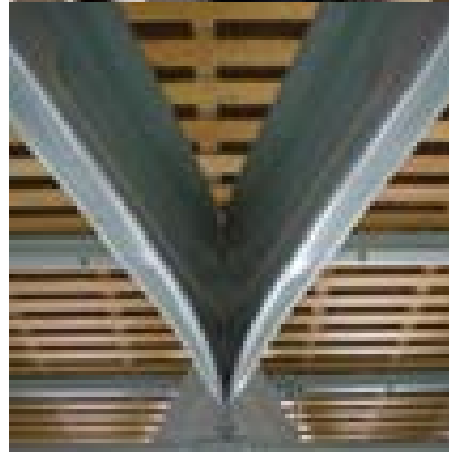
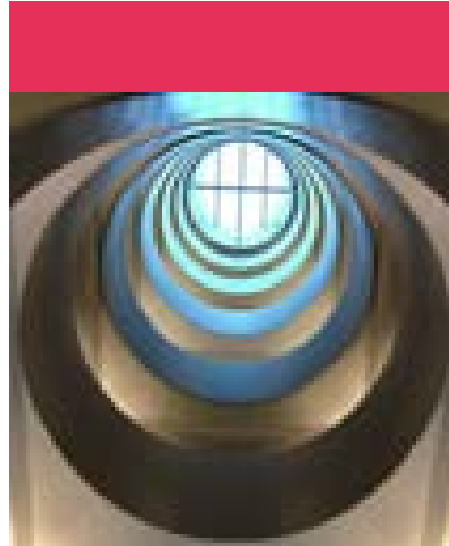


Cressington House, 249 St. Mary's Road, Liverpool Transport Statement

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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins has been appointed on behalf of Trillium (PRIME) Property GP Limited to provide traffic and transportation advice in relation to a proposed residential scheme for 32 dwellings to the south of St. Mary's Road, Liverpool on a site currently containing Cressington House, a four storey employment office, and ancillary buildings.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highways Officers at Liverpool City Council (LCC) of all relevant traffic and transportation matters associated with the application.
- 1.2.2 This report is to be considered alongside a Minimum Accessibility Standard Assessment (MASA), in line with existing LCC policy. This further appraises the accessibility of the site, and its suitability for residential purposes.

1.3 Scope of the Report

- 1.3.1 Based on scoping discussions with Highways Officers at LCC, this TS contains the following:
- A description of the site location and the highway network in the vicinity of the site;
 - A summary of servicing and access arrangements;
 - A review of accessibility by all sustainable modes of travel;
 - A Minimum Accessibility Standard Assessment (MASA) as identified in LCC's "Ensuring a Choice of Travel" SPD;
 - Information regarding the traffic generated by the existing and proposed development;
 - An assessment of the likely impact on the surrounding highway network; and
 - A summary of all relevant transportation policy.
- 1.3.2 The information presented in this TS has been prepared in accordance with NPPF and Planning Practice Guidance, specifically:
- Travel plans, transport assessments and statements in decision-taking; and
 - Transport evidence bases in plan making.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 A summary of the development proposals including the proposed access arrangements, servicing arrangements and car parking are described in **Section 3**.
- 1.4.3 **Section 4** assesses the site in terms of accessibility by sustainable modes of transportation, including walking, cycling, by bus and by rail. The MASA undertaken as requested by Highways Officers at LCC during scoping discussions is also referred to.
- 1.4.4 **Section 5** considers the likely trips associated with the existing consented and proposed development and the corresponding expected highway impact.
- 1.4.5 Local and national transport planning policy is considered in the context of the proposed development throughout **Section 6**.
- 1.4.6 The report is summarised and concluded in **Section 7**.

2.0 Site Context and Highway Safety

2.1 Site Location

- 2.1.1 The development site is located south of St. Mary's Road on a former employment office site. The area surrounding the site is predominantly residential in nature.
- 2.1.2 **Plan TPMA5032_001** illustrates the location of the site in relation to the surrounding areas, and **Plan TPMA5032_002** shows the site in a more local context relating to the local highway network.

2.2 Existing Access

- 2.2.1 There are two existing site accesses adjacent to the site, both off St. Mary's Road. One is located in the northwest corner of the site and the other in the northeast corner of the site.

2.3 Surrounding Highway Network

St. Mary's Road

- 2.3.1 St. Mary's Road is situated to the northeast of the site, and extends on a northwest/southeast axis from the junction with Garston Old Road in the northwest to the junction with Church Road in the southeast as part of the Aigburth Road corridor which stretches from Toxteth in the northwest to Speke Road in the southeast. St Mary's Road is a dual carriageway with a central reservation approximately 6-7m wide within vicinity of the site. Both carriageways either side of the central reservation are 6m – 7m wide with a 3.5m parking layby extending along the south-western edge of the carriageway.
- 2.3.2 There are 3.5-4m wide footways on both sides of the carriageway. In the vicinity of the site the speed limit along the highway is 30mph and there is street lighting present.

Garston Old Road

- 2.3.3 Garston Old Road is situated approximately 160m northwest of the site along St. Mary's Road and extends on a northeast/southwest axis to a junction with Darby Road. The highway comprises a single lane, two-way carriageway approximately 6m-7m in width, with footways present on both sides of the road approximately 3m wide. A tree-lined verge extends along the eastern edge of the carriageway. There is a 40mph speed restriction on the carriageway and street lighting is present.

Salisbury Road/Knowsley Road

- 2.3.4 Salisbury Road and Knowsley Road combine to form a junction with St. Mary's Road northwest of the site approximately 160m northwest of the site and both extend in a south westerly direction to

Cressington Esplanade situated along the coastal route along the edge of Garston Channel. Both roads are predominantly residential in nature and form part of the Grassendale residential area. Both Salisbury Road and Knowsley Road comprise single lane, two-way carriageways approximately 5-6m in width.

- 2.3.5 There are footways present on both sides of Salisbury Road and Knowsley Road which are approximately 1.5-2.m wide. There is a 20mph speed restriction on each carriageway and street lighting is present. Both roads provide access to Cressington station on the Merseyrail network.

2.4 Highway Safety

- 2.4.1 A physical audit of safety was conducted on St. Mary's Road, from the Salisbury Road junction northwest of the site to the Bowden Road junction southeast of the site, as well as the junction to Garston Old Road and the access road located southeast of the proposed development.
- 2.4.2 St. Mary's Road was found to have a number of highway safety measures in place, including pedestrian railings at the Salisbury Road junction, at the access road southeast of the site and at the three pedestrian/cycle crossings located along the stretch of road audited. A 30mph speed restrictions is in place on St. Mary's Road.
- 2.4.3 At the St. Mary's Road/Garston Old Road junction, turning areas are clearly marked and are well designed to accommodate right turning traffic.
- 2.4.4 Adequate footways are provided on either side of all roads within close vicinity of the site and provide good links to facilities, services and public transport destinations within walking distance of the site.
- 2.4.5 It should also be noted that the proposals include the removal of two access points located in the north and west corners of the site, to be replace by one access located in the centre of the site boundary with St. Mary's Road.
- 2.4.6 The safety audit does not indicate a road safety problem at the surrounding junctions that would be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 Curtins has been appointed on behalf of Trillium (PRIME) Property GP Limited to provide traffic and transportation advice in relation to a proposed residential development on a site currently containing Cressington House, a four storey employment office and ancillary buildings.
- 3.1.2 The client is seeking to obtain outline planning permission for the development of 32 dwellings. **Appendix A** to the rear of this document contains the proposed site plan for the scheme.
- 3.1.3 The proposed development requires the demolition of Cressington House and a number of smaller ancillary buildings.

