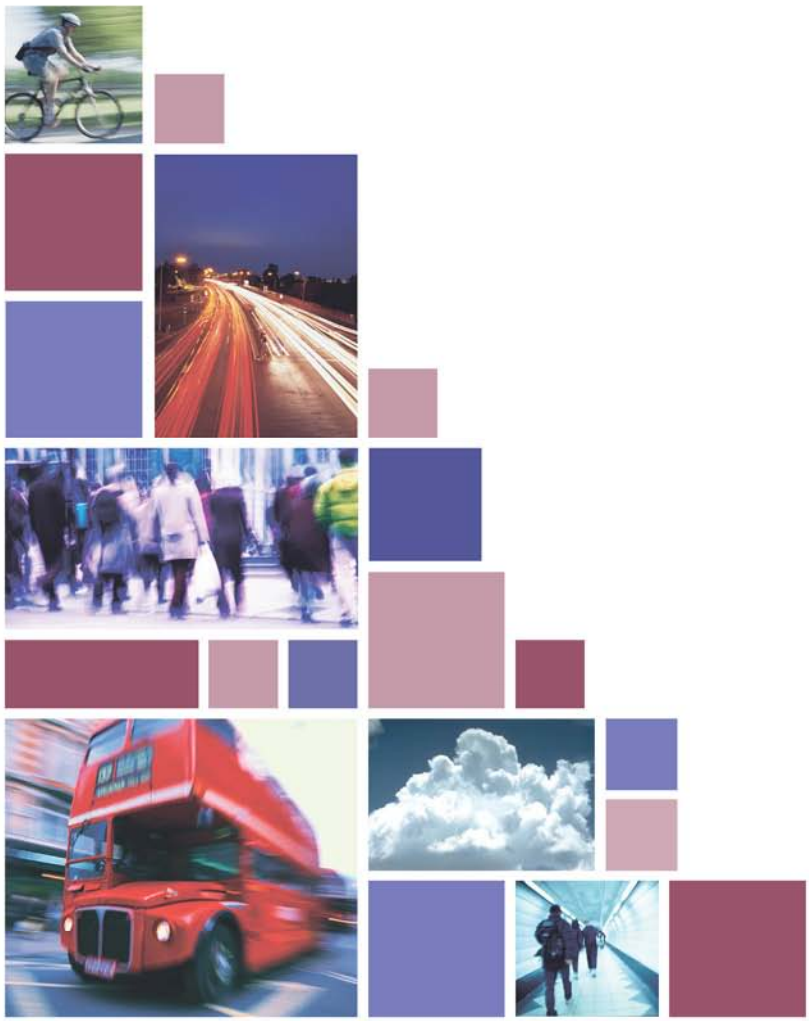
ashleyhelme

Bevendon Square, Salford

Transport Statement



Report Prepared for

Yeshivah Ohr Torah School

January 2019

Report Reference 1646/1

ashleyhelme

Transport Statement

Bevendon Square, Salford

Client: Yeshiva Ohr Torah School

Report Ref: 1646/1

Status: Final

Date: January 2019

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Transport Statement

Bevendon Square, Salford

1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Yeshiva Ohr Torah School to prepare a Transport Statement (TS) to support the planning application for the proposed school on Bevendon Square, Salford (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.

1.2 There is an existing vacant building on Site which was formerly occupied by B&M Bargains. The current land use comprises A1 retail floorspace. The proposed development comprises the retention and extension of the existing building, and conversion to a high school for circa 120 students.

1.3 The proposed high school is to be occupied by the Yeshivah Ohr Torah School, which will relocate from its existing building at Belz Community Centre and Synagogue, Broom Lane, Salford. Yeshivah Ohr Torah is an independent school that provides a Jewish faith-based education for boys aged between 11 and 16 years. There are presently circa 60 students at the school.

1.4 The issues addressed within this TS fall broadly into the following areas:

- Site access proposals,
- Accessibility to the Site by non-car modes,
- The vehicular traffic impact on the operational performance of the local highway network.

1.5 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.

1.6 The accessibility of the Site by choice of mode is considered in Chapter 4.

1.7 The traffic impact of the proposed residential development is quantitatively assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.

2 Highway Network

2.1 The location of the Site is indicated on Figure 1 in the context of the local highway network. The Site has frontage on Bennett Drive to the north, and Bevendon Square, to the south.

2.2 **BENNETT DRIVE**

2.2.1 Bennett Drive is a single carriageway cul-de-sac. It presently provides access to 31 houses. It also provides access to Brighton Avenue which serves a health centre car park.

2.2.2 Bennett Drive has a circa 5.5m wide carriageway and 2.0m wide footways on both sides of the road. The footway on the southern side of the road terminates at the Site frontage, and there is a pedestrian link between the termination of footway and Bevendon Square, along the eastern boundary of the Site. Street lighting is present.

2.2.3 At the western end of Bennett Drive there are pedestrian links to;

- Basten Drive, to the south,
- Rigby Street, to the west,
- Dixon Avenue, to the north.

There is also a pedestrian link to New Devonshire Square, to the north, circa half way along Bennett Drive.

2.2.4 There is no existing access to the Site from Bennett Drive. The Site frontage on Bennett Drive comprises grass verge and mature trees.

2.2.5 At its eastern end, Bennett Drive forms a priority controlled junction with A576 Leicester Road.

2.2.6 AHA undertook a traffic survey at the Bennett Drive/Leicester Road junction on Thursday 10 January 2019. The survey was undertaken during the following times.

- AM Peak Period 0700-0900
- PM Peak Period 1615-1815

2.2.6 The survey recorded the following levels of traffic on Bennett Drive in the AM and PM peak periods (in vehicles):

	ARR	DEP	2-WAY
0700-0800	3	7	10
0800-0900	2	7	9
1615-1715	7	7	14
1715-1815	11	7	18

2.2.7 The above data shows that Bennet Drive is very lightly trafficked in both the AM and PM peak periods.

2.3 BEVENDON SQUARE

2.3.1 Bevendon Square is a single carriageway road of varying width. It presently provides access to a supermarket (ASDA), car parking for a number of local shops, and pedestrian access to a health centre. It also provides access to the car park for the former B&M Bargains store. This car park forms part of the Site and comprises 36 spaces. There are presently 3no accesses to the car park on Bevendon Square.

2.3.2 There is footway on both sides of Bevendon Square and street lighting is present. At its eastern end, Bevendon Square forms a priority controlled junction with Great Cheetham Street East. There are 'no waiting' restrictions (double yellow lines) on Bevendon Square in the vicinity of the junction.

2.3.3 At its western end, Bevendon Square changes name to Basten Drive. There is a priority controlled junction of Bastern Drive and Great Cheetham Street East.

2.6 ACCIDENT DATA

2.6.1 Accident records were acquired from Transport for Greater Manchester (TfGM) for the period 01.10.13 to 31.09.18 for the area in the vicinity of the school comprising Bennett Drive, Bevendon Square, Great Cheetham Street East and Leicester Road. The accident data is included in Appendix A.

2.6.2 A total of 10no accidents (all slight severity) occurred in the vicinity of the proposed school over a 5 year period.

2.6.3 No accidents occurred on Bennett Drive. There is a single recorded accident on Bevendon Square.

2.6.4 AHA has reviewed the data available, and it is concluded that there is any common accident type that requires remedial measures.

