

Transport Statement

Date: 7 April 2021

Project: Snell Street, Manchester

Title: Transport Statement Note

1. Introduction

Background

- 1.1 SK has been appointed to examine the transport implications of developing nine dwellings on a site off Snell Street in the New Islington area of Manchester.
- 1.2 The scale of the proposal is beneath that which triggers the requirement for the submission of a formal Transport Assessment / Statement and Travel Plan. Notwithstanding this Note has been prepared to set out the transport aspects of the proposal and allow an understanding of the impact of the proposal.
- 1.3 The Note has been prepared in line with the following guidance:
 - Ministry of Housing, Communities & Local Government (2019), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Manchester City Council (2019) Draft Zero Carbon Framework 2020-2038
 - Manchester City Council (2012), Core Strategy
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Development Proposal

- 1.4 The proposed layout is attached as Appendix A.
- 1.5 The proposal will construct nine dwellings on the site.
- 1.6 Each property has a driveway with space for one car and access to each driveway will take the form of a crossover arrangement. Each driveway will include an Electric Vehicle (EV) charging point.
- 1.7 Swept paths have been undertaken to show that cars can comfortably access the parking spaces. The swept paths are attached as Appendix B. Appendix B also shows that pedestrian intervisibility can be achieved at each driveway.
- 1.8 Cycle storage is provided externally to the front of each dwelling.
- 1.9 Bin storage areas are provided at the front of each dwelling. Service activity will continue to be gained from kerbside on Snell Street.

2. Existing Situation

Site Location

- 2.1 The site location is shown on Figure 2.1. The site is sustainably located in the New Islington area, a short walk to the city centre and the New Islington tram stop.

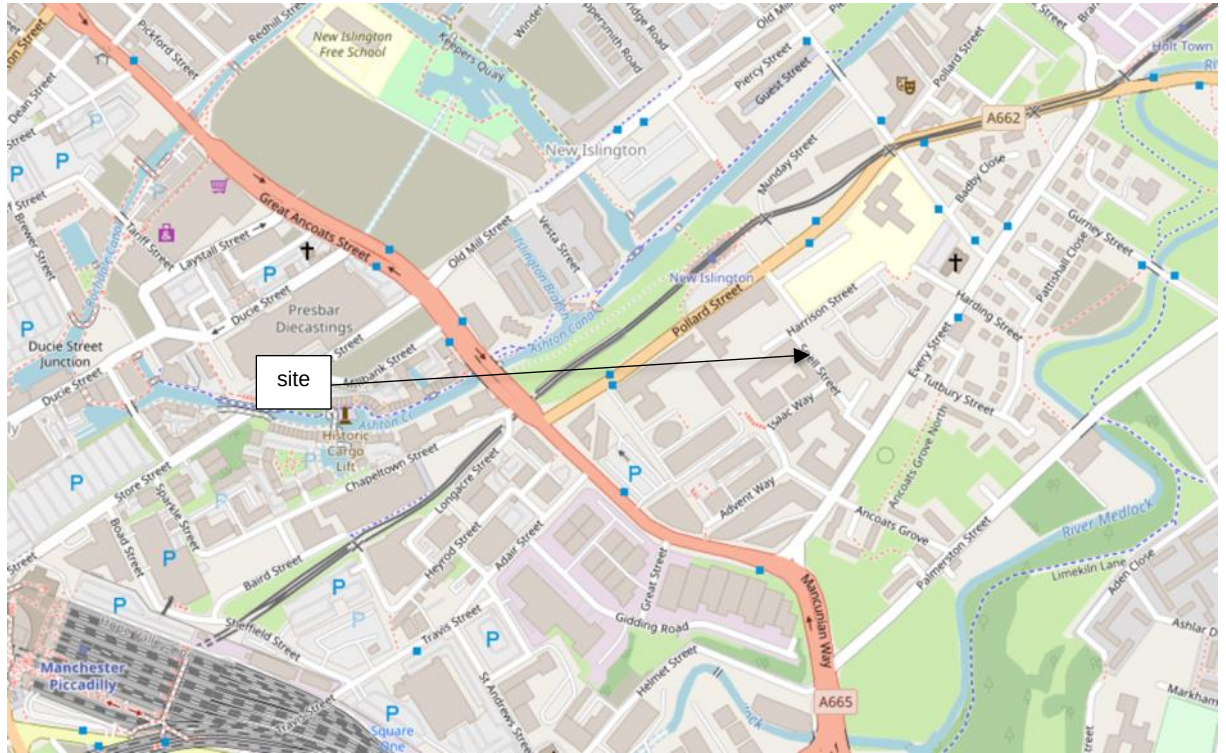


Figure 2.1: Site Location

Current Site Use

- 2.2 The site is currently occupied by a warehouse / industrial unit with a floor area of 400sqm. Access to the site is provided from a simple priority arrangement on Snell Street. An area of hardstanding is provided within the site for parking.
- 2.3 Table 2.1 shows the traffic flows associated with the existing use.

	Trip Rate (per 100sqm)			Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.412	0.112	0.524	2	0	2
PM Peak Hour	0.082	0.397	0.479	0	2	2

Table 2.1: Existing Site Traffic

Local Highway Network

- 2.4 Snell Street is a residential access road that routes north-south past the site between Harrison Street and Oswald Street. The road is subject to a 20mph speed limit and street lighting is present.
- 2.5 Traffic Regulation Orders in the form of a single yellow line is present on either side of the carriageway edge. The single yellow line is in force between 8am and 6pm Monday to Friday and 8am to 12.30pm on a Saturday. Snell Street is also within the Etihad Stadium Event Day Controlled Parking Zone (E3) with parking restricted between 10am and 10pm.

Road Safety

- 2.6 The TfGM accident database has been reviewed to establish collision patterns outside the site for the most recent five year period available.

