

Transport Statement

**Proposed Change of Use & Extension
8 Polygon Road, Crumpsall, Manchester**

T&A Textile and Hosiery Ltd

July 2021

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1.0 INTRODUCTION

Overview

- 1.1 SCP have been instructed by T&A Textiles and Hosiery Ltd to provide transport consultancy services as part of a planning application for the proposed change of use and extension of 8 Polygon Road, Crumpsall.
- 1.2 The development proposal involves the refurbishment of the existing building with associated roof dormer addition. Demolition of part 2 storeys structure and erection of 4 storeys building to be used as a residential units class (C3a) with associated amenities and car park. Further details of the development proposals are provided in Chapter 3 of this report.
- 1.3 This Transport Statement (TS) has been prepared as part the planning application and has been developed in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and the Ministry for Housing Communities and Local Government's (MHCLG) National Planning Practice Guidance (NPPG).

Planning History

- 1.4 The site was subject to a planning application in February 2015 which was submitted to Manchester City Council (MCC) and given reference 108021/FO/2015/N1. The proposals included the conversion of existing building to create 9 self-contained apartments (8 no. two-bedroom and 1 no. one-bedroom) (Use Class C3a), with hard and soft landscaping, and car parking. The application was approved in April 2015.

Structure of Report

- 1.5 The structure of the report is summarised below:-
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and

- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

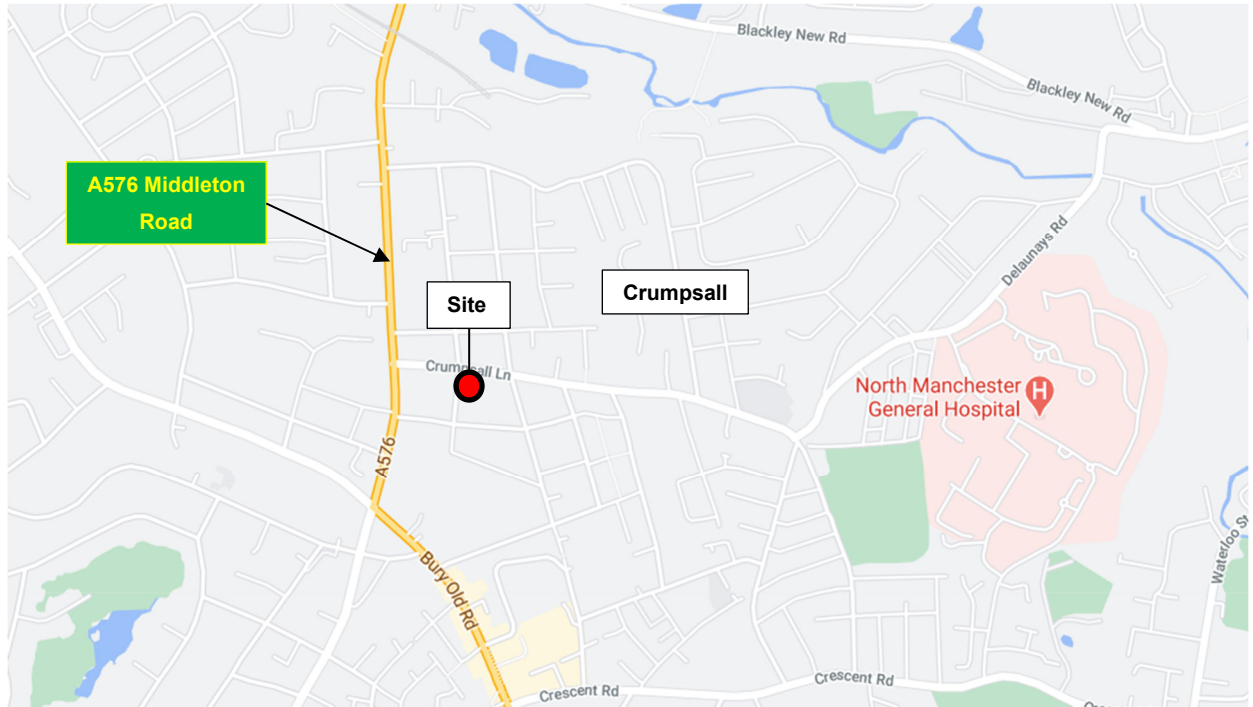
Overview

- 2.1 This Chapter provides a detailed description of the location of the site and its composition, the local highway network and road safety record.

Site Location and Composition

- 2.2 The application site is located approximately 4km to the north of Manchester City Centre and comprises of a disused building which was previously used as a nursing home. It is understood that the nursing home accommodated 32no. beds.
- 2.3 The existing access is located at the southern boundary of the Polygon Road frontage,
- 2.4 The application site is bounded by Crumpsall Lane to the north, residential properties to the east, a health care facility to the south and Polygon Road to the west.
- 2.5 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location Plan – Wider View



- 2.6 The site boundary is shown in relation to the surrounding highway in red on **Figure 2.2** as follows.

Figure 2.2 – Site Location Plan – Local View



Local Highway Network

Polygon Lane

- 2.7 Polygon Lane fronts the western site boundary and links the site to Crumpsall Lane to the north and Eaton Road to the south. Polygon Lane has a carriageway width of approximately 5.5m with a 2m footway on the either side of the carriageway, in the vicinity of the site.

- 2.8 Polygon Lane is located within a 20mph zone as demonstrated by **Figure 2.3** below. Traffic calming is provided in the form of speed humps, including one on the site frontage.

Figure 2.3 – Polygon Lane 20mph Zone



- 2.9 Traffic Regulation Orders (TRO's) are present on Polygon Lane at the junction with Crumpsall Lane in the form of double yellow lines.