3 Proposed Site Access Arrangements

3.1 ACCESS PROPOSALS

3.1.1 The proposed Site access arrangements are shown on Drg 1646/01 and comprise access for pedestrians, cycles and vehicles.

3.1.2 Pedestrian/Cycle Access

3.1.2.1 It is proposed to introduce 3no pedestrian/cycle accesses to the Site as shown on Drg 1646/01. The pedestrian/cycle accesses comprise:

- Access 1: Pedestrian/cycle gate on Bennett Drive at the north-eastern corner of the Site;
- Access 2: Pedestrian/cycle gate on Bennett Drive at the north-western corner of the Site;
- Access 3: Pedestrian/cycle gate on Bevendon Square, adjacent to the vehicular access.

3.1.2.2 It is proposed to provide footway connecting Access 2 to existing footway at the western end of Bennett Drive. As set out in Chapter 2, there are existing pedestrian links between the eastern end of Bennett Drive and adjacent residential streets. Pedestrian/cycle Accesses 1 and 3 are served by existing footways.

3.1.2.3 The proposed pedestrian/cycle access strategy provides excellent pedestrian linkage between the Site and the surrounding area.

3.1.3 Vehicular Access

There are 3no existing vehicular accesses to the Site from Bevendon Square. It is proposed to retain and improve the eastern vehicular access and to close the central and western vehicular accesses. The proposed vehicular access arrangements are shown on Drg No 1646/01 and comprise.

- Retention of the eastern Site access,

- Introduce 4.0m wide inward opening vehicular access gate,
- Introduce pedestrian/cycle access gate adjacent to the vehicle access gate,
- Close 2no existing vehicular accesses and reinstate footway.

3.2 **PARKING**

3.2.1 There are 36 existing car parking spaces at the Site, including 7no accessible spaces and 29no standard spaces.

3.2.2 It is proposed to reduce the level of parking at the Site to 8no spaces comprising;

- 5no standard spaces;
- 3no accessible spaces.

3.2.3 The location of the car parking in shown on Drg 1646/01. The accessible spaces are provided close to the building entrance.

3.2.4 The minimum cycle parking standards in the emerging Salford Draft Local Plan comprise 1 space per 3 students. The proposed development is proposed to accommodate up to 120 students. It is therefore proposed to provide 40no cycle parking spaces for use by staff and students. The location of the proposed cycle parking is shown on Drg 1646/01.

3.4 **SERVICING**

Bevendon Square presently provides servicing access to a number of retail units. It is proposed that all deliveries and refuse collections for the proposed development are undertaken from Bevendon Square.

4 Accessibility by non-car modes

4.1 WALK

4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

4.1.2 National Travel Survey (2017)

4.1.2.1 The National Travel Survey (NTS) of 2017 confirms that 26% of all trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), over three-quarters of journeys are carried out on foot.

4.1.2.2 The NTS also sets out that, on average, people:

(i) undertake 255 walk trips per year,
(ii) walk a total of 206 miles per year,
(iv) spend 17 minutes walking per trip.

Based on the total walk distance of 206 miles and 255 trips per year, this means that the average walk trip is about 0.8 miles (circa 1.3km).

4.1.3 Walk Isochrones

4.1.3.1 The CIHT provides guidance about journeys on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. Figure 2 presents the development 400m, 800m, 1200m, 1600m & 2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25 minute walk journeys), and taking account of the pedestrian infrastructure.

4.1.3.2 There is good pedestrian linkage between the Site and surrounding residential areas. There is continuous footway on Bevendon Square and Basten Drive linking the Site to Great Cheetham Street East. There are existing pedestrian/cycle crossing points on

Great Cheetham Street East in the vicinity of the Site. There is a Toucan crossing located west of the junction with Basten Drive and a pedestrian refuge with dropped kerbs and tactile paving west of the Bevendon Square junction.

4.1.3.3 There is continuous footway between the Site and Leicester Road on Bennett Drive. As set out in Chapter 2, there are also pedestrian links between Bennett Drive, New Devonshire Square, Rigby Street, Dixon Avenue, and Basten Drive. This provides excellent pedestrian linkage between the Site and surrounding residential areas.

4.1.3.4 In general, the infrastructure in the vicinity of the Site is suitable to facilitate walk trips to/from the proposed school in a safe and convenient manner.

4.1.3.5 It is proposed to introduce footway connecting pedestrian/cycle Access 2 and existing footway at the western end of Bennett Drive. This ensures good linkage between the Site and existing pedestrian routes. The footway includes dropped kerbs/tactile paving at the crossing of an existing turning head on Bennett Drive. It is also proposed to provide dropped kerbs and tactile paving on Bennett Drive close to Site Access 1, to enable pedestrian movement to/from New Devonshire Square. The proposed works are shown on Drg 1646/01.

4.1.3.6 Figure 2 also shows the home postcode locations of the existing students of the school. Figure 2 shows that the existing student population is concentrated within the Higher Broughton, and Broughton Park areas of Salford, which are within walking distance of the proposed development. Figure 2 confirms that the majority of students live within a circa 15 minute walk of the proposed development, and all existing students live within a 25 minute walk of the Site. This provides an excellent basis for encouraging journeys to/from the school to be undertaken on foot.

4.2 CYCLE

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

4.2.2 The CIHT guidance 'Cycle Friendly Infrastructure' states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

4.2.3 **Cycle Isochrones**

4.2.3.1 Figure 3 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 3 highlights that there is opportunity to cycle to large residential areas including Broughton Park, Prestwich, Blackley, Salford and Manchester city centre.

4.2.3.2 There is a Toucan crossing located on Great Cheetham Street East to the west of the junction with Basten Drive. There is a pedestrian refuge with dropped kerbs and tactile paving west of the Bevendon Square junction. In general, the infrastructure in the vicinity of the Site is suitable to facilitate cycle trips to/from the proposed school in a safe and convenient manner.

4.2.4 **Proposed Cycle Facilities**

As set out in Chapter 3, it is proposed that 40 cycle parking spaces are provided as part of the proposed development. This encourages and enables students to undertake trips to/from the Site by cycle.

4.3 **BEE NETWORK**

4.3.1 The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. The Bee Network are signed routes to aid pedestrian and cycle movement.

4.3.2 The Bee Network has been developed by Transport for Greater Manchester (TfGM) and covers 1,000 miles of walking and cycling network and 1,400 new crossing points.

4.3.3 The Bee Network proposes that 194 new or upgraded crossings are provided in Salford. Figure 5 presents the proposed Bee Network in the vicinity of the Site. The existing assisted crossing points on Great Cheetham Street East and Bury New Road

are shown. Figure 4 shows the proposed crossing points on the Bee Network within 800m of the Site, including:

- Devonshire Street/Leicester Road,
- Bury New Road/Northumberland Street,
- Northumberland Street/Legh Street.

4.3.4 As set out above, the majority of existing students of the school live within the Higher Broughton/Broughton Park areas. There is a proposed Bee Network route on Tully Street, to the north of the Site, providing a link between these areas and Devonshire Street. There is opportunity for students to access the Site from Devonshire Street via New Devonshire Square and a pedestrian link to Bennett Drive.

4.3 **BUS**

4.3.1 **Existing Bus Stops**

4.3.1.1 The closest bus stops to the Site are on Great Cheetham Street East and Leicester Road, both of which are on the same bus route. The bus stop on Leicester Road provides for northbound services, and the bus stop on Great Cheetham Street East provides for southbound/westbound services. Both bus stops are within circa 150m of the Site.