3.2 Proposed Access

- 3.2.1 The two existing vehicular accesses to the site are to be removed and an access to the site is to be provided via one access located in the centre of the site boundary with St. Mary's Road. Drawing **TPMA5038_100** shows the proposed site access.

3.3 Proposed Parking

- 3.3.1 Liverpool Unitary Development Plan: Supplementary Planning Guidance Note 8 states car and cycle parking standards for new developments. For Class C3 dwellings there is no maximum parking standard but a minimum of 2 spaces are required per dwelling.
- 3.3.2 The proposed development provides the 2 spaces required for each dwelling with 64 car park spaces provided for 32 dwellings. 4 'Visitor' car parking spaces are also to be retained along the site frontage.
- 3.3.3 There are no minimum cycle parking requirements for class C3 development but it is a requirement that all units should be accessible by cycle.

4.0 Accessibility by Sustainable Modes of Transport

4.1 Introduction

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

4.1.2 The site is located on the outskirts of Liverpool city centre and consequently has a significant number of pedestrian, cycle and public transport services and facilities within walking distance of it.

4.2 Pedestrian Accessibility

4.2.1 The proposed development area is located in an established residential area to the southeast of Liverpool city centre. Therefore a significant level of pedestrian infrastructure already exists in the surrounding area. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to a variety of planning applications. These are reproduced in **Table 4.1** below.

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan TPMA5032_003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting and school trips, which are considered to be the most common journey purposes.

4.2.3 Within 500m of the site there are a number of services and facilities, many located along the St. Mary's Road corridor. To the northwest they include a petrol station, and a number of other smaller independent shops, St. Austin's Church and St. Mary's Church. To the southeast facilities include Garston Library and a large number of small independent shops.

4.2.4 Gilmour Junior School is located just less than 500m walking distance from the centre of the proposed site. Cressington Park is located south of the site with Cressington Station located southwest of the

site and Cressington Esplanade extending along the southwest edge of the Grassendale residential area. An Asda store and adjacent petrol station are located just over 500m southeast of the centre of the proposed site.

- 4.2.5 Further afield within 1,000m from the site, there are a number of additional facilities and services to the north, east, south and west. The catchment includes additional schools, convenience stores, public houses and places of worship. Also within the 1,000m catchment are a number of extra facilities including Liverpool Cricket and Sports Club and a Travelodge Hotel northwest of the site and a Cooperative foodstore alongside numerous small independent shops in Garston southeast of the site. Long Lane Recreation Park to the northeast of the site is also located within the 1000m catchment.
- 4.2.6 The 2,000m catchment also includes a large number of facilities and services in Allerton (especially on Booker Avenue in West Allerton) and Mossley Hill (particularly on Rose Lane), including banks, national food superstore, recreational facilities and major public transport links to the Merseyside region and beyond. Aigburth Station, West Allerton Station and Liverpool South Parkway Station are all located within the 2,000m catchment as well as a number of recreational grounds and parks, including Otterspool Park, Allerton Tower Park and the Festival Gardens.
- 4.2.7 In conclusion, the proposed development has is within walking distance of a wide range of goods and facilities. Walking can be considered a feasible mode of transport for some future users of the site, should the area be developed for residential purposes.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan TPMA5032_004** has been produced to represent a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at an average speed of 12 kmph.
- 4.3.2 Included within the 5km cycle catchment are the areas of Wavertree, Mossley Hill, Sefton Park, Toxteth, Allerton, Woolton, Garston, Hunt's Cross and Speke. Liverpool John Lennon Airport is also located within the 5km catchment, southeast of the site.
- 4.3.3 Within a 5km radius of the site there are local cycle routes on Riversdale Road and Darby Road/Garston Old Road. 'Suggested Cycle Routes' as indicated on the Merseytravel website include Whitehedge Road, Duncombe Road North and a number of streets in the Cressington Residential area.
- 4.3.4 Cycling can therefore be considered to be a mode of choice for some potential future residents of the proposed development.

4.4 Accessibility by Bus

- 4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.2 The nearest bus stops to the proposed development are located on St. Mary's Road approximately 200m northwest of the site. **Table 4.2** shows the services, routes and frequencies of the buses that service the nearest bus stops on St. Mary's Road.

Bus Service	Route	Peak Frequency		
		Mon – Fri	Sat	Sun/Hols
82/82D	City Centre – Toxteth – Garston – Liverpool South Parkway	10 mins	6 mins	15 mins
82A/82B	City centre - Halton Hospital	30 mins	30 mins	60 mins
167	Garston - Grassendale - Garston	40 mins	40 mins	-
500	City Centre – Liverpool John Lennon Airport	30 mins	30 mins	-
800	Speke – Garston – Aigburth – Liverpool Freeport	1 journey /day	-	-
X1	City Centre – Speke – Windmill Hill	30 mins	30 mins	-
X22	Winsford – Northwich – Speke – City Centre	-	1 return journey/day	-

Table 4.2 – Summary of Bus Service Frequencies from St. Mary's Road

- 4.4.3 **Table 4.2** demonstrates that the site is highly accessible by bus, with a wide range of regular buses which service a number of areas stopping within 400m walk of the site.
- 4.4.4 It is considered that bus travel is a viable mode of transport for some future residents of the proposed development.

4.5 Accessibility by Rail

- 4.5.1 The nearest railway station to the site is Cressington Station, approximately 400m walking distance from the centre of the site. The station has regular services that run to a variety of destinations throughout Merseyside on the Merseyrail network, including Liverpool Central where connection can be made to Liverpool Lime Street Station and beyond to other cities within the country including: London Euston, Wigan, Preston and Manchester.

4.5.2 It is considered that Cressington Station will be within acceptable walking distance for most future residents. It is also considered that there is the potential for multi-modal journeys involving rail, including a section of the journey on foot, by bus or by cycle.

4.5.3 Overall, the site can be considered to be accessible by rail and in conjunction with other sustainable modes of transport.

4.6 Minimum Accessibility Standard Assessment (MASA)

4.6.1 LCC Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel' recommends that a MASA of development sites should be undertaken by developers in order to ascertain the level of transport connectivity that will be expected by LCC.

4.6.2 The MASA form has been completed with consideration to the complete development of 32 dwellings, and can be found in **Appendix B** to the rear of this report.

4.6.3 The site exceeds the requirements for access on foot, and access by cycle. The site also meets the required standard for access by public transport.

4.7 Summary

4.7.1 In summary, the site can be considered accessible by a variety of sustainable modes of transport.

4.7.2 The proposed development would benefit from existing facilities and services within desirable and acceptable walking distances, and there are cycle routes adjacent to the site which would link the development to other surrounding areas.