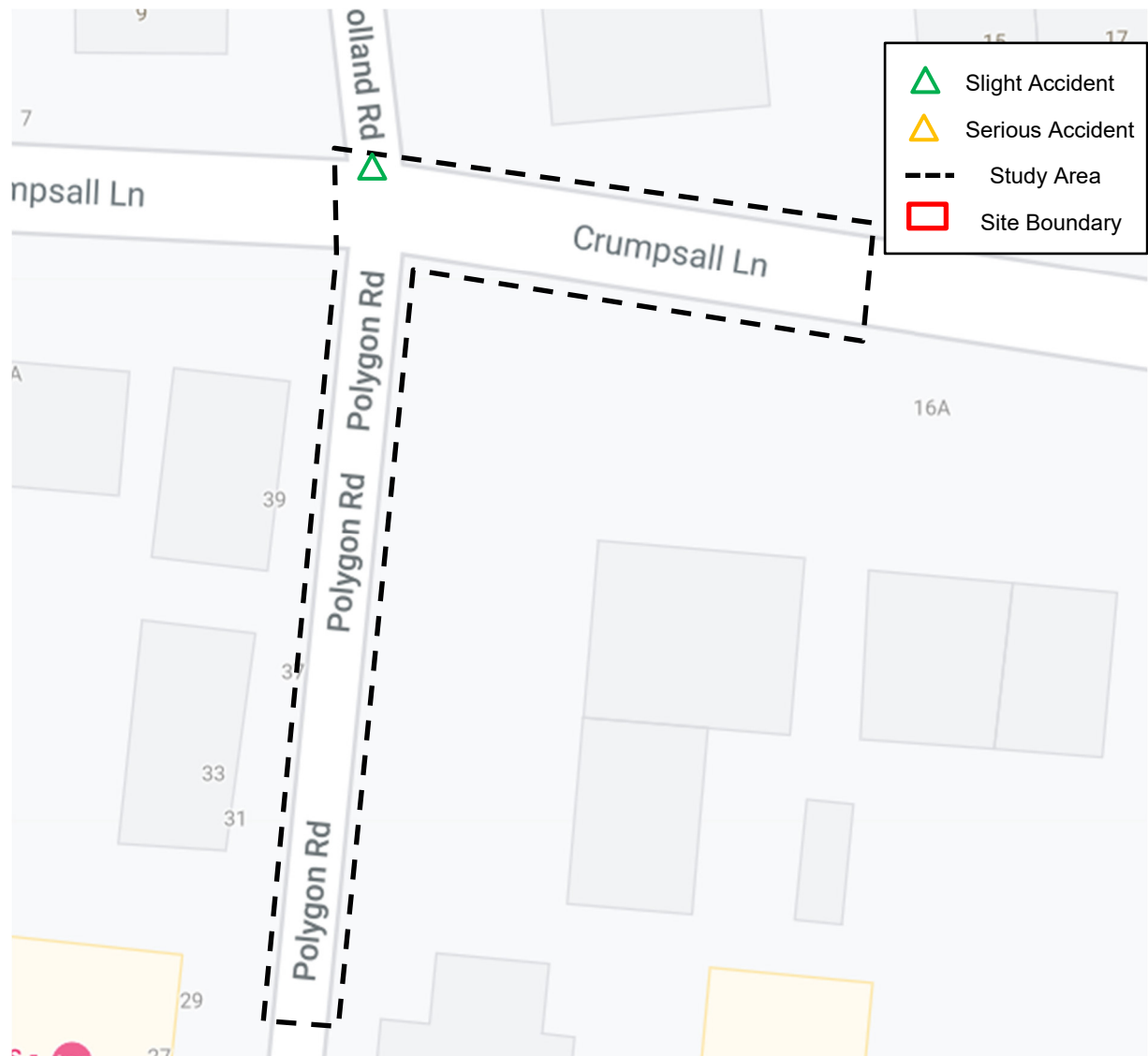
Crumpsall Lane

- 2.10 Crumpsall Lane fronts the northern site boundary and links the site to the A576 Middleton Road to the west and Delaunays Road to the east. Crumpsall Lane has a carriageway width of approximately 10m with a 3m footways on both sides of the carriageway, in the vicinity of the crossroads junction with Polygon Road and Holland Road.

Road Safety

- 2.11 The road safety record of the local highway network has been taken from Crashmap and examined within the most recently available 5 year period (1st Jan 2016 - 31st Dec 2020), as shown on **Figure 2.3** below.

Figure 2.3 – Accident Locations in 5 Year Period



2.12 **Figure 2.3** highlights that only one slight accident occurred within the vicinity of the site during the five year study period (at the junction between Crumpsall Lane and Holland Road, therefore the existing accident record does not represent any material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

General

3.1 The proposed development consists of 25 residential apartments with associated parking on land to the east of Polygon Road, Crumpsall. The development proposals are shown on the site layout plan presented in **Appendix A** and comprises the following:

- 11no. 2-bed apartments
- 14no. 1-bed apartments

3.2 In addition, 22 no. car spaces including 2 disabled spaces are proposed within the curtilage of the site.

Proposed Site Access Arrangements

3.3 Vehicular and pedestrian access to the site will be provided from Polygon Road. The site proposes two access points along the western site frontage, including the retention of the existing site access.

3.4 Junction visibility from the residential accesses conforms to the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, providing visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 25m in both directions, with the southernmost splay measuring 1.8m into the carriageway, as shown on drawing number SCP/200772/F01, presented in **Appendix B**.

3.5 Vehicles travelling from this direction will be in the far side lane and the access concerned is the exiting site access and the measurement of the splay into the carriageway is therefore considered appropriate.

Servicing and Refuse Collection Arrangements

3.6 A bin store is proposed at the south eastern corner of the building and bins will be wheeled to the roadside by the site management on collection day, for collection directly from Polygon Road.

Parking

3.7 The parking standards contained within Appendix B of the Manchester Core Strategy do not include standards for residential development or care homes, however the proposed car parking provision equating to a ratio of approximately 0.88 per unit is considered appropriate for the site given:

- As detailed in Chapter 3, the site benefits from excellent levels of accessibility, being within easy access (less than 2km walk) of numerous facilities, amenities and adjacent to bus and rail transport links;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates the location of developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and will help to reduce the reliance on the use of the private car and meet these policy objectives; and
- Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.
- The parking ratio is only marginally lower than the approved scheme for the site from 2015, which proposed 9 spaces for 9 apartments. All but one of the apartments in the approved scheme were 2-bed, whilst the majority of apartments in the current proposals are 1-bed. The marginally lower ratio is therefore considered appropriate

3.8 Policy DM 1- Development Management of the MCC Core Strategy states '*All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document*' The policy includes the following items which are relevant to traffic and transport issues:-

- '*Appropriate siting, layout, scale, form, massing, materials and detail.*
- '*Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
- '*Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- '*Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- '*Refuse storage and collection.*
- '*Vehicular access and car parking*'.

4.0 ACCESSIBILITY

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:

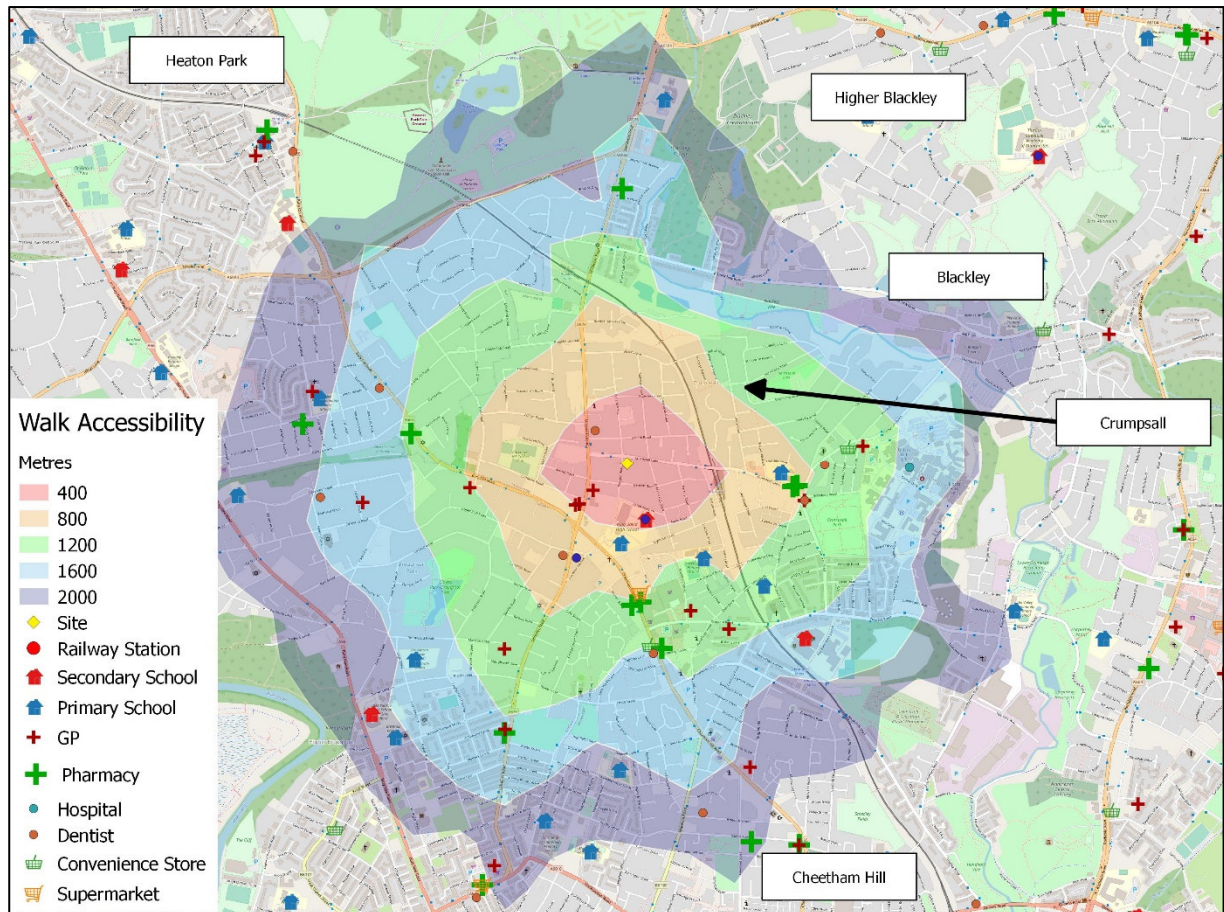
Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrian Accessibility

- 4.3 Pedestrian access to the residential development will be provided from Polygon Road to the west of the site.
- 4.4 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the commercial and residential properties that abut all the main walk routes.
- 4.5 The site is located approximately 4km walking distance to the north of Manchester City Centre and the vast array of amenities that area has on offer. The site also has a number of everyday facilities located very close to the site and these are set out in more detail below. The site is also within acceptable walking distance of numerous bus stops and Metrolink stations.
- 4.6 The nearest bus stops to the site are located within 100m of the site along Crumpsall Lane and are therefore within the maximum recommended walking distance of 400m.
- 4.7 There are also bus stops located on the A576 Middleton Road within 200m of the site. Crumpsall Metrolink stop is within an acceptable walking distance from the site and can be accessed in under a 5-minute walk time (400m walk distance).

