

PROPOSED RESIDENTIAL REDEVELOPMENT
PHOENIX WORKS, CASTLEFIELD, MANCHESTER

Transport Statement

Prepared on behalf of:

DeTRAFFORD
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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by DeTrafford Estates Group to provide transport and highways advice in relation to the redevelopment of a site known as Phoenix Works at Cawdor Street / Ellesmere Street, Castlefield, Manchester.
- 1.1.2 The proposals include the redevelopment of the site to feature 237 residential apartments and ancillary commercial floorspace, along with associated access and parking arrangements.
- 1.1.3 This Transport Statement (TS) has been prepared to inform Manchester City Council (MCC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related implications associated with the scheme.

1.2 Report Structure

- 1.2.1 The structure of this report is as follows:-
- **Section 2** describes the existing conditions on and around the site, including reference to the local highway network, the Traffic Regulation Order (TRO) regime around the site, and a review of the accident record;
 - **Section 3** provides a review of the site's accessibility by sustainable non-car modes of transport, including walking, cycling and public transport;
 - **Section 4** provides a description of the development proposals, including a description of the car and cycle parking provision, site access arrangements and servicing arrangements;
 - **Section 5** sets out the anticipated trip generating potential of the scheme on the local highway network; and
 - **Section 6** summarises the report and concludes that there are no transportation or highway-related reasons why the proposed development should not be granted planning permission.
- 1.2.2 This TS can be viewed in conjunction with the Framework Travel Plan (FTP) and Waste Management Strategy (WMS), both of which have been prepared by Axis and are accompanying documents to this planning application.

2.0 EXISTING CONDITIONS

2.1 Site Location and Existing Use

- 2.1.1 The site is located within the south-western portion of Manchester City Centre (as defined by MCC's Core Strategy) within the Castlefield area. The site is bordered by Ellesmere Street to the north, Bentinck Street to the east, a new residential building (known as Sky Gardens) to the south and a vacant industrial warehouse to the west.
- 2.1.2 The location of the site is also shown on **Plan 2.1**.

