



KMM Homes

Land off Backwell Street, Manchester

Transport Statement

February 2022



KMM Homes

Land off Backwell Street, Manchester

Transport Statement

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by KMM Homes (the 'Applicant') to provide transport and highways advice in relation to an outline planning application for a new residential development on land off Backwell Street in Fairfield, Manchester.
- 1.1.2 The proposed development will comprise up to 26no. residential dwellings, with vehicular access taken via Club Street on the south boundary of the site.
- 1.1.3 The redline boundary for the site is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Redline Boundary (source: Rachel McDonnell Creative)



- 1.1.4 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to access and servicing arrangements, accessibility by sustainable modes of travel, on-site car parking provision, expected trip generation and local highway capacity impact.

1.2 Methodology

1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.2.2 A site visit was undertaken on Tuesday 15th February 2022.

1.3 Report Structure

1.3.1 Following this introduction, the TS has been structured as follows:

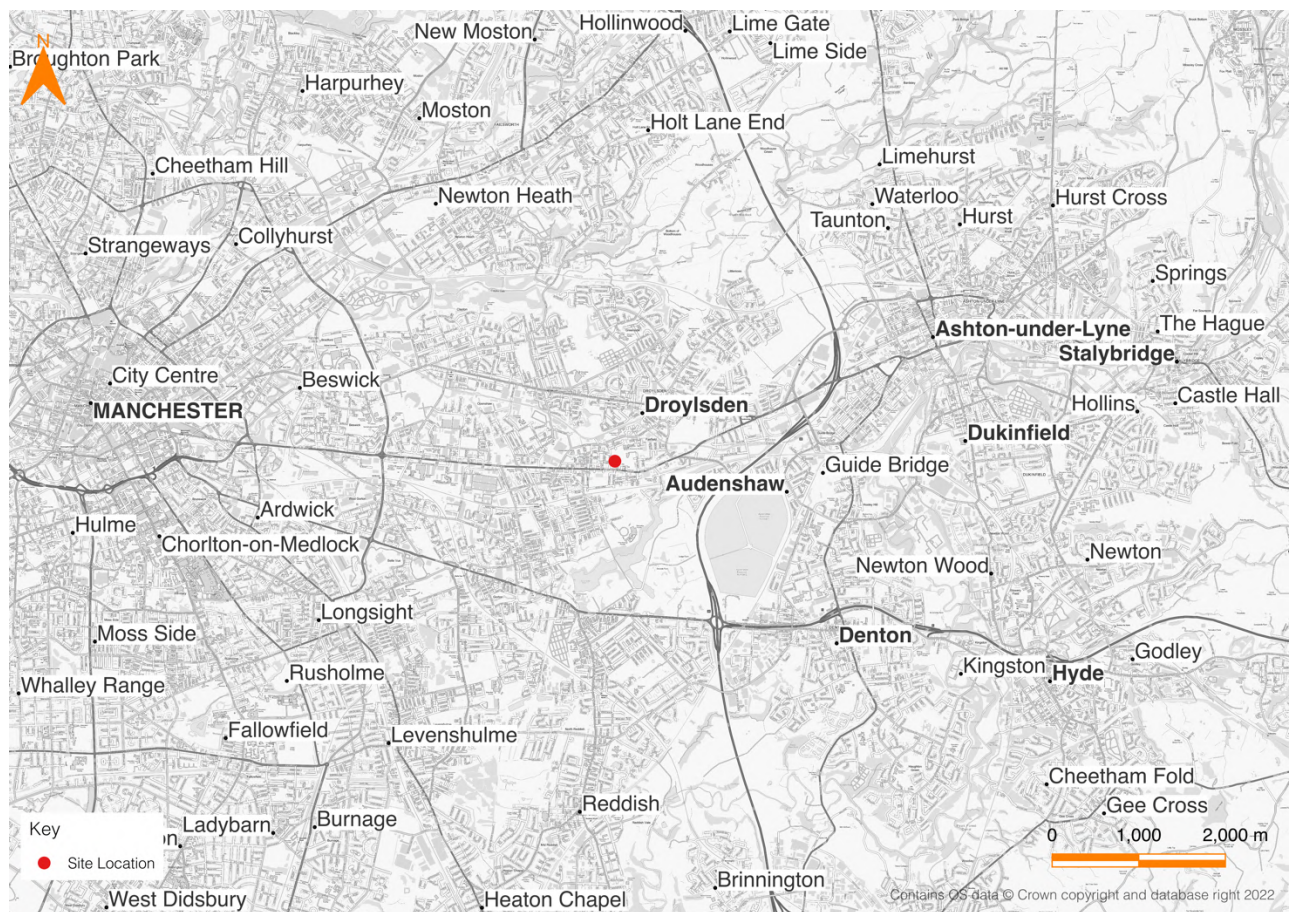
- Chapter 2 describes the site location, local highway network and collision data;
- Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
- Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected trip generation; and
- Chapter 6 summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Conditions

- 2.1.1 As shown in **Figure 2.1**, the site is located c.1km and c.4km southwest of Droylsden Town Centre and Ashton-under-Lyne Town respectively, and c.6km east of Manchester City Centre.