4.8 **Figure 4.1** as follows shows the 2km walking catchment area of the site. It demonstrates that parts of Cheatham Hill and Heaton Park and areas such as Blackley can be reached within a 2km walking distance of the site.

Figure 4.1 – 2km Walk Accessibility



Source: © TRACC 2020

4.9 **Table 4.1** shows the facilities that can be found within a 2km walking distance of the site.

Table 4.1 – Local Facilities

Facility	Details	Distance from Site (metres)
Bus Stop	Crumpsall Lane	<100m
Dentist	Landridge Dental Surgery	210m
Post Office	Middleton Road Post Office, Middleton Road	260m
Convenience Store	SPAR Crumpsall, Crumpsall Lane	350m
Metro	Crumpsall Metro Stop	450m
Primary School	Cravenwood Primary Academy	550m
Pub	The Cleveland, Crumpsall Lane	550m
ATM	Crumpsall Lane	550m
Takeaway	Ashy's Chippy & Takeaway, Crumpsall Lane	550m
Pharmacy/Supermarket	Tesco Superstore, Arlington Street	600m
GP	Wellfield Medical Centre	700m
Bank	Halifax, Bury Old Road	800m
Petrol Station	Shell, Middleton Road	1.2km

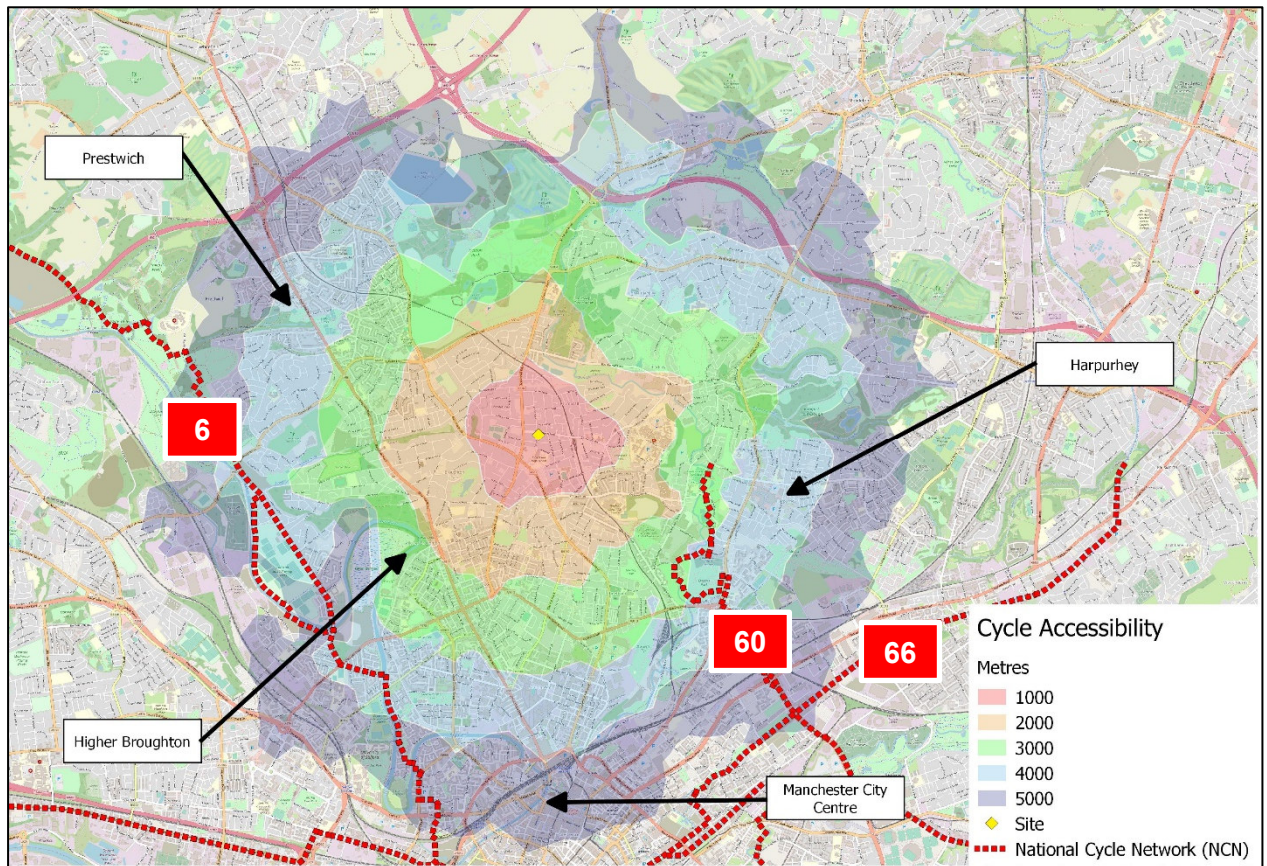
4.10 **Figure 4.1** and **Table 4.1** demonstrates that the site is within acceptable walking distance of the nearby local facilities such as a primary school, large supermarket, convenience stores, pharmacies and a post office as well as being within walking distance of surrounding residential areas.

4.11 Overall, the site benefits from high levels of accessibility by foot, and within walking distance of the site, providing opportunities for linked employment, shopping, leisure and recreation trips as well as transport connections.

Cycle Accessibility

4.12 **Figure 4.2** overleaf shows the 5km cycle catchment for the site. Numerous residential areas within parts of Salford and north Manchester, and areas including Manchester City Centre, Higher Broughton, Harpurhey, and Prestwich amongst others, are within a 5km cycle distance from the site.

