Transport Statement demonstrates that the development is sustainable and the residual cumulative traffic impact is not severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 2.3.2 It is also demonstrated that the development complies with the requirements of the Rochdale Adopted Core Strategy and the Rochdale Borough Transport Strategy.

3. Existing Situation

3.1 Site and Surrounding Area

- 3.1.1 The existing site is currently a derelict building which was formerly an office block (Use Class E), which is located off Spotland Road in Rochdale. The site boundary is shown in **Figure 2**.

Figure 2 – Site Boundary

[GoogleMyMaps]



- 3.1.2 The site is currently bounded by the following:

- North: Spotland Road (A680), residential and commercial properties
- East: Daisy Street and residential properties
- South: Ashworth Street and residential properties
- West: Residential properties

3.2 Local Highway Network

- 3.2.1 Spotland Road is a single carriageway road, approximately 7.5m in width with parking laybys on either side of the carriageway. The road is subject to a 30mph speed limit and there are footways and street lighting present on both sides of the carriageway.
- 3.2.2 Spotland Road connects to the A58 (St. Mary's Gate) approximately 0.5km south east from the site providing access to the wider highway network.

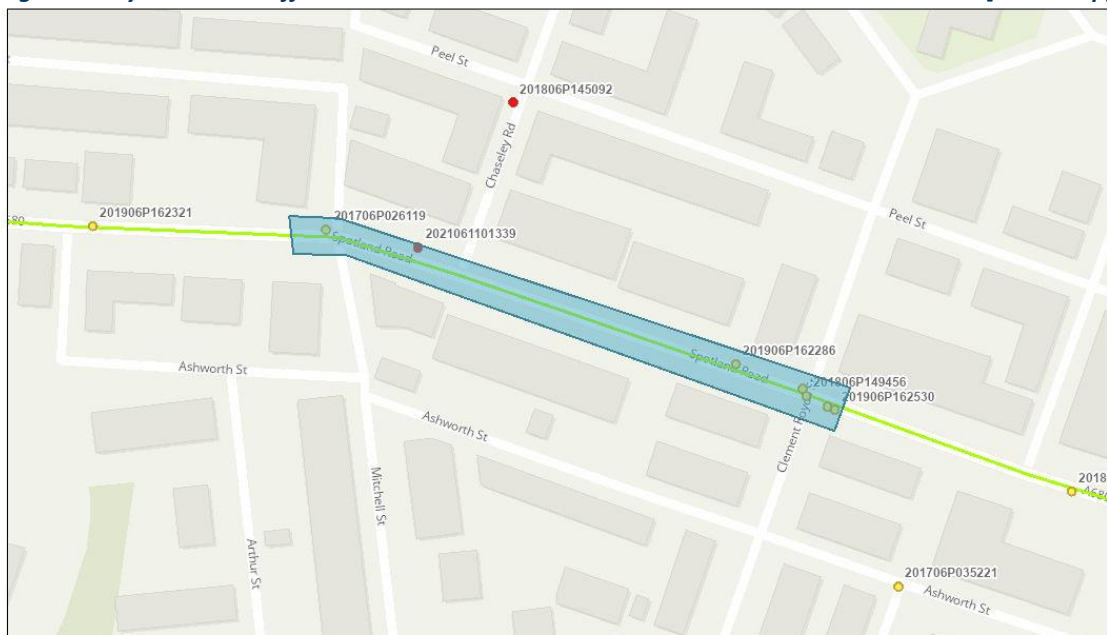
- 3.2.3 Daisy Road, which runs adjacent to the site is a cul-de-sac and provides parking on either side of the carriageway.
- 3.2.4 Ashworth Street is a residential side street which serves various terrace properties, it also provides vehicular access to the site.

3.3 Accident History

- 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 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**.

Figure3 – 5 year Road Traffic Collision Record

[Crashmap]



- 3.3.4 From the incident plot diagram, seven accidents (six slight and one serious in severity) have occurred in the assessment area. The full report can be viewed at **Appendix A**, and a summary is as follows:
- Incident Reference 201706P026119 – occurred Saturday 21 January, 2017 at 2:45PM in dry conditions. This was a shunt collision between two cars and the driver and passenger of the car hit experienced slight injuries
 - Incident Reference 201706P027312 – occurred Wednesday 15 February, 2017 at 5:44PM in wet conditions. Vehicle struck a pedestrian crossing the road, resulting in slight injuries.

- Incident Reference: 201806P149456 – occurred Wednesday 17 October, 2018 at 6:30PM in dry conditions. Vehicle struck a pedestrian in the centre of the carriageway, resulting in them experiencing slight injuries.
- Incident Reference: 201906P154067 – occurred Tuesday 19 February, 2019 at 10:15PM in wet or damp conditions. Vehicle in the act of turning left hit a vehicle proceeding normally. A passenger in the vehicle turning experienced slight injuries.
- Incident Reference: 201906P162286 – occurred Thursday 19 September, 2019 at 2:38PM in dry conditions. This was a shunt collision whereby both vehicles were slowing down. The car which was collided with had five casualties, which experienced slight injuries.
- Incident Reference: 201906P162530 – occurred Thursday 26 September, 2019 at 5:15PM in dry conditions. A van under 3.5tonnes was reversing and collided with two pedestrians crossing. They both experienced slight injuries
- Incident Reference: 2021061101339 – occurred Friday 15 October, 2021 at 5:00PM in dry conditions. A taxi proceeding normally struck a pedestrian crossing the carriageway and the pedestrian experiencing serious injuries.

3.3.5 The accident history assessment has not highlighted any highway safety concerns. The accidents which have occurred are as a result of driver error, rather than deficiencies in the highway network. There is an annual Average Daily Flow Count station located to the west of the site and indicates that in 2021 the estimated daily use of the road was 13726 motor vehicles. The road is within a built up area and is considered a relatively busy road and it is considered that the injury accidents would not be exacerbated by the proposed development.

4. Proposed Development

- 4.1 The application proposed is for the conversion of the existing office space (use Class E) into 12 x 1 bed apartments. A copy of the proposed layouts are attached at **Appendix B**.
- 4.2 Pedestrian access to the site will also be provided from Spotland Road via the existing access and the vehicle access off Ashworth Road will also be retained providing access to 2 x disabled parking bays and cycle parking for 12 bicycles.
- 4.3 The parking standards for Rochdale are contained within the Rochdale Unitary Development Plan (UDP), which was revised and adopted in June 2006. The development proposes no additional spaces and will rely on the current parking provision on the surrounding highway network. A parking stress survey, using the Lambeth Methodology has been undertaken by Nationwide Data Collection on 29th and 30th March the results are discussed in Chapter 6 in more detail.
- 4.4 According to the UDP, for single bed dwellings and dwellings in town centres, the maximum provision is 1.25 spaces per dwelling. This would equate to a maximum number of 15 spaces for the proposed development. However, according to **A/10 New Development – Provision of Parking** states that the new development can provide less than the maximum standard if:
 - The location of the development and the appropriateness and feasibility of providing parking provision within that location;
 - Access to other transport modes;
 - The availability of other convenient and safe off-street parking;
 - The availability of unutilised on-street parking capacity and the ability to accommodate parking without harm to visual amenity or pedestrian/ road safety; and,
 - The willingness of a developer to fund traffic Order to establish controls on on-street parking or other measures to mitigate the impact, including securing modal shift away from vehicle traffic and other management issues.
- 4.5 Chapter 5 (Accessibility by Sustainable Modes) and Chapter 7 (Parking Stress Survey Analysis) in this report outline that the above development is successful in meeting the above criteria and therefore, does not need to provide on-site car parking. There are no set standards for cycle and/ or motorcycle parking provision for single bed dwellings, however, the development will provide 1 spaces per unit.
- 4.6 To encourage residents of the development to travel to and from the site via alternative means other than the car, a Travel Information Pack can be prepared so that residents are made aware of the sustainable transport alternatives that are available.
- 4.7 Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.

- 4.8 It should also be noted that the office use has the potential to generate a higher demand for parking than the residential proposal. Therefore, based on the foregoing, it is considered that the level of parking proposed will not result in any detrimental impact on highway safety.
- 4.9 In terms of servicing, Biffa have been consultant and recommend that 2 x 660L bins would be sufficient for the proposed number of dwellings.
- 4.10 The bin store will be located within the site to the south of the building, so refuse collection can be undertaken from Ashworth Road.

5. Accessibility by Sustainable Modes

5.1 Overview

5.1.1 This section of the report considered the accessibility of the development by sustainable modes of travel (walking, cycling and public transport).

5.2 Active Travel: Walking and Cycling

5.2.1 Walking is the most important mode of transport in the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

5.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

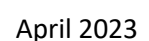
Figure 4 – Extract from Providing for Journey on Foot (2000)



Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.3 **Figure 5**, overleaf, identifies the 1km/2km walking isochrone from the site, in order to illustrate the general extent of the surrounding area that is considered to be accessible by foot.



5.2.5 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

"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."

5.2.6 In terms of the pedestrian infrastructure which is available in the vicinity of the site, footways are present on both side of Spotland Road and street lighting is present. A signalised pedestrian crossing is available approximately 100m west of the site, with dropped kerbs and tactile paving. Within the vicinity of the site, dropped kerbs are present at each pedestrian crossing location.

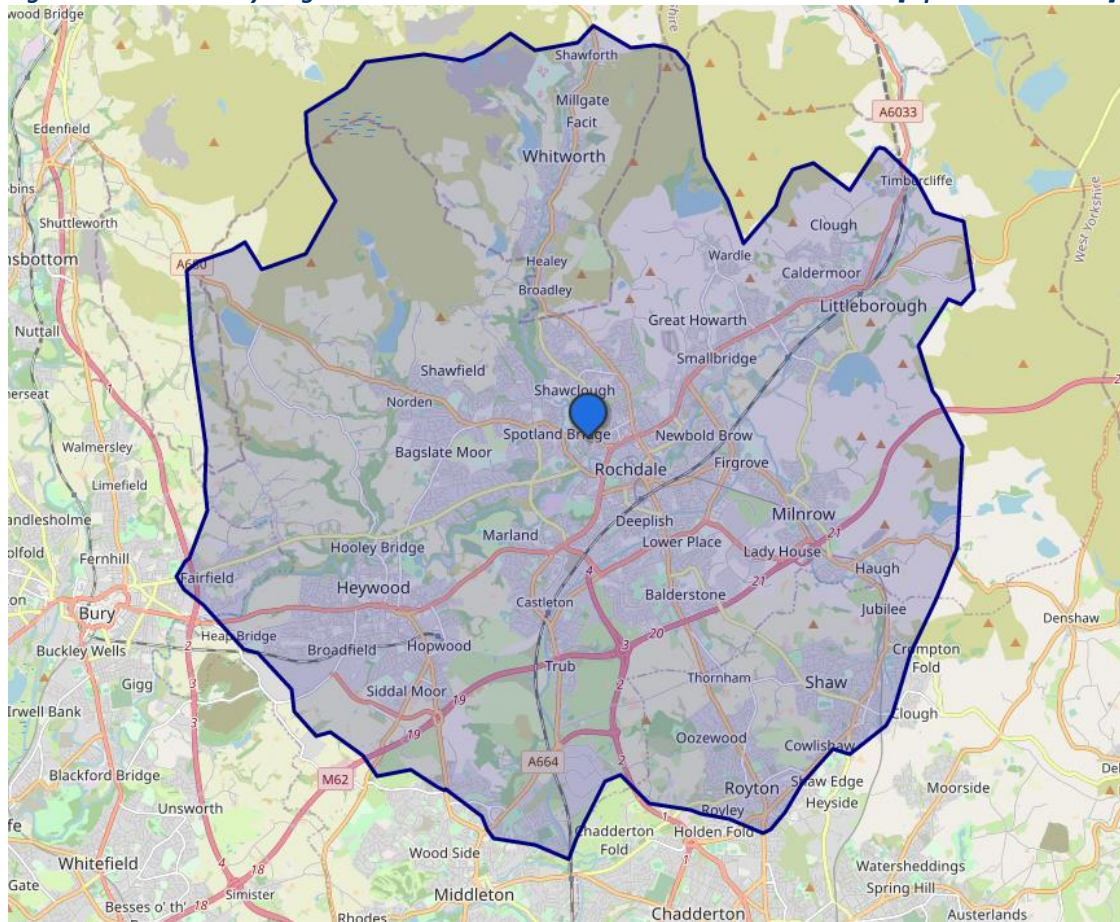
5.2.7 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"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."

5.2.8 **Figure 6** illustrates an 8km (5 miles) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

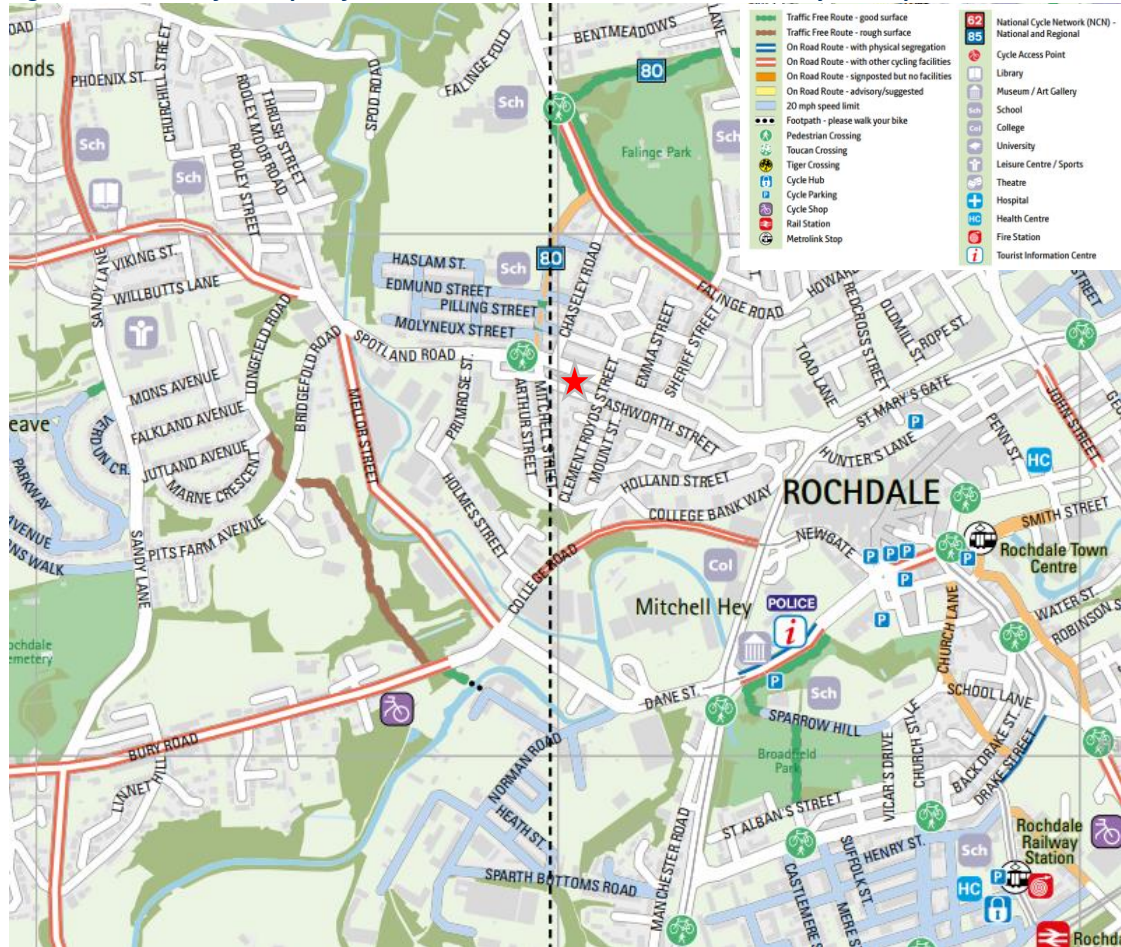
Figure 6 – Indicative Cycling Isochrone

[OpenRouteService]



- 5.2.9 **Figure 6** demonstrates that a number of surrounding towns are located within a reasonable cycling distance, including Rochdale, Littleborough, Milnrow, Whitworth, and Heywood.
- 5.2.10 However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 7** shows an extract of the Transport for Greater Manchester Rochdale district cycle map, with the site location shown by the red star.
- 5.2.11 The surrounding cycle network is relatively good, with a regional cycle route 80 located just north of the site and the signalised junction approximately 100m from the site frontage is a toucan crossing, allowing cyclist to also use. To the north, south and west of the site, there are on road routes, with other cycling facilities available to cyclists.