4.7.3 The site also benefits from very good public transport links, with a number of bus services and Cressington Station accessible within 400m of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 As noted previously, the site currently accommodates an employment office with ancillary offices with a gross floor area of circa 3,720sqm.
- 5.1.2 The Cressington House complex is structurally sound and, subject to internal renovation, can be realistically brought back into full employment use without the need for a planning application, and subsequently could generate traffic on the surrounding highway network.
- 5.1.3 This section of the report will therefore examine the traffic generation characteristics of the consented uses at the Cressington House site, a B1 offices use, and provide a comparison against the proposed redevelopment traffic generation characteristics, a C3 residential use.

5.2 Existing Site Uses Traffic Generations

- 5.2.1 The Cressington House site currently accommodates existing employment uses with ancillary offices.
- 5.2.2 The extent of existing floor area of the consented use which is to be redevelopment is 3,720sqm.
- 5.2.3 To identify the traffic movements which can be generated by the consented existing use of the Cressington House site, reference has been made to data contained within the TRICS national database. The TRICS database is an industry-standard software tool which comprises a vast database of traffic surveys collected from existing developments, sub categorised into particular land uses such as residential, employment development, retail developments, healthcare facilities and leisure facilities for example.
- 5.2.4 The traffic survey data is collated for the various land uses and utilised to derive a trip rate which can be applied to a land use gross floor area to establish the total number of vehicles arriving and departing a site during a specified time period.
- 5.2.5 The assessment of the TRICS database for the consented employment uses has been based on the following parameters;
 - Data from UK sites excluding London;
 - Average trip rates;
 - Trip rates based on 100sqm GFA for the existing employment use;
 - Trip rates based on 32 dwellings for the proposed residential use;
 - Weekday (Monday – Friday) survey data.

5.2.6 The full TRICS outputs for each land use category are presented in **Appendix C**.

5.2.7 In order to perform a robust comparison of the existing and proposed trip rates, following inspection of the generated trip rates, the AM and PM peak hours have been set at 8am-9am and 5pm-6pm respectively.

5.2.8 Tables 5.1 summarises the trip rates and derived average trip generations for the consented existing employment use.

Time Period	Trip Rates per 100sqm		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Two-way
AM Peak Hour	1.441	0.278	54	10	64
PM Peak Hour	0.221	1.252	8	47	55

Table 5.1 – Consented Employment Use Trip Generation Summary

5.2.9 Based on the information summarised in Table 5.1 the consented uses which the proposed redevelopment scheme is set to replace could realistically generate in the order of 64 and 55 two-way vehicle movements during the AM and PM peak hour periods respectively.

5.3 Proposed Redevelopment Traffic Generations

5.3.1 As noted previously, the proposed redevelopment scheme will comprise 32 dwellings.

5.3.2 Reference has again been made to the TRICS national database in order to establish the trip rates associated with residential development uses across the UK.

5.3.3 Table 5.2 summarises the trip rates and derived average percentile trip generations for the proposed residential development.

Time Period	Trip Rates per dwelling		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Two-way
AM Peak Hour	0.147	0.430	5	14	19
PM Peak Hour	0.387	0.224	12	7	19

Table 5.2 – Proposed Residential Use Trip Generation Summary

5.3.4 Based on the information summarised in Table 5.2 the proposed redevelopment uses would generate in the order of 19 and 19 two-way vehicle movements during the AM and PM peak hour periods respectively.

5.4 Traffic Generation Comparison

- 5.4.1 In order to establish the anticipated change in traffic flows following the redevelopment of the scheme the consented peak hour traffic generations have been compared to the redevelopment peak hour traffic generations with the results summarised in Table 5.3.

Time Period	Two-way traffic Generations		
	Consented Uses	Proposed Redevelopment Uses	Comparison
AM Peak Hour	64	19	-45
PM Peak Hour	55	19	-36

Table 5.3 –Trip Generation Comparison Summary

- 5.4.2 It is clear from the information summarised in Table 5.3 that the proposed redevelopment uses are anticipated to generation 45 and 36 fewer trips in the AM and PM peak hour periods respectively when compared directly to the consented uses.
- 5.4.3 It can therefore be determined that the proposed redevelopment scheme will have a net benefit in terms of traffic flows on the local highway network when compared against the traffic flows which could realistically be generated by Cressington House without the need for a planning application.

5.5 Proposed Development Traffic Behaviour Assessment

- 5.5.1 Due to the location of the development site on St. Mary's Road, a dual carriageway, an assessment has been made into the potential for changes in development traffic behaviour and, in particular, vehicles performing U-turns at gaps in the central reservation.
- 5.5.2 Since the development site is changing from an employment use to a residential use, the site is considered to be changing from a 'destination' site to an 'origin' site. Consequently, the tidality of traffic in the AM and PM peaks is predicted to reverse following the implementation of the proposed development.
- 5.5.3 On further inspection, and bearing in mind the assessment above demonstrating the reduction in traffic generation in the AM and PM peaks, the implementation of the proposed development is predicted to greatly reduce the number of traffic movements on the local highway network, and in particular reduce U-turning manoeuvres at the St. Mary's Road/Garston Old Road junction.

- 5.5.4 The access arrangements for the proposed development are not considered to have a residual impact on cycle movements from the site since the proposed development access arrangements and the existing cycle facilities on St. Mary's Road, such as the Toucan crossing at the St. Mary's Road/Garston Old Road junction, provide safe access onto St. Mary's Road in both directions.
- 5.5.5 On the above basis it is considered that the proposed redevelopment scheme will have no residual impact on the local highway network in accordance with NPPF.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 This section of the report sets out the key national and local traffic and transport policies.

6.2 National Planning Policy Framework

6.2.1 The NPPF sets out national transport planning policy and from the outset the Minister for Planning's Foreword lays the foundations for the policy rationale;

"The purpose of planning is to help achieve sustainable development...."

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate."

6.2.2 Paragraph 14 states that at the heart of NPPF is:

"A presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making."

6.2.3 Section 4 of the NPPF entitled 'Promoting Sustainable Transport', outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".

6.2.4 The document emphasises the need for developments to offer a choice of sustainable modes of transport which *"support reductions in greenhouse gas emissions and reduce congestion"* and provide *"safe and suitable"* access for all.

6.2.5 As demonstrated in Section 4, this report shows that the site has sufficient modes of sustainable public transport and national cycle routes within close proximity to the site off St. Mary's Road.

6.2.6 Paragraph 35 of the NPPF states that plans for new development should:

"...protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*

- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

6.2.7 The site has been demonstrated as being accessible by sustainable modes of transport throughout this Transport Statement. **Section 4** of this report demonstrates that the site is located within walking distance of many facilities, and there are links to a number of public transport services.

6.2.8 For decision making a presumption in favour of sustainable development means granting permission:

'Unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.'

6.2.9 Section 5 of this Transport Statement demonstrates that the forecast highway impact of the development proposal would have no severe residual impact on the local highway network.

6.2.10 On the above basis, the development proposals are considered to be consistent with the NPPF from a traffic and transportation perspective.

6.3 National Planning Practice Guidelines

6.3.1 In addition to the National Planning Policy Framework there has been a National Planning Practice Guidance (NPPG) created by the government. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements.

6.3.2 The Government has recently produced the National Planning Practice Guidance (NPPG) to supplement the NPPF. Within the PPG, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three discussed documents.

6.3.3 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of this size and nature requires a Transport Statement.

6.4 Merseyside Local Transport Plan

6.4.1 The Local Transport Plan sets out implementation plans for the medium and long term and aims to improve transport within the Merseyside region. The Third Local Transport Plan envisions the following;

"A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice".