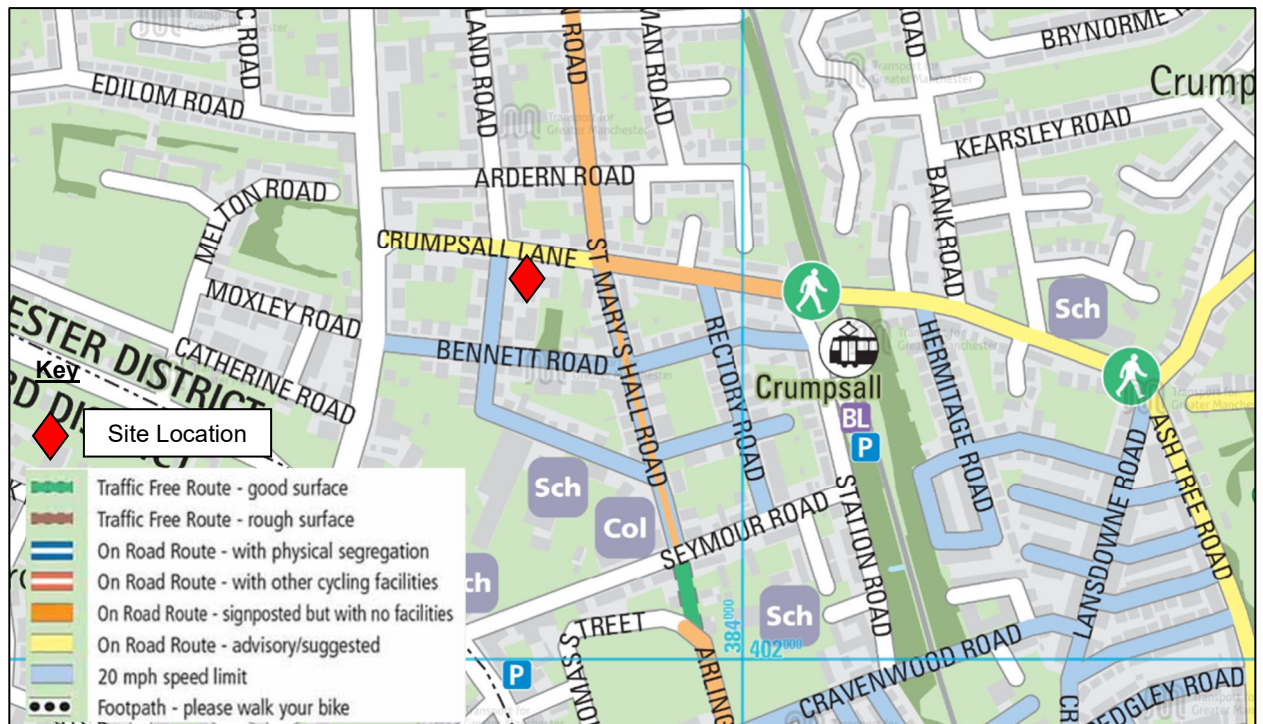
Figure 4.2 – 5km Cycle Catchment



Source: © TRACC 2020

- 4.13 To the west of the site, there is a cycle route which forms part of the National Cycle Network (NCN) Route 6. Locally this links Manchester to Bury and other local cycle routes. To the east of the site, there is NCN Route 60 and 66, Route 60 runs between north and east Manchester and Route 66 runs locally from central Manchester to Failsworth.
- 4.14 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is a viable alternative to private car use for prospective residents.
- 4.15 The cycle network within the north of the Manchester borough surrounds the site and provides a network of roads with a 20mph speed limit which link onto the surrounding NCR, as shown on **Figure 4.2** below.

Figure 4.2 – Cycle Routes within the north of the Manchester Borough



- 4.16 As mentioned previously, secure cycle spaces will be provided for the apartments on the lower ground floor of the site.

Public Transport

Buses

- 4.17 Crumpsall Lane and the surrounding public transport facilities within Crumpsall provide an extensive network of bus, tram and railway facilities within walking distance of the site, serving both the local area and other destinations further afield, as shown in **Figure 4.3** below.

The map shows the area around Crumpsall and Cheetham Hill. A red diamond icon indicates the 'Site Location' on Crumpsall Lane, near the junction with Middleton Road. Major roads include Wilton Road, Middleton Road, Crumpsall Lane, Delaunays Road, Central Drive, Crumpsall Lane, Ash Tree Road, and Leicester Road. Bus routes are marked with numbers in boxes: 41, 52, 53, 56, 94, 118, 149, 151, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200. Landmarks include North Manchester General Hospital, Crumpsall Park, and Abraham Moss Centre. The map also shows the locations of Crumpsall and Abraham Moss stations.

4.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

4.19 In summary, the nearby bus services provide connections to key destinations throughout the Greater Manchester region, including Middleton, Blackley, Didsbury, Sale, Bury, Oldham and Manchester amongst others. These transport hubs provide additional bus services throughout Greater Manchester and the north-west region.

4.20 The nearest bus stop is located on Crumpsall Lane, less than 100m west of the site for westbound and eastbound services. There is also a bus stop located on Middleton Road 190m west of the site. These bus stops are served by bus number 41, 59 and 253 which are outlined in [Table 4.2](#).

Table 4.2- Bus Service Summary

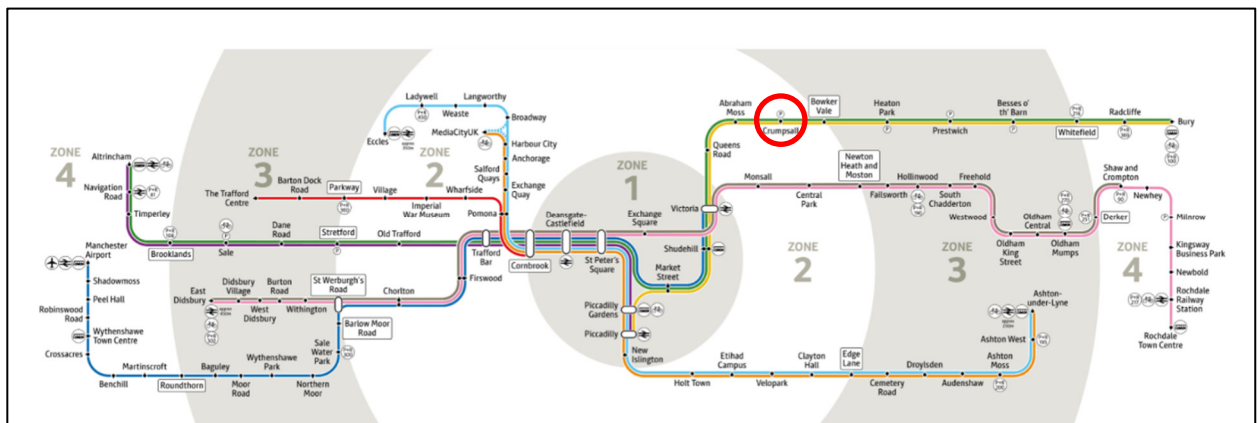
Service No.	Bus Stop Location	Route	Average Service Headway (minutes)		
			Mon-Fri	Sat	Sun
41	Crumpsall Lane / Middleton Road	Middleton - Higher Blackley - Bowker Vale - Didsbury - Sale	20	20	30
59	Middleton Road	Oldham Mumps - Chadderton - Middleton - Piccadilly Gardens	<10	<10	20
94	Crumpsall Lane	Bury - Hollins - Prestwich - Kersal - Higher Crumpsall	60	60	60

4.21 As **Table 4.2** shows, the site is suitably placed to take advantage of the local bus services, which run frequently throughout the day.

Trams

4.22 The nearest Metrolink stop is located approximately 450m to the east of the site on Station Road.

4.23 The Crumpsall Metrolink stop serves the yellow line and green line which connects Bury to Piccadilly and Bury to Altrincham, respectively. A plan of the Metrolink network is provided below.

