

Transport Statement

Proposed Educational Facilities and Student Accommodation

Haigh House and Hardman House, Hardman Street, Liverpool

Carpenter Investments Ltd

May 2017

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1.0 INTRODUCTION

- 1.1 This Transport Statement has been prepared by SCP on behalf of Carpenter Investments Ltd to consider highway and transport issues related to the planning application for the redevelopment of Haigh House to form new educational facilities and Phases 1 & 2 of Hardman House for student accommodation and commercial uses on the ground floor.
- 1.2 The development proposals include educational facilities with a GFA of 3,661m², 51 clusters (containing a total of 355 student bedrooms) and commercial units on the ground floor totalling 1490m² GIA.
- 1.3 This report has been prepared to appraise the Local Planning and Highway Authority, Liverpool City Council, of the predicted transport impact of the development on the local highway network and access to the site on foot, cycle and public transport.
- 1.4 This Transport Statement will include details of how the site will be managed at peak times (at the start and end of each academic year) in addition to how the site will be serviced by refuse vehicles and parking details.
- 1.5 This Transport Statement should be read alongside the Travel Plan for the site which sets out measures to reduce private car use and sets out a potential strategy for the start and end of each academic year.
- 1.6 This report has been compiled in accordance with the now superseded 'Guidance on Transport Assessment' (DfT 2007), National Planning Policy Framework (March 2012) and Manual for Streets (DfT 2007).



2.0 EXISTING CONDITIONS

Site Location and Composition

2.1 The site is located to the east of Liverpool City Centre to the north of A5039 Hardman Street. It is bound by the A5039 Hardman Street to the south, South Hunter Street to the east, Baltimore Street to the west and Maryland Street to the north. The site is divided by back Maryland Street which is privately owned and is part of the site. The building on the northern side of the site is known as Haigh House and is currently part of Liverpool John Moores University. The building to the south of the site is known as Hardman House. The site location is shown in the plan SCP 1 in a local context.

SCP1- Site location plan



- 2.2 Hardman House is currently made up of a mix of occupied and disused commercial/retail units on the ground floor and commercial/office use to the rear and upper floors.
- 2.3 Until 2014, Haigh House was occupied by the LJMU Students union, which then relocated to the Fosters Building on Mount Pleasant. When it was the Student Union, it was used for student welfare such as housing, advice, finance as well as a leisure facility with clubs & societies, bar and nightclub.

2.4 Since this time, the building has been occupied by 'Love Assembly' as a place of worship. They hold events almost daily including: study groups, Sunday school, Friday night prayers and a Sunday service.

Local Highway Network

- 2.5 The site can be accessed from the A5039 Hardman Street via Baltimore Street or South Hunter Street, from Rodney Street via Maryland Street and from Hope Street via Maryland Street. At present, both Back Maryland Street and Maryland Street to the immediate north and through the site are bollarded/gated and comprise part of the site.
- 2.6 The A5039 Hardman Street is on a gradient that slopes downwards from east to west, is approximately 15m wide and has two lanes of traffic in both easterly and westerly directions. Oncoming traffic is separated by a central reservation area to prevent traffic from entering opposing lanes. There are breaks in the central reservation areas to allow right turners to access Baltimore Street and South Hunter Street.
- 2.7 The two lanes of traffic are effectively reduced to one lane in each direction due to a combination of short stay parking bays, a bus stop along the site frontage and taxi ranks. The taxi rank outside the Former School for the Blind is operational between the hours of 8pm to 3am while the rest of the time it is a short stay parking bay. In addition to this, there is a further taxi rank to the west of the Former School for the Blind. There are parking bays along the length of Hardman Street along the site frontage. The lengths of carriageway that do not feature bus stops, parking bays and taxi ranks are subject to 'No Waiting at any Time' Traffic Regulation Orders (TROs).
- 2.8 Along the site frontage there are well surfaced, wide footways approximately 2m in width that feature landscaping which provides a buffer between traffic and pedestrians. All crossing points at side roads feature dropped kerbs and tactile paving as a minimum. Outside of the Former School for the Blind, on the southern side of the A5039 carriageway there are very wide footways in excess of 3m.
- 2.9 Both Baltimore Street and South Hunter Street are cobbled streets that meet with the A5039 Hardman Street in the form of priority junctions. They are subject to No Waiting at any Time TROs for much of the length and both serve a mix of residential and commercial property. There are some short stay pay and display parking bays on both sides of the site. To summarise, in the vicinity of the site there are the following pay and display bays:
 - Baltimore Street- 4 spaces



- Maryland Street west- 6 spaces
- Hardman Street- 4 spaces
- South Hunter Street- 7 spaces
- Maryland Street east- 9 spaces
- 2.10 The A5039 Hardman Street meets Rodney Street at a four-arm signalised cross roads. Located here are controlled pedestrian crossings with dropped kerbs and tactile paving, as well as pedestrian guard-railing which protects pedestrians from traffic.
- 2.11 Immediately to the front of the site is an eastbound bus stop, which features information boards, a shelter and seating. The accessibility of the site is investigated further in Chapter 4.

Road Safety Record

- 2.12 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".*
- 2.13 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the Crashmap website, for the most recently available 3-year period ending 31st December 2016. Figure 2.3 below shows the location and severity of the accidents within the study area:-



Figure 2.3 – Crashmap Output



2.14 The above demonstrates that there have been no accidents at the junctions with Maryland Street, Baltimore Street or South Hunter Street. There are three slight accidents along Hardman Street, two at the junction with Rodney Street and three at the junction with Hope Street. The figure shows that all accidents were of slight severity and they were not heavily concentrated on one area of the local highway network. When considering the busy nature of Hardman Street, the level of accidents recorded is not a material concern for the safety and operation of the local highway network.