6.4.2 The Local Transport Plan has six goals;

- *Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.*
- *Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.*
- *Ensure the transport system promotes and enables improved health and wellbeing and road safety.*
- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*
- *Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.*
- *Maintain our assets to a high standard.*

6.4.3 As described in **Section 4** of this Transport Statement, the site is considered to be accessible by sustainable modes, including walking, cycling and public transport, and is therefore considered to be consistent with the objectives of the LTP.

6.5 Liverpool City Council Policy: Liverpool Core Strategy

6.5.1 Liverpool City Council in 2012 released a draft document of the 'Liverpool Core Strategy' which outlines the policies that should be taken into consideration when new developments within the city and surrounding areas are being planned and designed.

6.5.2 The Core Strategy includes section 6: 'The Delivery Strategy for Liverpool' and within this section there is the subsection: 'Strategic Policies' which includes the objectives that new developments should consider.

6.5.3 'Strategic Objective Seven - Maximising Sustainable Accessibility' is included in the 'Strategic Policies' subsection and outlines the main objectives and policies that are associated with travel, transport and accessibility of new developments.

6.5.4 Strategic Policy 34: states that:

"Improving Accessibility and Managing Demand for Travel

1. *Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.*
2. *Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport."*

6.5.5 **Section 4** of this report shows that the proposed development adjacent to St. Mary's Road complies with this policy as there are many existing public transport links available to users of the site, and as there are many ways of accessing the site via sustainable methods of transport.

6.5.6 The Core Strategy DPD which has been under preparation for a number of years will not be submitted as a separate DPD, but will instead, form the framework for the Local Plan for Liverpool.

6.6 Liverpool Local Plan

6.6.1 The Liverpool Local Plan sets out an overarching strategy and development principles for Liverpool to guide development until at least 2028

6.6.2 Planning applications are currently decided upon primarily by using the policies of the Unitary Development Plan (UDP), a statutory document which is a one of the documents that sits within the Local Plan.

6.6.3 Supplementary planning guidance notes (SPG) have been produced to go with the UDP. These give more details about the policies within the UDP.

6.7 Ensuring a Choice of Travel SPD

6.7.1 The Ensuring a Choice of Travel SPD (adopted December 2008) forms one of several statutory documents that sit within the Local Plan. The document provides guidance to developers on the access and transport requirements for new development across Merseyside. The SPD is intended to;

- *Enable the provision of a balanced transport infrastructure which provides access to employment, leisure, retail and other facilities for all the city's residents and visitors; and*
- *Provide a framework for future investment in the City's strategic road and rail network where new development would create additional travel demand.*

6.7.2 The objectives are achieved through components within the document. These components include a Minimum Accessibility Standard Assessment (MASA) and Parking Standards. The MASA is a requirement for new developments and is intended to demonstrate accessibility by all modes. The complete MASA outputs have been discussed throughout Section 4 of this Transport Statement, and the assessment outputs are included in **Appendix B**.

6.7.3 **Section 3** of this report details the parking arrangements at the proposed development, and how they are considered appropriate for the development.

6.8 Conclusions

6.8.1 In accordance with local and national transport guidance, there are a number of sustainable transport opportunities available to future residents of the proposed development. It is considered that the proposed development is in line with all relevant transportation planning policy.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Trillium (PRIME) Property GP Limited to provide traffic and transportation advice in relation to a proposed residential scheme for 32 dwellings to the south of St. Mary's Road, Liverpool on a site containing Cressington House, a four storey employment office, and ancillary buildings.
- 7.1.2 A physical audit of safety was conducted on St. Mary's Road, from the Salisbury Road junction northwest of the site to the Bowden Road junction southeast of the site, as well as the junction to Garston Old Road and the access road located southeast of the proposed development.
- 7.1.3 St. Mary's Road was found to have a number of highway safety measures in place, including pedestrian railings at the Salisbury Road junction, at the access road southeast of the site and at the three pedestrian crossings located along the stretch of road audited. A 30mph speed restrictions is also in place on St. Mary's Road.
- 7.1.4 At the St. Mary's Road/Garston Old Road junction, turning areas are clearly marked and are well designed to accommodate right turning traffic.
- 7.1.5 Adequate footways are provided on either side of all roads within close vicinity of the site and provide good links to facilities, services and public transport destinations within walking distance of the site.
- 7.1.6 The site can be considered accessible by a variety of sustainable modes of transport. The proposed development would benefit from existing facilities and services within desirable and acceptable walking distances, and there are cycle routes adjacent to the site which would link the development to other surrounding areas.
- 7.1.7 The site also benefits from very good public transport links, with a number of bus services and Cressington Railway Station accessible within 400m of the site.
- 7.1.8 In order to establish the anticipated change in traffic flows following the redevelopment of the scheme the consented peak hour traffic generations have been compared to the redevelopment peak hour traffic generations in Table 7.1.

Time Period	Two-way traffic Generations		
	Consented Uses	Proposed Redevelopment Uses	Comparison
AM Peak Hour	64	19	-45
PM Peak Hour	55	19	-36

Table 7.1 –Trip Generation Comparison Summary

- 7.1.9 This analysis has demonstrated that the likely levels of additional vehicle movements generated by the development proposals would be immaterial, and would be imperceptible to existing users of the highway network.

7.2 Conclusions

- 7.2.1 Based on the positive findings of this report it is considered that there are no highways and transportation reasons to refuse planning permission for the proposed development.

Plans

Drg No:

TPMA5038_001

Rev:

/

Project: St. Mary's Road, Liverpool

Drg Title: REGIONAL SITE LOCATION PLAN

Drawn: RY

Checked: KY

Scale: NTS



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Site Location



Drg No:

TPMA5038_002

Rev:

/

Project: St. Mary's Road, Liverpool

Drg Title: LOCAL SITE LOCATION PLAN

Drawn: RY

Checked: KY

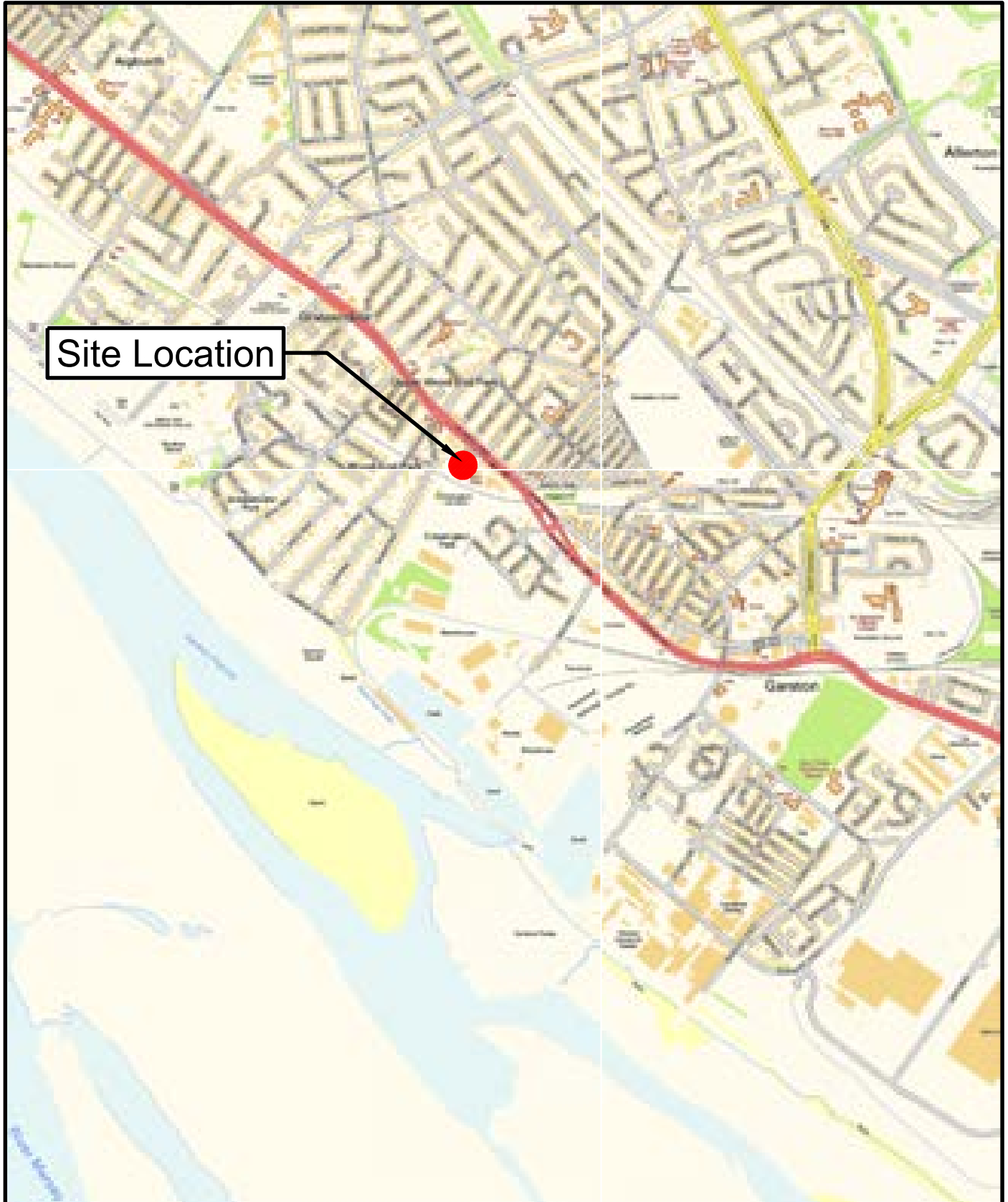
Scale: NTS



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Drg No:

TPMA5038_003

Rev:

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KEY:

0m-500m CATCHMENT 500m-1000m CATCHMENT 1000m-2000m CATCHMENT

Drg No:

TPMA5038_004

Rev:

/



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Project: St. Mary's Road, Liverpool
Drg Title: CYCLE CATCHMENT PLAN
Drawn: RY
Checked: KY
Scale: NTS



KEY:

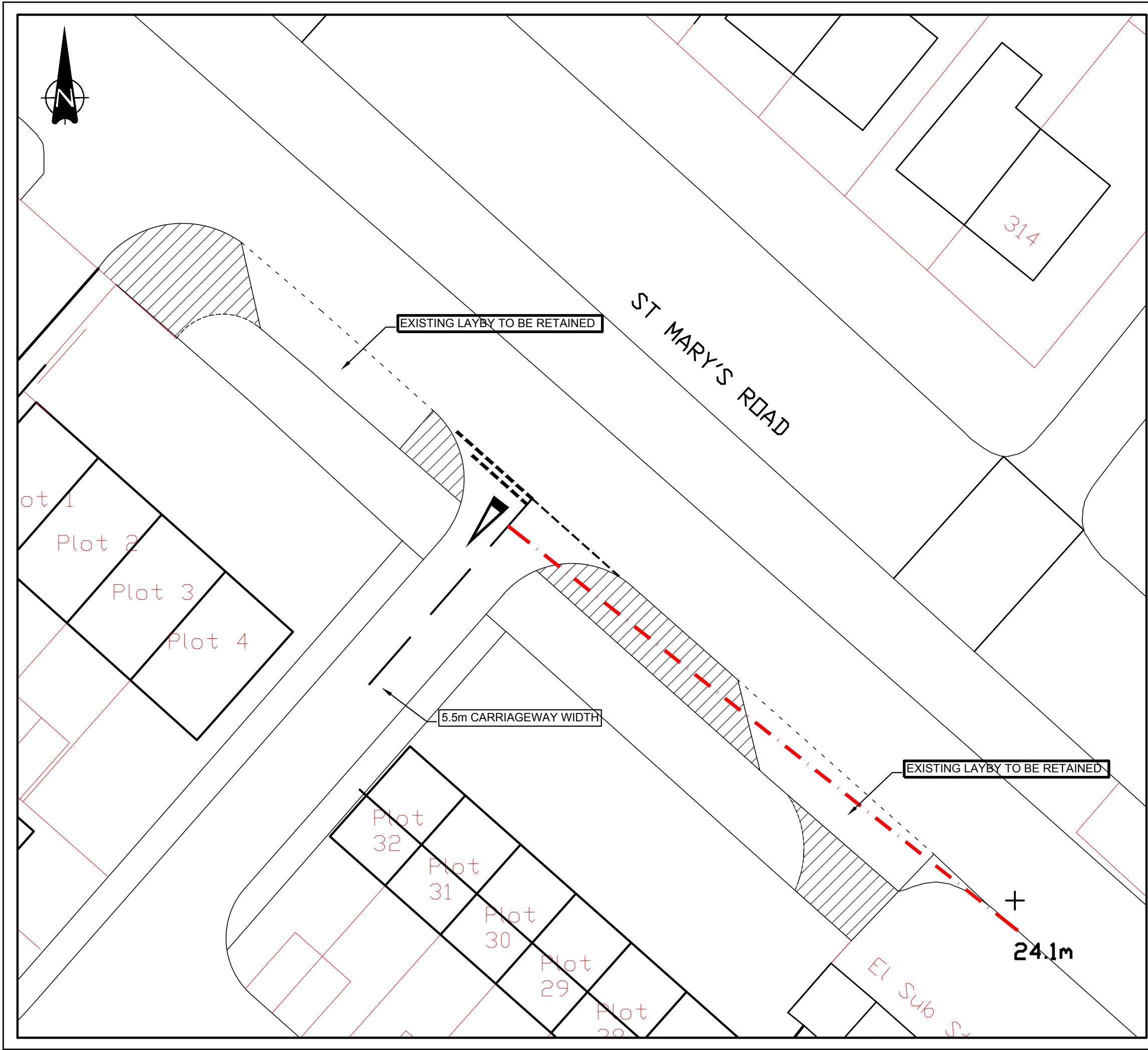


SITE




5km CYCLE CATCHMENT

Drawings



KEY:

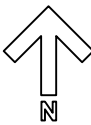
- 2.4m x 43m Visibility Splay
- Proposed build out of pavement

Rev:	Description:	Date:	By:	Chkd:
<div><div></div><div><div>Curtins Consulting Ltd, 10 Oxford Court, Bishopgate, Manchester, M2 3WQ t: 0161 236 2394 e: manchester@curtins.com www.curtins.com</div><div>Structures • Civils • Environmental • Infrastructure • Transport Planning • Sustainability • Expert Advisory Services Birmingham • Bristol • Cardiff • Douglas • Edinburgh • Kendal • Leeds • Liverpool • London • Manchester • Nottingham</div></div></div>				
Status:	PRELIMINARY			
Project:	ST. MARY'S ROAD, LIVERPOOL			
Drg Title:	INDICATIVE SITE ACCESS ARRANGEMENT			
Scale:	Size:	First Issue:	Drawn:	Checked:
1:250	A3	23.02.2015	RY	KY
Drg No:	TPMA5038_100			Rev:
			-	
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Appendix A – Proposed Site Plan



Site area = 0.77 Ha
Total 32 dwellings (Density 42 dph)
10 No. Terraces
14 No. Semi-detached
8 No. Detached



All dimensions to be checked on site.
Figured dimensions to be read in preference to scaled.
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Revisions			
Date	Rev	Description	Int.