4.3.1.2 There are additional bus services located within circa 400m (a 5 minute walk) of the Site on St James Road and Bury New Road.

4.3.2 **Bus Services & Frequencies**

4.3.2.1 Table 1 summarises the scheduled bus services calling at the bus stops within 400m of the Site, and the frequency of the services.

4.3.2.2 The following bus services call within 400m (a 5 minute walk) of the Site:

Road	**Bus Service**
Great Cheetham Street East/Leicester Road	52
St James Road	151

Bury New Road	96, X41, X43

4.3.2.3 There are 14 services an hour calling at the stops within 400m on a typical weekday, representing 28 buses per hour taking into account travel in both directions.

4.3.2.4 The bus services provide links to Eccles, Pendleton, Moston, Prestwich, Cheetham Hill, Failsworth and Manchester city centre. The X41 and X43 bus services operated by Transdev provide connections to destinations further afield including Accrington, Burnley and Colne.

4.6 SUMMARY

It is demonstrated that the Site has very good accessibility by foot, cycle and public transport and this is in accordance with current national and local transport policies.

5 Trip Generation

5.1 EXISTING SCHOOL DAY

5.1.1 The existing Yeshivah Ohr Torah School is located to the north of the proposed development, on Broom Lane. In order to estimate the trip generation of the proposed development it is necessary to understand the travel patterns of the existing school.

5.1.2 An existing typical school day comprises:

- 0700: School Site opens,
- 0800: Start of the school day,
- 1330-1500: Lunch Break,
- 1800: End of main school day,
- 2130: End of school extra-curricular activities, Site closes.

5.1.3 It is anticipated that the proposed development will operate in a similar manner. At present, there is no catering facility at the existing Site. This means that most students go home during the lunch break. The proposed development includes a kitchen and dining hall to allow students to remain at school during the lunch break.

5.2 EXISTING STUDENT MODAL SPLIT

5.2.1 A survey of the modal split of existing students was undertaken on Tuesday 9 January 2019. The survey was a 'hands up' survey of existing students. A total of 60 students responded to the survey.

5.2.2 The survey results are as follows:

MODE	NUMBER	%
Walk	49	81.7
Cycle	9	15.0
Scooter	2	3.3

Bus	0	0.0
Car	0	0.0
Taxi	0	0.0
TOTAL	60	100

5.2.3 The survey demonstrates that all students of the existing school travel by active travel modes. This provides an excellent basis for encouraging journeys to/from the proposed development to be undertaken by active travel modes.

5.3 PROPOSED DEVELOPMENT STUDENT MODAL SPLIT

5.3.1 As set out in Chapter 2, the existing students all live within 2km (a 25 minute walk or 10 minute cycle) of the Site. There is therefore opportunity for all existing students to access the proposed development by active travel modes. For the purpose of estimating trips generated by the proposed development, an identical modal split to the existing school is assumed.

5.3.2 The proposed development can accommodate an increase of circa 60 students. Based on the existing modal split of student trips, the estimated modal split of student trips generated by the proposed development is:

MODE	NUMBER	%
Walk	96	81.7
Cycle	18	15.0
Scooter	4	3.3
Bus	0	0.0
Car	0	0.0
Taxi	0	0.0
TOTAL	120	100

5.4 STAFF TRIPS

All staff trips to/from the existing Site are undertaken by walk mode. It is anticipated that the proposed development will result in an increase in school staff. It is likely that the additional staff at the Site will also be recruited from the local community. It is demonstrated that the Site is accessible by public transport for staff travelling from further afield. It is therefore estimated that the number of daily staff generated vehicle trips will be negligible.

5.5 EXISTING SITE USE

5.5.1 The Site was formerly occupied by B&M Bargains and used as a discount retail store. The Site therefore has an established A1 retail use. The existing store has a Gross External Floor Area (GFA) of circa 900sm. If the proposed development was not to proceed for whatever reason, the Site could be brought back into use as a retail store as a consented use. This represents the fallback situation.

5.5.2 The proper context in which to assess the net impact of vehicle trips on the local highway network generated by the proposed development is to compare the trip generation of the consented use and the proposed development.

5.5.3 As the Site is no longer occupied, it is necessary to estimate the traffic that may be generated by the A1 retail use.

5.5.4 The TRICS database is interrogated to identify suitable trip generation rates to adopt for estimating the AM and PM peak hour traffic generated by the existing 900sm GFA A1 retail unit.

5.5.5 TRICS is interrogated for information about trip generation rates for retail units. Criteria adopted for this interrogation include:

- Other Individual Non-Food Retail Store;
- Sites between 300sm and 1500sm GFA;
- All surveys 2010 or more recent;
- Exclude sites in town centre locations;

- Sites in Ireland, Northern Ireland and Greater London excluded on the basis that they may have significantly different travel characteristics;
- If a site has multiple survey date entries, include only the most recent survey used within the identified TRICS sample, (to avoid statistical bias in the trip rates identified for use in the analysis).

5.5.6 On this basis, 3 sites are identified and the results of the TRICS interrogation are included in Appendix B. TRICS explicitly states that the 85%ile statistic is not reliable for a database with less than 20 entries. Thus, average trip rates are adopted to estimate the traffic generated by the existing retail unit.

5.5.7 The AM and PM peak hour and daily trip rates resulting from the TRICS interrogation are:

	ARR	DEP	2-WAY
AM Peak Hour (0800-0900)	0.164	0.204	0.368
PM Peak Hour (1700-1800)	2.371	2.903	5.274

5.5.8 The consequent estimate of traffic (in vehicles) generated by the existing retail unit is:

	ARR	DEP	2-WAY
AM Peak Hour (0800-0900)	1	2	3
PM Peak Hour (1700-1800)	21	26	47

5.6 NET TRAFFIC IMPACT

5.6.1 As set out above, it is estimated that no student trips to the Site will be undertaken by car. It is also estimated that the number of staff trips to/from the Site undertaken by car will be negligible, and due to the timing of the school day, will not take place during the peak hours. The car parking at the Site is provided for ad-hoc staff and visitor use, but the Site is not estimated to generate any peak hour vehicle trips.

5.6.2 Consequently, the net traffic impact of the proposed development in the AM and PM peak hours is estimated to be:

	ARR	DEP	2-WAY
AM Peak Hour (0800-0900)	-1	-2	-3
PM Peak Hour (1700-1800)	-21	-26	-47

5.6.3 It is concluded that the proposed development will lead to a net reduction in vehicle trips on the local highway network in both the AM and PM peak hours.

7 Summary & Conclusions

7.1 Ashley Helme Associates Ltd (AHA) are appointed by Yeshiva Ohr Torah School to prepare a Transport Statement for the proposed High School at Bevendon Square, Salford. The location of the Site is indicated on Figure 1, in the context of the local highway network.

7.2 The proposed development comprises the conversion and extension of an existing A1 retail unit to a High School, to be occupied by Yeshivah Ohr Torah School. The existing Yeshivah Ohr Torah School is located on Broom Lane, Salford, and accommodates circa 60 students. The proposed school will accommodate up to 120 students.

7.3 The proposed access arrangements for the proposed development comprise 2no pedestrian/cycle accesses on Bennett Drive, and a pedestrian/cycle/vehicular access on Bevendon Square. The pedestrian/cycle/vehicular access on Bevendon Square is formed from an existing vehicular car park access. It is proposed to close 2no existing vehicular accesses on Bevendon Square as part of the proposed development.