3.0 PROPOSED DEVELOPMENT

- 3.1 The proposals are for the demolition of Hardman House which is to be replaced by a student accommodation block with a total of 208 bedrooms arranged in 30 c retail uses with a GFA of 1145m (A1/A3/A4/A5) on the ground floor. This will form Phase 1 of the development.
- 3.2 Phase 2 comprises of the demolition of Haigh House, which is to be replaced by an educational facility. The educational block will comprise of a lecture theatre, teaching spaces, social & catering, toilets, staff rooms and open IT space. In total, the educational facility will have a GFA of 3661m².
- 3.3 In addition, Phase 2 of Hardman House comprises an extension over Back Maryland Street and part of the northern site to form a further 147 student bedrooms arranged in 21 clusters. The remainder of the site will form a public square. The ground floor will form a 345m² commercial unit with associated retail uses (A1/A3/A4/A5).
- 3.4 A proposed site layout is given at **Appendix 1**.
- 3.5 Access to the two residential blocks will be taken from South Hunter Street. Entrance to the retail units will take place from the public square next to Haigh House (Phase 2) and from Hardman Street (Phase 1). The entrance to Haigh House will be located on the pedestrian section of Maryland Street.

Servicing

- 3.6 The bin storage areas for both uses will be located on Back Maryland Street. The caretaker will bring the bins out of Back Maryland Street and return them after collection. Both Baltimore Street and South Hunter Street offer through routes for refuse vehicles servicing the site.
- 3.7 For other deliveries, Back Maryland Street or the closed off area of Maryland Street could be used for unloading purposes.

Parking

3.8 The site is a car free development as it is located in a highly accessible location within Liverpool City Centre and close to both universities. As will be discussed in Chapter 5 of this TS, the vehicular trips generated as part of the proposed development will not have a material impact on the local highway network.



- 3.9 In relation to LCCs Minimum Accessibility Standard Assessment, the site scores a total of 15, meeting the minimum score required for each mode of travel. Although the site is not within 500m of a designated district or local centre, the range of shops and facilities surrounding the development, including the new retail units on the ground floor, meet the typical everyday needs of students, while the proximity of their primary destination (the University) offers significant weight to the accessibility of the site on foot. Details of the assessment scoring are provided at **Appendix 2.**
- 3.10 At the student accommodation, a number of personnel including site manager, caretaker, security, maintenance and cleaning staff will attend on site at regular intervals. At the educational facilities there will be teaching, admin, catering staff and a caretaker on site. It is likely that general maintenance and cleaning staff will be shared with other university buildings.



4.0 ACCESSIBILITY

Pedestrian Accessibility

- 4.1 The road network surrounding the site provides well surfaced and lit footways, offering convenient access on foot into Liverpool city centre and the surrounding area. The site is located on the edge of the Mount Pleasant campus of Liverpool John Moores University and within very close proximity there are also main campuses of the University of Liverpool, as well as the University Hospital and Liverpool Community College.
- 4.2 A signalised pedestrian crossing can be found to the east of the site at the junction of Hardman Street and Hope Street and there is a further pedestrian crossing at Hardman Street/ Rodney Street. These crossings provide convenient access to the surrounding nearby shops and assist in accessing the city centres many facilities.
- 4.3 The pedestrian accessibility of the development has been modelled using TRACC software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site. The 2km walk distance isochrones is shown on Figure 4.1 below:-



Figure 4.1 – Walking Accessibility: 2km Walking Isochrones



4.4 As the plan shows, the development site is within walking distance of a considerable area of Liverpool. The site is located within a 12 minute walk of Liverpool Lime Street and Liverpool Central Railway Station. There are a wide range of education and leisure facilities within walking distance of the site, which make the student accommodation highly accessible for journeys made on foot.

Cycling Accessibility

4.5 It is acknowledged that 5km is a reasonable distance to travel by cycle and has the potential to replace short trips by car. Based a cycle distance of 5km, GIS software has been used to assess the area within easy cycling distance of the site, which is shown on the plan below.

Figure 4.2 - Cycling Accessibility: 5km Distance Isochrones



4.6 There are various sections of National Cycle Route within close proximity of the site. National Cycle Route 56 runs to the south of the site along Duke Street and is made up of predominantly on-road cycle routes. It provides a connection between the City Centre and Sefton Park as well as other residential areas in between these two areas. In addition to Route 56, there are on-road cycle routes along Mount Pleasant and Oxford Street close by to the universities.