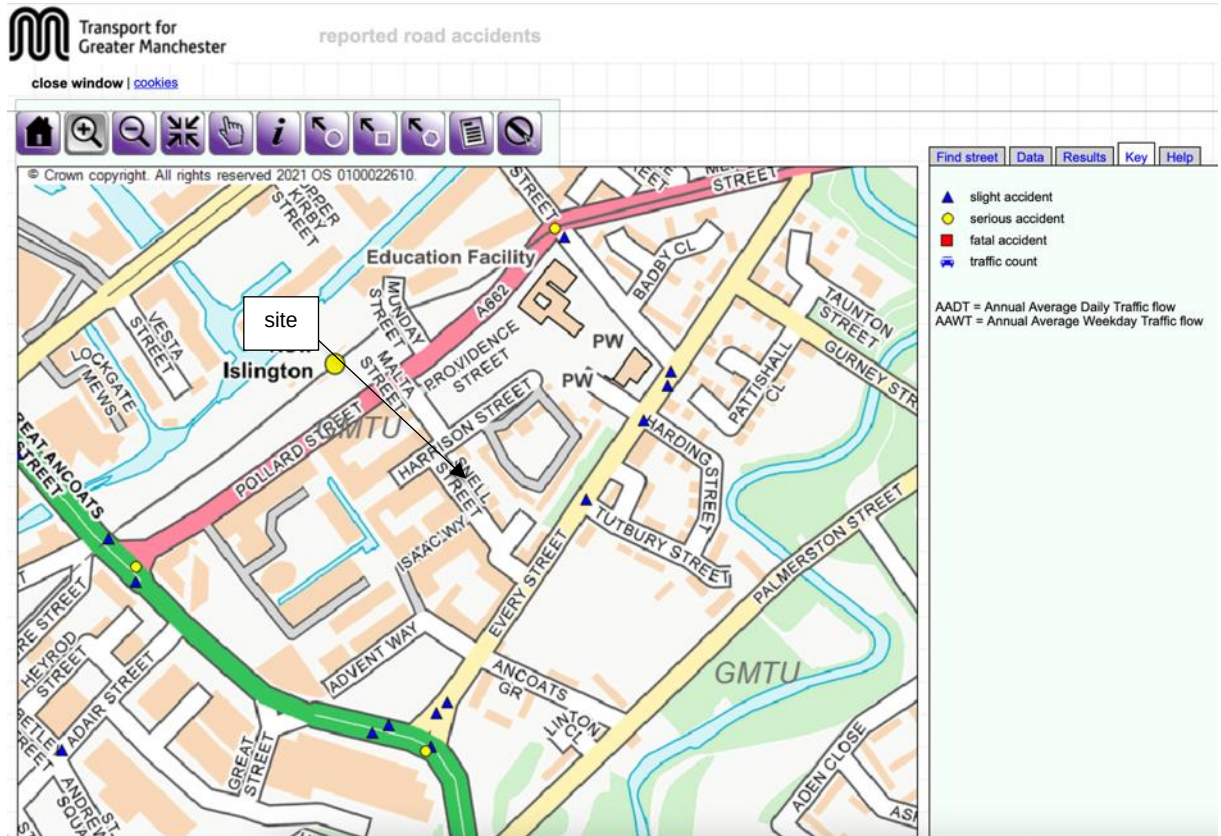


Figure 2.2: Accident Record
[source: GMTU 2021]

- 2.7 The accident records show that there have been no accidents on Snell Street during the five year period assessed. There have also been no accidents at the junctions of Snell Street / Every Street or Snell Street / Harrison Street during this period.

3. Accessibility

Walking

- 3.1 Snell Street is a 20mph residential street with footways on either carriageway edge. The pedestrian route characteristics remain the same through the areas to the north of the site and they provide a good provision for connections to the New Islington tram stop. Travelling south of the site towards the city centre pedestrian crossings are provided at the signalised junction of Every Street / Isaac Way and Every Street / Great Ancoats Street.
- 3.2 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km and recent research promotes '20 Minute Neighbourhood' principles, whereby residents can access employment, retail, health and leisure land uses within a 20 minute sustainable trip of their home. '20 Minute Neighbourhood Principles' are being promoted by the Town & Country Planning Association (TCPA), Sports England and Sustrans as a way of delivering healthy placemaking¹. Figure 3.1 shows 20 and 25 minute walking isochrones from the site.
- 3.3 Figure 3.1 shows that within a 20 minute walk access can be gained to Cutting Room Square, the Northern Quarter, Piccadilly, Ardwick and the core areas of the city. Within a 25 minute walk access can be gained to Victoria and Oxford Road.

¹ TCPA et al (2020), <https://www.tcpa.org.uk/Pages/Category/health>

- 3.4 The assessment shows that the site benefits from an exceptional level of access to amenities and services on foot, and that it meets the criteria whereby residents can live active and sustainable lives.

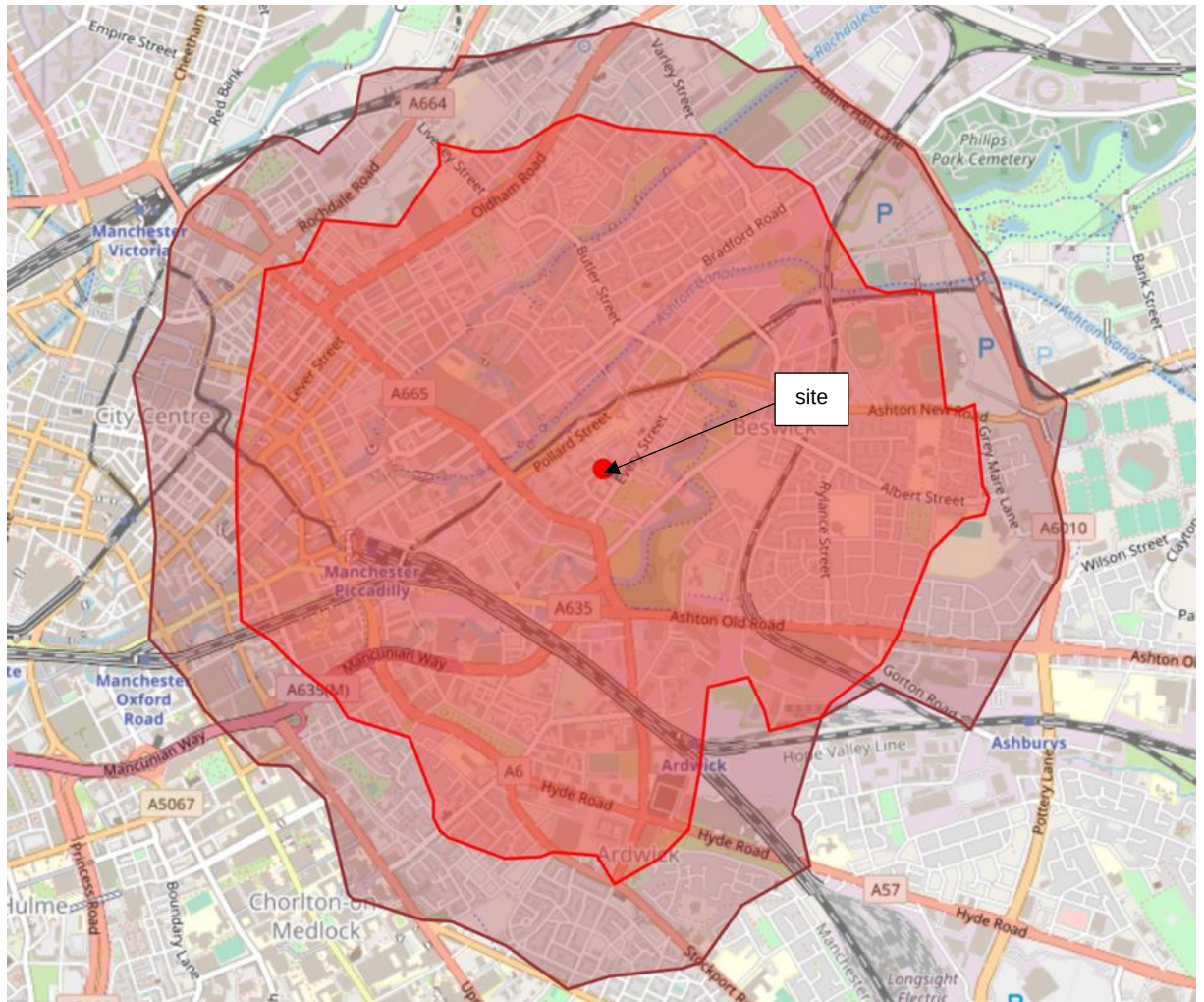


Figure 3.1: 10, 15, 20 & 25 Minute Walk Isochrones

Cycling

- 3.5 Figure 3.2 shows the cycle network serving the site.