Notes

PLANNING

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Client	TELEREAL TRILLIUM	Scale	1:500	Drawn	BR	Checked	MPC	Date	12.14
Job title	CRESSINGTON HOUSE	Job number	14.050	Drawing number	L(02)008	Issue	P01		
Drawing title	INDICATIVE LAYOUT								

Brock Carmichael Architects

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WEB SITE: www.brockcarmichael.co.uk

Appendix B – MASA

Minimum Accessibility Standard Assessment (MASA)

Proposal: **Residential Development at Land to the South of St. Mary's Road**

Address: **249 St. Mary's Road, Garston, Liverpool**

Development Size: **(32 dwellings)**

Location: **Edge of Town Centre**

Completed by: **Rob Young, Curtins**

Access Diagram

Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sightlines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.

Yes/ No

Access on foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			<u>Yes</u> / No
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	<u>Yes</u>	<u>2</u>	<u>2</u>
		<u>Yes</u>	0	
Internal layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	<u>Yes</u>	<u>1</u>	<u>1</u>
		No	0	
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility) e.g. <ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Steep gradients; A lack of a formal crossing where there is heavy traffic; Security concerns, e.g. lack of lighting. 	<u>There are no barriers</u>	<u>1</u>	<u>2</u>
		<u>There are no barriers</u>	<u>1</u>	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			<u>Yes</u> / No
Total (B)				5
Summary	Box A: Minimum Standard (from Table 3.1)	<u>2</u>	Comments or action needed to correct any shortfall	
	Box B: Actual Score	<u>5</u>	<u>None</u>	

Access by Cycle				Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.				Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.				Yes / No
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2	
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1	
		No	0	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	1	
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)				
Other	Development includes shower facilities and lockers for cyclists	Yes	1	0	
		No	0		
Total (B)					4
Summary	Box A: Minimum Standard (from Table 3.1)	3	Comments or action needed to correct any shortfall:		
	Box B: Actual Score	4	None		
Access by Public Transport				Points	Score
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	1	1 *	
		No	0		
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none">A lack of dropped kerbs;Pavements less than 2m wide;A lack of formal crossings where there is heavy traffic; orBus access kerbs.	There are no barriers	1	2	
		There are no barriers	1		
Frequency	High (four or more bus services or trains an hour)			2	2
	Medium (two or three bus services or trains an hour)			1	
	Low (less than two bus services or trains an hour)			0	

Other	The proposal contributes to bus priority measures serving the site	1	0
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	1	0
	The proposal contributes to an existing or new bus service	1	0
Total (B):			5*
Summary	Box A: Minimum Standard (from Table 3.1)	<u>5</u>	Comments or action needed to correct any shortfall: <u>*Bus stop walk distance = 240m</u>
	Box B: Actual Score	<u>5</u>	
Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		<u>Yes</u> /No
	Can the site be adequately serviced? If no, you must address service issues.		<u>Yes</u> /No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes/ <u>No</u>
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		<u>Yes</u> /No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		Yes/No <u>N/A</u>
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes/ <u>No</u>
	The off-street parking provided is as advised in Section 4 for that development type	1	<u>Yes</u>
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	<u>2</u>	<u>2</u>
	For development in controlled parking zones:		<u>Yes</u> /No
	• Is it a car free development?	1	<u>1</u>
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes/ <u>No</u>
Total (B)			<u>3</u>
Summary	Box A: Minimum Standard (from Table 3.1)	<u>3</u>	Comments or action needed to correct any shortfall:

Box B: Actual Score

3

Appendix C – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
12	CONNAUGHT	
	CS SLIGO	1 days
	GA GALWAY	2 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	KK KILKENNY	3 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days
	DO DOWN	1 days

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

Filtering Stage 2 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: Number of dwellings

Actual Range: 7 to 432 (units:)

Range Selected by User: 4 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 20/05/14

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	11 days
Tuesday	11 days
Wednesday	6 days
Thursday	11 days
Friday	6 days

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

Selected survey types:

Manual count	45 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	37

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

Selected Location Sub Categories:

Residential Zone	33
Out of Town	1
No Sub Category	11

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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	44 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	12 days
5,001 to 10,000	11 days
10,001 to 15,000	6 days
15,001 to 20,000	10 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	7 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	11 days
100,001 to 125,000	6 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	32 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	1 days
No	44 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.