Public Transport Accessibility

4.7 There nearest bus stop is located along Hardman Street to the south of the site. A summary of these bus services are given in the table below:

Table 4.1 – Summary of Local Bus Services

Bus Service	Route	Peak Hour Frequency Mon - Fri	Daytime Frequency Sat	Daytime Frequency Sun
75	City Centre – Okell Drive	10mins	15mins	20mins
80/80E	City Centre – Speke	20mins	30mins	No Service
80A	City Centre – Liverpool Airport	20mins	30mins	20mins
86/86A/ 86C/86D	City Centre – Garston/Liverpool South Parkway/Liverpool Airport	3/4mins	7/8mins	7/8mins

- 4.8 The above services collectively provide up to 30 buses an hour along Hardman Street/Myrtle Street during the week, with a maximum of 16 services on Saturdays and 14 services on Sundays. In addition, these services provide opportunities to access leisure facilities and for residents to the site.
- 4.9 The development site is located to the south of Liverpool's comprehensive railway network. Liverpool Central can be found within a 10 minute walk and provides local services to Southport, Hunts Cross, West Kirby and Chester on a 15 minute frequency.
- 4.10 In addition, Liverpool Lime Street station can be accessed within a 12 minute walk from the site. Liverpool Lime Street station provides access to destinations further afield, including Birmingham, Edinburgh and London on an hourly frequency, as well as to Manchester, Leeds and Newcastle on a 60 minute frequency, owing to being a major gateway station in the North West. In addition, a direct connection to Manchester Airport can be made from Lime Street station every hour.
- 4.11 GIS software has been used to plot a 60 minute travel distance via public transport, in combination with walking to bus stops and railway stations, which is shown on the plan below.



Figure 4.3 – Public Transport Accessibility: 60 Minute Isochrones

- 4.12 As the plan shows, areas accessible within 60 minutes via public transport include Liverpool and its suburbs, Southport, Formby, Chester and Warrington.
- 4.13 The excellent public transport links also allow for students to access areas across Merseyside without the use of a private car. The location of the railway stations mean that residents can easily reach the site by train and a short walk, bus or taxi ride to the site.

5.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

Retail units

- 5.1 The proposed commercial units on the ground floor of Phase 1 total 1145m² GIA, which is comparable to the existing units on the ground floor of Hardman House. Some of the existing units are currently in use and others could be re-used with no planning permission.
- 5.2 The proposed commercial units on the ground floor of Phase 2 total 345m² GIA. The location of the units set back from Hardman Street mean that there will be very few pass-by movements by cars and therefore the majority of trips will be on foot. The surrounding area has a high density of student accommodation and university buildings which is likely to be the main customer base.
- 5.3 For these reasons no trip generation assessments have been carried out for either Phase 1 or Phase 2 commercial units. There is a limited amount of on-street pay and display parking for the few customers who do arrive by car. The potential for the site to be serviced adequately has been investigated within this Chapter.

Student Accommodation

- 5.4 The traffic impact of the development on a daily occurrence is considered to be minimal given that parking around the site is limited in space and the duration of stay. It is assumed that none of the students will have cars as the site is a car free development and long-term parking within the city centre would be prohibitively expensive for students. Regular movements associated with the student accommodation include the following and range between daily movements to less frequent weekly/monthly visits for cleaning and maintenance purposes;
 - Admin staff
 - Management
 - Building & Grounds Maintenance
 - Cleaners
 - Security
 - Refuse collection
- 5.5 All staff attending the development will be made aware of Travel Plan measures. Refuse collection will occur around once per week from either Baltimore Street or South Hunter Street. The caretaker will move the bins out into the street and will put them back in the bin store immediately after collection has occurred.

- 5.6 The only significant traffic impact will occur at the start and end of the university year. The majority of this impact will occur at the start of the academic year in September/October, when students will arrive with their belongings.
- 5.7 It is anticipated that the majority of the students will arrive over two weekends prior to the start of term. Additional arrivals during the week will be made available but by appointment only. All those arriving will be advised of the parking which is available locally on-street. Back Maryland Street and Maryland Street will both be made available at the start of the academic year to allow residents to unload. Marshalls will be on site to supervise parking and unloading to minimise the impact on the local highway network.
- 5.8 Students will need to advise Management of their expected arrival time to ensure that arrivals are somewhat staggered and ease pedestrian congestion within the communal lobby and lifts. Management will also be able to advise drivers where there are further car parks to move to once vehicles are unloaded.
- 5.9 At the end of term, those students who leave the site are likely to take only hand luggage with them and are therefore more likely to use public transport to travel home. Each course will have different dates for exams and this will naturally stagger the dates which students leave the site at both the end of term and at the end of the academic year. It is not expected that any specific timeslots for parking are required at the end of the academic year due to the natural staggering of exams and courses.

Educational facilities

- 5.10 Regular movements associated with the educational facilities include the following and range between daily movements to less frequent weekly/monthly visits for cleaning and maintenance purposes;
 - Teaching staff
 - Admin staff
 - Management
 - Building & Grounds Maintenance
 - Cleaners
 - Security
 - Refuse collection
- 5.11 All staff attending the development will be made aware of Travel Plan measures. Refuse collection will occur around once per week from either Baltimore Street or South Hunter Street.

The caretaker will move the bins out into the street and will put them back in the bin store immediately after collection has occurred.

Multi-modal trips from the educational facilities

5.12 The TRICS database has been used to investigate the amount of multi-modal trips that can be expected for educational facilities on a typical weekday. The TRICS original output can be found in **Appendix 3**.

	IN	OUT	Total
Peak hour	22	2	26
PER DAY	120	119	239

Table 5.1- Vehicular trips from educational facilities

Table 5.2- Pedestrian trips from educational facilities

	IN	OUT	Total
Peak hour	5	10	15
PER DAY	84	87	171

Table 5.3- Cycle trips from educational facilities

	IN	OUT	Total
Peak hour	1	3	4
PER DAY	13	13	26

Table 5.4- Cycle trips from educational facilities

IN OUT Total



Peak hour	13	2	15
PER DAY	65	64	129

- 5.13 The maximum number of vehicular trips arising from the development will be 26 two-way trips during the peak hour. Volumetrically, this equates to approximately one additional vehicle movement every two minutes during the peak hour on the local highway network.
- 5.14 The few staff travelling to the site by the car will park in nearby long-stay car parks. The level of trips to the site by car will not materially impact the operation of the local highway network. In addition, this educational building replaces a building which was previously associated with the university and could therefore already attract trips and could be re-used at any point.