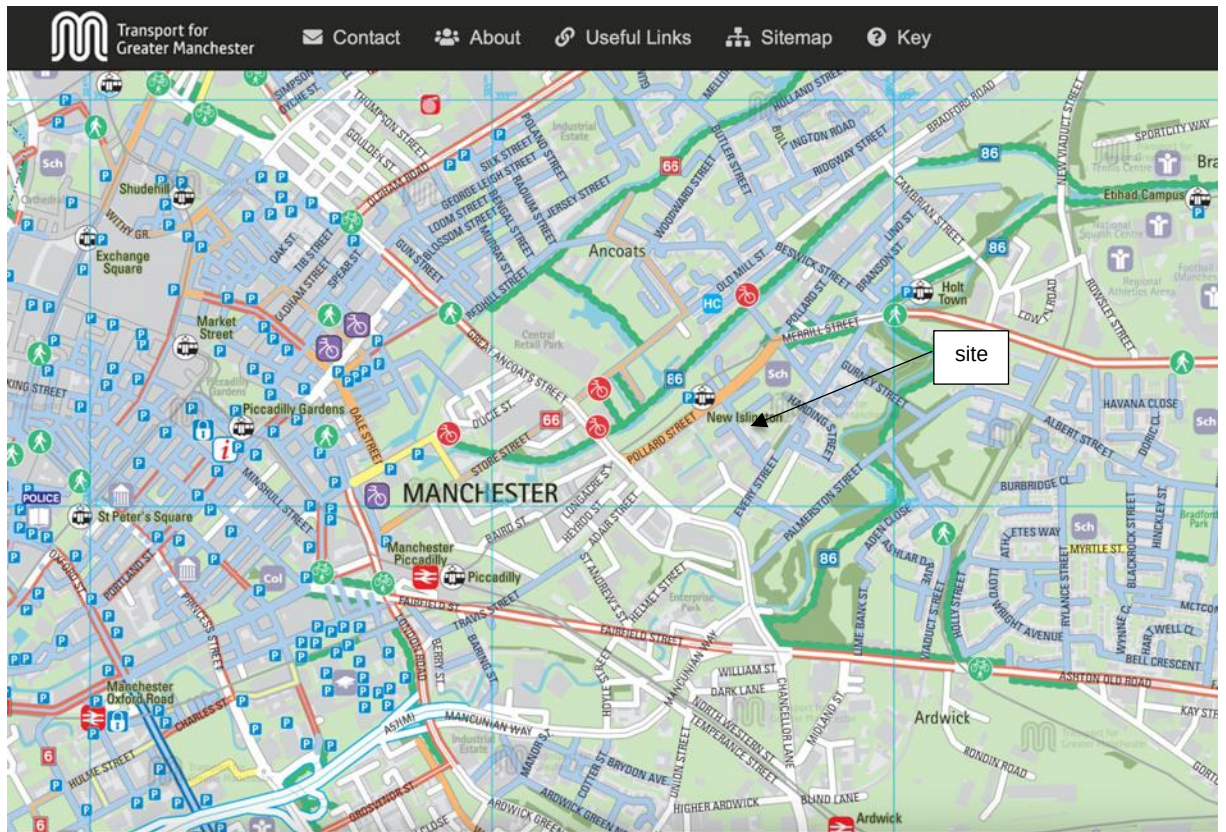


Figure 3.2: Cycle Route Network
[source: TfGM Website 2021]

- 3.6 Figure 3.2 shows that Snell Street and the surrounding streets are defined as advisory routes on the cycle network. These provide access to the wider network, including on-road routes with such as Pollard Street, and the segregated routes along the Ashton Canal and the River Medlock, which forms Route 86 of the National Cycle Network, and the Rochdale Canal which forms Route 66 of the National Cycle Network.
- 3.7 The site is well placed for access to the Greater Manchester Cycle Network, which provides good connections from the site to key destinations in the local area and across Manchester.

Public Transport

- 3.8 Figure 3.3 shows the public transport network serving the site.



Figure 3.4: Public Transport Network
[source: TfGM Website 2021]

- 3.9 The nearest bus stops to the site are located on Every Street, less than a one minute walk. Access can also be gained to bus stops on Pollard Street in a three minute walk and Great Ancoats Street in a four minute walk. Table 3.1 shows typical daytime routes and frequencies available from these stops.

No.	Route	Bus Frequency (per hour / each direction)		
		Weekday	Saturday	Sunday
217	Ashton – Droylsden – Wythenshawe	1	1	1
230	Ashton – Droylsden – Piccadilly	2	2	1
231	Ashton – Droylsden – Piccadilly	2	2	1

Table 3.1: Bus Services
[source: TfGM Website 2021]

- 3.10 Access can also be gained to tram services from the New Islington tram stop, a three minute walk from the site. The tram network provides frequent services to the city centre and across the Greater Manchester region. The tram route network is shown in Figure 3.5.

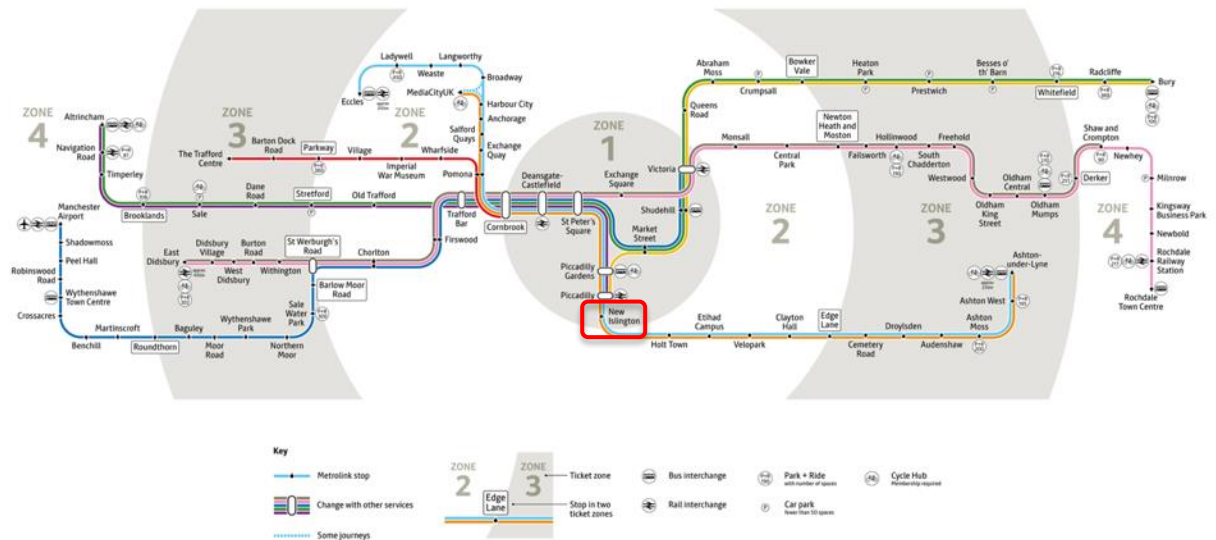


Figure 3.5: Tram Network
[source: TfGM Website 2021]