Figure 2.1 : Strategic Site Location

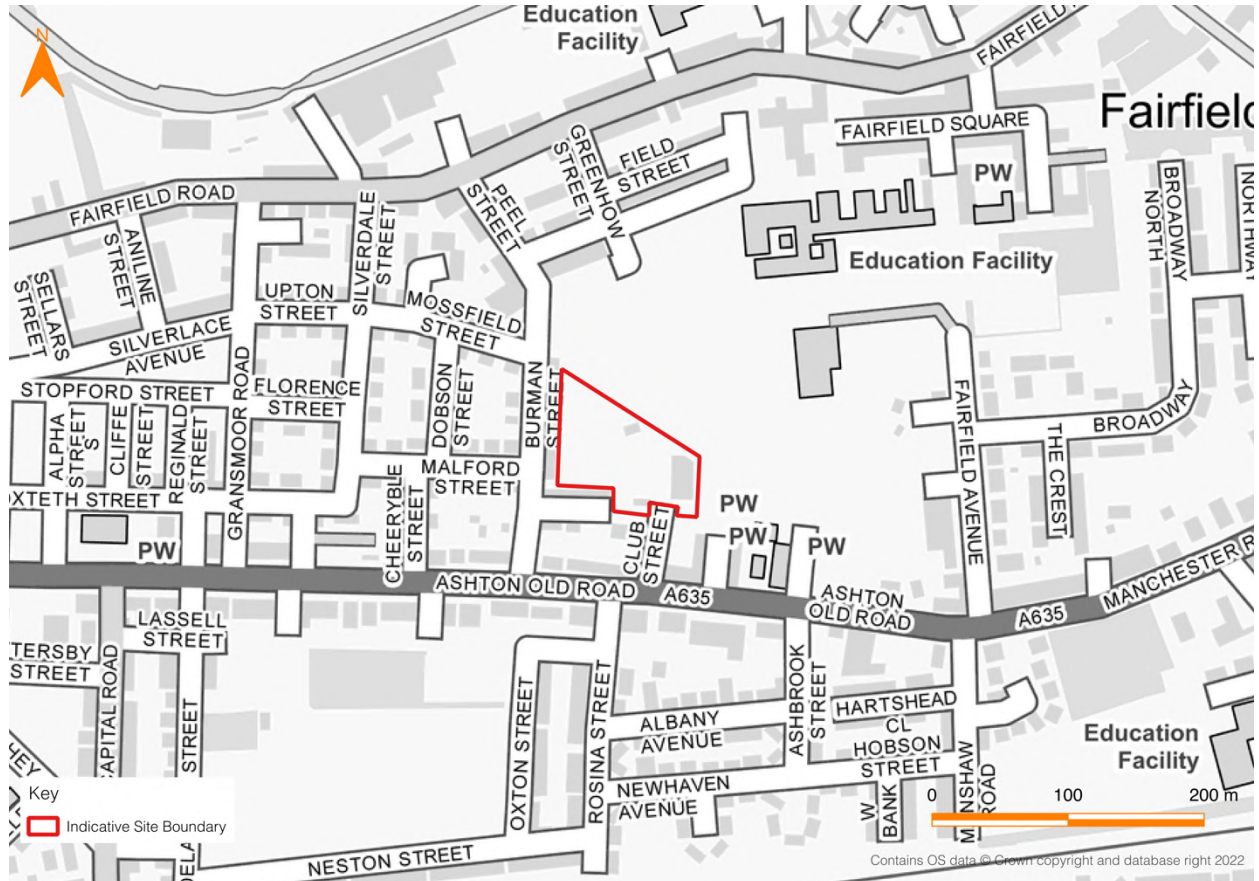


- 2.1.2 The existing site is irregular in shape and is currently occupied the former Openshaw A.E.U Club, which will be demolished as part of the development proposals.
- 2.1.3 The site is bound by a builders yard to the northwest and Fairfield High School for Girls to the northeast, a small woodland area to the east, Backwell Street and residential dwellings to south and residential dwellings to the west.

2.2 Local Highway Network

- 2.2.1 The location of the site in the context of the local highway network is shown in **Figure 2.2**.

Figure 2.2 : Local Highway Network



Club Street

- 2.2.2 Club Street is an unadopted road located on the south boundary of the site, extending on a north-south alignment and is subject to a signed 20mph speed limit. Currently, Club Street provides access to the former Openshaw A.E.U Club and will provide the vehicular access to the site.
- 2.2.3 Club Street is accessed via a priority-controlled junction with Ashton Old Road (A635) to the south of the site. From the junction, Club Street has a carriageway width of c.6.3m wide and has a c.1.5m footway when the west side of the carriageway. The footway continues for c.24m, after which the carriageway width increases to c.10m wide and continues to the former Openshaw A.E.U Club.
- 2.2.4 The extent of Club Street carriageway and the Club Street / Ashton Old Road priority-controlled junction is shown in [Photograph 2.1](#) and [Photograph 2.2](#).

Photograph 2.1 : Club Street (Northbound)



Photograph 2.2 : Club Street / Ashton Old Road Priority-Controlled Junction



- 2.2.5 A pedestrian connection is provided between Club Street and Backwell Street, footway is c.2.2m wide and is currently unadopted. The extent of the connection is shown in [Photograph 2.3](#).

Photograph 2.3 : Pedestrian Connection Between Club Street and Backwell Street



Backwell Street

- 2.2.6 Backwell Street is located to the south of the site and extends on a broadly east-west alignment and will provide the primary pedestrian access to the site.
- 2.2.7 Backwell Street is accessed via a priority-controlled junction with Burman Street to the west of the site. The majority of Backwell Street is an adopted road and has a carriageway width of c.6.7m with c.2m wide footways on either side. The extent of the carriageway is shown in [Photograph 2.4](#) and [Photograph 2.5](#).

Photograph 2.4 : Backwell Street (Eastbound)



Photograph 2.5 : Backwell Street (Westbound)



2.2.8 At a point c.80m east of the Backwell Street / Burman Street priority-controlled junction, a section Backwell Street (c.22m) is unadopted. This section consists of a c.5.5m block paving carriageway with a c.1m wide footway on the north side of the carriageway. The extent of the unadopted section of Backwell Street is shown in [Photograph 2.6](#).

Photograph 2.6 : Unadopted Section of Backwell Street



2.3 Public Rights of Way

2.3.1 There are no Public Rights of Way (PRoW) within the site boundary or within the area immediately surrounding the site.

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed scheme will comprise up to 26no. residential dwellings. Vehicular access to the site is proposed via Club Street and pedestrian access is proposed via Backwell Street.

3.1.2 An outline planning application is being submitted, with all matters reserved except for access. The application site plan with access is shown in [Figure 3.1](#) and attached in [Appendix A](#).

Figure 3.1 Outline Planning Application Area with Access (source: Rachel McDonnell Creative)



3.1.3 An illustrative masterplan has been prepared to provide an overview of what the site could deliver. This illustrative masterplan is shown in [Figure 3.2](#).

Figure 3.2 : Illustrative Masterplan (source: Rachel McDonell Creative)



3.2 Site Access Arrangements

Vehicular Access

- 3.2.1 As shown in Figure 3.1, vehicular access to the site will be taken via Club Street on the southern boundary of the site.

3.3 Internal Roads

- 3.3.1 The internal residential roads have been designed to an adoptable standard and provide 5.5m carriageway widths with 2m wide footways provided on both sides of the road. Turning heads have also been provided to allow larger vehicles to manoeuvre safely within the site.

3.4 Servicing Arrangements

- 3.4.1 Swept Path analysis has been undertaken which demonstrates that the largest vehicle expected to frequent the site, an 11.3m refuse vehicle, can safely enter and exit the site in a forward gear and manoeuvre safely within the site.
- 3.4.2 Swept path analysis for an 11.3m refuse vehicle is shown in [Figure 3.3](#), with the full drawing (J32-5863-PS-001) attached in [Appendix B](#). The full drawing also includes swept path analysis for a 7.5t panel van and a large car.

Figure 3.3 : Swept Path Analysis – 11.3m Refuse Vehicle



3.5 Car Parking Standards

- 3.5.1 In accordance with MCC's 'Residential Quality Design Guide', 100% allocated off-street parking provision is proposed, including electric vehicle charging points. Secure cycle parking will also be provided in line with MCC's adopted parking standards.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that *“significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.”*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document ‘*Guidelines for Providing for Journeys on Foot (2000)*’, are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