Plan 2.1 – Site Location

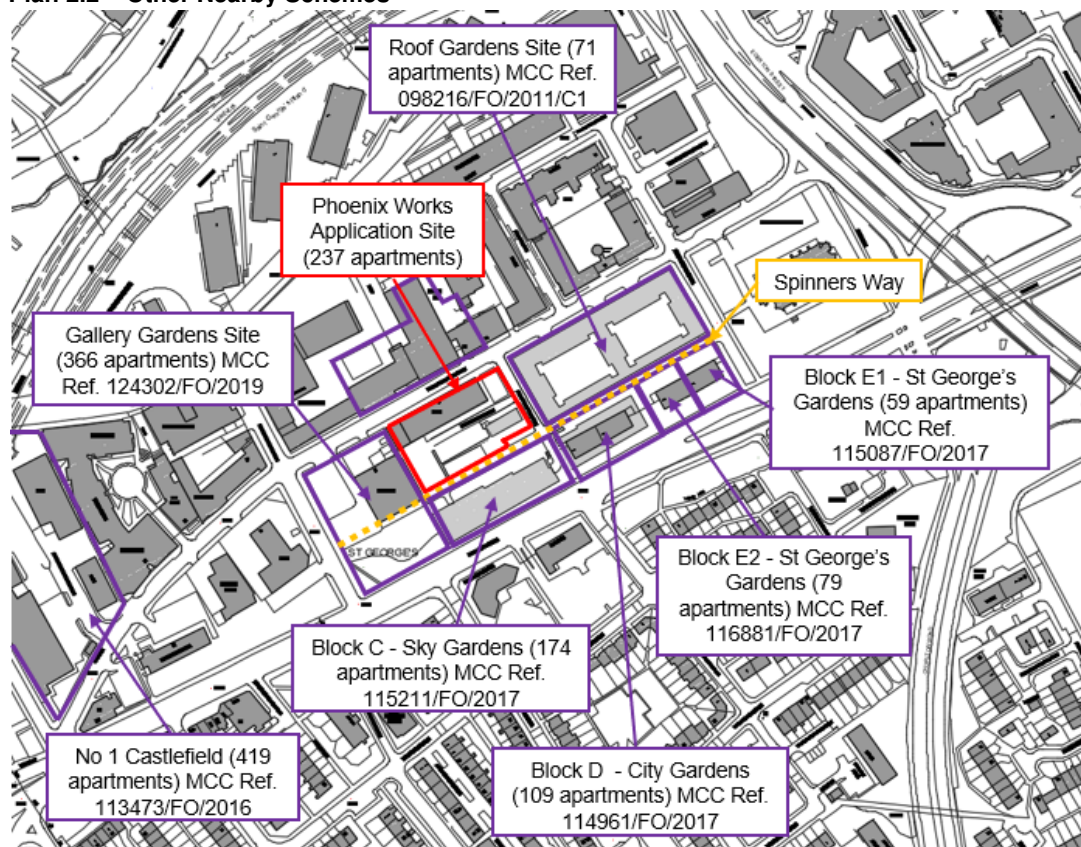


- 2.1.3 At present, the site comprises a building called 'Phoenix House' which previously accommodated a Fine Art Gallery, namely Grove Galleries, and associated office space. This building is currently unoccupied.
- 2.1.4 The small parcel of land located on the eastern side of Phoenix House formerly accommodated a Community Garden space for use by residents in the local area.
- 2.1.5 Furthermore, Cawdor Street is a cul-de-sac which extends west through the centre of the site from Bentinck Street, and provides the current means of access into the site. To the south of Cawdor Street is an area of hardstanding currently used for informal car parking.

2.2 Other Schemes

- 2.2.1 This planning application follows a number of other similar planning applications submitted by the applicant in the local area that have already been approved by MCC and are under construction or pending construction. Collectively, these schemes are known as 'Manchester Gardens'. These are shown below on **Plan 2.2:-**

Plan 2.2 – Other Nearby Schemes



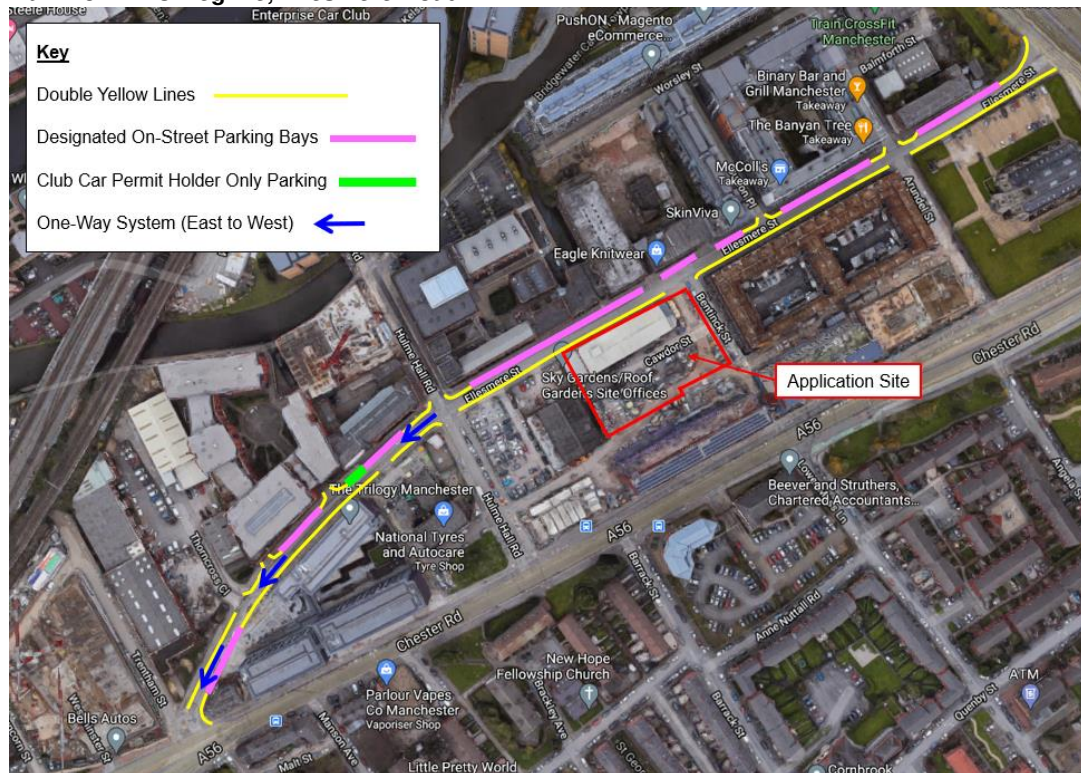
2.3 Local Highway Network

Ellesmere Street

- 2.3.1 Ellesmere Street borders the site to the north and is a local distributor type road which runs in a general east / west alignment between the A57 (M) Mancunian Way northbound on-slip to the east and the A56 Chester Road to the west.
- 2.3.2 Within the vicinity of the application site, Ellesmere Street has a carriageway width of approximately 7.6m, however its width is reduced to approximately 5.6m due to the presence of marked parallel parking bays located along the northern side of the road.

