

Proposed Residential Development
Chain Road, Blackley

GREAT PLACES HOUSING GROUP

Transport Statement
September 2021



REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Preamble

- 1.1.1 Croft have been instructed by Great Places Housing Group to advise on the traffic and transport issues relating to a planning application for a residential development on land along Chain Road in Blackley.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 considers the historical accident statistics on the surrounding highway network. Finally, Section 6 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The development site is located in Higher Blackley, a suburb around 7km north of Manchester city centre. The site is a broadly rectangular area of land, bounded by residential development to the west, Chain Road to the north-east and Victoria Avenue to the south.
- 2.1.2 The site was historically occupied by the Lamb and Lion public house, together with associated areas of car parking and grass.
- 2.1.3 Vehicular access to the site was previously gained from Chain Road and a bellmouth into the site is still retained, located directly opposite Symond Drive.
- 2.1.4 Chain Road extends in a broadly north-westerly/south-easterly direction. To the north of the site it provides access to a number of residential streets as well as Meade Hill School. At its southern end, it forms a priority junction with the A6104 Victoria Avenue.
- 2.1.5 Victoria Avenue runs in a broadly easterly-westerly direction. Around 2.0km to the west of the site, it meets the A576 Middleton Road, where it forms a signalised arrangement.
- 2.1.6 Circa 800m to the north of this junction, the A576 forms Junction 19 of the M60 before continuing onwards towards Middleton. To the south, the A576 passes through Crumpsall and continues southwards towards Manchester city centre.

- 2.1.7 Around 250m to the east of the site, the A6104 Victoria Avenue forms the western and eastern arms of a four armed signalised junction with the A664 Rochdale Road. A short distance to the north, the A664 forms Junction 20 of the M60 before continuing towards Middleton, whilst to the south it passes through Blackley and onwards towards Manchester.

2.2 Development Proposals

- 2.2.1 The proposals would provide a total of 32 dwellings, comprised of 12 houses and 20 apartments.
- 2.2.2 The existing access along Chain Road will be closed and the development will be served via a priority junction located a short distance, thus removing the priority controlled crossroads with Symond Drive.
- 2.2.3 It is noted that street furniture and a tree are located in the vicinity of the proposed site access, however, it is not considered that this will have an adverse impact on visibility. Indeed, it is noted that paragraph 10.7.2 of Manual for Streets 2 states that:
- 'The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.'*
- 2.2.4 As such, the proposed site access arrangement will offer a safe means of access.
- 2.2.5 The proposed site layout is shown in **Plan 2**.
- 2.2.6 Car parking is proposed at 100% for the houses and 70% for the apartments, which is appropriate for this type of development.



- 2.2.7 Indeed, as will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

3.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle; and
- accessibility by bus.

3.2 Access on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Footways with a width of around 4m front the site along Chain Road, whilst footways of around 3m are located along Victoria Avenue adjacent to the site. These footways connect to the wider footway network and provide direct linkages to the nearby day-to-day amenities within the vicinity of the site.
- 3.2.3 A signalised pedestrian crossing facility is provided along Victoria Avenue immediately adjacent to the site whilst a pedestrian refuge is available across Chain Road at its junction with Victoria Avenue.
- 3.2.4 A pedestrian refuge is provided across Victoria Avenue, around 50m east of Chain Road and adjacent to the Aveue Medical ACentre, whilst full pedestrian crossing facilities are incorporated within the Victoria Avenue/A664 Rochdale Road signalised junction 250m to the east of the site.
- 3.2.5 A signalised crossing facility is also provided around 170 m west of the site, adjacent to Blackley Academy.
- 3.2.6 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

- 3.2.7 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.8 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 3.2.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 3.2.10 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

- 3.2.11 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

Table 3.3 DfE Walk Distances to Schools

- 3.2.12 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:
- All journey purposes – 1,930 metres;
 - Commuting – 2,400 metres;
 - Shopping – 1,600 metres;

- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

3.2.13 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.14 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

3.2.15 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.16 A 20-minute walk equates to a walking distance of around 1,600 metres.