LIST OF SITES relevant to selection parameters

1	AR-03-A-01 BIRCHDALE MANOR	MIXED HOUSES	ARMAGH
	LURGAN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	153	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL
2	CB-03-A-03 HAWKSHEAD AVENUE	SEMI DETACHED	CUMBRIA
	WORKINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	40	
	Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
3	CB-03-A-04 MOORCLOSE ROAD	SEMI DETACHED	CUMBRIA
	SALTERBACK		
	WORKINGTON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL
4	CF-03-A-02 DROPE ROAD	MIXED HOUSES	CARDIFF
	CARDIFF		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	196	
	Survey date: FRIDAY	05/10/07	Survey Type: MANUAL
5	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS	CHESHIRE
	CREWE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	174	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-05 SYDNEY ROAD	DETACHED	CHESHIRE
	SYDNEY		
	CREWE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
7	CS-03-A-01 CIRCULAR ROAD	TERRACED	SLIGO
	SLIGO		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	46	
	Survey date: THURSDAY	14/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CV-03-A-01 DUBLIN ROAD	DETACHED		CAVAN
	CAVAN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	37		
	Survey date: TUESDAY	18/12/12		Survey Type: MANUAL
9	DC-03-A-08 HURSTDENE ROAD	BUNGALOWS		DORSET
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
10	DL-03-A-06 UPPER KILMACUD ROAD	DETACHED		DUBLIN
	DUNDRUM			
	DUBLIN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	147		
	Survey date: FRIDAY	30/04/10		Survey Type: MANUAL
11	DL-03-A-07 CASTLE DAWSON	SEMI DET./TERRACED		DUBLIN
	BLACKROCK			
	DUBLIN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	56		
	Survey date: MONDAY	26/09/11		Survey Type: MANUAL
12	DN-03-A-02 GLENFIN ROAD	DETACHED		DONEGAL
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: THURSDAY	05/09/13		Survey Type: MANUAL
13	DO-03-A-03 OLD MILL HEIGHTS	DETACHED/SEMI DETACHED		DOWN
	DUNDONALD			
	BELFAST			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	79		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
14	EA-03-A-01 TALISKER AVENUE	DETACHED		EAST AYRSHIRE
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
16	EX-03-A-01 MILTON ROAD	SEMI -DET.		ESSEX
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
17	FI-03-A-03 WOODMILL ROAD	MIXED HOUSES		FIFE
	DUNFERMLINE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	155		
	Survey date: MONDAY	30/04/07		Survey Type: MANUAL
18	GA-03-A-01 HEADFORD ROAD	SEMI DETACHED		GALWAY
	KNOCKAYARRAGH			
	GALWAY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	123		
	Survey date: WEDNESDAY	20/09/06		Survey Type: MANUAL
19	GA-03-A-04 R347 CAHEROYN ROAD	SEMI DET. & BUNGALOWS		GALWAY
	ATHENRY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: TUESDAY	09/10/12		Survey Type: MANUAL
20	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI		GREATER MANCHESTER
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
21	HI-03-A-11 STEVENSON ROAD	BUNGALOWS		HIGHLAND
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
23	KK-03-A-01	DETACHED		KILKENNY
	ASHLEIGH COURT			
	KILKENNY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: MONDAY	24/11/08		Survey Type: MANUAL
24	KK-03-A-03	MIXED HOUSING		KILKENNY
	FRESHFORD ROAD			
	FRIARSINCH			
	KILKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
25	KK-03-A-04	TERRACED		KILKENNY
	PATRICK STREET			
	KILKENNY			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	30		
	Survey date: THURSDAY	27/11/08		Survey Type: MANUAL
26	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
27	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: TUESDAY	15/05/07		Survey Type: MANUAL
28	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NE-03-A-03 STATION ROAD	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	180		
	Survey date: TUESDAY	20/05/14		Survey Type: MANUAL
30	NT-03-A-03 B6018 SUTTON ROAD	SEMI DETACHED		NOTTINGHAMSHIRE
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: WEDNESDAY	28/06/06		Survey Type: MANUAL
31	NY-03-A-03 NEW ROW	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: MONDAY	15/09/08		Survey Type: MANUAL
32	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
33	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
34	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
35	RO-03-A-01 GALWAY ROAD	MIXED HOUSES		ROSCOMMON
	ROSCOMMON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: THURSDAY	07/05/09		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
37	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
38	SF-03-A-03	MIXED HOUSES	SUFFOLK
	BARTON HILL		
	FORNHAM ST MARTIN		
	BURY ST EDMUNDS		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
	Survey date: MONDAY	15/05/06	Survey Type: MANUAL
39	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
40	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
41	WA-03-A-02	DETACHED	WATERFORD
	MAYPARK LANE		
	WATERFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	290	
	Survey date: MONDAY	17/11/08	Survey Type: MANUAL
42	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	WL-03-A-01 MAPLE DRIVE	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	WOOTTON BASSETT Edge of Town Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
44	WM-03-A-03 BASELEY WAY	MIXED HOUSING	WEST MIDLANDS
	ROWLEYS GREEN COVENTRY Edge of Town Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL
45	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED	WORCESTERSHIRE
	REDDITCH Edge of Town No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.133	1	30	0.033	1	30	0.166
07:00 - 08:00	45	91	0.071	45	91	0.271	45	91	0.342
08:00 - 09:00	45	91	0.147	45	91	0.430	45	91	0.577
09:00 - 10:00	45	91	0.163	45	91	0.222	45	91	0.385
10:00 - 11:00	45	91	0.137	45	91	0.169	45	91	0.306
11:00 - 12:00	45	91	0.173	45	91	0.171	45	91	0.344
12:00 - 13:00	45	91	0.194	45	91	0.178	45	91	0.372
13:00 - 14:00	45	91	0.197	45	91	0.185	45	91	0.382
14:00 - 15:00	45	91	0.201	45	91	0.205	45	91	0.406
15:00 - 16:00	45	91	0.290	45	91	0.214	45	91	0.504
16:00 - 17:00	45	91	0.334	45	91	0.210	45	91	0.544
17:00 - 18:00	45	91	0.387	45	91	0.224	45	91	0.611
18:00 - 19:00	45	91	0.285	45	91	0.219	45	91	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.712			2.731			5.443	

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: 7 - 432 (units:)
 Survey date date range: 01/01/06 - 20/05/14
 Number of weekdays (Monday-Friday): 45
 Number of Saturdays: 0
 Number of Sundays: 0
 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	2 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	SW SWANSEA	2 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Filtering Stage 2 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: 186 to 70291 (units: sqm)
Range Selected by User: 3000 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/06/14

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	5 days
Tuesday	8 days
Wednesday	7 days
Thursday	11 days
Friday	5 days

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

Selected survey types:

Manual count	36 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	22
Suburban Area (PPS6 Out of Centre)	14

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	4
Development Zone	4
Residential Zone	8
Retail Zone	1
Built-Up Zone	13
No Sub Category	5

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.

Filtering Stage 3 selection:

Use Class:

A1	1 days
A2	1 days
B1	34 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	7 days
20,001 to 25,000	2 days
25,001 to 50,000	13 days
101,000 or More	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
125,001 to 250,000	14 days
250,001 to 500,000	6 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	21 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	15 days
No	21 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.

LIST OF SITES relevant to selection parameters

1	AN-02-A-03 OFFICES BOUCHER ROAD WINDSOR BELFAST Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 2908 sqm Survey date: WEDNESDAY 26/11/08	ANTRIM	Survey Type: MANUAL
2	AN-02-A-04 OFFICE CHURCH ROAD DUNANNEY NEWTOWNABBEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 11736 sqm Survey date: THURSDAY 17/06/10	ANTRIM	Survey Type: MANUAL
3	BD-02-A-03 OFFICES BROMHAM ROAD BEDFORD Edge of Town Centre No Sub Category Total Gross floor area: 1469 sqm Survey date: MONDAY 14/10/13	BEDFORDSHIRE	Survey Type: MANUAL
4	CA-02-A-03 OFFICE NEW ROAD PETERBOROUGH Edge of Town Centre Built-Up Zone Total Gross floor area: 5750 sqm Survey date: THURSDAY 08/05/08	CAMBRIDGESHIRE	Survey Type: MANUAL
5	CW-02-A-02 INLAND REVENUE TRINITY STREET ST AUSTELL Edge of Town Centre Built-Up Zone Total Gross floor area: 4850 sqm Survey date: FRIDAY 08/06/07	CORNWALL	Survey Type: MANUAL
6	DC-02-A-08 OFFICE STATION APPROACH DORCHESTER Edge of Town Centre No Sub Category Total Gross floor area: 1550 sqm Survey date: THURSDAY 03/07/08	DORSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	DC-02-A-09	COUNCIL OFFICES	DORSET
	THE GROVE		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11664 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
8	DH-02-A-01	RPMI OFFICES	DURHAM
	BRINKBURN ROAD		
	DARLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3372 sqm	
	Survey date: FRIDAY	05/11/10	Survey Type: MANUAL
9	DL-02-A-04	OFFICES	DUBLIN
	AMIENS STREET		
	DOCKLANDS		
	DUBLIN		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	13827 sqm	
	Survey date: THURSDAY	20/05/10	Survey Type: MANUAL
10	DN-02-A-01	ARCHITECTS	DONEGAL
	CONVENT ROAD		
	LETTERKENNY		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	232 sqm	
	Survey date: TUESDAY	15/09/09	Survey Type: MANUAL
11	DN-02-A-02	COUNCIL OFFICES	DONEGAL
	ST ORANS ROAD		
	BUNCRANA		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: MONDAY	28/06/10	Survey Type: MANUAL
12	ES-02-A-06	LEGAL & GENERAL	EAST SUSSEX
	CITY PARK		
	THE DROVEWAY		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	18675 sqm	
	Survey date: THURSDAY	29/11/07	Survey Type: MANUAL
13	ES-02-A-09	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14	ES-02-A-10 VICARAGE LANE	DISTRICT COUNCIL	EAST SUSSEX
	HAILSHAM Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
15	HF-02-A-03 60 VICTORIA STREET	OFFICE	HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Built-Up Zone Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
16	KC-02-A-09 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
17	KC-02-A-10 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
18	KC-02-A-11 SANDLING ROAD	COUNTY HALL	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area:	32793 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
19	KK-02-A-01 HEBRON ROAD	GOV'MENT OFFICES	KILKENNY
	KILKENNY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:	19500 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL
20	LC-02-A-08 UNION STREET	COUNCIL OFFICES	LANCASHIRE
	CHORLEY Edge of Town Centre Retail Zone Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	13/06/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