Figure7 – Extract of Transport for Greater Manchester Rochdale District Cycle Map



5.3 Public Transport – Bus, Tram, and Rail

5.3.1 CIHT's 'Buses in Urban Developments' (Jan 2018) document offers the following guidance on walking distances to bus stops:

Table 4: 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

5.3.2 The nearest bus stops to the site are located on Spotland Road, approximately 50m to the west of the site frontage. The facilities provided at these stops are described in **Table 1**.

Table 1 – Bus Stop Facilities

Bus Stop Location	Bus Stop Information		
Spotland Road Chaseley Road	Reference	→	MANGAPTW
	Direction of travel	→	West
	Distance from site	→	50m
	Facilities	→	Pole with flag
	Services	→	467 trax, 881, R2 Rochdale Runners, R11
	Reference	→	Nwmpdwjt
	Direction of travel	→	Northeast
	Distance from site	→	~65m
	Facilities	→	Shelter and pole with flag
	Services	→	467 trax, 881, R2 Rochdale Runners, R11

5.3.3 The services available from these stops are as follows:

Table 2 – Bus Service Information

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
467 trax	Bury – Rochdale	30 minutes	60 minutes	60 minutes
881	Castleton – Oulder High School	1AM/ 1PM	No Service	No Service
R2 Rochdale Runners	Bury – Norden – Rochdale	60 minutes	No Service	No Service
R11	Rochdale – Lane Head	1AM/ 1PM	No Service	No Service

5.3.4 **Table 2** demonstrates that relatively frequent bus services are available throughout the day, with 467 trax providing an hourly service on Sundays. The 467 trax and R2 Rochdale Runners allow for further onward connections to be made at both termini points.

5.3.5 The nearest tram stop (Rochdale Town Centre) is located just under a 1km from the site and is therefore within an acceptable walking distance.

5.3.6 This tram stop is the terminus for the Pink line which operates to East Didsbury. The tram service provide direct access to Manchester City Centre. The trams run every 12 minutes and operate between 06:00 and 00:00 Monday to Saturday and 07:00 and 00:00 on Sundays.

5.3.7 The nearest train station is located approximately 1.75km from the site and is within the preferred maximum walking distance. Residents can also ride their bike or use the tram service to access the train station.

5.3.8 The station has secure bicycle parking with CCTV, has step free access across the station and staffing available throughout the day. The station is managed by Northern and sees six trains per hour to Manchester Victoria, three to Leeds and one to Blackburn via Burnley.

5.4 *Accessibility Summary*

- 5.4.1 The site can be considered to be accessible by both active travel and public transport modes. As such, residents will have a choice of sustainable travel options which will reduce the need to travel by car, and subsequently reduce the parking stress in the surrounding on-street car parking spaces.

6. Trip Generation Assessment

6.1 Overview

- 6.1.1 In order to compare the trip rates between the existing development and the proposed development, the TRICS v7.9.4 database has been used to derive average trip rates. The search parameters are set out in **Tables 3 and 4** and the full outputs for multimodal and vehicular reports are included at **Appendix C**.

Table 3 – Existing Site Search Parameters

Land Use	Trip Rate Selection Criteria
Employment	→ Land Use Category: 'Employment – Office'; → Multimodal trip rate surveys; → GFA: '200-2500sqm'; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Town centre and edge of town centre site were included.

Table 4 – Proposed Development Search Parameters

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Residential – Flats Privately Owned'; → Multimodal trip rate surveys; → Number of dwellings: 6 – 30; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Town centre and edge of town centre sites were included.

6.2 Multimodal Trip Generation

- 6.2.1 **Tables 5 and 6** provide details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the existing and proposed developments. The data is split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks.

Table 5 – Multimodal Trips for Existing Site (Office Use – 536m²)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.550	12.9%	3
	Cyclists	0.137	3.2%	1
	Public Transport Users	0.360	8.5%	2
	Vehicle Occupants	3.203	75.4%	17
	Total People Trips	4.249	100.0%	23
PM Peak 17:00-18:00	Pedestrians	0.698	19.1%	4
	Cyclists	0.127	3.5%	1
	Public Transport Users	0.180	4.9%	1
	Vehicle Occupants	2.643	72.5%	14
	Total People Trips	3.647	100.0%	20

Table 6 – Multimodal Trips for Proposed Development (12 apartments)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.199	35.9%	2
	Cyclists	0.017	3.1%	0
	Public Transport Users	0.038	6.8%	0
	Vehicle Occupants	0.301	54.2%	4
	Total People Trips	0.555	100.0%	6
PM Peak 17:00-18:00	Pedestrians	0.174	27.6%	2
	Cyclists	0.025	4.0%	0
	Public Transport Users	0.034	5.4%	0
	Vehicle Occupants	0.399	63.2%	5
	Total People Trips	0.631	100.0%	7

6.2.2 From the above tables, it is clear that the proposed development will only produce less than half as many trips compared to the existing development. Therefore, the predicted demand for walking, cycling and public transport use in the network peak hours is negligible and the existing infrastructure will not be affected.

6.3 Vehicle Trip Generation

6.3.1 **Tables 7 and 8** provide details of the vehicular trip rates, along with the corresponding generated trips for the existing site and proposed development. The data has been split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks. **Table 9** outlines the net difference.

Table 7 – Vehicle Trips from Existing Site (Office Use 536m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	2.717	0.286	15	2	17
PM Peak 17:00-18:00	0.338	2.104	2	11	13

Table 8 – Vehicle Trips from Proposed Development (12 Apartments)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.081	0.178	1	2	3
PM Peak 17:00-18:00	0.203	0.123	2	1	3

Table 9 – Trip Generation Comparison

	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Existing Generations	15	2	17	2	11	13
Proposed Generations	1	2	3	2	1	3
Net Traffic Flows	-14	0	-14	0	-10	-10

- 6.3.2 The comparison between the existing and proposed development shows that the flats are predicted to generate 14 fewer journeys in the AM peak period and 10 fewer in the PM peak period.
- 6.3.3 Therefore, the reduction in the number of vehicles will help to reduce any on-street parking stress and will help to reduce the use of vehicles on the highway network, reducing congestion and pollution.

7. Parking Stress Survey

- 7.1 It is acknowledged that most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. Therefore, a parking stress survey was carried out in line with the Lambeth Methodology.
- 7.2 The parking stress surveys were conducted on 29th and 30th March 2023, by Nationwide Data Collection, and a snapshot survey was conducted for each survey between the hours of 00:30 and 05:30.
- 7.3 Given that the development is residential in nature, a 200m study area was established for the site. The study area is illustrated on drawings at **Appendix D**.
- 7.4 Within the assessment area, double yellow lines, parking restriction and dropped kerbs were observed which have been excluded from the available parking lengths.
- 7.5 The on-street parking capacity has been calculated as a standard 5m parking space. The capacity of each separate parking bay has been calculated separately and then added together to give a total number of parking spaces for each road in each respective survey area.
- 7.6 The results of the survey are tabulated, below and provide a summary of the recorded parking capacity, occupancy and, and stress within the study area. A plan showing the parking beat areas is shown at **Appendix D**.

Table 10 – Parking Stress Survey Results

Street Name	Capacity	29.03.2023		30.03.2023	
		No. of cars parked	Available spaces	No. of cars parked	Available spaces
Ashworth Street	53	22	31	21	32
Clarke's Lane	0	1	0	1	0
Clement Royds Street	53	30	23	25	28
Daisy Street	6	6	0	8	0
Emma Street	30	22	8	22	8
Littledale Street	10	4	6	4	6
Mitchell Street	26	20	6	25	1
Mount Street	17	4	13	5	12
Total	195	109	86	111	84

- 7.7 As can be seen from the parking survey a reasonable level of parking spaces are available overnight and it is considered that the number of spaces required based on the Councils parking standards (15 spaces) could be accommodated within the parking spaces that are currently free overnight.
- 7.8 However, as discussed in the report this would be considered to be an absolute worst case scenario given the site location, local amenities and the available sustainable travel options

8. Summary and Conclusions

- 8.1 Sanderson Associates Consulting engineers has been appointed by Bharya Design and Build Consultancy Ltd. to provide highway consultancy services for the conversion of an existing building (Class E) to provide 12 apartments.
- 8.2 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development.
- 8.3 Pedestrian access to the site will also be provided from Spotland Road via the existing access and the vehicle access off Ashworth Road will also be retained providing access to 2 x disabled parking bays and cycle parking for 12 bicycles.
- 8.4 Following an investigation into accessibility by sustainable modes, it is considered that the site is accessible by both active travel and public transport.
- 8.5 Due to the change in use of the site, it is predicted to generate 14 fewer trips in the AM peak period and 10 fewer trips in the PM peak. Therefore, a reduction in number of vehicles should be experienced on the local highway network, helping to reduce pollution and congestion.
- 8.6 This Transport statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 8.7 As such, the development should be supported on transportation grounds.



Appendix A

Crashmap Report

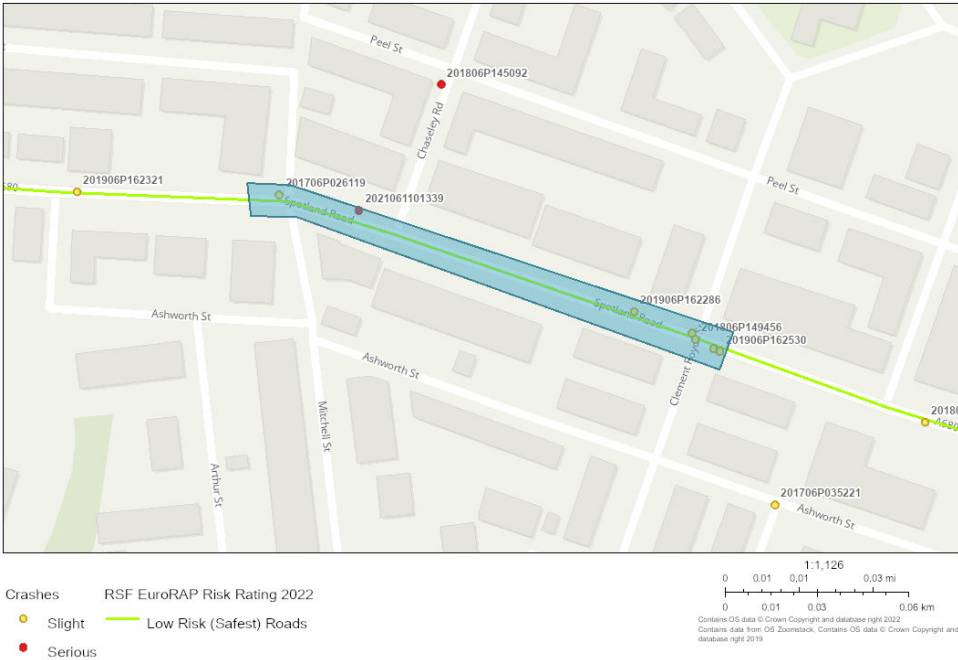


Crash Report

Area of Interest (AOI) Information

Area : 1,812.58 m²

Mar 8 2023 15:43:06 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	7	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	September 19, 2019	2019	2	5	389071
2	None	Slight	Police officer attended crash scene	February 19, 2019	2019	2	1	389090
3	None	Slight	No officer attended crash scene	October 17, 2018	2018	1	1	389091
4	None	Slight	No officer attended crash scene	January 21, 2017	2017	2	2	388955
5	None	Slight	No officer attended crash scene	February 15, 2017	2017	1	1	389097
6	None	Slight	Police officer attended crash scene	September 26, 2019	2019	1	2	389099
7	None	Serious	Unknown	October 15, 2021	2021	1	1	388981

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	413729	Rochdale	A680	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	413722	Rochdale	A680	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
3	413720	Rochdale	A680	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
4	413767	Rochdale	A680	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	413717	Rochdale	A680	Fine without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
6	413716	Rochdale	A680	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	413762	Rochdale	A680	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cyclenuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	0	0	0	1	0	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Crossroads	No physical crossing facility within 50 metres	0	0	1	1	0	0
4	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
5	Crossroads	No physical crossing facility within 50 metres	0	0	1	1	0	0
6	Crossroads	No physical crossing facility within 50 metres	0	0	1	1	0	0
7	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	1	0	0

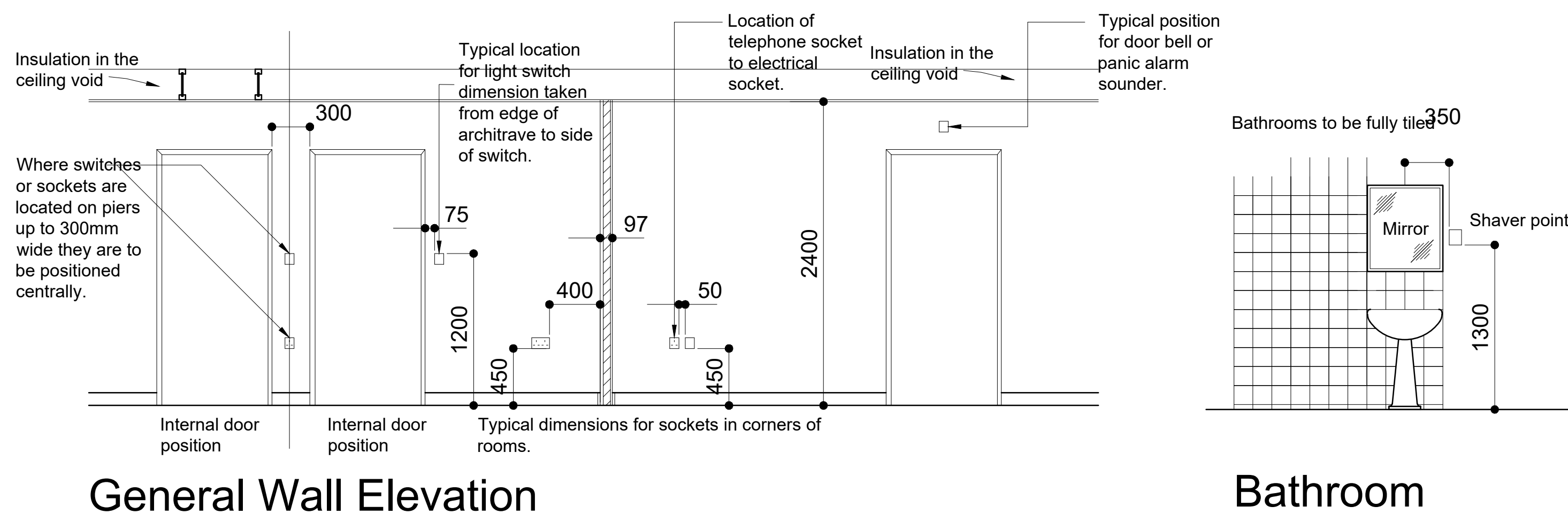
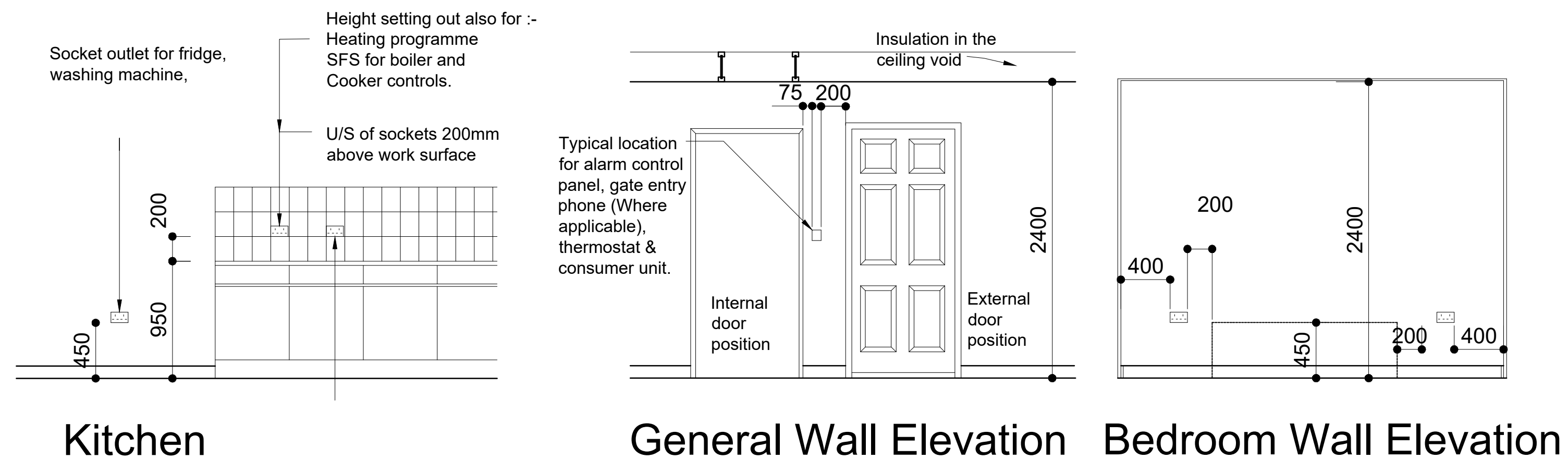
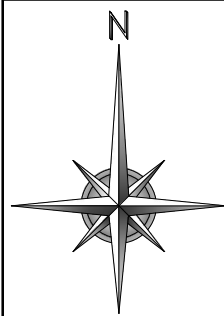
#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201906P162286	1
2	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201906P154067	1
3	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201806P149456	1
4	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201706P026119	1
5	1	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201706P027312	1
6	0	1	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=201906P162530	1
7	0	0	0	0	Rochdale Metropolitan Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2021061101339	1