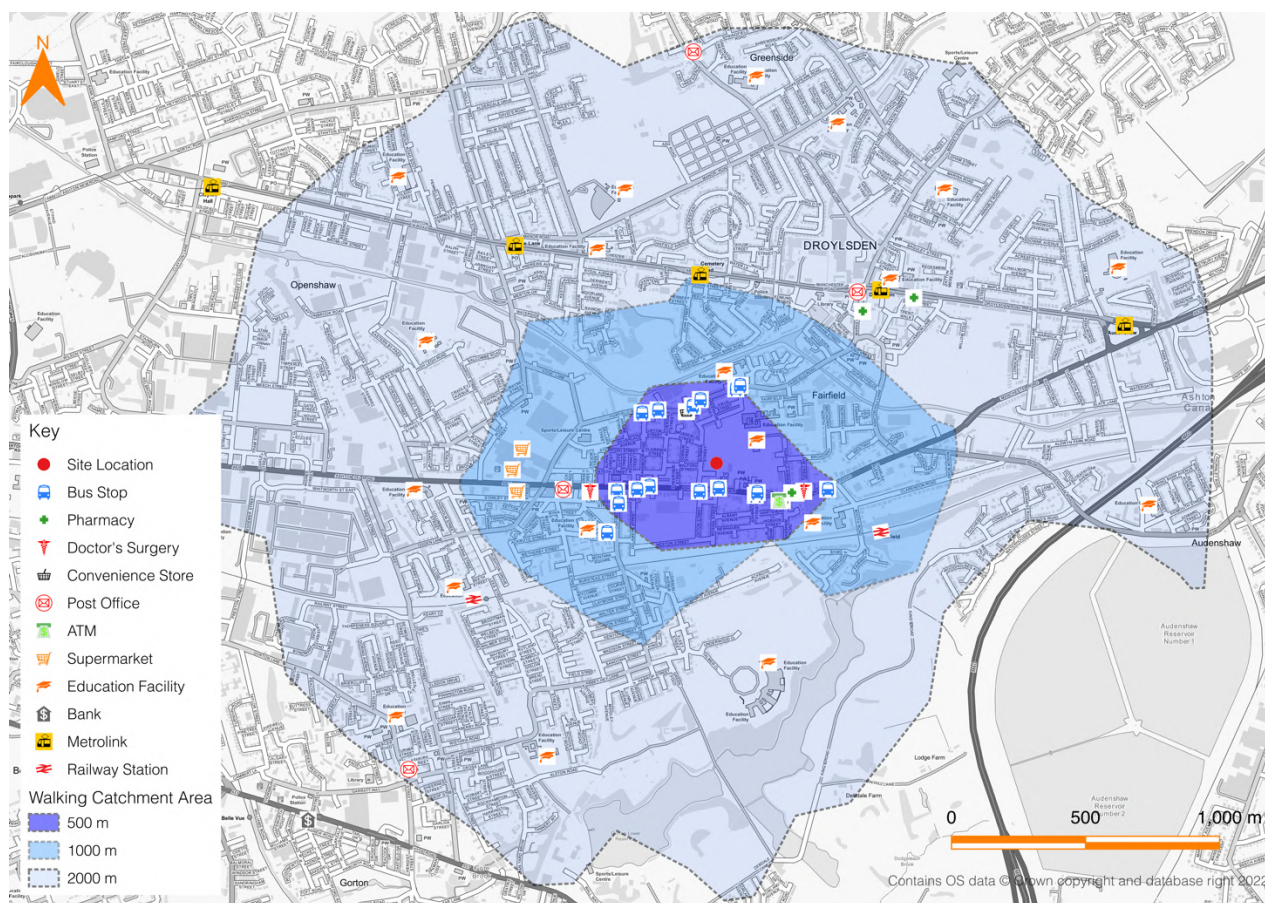
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, there are existing good quality footways and crossing infrastructure available on the local highway network, providing pedestrian links to a range of local amenities and public transport services.

4.2.5 Figure 4.1 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Local Amenities Catchment Plan



4.2.6 As shown in Figure 4.1, the site is located within a 500m catchment of local amenities and public transport services, including bus stops, a convenience store, pharmacy and doctors surgery on Ashton Old Road.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to public transport services and other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Bus Stop WB (Ashton Old Road)	206m	2.5 minutes
Bus Stop EB (Ashton Old Road)	225m	2.5 minutes
Convenience Store (Peel Street)	350m	4 minutes
Convenience Store (Ashton Old Road)	485m	6 minutes
ATM	485m	6 minutes
Pharmaco Chemist	490m	6 minutes
Convenience Store	505m	6 minutes
Manchester Road Surgery	529m	6.5 minutes
Fairfield High School for Girls	790m	9.5 minutes
Lime Square Retail Park	820m	10 minutes
St Annes RC Primary School	830m	10 minutes
Fairfield Railway Station	940m	11 minutes
Droylsden Metrolink Stop	1,350m	15 minutes

Distances have been measured as a worst-case scenario via Backwell Street and Burman Street

- 4.2.8 In accordance with CIHT guidance, Table 4.2 shows that there are bus stops, within approximately 250m (2.5-minute walk) of the site. In addition, Fairfield Railway is located within 940m (11-minute walk) of the site and Droylsden Metrolink stop is located within 1,350m (15-minute walk) of the site.
- 4.2.9 A range of other local amenities located within a short walk from the site, which includes Lime Square Retail Park, supermarkets, a doctors surgery, pharmacies and schools.
- 4.2.10 Overall, the development site has been shown to be highly accessible on foot, due to its proximity to local public transport services/ local amenities, and connectivity to local footways. Therefore, walking will be a convenient method of travel for commuting trips, particularly as an alternative to private car trips.

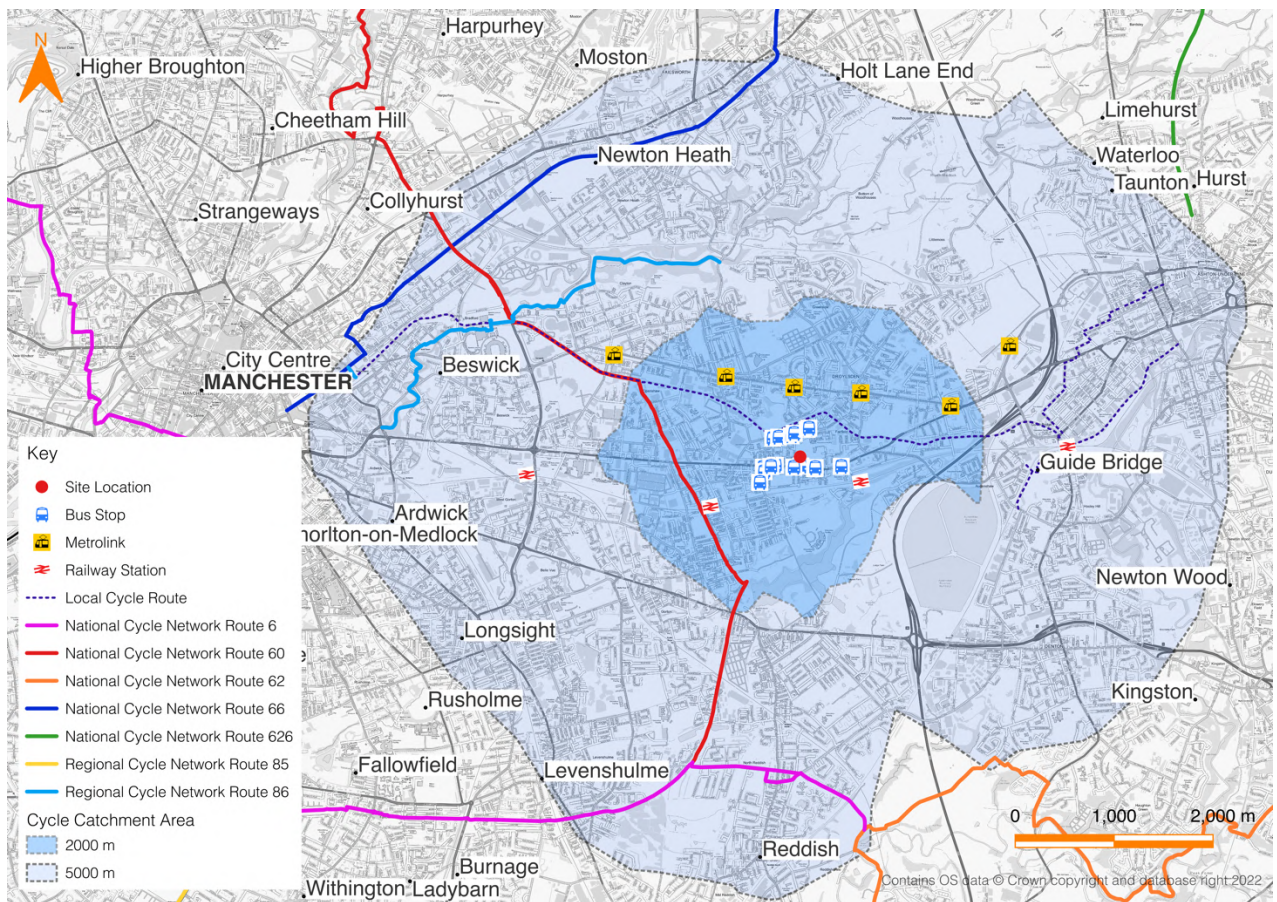
4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