7.4 The proposed parking provision comprises:

- 5no standard car parking spaces,
- 3no accessible car parking spaces,
- 40no cycle parking spaces.

The above provision is suitable to serve the operational needs of the proposed development.

7.5 An accessibility appraisal of the Site is undertaken, to assess the transport sustainability of the development proposal. It is established that the location of the Site provides excellent opportunity for journeys to/from the Site to be made on foot, by cycle and on public transport. The Site is located within 2km (a 25 minute walk or 10 minute cycle) of the home address of all students of the existing school.

7.6 All existing staff and students travel to school by active travel modes (walk, cycle, scooter). This provides an excellent basis for encouraging and enabling trips to/from the proposed development to be undertaken by active travel modes. It is estimated that the modal split of student journeys to/from the school is identical to the existing modal split of students.

7.7 The traffic impact of the proposed development is assessed in the context of the existing consented retail use of the Site. It is estimated that the proposed development will result in a net reduction in traffic on the local highway network of 3 vehicles in the AM peak hour, and 47 vehicles in the PM peak hour.

7.8 It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures

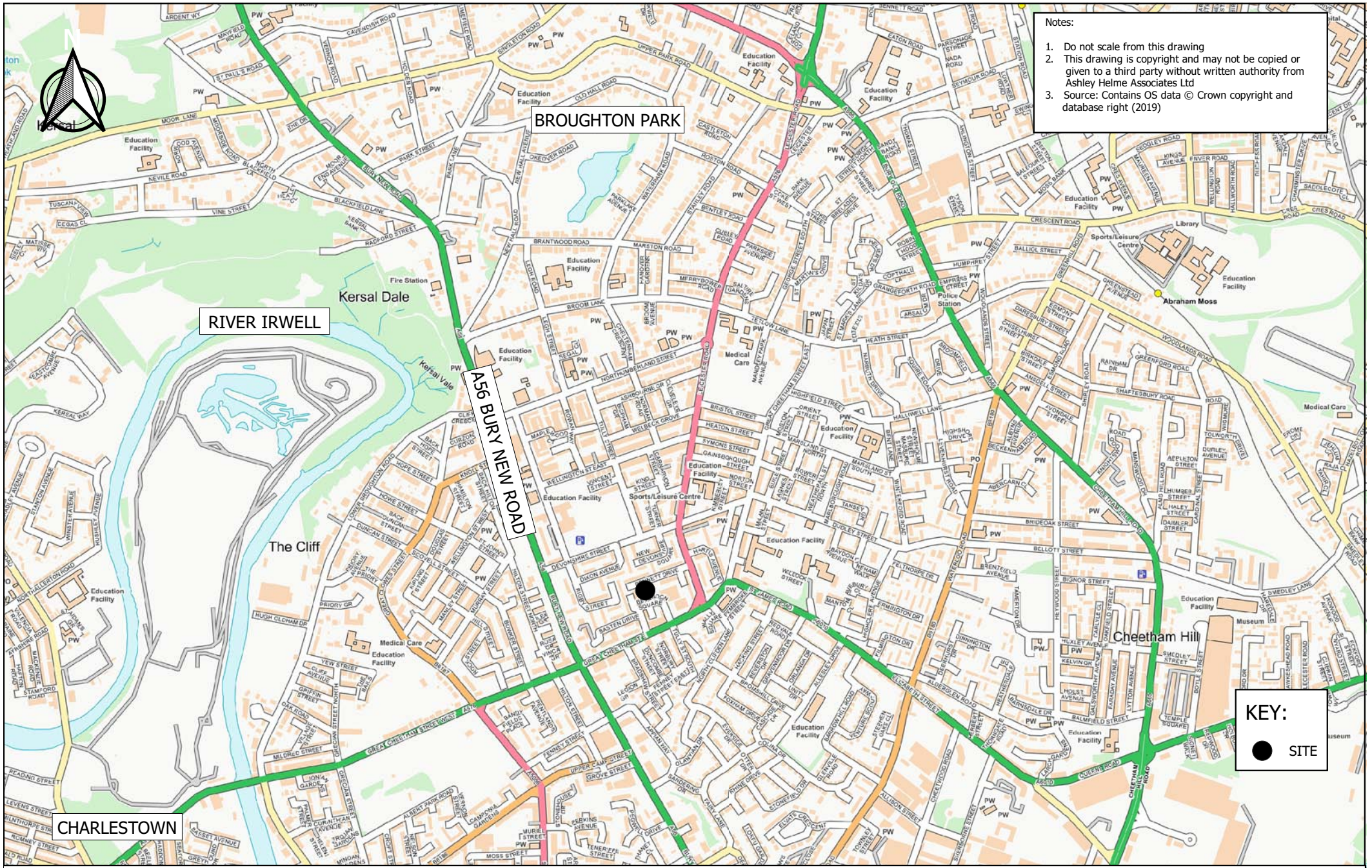

FIGURE 1 LOCATION PLAN

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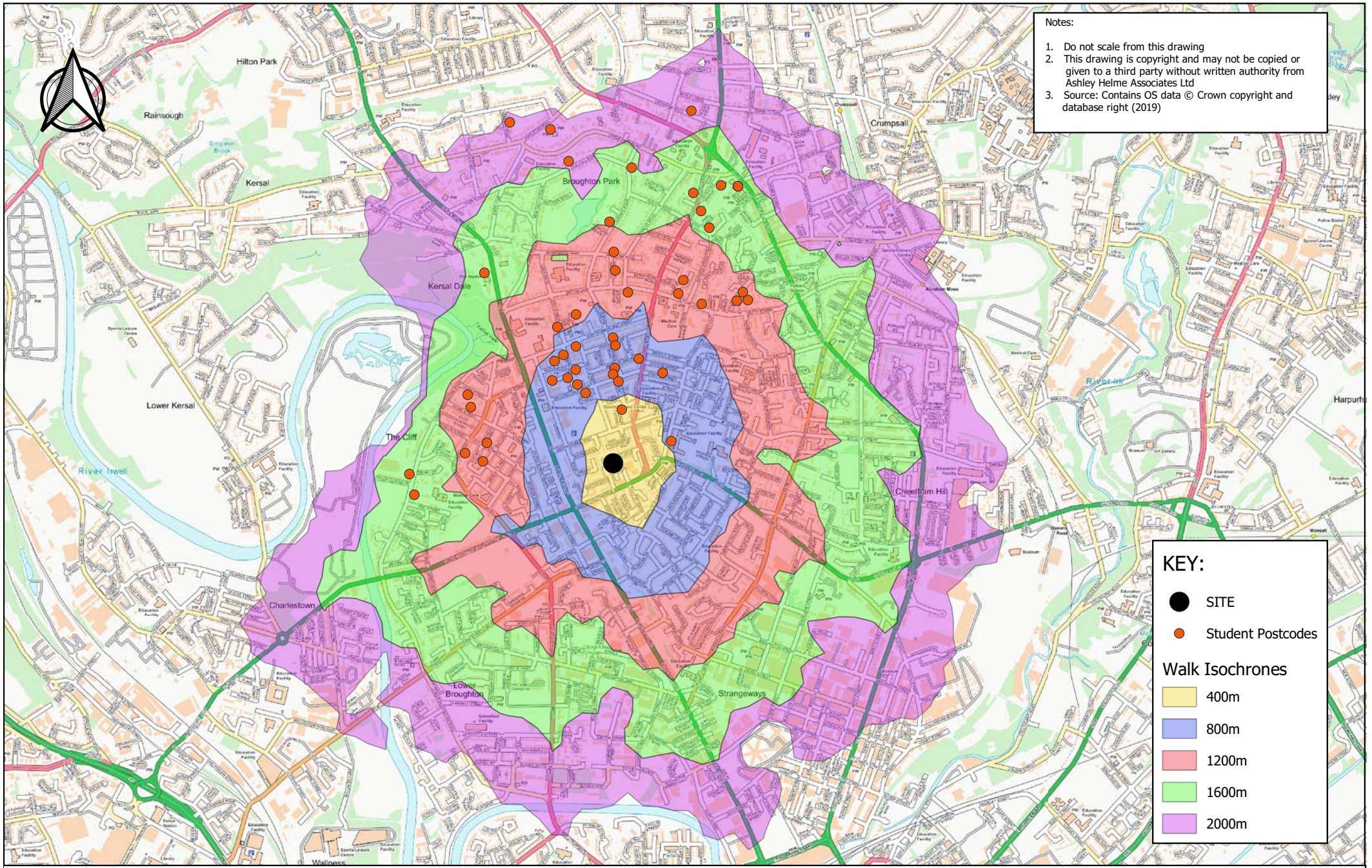