Multi-modal trips from the student accommodation

5.15 The TRICS database has been used to investigate the amount of walk, cycle and public transport trips that can be expected for student accommodation developments on a typical weekday. Some of the sites surveyed have very limited on-site parking. These sites have been investigated to calculate the student trips on foot, cycle and public transport for the proposed 355 bedroom development. The TRICS original output can be found in **Appendix 3**.

	IN	OUT	Total
Peak hour	63	34	97
PER DAY	401	384	785

Table 5.5- Pedestrian trips from student accommodation

Table 5.6- Cycle trips from student accommodation

	IN	OUT	Total
Peak hour	1	1	2
PER DAY	4	4	8

Type of Site	IN	OUT	Total
Peak hour	8	5	13
PER DAY	31	34	65

Table 5.7- Public transport trips from student accommodation

5.16 It is anticipated that the central location coupled with a clear no car policy will result in the majority of trips to and from the site on foot.



6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has evaluated the transport issues arising as a result of the proposed redevelopment of Haigh House and Hardman House to provide a new educational facility, public square and 355 bed-space student accommodation with commercial units on the ground floor.
- 6.2 The principle of car free student accommodation in this location has already been accepted for the development of Phase 1 of Hardman House. The extension to the site to include Haigh House will allow a new educational facility for the University whilst providing further commercial space and additional student accommodation.
- 6.3 To ensure minimal traffic impact the development will provide no car parking for staff or students. Arrival at the start of the academic year will be catered for by opening up both Back Maryland Street and Maryland Street for a limited time and utilising the existing on-street pay and display where necessary. Management will ensure a stagger of visitor arrivals to minimise traffic impact and pedestrian congestion within the communal areas. Parking will be time restricted for unloading drop off and visitors will be directed to nearby long stay parking thereafter if required.
- 6.4 The site is in a highly accessible location for students who will depend on walking, cycling and public transport to travel around. The development is located directly to the south of Liverpool University and is within an easy walk distance of Liverpool John Moore's City Campus, Hope and Community Colleges of Liverpool.
- 6.5 The site is located on the edge of the city centre, with a good range of everyday facilities within walk or cycle distance. Regular bus services provide links to the local area and to public transport interchanges such as Liverpool Lime Street.
- 6.6 For the reasons set out in this report we consider that there are no highway, traffic or transport reasons for withholding planning permission and that the proposals can therefore be recommended for approval.

S|C|P APPENDIX 1



SCP APPENDIX 2

MINIMUM ACCESSIBILITY STANDARD ASSESSMENT (MASA)

General

- 1.1 The proposed development has been assessed in terms of its compliance with the "Minimum Accessibility Standard Assessment" (MASA) criteria within Liverpool City Council's adopted *"Ensuring a Choice of Travel"* SPD.
- 1.2 The MASA sets out a checklist of accessibility criteria for new developments and sets a minimum score (by use class) for access by foot, cycle, public transport and vehicles. The format of the MASA for each travel mode is repeated in the sections below, together with the completed scores and accompanying explanatory text, where appropriate.
- 1.3 The MASA pedestrian accessibility test is shown in **Table 1.1** below:-

Access of	on Foot			Points	Score
Safety	Is there safe pedestrian access to the site (2m minimum width foot application must address safe pede	and within the site, and for pedestria path on both sides of the road)? estrian access.	ans passing If no your		Yes / No
Location	Housing Development: Is the develocation of the develocation of the develocation of the develocation of the development of the	lopment within 500m of a district or 1 in Appendix F)	Yes	2	
	Other development: Is the density 800m) more than 50 houses per h Appendix F)	of existing local housing (i.e. within nectare (see Accessibility Map 4 in	No	0	2
Internal	Does 'circulation' and access insid easy to use pedestrian routes for a	le the sites reflect direct, safe and Il; with priority given to pedestrians	Yes	1	1
Layout	when they have to cross roads or c	ycle routes?	No	0	•
External Layout	Are there barriers between the site restrict pedestrian access? (see Access and Mobility) e.g: • No dropped kerbs at cros	and local facilities or housing which Merseyside Code of Practice on ssings or on desire lines;	There are barriers	-2	1
	 Steep gradients; A lack of a formal crossin Security concerns, e.g. la 	ng where there is heavy traffic; ack of lighting.	There are no barriers	1	I
Other	The development links to identified Map 1). If not, please provide reasc	I recreational walking network (see A ons why not.	Accessibility		Yes / No
			٦	Fotal (B)	4
Summary	Box A: Minimum Standard (from Table 3.1)	А	Comme	nts or action	needed to
		4	correct a	ny shortfall	- NONE
				NEEDEL	J
	Box B: Actual Score	4			
		Т			

Table 1.1 – MASA Pedestrian Form

- 1.4 As demonstrated in the table above, access to the site by foot meets the minimum MASA criteria and is therefore considered acceptable.
- 1.5 The MASA cycle accessibility test is shown in **Table 1.2** below:-