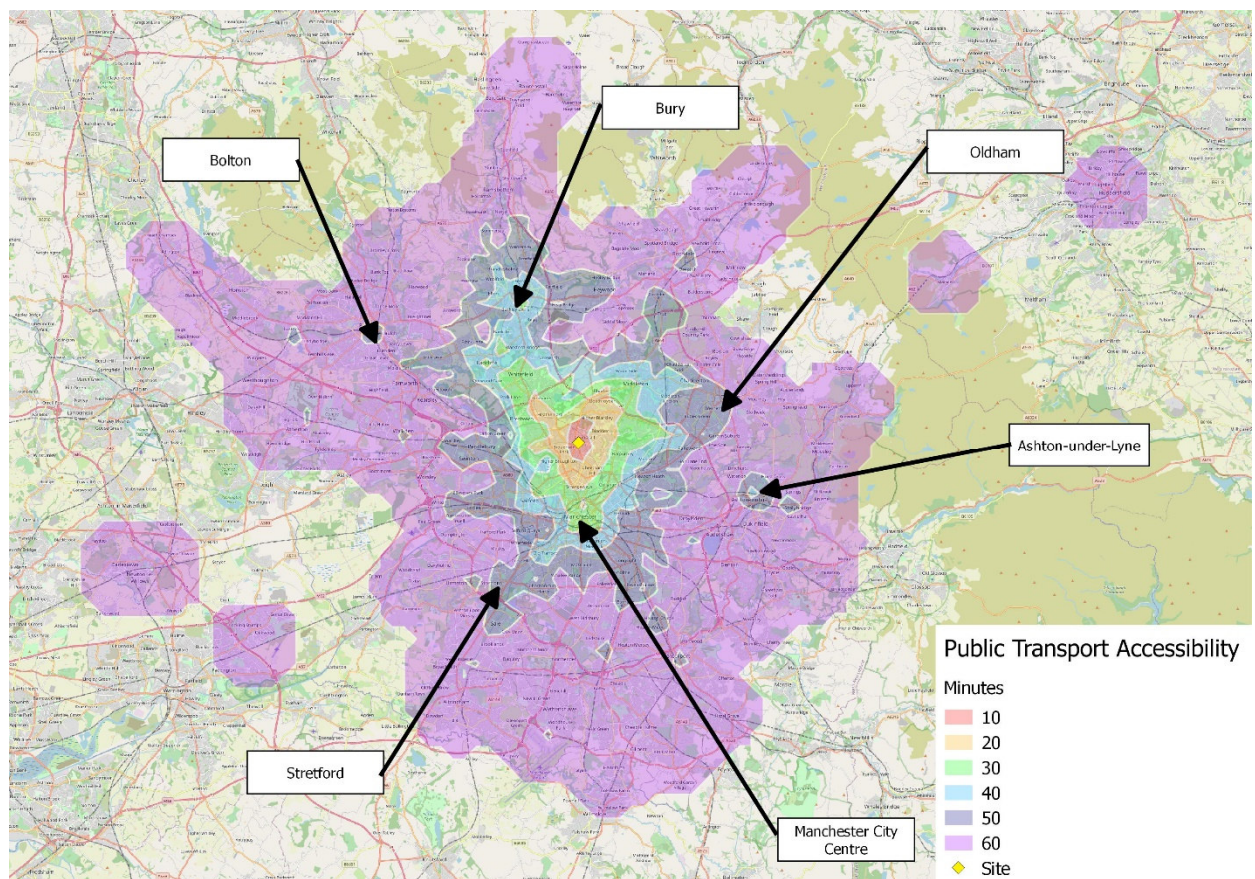


4.24 Trams run on the Metrolink network between approximately 06:00 and 00:30 Monday to Thursday, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 07:00 to 22:30. Trams run up to every 10 minutes in each direction through this station.

Trains

- 4.25 Manchester Victoria Railway Station is the nearest railway station and is located approximately 4.1km to the south of the site. Manchester Victoria Railway Station provides a high frequency of services throughout the week to destinations including, Liverpool, Leeds and Newcastle amongst others.
- 4.26 **Figure 4.3** below indicates a number of locations which are within a 60 minute public transport (bus, tram and rail) commute from the proposed site. The time includes the walk to the bus stops / tram / railway station and demonstrates that key areas of Bolton, Bury, Stretford, Oldham, Manchester City Centre and Stockport amongst others, are within an acceptable 60 minute public transport commute. The site provides wide opportunities to access passenger transport for residents.

Figure 4.3 – 60 minute Public Transport Accessibility



Source: © TRACC 2020

Conclusion

- 4.27 Overall, the site is considered to be extremely well located in terms of its accessibility by all the major non-car modes of transport. Future residents of the site will be able to commute to work, education or travel for leisure and shopping purposes without having to rely upon car ownership.

5.0 TRIP GENERATION

5.1 To estimate the trip generating potential of the development, the TRICS 7.7.4 Database has been interrogated for surveys of care homes similar to that existing.

5.2 The selection criteria for the TRICS-based trip rates is as follows:-

- Health – Care Home (Elderly Residential);
- London and Ireland sites excluded;
- Edge of Town Centre, Suburban locations and Edge of Town only; and
- Selection by No. of residents.

5.3 **Table 5.1** below provides the multi-modal peak hour trip rates for the existing use (26 bed care home) for the weekday AM and PM peak periods. The full TRICS outputs are included in **Appendix C**.

Table 5.1 - Estimated Weekday AM and PM Peak Hour Multi Modal Trip Rates

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.064	0.044	0.065	0.110
Cyclists	0.003	0.004	0.006	0.005
Pedestrians	0.033	0.031	0.010	0.013
Public Transport	0.020	0.009	0.004	0.003

5.4 The above trip rates have been applied to the 32-bed care home to determine the multi-modal trip generation for the development, as summarised in **Table 5.2**.

Table 5.2 – Residential Use Trip Generation (Trip Rate per Bed)

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	1	2	3
Cyclists	0	0	0	0
Pedestrians	1	1	0	0
Public Transport	1	0	0	0

5.5 Therefore, **Table 5.2** shows that the existing development would generate approximately 3 vehicle trips two-way during the AM peak period and 5 vehicle trips two way during the PM peak period.

Proposed Residential Development Trip Generation

5.6 To estimate the trip generating potential of the development, the TRICS 7.7.4 Database has been interrogated for surveys of residential developments similar to that proposed.

5.7 The selection criteria for the TRICS-based trip rates is as follows:-

- Land use Residential – Privately Owned Flats;
- London and Ireland sites excluded;
- Edge of Town Centre and Suburban locations only; and
- Selection by No. of Dwellings.

5.8 **Table 5.3** below provides the multi-modal peak hour trip rates for the proposed residential development (25 apartments) for the weekday AM and PM peak periods. The full TRICS outputs are included in **Appendix D**.

Table 5.3 - Estimated Weekday AM and PM Peak Hour Multi Modal Trip Rates

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.042	0.123	0.123	0.071
Cyclists	0.002	0.013	0.010	0.002
Pedestrians	0.032	0.115	0.083	0.053
Public Transport	0.013	0.154	0.092	0.030

5.9 The above trip rates have been applied to the 25 apartments to determine the multi-modal trip generation for the development, as summarised in **Table 5.4**.

Table 5.4 – Residential Use Trip Generation (Trip Rate per Apartment)

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	3	3	2
Cyclists	0	0	0	0
Pedestrians	1	3	2	1
Public Transport	0	4	2	1

- 5.10 Therefore, **Table 5.4** shows that the proposed development would generate 4 vehicle trips two-way during the AM peak period and 5 vehicle trips two way during the PM peak period. Volumetrically, this would equate to approximately 1 vehicle trip every 15 minutes in the AM peak period and 1 vehicle trip every 12 minutes in the PM peak period.
- 5.11 Furthermore, given the nature of the development, its close proximity to Manchester City Centre and its highly sustainable location it is anticipated that the traffic generated by the development would be lower than the average levels of car use predicted by using the TRICS database.
- 5.12 The proposed development would therefore not represent a material concern in terms of traffic movements on the local highway network, even without making allowance for the extant use of the site the development would replace.

Net Trip Generation

- 5.13 In planning terms, the net trip generation of the scheme is equal to the number of new trips that could be generated by the existing or approved uses subtracted from the number of trips that could be generated by the proposed development. This is summarised in **Table 5.5** below:

Table 5.14 – Net Development Trip Generation for Vehicles

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Existing Site Use	2	1	2	3
Proposed	1	3	3	2
Net Impact	-1	2	1	-1

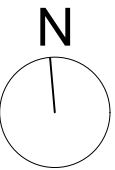
- 5.14 The proposals would represent an increase of 1 vehicle trip two way during the AM peak hour and no change in vehicle trips during the PM peak hour. Volumetrically, this would equate to approximately a single vehicle trip every 60 minutes in the PM peak hour, which is not considered to represent a material traffic impact.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by T&A Textiles and Hosiery Ltd to provide transport consultancy services as part of a planning application for the proposed change of use and extension of 8 Polygon Road, Crumpsall. The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed redevelopment.
- 6.2 The accessibility of the site has been assessed by foot, cycle, bus, tram and train modes. Overall, the site is considered to be extremely well located in terms of its accessibility by all these major non-car modes of transport. As such the low level of car parking is considered to be satisfactory given the availability of alternative modes of transport as well as the proximity of everyday facilities to the site.
- 6.3 Access to the site will be provided from two locations on Polygon Road, which both provide adequate visibility splays.
- 6.4 The proposed development provides 22 no. car parking spaces for the apartments which equates to 0.9 spaces per dwelling. This is only marginally lower than the ratio of the scheme previously approved on the site, which included a significantly higher proportion of 2-bed apartments to the majority 1-bed scheme proposed and is considered appropriate in the sustainable location of the site.
- 6.5 The proposed development would result in a minor net increase in traffic generation relative to the existing use of the site equating to approximately a vehicle trip every 60 minutes, which is not considered to represent a material traffic impact.
- 6.6 Having regard to the analysis presented in this report, it is considered that the application proposals are acceptable with regard to transport.

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APPENDIX A



General Notes:

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Design intent drawing only. Construction to comply with latest building regulation requirements.