- 3.2.17 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.18 In addition to the pedestrian catchment plan, a review of the proximity of local facilities such as pharmacies/doctor's surgeries, local shops/retail outlets and leisure facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 3.
- 3.2.19 The 2,000-metre pedestrian catchment includes numerous services and amenities and Table 3.5 below, shows the walking distance from the centre of the site to several of the the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Numark Pharmacy	60m	1,600m	YES
The Avenue Medical Centre	80m	1,600m	YES
Nisa Local	90m	1,600m	YES
E-ACT Blackley Academy	170m	3,200m	YES
GoLocal Convenience Store	220m	1,600m	YES
Victoria Avenue Post Office	280m	1,600m	YES
The Avenue Library and Learning Centre	350m	1,600m	YES
Meade Hill School	630m	4,800m	YES
Our Lady's RC High School	730m	4,800m	YES
North Ridge High School	730m	4,800m	YES

Table 3.5 Distance from Site to Local Facilities

- 3.2.20 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 3.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.3 This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass large parts of Manchester, including the city centre, Bury, Rochdale and Oldham.
- 3.3.4 On-carriageway cycle lanes are provided along Victoria Avenue, whilst additional on-carriageway cycle lanes are available along the A664, to the south of its junction with Victoria Avenue.
- 3.3.5 National Cycle Route 60 is located approximately 2.5 kilometres to the south of the site. This cycle route runs between North and East Manchester, with its southern segment forming part of the Fallowfield Loophole.
- 3.3.6 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

- 3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 3.4.2 The nearest bus stops to the site are located along Victoria Avenue, within 100m of the site. The eastbound bus stop consists of a bus stop pole, shelter and timetable, whilst the westbound bus stop pole. All the nearest bus stops to the site are shown on Plan 3.

- 3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
41	Sale - Middleton	2	2	2	1	2	1
115/116	Middleton – Moston Circular	0	1	0	0	1	0

Table 3.6 Existing Bus Services Operating Past the Site

- 3.4.4 As can be seen from Table 3.6, the nearest bus stops to the site provides services to Middleton, Manchester City Centre and Sale.
- 3.4.5 It is noted that the above services provide a choice of how people travel, with the bus services operating from around 5.30am to around 23:00pm, making travel by public transport a real alternative to travelling by car for commuting and leisure trips.
- 3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

Destination	Duration
Middleton	29 minutes
Cheetham Hill	34 minutes
Manchester City Centre	60 minutes

Table 3.7 Example Bus Journey Times from the Site

- 3.4.7 The above table demonstrates that Cheetham Hill is just a 34 minute bus journey and Manchester City Centre is a 60 minute bus journey from the site.
- 3.4.8 Additional bus stops are located along the A664, around 400m from the site, which are served by the services 17, 17A, 18, 119, 162, 163, X41, X43 and X63.
- 3.4.9 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility Summary

- 3.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.
- 3.5.2 The following conclusions can be drawn from this section of the report:
- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
 - it has been demonstrated that the site is accessible by cycle, with a number of local and national cycle routes being located within close proximity of the site;



- the services from the bus stops on Victoria Avenue, travelling to destinations such as Manchester city centre, shows that the proposed development can be considered as accessible by bus.

3.5.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.1.2 Whilst a public house was historically located on the site, since this has been demolished, no account has been taken of the levels of traffic that this previous use could generate.

4.2 Proposed Development

4.2.1 As previously stated, the proposals would provide a total of 32 dwellings, comprised of 12 houses and 20 apartments.

Houses

4.2.2 In order to establish the vehicular trip rates for the proposed residential use reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Range between 10 and 50 dwellings;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

- 4.2.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in Table 4.1, below, with the TRICS output being provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.159	0.375	2	5
	PM Peak Hour	0.317	0.169	4	2

Table 4.1 Proposed Development Trip Rates and Trips - Houses

Apartments

- 4.2.4 In order to establish the vehicular trip rates for the proposed residential use reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Flats Privately Owned;
- Range between 10 and 50 dwellings;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

- 4.2.5 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in Table 4.2, below, with the TRICS output being provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.066	0.160	1	3
	PM Peak Hour	0.202	0.103	4	2

Table 4.2 Proposed Development Trip Rates and Trips - Apartments

- 4.2.6 As can be seen from the above tables, the proposed development is predicted to result in 11 two-way vehicular trips during the weekday AM peak and 12 two-way trips during the weekday PM peak period.
- 4.2.7 Such increases in traffic would have an imperceptible impact on the local highway network.

5 ACCIDENT ANALYSIS

- 5.1.1 Records of Personal Injury Accidents (PIA) have been obtained from the Crash Map website for a 5 year period from the beginning of 2016 to the end of 2020.
- 5.1.2 The accident plot is shown in the image below and highlights the personal injury accidents that have occurred in the vicinity of the site in the past 5 years.