- 3.11 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

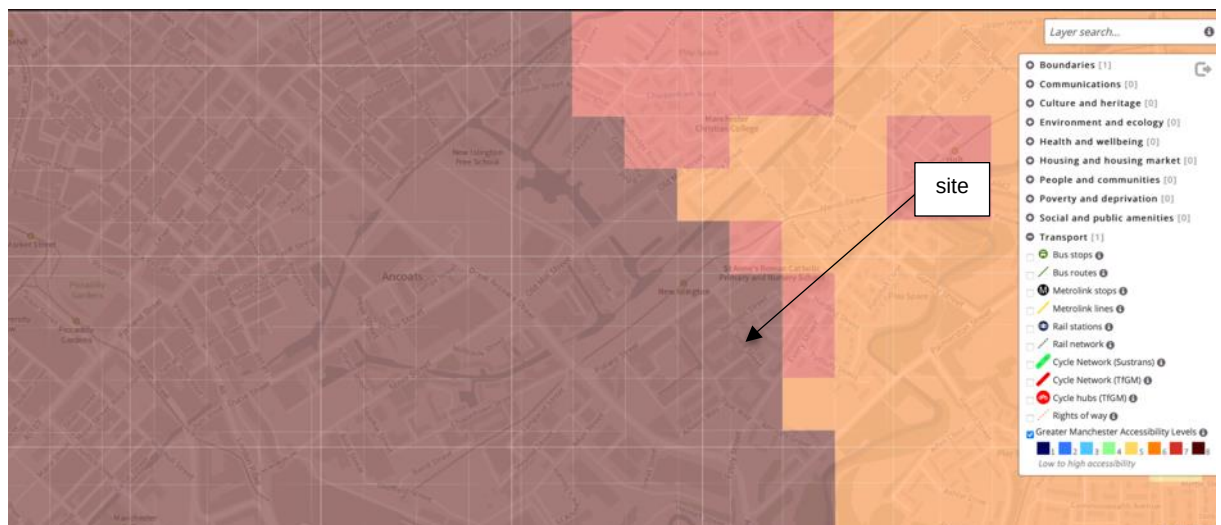


Figure 3.4: Greater Manchester Accessibility Level
[source: Mapping GM 2021]

- 3.12 Figure 3.4 shows that the site has a GMAL of 8. This is the highest level of accessibility in Greater Manchester and is the same as found across the core areas of the city centre.
- 3.13 The assessment shows that the site benefits from an exceptional level of accessibility by public transport.

Casual Car Use

- 3.14 Enterprise Car Club provides a MCC supported alternative to car ownership that complements Greater Manchester's sustainable transport system to help meet casual vehicle needs of residents. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to use or even own a car.

- 3.15 Figure 3.5 shows that the nearest Car Club vehicle to the site is located a five minute walk away from the site off Mill Street near the Chips building.

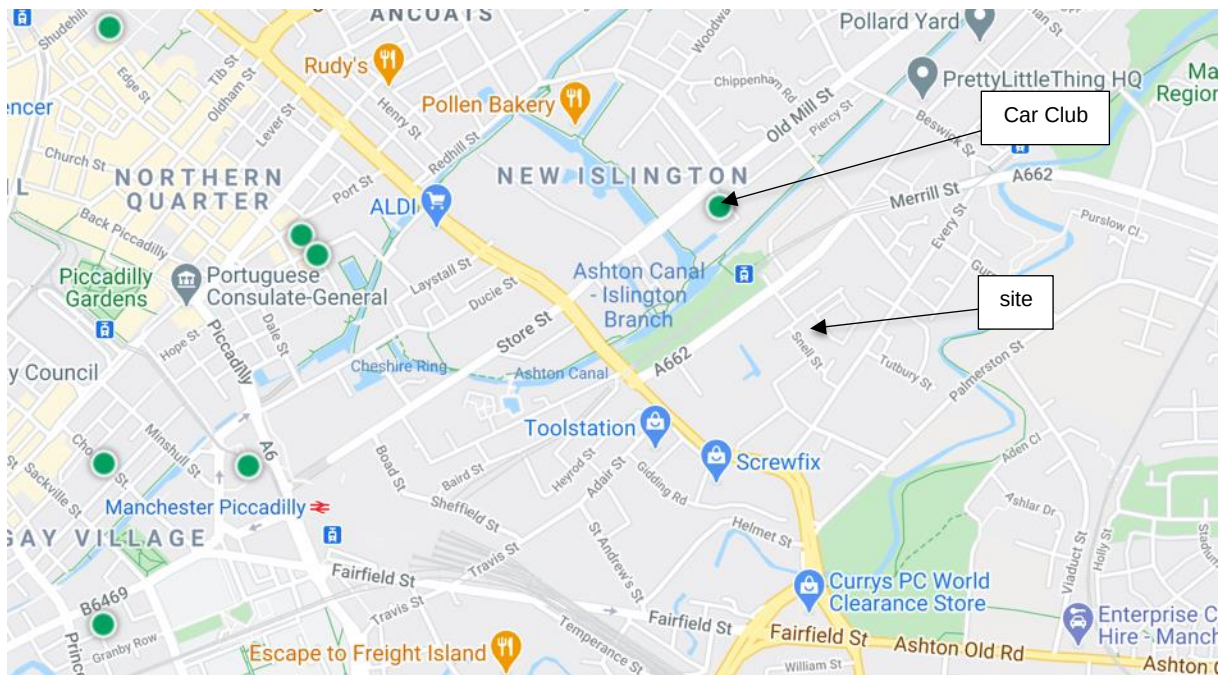


Figure 3.5: Car Club Locations
[source: Enterprise Car Club Website 2021]

Summary & Policy Compliance

- 3.16 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in developments that are located with easy access to employment, local amenities and leisure spaces. The assessment shows that the site occupies a highly sustainable location from which residents can meet their daily needs by sustainable modes, without the need to use a car.
- 3.17 The assessment also shows that the site has an exceptional level of accessibility by public transport. The site has a GMAL of 8, which is the highest level of accessibility found in Greater Manchester.
- 3.18 Paragraph 92 of NPPF (2019) states that planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraphs 103 and 104, which support developments in sustainable locations which have a mix of uses across an area to minimise the number and length of journeys needed.
- 3.19 Local and national policy is supported by 2020 DfT² vision on how a net zero transport system will be achieved, including a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. Delivering residential developments in sustainable and accessible locations, such as this area of the city, with reduced levels of parking is key to achieving this.
- 3.20 The assessment shows that the site is well located to allow residents to live sustainable and active lives without needing to use a car to undertake their regular daily trips.