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Rev	Description	Date	Dr by	App by



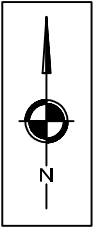
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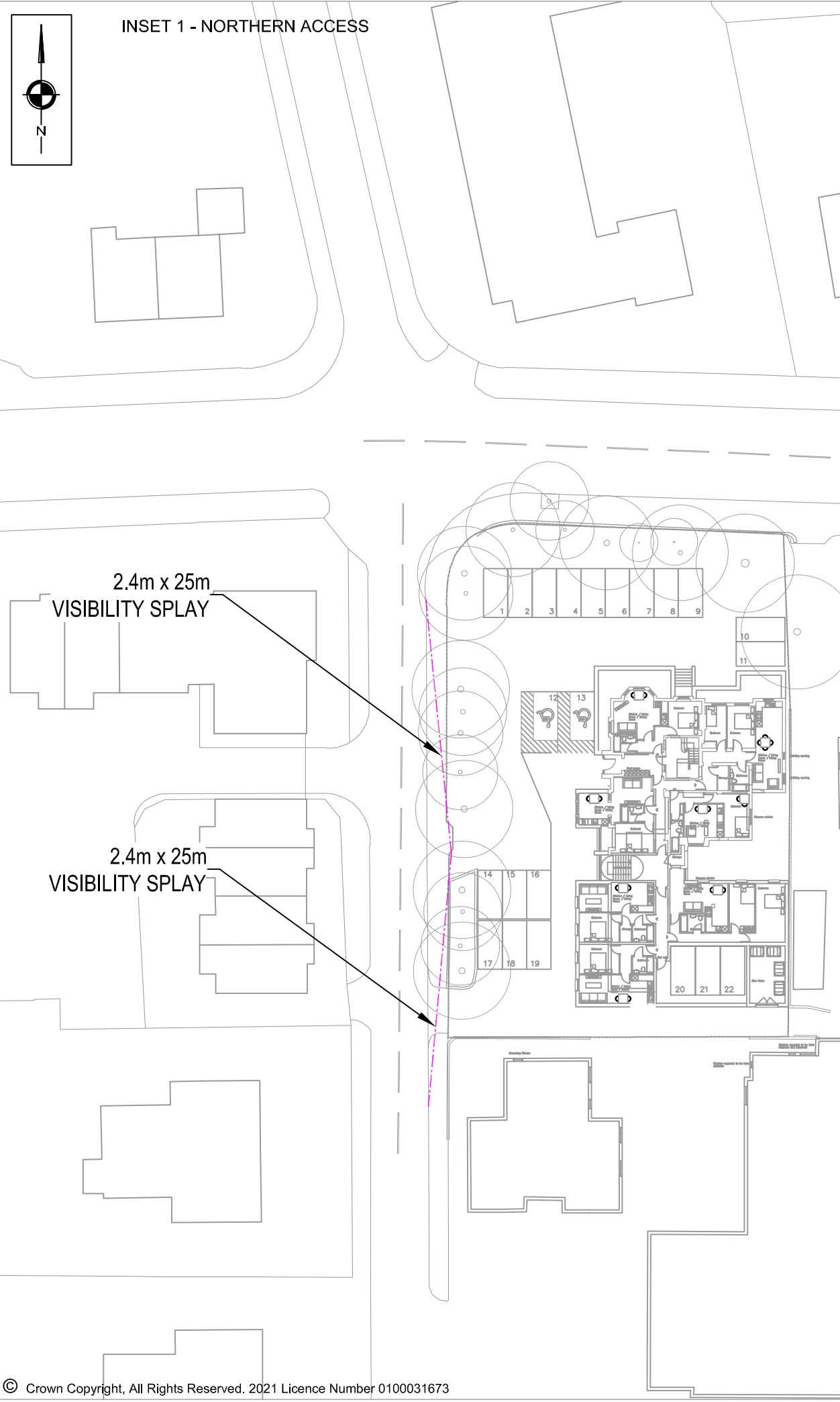
client name		
Mr. Adnan Muhammad Aslam		
project		
8 Polygon Road		
drawing		
Proposed Location Plan		
project number		scale
1811105		1:200 @ A3
drawing number	rev	issue status
1811105_02_001		Planning
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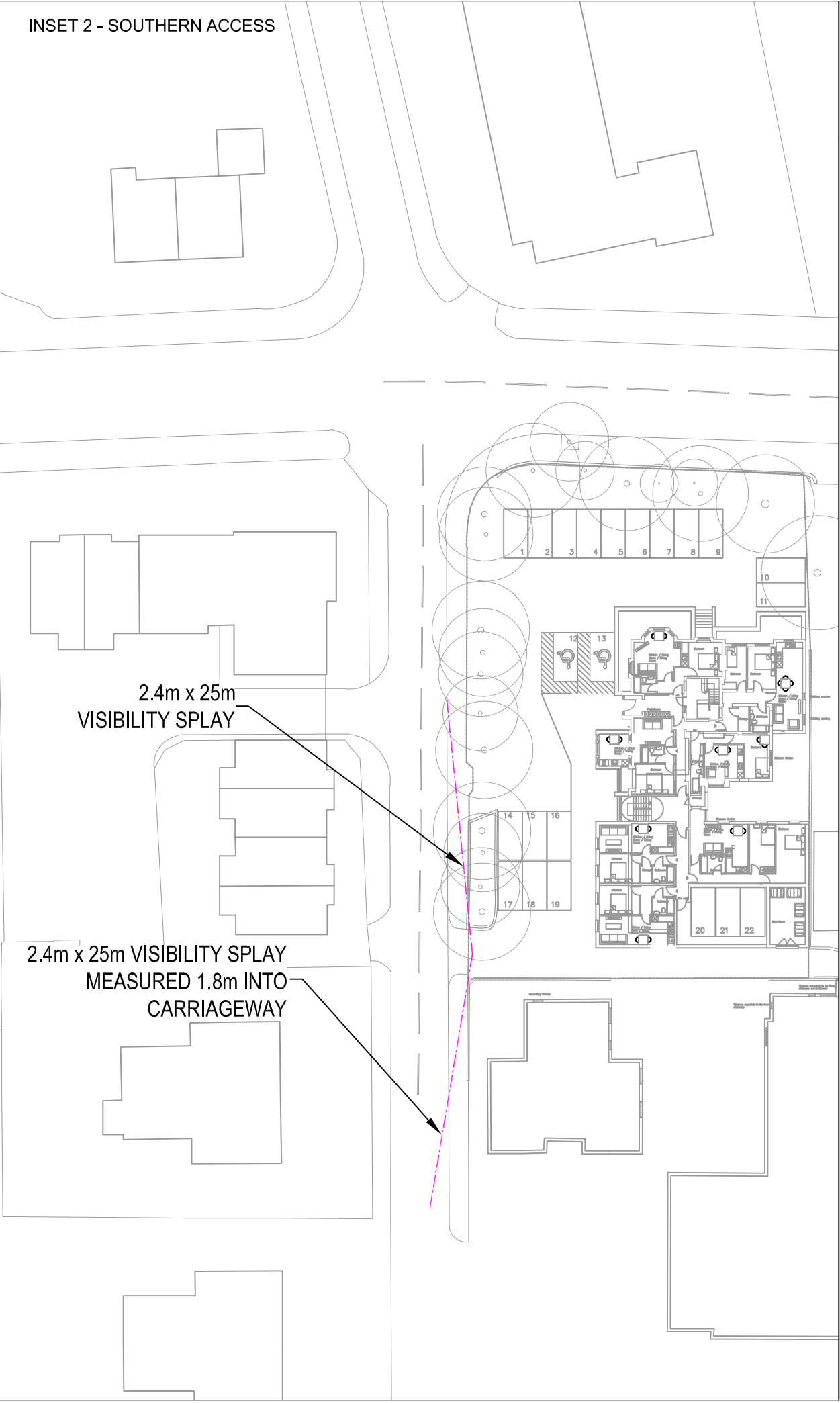
APPENDIX B



INSET 1 - NORTHERN ACCESS



INSET 2 - SOUTHERN ACCESS



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
T&A TEXTILE AND HOSIERY LIMITED

Project Title:
8 POLYGON ROAD, CRUMPSALL,
MANCHESTER

Drawing Title:
VISIBILITY SPLAYS

Drawn By:	MC	Date:	14.05.2021
Checked:	MD	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/200772/F01	Rev.	-
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APPENDIX C