- 2.3.3 There are also wide footways on both sides of the road (circa 2.7m – 3.2m wide). Street lighting is also provided, and Ellesmere Street is subject to a 30mph speed limit.
- 2.3.4 Furthermore, Ellesmere Street is also subject to a one-way system (from east to west) to the west of its junction with Hulme Hall Road. Further details of the Traffic Regulation Order (TRO) regime along Ellesmere Street are illustrated on **Plan 2.3** below:-

Plan 2.3 – TRO Regime, Ellesmere Road



Bentinck Street and Cawdor Street

- 2.3.5 Bentinck Street borders the site to the east and connects to Ellesmere Street via a priority-controlled junction to the north-east of the application site. Bentinck Street is a cul-de-sac and is approximately 5m wide with footways on both sides. It provides access to the western side of the Roof Gardens development and will also serve as one of the vehicle connection points to Spinners Way, a new east-west road that will serve the 'Sky Gardens', 'City Gardens', 'St George's Gardens' and 'Gallery Gardens' schemes.

- 2.3.6 Bentinck Street also provides access to Cawdor Street which extends westwards through the application site. Cawdor Street is public highway maintained by MCC; however, it will be formally stopped up under Section 247 of the Town and Country Planning Act 1990 in order to facilitate the proposed development.

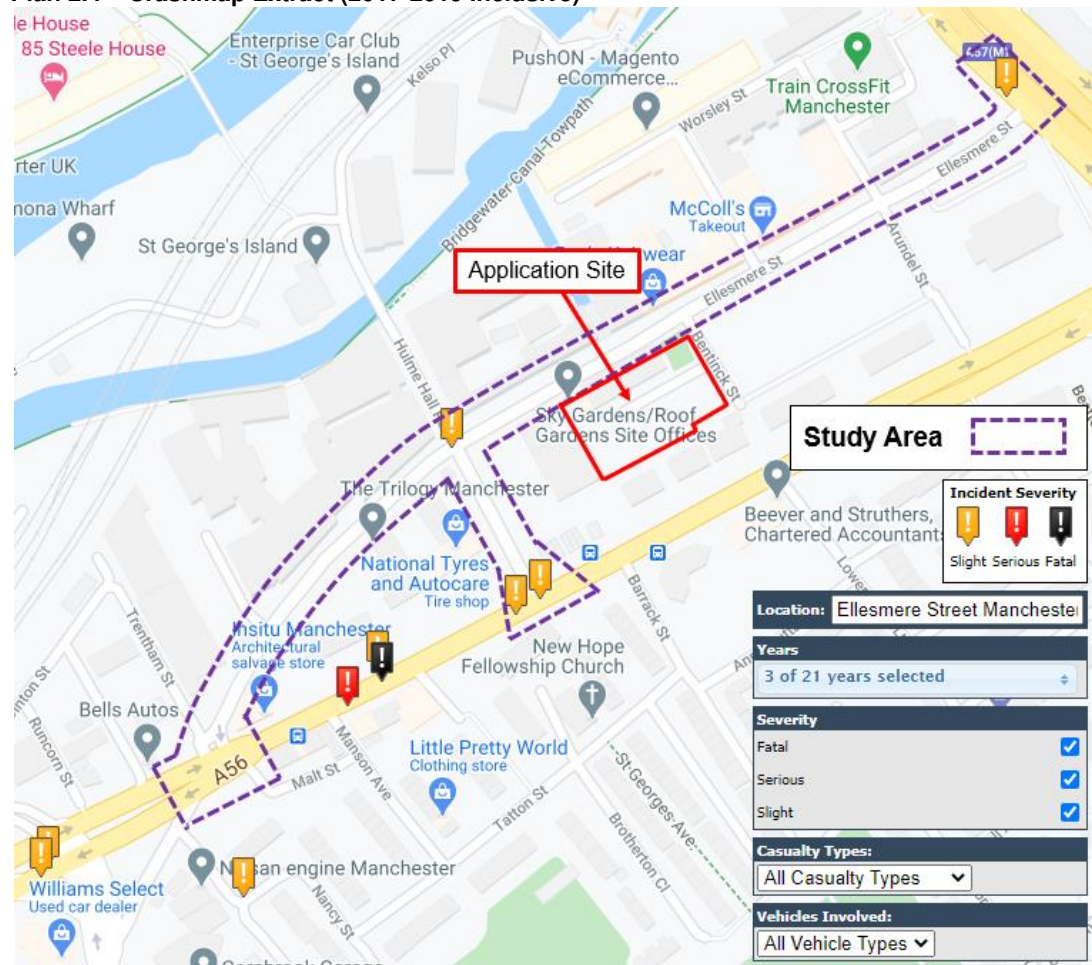
A56 Chester Road

- 2.3.7 The A56 Chester Road is one of the key arterial routes into Manchester City Centre from outlying towns such as Altrincham and Sale. Within the vicinity of the site, the A56 Chester Road has a total carriageway width of approximately 12m.
- 2.3.8 Where Chester Road meets with Hulme Hall Road, the road markings indicate single running lanes in each direction; however, in practice, the road routinely and informally operates under dual lane operation in each direction.