Report produced from CrashMap Pro



Appendix B

Proposed Site Plans

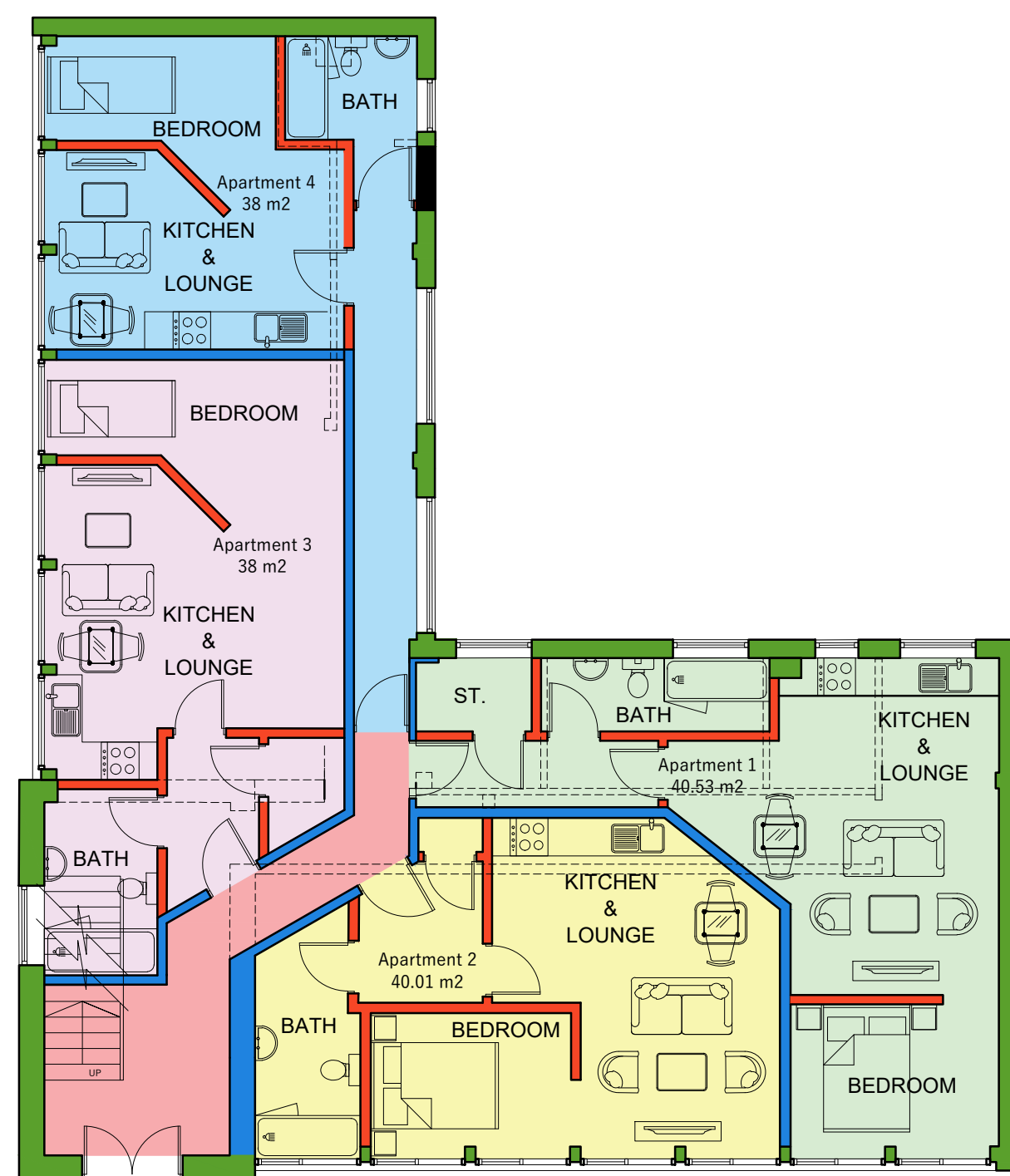


Door Schedule - 1 Bedroom apartment

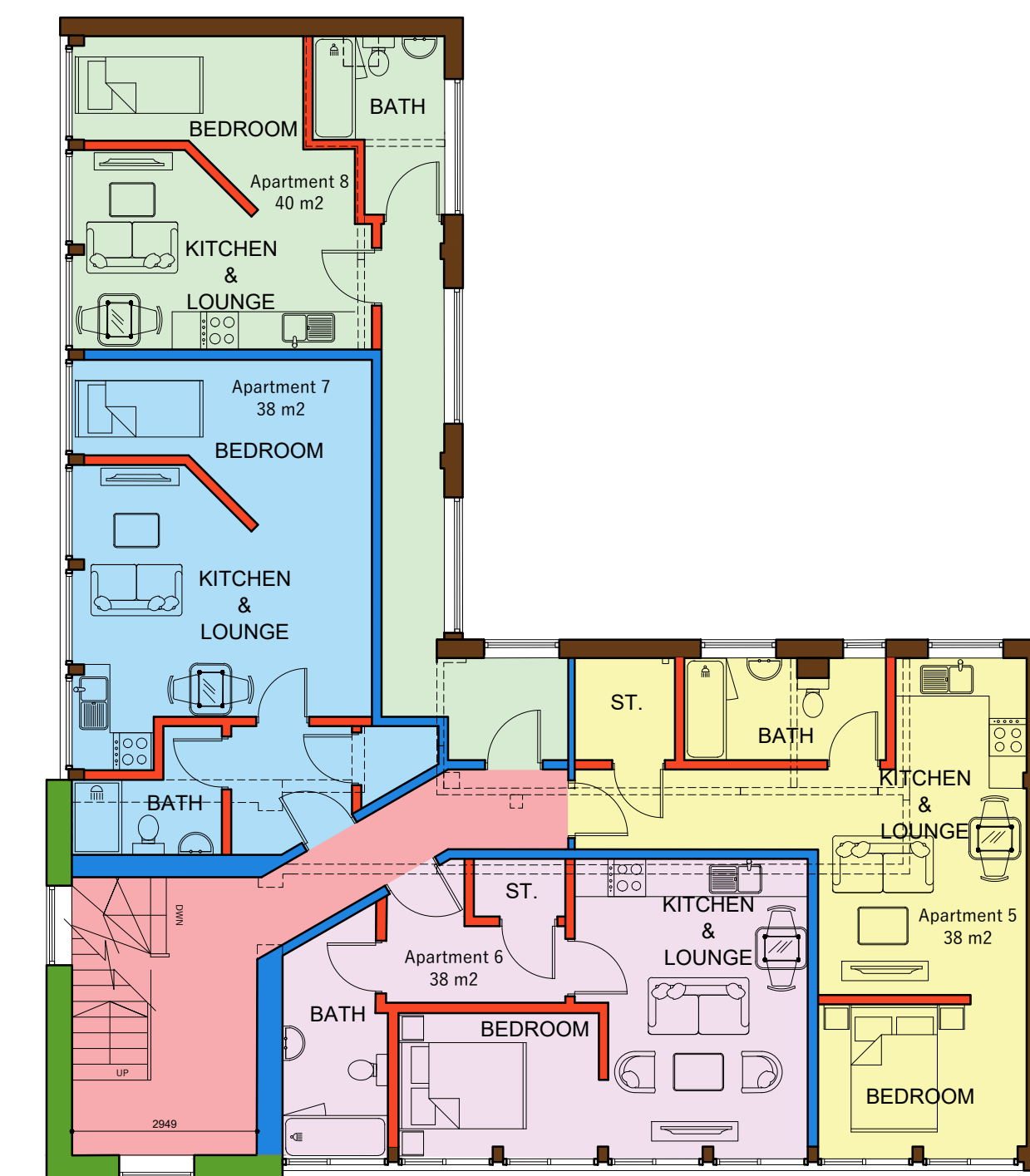
DOOR REF.	LOCATION	DOOR LEAF SIZE (W x H) (P) = Pair of doors	STRUCT' OPENING (W x H)	FIRE DOOR (WITH SELF CLOSING DEVICE)	GLAZING		COMMENTS
					CLEAR	OPSCURE	
D01	Entrance external	813 x 2032 x 44	920 x 2100	YES			For Door Types and Ironmongery refer to separate development specification.
D02	Bathroom	711 x 1981 x 44	910 x 2025	N/A			Timber external doorsets to Secure by Design Standards External doors to have Safety Glass
D03	AC/Store	711 x 1981 x 44	910 x 2025	N/A			Internal doors - 4 or 6 Panel internal doors to be primed for paint finish.
D04	Bedroom 1	762 x 1981 x 44	910 x 2025	N/A			*FD30s - smoke seals.
D05	Kitchen/Living	762 x 1981 x 44	910 x 2025	N/A			Cleaner store doors to be FD30s

DRAWINGS AND LAYOUT IS INDICATIVE ONLY ALL DIMENSIONS AND DRAINAGE TO BE CHECKED ON SITE BY CLIENTS APPOINTED CONTRACTORS BUILDING INSPECTOR MUST CALLED OUT TO INSPECT THE BUILDING WORK IN STAGES. ALL STRUCTURAL DESIGN TO BE DESIGN BY STRUCTURAL ENGINEER. ALL WORKS ARE DONE AT YOUR OWN RISK RELEVANT PERMISSIONS I IN PLACE. ALL WORKS ON OR WITHIN A 3 MTR ZONE OF A NEIGHBORING BOUNDARY ARE TO BE NOTIFIED 14 DAYS BEFORE COMMENCEMENT ON SITE IN ACCORDANCE WITH THE PARTY WALL ACT 1996.

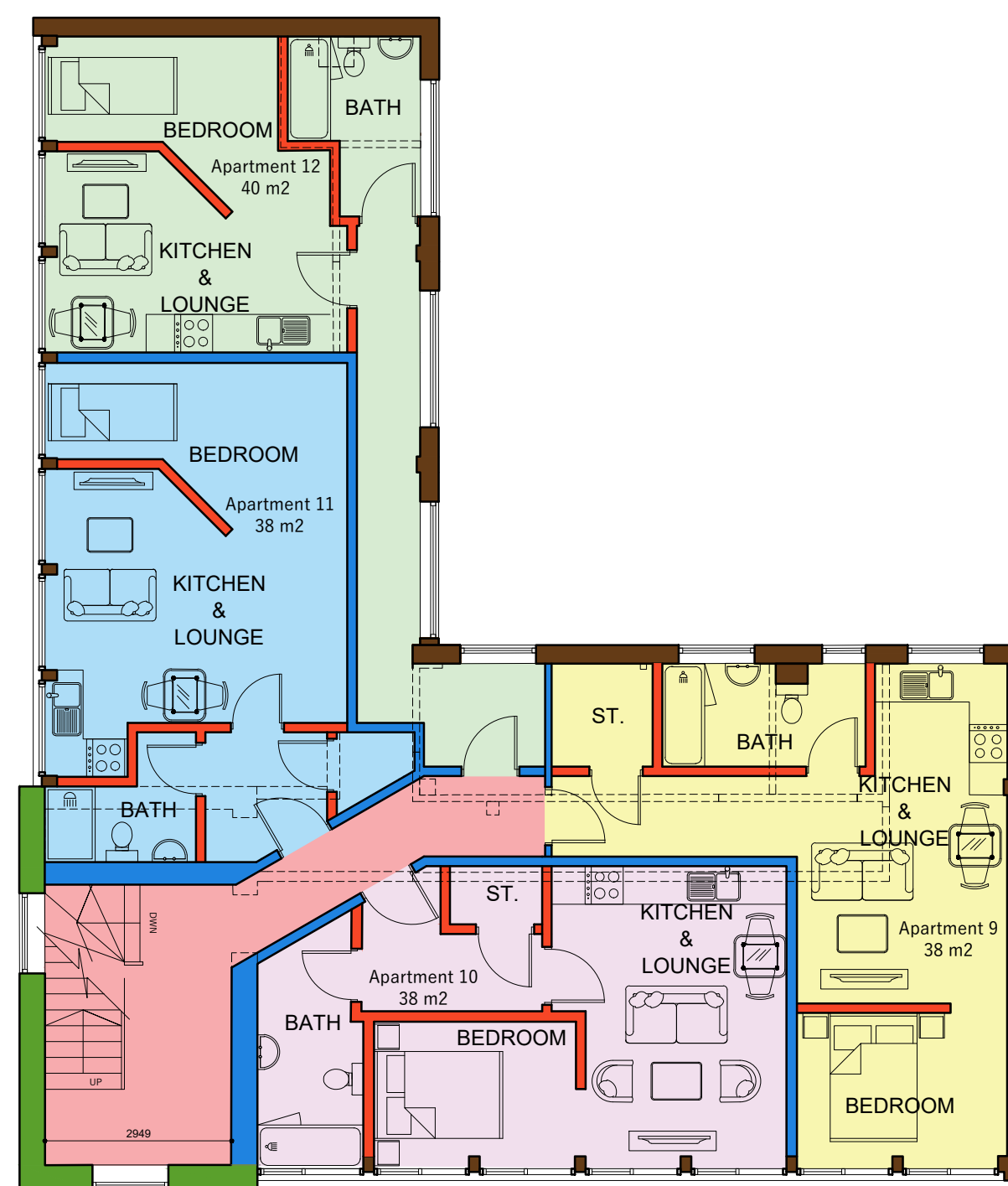
A L L D I M E N S I O N S T O B E
C H E C K E D O N S I T E



PROPOSED GROUND FLOOR



PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR

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PLANNING / BUILDING REGULATIONS