FIGURE 2 WALK ISOCHRONES

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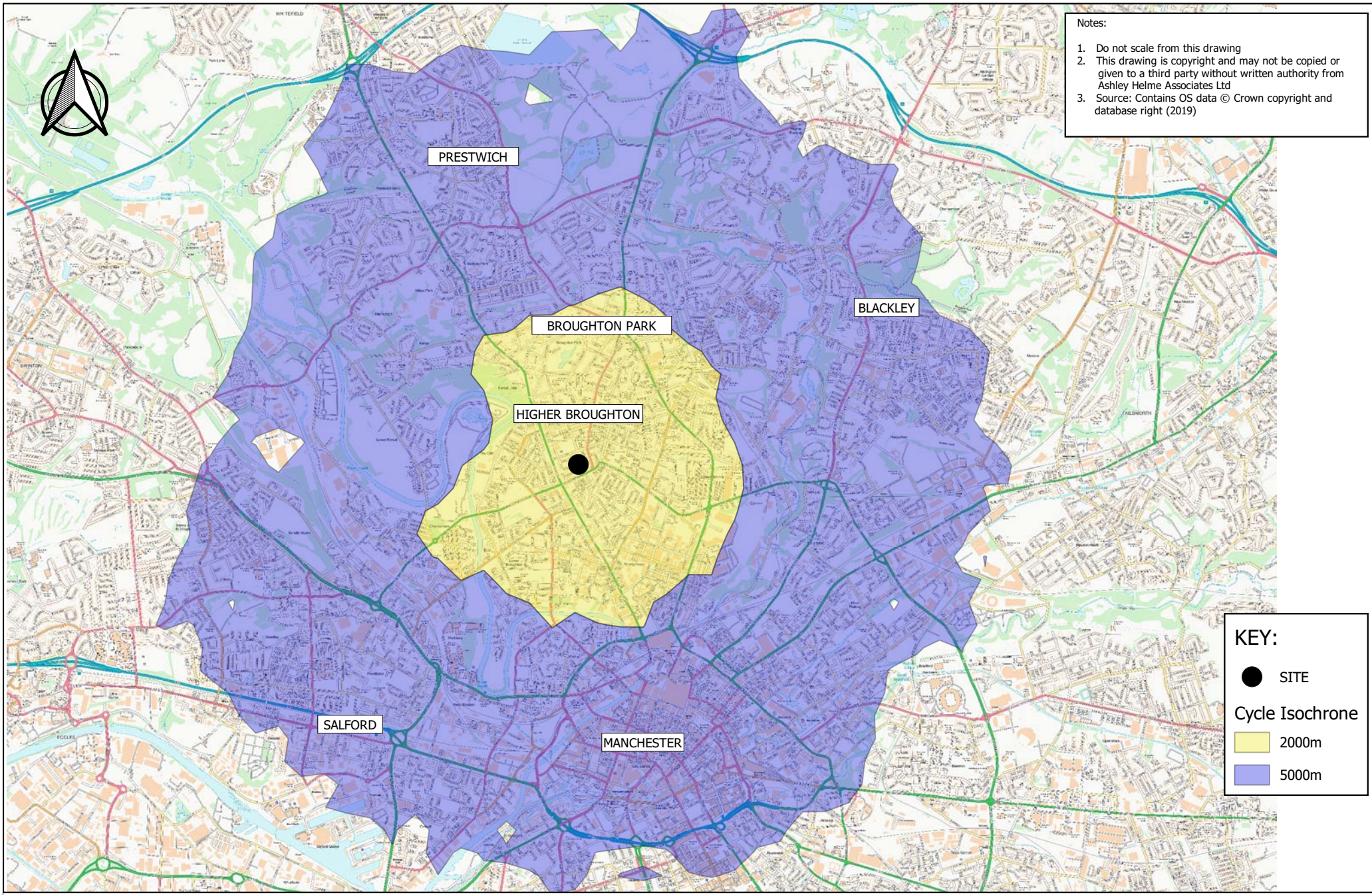

FIGURE 3 CYCLE ISOCHRONES

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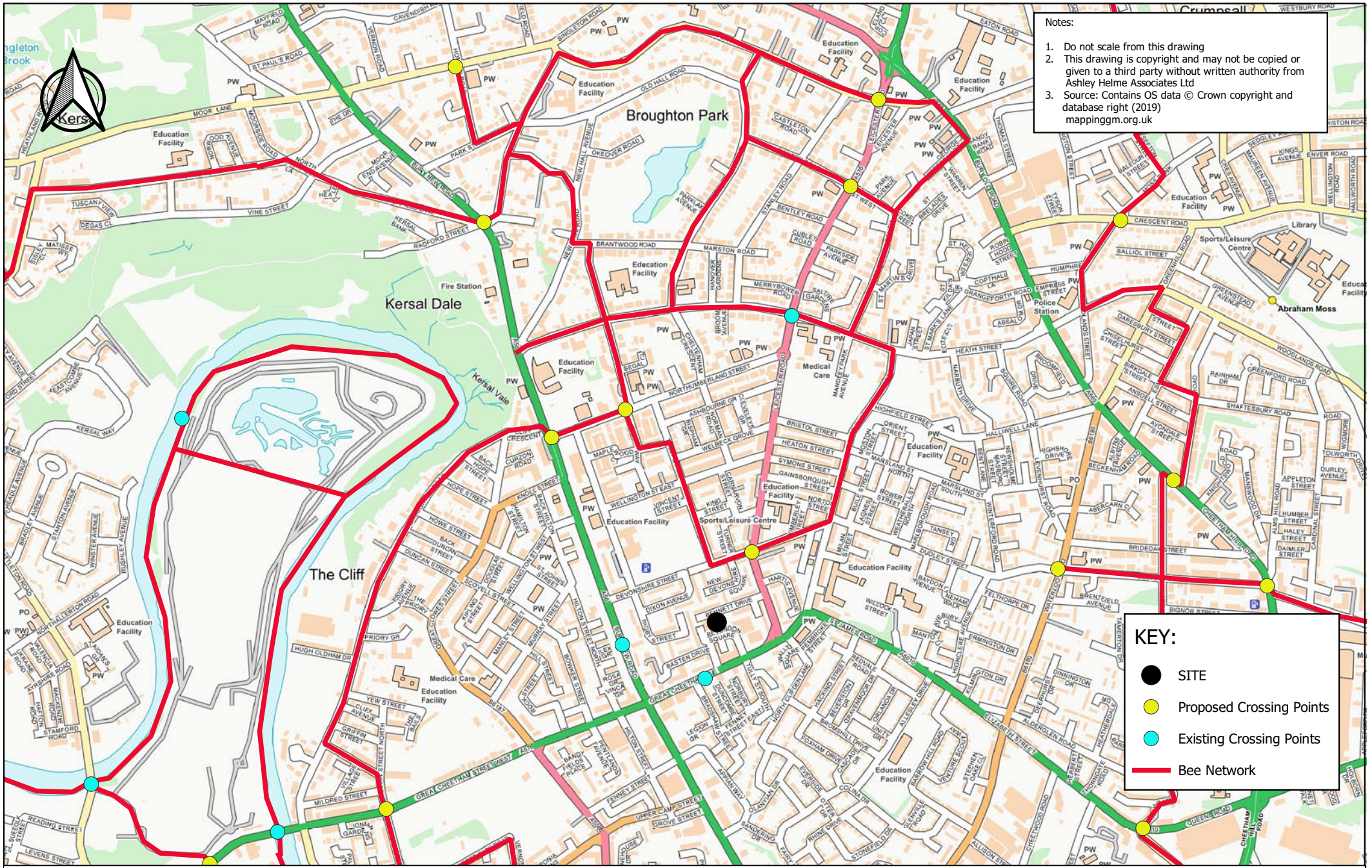