- 2.3.9 Chester Road also serves as a primary bus route into and out of Manchester. It features a circa 1.5m wide on-road cycle lane and a wide (c.2.8m wide) footway along its southern side, and an unsegregated shared foot / cycleway on its northern side. Chester Road is subject to a 30mph speed limit and is well lit by street lighting.

2.4 Highway Safety

- 2.4.1 The online Crashmap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the site for the most recently available three-year period (2017-2019 inclusive). This is shown on **Plan 2.4**.

Plan 2.4 – Crashmap Extract (2017-2019 Inclusive)



2.4.2 As shown on **Plan 2.4**, the following accidents have been recorded within the identified study area between 2017 and 2019 inclusive:-

- 1 'slight' accident at the Ellesmere Street / Hulme Hall Road junction;
- 2 'slight' accidents at the A56 Chester Road / Hulme Hall Road junction; and
- 1 'slight' accident at the Ellesmere Street / A57 (M) Mancunian Way junction.

2.4.3 The evidence presented above therefore indicates that a total of 4 'slight' accidents have been recorded within the vicinity of the application site within the most recently available three-year period. Volumetrically, this equates to just over 1 accident per year, on average.

2.4.4 With regards to the above, the frequency of accidents recorded within the vicinity of the site does not therefore represent a cause for concern or indicate any accident blackspots that could be exacerbated by the proposed development.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRANSPORT

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 103 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduced congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

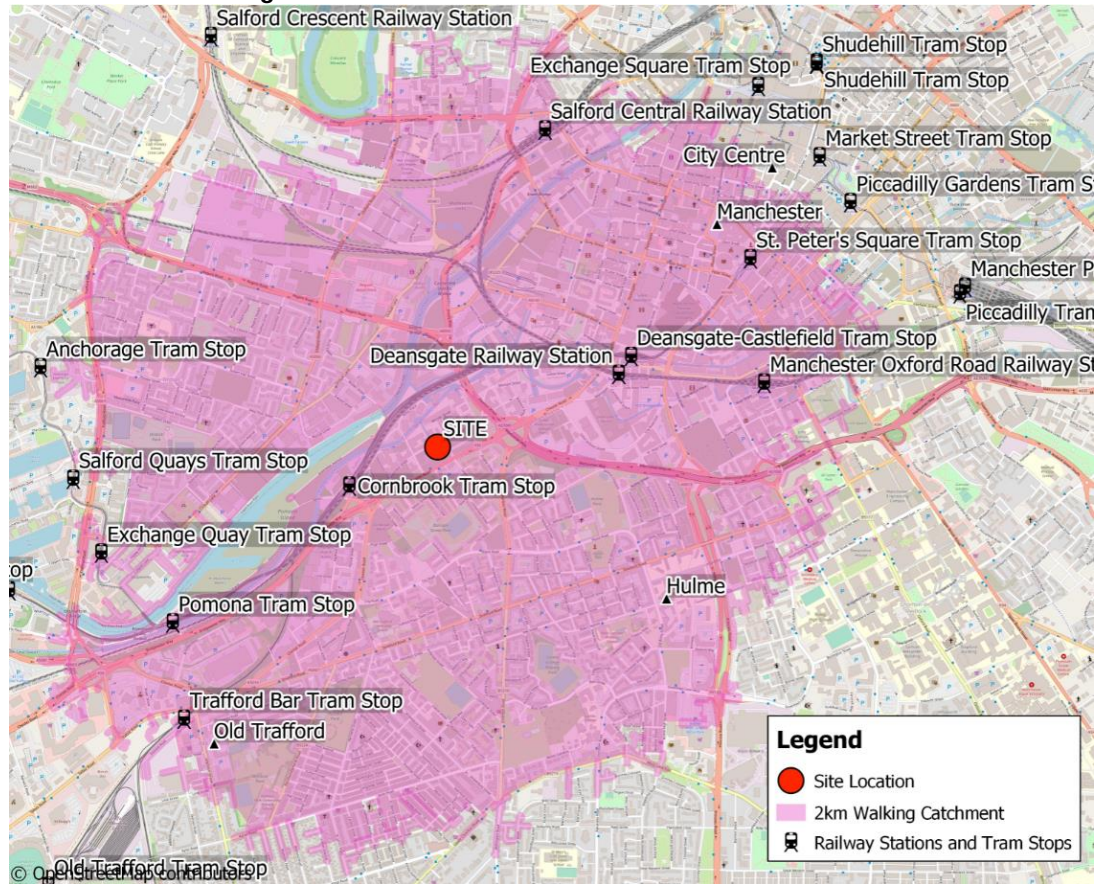
- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian 2km catchment plan has been produced and is illustrated on **Plan 3.1**.