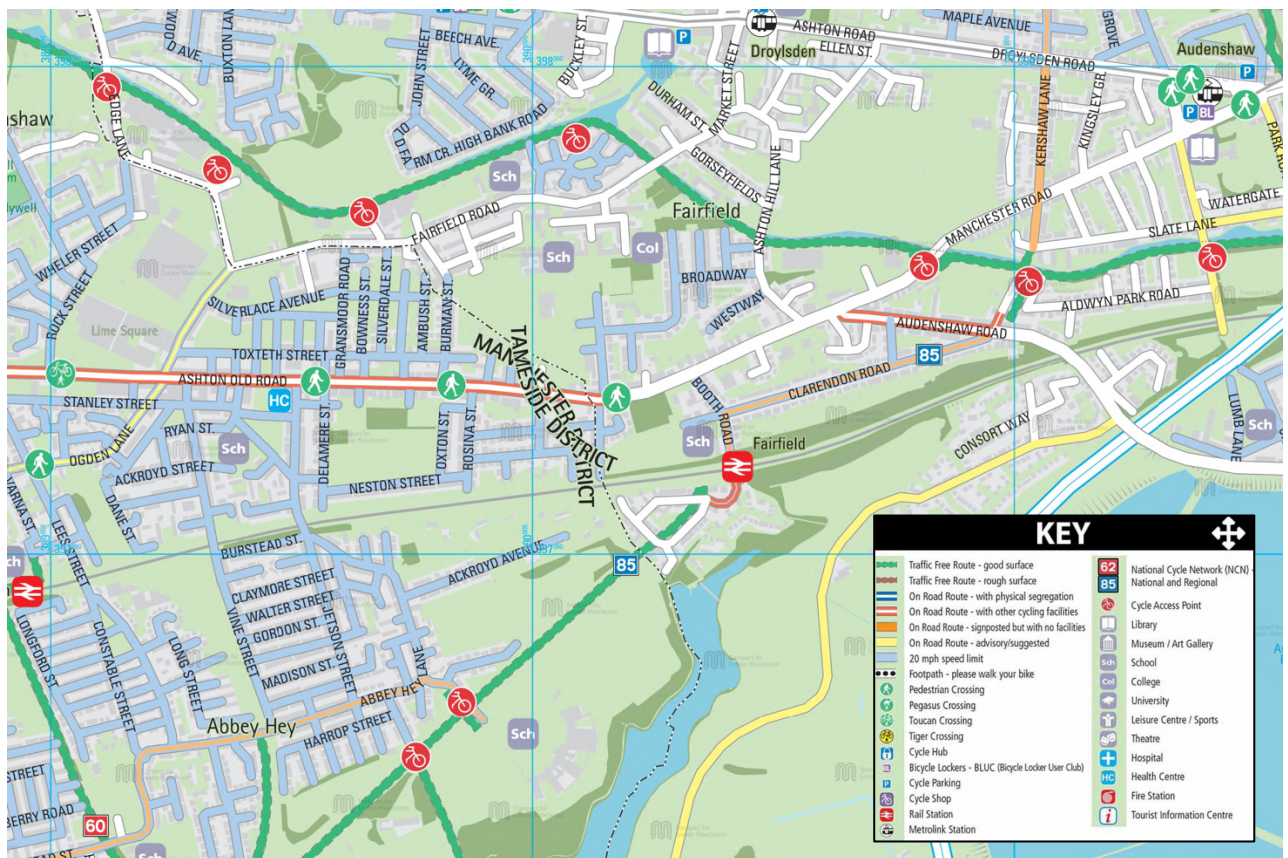
Figure 4.2 : Cycling Catchment Area



4.3.4 As shown in Figure 4.2, Droylsden and Audenshaw are located within a 2km catchment of the site, and further afield, Ashton-under-Lyne, Dukinfield and Denton are accessible with a 5km catchment. The site benefits from convenient access to National Cycle Network (NCN), including National Cycle Route 6, 60, 62, 66, 626 and 86.

4.3.5 In addition to the NCN cycle routes, there are further cycle routes available on the local highway network, including traffic free routes, signposted routes and advisory routes. The local cycle routes and infrastructure are shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



- 4.3.6 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling.
- 4.3.7 Manchester's proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the city by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport: walking and cycling.
- 4.3.8 Overall, the development site has been shown to be highly accessible by bicycle, particularly due to the extensive network of national/ local cycle routes, which provide designated cycling links throughout Manchester and surrounding areas.
- 4.3.9 Therefore, cycling will be a realistic method of travel for commuting trips, particularly as an alternative to private car trips, which will be encouraged and facilitated by the development proposals.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 The nearest bus stops are located 206m and 225m (2.5-minute walk) from the site on Ashton Old Road and are served by the 219, 221, 747 and 793 bus services.

4.4.2 175m (2-minute walk) from the site on Oldham Street and is served by 81, 112, 117, 118 and 119 bus services. Bus stops are also located 215m (2.5-minute walk) from the site on Piccadilly and is served by 74, 76, 82, 216, 217 and 231 bus services.

4.4.3 Details of the local bus services from the bus stop on Ashton Old Road are shown in [Table 4.3](#). Full timetable information is attached in [Appendix C](#).

Table 4.3 : Local Bus Service – Ashton Old Road

Service No	Route	Approx. Frequency (buses/hour)			
		AM/PM Peak	Off-Peak	Sat	Sun
219	Manchester City Centre – Stalybridge – Hadfield - Glossop	14	6	4	4
221	Manchester City Centre – Audenshaw - Broadbent Fold	4	-	-	-

Note: the 747 and 793 bus service operate as a school / college service only

4.4.1 As shown in [Table 4.3](#), regular bus services are available from bus stops accessible within a short walk from the site, providing links to a range of local destinations including Manchester City Centre, Audenshaw and Glossop. The location of bus stops in proximity to the development site and frequency of existing services complies closely with CIHT guidance.

4.4.2 It has therefore been demonstrated that the development site is well-placed in terms of public transport connectivity, with journeys by bus representing a realistic alternative to car trips, particularly for commuting purposes.

Rail Services

4.4.3 Fairfield Railway Station is located approximately 940m (11-minute walk) from the site, and provides step-free access to the platform, ticket machines, help-points and security camera coverage.

4.4.4 [Table 4.4](#) provides a summary of routes and times of local rail service accessible from Fairfield Railway Station.