² DfT (2020), Decarbonising Transport: Setting the Challenge

4. Traffic Impact

TRICS Guidance

- 4.1 In October 2019 TRICS³ released a study that examined the importance of regions and location types on trip rate variables. TRICS Good Practice advice had always maintained that users should refrain from deselecting sites by geographical region, despite many Local Highway Authorities supporting this method. The study re-emphasises this advice and the research shows that the location type, accessibility level and car ownership level are more important variables than region when examining trip generation.
- 4.2 TRICS published an updated version of the Good Practice Guide in 2021⁴. The updated user guide explicitly retains the instruction that sites should not be excluded based on region.

TRICS Assessment

- 4.3 In line with the guidance set out above, the following assessment parameters have been set for the TRICS assessment.
- TRICS Use: 03 – Residential / C – Houses Privately Owned
 - Regions: All selected
 - Location: Edge of Town Centre only
 - London Sites: Only sites where PTAL / GMAL level is the same or worse than the proposal site selected
- 4.4 The TRICS output is attached as Appendix C. Table 4.1 provides a summary of the TRICS sites in the forecast.

Reference	Town / City	Location	Units	Parking	Rate	PTAL
CB-03-A-05	Penrith	Edge of Town Centre	50	117	234%	
GA-03-A-04	Athenry	Edge of Town Centre	21	30	143%	
HO-03-A-02	Hounslow	Edge of Town Centre	50	63	126%	3
LC-03-A-30	Blackpool	Edge of Town Centre	24	40	167%	
LN-03-A-04	Lincoln	Edge of Town Centre	30	66	220%	
NY-03-A-12	Northallerton	Edge of Town Centre	47	78	166%	
PS-03-A-01	Welshpool	Edge of Town Centre	16	26	163%	
ST-03-A-06	Wolverhampton	Edge of Town Centre	17	19	112%	
WC-03-A-02	Wicklow	Edge of Town Centre	45	250	556%	
WF-03-A-02	Walthamstow	Edge of Town Centre	9	6	67%	5

Table 4.1: TRICS Survey Sites

- 4.5 The TRICS forecast includes two sites located in Greater London. None of the sites are located in the central area of the city and none are located in the congestion zone.
- 4.6 An assessment to compare the accessibility levels of the London sites with that of the proposal has been undertaken. While PTAL and GMAL assessments are undertaken using exactly the same method, the index score and final rank levels are slightly different. Table 4.2 shows how the PTAL and GMAL ranking methods compare.
- 4.7 The site has a GMAL of 8, with a site score of 33.92. Table 4.2 shows that using PTAL the site would have a score of 6a. The site has a higher PTAL score than both of the Greater London

³ TRICS (2019), A Comparison of Vehicular Trip Rate Variation by TRICS Regions & Location Types

⁴ TRICS (2021), Good Practice Guide

sites that are included in the TRICS assessment. This means that the inclusion of the Greater London site is appropriate.

PTAL Rank	PTAL Index	GMAL Rank	GMAL Index
6b	40.01+	8	25.0+
6a	25.01 to 40.0	8	
5	20.01 to 25.0	7	17.6 to 25.0
4	15.01 to 25.0		

Table 4.2: PTAL & GMAL Ranking Comparison

- 4.8 All of the sites in the TRICS survey include site parking, with an average parking rate of 225%. The proposal has a parking level of 100% and the inclusion of sites with significantly more parking would lead to an artificially high level of car trips. To compensate for this, sites with parking levels above 200% have been removed from the assessment. This results in an average parking level of 142%, which is still higher than proposed at the site to provide a robust assessment.
- 4.9 The assessment above shows that the trip rates provide a representative basis for the assessment in terms of location and accessibility levels. The inclusion of sites with higher site parking levels means that the trip rates are robust and are likely to result in a higher vehicle trip rate than will realistically occur at the site.

Multimodal Trip Forecast

- 4.10 Table 4.3 shows the development trip generation.

	Person Trip Rate (per unit)			Walking Trip Rate (per unit)			Cycling Trip Rate (per unit)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.31	0.853	1.163	0.06	0.272	0.332	0.005	0.027	0.032
PM Peak Hour	0.793	0.397	1.19	0.266	0.152	0.418	0.027	0.011	0.038
Daily	6.416	5.968	12.384	2.115	2.126	4.241	0.153	0.119	0.272
	Public Transport Trip Rate (per unit)			Vehicle Trip Rate (per unit)			OGV Trip Rate (per unit)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.011	0.092	0.103	0.163	0.283	0.446	0.016	0.016	0.032
PM Peak Hour	0.087	0.011	0.098	0.304	0.168	0.472	0.005	0.005	0.01
Daily	0.635	0.459	1.094	2.665	2.486	5.151	0.063	0.063	0.126

	Person Trip Rate (per unit)			Walking Trip Rate (per unit)			Cycling Trip Rate (per unit)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	3	8	10	1	2	3	0	0	0
PM Peak Hour	7	4	11	2	1	4	0	0	0
Daily	58	54	111	19	19	38	1	1	2
	Public Transport Trip Rate (per unit)			Vehicle Trip Rate (per unit)			OGV Trip Rate (per unit)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0	1	1	1	3	4	0	0	0
PM Peak Hour	1	0	1	3	2	4	0	0	0
Daily	6	4	10	24	22	46	1	1	1

Table 4.3: Multimodal Trip Generation

- 4.11 Table 4.3 shows that the proposal will generate a negligible level of traffic in the peak hours, with a maximum of four vehicles. The level of traffic generated by the proposal is broadly the same as the existing site use as shown in Section 2.

Parking Assessment

- 4.12 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Car ownership levels
- 4.13 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits.
- 4.14 The proposal includes a parking space for each dwelling. The appropriateness of this has been considered in line with NPPF guidance.
- 4.15 The assessment shows that the site has a very high level of accessibility by sustainable modes and that residents can meet many of their daily requirements within a 20 minute walk or cycle of their home. The site also has a very high GMAL (8) and access to the tram and bus network is good.
- 4.16 Table 5.3 shows local car ownership data taken from the 2011 Census.

Number of Cars	Proportion of Households
0	57%
1	36%
2+	7%
Car Ownership Level	50%

Table 5.3: Historic Car Ownership Level
[source: SK Transport Statement 2019]

- 4.17 CIHT 2019 guidance advises caution when using historic data to forecast future traffic and parking patterns. This is because recent research shows that car ownership patterns are continuing to change, particularly in central urban locations such as the site.
- 4.18 Notwithstanding the above, 2011 Census data does provide a good starting point from which to assess the ability for residents to live in an area without owning a car and the suitability of a development's parking level.
- 4.19 The historic data shows that the car ownership level in the area is 50%. The development proposes 100% parking level, meaning that if demand levels are the same as historically found in the area the level of parking will comfortably accommodate demand.
- 4.20 The streets surrounding the site are subject to existing parking controls that will limit the opportunity for nuisance, overspill parking. The parking controls will assist in reducing any amenity or road safety effects.

Policy Compliance

- 4.21 The assessment shows that the proposal will generate a negligible level of traffic and that the parking level is appropriate for the location.
- 4.22 Paragraph 109 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment shows that the proposed development will not have a severe impact on highway operation or road safety.