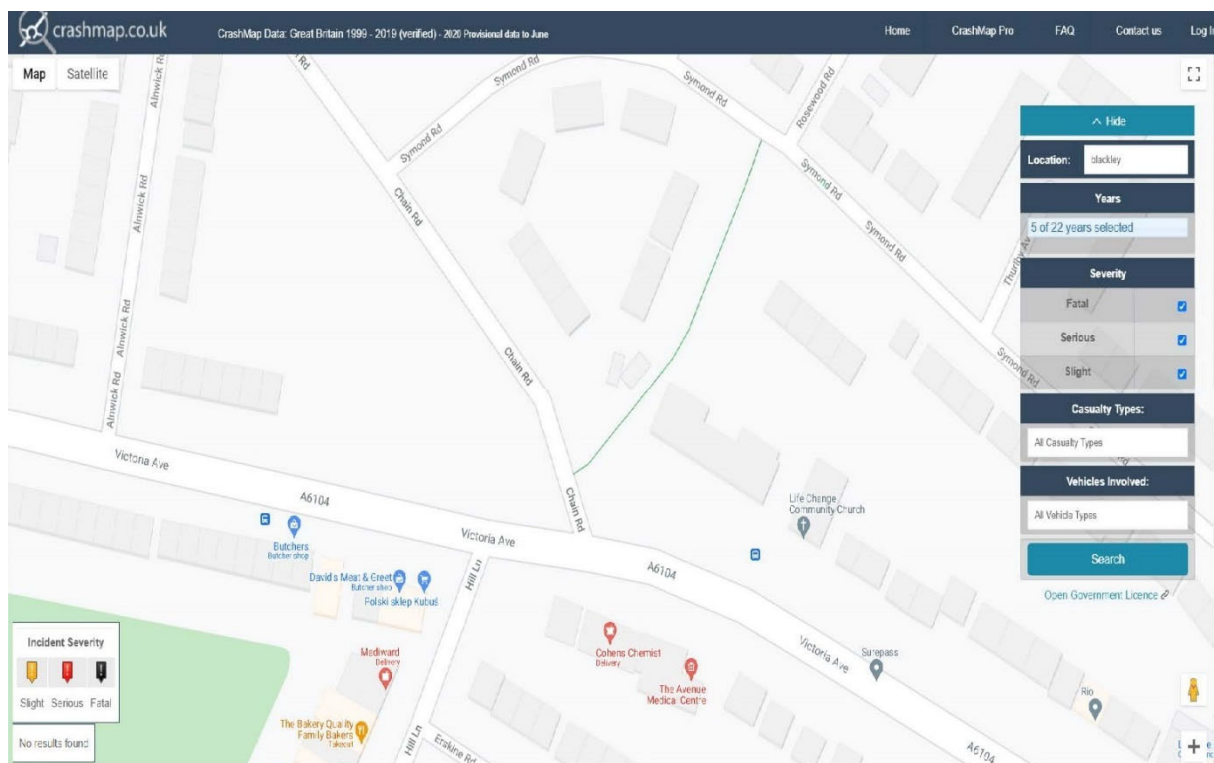


Image 1 Extract from CrashMap

- 5.1.3 As can be seen, there have been no personal injury accidents at the Victoria Avenue/Chain Road junction during the last 5 years, nor have any accidents occurred along Victoria Avenue, in the immediate vicinity of the site.