21	LC-02-A-09 FURTHERGATE	OFFICES	LANCASHIRE
	BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2600 sqm Survey date: TUESDAY 04/06/13		Survey Type: MANUAL
22	MT-02-A-02 CASTLE STREET	COUNCIL OFFICES	MERTHYR TYDFIL
	MERTHYR TYDFIL Edge of Town Centre Built-Up Zone Total Gross floor area: 5250 sqm Survey date: THURSDAY 17/10/13		Survey Type: MANUAL
23	NF-02-A-01 CHAPEL STREET	COUNCIL OFFICE	NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone Total Gross floor area: 5500 sqm Survey date: THURSDAY 30/09/10		Survey Type: MANUAL
24	RO-02-A-01 ABBEY STREET	COUNCIL OFFICES	ROSCOMMON
	ROSCOMMON Edge of Town Centre No Sub Category Total Gross floor area: 531 sqm Survey date: FRIDAY 08/05/09		Survey Type: MANUAL
25	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS	SURREY
	GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1896 sqm Survey date: TUESDAY 05/10/10		Survey Type: MANUAL
26	SC-02-A-17 ST GEORGE'S AVENUE THE HEATH WEYBRIDGE	PHARMACEUTICALS	SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 10293 sqm Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
27	SF-02-A-01 BEETONS WAY	COUNCIL OFFICES	SUFFOLK
	BURY ST. EDMUNDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 8000 sqm Survey date: MONDAY 27/09/10		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

28	SF-02-A-02 BATH STREET	OFFICES		SUFFOLK
	IPSWICH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	6505 sqm		
	Survey date: FRIDAY	19/07/13		Survey Type: MANUAL
29	SO-02-A-02 BATH ROAD	COUNCIL OFFICES		SLOUGH
	SLOUGH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	5050 sqm		
	Survey date: THURSDAY	27/02/14		Survey Type: MANUAL
30	SW-02-A-01 LANGDON ROAD	OFFICES		SWANSEA
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	6630 sqm		
	Survey date: FRIDAY	25/10/13		Survey Type: MANUAL
31	SW-02-A-02 KINGS ROAD	OFFICE		SWANSEA
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	2225 sqm		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
32	TW-02-A-05 DELTA BANK ROAD	TELEVISION CO.		TYNE & WEAR
	METRO RIVERSIDE PARK			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: TUESDAY	29/09/09		Survey Type: MANUAL
33	TW-02-A-06 BENTON PARK ROAD	GOVERNMENT OFFICES		TYNE & WEAR
	LONGBENTON			
	NEWCASTLE UPON TYNE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	70291 sqm		
	Survey date: WEDNESDAY	25/11/09		Survey Type: MANUAL
34	WM-02-A-01 A451 NORTON ROAD	COUNCIL OFFICES		WEST MIDLANDS
	MARY STEVENS PARK			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2725 sqm		
	Survey date: WEDNESDAY	26/04/06		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

35	WM-02-A-02	BRITISH TELECOM	WEST MIDLANDS
	BRINDLEY PLACE		
	BIRMINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	12200 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
36	WY-02-A-03	OFFICE	WEST YORKSHIRE
	VICTORIA ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2696 sqm	
	Survey date: THURSDAY	17/06/10	Survey Type: MANUAL

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	70291	0.838	1	70291	0.235	1	70291	1.073
07:00 - 07:30	36	7874	0.285	36	7874	0.066	36	7874	0.351
07:30 - 08:00	36	7874	0.525	36	7874	0.119	36	7874	0.644
08:00 - 08:30	36	7874	0.654	36	7874	0.143	36	7874	0.797
08:30 - 09:00	36	7874	0.787	36	7874	0.135	36	7874	0.922
09:00 - 09:30	36	7874	0.676	36	7874	0.158	36	7874	0.834
09:30 - 10:00	36	7874	0.410	36	7874	0.161	36	7874	0.571
10:00 - 10:30	36	7874	0.250	36	7874	0.132	36	7874	0.382
10:30 - 11:00	36	7874	0.220	36	7874	0.137	36	7874	0.357
11:00 - 11:30	36	7874	0.204	36	7874	0.155	36	7874	0.359
11:30 - 12:00	36	7874	0.189	36	7874	0.157	36	7874	0.346
12:00 - 12:30	36	7874	0.179	36	7874	0.187	36	7874	0.366
12:30 - 13:00	36	7874	0.179	36	7874	0.211	36	7874	0.390
13:00 - 13:30	36	7874	0.183	36	7874	0.199	36	7874	0.382
13:30 - 14:00	36	7874	0.210	36	7874	0.161	36	7874	0.371
14:00 - 14:30	36	7874	0.210	36	7874	0.186	36	7874	0.396
14:30 - 15:00	36	7874	0.190	36	7874	0.260	36	7874	0.450
15:00 - 15:30	36	7874	0.166	36	7874	0.298	36	7874	0.464
15:30 - 16:00	36	7874	0.175	36	7874	0.371	36	7874	0.546
16:00 - 16:30	36	7874	0.150	36	7874	0.597	36	7874	0.747
16:30 - 17:00	36	7874	0.140	36	7874	0.658	36	7874	0.798
17:00 - 17:30	36	7874	0.134	36	7874	0.806	36	7874	0.940
17:30 - 18:00	36	7874	0.087	36	7874	0.446	36	7874	0.533
18:00 - 18:30	36	7874	0.063	36	7874	0.312	36	7874	0.375
18:30 - 19:00	36	7874	0.037	36	7874	0.152	36	7874	0.189
19:00 - 19:30	1	70291	0.095	1	70291	0.128	1	70291	0.223
19:30 - 20:00	1	70291	0.080	1	70291	0.090	1	70291	0.170
20:00 - 20:30	1	70291	0.088	1	70291	0.115	1	70291	0.203
20:30 - 21:00	1	70291	0.097	1	70291	0.083	1	70291	0.180
21:00 - 21:30	1	70291	0.085	1	70291	0.184	1	70291	0.269
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.586			7.042			14.628

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:	186 - 70291 (units: sqm)
Survey date date range:	01/01/06 - 23/06/14
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	7

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.

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