FIGURE 4 PROPOSED BEE NETWORK

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Tables

BUS No	ROUTE	FREQUENCY			OPERATOR
		Mon- Sat		Sun/ Bank Holidays	
		Day	Eve		
Services calling on Elton Road within a circa 400m of Site (a 5 minute walk)					
52	Failsworth – Moston – Pendleton - Eccles – intu Trafford Centre	10 mins	60 mins	30 mins	F
96	Manchester- Higher Broughton – Prestwich – Simister	60 mins	-	60 mins	MCT
151	Mandley Park – Cheetham Hill – Moston – Failsworth – Hollinwood	60 mins	-	-	ST
X41	Manchester – Prestwich – Ramsbottom – Haslingden – Accrington	30 mins	60 mins	60 mins	T
X43	Manchester – Rawtenstall – Burnley – Skipton	15 mins	30 mins	30 mins	T

Source: www.tfgm.com

Key:

F First Manchester
MCT Manchester Community Transport
ST Stotts Tours
T Transdev

TABLE 1 BUS SERVICES AND FREQUENCIES

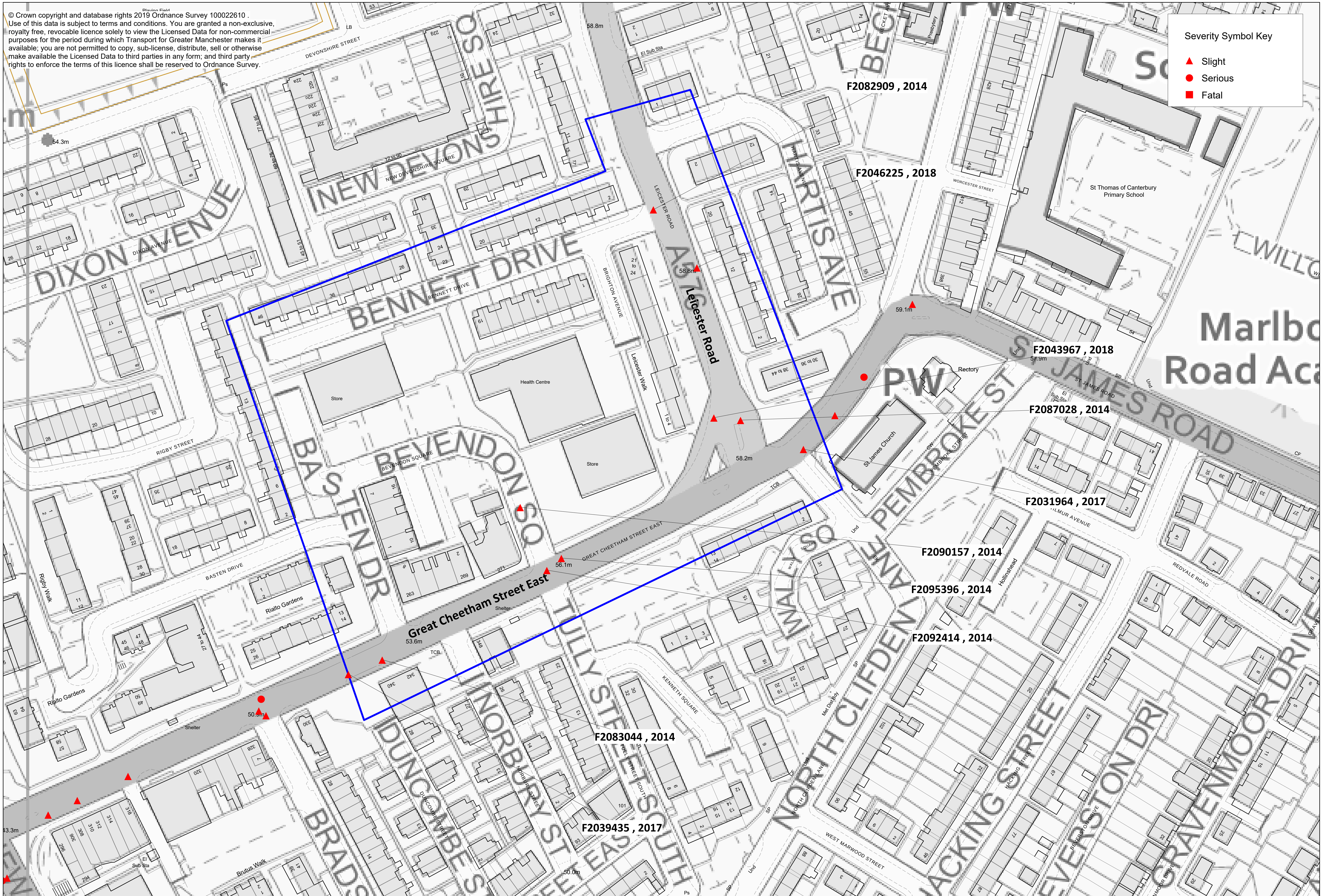
Appendix A

TRANSPORT FOR GREATER MANCHESTER

Traffic Accident Data for

Ashley Helme Associates Ltd

Reported Road Injury Accidents in Specified Area of Bevendon Square, Salford.
01/10/2013 to 30/09/2018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Severity Symbol Key
Slight
Serious
Fatal
F2082909 , 2014
F2046225 , 2018
F2043967 , 2018
F2087028 , 2014
F2031964 , 2017
F2090157 , 2014
F2095396 , 2014
F2092414 , 2014
F2083044 , 2014
F2039435 , 2017
Leicester Road
Great Cheetham Street East
Bevendon Square
St James Church
St Thomas of Canterbury Primary School
Health Centre
Store
Rectory

Transport for Greater Manchester	Reported Road Injury Accidents in Specified Area of Bevendon Square, 01/10/2013 to 30/09/2018		
2 Piccadilly Place, Manchester, M1 3BG	Drawn By : liuj	Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident	Date : 31/01/2019