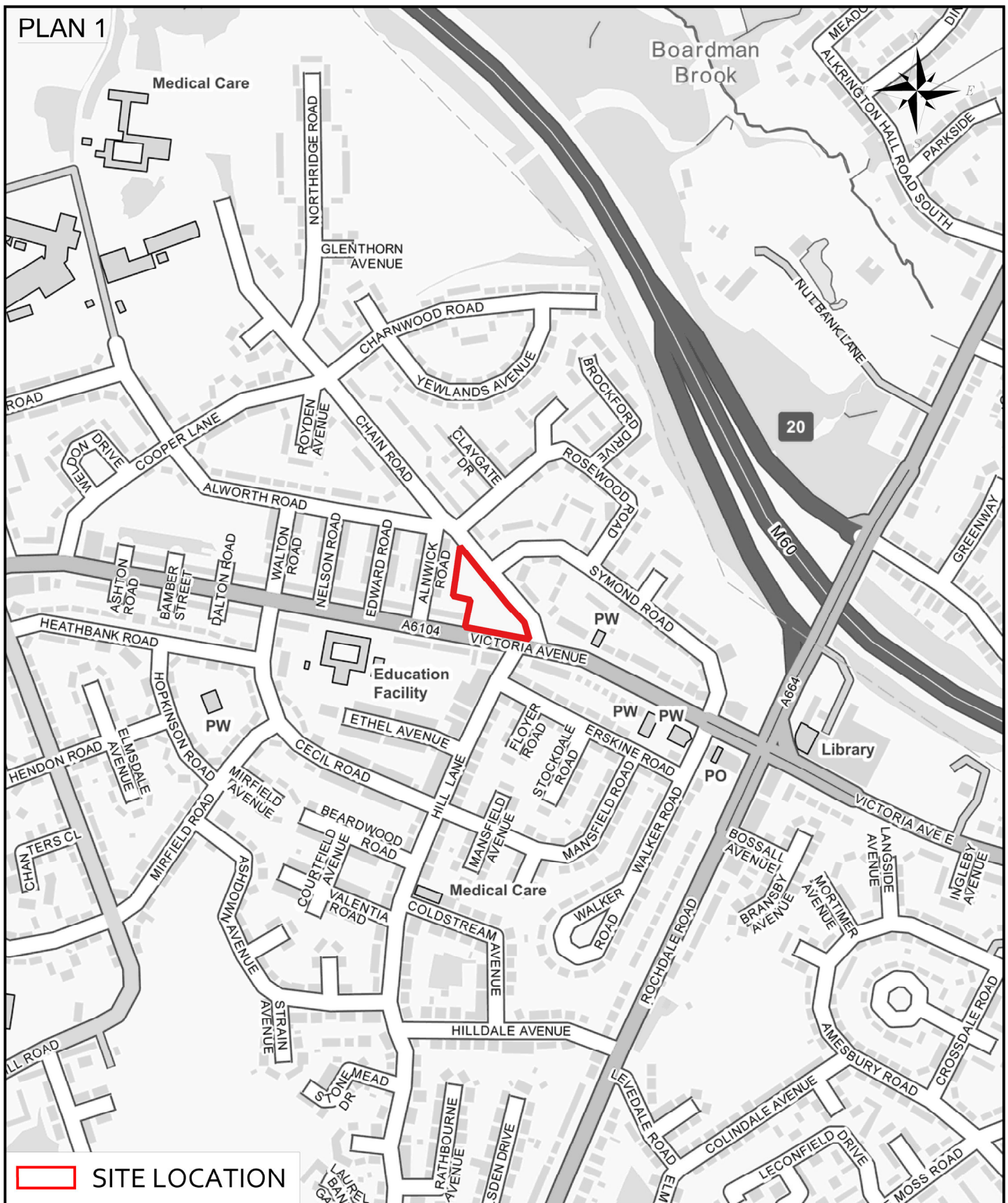
- 5.1.4 In view of this information it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

6 CONCLUSIONS

- 6.1.1 Croft have been instructed by Great Places Housing Group to advise on the traffic and transport issues relating to a planning application for a residential development on land along Chain Road in Blackley.
- 6.1.2 The proposals would provide a total of 32 dwellings, comprised of 12 houses and 20 apartments.
- 6.1.3 The existing access along Chain Road will be closed and the development will be served via a priority junction located a short distance, thus removing the priority controlled crossroads with Symond Drive.
- 6.1.4 A number of conclusions can be drawn from the report, namely:
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
 - The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
 - The traffic impact of the proposals would be imperceptible.
- 6.1.5 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

GREAT PLACES HOUSING GROUP

DRAWING TITLE:

**CHAIN ROAD, BLACKLEY
SITE LOCATION PLAN**

DRAWN:

HZ

DATE:

08.09.21

CHECKED:

TR

DATE:

08.09.21

SCALES:

NTS @ A4

Croft Transport Planning & Design
340 Deansgate
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DRAWING NUMBER:

3511-01

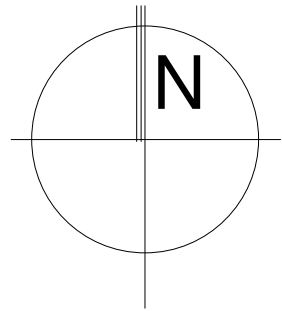
REVISION:

-

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Croft



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Schedule of accomodation
All to MCC Space standards

Apartment Block - 3No Storeys/single stair/no lift
15No 2Bed/3Persons (61m²)
5No 1Bed/2Persons (50m²)
20No TOTAL
70% (14No) Car parking spaces