Access b	y Cycle			Points	Score
Safety	Are there safety issues for cyclists	either turning into or out of the site	or at road		
,	junctions within 400m of the site (e level of traffic)? If yes, you must add	.g. dangerous right turns for cyclists dress safety issues in your application	due to the		105 /110
Cycle	Does the development meet cycle	e parking standards, in a secure lo	cation with		
Parking	facilities? If no, you must addres facilities.	s cycle parking standards and cyc	cle parking cle parking		Yes / No
Location	Housing Development: Is the devel local centre (see Accessibility Map	opment within 1 mile of a district or 1)	Yes	2	2
	Other Development: Is the density more than 50 houses per hectare (s F)	ee Accessibility Map 4 in Appendix	No	0	
Internal	Does 'circulation' and access insid	de the site reflect direct and safe	Yes	1	_
Layout	vehicles?		No	0	1
External Access	The development is within 400m Accessibility Map 1 in Appendix F route, or develop a route?	of an existing or proposed cycle) and / or proposes to create a link	route (see to a cycle	1	1
	The development is not within 400 Accessibility Map 1 in Appendix F)	Im of an existing or proposed cycle	route (see	-1	
Other	Development includes shower facili	ties and lockers for cyclists	Yes	1	
			No	0	•
			Т	otal (B)	5
Summary	Box A: Minimum Standard (from		Commer	nts or action	needed to
		5	correct a	ny shortfall	– NONE
				NEEDE)
	Box B: Actual Score				
		5			

Table 1.2 – MASA Cycle Form

- 1.6 As demonstrated in the table above, access to the site by cycle meets the minimum MASA criteria and is therefore considered acceptable.
- 1.7 The MASA public transport test is shown in the **Table 1.3** below:-

Table 1.3 – MASA Public Transport Form

Access b	y Public Transport		Points	Score
Location and access	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map	Yes	2	2
to public transport	2 in Appendix F).	No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e:	There are barriers	-2	
	 A lack of dropped kerbs; Pavements less than 2m wide; A lack of a formal crossing where there is heavy traffic; or Bus access kerbs. 	There are no barriers	1	1
Frequency	High (four or more bus services or trains an hour)		2	
	Medium (two or three bus services or trains an hour)		1	2
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail sta vicinity and/or provides bus stops or bus interchange in the site	ations in the	1	0
	The proposal contributes to an existing or new bus service		1	
		١	Total (B)	5
Summary	Box A: Minimum Standard (from Table 3.1)	Comme	nts or action	needed to
	5	correct	any shortfall	– NONE
			NEEDED	
	Box B: Actual Score	1		
	5			

- 1.8 As demonstrated in the table above, access to the site by public transport meets the minimum MASA criteria and is therefore considered acceptable.
- 1.9 The MASA vehicle access and parking test is shown in Table 1.4 below:-

Table 1.4 – MASA Vehicle Access and Parking Form

Vehicle A	ccess and Parking			Points	Score
Vehicle	Is there safe access to and from the	e road? If no, you must address safet	y issues.		Yes / No
access and circulation	Can the site be adequately serviced	d? If no, you must address service iss	ues.		Yes / No
	Is the safety and convenience of transport) affected by the proposal?	f other users (pedestrians, cyclists ? If yes, you must address safety issu	and public es.		¥es / No
	Has access for the emergency se emergency service provision.	rvices been provided? If no, you m	ust provide		Yes / No
	For development which generates accessed from the road or rail freig traffic on local roads and neighbo F)? If no, please provide an explana	significant freight movements, is the ght route networks (i.e. minimising th urhoods) (see Accessibility Map 3 in ation.	e site easily e impact of n Appendix		N / A
Parking	The off-street parking provided development type. If yes, parking p	is more than advised in Section rovision must be reassessed.	4 for that		Yes / No
	The off-street parking provided is a	s advised in Section 4 for that develo	oment type	1	Yes / No
	The off-street parking provided is le for that development type (or share	ess than 75% of the amount advised i s parking provision with another deve	n Section 4 lopment)	0	Yes / No
	For development in controlled parki	ing zones:			
	 Is it a car free developme 	ent?		0	Yes / No
	 Supports the control c provision of disabled spa in the local parking strate 	or removal of on-street parking s aces), or contributes to other identified agy (including car clubs)	paces (inc d measures	0	¥es / No
			т	otal (B)	0
Summary	Box A: Minimum Standard (from Table 3.1)		Commer	nts or action	needed to
	,	1	correct	any shortfall	
				NEEDEL)
	Box B: Actual Score	1			
		•			

1.10 As demonstrated in the table above, vehicle access to the site and parking meets the minimum MASA criteria and is therefore considered acceptable.

Summary

1.11 Having regard to the MASA tests above, it is concluded that there can be no reason to object to the proposed change of use on the grounds of the site's accessibility.

S|C|P APPENDIX 3

TRICS 7.4.1 250317 B1	17.49 (C) 2017	TRICS Consortiun	n Ltd	Wednesday 03/05/17
				Page 1
OFF-LINE VERSION	SCP Transport	York Street M	anchester	Licence No: 726001

Calculation Reference: AUDIT-726001-170503-0525

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION : C - COLLEGE/UNIVERSITY Category MULTI-MODAL VEHICLES

Sele	cted re	gions and areas:	
02	SOU	TH EAST	
	WS	WEST SUSSEX	1 days
03	SOU	TH WEST	•
	BR	BRISTOL CITY	1 days
	CW	CORNWALL	1 days
80	NOR	TH WEST	-
	GM	GREATER MANCHESTER	1 days

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

Secondary 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:	17250 to 162000 (units: sqm)
Range Selected by User:	1000 to 30000 (units: sqm)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/01 to 22/10/15

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

1 days
3 days

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

Selected survey types:	
Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:	
Edge of Town Centre	
Edge of Town	

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.