Calculation Reference: AUDIT-726001-210521-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
DC DORSET	1 days
05 EAST MIDLANDS	
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
CF CARDIFF	1 days
SW SWANSEA	1 days
11 SCOTLAND	
HI HIGHLAND	1 days
12 CONNAUGHT	
CS SLIGO	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: Number of residents
 Actual Range: 17 to 180 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 02/05/19

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	2 days
Tuesday	5 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

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:

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:

C2 14 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:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	7 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	6 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 14 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 14 days

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

LIST OF SITES relevant to selection parameters

1	CF-05-F-01	NURSING HOME		CARDIFF
	ROMILLY CRESCENT			
	CARDIFF			
	CANTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	11/10/06		Survey Type: MANUAL
2	CS-05-F-01	NURSING HOME		SLIGO
	CHURCH HILL			
	SLIGO			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	99		
	Survey date: MONDAY	27/04/15		Survey Type: MANUAL
3	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOURNEMOUTH			
	BOSCOMBE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
4	EX-05-F-01	NURSING HOME		ESSEX
	WINSTON AVENUE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	17		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
5	GM-05-F-02	NURSING HOME		GREATER MANCHESTER
	BRIDGEMAN STREET			
	BOLTON			
	ROSE HILL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of residents:	180		
	Survey date: TUESDAY	22/06/04		Survey Type: MANUAL
6	HF-05-F-02	NURSING HOME		HERTFORDSHIRE
	BEACONSFIELD ROAD			
	ST ALBANS			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	25		
	Survey date: TUESDAY	01/10/13		Survey Type: MANUAL
7	HI-05-F-01	NURSING HOME		HIGHLAND
	CAWDOR ROAD			
	NAIRN			
	Edge of Town			
	No Sub Category			
	Total Number of residents:	44		
	Survey date: TUESDAY	09/05/06		Survey Type: MANUAL
8	LC-05-F-02	NURSING HOME		LANCASHIRE
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NR-05-F-01	NURSING HOME	NORTHAMPTONSHIRE
	ROCKINGHAM ROAD CORBY		
	Edge of Town Centre Residential Zone Total Number of residents:	55	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
10	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT RICHMOND		
	Edge of Town Residential Zone Total Number of residents:	37	
	Survey date: MONDAY	04/03/19	Survey Type: MANUAL
11	SW-05-F-01	NURSING HOME	SWANSEA
	ST HELENS ROAD SWANSEA		
	Edge of Town Centre No Sub Category Total Number of residents:	78	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
12	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
13	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
14	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD LEEDS HYDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	14	57	0.103	14	57	0.063	14	57	0.166
08:00 - 09:00	14	57	0.064	14	57	0.044	14	57	0.108
09:00 - 10:00	14	57	0.089	14	57	0.036	14	57	0.125
10:00 - 11:00	14	57	0.075	14	57	0.066	14	57	0.141
11:00 - 12:00	14	57	0.090	14	57	0.090	14	57	0.180
12:00 - 13:00	14	57	0.064	14	57	0.055	14	57	0.119
13:00 - 14:00	14	57	0.118	14	57	0.084	14	57	0.202
14:00 - 15:00	14	57	0.094	14	57	0.124	14	57	0.218
15:00 - 16:00	14	57	0.079	14	57	0.108	14	57	0.187
16:00 - 17:00	14	57	0.071	14	57	0.101	14	57	0.172
17:00 - 18:00	14	57	0.065	14	57	0.110	14	57	0.175
18:00 - 19:00	14	57	0.060	14	57	0.073	14	57	0.133
19:00 - 20:00	11	42	0.049	11	42	0.058	11	42	0.107
20:00 - 21:00	10	42	0.024	10	42	0.036	10	42	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.045			1.048			2.093

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:	17 - 180 (units:)
Survey date range:	01/01/00 - 02/05/19
Number of weekdays (Monday-Friday):	14
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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	14	57	0.006	14	57	0.001	14	57	0.007
08:00 - 09:00	14	57	0.003	14	57	0.004	14	57	0.007
09:00 - 10:00	14	57	0.001	14	57	0.003	14	57	0.004
10:00 - 11:00	14	57	0.001	14	57	0.000	14	57	0.001
11:00 - 12:00	14	57	0.001	14	57	0.003	14	57	0.004
12:00 - 13:00	14	57	0.000	14	57	0.001	14	57	0.001
13:00 - 14:00	14	57	0.003	14	57	0.001	14	57	0.004
14:00 - 15:00	14	57	0.000	14	57	0.003	14	57	0.003
15:00 - 16:00	14	57	0.005	14	57	0.004	14	57	0.009
16:00 - 17:00	14	57	0.000	14	57	0.001	14	57	0.001
17:00 - 18:00	14	57	0.006	14	57	0.005	14	57	0.011
18:00 - 19:00	14	57	0.000	14	57	0.001	14	57	0.001
19:00 - 20:00	11	42	0.000	11	42	0.000	11	42	0.000
20:00 - 21:00	10	42	0.000	10	42	0.002	10	42	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.026			0.029			0.055		

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.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	14	57	0.053	14	57	0.011	14	57	0.064
08:00 - 09:00	14	57	0.033	14	57	0.031	14	57	0.064
09:00 - 10:00	14	57	0.035	14	57	0.011	14	57	0.046
10:00 - 11:00	14	57	0.029	14	57	0.023	14	57	0.052
11:00 - 12:00	14	57	0.019	14	57	0.024	14	57	0.043
12:00 - 13:00	14	57	0.029	14	57	0.030	14	57	0.059
13:00 - 14:00	14	57	0.036	14	57	0.041	14	57	0.077
14:00 - 15:00	14	57	0.050	14	57	0.058	14	57	0.108
15:00 - 16:00	14	57	0.028	14	57	0.046	14	57	0.074
16:00 - 17:00	14	57	0.023	14	57	0.031	14	57	0.054
17:00 - 18:00	14	57	0.010	14	57	0.013	14	57	0.023
18:00 - 19:00	14	57	0.010	14	57	0.020	14	57	0.030
19:00 - 20:00	11	42	0.028	11	42	0.045	11	42	0.073
20:00 - 21:00	10	42	0.002	10	42	0.007	10	42	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.385			0.391			0.776		

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.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	14	57	0.018	14	57	0.005	14	57	0.023
08:00 - 09:00	14	57	0.020	14	57	0.009	14	57	0.029
09:00 - 10:00	14	57	0.010	14	57	0.006	14	57	0.016
10:00 - 11:00	14	57	0.005	14	57	0.001	14	57	0.006
11:00 - 12:00	14	57	0.006	14	57	0.000	14	57	0.006
12:00 - 13:00	14	57	0.003	14	57	0.009	14	57	0.012
13:00 - 14:00	14	57	0.010	14	57	0.009	14	57	0.019
14:00 - 15:00	14	57	0.011	14	57	0.018	14	57	0.029
15:00 - 16:00	14	57	0.004	14	57	0.015	14	57	0.019
16:00 - 17:00	14	57	0.006	14	57	0.009	14	57	0.015
17:00 - 18:00	14	57	0.004	14	57	0.003	14	57	0.007
18:00 - 19:00	14	57	0.004	14	57	0.011	14	57	0.015
19:00 - 20:00	11	42	0.013	11	42	0.015	11	42	0.028
20:00 - 21:00	10	42	0.002	10	42	0.009	10	42	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.116			0.119				0.235

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.