Table 4.4 : Fairfield Railway Station

Final Destination	Approx. Frequency	Journey Time
Manchester to Sheffield	30 Minute	1 Hour 7 minutes

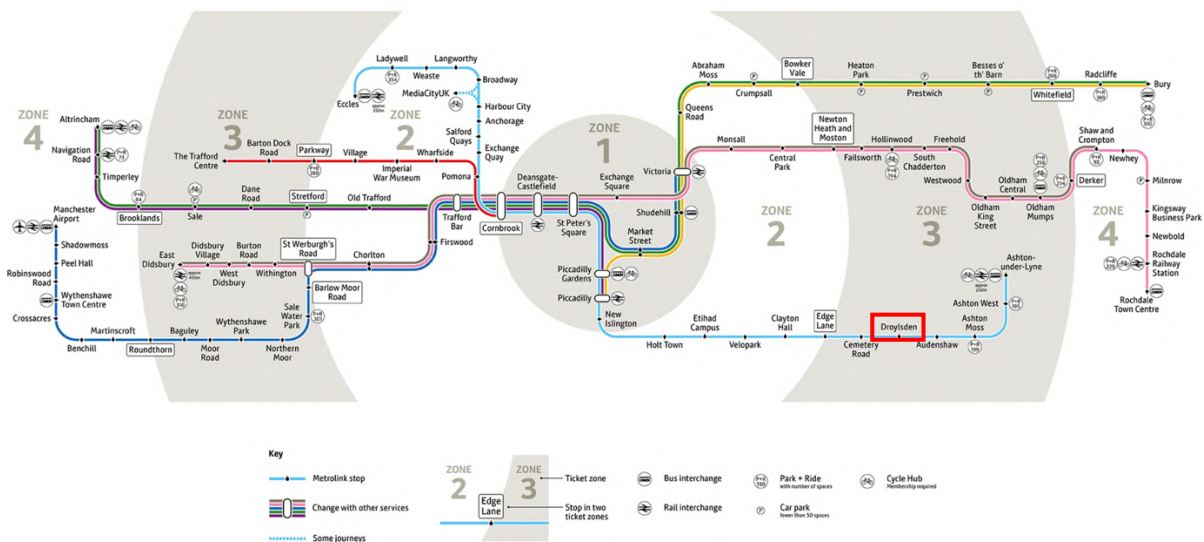
4.4.5 As summarised in Table 4.4, direct train services are available from Fairfield Railway Station to Sheffield.

Metrolink Services

4.4.6 Droylsden Metrolink Tram Stop is the closest Metrolink station, being located within a walking distance of approximately 1,350m (15-minute) from the site.

4.4.7 As shown in Figure 4.4, local tram stop provides direct services between Ashton-under-Lyne, Manchester City Centre, Media City and Eccles.

Figure 4.4 : Metrolink Tram Network (source: TfGM)



4.4.8 Trams services available from Droylsden Metrolink operate on a 10 to 20-minute frequency throughout the day, and has a step free access to all platforms, secure cycle parking, help points and security camera coverage.

4.5 Summary

4.5.1 In summary, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to single occupancy car trips. This including the following:

- Existing footways are available on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Bus stops, located within 225m (2.5-minute walk), with schools, supermarkets, a doctor's surgery and a pharmacy located within a short walk of the site;

- Access to an extensive network of local and national cycle routes, providing designated routes to a wide range of other local destinations;
- Regular local bus service accessible within a 2.5-minute walk providing bus routes to a range of local destinations, including Manchester City Centre;
- Railway services are available from Fairfield Railway, providing direct services to Manchester City Centre and Sheffield; and
- Metrolink tram services are available from Droylsden Metrolink stop, providing direct services between Ashton-under-Lyne, Manchester City Centre, Media City and Eccles.

4.5.2 The site is therefore compliant with the National Planning Policy Framework (NPPF) which states in paragraph 108 that: 'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.

4.5.3 Furthermore, the proposals accord with paragraph 110 of the NPPF which states that: 'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'.

5. Trip Generation

5.1 Proposed Trip Generation

- 5.1.1 In order to assess the expected traffic impact of the proposed development, a trip generation exercise has been undertaken for a residential development scheme of 26no. residential dwellings.
- 5.1.2 Vehicle trip rates have been derived from the TRICS database (v7.8.4) using the '*Residential – Houses Owned*' land use category.
- 5.1.3 The TRICS 'Good Practice Guide 2021' recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. Despite this, sites in Greater London and Ireland have been excluded from the trip rate calculations as it understood that this is the approach recommended by MCC Highways officers.
- 5.1.4 It should also be noted that TRICS surveys conducted after February 2020 were excluded due to the potential impact of the COVID19 pandemic on travel behaviour.
- 5.1.5 The vehicle TRICS trip rates during the weekday AM and PM peaks are summarised in [Table 5.1](#). Full TRICS outputs are attached in [Appendix D](#).

Table 5.1 : TRICS Trip Rates – Proposed Development (Vehicles)

Land Use	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential – Houses Privately Owned - TRICS Trip Rate	0.150	0.372	0.522	0.318	0.176	0.494
Proposed Development Trips (26no. Residential units)	4	10	14	8	5	13

- 5.1.6 As shown in [Table 5.1](#), the proposed residential development is expected to generate **14** two-way trips during the AM peak hour and **13** two-way trips during the PM peak hour.

5.2 Traffic Impact Overview

- 5.2.1 The proposed development is expected to generate **14** two-way trips during the AM peak period and **13** two-way trips during the PM peak period. In terms of traffic impact on the local highway network, the proposed development is expected to generate **1 trip every 4 minutes** on average during the AM and PM peak periods.

5.2.2 It can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by KMM Homes to provide transport and highways advice in relation to an outline planning application for a new residential development on land off Backwell Street in Fairfield, Manchester.
- 6.1.2 The proposed development will comprise up to 26no. residential dwellings, with vehicular access taken via Club Street on the south boundary of the site.
- 6.1.3 The analysis in this Transport Statement has been carried in accordance with current policy and guidance. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, bus and tram services, providing a realistic alternative to car travel, particular for leisure/ amenity trips and commuting;
 - In accordance with MCC's local parking standards, the scheme provides 100% off-street car parking provision, including electric vehicle charging points. The scheme also includes cycle parking provision in line with adopted standards;
 - Swept Path Analysis has been undertaken which demonstrates that the largest vehicle expected to frequent the site, an 11.2m refuse vehicle, can safely enter and exit the site in a forward gear and manoeuvre safely within the site;
 - The proposed development is expected to generate **14** two-way trips during the AM peak period and **13** two-way trips during the PM peak period. This equates to 1 trip every 4 minutes on average during the AM and PM peak period; and
 - Overall, it can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6.2 Conclusion

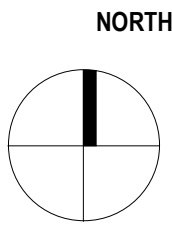
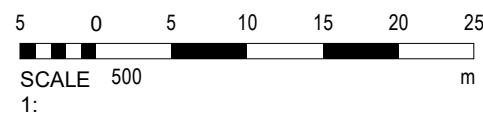
- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