Revisions

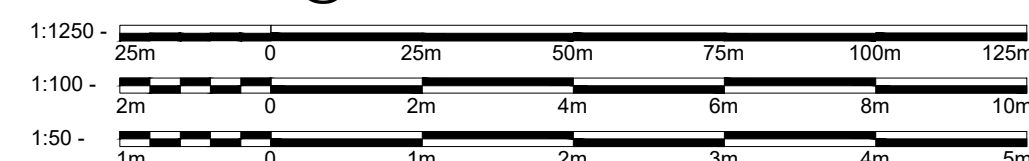
Preliminary ●

ALL DIMENSIONS TO BE CHECKED ON SITE

Date April 2023

Drawn DsB

Scale 1:100 @ A1



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Client Mr Jacob Fekete

Job title Proposed Residential Conversion

Drawing title Proposed Floor Plans

Drawing No. 23/100 - 02



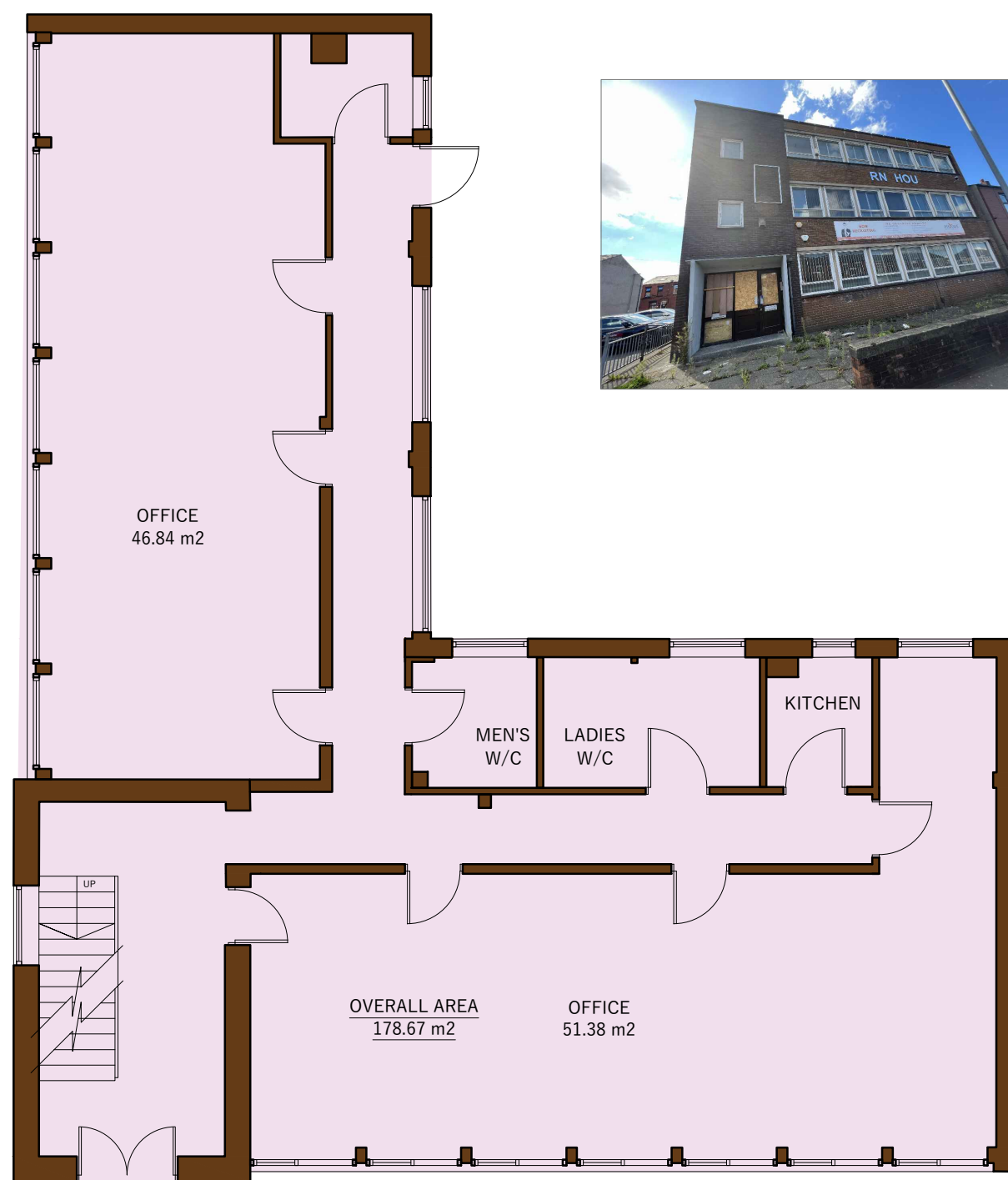
ARCHITECTURAL, BUILDING & CIVIL ENGINEERING CONSULTANTS
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Web : www.bharya.co.uk - e-mail : info@bharya.co.uk

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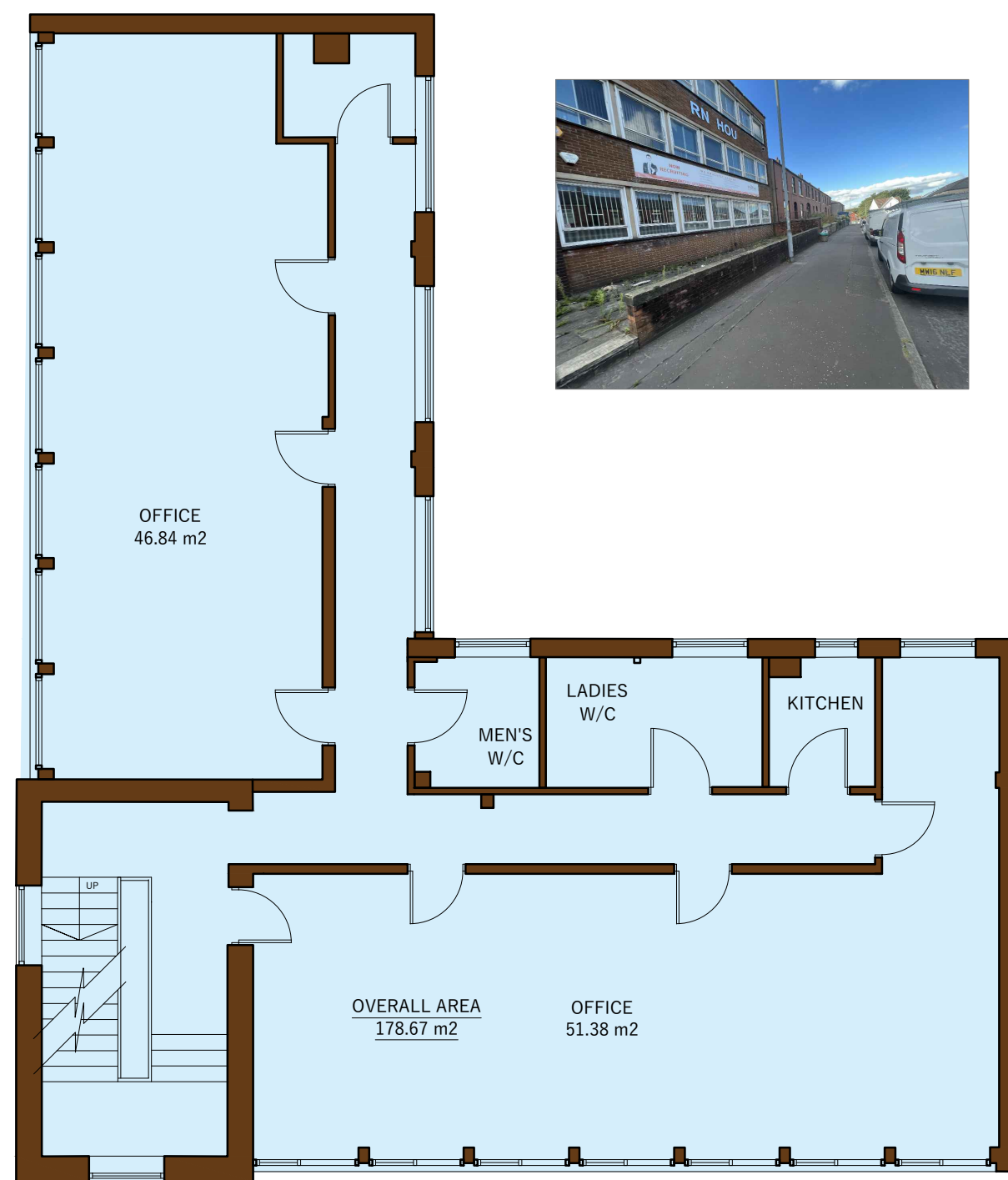
76 Poplar Avenue
Edgbaston
Birmingham
B17 8ES

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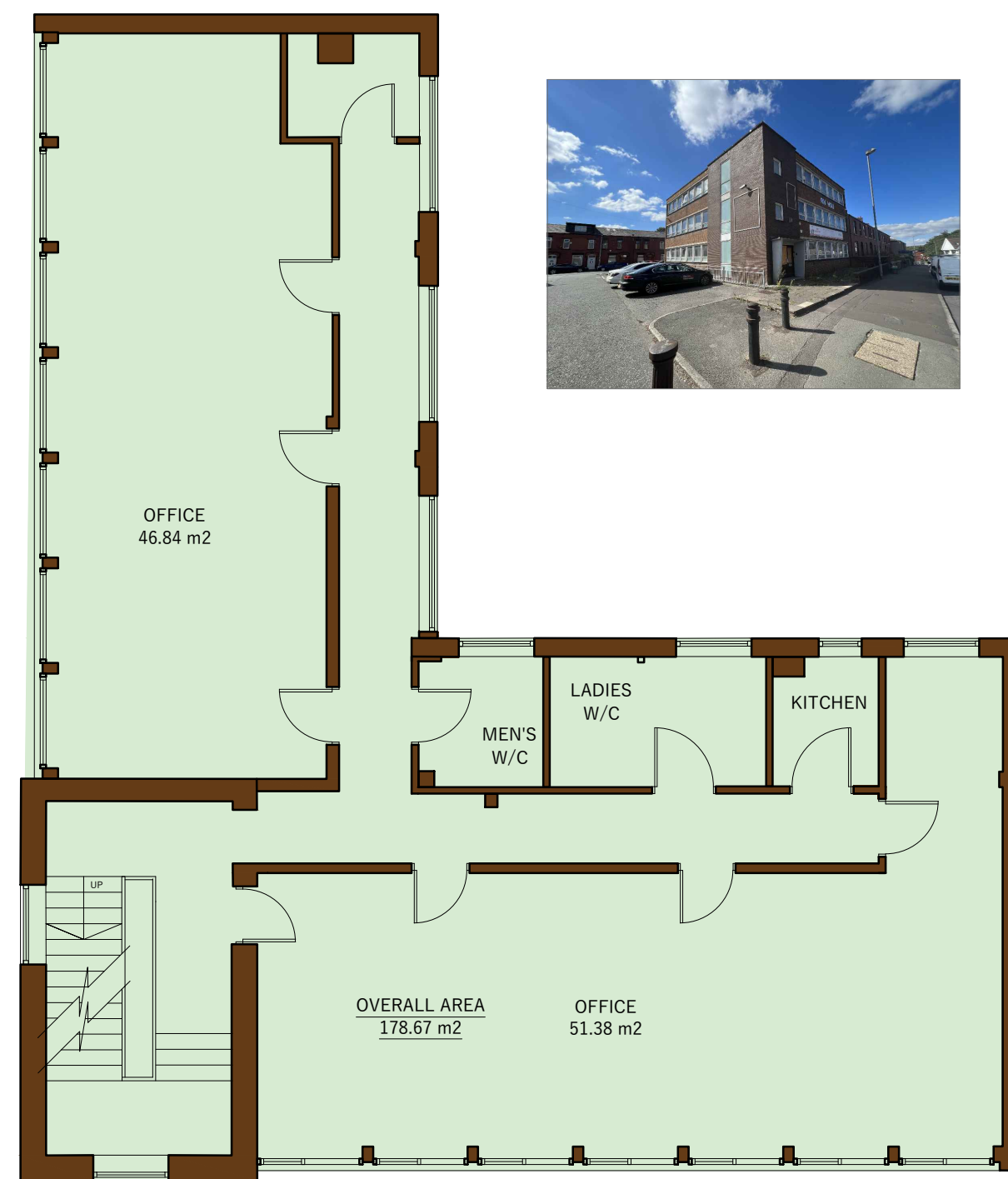
ALL DIMENSIONS TO BE CHECKED ON SITE