S|C|P

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BT BRENT	2 days
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
	IS ISLINGTON	4 days
	KI KINGSTON	1 days
	RD RICHMOND	1 days
	SK SOUTHWARK	2 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 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: 6 to 493 (units:)
 Range Selected by User: 6 to 493 (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 06/03/20

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	6 days
Tuesday	13 days
Wednesday	13 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	41 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	22
Suburban Area (PPS6 Out of Centre)	19

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:

Development Zone	6
Residential Zone	21
Built-Up Zone	9
No Sub Category	5

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

Secondary Filtering selection:Use Class:

C3 41 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

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	15 days
50,001 to 100,000	6 days
100,001 or More	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	8 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	6 days
500,001 or More	18 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	5 days
0.6 to 1.0	19 days
1.1 to 1.5	17 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	8 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	25 days
1a (Low) Very poor	1 days
2 Poor	3 days
3 Moderate	2 days
4 Good	1 days
5 Very Good	3 days
6a Excellent	4 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	BE-03-C-01	BLOCKS OF FLATS		BEXLEY
	CROOK LOG			
	BEXLEYHEATH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	19/09/18		Survey Type: MANUAL
5	BT-03-C-01	BLOCKS OF FLATS		BRENT
	LAKESIDE DRIVE			
	PARK ROYAL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	170		
	Survey date: WEDNESDAY	28/09/16		Survey Type: MANUAL
6	BT-03-C-02	BLOCKS OF FLATS		BRENT
	ENGINEERS WAY			
	WEMBLEY			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	472		
	Survey date: WEDNESDAY	30/11/16		Survey Type: MANUAL
7	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
8	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
10	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL
11	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
12	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: TUESDAY	26/05/15		Survey Type: MANUAL
13	EN-03-C-03	BLOCKS OF FLATS		ENFIELD
	NORTH CIRCULAR ROAD			
	PALMERS GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	08/11/17		Survey Type: MANUAL
14	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
15	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
16	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
18	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS	30	HARINGEY
	Survey date: WEDNESDAY		01/10/14	Survey Type: MANUAL
19	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS	10	HACKNEY
	Survey date: WEDNESDAY		24/09/14	Survey Type: MANUAL
20	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	Survey date: FRIDAY		18/11/16	Survey Type: MANUAL
21	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:		493	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL
22	IS-03-C-03 FLORENCE STREET ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		9	
	Survey date: THURSDAY		21/11/13	Survey Type: MANUAL
23	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		29/06/16	Survey Type: MANUAL
24	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		27/06/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	IS-03-C-07	BLOCK OF FLATS	ISLINGTON
	CITY ROAD ISLINGTON		
	Edge of Town Centre Development Zone		
	Total No of Dwellings:	185	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
26	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD SURBITON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
27	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
28	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF LIVERPOOL QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
29	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE KING'S LYNN		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
30	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
31	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
32	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	RD-03-C-04	BLOCKS OF FLATS		RICHMOND
	BESSANT DRIVE KEW			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		170	
	Survey date: WEDNESDAY		15/05/19	Survey Type: MANUAL
34	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
	RACECOURSE ROAD AYR			
	Edge of Town Centre Residential Zone Total No of Dwellings:		51	
	Survey date: TUESDAY		16/09/14	Survey Type: MANUAL
35	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL BURY ST EDMUNDS			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
36	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		03/12/14	Survey Type: MANUAL
37	SK-03-C-01	BLOCK OF FLATS		SOUTHWARK
	PARK STREET SOUTHWARK			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	Survey date: FRIDAY		19/09/14	Survey Type: MANUAL
38	SK-03-C-02	BLOCK OF FLATS		SOUTHWARK
	LAMB WALK BERMONDSEY			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		23/04/15	Survey Type: MANUAL
39	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY STIRLING			
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL
40	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE STIRLING			
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41	WF-03-C-01	BLOCKS OF FLATS	WALTHAM FOREST
	ERSKINE ROAD		
	WALTHAMSTOW		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL 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	41	90	0.037	41	90	0.100	41	90	0.137
08:00 - 09:00	41	90	0.042	41	90	0.123	41	90	0.165
09:00 - 10:00	41	90	0.053	41	90	0.067	41	90	0.120
10:00 - 11:00	41	90	0.057	41	90	0.068	41	90	0.125
11:00 - 12:00	41	90	0.053	41	90	0.066	41	90	0.119
12:00 - 13:00	41	90	0.068	41	90	0.065	41	90	0.133
13:00 - 14:00	41	90	0.060	41	90	0.071	41	90	0.131
14:00 - 15:00	41	90	0.055	41	90	0.060	41	90	0.115
15:00 - 16:00	41	90	0.075	41	90	0.054	41	90	0.129
16:00 - 17:00	41	90	0.093	41	90	0.063	41	90	0.156
17:00 - 18:00	41	90	0.123	41	90	0.071	41	90	0.194
18:00 - 19:00	41	90	0.117	41	90	0.076	41	90	0.193
19:00 - 20:00	12	116	0.074	12	116	0.057	12	116	0.131
20:00 - 21:00	12	116	0.048	12	116	0.038	12	116	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.955			0.979			1.934

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:	6 - 493 (units:)
Survey date range:	01/01/13 - 06/03/20
Number of weekdays (Monday-Friday):	41
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

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	41	90	0.002	41	90	0.008	41	90	0.010
08:00 - 09:00	41	90	0.002	41	90	0.013	41	90	0.015
09:00 - 10:00	41	90	0.003	41	90	0.004	41	90	0.007
10:00 - 11:00	41	90	0.002	41	90	0.004	41	90	0.006
11:00 - 12:00	41	90	0.003	41	90	0.002	41	90	0.005
12:00 - 13:00	41	90	0.002	41	90	0.002	41	90	0.004
13:00 - 14:00	41	90	0.003	41	90	0.002	41	90	0.005
14:00 - 15:00	41	90	0.004	41	90	0.004	41	90	0.008
15:00 - 16:00	41	90	0.004	41	90	0.002	41	90	0.006
16:00 - 17:00	41	90	0.004	41	90	0.002	41	90	0.006
17:00 - 18:00	41	90	0.006	41	90	0.004	41	90	0.010
18:00 - 19:00	41	90	0.005	41	90	0.002	41	90	0.007
19:00 - 20:00	12	116	0.010	12	116	0.002	12	116	0.012
20:00 - 21:00	12	116	0.006	12	116	0.001	12	116	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.052			0.108

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

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	41	90	0.022	41	90	0.064	41	90	0.086
08:00 - 09:00	41	90	0.032	41	90	0.115	41	90	0.147
09:00 - 10:00	41	90	0.042	41	90	0.067	41	90	0.109
10:00 - 11:00	41	90	0.043	41	90	0.054	41	90	0.097
11:00 - 12:00	41	90	0.051	41	90	0.044	41	90	0.095
12:00 - 13:00	41	90	0.060	41	90	0.047	41	90	0.107
13:00 - 14:00	41	90	0.043	41	90	0.053	41	90	0.096
14:00 - 15:00	41	90	0.050	41	90	0.053	41	90	0.103
15:00 - 16:00	41	90	0.076	41	90	0.054	41	90	0.130
16:00 - 17:00	41	90	0.072	41	90	0.055	41	90	0.127
17:00 - 18:00	41	90	0.083	41	90	0.053	41	90	0.136
18:00 - 19:00	41	90	0.067	41	90	0.052	41	90	0.119
19:00 - 20:00	12	116	0.082	12	116	0.042	12	116	0.124
20:00 - 21:00	12	116	0.052	12	116	0.033	12	116	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.775			0.786			1.561		

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

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	41	90	0.005	41	90	0.098	41	90	0.103
08:00 - 09:00	41	90	0.013	41	90	0.154	41	90	0.167
09:00 - 10:00	41	90	0.019	41	90	0.059	41	90	0.078
10:00 - 11:00	41	90	0.021	41	90	0.039	41	90	0.060
11:00 - 12:00	41	90	0.025	41	90	0.028	41	90	0.053
12:00 - 13:00	41	90	0.032	41	90	0.035	41	90	0.067
13:00 - 14:00	41	90	0.028	41	90	0.037	41	90	0.065
14:00 - 15:00	41	90	0.036	41	90	0.028	41	90	0.064
15:00 - 16:00	41	90	0.058	41	90	0.032	41	90	0.090
16:00 - 17:00	41	90	0.055	41	90	0.028	41	90	0.083
17:00 - 18:00	41	90	0.092	41	90	0.030	41	90	0.122
18:00 - 19:00	41	90	0.099	41	90	0.030	41	90	0.129
19:00 - 20:00	12	116	0.144	12	116	0.039	12	116	0.183
20:00 - 21:00	12	116	0.077	12	116	0.032	12	116	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.704			0.669			1.373		

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.*