Houses
10No 3Bed/4Persons (87m²)
2No 4Bed/6Persons (107m²)
12No TOTAL
100% (1No) Car parking spaces per dwelling

32No Units TOTAL

Tree schedule
○ Exgt trees removed
● Exgt trees retained
● Proposed trees

H	14/09/21	SP	Junction revised, charging point added, steps moved, proposed trees added	CL
G	07/09/21	SP	MCC SS updated	CL
F	06/09/21	SP	Rear entrance amended	CL
E	27/08/21	SP	Plot 1-4 amended	CL
D	07/07/21	SP	Bin,Cycle,Parcel & Plant room amended	
C	18/06/21		Schedule of accomodation amended, dims modified, client's comments	
B	08/06/21		Revised position of the buildings	
A	26/05/21		House Types developed, Road junction updated	

REV.	DATE	DRN.		CHKD.
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PROJECT
Chain Road, Blackley

CLIENT
Great Places Housing Group

DRAWING
Proposed Site Plan

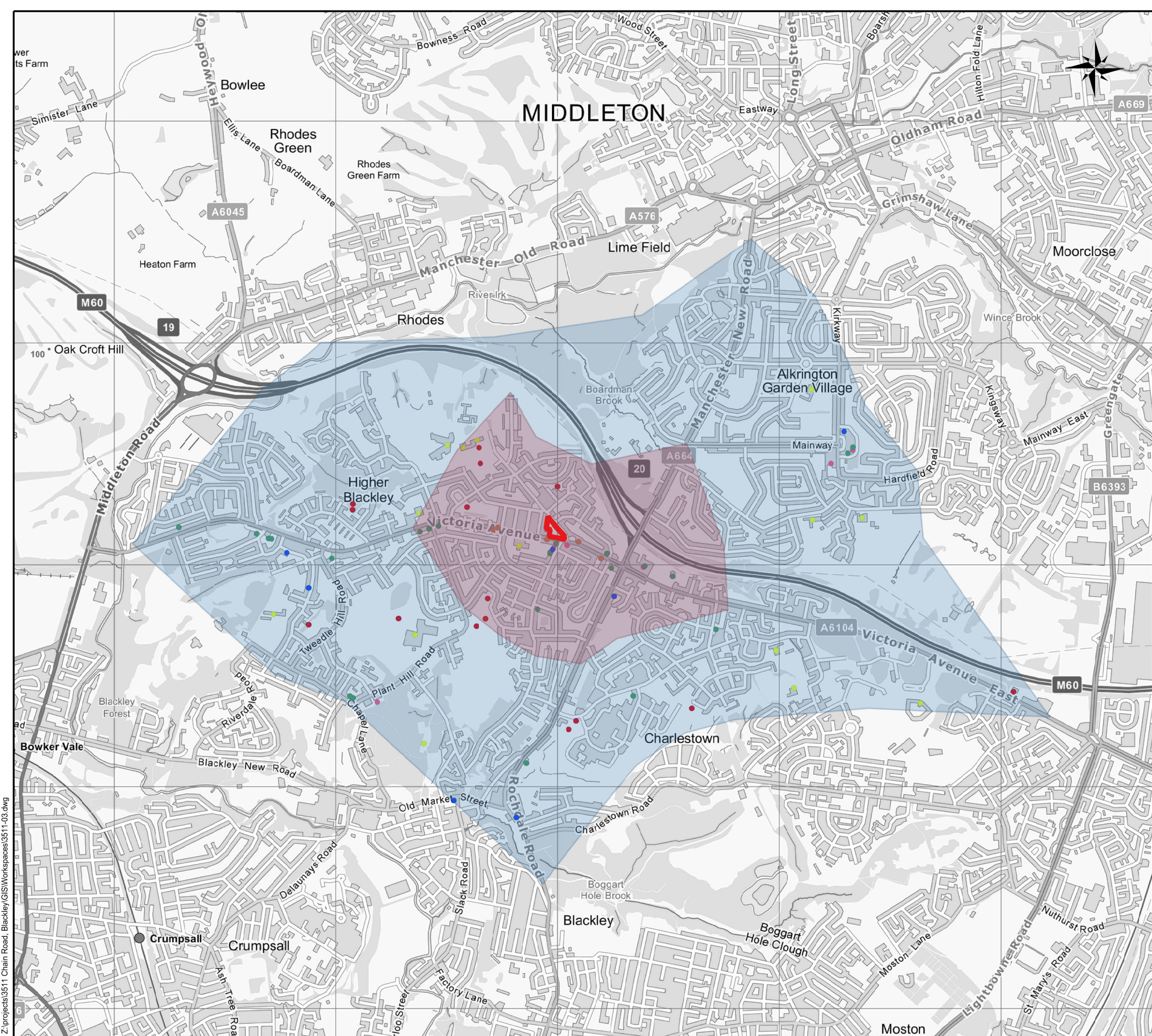
SCALE	SHEET SIZE	DRAWN	CHECKED	DATE
As indicated	@ A1	SP	CL	18/05/2021