2 2

1 3

Selected Location Sub Categories:	
Out of Town	
No Sub Category	

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.

	317.49 (C) 2017	TRICS Consorti	ium Ltd	Wednesday 03/05/17
				Page 2
INE VERSION	SCP Transport	York Street	Manchester	Licence No: 726001
Secondary Fil	tering selection:			
Use Class:				
C2			1 days	
D1			3 days	
D1 This data displa has been used t	iys the number of s for this purpose, w	surveys per Use hich can be four	3 days Class classification within the nd within the Library module	e selected set. The Use Classes Order 2005 of TRICS®.
D1 This data displa has been used t <u>Population with</u>	ys the number of s for this purpose, w i <u>n 1 mile:</u>	surveys per Use hich can be four	3 days Class classification within the nd within the Library module	e selected set. The Use Classes Order 2005 of TRICS®.
D1 This data displa has been used the second	iys the number of s for this purpose, w i <u>n 1 mile:</u> 0	surveys per Use hich can be four	3 days Class classification within the nd within the Library module 2 days	e selected set. The Use Classes Order 2005 of TRICS®.

Population within 5 miles:	
25,001 to 50,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

1 days
2 days
1 days

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

<u>Travel Plan:</u> Yes

Т

0

4 days

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

PTAL Rating: No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	BR-04-C-01 UNIVERSITY COLDHARBOUR LANE FRENCHAY BRISTOL Edge of Town No Sub Category		BRISTOL CITY
	Total Gross floor area:	162000 sqm	
2	CW-04-C-04 UNIVERSITY A394 TRELIEVER ROAD PENRYN NEAR FALMOUTH Edge of Town Out of Town	177 11707	CORNWALL
	Total Gross floor area:	63750 sqm	
3	Survey date: THURSDAY GM-04-C-01 UNI. CAMPUS PERU STREET SALFORD MANCHESTER	03/05/12	Survey Type: MANUAL GREATER MANCHESTER
	Edge of Town Centre No Sub Category Total Gross floor area:	17250 sgm	
4	Survey date: TUESDAY WS-04-C-04 UNIVERSITY OF CH COLLEGE LANE	05/10/04 ICHESTER	Survey Type: MANUAL WEST SUSSEX
	CHICHESTER Edge of Town Centre No Sub Category Total Gross floor area: Survey date: THURSDAY	43382 sqm 22/10/15	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
CA-04-C-01	College
CW-04-C-03	Comparative sites
ES-04-C-02	Comparative sites
EX-04-C-01	Comparative sites
GC-04-C-02	Comparative sites
HI-04-C-01	Comparative sites
NF-04-C-02	Comparative sites
NY-04-C-01	Comparative sites
SC-04-C-01	Comparative sites
SF-04-C-01	Comparative sites
WY-04-C-01	Comparative sites

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY MULTI-MODAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	71596	0.170	4	71596	0.032	4	71596	0.202
08:00 - 09:00	4	71596	0.622	4	71596	0.110	4	71596	0.732
09:00 - 10:00	4	71596	0.581	4	71596	0.149	4	71596	0.730
10:00 - 11:00	4	71596	0.338	4	71596	0.169	4	71596	0.507
11:00 - 12:00	4	71596	0.241	4	71596	0.188	4	71596	0.429
12:00 - 13:00	4	71596	0.252	4	71596	0.267	4	71596	0.519
13:00 - 14:00	4	71596	0.278	4	71596	0.269	4	71596	0.547
14:00 - 15:00	4	71596	0.180	4	71596	0.268	4	71596	0.448
15:00 - 16:00	4	71596	0.134	4	71596	0.341	4	71596	0.475
16:00 - 17:00	4	71596	0.152	4	71596	0.508	4	71596	0.660
17:00 - 18:00	4	71596	0.137	4	71596	0.434	4	71596	0.571
18:00 - 19:00	4	71596	0.112	4	71596	0.245	4	71596	0.357
19:00 - 20:00	3	41461	0.140	3	41461	0.172	3	41461	0.312
20:00 - 21:00	3	41461	0.059	3	41461	0.133	3	41461	0.192
21:00 - 22:00	2	53566	0.053	2	53566	0.150	2	53566	0.203
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.449			3.435			6.884

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.

Parameter summary

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY MULTI-MODAL OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	71596	0.004	4	71596	0.002	4	71596	0.006
08:00 - 09:00	4	71596	0.007	4	71596	0.004	4	71596	0.011
09:00 - 10:00	4	71596	0.003	4	71596	0.004	4	71596	0.007
10:00 - 11:00	4	71596	0.004	4	71596	0.004	4	71596	0.008
11:00 - 12:00	4	71596	0.003	4	71596	0.002	4	71596	0.005
12:00 - 13:00	4	71596	0.005	4	71596	0.006	4	71596	0.011
13:00 - 14:00	4	71596	0.002	4	71596	0.004	4	71596	0.006
14:00 - 15:00	4	71596	0.002	4	71596	0.002	4	71596	0.004
15:00 - 16:00	4	71596	0.001	4	71596	0.002	4	71596	0.003
16:00 - 17:00	4	71596	0.001	4	71596	0.000	4	71596	0.001
17:00 - 18:00	4	71596	0.001	4	71596	0.000	4	71596	0.001
18:00 - 19:00	4	71596	0.000	4	71596	0.000	4	71596	0.000
19:00 - 20:00	3	41461	0.000	3	41461	0.001	3	41461	0.001
20:00 - 21:00	3	41461	0.000	3	41461	0.000	3	41461	0.000
21:00 - 22:00	2	53566	0.000	2	53566	0.000	2	53566	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.033 0.031 0.064								0.064	

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.