TRANSPORT FOR GREATER MANCHESTER

Reported Road Injury Accidents in Specified Area Bevendon Square, Salford.
01/10/2013 to 30/09/2018

Injury Accidents	Oct – Dec 2013	2014	2015	2016	2017	Jan – Sep 2018	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	6	0	0	2	2	10
Total	0	6	0	0	2	2	10

Standard Totals Report : Reported Injury Accidents in Specified Area of Bevendon Square, Salford, 01/10/2013 to 30/09/2018

Accidents

Slight	10
Total Accidents	**10**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Male	1	2	1	0	4
Female	0	6	0	0	6
Total	**1**	**8**	**1**	**0**	**10**
Total Casualties	**1**	**8**	**1**	**0**	**10**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Driver or rider	0	5	1	0	6
Veh or pillion pas	0	2	0	0	2
Pedestrian	1	1	0	0	2
Total	**1**	**8**	**1**	**0**	**10**
Total Casualties	**1**	**8**	**1**	**0**	**10**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight	1	2	0	0	3
Total Casualties	**1**	**2**	**0**	**0**	**3**

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Slight	0	4	4
Total	**0**	**4**	**4**
Car (Passenger)	**0-15**	**16+**	**Total**
Slight	0	2	2
Total	**0**	**2**	**2**
Pedestrian	**0-15**	**16+**	**Total**
Slight	1	1	2
Total	**1**	**1**	**2**
TWPV (Rider)	**0-15**	**16+**	**Total**
Slight	0	1	1
Total	**0**	**1**	**1**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Slight	0	1	1
Total	**0**	**1**	**1**
Total	**1**	**9**	**10**

Standard Report - Reported Injury Accidents in Specified Area of Bevendon Square, Salford, 01/10/2013 to 30/09/2018

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

Accident Reference Number: F2039435 **Day:** Sunday **Date:** 24/12/2017 **Time:** 08:50

Place Reported: Scene **District:** Salford

Location: Great Cheetham Street East 22 metres South West of Basten Drive

Description: All Vehs Trav Sw Great Cheetham St E. Ped In Road On Great Cheetham St W, V1 & V2 Slow To Stop, V3 Reacts Late & Collides With V2 Which Collides With V1

Locational Details

Road:	A576	Junction Details:			
OSGR:	383132 400691	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:	PelX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DBrake	VLike	V3
Other	VLike	

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	NE	SW	
Car	Stopg	NE	SW	
Car	Stopg	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	50	Slight	

Accident Reference Number: F2083044 **Day:** Tuesday **Date:** 21/01/2014 **Time:** 16:40

Place Reported: Else **District:** Salford

Location: Great Cheetham Street East 7 metres W of Basten Drive

Description: V1 Travels W On Great Cheetham St East. As V1 Approaches Crossing C1 (Runs Onto Crossing. C1 Moves To Avoid Car In Opposite Direction, Is Hit By V1

Locational Details

Road:	A576/U	Junction Details:	Tjun		
OSGR:	383146 400697	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	PelX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PPedX	VLike	C1
PJudge	VLike	C1
PDang	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	12	Slight	

Accident Reference Number: F2090157 **Day:** Tuesday **Date:** 05/08/2014 **Time:** 20:40

Place Reported: Scene **District:** Salford

Location: Bevendon Square 25 metres North of Great Cheetham Street East

Description: V2 Is Parked On Bevendon St. V1 Reverses Se From Supermarket Car Park And Whilst Doing So, Hits V2. V1 Drives Off Without Leaving Details

Locational Details

Road:	U/U	Junction Details:	ent		
OSGR:	383203 400760	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	VLike	V1
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Revg	NW	SE	
Car	Parkd	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	35	Slight	

Accident Reference Number: F2092414 **Day:** Monday **Date:** 06/10/2014 **Time:** 08:39

Place Reported: Scene **District:** Salford

Location: Great Cheetham Street East at junction with Bevendon Square

Description: Both Vehs Trav Ne On Great Cheetham St East In Adjacent Lanes. V2 Is In Left Hand, V1 Is In Right Hand. V1 Pulls Over To Left And Hits V2, Which Then Hits A Wall

Locational Details

Road:	A576/U	Junction Details:	Tjun		
OSGR:	383214 400734	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DWscr	VLike	V1
DRain	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	chlnL	SW	NE	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	27	Slight	

Accident Reference Number: F2095396 **Day:** Thursday **Date:** 25/12/2014 **Time:** 20:02

Place Reported: Scene **District:** Salford

Location: Great Cheetham Street East at junction with Tully Street South

Description: V1 Travels Ne Great Cheetham St And C1 Enters Roadway. Collision Occurs

Locational Details

Road:	A576/U	Junction Details:	Xrds		
OSGR:	383220 400739	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	Ref		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PAlcoh	VLike	C1
PCloth	VLike	C1
PFLoo	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	26	Slight	

Accident Reference Number: F2082909 **Day:** Monday **Date:** 20/01/2014 **Time:** 13:34

Place Reported: Scene **District:** Salford

Location: Leicester Road at junction with Bennett Drive

Description: V1 Trav E Is At Junction Of Bennett Drive And Leicester Rd, Waiting To Pull Out. V2 Is Trav N On Leicester Rd. V1 Has Obstructed View, Pulls Out, Hits V2

Locational Details

Road:	A576/U	Junction Details:	Tjun		
OSGR:	383258 400883	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DStat	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Start	W	E	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	56	Slight	

Accident Reference Number: F2046225 **Day:** Thursday **Date:** 19/07/2018 **Time:** 23:15
Place Reported: Scene **District:** Salford
Location: Leicester Road, outside number 14, 22 metres South East of Bennett Drive
Description: V1 Trav Se Leicester Rd Collides With N/side V2 (Parked)

Locational Details

Road:	A576	Junction Details:			
OSGR:	383276 400859	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry	Severity:	Slight
Light Conditions:	Dark	No. of Vehicles:	2
Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DDisIn	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Parkd	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	17	Slight	

Accident Reference Number: F2043967 **Day:** Tuesday **Date:** 15/05/2018 **Time:** 19:45
Place Reported: Else **District:** Salford
Location: Great Cheetham Street at junction with Leicester Road
Description: Both Vehs Trav Ne Cheetham St E. V2 Approaches Give Way To Turn Left Onto Leicester Rd, V1 Collides Rear of V2. V1 FTS.

Locational Details

Road:	A576/A576	Junction Details:	Tjun		
OSGR:	383283 400797	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry	Severity:	Slight
Light Conditions:	Light	No. of Vehicles:	2
Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SW	NW	
Car	TurnL	SW	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	27	Slight	

Accident Reference Number: F2087028 **Day:** Friday **Date:** 23/05/2014 **Time:** 09:44
Place Reported: Scene **District:** Salford
Location: Leicester Road 17 metres NW of Great Cheetham Street East
Description: Both Vehs Trav S On Leicester Rd Stopped At Junction. Driver Of V1's Foot Slips Off Clutch, Causing Collision With V2 (Motorcycle).