BOWKER SADLER ARCHITECTURE
A: Hatherlow House, Hatherlow, Romiley, Stockport SK6 3DY
T: 0161 406 7333
E: office@bowker-sadler.co.uk
W: www.bowker-sadler.co.uk

JOB No 18-002	DRAWING No 0100	REVISION H
STATUS Feasibility		



Z:\projects\3511 Chain Road, Blackley\GIS\Workspaces\3511-03.dwg



NOTES

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Nearest Bus Stop

Cafe/Takeaway/Public House

Education

Healthcare

Leisure/Sport

Retail

PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: GREAT PLACES HOUSING GROUP				
PROJECT: CHAIN ROAD, BLACKLEY				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES: NTS @ A3				
DRAWN:	HZ	CHECKED:	TR	DATE: SEP 21
Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 3511-03				REVISION: -
Eddisons Incorporating Croft				

APPENDICES

APPENDIX 1

TRICS Output

Calculation Reference: AUDIT-851401-190408-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	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: Number of dwellings
Actual Range: 10 to 50 (units:)
Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 13/11/18

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	9 days
Tuesday	6 days
Wednesday	12 days
Thursday	6 days
Friday	5 days

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

Selected survey types:

Manual count	38 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	5

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	35
Village	2
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:

C3	38 days
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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 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	7 days
15,001 to 20,000	9 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	6 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	23 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	5 days
No	33 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	38 days
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This data displays the number of selected surveys with PTAL Ratings.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	38	29	0.073	38	29	0.271	38	29	0.344
08:00 - 09:00	38	29	0.159	38	29	0.375	38	29	0.534
09:00 - 10:00	38	29	0.145	38	29	0.176	38	29	0.321
10:00 - 11:00	38	29	0.147	38	29	0.141	38	29	0.288
11:00 - 12:00	38	29	0.161	38	29	0.176	38	29	0.337
12:00 - 13:00	38	29	0.166	38	29	0.174	38	29	0.340
13:00 - 14:00	38	29	0.170	38	29	0.174	38	29	0.344
14:00 - 15:00	38	29	0.164	38	29	0.200	38	29	0.364
15:00 - 16:00	38	29	0.248	38	29	0.200	38	29	0.448
16:00 - 17:00	38	29	0.306	38	29	0.167	38	29	0.473
17:00 - 18:00	38	29	0.317	38	29	0.169	38	29	0.486
18:00 - 19:00	38	29	0.235	38	29	0.133	38	29	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.291			2.356			4.647		

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 date range:	01/01/11 - 13/11/18
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
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.

Calculation Reference: AUDIT-851401-210826-0837

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 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

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: 14 to 35 (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 16/10/20

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
Tuesday	2 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	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:

Residential Zone	7
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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	8 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:

10,001 to 15,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

No	8 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	8 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	27	0.056	8	27	0.127	8	27	0.183
08:00 - 09:00	8	27	0.066	8	27	0.160	8	27	0.226
09:00 - 10:00	8	27	0.113	8	27	0.113	8	27	0.226
10:00 - 11:00	8	27	0.061	8	27	0.089	8	27	0.150
11:00 - 12:00	8	27	0.085	8	27	0.085	8	27	0.170
12:00 - 13:00	8	27	0.070	8	27	0.052	8	27	0.122
13:00 - 14:00	8	27	0.085	8	27	0.099	8	27	0.184
14:00 - 15:00	8	27	0.099	8	27	0.122	8	27	0.221
15:00 - 16:00	8	27	0.099	8	27	0.080	8	27	0.179
16:00 - 17:00	8	27	0.117	8	27	0.066	8	27	0.183
17:00 - 18:00	8	27	0.202	8	27	0.103	8	27	0.305
18:00 - 19:00	8	27	0.136	8	27	0.122	8	27	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.189			1.218			2.407

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:	14 - 35 (units:)
Survey date range:	01/01/13 - 16/10/20
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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