5. Conclusions

- 5.1 SK has been appointed to examine the transport implications of developing nine dwellings on a site off Snell Street in the New Islington area of Manchester. The site is currently occupied by a warehouse / industrial unit and area of hardstanding for parking.
- 5.2 The assessment has been prepared in line with local, regional and national assessment guidance using standard appraisal methods.
- 5.3 The accessibility analysis shows that the site is well located to allow residents to easily access key activity destinations in Manchester city centre and beyond by sustainable modes. Access can be gained to frequent bus, tram and train services and the site has a GMAL of 8. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a short sustainable trip length of their home.
- 5.4 The proposal provides 100% parking with each dwelling provided with an EV charging point and cycle parking space. The assessment shows that the level of parking is more than sufficient to meet typical resident requirements and that the local parking controls will remove amenity and road safety effects.
- 5.5 The traffic impact and road safety assessments show that the proposal will not have an impact on highway operation or road safety patterns.
- 5.6 It is concluded that the proposed development meets the requirements of local and national policy, and that the proposal will generate an insignificant level of traffic, will not have a severe

impact on highway operation or unacceptable effects on road safety, when examined in the context of NPPF.

Appendix A

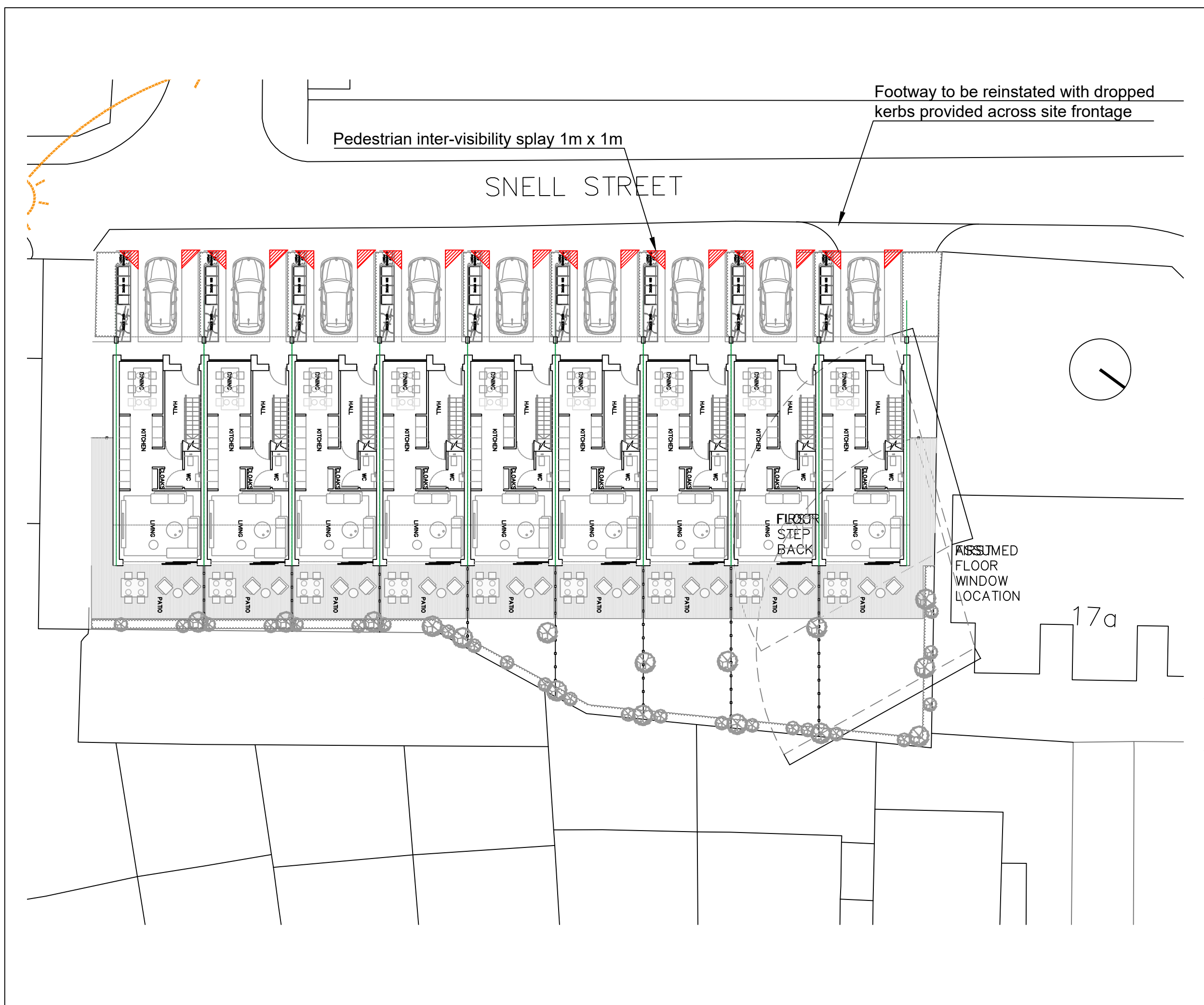


CHESHIRE	SURREY	SHEFFIELD	MANCHESTER	LIVERPOOL
Market Court 20-24 Church St Altrincham WA14 4DW 0161 929 7622	100 High St Esher Surrey KT10 9QJ 01372 203 335	Electric Works 3 Concourse Way Sheffield S1 2BJ 0114 250 7983	All Work and Social XYZ Building 2 Hardman Boulevard M3 3AQ 0161 929 7622	AvenueHQ 17 Mann Island Liverpool L3 1BP 0151 662 0122