Site Plan

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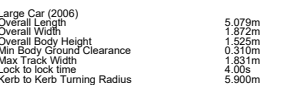
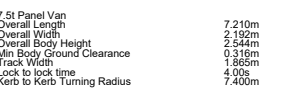
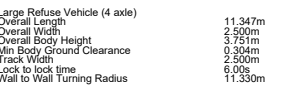
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LAND AT 14 CLUB STREET
ACCESS PLAN
0000_ 70402
STATUS | FOR ILLUSTRATION ONLY
DRAWN BY | RM
SCALE | 1 : 500
DATE | 16.02.22
REV P0
BG- EWA- ZZ- ZZ- DR- A- 70402

APPENDIX B

Swept Path Analysis

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w www.modetransport.co.uk



es:

- this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
- all dimensions to be checked before commencement of work on site.
- all dimensions in metres unless otherwise stated.
- the design is subject to approval of manchester city council.
- drawing based on illustrative masterplan drawing provided by client.

e/revision

-	18/02/2022	Issued
i/r	date	description

ent: kmm homes
 object: land off backwell street,
 manchester
 object number: J325863

Le: 1:500@A3

Following title:
cept path analysis

Following number:
2-5863-PS-001

APPENDIX C

Bus Timetables



From 5 September

219

Monday to Friday peak period times are
changed

Bus

219



Easy access on all buses

Stalybridge
Ashton-under-Lyne
Guide Bridge
Audenshaw
Higher Openshaw
Openshaw
Beswick
Manchester

Includes late night journey to Glossop

From 5 September 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Ashton-under-Lyne Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm

and 2.30pm to 5.30pm

*Including public holidays

Stalybridge, Bus Station					0537				0558				0620				0657						
Ashton, Interchange arr					0544				0608				0630				0707						
Ashton, Interchange dep					0425	0455	0510	0525	0535	0545	0554	0603	0611	0620	0625	0631	0637	0645	0653	0701	0707	0713	0720
Audenshaw, Trough					0437	0507	0522	0537	0547	0557	0607	0616	0625	0634	0638	0647	0652	0700	0708	0716	0722	0728	0735
Ashton Old Road/Fairfield Road					0440	0510	0525	0540	0551	0601	0611	0620	0629	0638	0642	0652	0657	0705	0714	0722	0729	0736	0744
Ashton Old Road/Kay Street					0446	0516	0531	0546	0558	0608	0618	0627	0636	0645	0650	0700	0705	0713	0723	0731	0739	0746	0754
Manchester, Piccadilly Gardens					0453	0523	0538	0553	0605	0616	0626	0635	0644	0654	0701	0713	0718	0726	0736	0745	0753	0800	0809

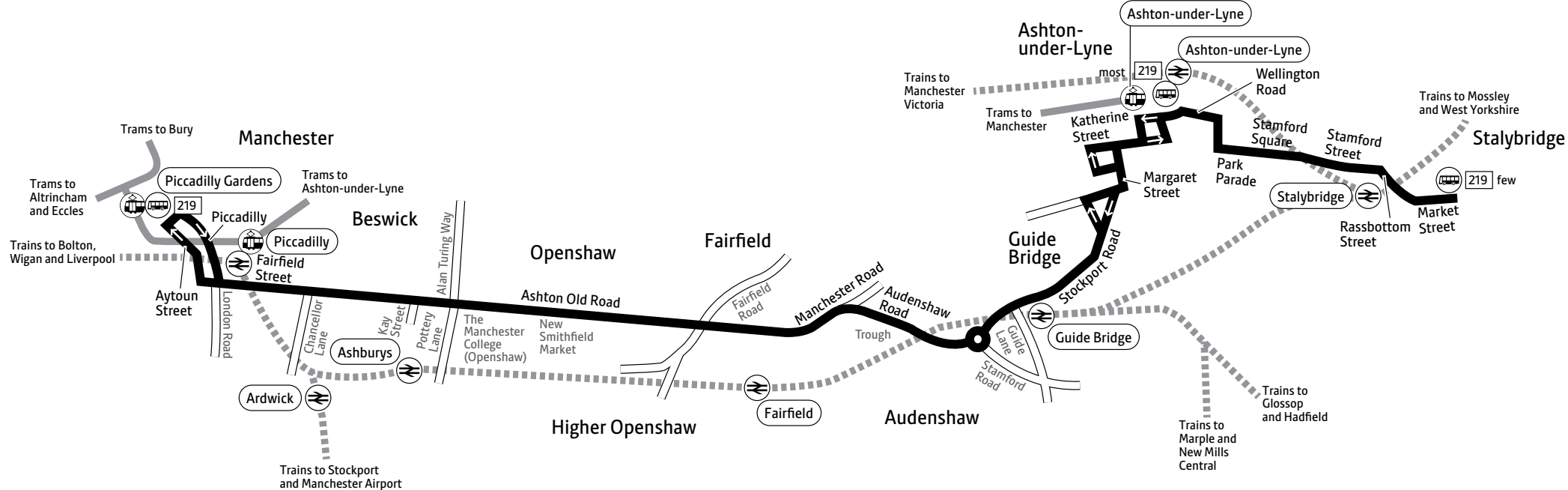
											F	
Stalybridge, Bus Station	0729											0200
Ashton, Interchange arr	0741											0208
Ashton, Interchange dep	0727	0734	0742	0750	and at frequent	1907	1923	and	2303	2333	0208	
Audenshaw, Trough	0742	0750	0758	0806	intervals of	1919	1935	every	2315	2345	0219	
Ashton Old Road/Fairfield Road	0752	0800	0808	0816	not more than	1922	1938	20	2318	2348	0222	
Ashton Old Road/Kay Street	0802	0810	0818	0826	10 minutes	1928	1944	mins	2324	2354	0227	
Manchester, Piccadilly Gardens	0817	0825	0833	0840	until	1935	1951	until	2331	0001	0233	

Stalybridge, Bus Station				0540															
Ashton, Interchange arr				0547															
Ashton, Interchange dep	0448	0508	0528	0548	0605	and	0820	0835	0850	0904	0917	0930	and at frequent	1730	1745	1804	1823		
Audenshaw, Trough	0459	0519	0539	0559	0616	every	0831	0847	0902	0916	0929	0942	intervals of	1742	1757	1816	1835		
Ashton Old Road/Fairfield Road	0502	0522	0542	0602	0619	15	0834	0850	0905	0919	0933	0946	not more than	1746	1801	1819	1838		
Ashton Old Road/Kay Street	0508	0528	0548	0608	0625	mins	0840	0856	0911	0925	0939	0953	10 minutes	1753	1808	1826	1844		
Manchester, Piccadilly Gardens	0515	0535	0555	0615	0632	until	0847	0903	0919	0934	0948	1002	until	1801	1815	1833	1851		

 – All bus 219 journeys are run using easy access buses. See inside front cover of this leaflet for details

Continues after route plan

- Key
- Bus route
 - Train line
 - Tram line
 - Direction of travel
 - Bus station/connection point
 - Train station
 - Metrolink stop
 - 219 Terminus



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Saturdays (continued)

Stalybridge, Bus Station					0200
Ashton, Interchange	1843	1903	and	2303	2333 0208
Audenshaw, Trough	1855	1915	every	2315	2345 0219
Ashton Old Road/Fairfield Road	1858	1918	20	2318	2348 0222
Ashton Old Road/Kay Street	1904	1924	mins	2324	2354 0227
Manchester, Piccadilly Gardens	1911	1931	until	2331	0001 0233

Sundays and public holidays (except Christmas and New Year period)