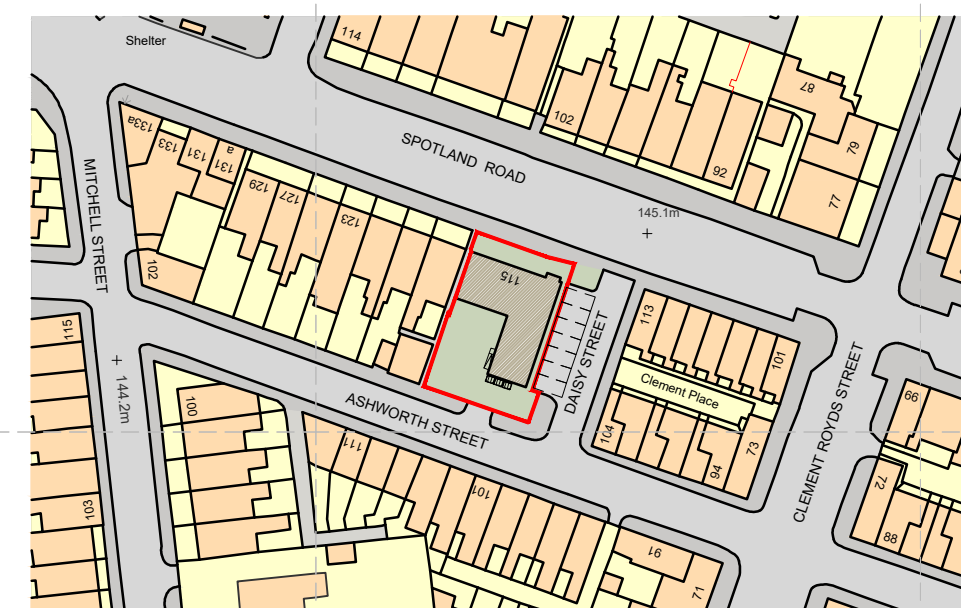
EXISTING GROUND FLOOR PLAN SCALE 1:100



EXISTING FIRST FLOOR PLAN SCALE 1:100

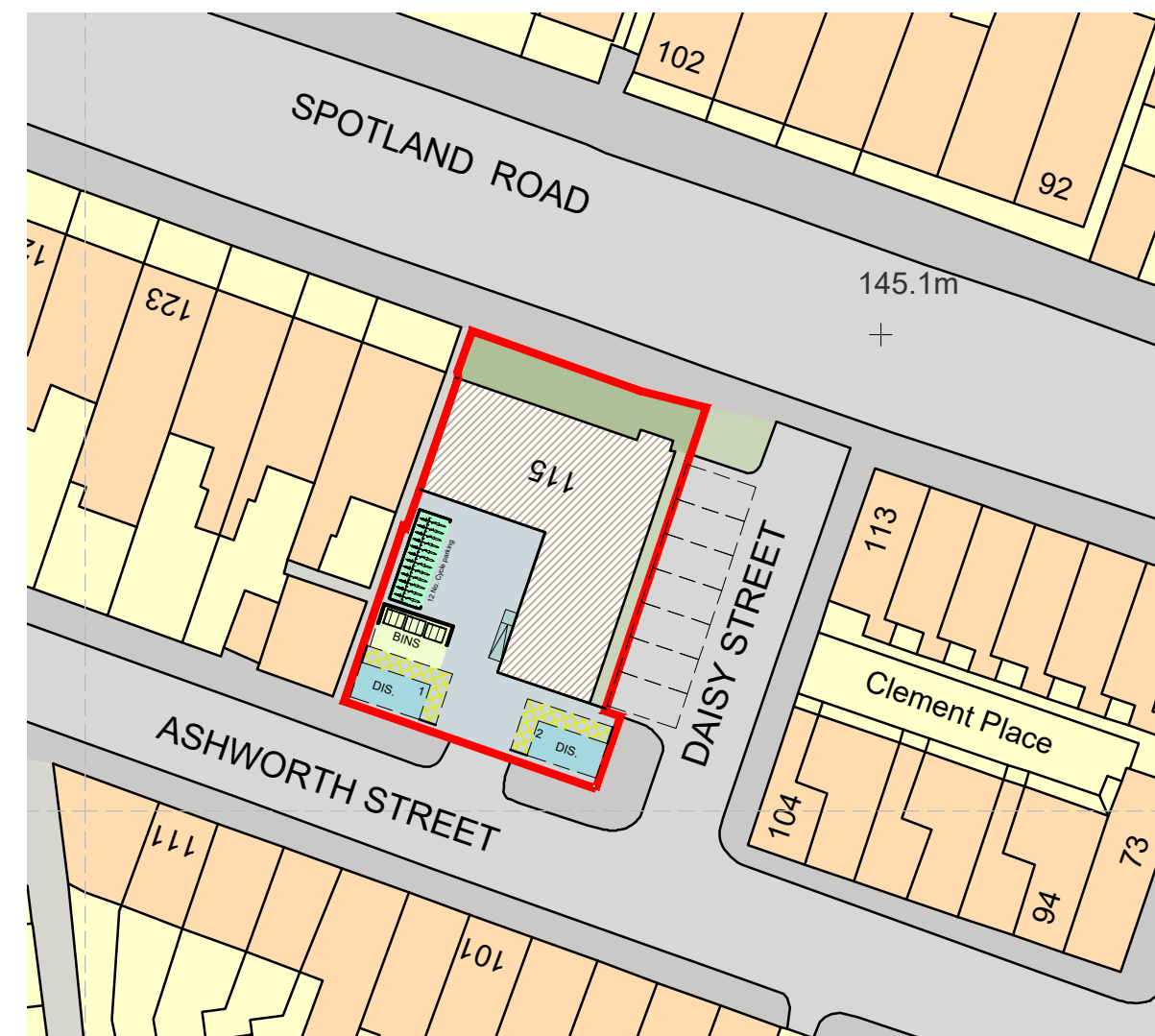


EXISTING SECOND FLOOR PLAN SCALE 1:100

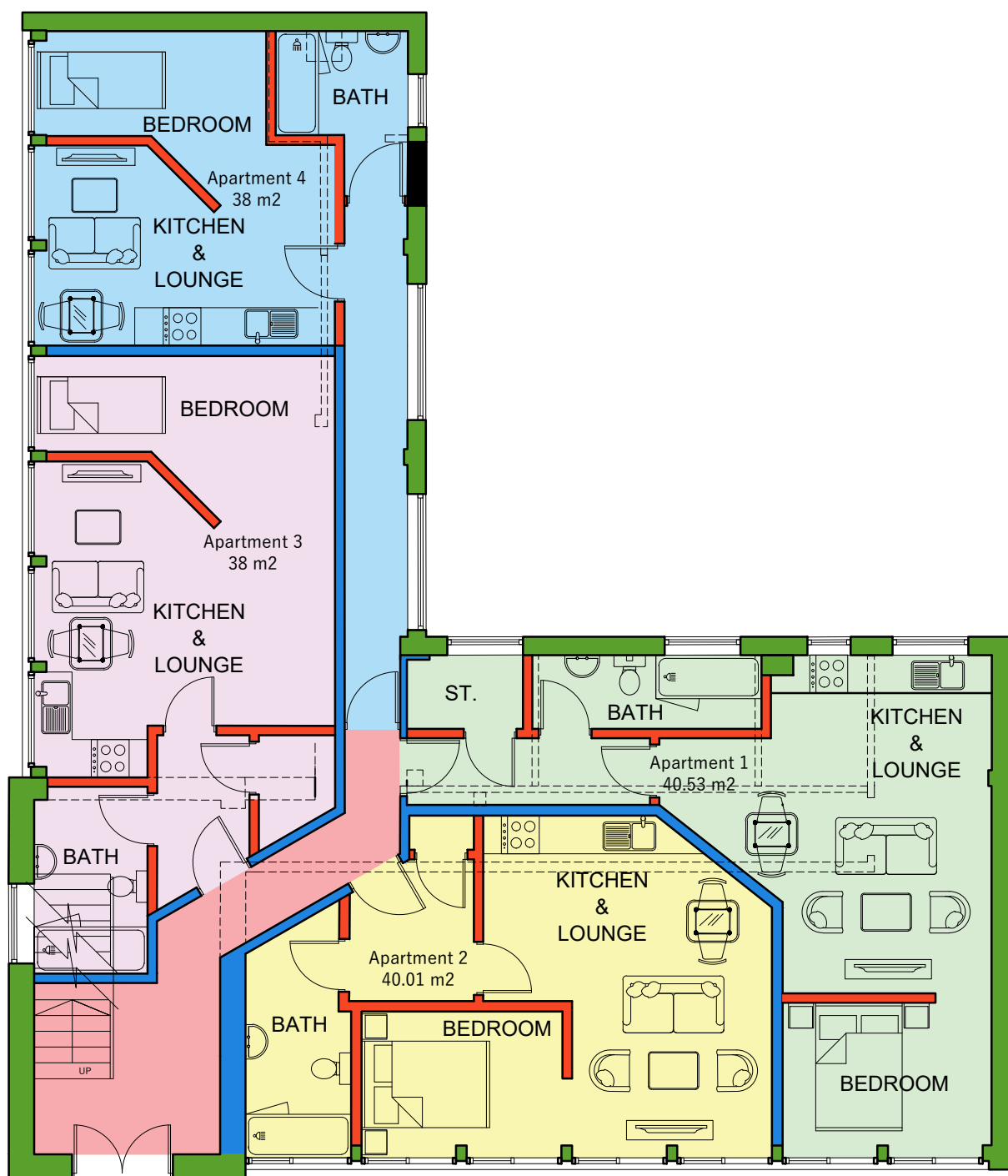


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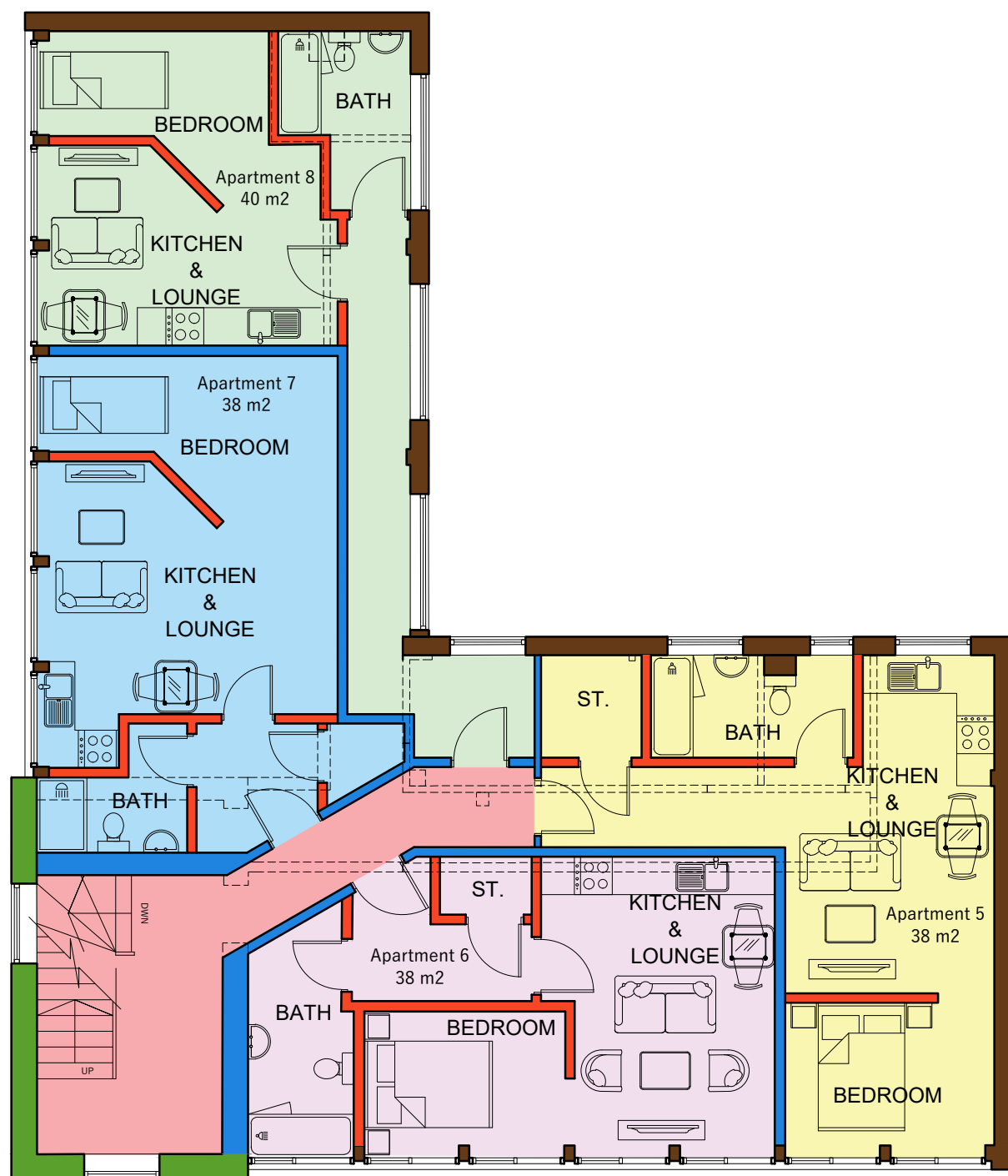
SITE LOCATION PLAN
SCALE - 1:1250



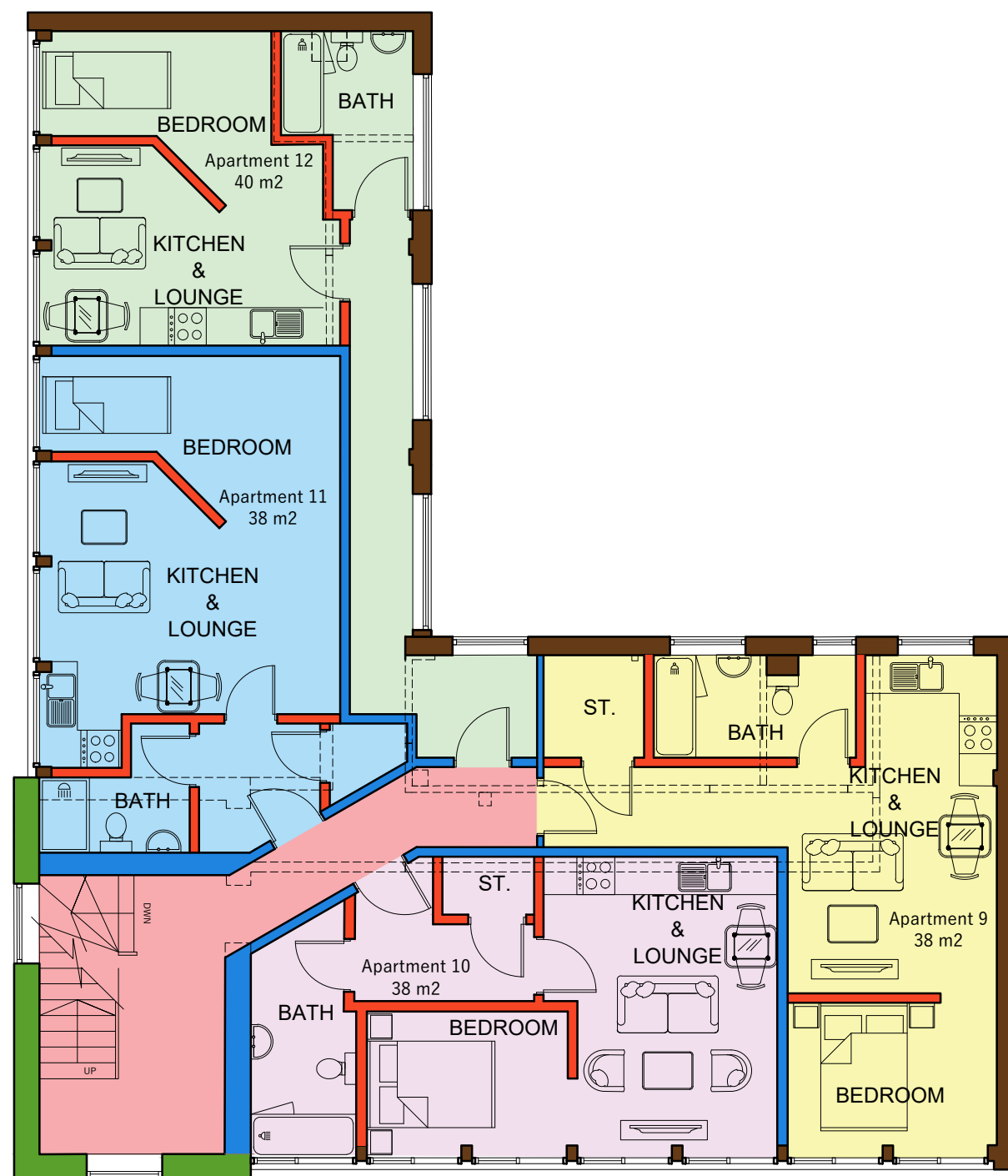
PROPOSED SITE PLAN
SCALE - 1:500



PROPOSED GROUND FLOOR PLAN SCALE 1:100

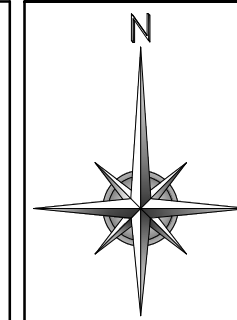


PROPOSED FIRST FLOOR PLAN SCALE 1:100



PROPOSED SECOND FLOOR PLAN SCALE 1:100

SCHEDULE OF ACCOMMODATION		
PLOT	TYPE	AREA
Existing Floor Plans		
Ground		178.68m²
First		178.68m²
Second		178.68m²
Proposed Ground Floor		
01	Studio, Apartment, Private	40m²
02	Studio, Apartment, Private	40m²
03	Studio, Apartment, Private	40m²
04	Studio, Apartment, Private	38m²
Proposed First Floor		
05	Studio, Apartment, Private	38m²
06	Studio, Apartment, Private	38m²
07	Studio, Apartment, Private	38m²
08	Studio, Apartment, Private	40m²
Proposed Second Floor		
09	Studio, Apartment, Private	38m²
10	Studio, Apartment, Private	38m²
11	Studio, Apartment, Private	38m²
12	Studio, Apartment, Private	40m²
Σ	12 properties 0No. 2 bed 12 private market	12 bed 12No. 1 bed 0 shared ownership



ACORN
HOUSE
-
ROCHDALE

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Revisions

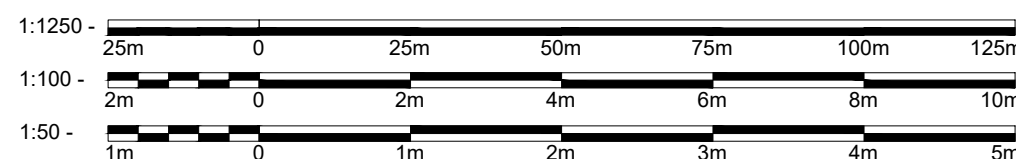
Preliminary ●

ALL DIMENSIONS TO BE CHECKED ON SITE

Date April 2023

Drawn DsB

Scale 1:1250, 1:500, 1:100 @ A1



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Job title Proposed Residential Conversion

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Drawing No. 23/100 - 01



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BHARYA DBC LTD.