SNELL STREET
BROOKFINCH

PROPOSED SITE PLAN
DWG: 20096 (PL) 010 A
DATE: 26.03.21
SCALE: 1:200 @ A3
DRAWN: SI

Appendix B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22114-002

Snell Street, Manchester

Drawing Title

Proposed driveway arrangement showing pedestrian inter-visibility

Scale at A3

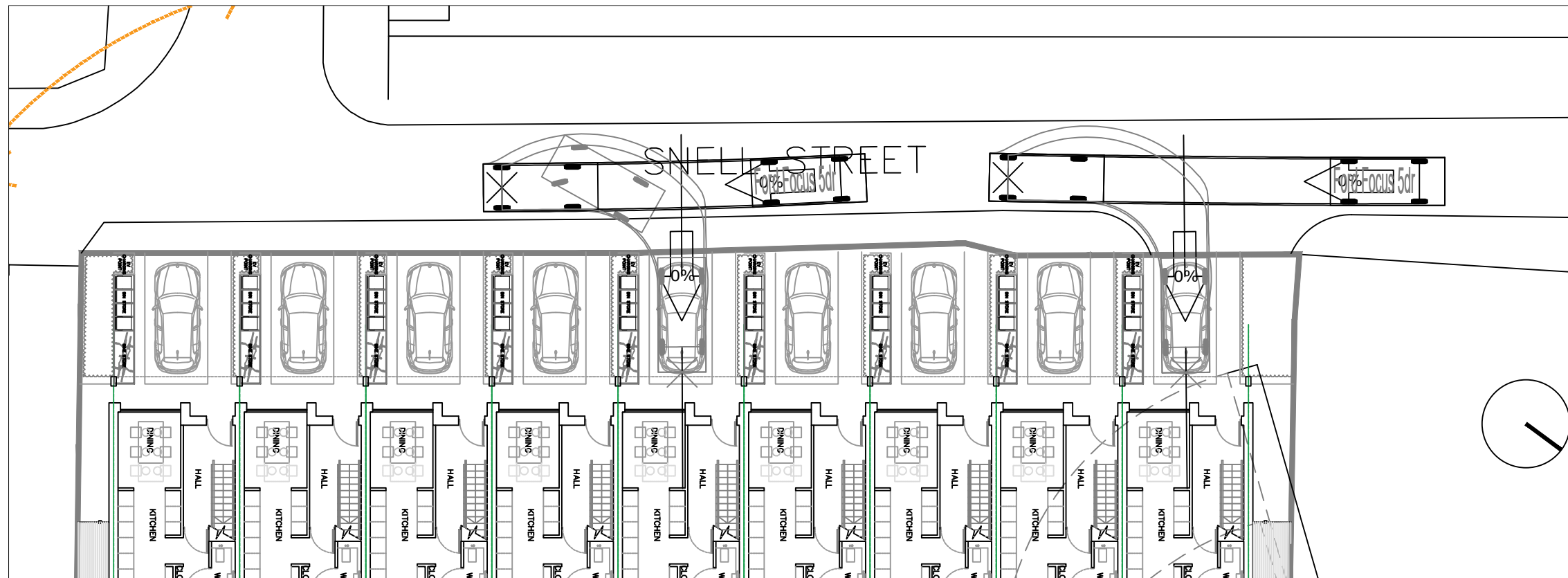
1:200

Drawn	Approved
JAT	LGS

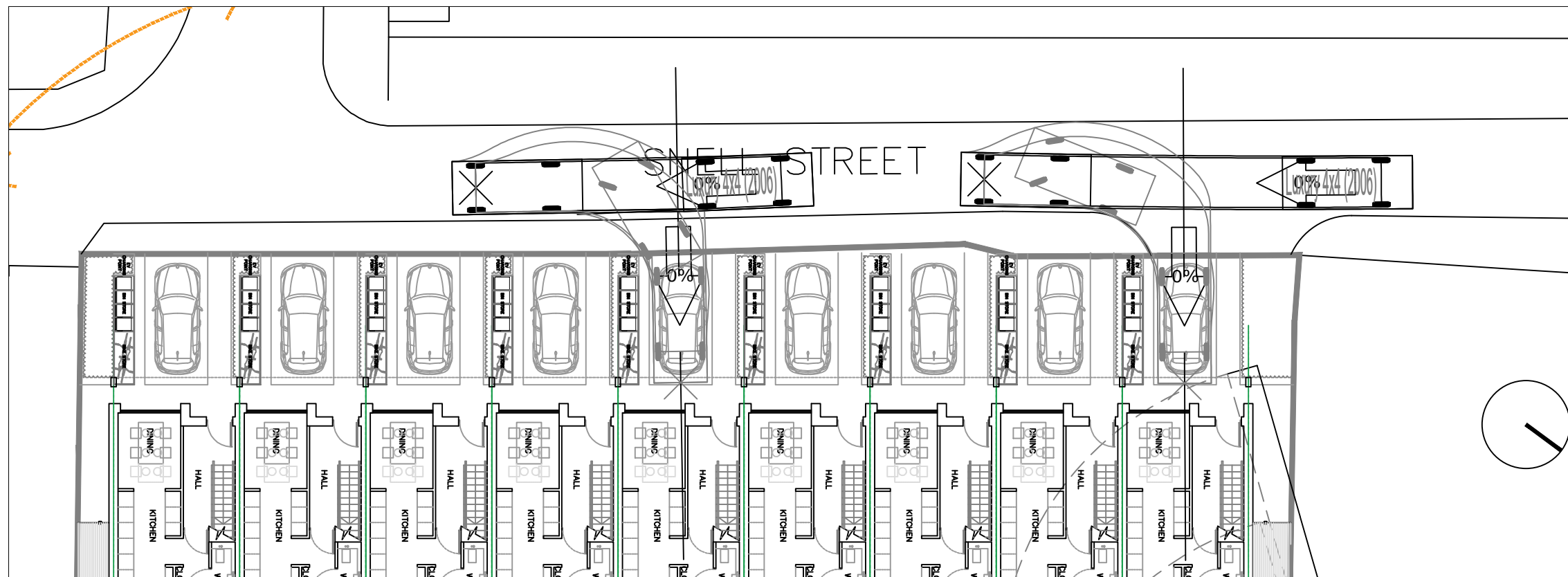
Check	Date
LGS	01.04.21

SK SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Sample driveway tracking - standard car (Ford Focus)



Sample driveway tracking - oversize car (Range Rover)



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profiles

Ford Focus 5dr	4.378m
Overall Length	1.825m
Overall Width	1.487m
Overall Body Height	0.248m
Min Body Ground Clearance	1.709m
Max Track Width	2.00 sec
Lock to Lock Time	5.350m
Kerb to Kerb Turning Radius	

Luxury 4x4 (2006)	4.972m
Overall Length	2.034m
Overall Width	1.905m
Overall Body Height	0.279m
Min Body Ground Clearance	1.884m
Max Track Width	4.00 sec
Lock to Lock Time	5.800m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number	SK22114-001
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Snell Street, Manchester

Drawing Title	Swept Path Analysis Driveways
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Scale at A3	1:200
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Drawn	JAT	Approved	LGS
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Check	LGS	Date	01.04.21
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	SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509
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Appendix C

Calculation Reference: AUDIT-443201-210318-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
	WF WALTHAM FOREST	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	PS POWYS	1 days
12	CONNAUGHT	
	GA GALWAY	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: 9 to 50 (units:)
Range Selected by User: 4 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: 01/01/12 to 05/11/19

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	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	7
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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	6
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 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	4 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 7 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	5 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	GA-03-A-04	SEMI DET. & BUNGALOWS	GALWAY
	R347 CAHEROYN ROAD		
	ATHENRY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: TUESDAY	09/10/12	Survey Type: MANUAL
2	HO-03-A-02	MIXED HOUSES	HOUNSLOW
	HIBERNIAN ROAD		
	HOUNSLOW		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
3	LC-03-A-30	SEMI-DETACHED	LANCASHIRE
	WATSON ROAD		
	BLACKPOOL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
4	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE		
	NORTHALLERTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
5	PS-03-A-01	MIXED HOUSES	POWYS
	BRYN GLAS		
	WELSHPOOL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
6	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD		
	WOLVERHAMPTON		
	BLAKENHALL		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
7	WF-03-A-02	SEMI DETACHED & TERRACED	WALTHAM FOREST
	PALMERSTON ROAD		
	WALTHAMSTOW		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: THURSDAY	06/06/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-A-05	Parking level above 200%
LN-03-A-04	Parking level above 200%
WC-03-A-02	Parking level above 200%