Stalybridge, Bus Station	0532	0612	0642	0712													
Ashton, Interchange	0540	0620	0650	0720	0750	0810	0830	0850	0905	and at frequent	1705	1716	1728	1743	1758	1813	1828
Audenshaw, Trough	0552	0632	0702	0732	0802	0822	0842	0902	0917	intervals of	1717	1728	1740	1755	1810	1825	1840
Ashton Old Road/Fairfield Road	0557	0637	0707	0737	0807	0827	0847	0907	0922	not more than	1720	1731	1743	1758	1813	1828	1843
Ashton Old Road/Kay Street	0606	0646	0716	0746	0816	0836	0856	0916	0931	10 minutes	1727	1738	1749	1804	1819	1834	1849
Manchester, Piccadilly Gardens	0617	0657	0727	0757	0827	0847	0907	0927	0942	until	1738	1748	1758	1811	1826	1841	1856

Ashton, Interchange	1843	1903	and	2303	2333
Audenshaw, Trough	1855	1915	every	2315	2345
Ashton Old Road/Fairfield Road	1858	1918	20	2318	2348
Ashton Old Road/Kay Street	1904	1924	mins	2324	2354
Manchester, Piccadilly Gardens	1911	1931	until	2331	0001

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 219 journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Openshaw — Ashton — Stalybridge

Including late night journey to Glossop

219

Mondays to Fridays

Manchester, Piccadilly Gardens	0500	0515	0530	0545	0558	0610	0622	0634	0644	0654	0702	and at frequent	1513	1522	1531	1540	1549
Beswick, Alan Turing Way	0509	0524	0539	0554	0607	0619	0631	0643	0653	0703	0711	intervals of	1526	1535	1544	1553	1602
Ashton Old Road, Morrisons	0515	0530	0545	0600	0613	0625	0637	0649	0700	0710	0718	not more than	1533	1542	1552	1602	1611
Audenshaw, Trough	0518	0533	0548	0603	0616	0628	0640	0652	0703	0713	0723	10 minutes	1538	1549	1600	1610	1619
Ashton, Interchange	0530	0545	0600	0615	0628	0640	0652	0704	0716	0727	0738	until	1551	1603	1614	1624	1634
Stalybridge, Bus Station			0612			0652											

Manchester, Piccadilly Gardens	1558	1607	1616	1625	1634	1643	1652	1701	1710	1720	1730	1742	1754	1806	1818	1830	1842	1854	1906
Beswick, Alan Turing Way	1611	1620	1630	1640	1649	1659	1708	1717	1726	1735	1745	1756	1807	1819	1831	1843	1855	1907	1919
Ashton Old Road, Morrisons	1620	1629	1639	1649	1658	1708	1717	1726	1735	1744	1754	1805	1815	1827	1838	1850	1902	1914	1926
Audenshaw, Trough	1628	1637	1647	1657	1706	1716	1725	1734	1743	1751	1801	1812	1820	1831	1842	1854	1905	1917	1929
Ashton, Interchange	1643	1652	1702	1712	1721	1731	1740	1749	1757	1805	1815	1826	1834	1844	1854	1906	1917	1929	1941
Stalybridge, Bus Station							1750						1847						

							F	F											
Manchester, Piccadilly Gardens	1918	1930	1945	2000	and	2320	2350	0120	0240										
Beswick, Alan Turing Way	1931	1943	1958	2013	every	2333	0003	0128	0248										
Ashton Old Road, Morrisons	1938	1950	2004	2019	20	2339	0009	0133	0253										
Audenshaw, Trough	1941	1953	2007	2022	mins	2342	0012	0136	0256										
Ashton, Interchange	1953	2005	2019	2034	until	2354	0024	0148	0308										
Stalybridge, Bus Station	2004						0031	0154	0315a										
Hollingworth, Gun Inn									0328										
Hadfield, Train Station									0336										
Glossop, Town Centre									0343										

a – Time at Armentieres Square. This journey does not serve Stalybridge, Bus Station

F – Friday nights/Saturday mornings only

♿ – All bus 219 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Manchester — Openshaw — Ashton — Stalybridge

Including late night journey to Glossop

219

Saturdays

Manchester, Piccadilly Gardens	0505	0525	0545	0600	and	0830	0840	0850	0900	0910	0920	0930	and at frequent	1720	1730	1740	1750
Beswick, Alan Turing Way	0512	0532	0553	0609	every	0839	0850	0900	0911	0921	0931	0941	intervals of	1731	1741	1751	1801
Ashton Old Road, Morrisons	0517	0537	0558	0614	15	0844	0855	0905	0916	0926	0936	0946	not more than	1736	1746	1756	1806
Audenshaw, Trough	0520	0540	0601	0617	mins	0847	0858	0908	0919	0929	0939	0950	10 minutes	1740	1750	1800	1810
Ashton, Interchange	0528	0552	0613	0629	until	0859	0910	0920	0931	0942	0952	1003	until	1753	1803	1812	1822
Stalybridge, Bus Station	0535														1814		
Manchester, Piccadilly Gardens	1800	1820	1840	1900	1920	1940	2000	and	2320	2350	0120	0240					
Beswick, Alan Turing Way	1811	1831	1851	1911	1931	1951	2011	every	2331	0001	0128	0248					
Ashton Old Road, Morrisons	1816	1836	1856	1916	1936	1956	2016	20	2336	0006	0133	0253					
Audenshaw, Trough	1819	1839	1859	1919	1939	1959	2019	mins	2339	0009	0136	0256					
Ashton, Interchange	1831	1851	1911	1931	1951	2011	2031	until	2351	0021	0148	0308					
Stalybridge, Bus Station						2022				0028	0155	0316a					
Hollingworth, Gun Inn												0329					
Hadfield, Train Station												0337					
Glossop, Town Centre												0344					

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens	0555	0625	0704	0734	0804	0834	0854	0909	0924	0939	and at frequent	1319	1329	1339	1349	1359	1409		
Beswick, Alan Turing Way	0606	0636	0717	0747	0817	0847	0907	0922	0937	0952	intervals of	1332	1342	1353	1404	1414	1424		
Ashton Old Road, Morrisons	0613	0643	0724	0754	0824	0854	0914	0929	0944	0959	not more than	1339	1350	1401	1412	1422	1432		
Audenshaw, Trough	0617	0647	0728	0758	0828	0858	0918	0933	0948	1003	10 minutes	1343	1354	1405	1416	1426	1436		
Ashton, Interchange	0628	0658	0740	0810	0840	0910	0930	0945	1000	1015	until	1355	1406	1417	1428	1438	1448		
Stalybridge, Bus Station	0637	0707																	
Manchester, Piccadilly Gardens	1419	and at frequent			1529	1539	1549	and at frequent			1739	1752	1807	1822	1840	1900	1920	and	2340
Beswick, Alan Turing Way	1434	intervals of			1544	1555	1606	intervals of			1753	1806	1821	1836	1854	1914	1933	every	2353
Ashton Old Road, Morrisons	1442	not more than			1552	1603	1614	not more than			1759	1812	1827	1842	1900	1920	1939	20	2359
Audenshaw, Trough	1446	10 minutes			1556	1607	1618	10 minutes			1803	1816	1831	1846	1904	1924	1943	mins	0003
Ashton, Interchange	1458	until			1608	1619	1630	until			1815	1828	1843	1858	1916	1936	1955	until	0015