Locational Details

Road:	A576/A576	Junction Details:	Tjun		
OSGR:	383294 400796	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet	Severity:	Slight
Light Conditions:	Light	No. of Vehicles:	2
Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTgate	VLike	V1
DLoss	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
m/c	Waitg	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	62	Slight	

Accident Reference Number: F2031964 **Day:** Thursday **Date:** 22/06/2017 **Time:** 10:55
Place Reported: Scene **District:** Salford
Location: Great Cheetham Hill Street East at junction with North Clifden Lane
Description: Both Vehs Trav Sw Great Cheetham St East. V2 (Pedal Cycle) Slightly Ahead Of V1 (Skip Waggon) At Kerb Edge. V1 Clips V2 With Nearside Upon Passing V2.

Locational Details

Road:	A6010/U	Junction Details:	Tjun		
OSGR:	383320 400784	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet	Severity:	Slight
Light Conditions:	Light	No. of Vehicles:	2
Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFast	VLike	V1
DClose	Poss	V1
DSwer	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
MGV	Lbend	NE	SW	
p/c	Lbend	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	26	Slight	

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	PIllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Appendix B

Calculation Reference: AUDIT-733101-190131-0156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
10	WALES		
	DB	DENBIGHSHIRE	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

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: 714 to 932 (units: sqm)
Range Selected by User: 300 to 1500 (units: sqm)

Parking Spaces Range: Selected: 10 to 1360 Actual: 10 to 1360

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 06/11/17

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A1	3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	DB-01-G-01	BRANTANO		DENBIGHSHIRE
	GREENFIELD PLACE			
	RHYL			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		800 sqm	
	Survey date: SATURDAY		*22/10/11*	*Survey Type: MANUAL*
2	EB-01-G-01	PETS AT HOME		CITY OF EDINBURGH
	GYLEMUIR ROAD			
	EDINBURGH			
	THE GYLE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		932 sqm	
	Survey date: WEDNESDAY		*27/10/10*	*Survey Type: MANUAL*
3	HE-01-G-01	PETS AT HOME		HEREFORDSHIRE
	COMMERCIAL ROAD			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		714 sqm	
	Survey date: MONDAY		*17/10/11*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	714	0.140	1	714	0.000	1	714	0.140
08:00 - 09:00	3	815	0.164	3	815	0.204	3	815	0.368
09:00 - 10:00	3	815	1.758	3	815	1.717	3	815	3.475
10:00 - 11:00	3	815	2.739	3	815	2.167	3	815	4.906
11:00 - 12:00	3	815	2.657	3	815	2.003	3	815	4.660
12:00 - 13:00	3	815	4.007	3	815	3.148	3	815	7.155
13:00 - 14:00	3	815	3.802	3	815	3.434	3	815	7.236
14:00 - 15:00	3	815	3.884	3	815	4.088	3	815	7.972
15:00 - 16:00	3	815	4.088	3	815	4.415	3	815	8.503
16:00 - 17:00	3	815	3.475	3	815	4.129	3	815	7.604
17:00 - 18:00	3	815	2.371	3	815	2.903	3	815	5.274
18:00 - 19:00	3	815	1.840	3	815	1.922	3	815	3.762
19:00 - 20:00	3	815	0.981	3	815	1.513	3	815	2.494
20:00 - 21:00	3	815	0.000	3	815	0.245	3	815	0.245
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.906			31.888			63.794

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.

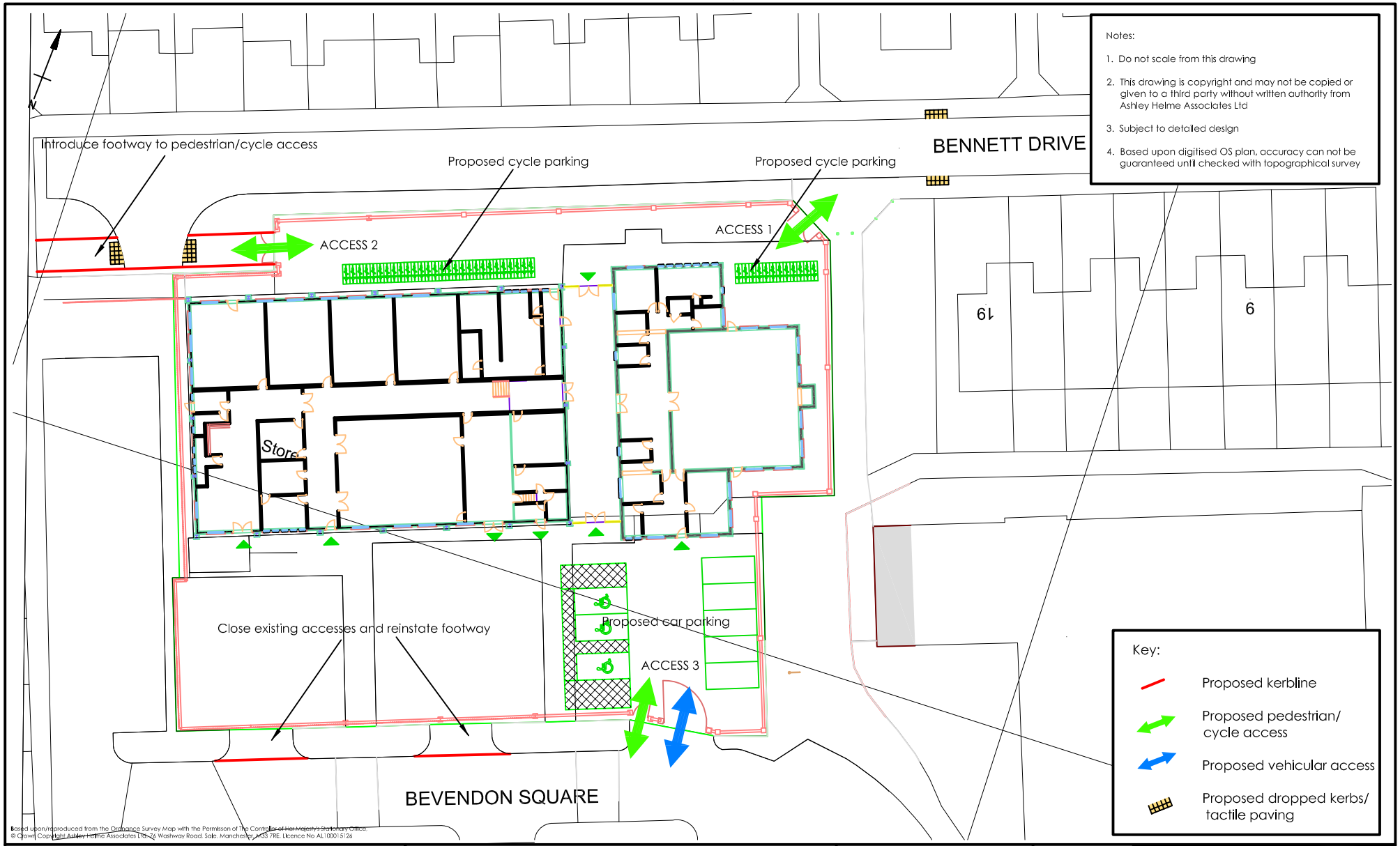
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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:	714 - 932 (units: sqm)
Survey date date range:	01/01/10 - 06/11/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Drawings



Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Key:

- Proposed kerbline
- Proposed pedestrian/ cycle access
- Proposed vehicular access
- Proposed dropped kerbs/ tactile paving

Project: BEVENDON SQUARE, SALFORD	Title: PROPOSED SITE ACCESS ARRANGEMENTS	Drawing No: 1646/01	Rev:
Client: YESHIVAH OHR TORAH SCHOOL		Date: JANUARY 2019	Scale: 1:500@A4

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