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Edgbaston
Birmingham
B17 8ES



Appendix C

TRICS Outputs

Calculation Reference: AUDIT-109307-230309-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	BO BEDFORD	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 280 to 1500 (units: sqm)
 Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/05/22

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	4 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	11 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	8
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	3
Residential Zone	1
Built-Up Zone	3
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days
-----------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 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	2 days
125,001 to 250,000	6 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	8 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	9 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
2	BO-02-A-01 BROMHAM ROAD BEDFORD	OFFICES		BEDFORD
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
3	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
4	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: THURSDAY		21/10/21	Survey Type: MANUAL
5	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL
6	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.		KENT
	Edge of Town Commercial Zone Total Gross floor area:		2525 sqm	
	Survey date: MONDAY		05/12/11	Survey Type: MANUAL
7	KC-02-A-09 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES		KENT
	Edge of Town Centre Built-Up Zone Total Gross floor area:		1500 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
8	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date: MONDAY		11/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
10	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY	WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area: 830 sqm Survey date: TUESDAY 17/05/22		Survey Type: MANUAL
11	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: 1230 sqm Survey date: TUESDAY 23/05/17	OFFICES	WEST YORKSHIRE
			Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-02-A-10	Covid-19

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.87

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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.338	1.813	11	860	0.032	0.170	11	860	0.370	1.983
07:30 - 08:00	11	860	0.719	3.853	11	860	0.085	0.453	11	860	0.804	4.306
08:00 - 08:30	11	860	1.364	7.309	11	860	0.127	0.680	11	860	1.491	7.989
08:30 - 09:00	11	860	1.353	7.252	11	860	0.159	0.850	11	860	1.512	8.102
09:00 - 09:30	11	860	0.994	5.326	11	860	0.307	1.643	11	860	1.301	6.969
09:30 - 10:00	11	860	0.370	1.983	11	860	0.106	0.567	11	860	0.476	2.550
10:00 - 10:30	11	860	0.307	1.643	11	860	0.159	0.850	11	860	0.466	2.493
10:30 - 11:00	11	860	0.201	1.077	11	860	0.148	0.793	11	860	0.349	1.870
11:00 - 11:30	11	860	0.148	0.793	11	860	0.169	0.907	11	860	0.317	1.700
11:30 - 12:00	11	860	0.169	0.907	11	860	0.296	1.586	11	860	0.465	2.493
12:00 - 12:30	11	860	0.211	1.133	11	860	0.391	2.096	11	860	0.602	3.229
12:30 - 13:00	11	860	0.328	1.756	11	860	0.507	2.720	11	860	0.835	4.476
13:00 - 13:30	11	860	0.455	2.436	11	860	0.275	1.473	11	860	0.730	3.909
13:30 - 14:00	11	860	0.497	2.663	11	860	0.307	1.643	11	860	0.804	4.306
14:00 - 14:30	11	860	0.190	1.020	11	860	0.180	0.963	11	860	0.370	1.983
14:30 - 15:00	11	860	0.095	0.510	11	860	0.180	0.963	11	860	0.275	1.473
15:00 - 15:30	11	860	0.243	1.303	11	860	0.307	1.643	11	860	0.550	2.946
15:30 - 16:00	11	860	0.116	0.623	11	860	0.391	2.096	11	860	0.507	2.719
16:00 - 16:30	11	860	0.148	0.793	11	860	0.793	4.249	11	860	0.941	5.042
16:30 - 17:00	11	860	0.116	0.623	11	860	1.459	7.819	11	860	1.575	8.442
17:00 - 17:30	11	860	0.211	1.133	11	860	1.438	7.706	11	860	1.649	8.839
17:30 - 18:00	11	860	0.127	0.680	11	860	0.666	3.570	11	860	0.793	4.250
18:00 - 18:30	10	823	0.073	0.391	10	823	0.292	1.563	10	823	0.365	1.954
18:30 - 19:00	10	823	0.012	0.065	10	823	0.170	0.912	10	823	0.182	0.977
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			8.785	47.085			8.944	47.915			17.729	95.000

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

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

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Parameter summary

Trip rate parameter range selected:	280 - 1500 (units: sqm)
Survey date range:	01/01/10 - 17/05/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.000	0.000	11	860	0.000	0.000	11	860	0.000	0.000
07:30 - 08:00	11	860	0.021	0.113	11	860	0.000	0.000	11	860	0.021	0.113
08:00 - 08:30	11	860	0.063	0.340	11	860	0.000	0.000	11	860	0.063	0.340
08:30 - 09:00	11	860	0.074	0.397	11	860	0.000	0.000	11	860	0.074	0.397
09:00 - 09:30	11	860	0.000	0.000	11	860	0.000	0.000	11	860	0.000	0.000
09:30 - 10:00	11	860	0.011	0.057	11	860	0.000	0.000	11	860	0.011	0.057
10:00 - 10:30	11	860	0.011	0.057	11	860	0.000	0.000	11	860	0.011	0.057
10:30 - 11:00	11	860	0.011	0.057	11	860	0.011	0.057	11	860	0.022	0.114
11:00 - 11:30	11	860	0.000	0.000	11	860	0.000	0.000	11	860	0.000	0.000
11:30 - 12:00	11	860	0.000	0.000	11	860	0.000	0.000	11	860	0.000	0.000
12:00 - 12:30	11	860	0.011	0.057	11	860	0.000	0.000	11	860	0.011	0.057
12:30 - 13:00	11	860	0.000	0.000	11	860	0.032	0.170	11	860	0.032	0.170
13:00 - 13:30	11	860	0.021	0.113	11	860	0.032	0.170	11	860	0.053	0.283
13:30 - 14:00	11	860	0.021	0.113	11	860	0.000	0.000	11	860	0.021	0.113
14:00 - 14:30	11	860	0.011	0.057	11	860	0.000	0.000	11	860	0.011	0.057
14:30 - 15:00	11	860	0.011	0.057	11	860	0.021	0.113	11	860	0.032	0.170
15:00 - 15:30	11	860	0.000	0.000	11	860	0.021	0.113	11	860	0.021	0.113
15:30 - 16:00	11	860	0.000	0.000	11	860	0.032	0.170	11	860	0.032	0.170
16:00 - 16:30	11	860	0.011	0.057	11	860	0.011	0.057	11	860	0.022	0.114
16:30 - 17:00	11	860	0.000	0.000	11	860	0.011	0.057	11	860	0.011	0.057
17:00 - 17:30	11	860	0.011	0.057	11	860	0.063	0.340	11	860	0.074	0.397
17:30 - 18:00	11	860	0.000	0.000	11	860	0.053	0.283	11	860	0.053	0.283
18:00 - 18:30	10	823	0.000	0.000	10	823	0.000	0.000	10	823	0.000	0.000
18:30 - 19:00	10	823	0.000	0.000	10	823	0.000	0.000	10	823	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			0.288	1.532			0.287	1.530			0.575	3.062

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.359	1.926	11	860	0.042	0.227	11	860	0.401	2.153
07:30 - 08:00	11	860	0.761	4.079	11	860	0.095	0.510	11	860	0.856	4.589
08:00 - 08:30	11	860	1.554	8.329	11	860	0.074	0.397	11	860	1.628	8.726
08:30 - 09:00	11	860	1.480	7.932	11	860	0.095	0.510	11	860	1.575	8.442
09:00 - 09:30	11	860	1.078	5.779	11	860	0.370	1.983	11	860	1.448	7.762
09:30 - 10:00	11	860	0.370	1.983	11	860	0.106	0.567	11	860	0.476	2.550
10:00 - 10:30	11	860	0.317	1.700	11	860	0.169	0.907	11	860	0.486	2.607
10:30 - 11:00	11	860	0.211	1.133	11	860	0.169	0.907	11	860	0.380	2.040
11:00 - 11:30	11	860	0.169	0.907	11	860	0.169	0.907	11	860	0.338	1.814
11:30 - 12:00	11	860	0.211	1.133	11	860	0.338	1.813	11	860	0.549	2.946
12:00 - 12:30	11	860	0.222	1.190	11	860	0.465	2.493	11	860	0.687	3.683
12:30 - 13:00	11	860	0.391	2.096	11	860	0.571	3.060	11	860	0.962	5.156
13:00 - 13:30	11	860	0.507	2.720	11	860	0.307	1.643	11	860	0.814	4.363
13:30 - 14:00	11	860	0.613	3.286	11	860	0.338	1.813	11	860	0.951	5.099
14:00 - 14:30	11	860	0.222	1.190	11	860	0.211	1.133	11	860	0.433	2.323
14:30 - 15:00	11	860	0.106	0.567	11	860	0.190	1.020	11	860	0.296	1.587
15:00 - 15:30	11	860	0.254	1.360	11	860	0.307	1.643	11	860	0.561	3.003
15:30 - 16:00	11	860	0.116	0.623	11	860	0.455	2.436	11	860	0.571	3.059
16:00 - 16:30	11	860	0.159	0.850	11	860	0.835	4.476	11	860	0.994	5.326
16:30 - 17:00	11	860	0.095	0.510	11	860	1.575	8.442	11	860	1.670	8.952
17:00 - 17:30	11	860	0.159	0.850	11	860	1.617	8.669	11	860	1.776	9.519
17:30 - 18:00	11	860	0.095	0.510	11	860	0.772	4.136	11	860	0.867	4.646
18:00 - 18:30	10	823	0.097	0.521	10	823	0.352	1.889	10	823	0.449	2.410
18:30 - 19:00	10	823	0.012	0.065	10	823	0.182	0.977	10	823	0.194	1.042
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			9.558	51.239			9.804	52.558			19.362	103.797

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.021	0.113	11	860	0.000	0.000	11	860	0.021	0.113
07:30 - 08:00	11	860	0.074	0.397	11	860	0.021	0.113	11	860	0.095	0.510
08:00 - 08:30	11	860	0.190	1.020	11	860	0.011	0.057	11	860	0.201	1.077
08:30 - 09:00	11	860	0.317	1.700	11	860	0.032	0.170	11	860	0.349	1.870
09:00 - 09:30	11	860	0.307	1.643	11	860	0.116	0.623	11	860	0.423	2.266
09:30 - 10:00	11	860	0.349	1.870	11	860	0.116	0.623	11	860	0.465	2.493
10:00 - 10:30	11	860	0.169	0.907	11	860	0.222	1.190	11	860	0.391	2.097
10:30 - 11:00	11	860	0.211	1.133	11	860	0.338	1.813	11	860	0.549	2.946
11:00 - 11:30	11	860	0.243	1.303	11	860	0.180	0.963	11	860	0.423	2.266
11:30 - 12:00	11	860	0.095	0.510	11	860	0.159	0.850	11	860	0.254	1.360
12:00 - 12:30	11	860	0.328	1.756	11	860	0.941	5.043	11	860	1.269	6.799
12:30 - 13:00	11	860	0.666	3.570	11	860	0.825	4.419	11	860	1.491	7.989
13:00 - 13:30	11	860	0.698	3.740	11	860	0.687	3.683	11	860	1.385	7.423
13:30 - 14:00	11	860	0.761	4.079	11	860	0.264	1.416	11	860	1.025	5.495
14:00 - 14:30	11	860	0.275	1.473	11	860	0.085	0.453	11	860	0.360	1.926
14:30 - 15:00	11	860	0.085	0.453	11	860	0.127	0.680	11	860	0.212	1.133
15:00 - 15:30	11	860	0.032	0.170	11	860	0.095	0.510	11	860	0.127	0.680
15:30 - 16:00	11	860	0.053	0.283	11	860	0.063	0.340	11	860	0.116	0.623
16:00 - 16:30	11	860	0.074	0.397	11	860	0.243	1.303	11	860	0.317	1.700
16:30 - 17:00	11	860	0.042	0.227	11	860	0.233	1.247	11	860	0.275	1.474
17:00 - 17:30	11	860	0.180	0.963	11	860	0.307	1.643	11	860	0.487	2.606
17:30 - 18:00	11	860	0.042	0.227	11	860	0.169	0.907	11	860	0.211	1.134
18:00 - 18:30	10	823	0.024	0.130	10	823	0.036	0.195	10	823	0.060	0.325
18:30 - 19:00	10	823	0.000	0.000	10	823	0.036	0.195	10	823	0.036	0.195
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			5.236	28.064			5.306	28.436			10.542	56.500

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.032	0.170	11	860	0.000	0.000	11	860	0.032	0.170
07:30 - 08:00	11	860	0.095	0.510	11	860	0.000	0.000	11	860	0.095	0.510
08:00 - 08:30	11	860	0.127	0.680	11	860	0.000	0.000	11	860	0.127	0.680
08:30 - 09:00	11	860	0.222	1.190	11	860	0.011	0.057	11	860	0.233	1.247
09:00 - 09:30	11	860	0.254	1.360	11	860	0.021	0.113	11	860	0.275	1.473
09:30 - 10:00	11	860	0.106	0.567	11	860	0.106	0.567	11	860	0.212	1.134
10:00 - 10:30	11	860	0.116	0.623	11	860	0.011	0.057	11	860	0.127	0.680
10:30 - 11:00	11	860	0.053	0.283	11	860	0.021	0.113	11	860	0.074	0.396
11:00 - 11:30	11	860	0.063	0.340	11	860	0.063	0.340	11	860	0.126	0.680
11:30 - 12:00	11	860	0.021	0.113	11	860	0.063	0.340	11	860	0.084	0.453
12:00 - 12:30	11	860	0.053	0.283	11	860	0.042	0.227	11	860	0.095	0.510
12:30 - 13:00	11	860	0.021	0.113	11	860	0.032	0.170	11	860	0.053	0.283
13:00 - 13:30	11	860	0.053	0.283	11	860	0.063	0.340	11	860	0.116	0.623
13:30 - 14:00	11	860	0.042	0.227	11	860	0.074	0.397	11	860	0.116	0.624
14:00 - 14:30	11	860	0.021	0.113	11	860	0.032	0.170	11	860	0.053	0.283
14:30 - 15:00	11	860	0.021	0.113	11	860	0.063	0.340	11	860	0.084	0.453
15:00 - 15:30	11	860	0.042	0.227	11	860	0.063	0.340	11	860	0.105	0.567
15:30 - 16:00	11	860	0.011	0.057	11	860	0.106	0.567	11	860	0.117	0.624
16:00 - 16:30	11	860	0.000	0.000	11	860	0.180	0.963	11	860	0.180	0.963
16:30 - 17:00	11	860	0.000	0.000	11	860	0.148	0.793	11	860	0.148	0.793
17:00 - 17:30	11	860	0.000	0.000	11	860	0.127	0.680	11	860	0.127	0.680
17:30 - 18:00	11	860	0.000	0.000	11	860	0.053	0.283	11	860	0.053	0.283
18:00 - 18:30	10	823	0.012	0.065	10	823	0.012	0.065	10	823	0.024	0.130
18:30 - 19:00	10	823	0.000	0.000	10	823	0.000	0.000	10	823	0.000	0.000
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			1.365	7.317			1.291	6.922			2.656	14.239

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 536 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.87

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 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	11	860	0.412	2.210	11	860	0.042	0.227	11	860	0.454	2.437
07:30 - 08:00	11	860	0.951	5.099	11	860	0.116	0.623	11	860	1.067	5.722
08:00 - 08:30	11	860	1.934	10.369	11	860	0.085	0.453	11	860	2.019	10.822
08:30 - 09:00	11	860	2.093	11.219	11	860	0.137	0.737	11	860	2.230	11.956
09:00 - 09:30	11	860	1.638	8.782	11	860	0.507	2.720	11	860	2.145	11.502
09:30 - 10:00	11	860	0.835	4.476	11	860	0.328	1.756	11	860	1.163	6.232
10:00 - 10:30	11	860	0.613	3.286	11	860	0.402	2.153	11	860	1.015	5.439
10:30 - 11:00	11	860	0.486	2.606	11	860	0.539	2.890	11	860	1.025	5.496
11:00 - 11:30	11	860	0.476	2.550	11	860	0.412	2.210	11	860	0.888	4.760
11:30 - 12:00	11	860	0.328	1.756	11	860	0.560	3.003	11	860	0.888	4.759
12:00 - 12:30	11	860	0.613	3.286	11	860	1.448	7.762	11	860	2.061	11.048
12:30 - 13:00	11	860	1.078	5.779	11	860	1.459	7.819	11	860	2.537	13.598
13:00 - 13:30	11	860	1.279	6.856	11	860	1.089	5.836	11	860	2.368	12.692
13:30 - 14:00	11	860	1.438	7.706	11	860	0.677	3.626	11	860	2.115	11.332
14:00 - 14:30	11	860	0.529	2.833	11	860	0.328	1.756	11	860	0.857	4.589
14:30 - 15:00	11	860	0.222	1.190	11	860	0.402	2.153	11	860	0.624	3.343
15:00 - 15:30	11	860	0.328	1.756	11	860	0.486	2.606	11	860	0.814	4.362
15:30 - 16:00	11	860	0.180	0.963	11	860	0.655	3.513	11	860	0.835	4.476
16:00 - 16:30	11	860	0.243	1.303	11	860	1.268	6.799	11	860	1.511	8.102
16:30 - 17:00	11	860	0.137	0.737	11	860	1.966	10.539	11	860	2.103	11.276
17:00 - 17:30	11	860	0.349	1.870	11	860	2.114	11.332	11	860	2.463	13.202
17:30 - 18:00	11	860	0.137	0.737	11	860	1.047	5.609	11	860	1.184	6.346
18:00 - 18:30	10	823	0.134	0.716	10	823	0.401	2.149	10	823	0.535	2.865
18:30 - 19:00	10	823	0.012	0.065	10	823	0.219	1.172	10	823	0.231	1.237
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			16.445	88.150			16.687	89.443			33.132	177.593

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-109307-230309-0352

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	
	SS SOUTHEAST ON SEA	1 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	FS FLINTSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 30 (units:)
 Range Selected by User: 6 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: 01/01/03 to 11/05/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	12 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)	7
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:

Development Zone	1
Residential Zone	7
Built-Up Zone	2
No Sub Category	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	5 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 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	12 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-C-01	BLOCKS OF FLATS		DORSET
	ABBOTSBURY ROAD			
	WEYMOUTH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL	
2	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL	
3	DY-03-C-01	BLOCK OF FLATS		DERBY
	DRAGE STREET			
	DERBY			
	LITTLE CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	8		
	Survey date: THURSDAY	25/06/09	Survey Type: MANUAL	
4	DY-03-C-03	BLOCKS OF FLATS		DERBY
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
5	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	30		
	Survey date: MONDAY	06/07/09	Survey Type: MANUAL	
6	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
7	NN-03-C-01	BLOCK OF FLATS		NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD			
	CORBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL	
8	NY-03-C-01	BLOCKS OF FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	NORTHALLERTON			
	ROMANBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	30		
	Survey date: MONDAY	22/09/03	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	Survey date: TUESDAY		13/05/14	Survey Type: MANUAL
10	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		03/12/14	Survey Type: MANUAL
11	SS-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		SOUTHEND ON SEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
12	WY-03-C-02 KINGS MILL LANE HUDDERSFIELD ASPLEY	BLOCK OF FLATS		WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-C-02	Too Late
HF-03-C-01	Covid-19
HF-03-C-05	Covid-19
MS-03-C-04	Covid-19
OX-03-C-01	Too Late

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.076	0.915	12	20	0.136	1.627	12	20	0.212	2.542
08:00 - 09:00	12	20	0.081	0.966	12	20	0.178	2.136	12	20	0.259	3.102
09:00 - 10:00	12	20	0.102	1.220	12	20	0.127	1.525	12	20	0.229	2.745
10:00 - 11:00	12	20	0.076	0.915	12	20	0.106	1.271	12	20	0.182	2.186
11:00 - 12:00	12	20	0.102	1.220	12	20	0.085	1.017	12	20	0.187	2.237
12:00 - 13:00	12	20	0.076	0.915	12	20	0.123	1.475	12	20	0.199	2.390
13:00 - 14:00	12	20	0.110	1.322	12	20	0.085	1.017	12	20	0.195	2.339
14:00 - 15:00	12	20	0.110	1.322	12	20	0.093	1.119	12	20	0.203	2.441
15:00 - 16:00	12	20	0.119	1.424	12	20	0.102	1.220	12	20	0.221	2.644
16:00 - 17:00	12	20	0.119	1.424	12	20	0.110	1.322	12	20	0.229	2.746
17:00 - 18:00	12	20	0.203	2.441	12	20	0.123	1.475	12	20	0.326	3.916
18:00 - 19:00	12	20	0.123	1.475	12	20	0.119	1.424	12	20	0.242	2.899
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.297	15.559			1.387	16.628			2.684	32.187

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
 Survey date range: 01/01/03 - 11/05/22
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 5

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 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.013	0.153	12	20	0.017	0.203	12	20	0.030	0.356
08:00 - 09:00	12	20	0.004	0.051	12	20	0.013	0.153	12	20	0.017	0.204
09:00 - 10:00	12	20	0.000	0.000	12	20	0.000	0.000	12	20	0.000	0.000
10:00 - 11:00	12	20	0.000	0.000	12	20	0.000	0.000	12	20	0.000	0.000
11:00 - 12:00	12	20	0.000	0.000	12	20	0.004	0.051	12	20	0.004	0.051
12:00 - 13:00	12	20	0.004	0.051	12	20	0.004	0.051	12	20	0.008	0.102
13:00 - 14:00	12	20	0.000	0.000	12	20	0.013	0.153	12	20	0.013	0.153
14:00 - 15:00	12	20	0.000	0.000	12	20	0.000	0.000	12	20	0.000	0.000
15:00 - 16:00	12	20	0.000	0.000	12	20	0.000	0.000	12	20	0.000	0.000
16:00 - 17:00	12	20	0.000	0.000	12	20	0.000	0.000	12	20	0.000	0.000
17:00 - 18:00	12	20	0.017	0.203	12	20	0.008	0.102	12	20	0.025	0.305
18:00 - 19:00	12	20	0.008	0.102	12	20	0.008	0.102	12	20	0.016	0.204
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.046	0.560			0.067	0.815			0.113	1.375

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 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.081	0.966	12	20	0.161	1.932	12	20	0.242	2.898
08:00 - 09:00	12	20	0.093	1.119	12	20	0.208	2.492	12	20	0.301	3.611
09:00 - 10:00	12	20	0.161	1.932	12	20	0.148	1.780	12	20	0.309	3.712
10:00 - 11:00	12	20	0.089	1.068	12	20	0.136	1.627	12	20	0.225	2.695
11:00 - 12:00	12	20	0.140	1.678	12	20	0.119	1.424	12	20	0.259	3.102
12:00 - 13:00	12	20	0.106	1.271	12	20	0.148	1.780	12	20	0.254	3.051
13:00 - 14:00	12	20	0.136	1.627	12	20	0.106	1.271	12	20	0.242	2.898
14:00 - 15:00	12	20	0.136	1.627	12	20	0.140	1.678	12	20	0.276	3.305
15:00 - 16:00	12	20	0.144	1.729	12	20	0.136	1.627	12	20	0.280	3.356
16:00 - 17:00	12	20	0.148	1.780	12	20	0.140	1.678	12	20	0.288	3.458
17:00 - 18:00	12	20	0.246	2.949	12	20	0.153	1.831	12	20	0.399	4.780
18:00 - 19:00	12	20	0.165	1.983	12	20	0.169	2.034	12	20	0.334	4.017
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.645	19.729			1.764	21.154			3.409	40.883

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 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.042	0.508	12	20	0.123	1.475	12	20	0.165	1.983
08:00 - 09:00	12	20	0.051	0.610	12	20	0.148	1.780	12	20	0.199	2.390
09:00 - 10:00	12	20	0.072	0.864	12	20	0.085	1.017	12	20	0.157	1.881
10:00 - 11:00	12	20	0.093	1.119	12	20	0.097	1.169	12	20	0.190	2.288
11:00 - 12:00	12	20	0.064	0.763	12	20	0.076	0.915	12	20	0.140	1.678
12:00 - 13:00	12	20	0.072	0.864	12	20	0.064	0.763	12	20	0.136	1.627
13:00 - 14:00	12	20	0.089	1.068	12	20	0.102	1.220	12	20	0.191	2.288
14:00 - 15:00	12	20	0.068	0.814	12	20	0.055	0.661	12	20	0.123	1.475
15:00 - 16:00	12	20	0.102	1.220	12	20	0.064	0.763	12	20	0.166	1.983
16:00 - 17:00	12	20	0.093	1.119	12	20	0.059	0.712	12	20	0.152	1.831
17:00 - 18:00	12	20	0.119	1.424	12	20	0.055	0.661	12	20	0.174	2.085
18:00 - 19:00	12	20	0.093	1.119	12	20	0.093	1.119	12	20	0.186	2.238
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.958	11.492			1.021	12.255			1.979	23.747

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 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.000	0.000	12	20	0.051	0.610	12	20	0.051	0.610
08:00 - 09:00	12	20	0.000	0.000	12	20	0.038	0.458	12	20	0.038	0.458
09:00 - 10:00	12	20	0.004	0.051	12	20	0.017	0.203	12	20	0.021	0.254
10:00 - 11:00	12	20	0.004	0.051	12	20	0.000	0.000	12	20	0.004	0.051
11:00 - 12:00	12	20	0.004	0.051	12	20	0.017	0.203	12	20	0.021	0.254
12:00 - 13:00	12	20	0.025	0.305	12	20	0.017	0.203	12	20	0.042	0.508
13:00 - 14:00	12	20	0.004	0.051	12	20	0.000	0.000	12	20	0.004	0.051
14:00 - 15:00	12	20	0.021	0.254	12	20	0.008	0.102	12	20	0.029	0.356
15:00 - 16:00	12	20	0.017	0.203	12	20	0.004	0.051	12	20	0.021	0.254
16:00 - 17:00	12	20	0.030	0.356	12	20	0.004	0.051	12	20	0.034	0.407
17:00 - 18:00	12	20	0.030	0.356	12	20	0.004	0.051	12	20	0.034	0.407
18:00 - 19:00	12	20	0.025	0.305	12	20	0.000	0.000	12	20	0.025	0.305
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.164	1.983			0.160	1.932			0.324	3.915

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 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	12	20	0.136	1.627	12	20	0.352	4.220	12	20	0.488	5.847
08:00 - 09:00	12	20	0.148	1.780	12	20	0.407	4.881	12	20	0.555	6.661
09:00 - 10:00	12	20	0.237	2.847	12	20	0.250	3.000	12	20	0.487	5.847
10:00 - 11:00	12	20	0.186	2.237	12	20	0.233	2.797	12	20	0.419	5.034
11:00 - 12:00	12	20	0.208	2.492	12	20	0.216	2.593	12	20	0.424	5.085
12:00 - 13:00	12	20	0.208	2.492	12	20	0.233	2.797	12	20	0.441	5.289
13:00 - 14:00	12	20	0.229	2.746	12	20	0.220	2.644	12	20	0.449	5.390
14:00 - 15:00	12	20	0.225	2.695	12	20	0.203	2.441	12	20	0.428	5.136
15:00 - 16:00	12	20	0.263	3.153	12	20	0.203	2.441	12	20	0.466	5.594
16:00 - 17:00	12	20	0.271	3.254	12	20	0.203	2.441	12	20	0.474	5.695
17:00 - 18:00	12	20	0.411	4.932	12	20	0.220	2.644	12	20	0.631	7.576
18:00 - 19:00	12	20	0.292	3.508	12	20	0.271	3.254	12	20	0.563	6.762
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.814	33.763			3.011	36.153			5.825	69.916

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

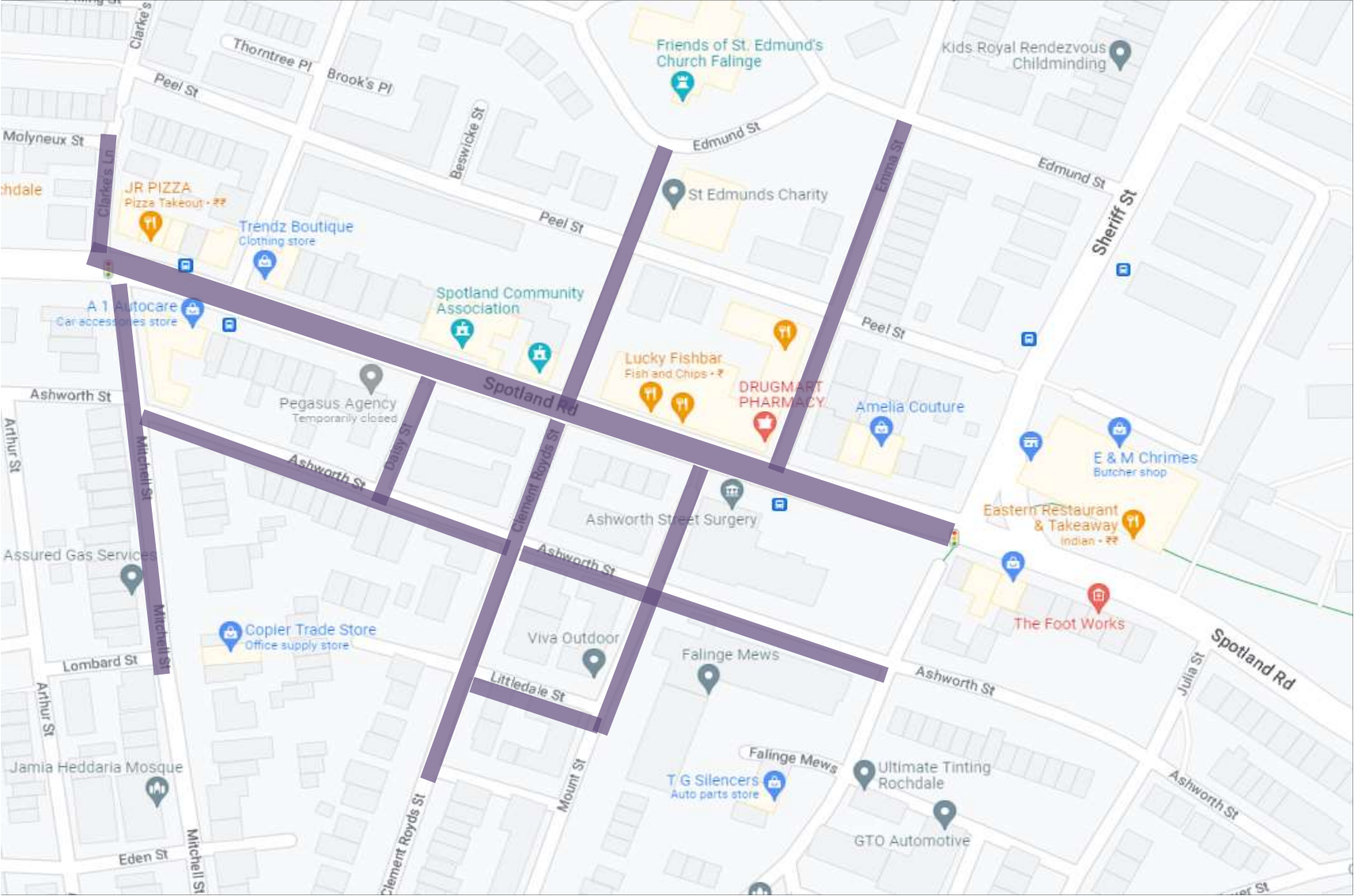
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



Appendix D

Parking Stress Survey

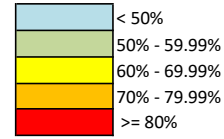
13892 / Spotland Road Parking Survey



Survey Area - Roads	
Ashworth Street	
Clarke's Lane	
Clement Royds Street	
Daisy Street	
Emma Street	
Littledale Street	
Mitchell Street	
Mount Street	



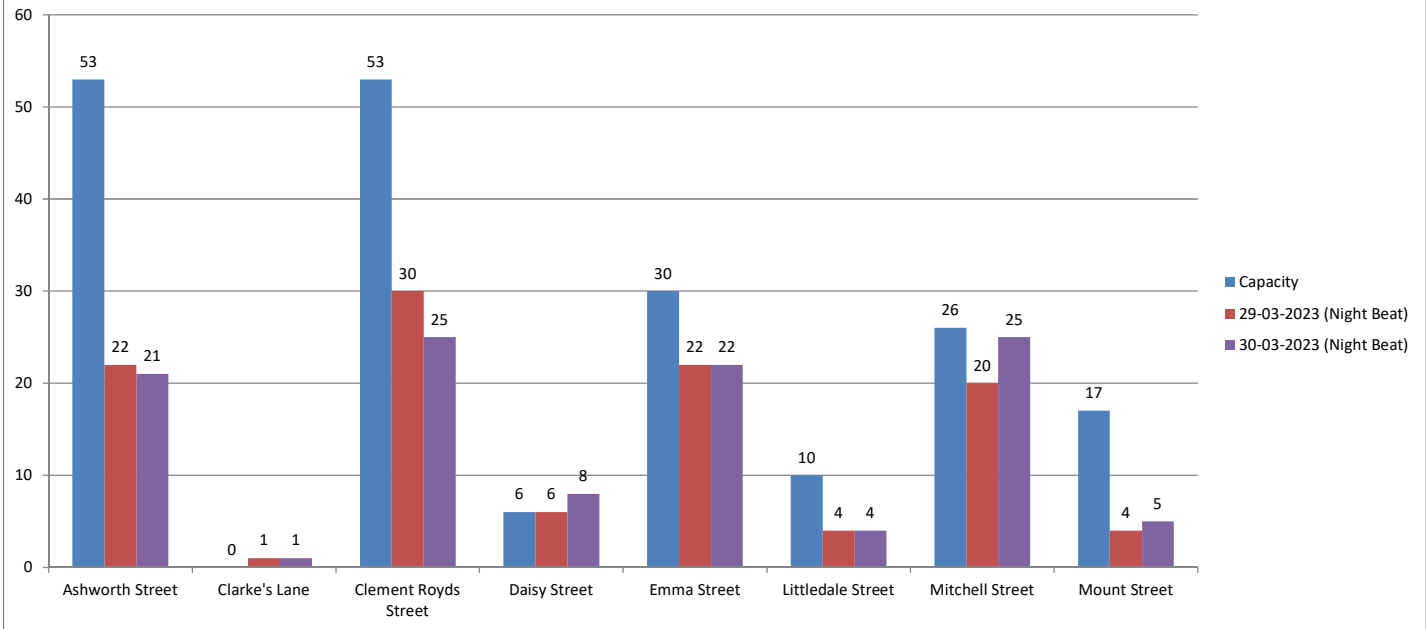
Day & Date 29-03-2023 & 30-03-2023
Time period Night Beats