Parameter summary

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY MULTI-MODAL CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	71596	0.023	4	71596	0.006	4	71596	0.029
08:00 - 09:00	4	71596	0.078	4	71596	0.013	4	71596	0.091
09:00 - 10:00	4	71596	0.075	4	71596	0.007	4	71596	0.082
10:00 - 11:00	4	71596	0.033	4	71596	0.012	4	71596	0.045
11:00 - 12:00	4	71596	0.028	4	71596	0.012	4	71596	0.040
12:00 - 13:00	4	71596	0.027	4	71596	0.013	4	71596	0.040
13:00 - 14:00	4	71596	0.017	4	71596	0.022	4	71596	0.039
14:00 - 15:00	4	71596	0.020	4	71596	0.027	4	71596	0.047
15:00 - 16:00	4	71596	0.015	4	71596	0.032	4	71596	0.047
16:00 - 17:00	4	71596	0.016	4	71596	0.076	4	71596	0.092
17:00 - 18:00	4	71596	0.018	4	71596	0.077	4	71596	0.095
18:00 - 19:00	4	71596	0.009	4	71596	0.034	4	71596	0.043
19:00 - 20:00	3	41461	0.007	3	41461	0.018	3	41461	0.025
20:00 - 21:00	3	41461	0.006	3	41461	0.018	3	41461	0.024
21:00 - 22:00	2	53566	0.005	2	53566	0.014	2	53566	0.019
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.381			0.758

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.

Parameter summary

Trip rate parameter range selected:	17250 - 162000 (units: sqm)
Survey date date range:	01/01/01 - 22/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	11
5	

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY MULTI-MODAL PEDESTRIANS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	71596	0.023	4	71596	0.007	4	71596	0.030
08:00 - 09:00	4	71596	0.197	4	71596	0.066	4	71596	0.263
09:00 - 10:00	4	71596	0.244	4	71596	0.065	4	71596	0.309
10:00 - 11:00	4	71596	0.263	4	71596	0.128	4	71596	0.391
11:00 - 12:00	4	71596	0.172	4	71596	0.147	4	71596	0.319
12:00 - 13:00	4	71596	0.199	4	71596	0.293	4	71596	0.492
13:00 - 14:00	4	71596	0.220	4	71596	0.232	4	71596	0.452
14:00 - 15:00	4	71596	0.175	4	71596	0.192	4	71596	0.367
15:00 - 16:00	4	71596	0.165	4	71596	0.207	4	71596	0.372
16:00 - 17:00	4	71596	0.138	4	71596	0.281	4	71596	0.419
17:00 - 18:00	4	71596	0.140	4	71596	0.245	4	71596	0.385
18:00 - 19:00	4	71596	0.113	4	71596	0.138	4	71596	0.251
19:00 - 20:00	3	41461	0.152	3	41461	0.214	3	41461	0.366
20:00 - 21:00	3	41461	0.104	3	41461	0.145	3	41461	0.249
21:00 - 22:00	2	53566	0.117	2	53566	0.135	2	53566	0.252
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.422			2.495			4.917

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.

Parameter summary

17250 - 162000 (units: sqm)
01/01/01 - 22/10/15
4
0
0
2
11

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	71596	0.033	4	71596	0.010	4	71596	0.043
08:00 - 09:00	4	71596	0.228	4	71596	0.058	4	71596	0.286
09:00 - 10:00	4	71596	0.364	4	71596	0.066	4	71596	0.430
10:00 - 11:00	4	71596	0.219	4	71596	0.058	4	71596	0.277
11:00 - 12:00	4	71596	0.194	4	71596	0.113	4	71596	0.307
12:00 - 13:00	4	71596	0.164	4	71596	0.179	4	71596	0.343
13:00 - 14:00	4	71596	0.176	4	71596	0.149	4	71596	0.325
14:00 - 15:00	4	71596	0.134	4	71596	0.168	4	71596	0.302
15:00 - 16:00	4	71596	0.080	4	71596	0.178	4	71596	0.258
16:00 - 17:00	4	71596	0.085	4	71596	0.325	4	71596	0.410
17:00 - 18:00	4	71596	0.073	4	71596	0.279	4	71596	0.352
18:00 - 19:00	4	71596	0.037	4	71596	0.133	4	71596	0.170
19:00 - 20:00	3	41461	0.036	3	41461	0.061	3	41461	0.097
20:00 - 21:00	3	41461	0.026	3	41461	0.057	3	41461	0.083
21:00 - 22:00	2	53566	0.020	2	53566	0.024	2	53566	0.044
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.869			1.858			3.727

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.