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

a – Time at Armentieres Square. This journey does not serve Stalybridge, Bus Station

♿ – All bus 219 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 5 September
221
Times are changed

Buses

220 221



Easy access on all buses

Stalybridge
Dukinfield
Shepley
Audenshaw
Higher Openshaw
Openshaw
Beswick
Manchester

From 5 September 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Ashton-under-Lyne Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

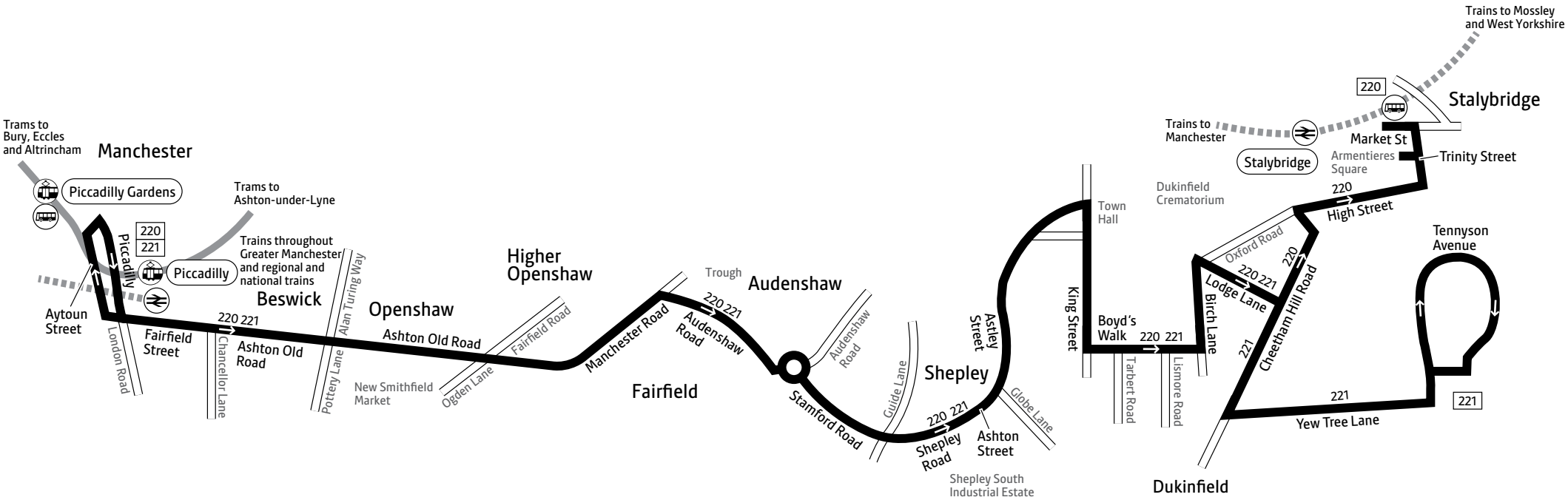
Public holidays 10am to 1.45pm

and 2.30pm to 5.30pm

*Including public holidays

220 221

- Key**
- Bus route
 - Train line
 - Tram line
 - Direction of travel
 - Bus station/connection point
 - Train station
 - Metrolink stop
 - Terminus



Dukinfield — Audenshaw — Openshaw — Manchester

221

Mondays to Fridays

	221	221	221	221
Dukinfield, Tennyson Avenue	0612	0634	0701	0728
Boyd's Walk/Lismore Road	0623	0645	0713	0740
Audenshaw, Old Pack Horse	0635	0657	0725	0753
Audenshaw, Trough	0642	0704	0732	0801
Higher Openshaw, Fairfield Road	0647	0709	0740	0811
Ashton Old Road/Pottery Lane	0655	0718	0750	0821
Manchester, Piccadilly Gardens	0708	0731	0804	0835

Manchester — Openshaw — Audenshaw — Dukinfield — Stalybridge

220

Manchester — Openshaw — Audenshaw — Dukinfield

221

Mondays to Fridays

	220	221	221	221
Manchester, Piccadilly Gardens	0639	1715	1747	1813
Ashton Old Road/Pottery Lane	0648	1731	1801	1826
Higher Openshaw, Fairfield Road	0654	1740	1810	1833
Audenshaw, Trough	0657	1747	1816	1837
Shepley South Industrial Estate	0702	1754	1822	1842
Boyd's Walk/Tarbet Road	0710	1801	1829	1848
Dukinfield, Tennyson Avenue		1812	1839	1856
Stalybridge, Bus Station	0721			

Bus 220 does not run on Saturdays, Sundays or public holidays or to Manchester

Bus 221 does not run on Saturdays, Sundays or public holidays

♿ – All bus 220 and 221 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

APPENDIX D

TRICS Outputs

Calculation Reference: AUDIT-754101-220218-0255

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 50 (units:)
 Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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	4 days
Tuesday	3 days
Wednesday	7 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	1 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

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 23

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:

C3 23 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	15 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	6 days
No	17 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 23 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16 Survey Type: MANUAL		
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19 Survey Type: MANUAL		
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19 Survey Type: MANUAL		
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17 Survey Type: MANUAL		
5	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI-DETACHED / TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: THURSDAY 30/05/13 Survey Type: MANUAL		
6	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 Survey date: THURSDAY 12/11/15 Survey Type: MANUAL		
7	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
9	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
10	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
11	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
12	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
13	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
14	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
15	PS-03-A-02	DETACHED / SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
17	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
18	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
19	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		16	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL
20	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL
21	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
22	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23 WL-03-A-02 SEMI DETACHED WILTSHIRE
 HEADLANDS GROVE
 SWINDON

Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 27
 Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid-19
CH-03-A-09	Housing Type
DC-03-A-08	Housing Type
DV-03-A-01	Housing Type
KC-03-A-09	Covid-19
NY-03-A-08	Housing Type
NY-03-A-11	Housing Type
NY-03-A-13	Housing Type
SH-03-A-06	Housing Type
WK-03-A-02	Housing Type
WO-03-A-07	Covid-19

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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

TOTAL 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									
07:00 - 08:00	23	30	0.063	23	30	0.268	23	30	0.331
08:00 - 09:00	23	30	0.150	23	30	0.372	23	30	0.522
09:00 - 10:00	23	30	0.147	23	30	0.206	23	30	0.353
10:00 - 11:00	23	30	0.153	23	30	0.169	23	30	0.322
11:00 - 12:00	23	30	0.166	23	30	0.184	23	30	0.350
12:00 - 13:00	23	30	0.176	23	30	0.194	23	30	0.370
13:00 - 14:00	23	30	0.168	23	30	0.166	23	30	0.334
14:00 - 15:00	23	30	0.169	23	30	0.196	23	30	0.365
15:00 - 16:00	23	30	0.294	23	30	0.222	23	30	0.516
16:00 - 17:00	23	30	0.282	23	30	0.154	23	30	0.436
17:00 - 18:00	23	30	0.318	23	30	0.176	23	30	0.494
18:00 - 19:00	23	30	0.262	23	30	0.154	23	30	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.348			2.461			4.809

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

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

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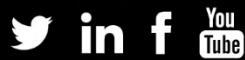
Parameter summary

Trip rate parameter range selected: 10 - 50 (units:)
 Survey date range: 01/01/13 - 16/06/21
 Number of weekdays (Monday-Friday): 23
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 11

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.



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

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