Parking Stress

Road Names	Capacity	Time & Stress			
		29-03-2023 (Night Beat)	Stress	30-03-2023 (Night Beat)	Stress
Ashworth Street	53	22	42%	21	40%
Clarke's Lane	0	1	#DIV/0!	1	#DIV/0!
Clement Royds Street	53	30	57%	25	47%
Daisy Street	6	6	100%	8	133%
Emma Street	30	22	73%	22	73%
Littledale Street	10	4	40%	4	40%
Mitchell Street	26	20	77%	25	96%
Mount Street	17	4	24%	5	29%
TOTAL	195	109	56%	111	57%

Parking Occupancy





Road Name Ashworth Street
 Day & Date 29-03-2023 & 30-03-2023
 Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Ashworth Street	NS	NL	53	9			
2	Ashworth Street	NS	NL					
3	Ashworth Street	NS	NL				Car	Car
4	Ashworth Street	NS	NL					
5	Ashworth Street	NS	NL					
6	Ashworth Street	NS	NL				Car	Car
7	Ashworth Street	NS	NL				Car	Car
8	Ashworth Street	NS	NL					
9	Ashworth Street	NS	NL					
10	Ashworth Street	NS	NL				Car	Car
11	Ashworth Street	NS	DW	6				
12	Ashworth Street	NS	NL	6	1		Car	Car
13	CROSS OVER DAISY STREET							
14	Ashworth Street	NS	NL	29	5			
15	Ashworth Street	NS	NL					
16	Ashworth Street	NS	NL					
17	Ashworth Street	NS	NL					
18	Ashworth Street	NS	NL				Car	Car
19	Ashworth Street	NS	NL				Car	
20	Cross Over Clement Royds Street							
21	Ashworth Street	NS	NL	27	5			
22	Ashworth Street	NS	NL				Car	Car
23	Ashworth Street	NS	NL					
24	Ashworth Street	NS	NL				Car	Car
25	Ashworth Street	NS	NL				Car	Car
26	Cross Over Mount Street							
27	Ashworth Street	NS	NL	40	7		Car	
28	Ashworth Street	NS	NL					
29	Ashworth Street	NS	NL					
30	Ashworth Street	NS	NL					
31	Ashworth Street	NS	NL					
32	Ashworth Street	NS	NL					
33	Ashworth Street	NS	NL					
34	Ashworth Street	NS	NL					
35	Ashworth Street	NS	DW	8				
36	Ashworth Street	NS	NL	15	3			
37	Ashworth Street	NS	NL					



Road Name Ashworth Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
38	Ashworth Street	NS	NL					
39	End at Lower Sheriff Street and Go back							
40	Ashworth Street	SS	DY	5				
41	Ashworth Street	SS	SY	40				
42	Ashworth Street	SS	SY					
43	Ashworth Street	SS	SY					
44	Ashworth Street	SS	SY					
45	Ashworth Street	SS	SY					
46	Ashworth Street	SS	SY					
47	Ashworth Street	SS	SY					
48	Ashworth Street	SS	SY					
49	Ashworth Street	SS	DY	5				
50	Cross Over Mount Street							
51	Ashworth Street	SS	NL	29	5			
52	Ashworth Street	SS	NL				Car	Car
53	Ashworth Street	SS	NL					
54	Ashworth Street	SS	NL					
55	Ashworth Street	SS	NL					
56	Ashworth Street	SS	NL					Car
57	Cross Over Clement Royds Street							
58	Ashworth Street	SS	NL	102	18			
59	Ashworth Street	SS	NL					
60	Ashworth Street	SS	NL					Car
61	Ashworth Street	SS	NL				Car	Car
62	Ashworth Street	SS	NL				Car	
63	Ashworth Street	SS	NL					
64	Ashworth Street	SS	NL					
65	Ashworth Street	SS	NL				Car	Car
66	Ashworth Street	SS	NL				Car	Car
67	Ashworth Street	SS	NL				Car	Car
68	Ashworth Street	SS	NL				Car	Car
69	Ashworth Street	SS	NL				Car	Car
70	Ashworth Street	SS	NL				Car	Car
71	Ashworth Street	SS	NL					
72	Ashworth Street	SS	NL				Car	Car
73	Ashworth Street	SS	NL					
74	Ashworth Street	SS	NL					



Road Name Ashworth Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
75	Ashworth Street	SS	NL				Car	Car
76	Ashworth Street	SS	NL					
77	Ashworth Street	SS	NL					
78	END AT Mitchell Street							



Road Name **Clarke's Lane**
Day & Date **29-03-2023 & 30-03-2023**
Time Period **Night Beats**

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Clarke's Lane	ES	DY	40				
2	Clarke's Lane	ES	DY					
3	Clarke's Lane	ES	DY					
4	Clarke's Lane	ES	DY					
5	Clarke's Lane	ES	DY					
6	Clarke's Lane	ES	DY					
7	Clarke's Lane	ES	DY					
8	CROSS OVER AND GO BACK							
9	Clarke's Lane	WS	DY	13				
10	Clarke's Lane	WS	DY					
11	Clarke's Lane	WS	DW/DY	4			Car	Car
12	Clarke's Lane	WS	DY	3				
13	Clarke's Lane	WS	DW/DY	3.5				
14	Clarke's Lane	WS	DY	5				
15	END							



Road Name Clement Royds Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Start at Edmond Street							
2	Clement Royds Street	WS	NL	26	4			
3	Clement Royds Street	WS	NL					
4	Clement Royds Street	WS	NL					
5	Clement Royds Street	WS	NL					
6	Clement Royds Street	WS	NL					
7	Cross Over Peel Street							
8	Clement Royds Street	WS	NL	40	7			
9	Clement Royds Street	WS	NL					
10	Clement Royds Street	WS	NL				Car	
11	Clement Royds Street	WS	NL					
12	Clement Royds Street	WS	NL					
13	Clement Royds Street	WS	NL				Car	Car
14	Clement Royds Street	WS	NL					
15	Clement Royds Street	WS	NL					
16	Clement Royds Street	WS	DY	7				
17	Cross Over Spotland Road							
18	Clement Royds Street	WS	DY	5				
19	Clement Royds Street	WS	NL	28	5		Car	Car
20	Clement Royds Street	WS	NL				Car	
21	Clement Royds Street	WS	NL					Car
22	Clement Royds Street	WS	NL				Car	
23	Clement Royds Street	WS	NL				Car	Car
24	Cross over Ashworth Street							
25	Clement Royds Street	WS	NL	35	6		Car	Car
26	Clement Royds Street	WS	NL				Car	Car
27	Clement Royds Street	WS	NL					
28	Clement Royds Street	WS	NL				LGV	
29	Clement Royds Street	WS	NL					
30	Clement Royds Street	WS	NL					
31	Clement Royds Street	WS	NL				Car	Car
32	Cross over Littledale Street							
33	Clement Royds Street	WS	NL	31	5		Car	Car
34	Clement Royds Street	WS	NL				Car	Car
35	Clement Royds Street	WS	NL				Car	Car
36	Clement Royds Street	WS	NL					
37	Clement Royds Street	WS	NL				Car	Car



Road Name Clement Royds Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
38	Clement Royds Street	WS	NL				Car	
39	Cross over and Go Back							
40	Clement Royds Street	EB	NL	24	4		Car	Car
41	Clement Royds Street	EB	NL				Car	Car
42	Clement Royds Street	EB	NL				Car	Car
43	Clement Royds Street	EB	NL				Car	Car
44	Clement Royds Street	EB	NL				Car	LGV
45	Cross over Littledale Street							
46	Clement Royds Street	EB	NL	34	6		Car	Car
47	Clement Royds Street	EB	NL					
48	Clement Royds Street	EB	NL					
49	Clement Royds Street	EB	NL				Car	Car
50	Clement Royds Street	EB	NL				Car	Car
51	Clement Royds Street	EB	NL				Car	Car
52	Clement Royds Street	EB	NL					
53	Cross over Ashworth Street							
54	Clement Royds Street	EB	NL	29	5			
55	Clement Royds Street	EB	NL					
56	Clement Royds Street	EB	NL					Car
57	Clement Royds Street	EB	NL					
58	Clement Royds Street	EB	NL				Car	
59	Clement Royds Street	EB	NL				Car	
60	Clement Royds Street	EB	DY	4				
61	Cross Over Spotland Road							
62	Clement Royds Street	EB	DY	8				
63	Clement Royds Street	EB	NL	39	7			
64	Clement Royds Street	EB	NL					
65	Clement Royds Street	EB	NL				Car	Car
66	Clement Royds Street	EB	NL				Car	Car
67	Clement Royds Street	EB	NL					
68	Clement Royds Street	EB	NL				Car	Car
69	Clement Royds Street	EB	NL				Car	Car
70	Clement Royds Street	EB	NL					
71	Cross Over Peel Street							
72	Clement Royds Street	EB	NL	26	4			
73	Clement Royds Street	EB	NL					
74	Clement Royds Street	EB	NL					



Road Name Clement Royds Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
75	Clement Royds Street	EB	NL					
76	Clement Royds Street	EB	NL					
77	End at Edmond Street							



Road Name Daisy Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Start at Ashworth Street							
2	Daisy Street	WS	NL	4				
3	Daisy Street	WS	DB	3	1			
4	Daisy Street	WS	PB	15	5	PERPENDICULAR Parking		Car
5	Daisy Street	WS	PB				Car	Car
6	Daisy Street	WS	PB				Car	Car
7	Daisy Street	WS	PB				Car	Car
8	Daisy Street	WS	PB				Car	
9	TURN RIGHT							
10	Daisy Street	NS	NL				Car	Car
11	TURN RIGHT							
12	Daisy Street	ES	NL	25	0	Narrow Road	Car	Car
13	Daisy Street	ES	NL					Car
14	Daisy Street	ES	NL					
15	Daisy Street	ES	NL					LGV
16	Daisy Street	ES	NL					
17	End At Ashworth Road							



Road Name Emma Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Emma Street	WS	DY	14				
2	Emma Street	WS	DY					
3	Emma Street	WS	DY					
4	Emma Street	WS	NL	30	5			Car
5	Emma Street	WS	NL				Car	
6	Emma Street	WS	NL				Car	Car
7	Emma Street	WS	NL				Car	Car
8	Emma Street	WS	NL					Car
9	Emma Street	WS	NL					
10	Cross Over Peel Street							
11	Emma Street	WS	NL	57	10		Car	Car
12	Emma Street	WS	NL				Car	Car
13	Emma Street	WS	NL				Car	Car
14	Emma Street	WS	NL				Car	Car
15	Emma Street	WS	NL				Car	Car
16	Emma Street	WS	NL				Car	
17	Emma Street	WS	NL					Car
18	Emma Street	WS	NL				Car	Car
19	Emma Street	WS	NL					Car
20	Emma Street	WS	NL					
21	Emma Street	WS	NL					
22	END AT EDMUND AND GO BACK							
23	Emma Street	ES	NL	57	10			
24	Emma Street	ES	NL				Car	
25	Emma Street	ES	NL				Car	Car
26	Emma Street	ES	NL				Car	Car
27	Emma Street	ES	NL				Car	Car
28	Emma Street	ES	NL				Car	Car
29	Emma Street	ES	NL				Car	
30	Emma Street	ES	NL				Car	Car
31	Emma Street	ES	NL				Car	Car
32	Emma Street	ES	NL					Car
33	Emma Street	ES	NL				Car	Car
34	Cross Over Peel Street							
35	Emma Street	ES	NL	21	5			
36	Emma Street	ES	NL					Car
37	Emma Street	ES	NL				Car	



Road Name Emma Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
38	Emma Street	ES	NL	31	3		Car	Car
39	Emma Street	ES	NL					
40	Emma Street	ES	NL				Car	
41	Emma Street	ES	DY	14				
42	Emma Street	ES	DY					
43	Emma Street	ES	DY					
44	END AT SPOTLAND ROAD							



Road Name **Littledale Street**
Day & Date **29-03-2023 & 30-03-2023**
Time Period **Night Beats**

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Start At Mount Street							
2	Littledale Street	SS	NL	27	5			
3	Littledale Street	SS	NL				Car	
4	Littledale Street	SS	NL					Car
5	Littledale Street	SS	NL					
6	Littledale Street	SS	NL					
7	Cross Over and Go Back at Clements Ryods Street							
8	Littledale Street	NS	NL	27	5		Car	Car
9	Littledale Street	NS	NL					
10	Littledale Street	NS	NL				Car	
11	Littledale Street	NS	NL					Car
12	Littledale Street	NS	NL				Car	Car
13	END AT Mont Street							



Road Name Mitchell Street
 Day & Date 29-03-2023 & 30-03-2023
 Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Mitchell Street	WS	DY	14				
2	Mitchell Street	WS	DY					
3	Mitchell Street	WS	DY					
4	Mitchell Street	WS	DW	16			LGV	
5	Mitchell Street	WS	DW					BIN
6	Mitchell Street	WS	DW					
7	Cross Over Ashworth Street							
8	Mitchell Street	WS	NL	74	13		Car	
9	Mitchell Street	WS	NL				Car	Car
10	Mitchell Street	WS	NL				Car	LGV
11	Mitchell Street	WS	NL					Car
12	Mitchell Street	WS	NL				LGV	Car
13	Mitchell Street	WS	NL				Car	Car
14	Mitchell Street	WS	NL					
15	Mitchell Street	WS	NL					
16	Mitchell Street	WS	NL					Car
17	Mitchell Street	WS	NL				Car	
18	Mitchell Street	WS	NL					Car
19	Mitchell Street	WS	NL				TAXI	Car
20	Mitchell Street	WS	NL				Car	
21	Mitchell Street	WS	NL				Car	Car
22	Mitchell Street	WS	NL					Car
23	Stop at Lombard Street and go back							
24	Mitchell Street	ES	DW	3				Car
25	Mitchell Street	ES	NL	23	4		Car	Car
26	Mitchell Street	ES	NL					Car
27	Mitchell Street	ES	NL				Car	Car
28	Mitchell Street	ES	NL			Car	Car	Car
29	Mitchell Street	ES	DW	3				Car
30	Mitchell Street	ES	NL	34	6		Car	Car
31	Mitchell Street	ES	NL					Car
32	Mitchell Street	ES	NL				Car	LGV
33	Mitchell Street	ES	NL				Car	Car
34	Mitchell Street	ES	NL				Car	Car
35	Mitchell Street	ES	NL				Car	Car
36	Mitchell Street	ES	NL					
37	Cross Over Ashworth Street							



Road Name Mitchell Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
38	Mitchell Street	ES	NL	20	3		Car	Car
39	Mitchell Street	ES	NL				Car	
40	Mitchell Street	ES	NL				Car	Car
41	Mitchell Street	ES	NL					
42	Mitchell Street	ES	DY	12				
43	Mitchell Street	ES	DY					
44	END							



Road Name Mount Street
Day & Date 29-03-2023 & 30-03-2023
Time Period Night Beats

S.No	Road Name	Side of the Road	Site Type	Length	Capacity	Remarks	29-03-2023 (Night Beat)	30-03-2023 (Night Beat)
1	Mount Street	EB	NL	24	4			
2	Mount Street	EB	NL					
3	Mount Street	EB	NL				Car	
4	Mount Street	EB	NL					
5	Mount Street	EB	NL					
6	Cross over Ashworth Street							
7	Mount Street	EB	NL	29	5			
8	Mount Street	EB	NL					
9	Mount Street	EB	NL					
10	Mount Street	EB	NL					
11	Mount Street	EB	NL					
12	Mount Street	EB	NL					
13	Cross Over and Go back							
14	Mount Street	WB	NL	25	4			Car
15	Mount Street	WB	NL					Car
16	Mount Street	WB	NL				Car	
17	Mount Street	WB	NL					
18	Mount Street	WB	NL					Car
19	Cross over Ashworth Street							
20	Mount Street	WB	NL	26	4		Car	
21	Mount Street	WB	NL				Car	Car
22	Mount Street	WB	NL					Car
23	Mount Street	WB	NL					
24	Mount Street	WB	NL					
25	END							



FAIRHURST



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