Parameter summary

Trip rate parameter range selected:	17250 - 162000 (units: sqm)
Survey date date range:	01/01/01 - 22/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	11

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION MULTI-MODAL VEHICLES Calculation factor: 1 RESIDE BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.002	3	183	0.000	3	183	0.002
08:00 - 09:00	3	183	0.007	3	183	0.005	3	183	0.012
09:00 - 10:00	3	183	0.004	3	183	0.004	3	183	0.008
10:00 - 11:00	3	183	0.016	3	183	0.011	3	183	0.027
11:00 - 12:00	3	183	0.016	3	183	0.018	3	183	0.034
12:00 - 13:00	3	183	0.007	3	183	0.011	3	183	0.018
13:00 - 14:00	3	183	0.013	3	183	0.009	3	183	0.022
14:00 - 15:00	3	183	0.015	3	183	0.018	3	183	0.033
15:00 - 16:00	3	183	0.016	3	183	0.015	3	183	0.031
16:00 - 17:00	3	183	0.016	3	183	0.015	3	183	0.031
17:00 - 18:00	3	183	0.002	3	183	0.013	3	183	0.015
18:00 - 19:00	3	183	0.007	3	183	0.009	3	183	0.016
19:00 - 20:00	2	219	0.007	2	219	0.007	2	219	0.014
20:00 - 21:00	2	219	0.009	2	219	0.009	2	219	0.018
21:00 - 22:00	2	219	0.007	2	219	0.011	2	219	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.155			0.299

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.

Parameter summary

Trip rate parameter range selected:	110 - 241 (units:)
Survey date date range:	01/01/08 - 28/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION MULTI-MODAL CYCLISTS Calculation factor: 1 RESIDE BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.000	3	183	0.000
08:00 - 09:00	3	183	0.002	3	183	0.004	3	183	0.006
09:00 - 10:00	3	183	0.000	3	183	0.000	3	183	0.000
10:00 - 11:00	3	183	0.000	3	183	0.000	3	183	0.000
11:00 - 12:00	3	183	0.004	3	183	0.004	3	183	0.008
12:00 - 13:00	3	183	0.000	3	183	0.000	3	183	0.000
13:00 - 14:00	3	183	0.000	3	183	0.002	3	183	0.002
14:00 - 15:00	3	183	0.002	3	183	0.000	3	183	0.002
15:00 - 16:00	3	183	0.002	3	183	0.000	3	183	0.002
16:00 - 17:00	3	183	0.000	3	183	0.000	3	183	0.000
17:00 - 18:00	3	183	0.000	3	183	0.002	3	183	0.002
18:00 - 19:00	3	183	0.000	3	183	0.000	3	183	0.000
19:00 - 20:00	2	219	0.000	2	219	0.000	2	219	0.000
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.012			0.022

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

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

Parameter summary

Trip rate parameter range selected:	110 - 241 (units:)
Survey date date range:	01/01/08 - 28/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION MULTI-MODAL PEDESTRIANS Calculation factor: 1 RESIDE BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.002	3	183	0.005	3	183	0.007
08:00 - 09:00	3	183	0.005	3	183	0.181	3	183	0.186
09:00 - 10:00	3	183	0.005	3	183	0.044	3	183	0.049
10:00 - 11:00	3	183	0.046	3	183	0.097	3	183	0.143
11:00 - 12:00	3	183	0.047	3	183	0.077	3	183	0.124
12:00 - 13:00	3	183	0.062	3	183	0.058	3	183	0.120
13:00 - 14:00	3	183	0.088	3	183	0.071	3	183	0.159
14:00 - 15:00	3	183	0.091	3	183	0.080	3	183	0.171
15:00 - 16:00	3	183	0.108	3	183	0.078	3	183	0.186
16:00 - 17:00	3	183	0.161	3	183	0.066	3	183	0.227
17:00 - 18:00	3	183	0.175	3	183	0.080	3	183	0.255
18:00 - 19:00	3	183	0.177	3	183	0.097	3	183	0.274
19:00 - 20:00	2	219	0.041	2	219	0.050	2	219	0.091
20:00 - 21:00	2	219	0.082	2	219	0.068	2	219	0.150
21:00 - 22:00	2	219	0.039	2	219	0.030	2	219	0.069
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.129			1.082			2.211

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.

Parameter summary

Trip rate parameter range selected:	110 - 241 (units:)
Survey date date range:	01/01/08 - 28/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 RESIDE BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	3	183	0.000	3	183	0.002	3	183	0.002
08:00 - 09:00	3	183	0.002	3	183	0.011	3	183	0.013
09:00 - 10:00	3	183	0.000	3	183	0.007	3	183	0.007
10:00 - 11:00	3	183	0.007	3	183	0.016	3	183	0.023
11:00 - 12:00	3	183	0.004	3	183	0.007	3	183	0.011
12:00 - 13:00	3	183	0.004	3	183	0.011	3	183	0.015
13:00 - 14:00	3	183	0.005	3	183	0.007	3	183	0.012
14:00 - 15:00	3	183	0.011	3	183	0.007	3	183	0.018
15:00 - 16:00	3	183	0.009	3	183	0.009	3	183	0.018
16:00 - 17:00	3	183	0.015	3	183	0.004	3	183	0.019
17:00 - 18:00	3	183	0.009	3	183	0.000	3	183	0.009
18:00 - 19:00	3	183	0.022	3	183	0.013	3	183	0.035
19:00 - 20:00	2	219	0.000	2	219	0.002	2	219	0.002
20:00 - 21:00	2	219	0.000	2	219	0.000	2	219	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.096			0.184

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.

Parameter summary

110 - 241 (units:)
01/01/08 - 28/11/13
3
0
0
2
0