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	7	26	0.092	7	26	0.217	7	26	0.309
08:00 - 09:00	7	26	0.163	7	26	0.283	7	26	0.446
09:00 - 10:00	7	26	0.136	7	26	0.152	7	26	0.288
10:00 - 11:00	7	26	0.114	7	26	0.147	7	26	0.261
11:00 - 12:00	7	26	0.136	7	26	0.136	7	26	0.272
12:00 - 13:00	7	26	0.212	7	26	0.234	7	26	0.446
13:00 - 14:00	7	26	0.174	7	26	0.163	7	26	0.337
14:00 - 15:00	7	26	0.168	7	26	0.185	7	26	0.353
15:00 - 16:00	7	26	0.190	7	26	0.120	7	26	0.310
16:00 - 17:00	7	26	0.212	7	26	0.141	7	26	0.353
17:00 - 18:00	7	26	0.304	7	26	0.168	7	26	0.472
18:00 - 19:00	7	26	0.239	7	26	0.168	7	26	0.407
19:00 - 20:00	2	30	0.237	2	30	0.169	2	30	0.406
20:00 - 21:00	2	30	0.288	2	30	0.203	2	30	0.491
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.665			2.486				5.151

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:	9 - 50 (units:)
Survey date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

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	7	26	0.005	7	26	0.005	7	26	0.010
08:00 - 09:00	7	26	0.016	7	26	0.016	7	26	0.032
09:00 - 10:00	7	26	0.011	7	26	0.005	7	26	0.016
10:00 - 11:00	7	26	0.000	7	26	0.005	7	26	0.005
11:00 - 12:00	7	26	0.005	7	26	0.000	7	26	0.005
12:00 - 13:00	7	26	0.005	7	26	0.011	7	26	0.016
13:00 - 14:00	7	26	0.011	7	26	0.011	7	26	0.022
14:00 - 15:00	7	26	0.000	7	26	0.000	7	26	0.000
15:00 - 16:00	7	26	0.005	7	26	0.005	7	26	0.010
16:00 - 17:00	7	26	0.000	7	26	0.000	7	26	0.000
17:00 - 18:00	7	26	0.005	7	26	0.005	7	26	0.010
18:00 - 19:00	7	26	0.000	7	26	0.000	7	26	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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/A - HOUSES 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	7	26	0.000	7	26	0.011	7	26	0.011
08:00 - 09:00	7	26	0.005	7	26	0.027	7	26	0.032
09:00 - 10:00	7	26	0.005	7	26	0.005	7	26	0.010
10:00 - 11:00	7	26	0.011	7	26	0.022	7	26	0.033
11:00 - 12:00	7	26	0.005	7	26	0.000	7	26	0.005
12:00 - 13:00	7	26	0.011	7	26	0.011	7	26	0.022
13:00 - 14:00	7	26	0.011	7	26	0.000	7	26	0.011
14:00 - 15:00	7	26	0.005	7	26	0.005	7	26	0.010
15:00 - 16:00	7	26	0.000	7	26	0.000	7	26	0.000
16:00 - 17:00	7	26	0.011	7	26	0.016	7	26	0.027
17:00 - 18:00	7	26	0.027	7	26	0.011	7	26	0.038
18:00 - 19:00	7	26	0.011	7	26	0.011	7	26	0.022
19:00 - 20:00	2	30	0.034	2	30	0.000	2	30	0.034
20:00 - 21:00	2	30	0.017	2	30	0.000	2	30	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.119			0.272

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/A - HOUSES 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	7	26	0.033	7	26	0.098	7	26	0.131
08:00 - 09:00	7	26	0.060	7	26	0.272	7	26	0.332
09:00 - 10:00	7	26	0.087	7	26	0.130	7	26	0.217
10:00 - 11:00	7	26	0.071	7	26	0.076	7	26	0.147
11:00 - 12:00	7	26	0.120	7	26	0.114	7	26	0.234
12:00 - 13:00	7	26	0.071	7	26	0.109	7	26	0.180
13:00 - 14:00	7	26	0.163	7	26	0.201	7	26	0.364
14:00 - 15:00	7	26	0.114	7	26	0.109	7	26	0.223
15:00 - 16:00	7	26	0.234	7	26	0.103	7	26	0.337
16:00 - 17:00	7	26	0.174	7	26	0.136	7	26	0.310
17:00 - 18:00	7	26	0.266	7	26	0.152	7	26	0.418
18:00 - 19:00	7	26	0.163	7	26	0.185	7	26	0.348
19:00 - 20:00	2	30	0.356	2	30	0.288	2	30	0.644
20:00 - 21:00	2	30	0.203	2	30	0.153	2	30	0.356
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.115			2.126			4.241		

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/A - HOUSES 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	7	26	0.000	7	26	0.065	7	26	0.065
08:00 - 09:00	7	26	0.011	7	26	0.092	7	26	0.103
09:00 - 10:00	7	26	0.005	7	26	0.065	7	26	0.070
10:00 - 11:00	7	26	0.016	7	26	0.011	7	26	0.027
11:00 - 12:00	7	26	0.000	7	26	0.049	7	26	0.049
12:00 - 13:00	7	26	0.033	7	26	0.011	7	26	0.044
13:00 - 14:00	7	26	0.038	7	26	0.022	7	26	0.060
14:00 - 15:00	7	26	0.016	7	26	0.011	7	26	0.027
15:00 - 16:00	7	26	0.038	7	26	0.033	7	26	0.071
16:00 - 17:00	7	26	0.054	7	26	0.027	7	26	0.081
17:00 - 18:00	7	26	0.087	7	26	0.011	7	26	0.098
18:00 - 19:00	7	26	0.049	7	26	0.011	7	26	0.060
19:00 - 20:00	2	30	0.169	2	30	0.051	2	30	0.220
20:00 - 21:00	2	30	0.119	2	30	0.000	2	30	0.119
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.635			0.459			1.094

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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	7	26	0.136	7	26	0.418	7	26	0.554
08:00 - 09:00	7	26	0.310	7	26	0.853	7	26	1.163
09:00 - 10:00	7	26	0.261	7	26	0.413	7	26	0.674
10:00 - 11:00	7	26	0.245	7	26	0.315	7	26	0.560
11:00 - 12:00	7	26	0.299	7	26	0.359	7	26	0.658
12:00 - 13:00	7	26	0.418	7	26	0.440	7	26	0.858
13:00 - 14:00	7	26	0.424	7	26	0.424	7	26	0.848
14:00 - 15:00	7	26	0.375	7	26	0.364	7	26	0.739
15:00 - 16:00	7	26	0.592	7	26	0.288	7	26	0.880
16:00 - 17:00	7	26	0.538	7	26	0.370	7	26	0.908
17:00 - 18:00	7	26	0.793	7	26	0.397	7	26	1.190
18:00 - 19:00	7	26	0.516	7	26	0.429	7	26	0.945
19:00 - 20:00	2	30	0.831	2	30	0.525	2	30	1.356
20:00 - 21:00	2	30	0.678	2	30	0.373	2	30	1.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	6.416			5.968			12.384		

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.