Plan 3.1 – 2km Walking Catchment



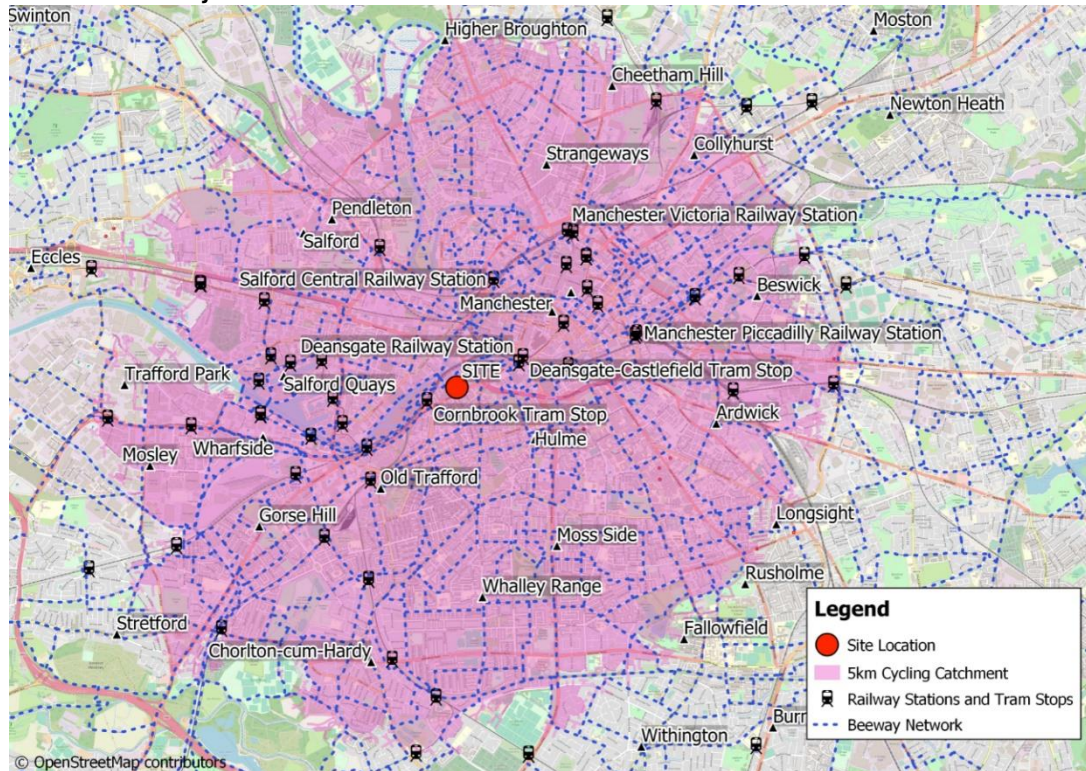
- 3.2.3 **Plan 3.1** demonstrates that the 2km catchment incorporates a large part of Manchester City Centre in addition to surrounding areas such as Hulme, Old Trafford and parts of Salford, amongst others.
- 3.2.4 The site is therefore well located in relation to local services and facilities within and around Manchester City Centre. The site is also within walking distance of numerous public transport facilities including bus stops, tram stops and railway stations. Deansgate Railway Station can be accessed within an 11-minute walk (or 850m walk distance) of the site, whilst Cornbrook tram stop is located within a circa 6-minute walk (650m walk distance) of the site.
- 3.2.5 Furthermore, the surrounding area benefits from a good level of pedestrian infrastructure including wide footways and street lighting. There are two puffin crossings over the A56 Chester Road within the vicinity of the site, located approximately 172m to the east and 85m to the west of Hulme Hall Road.

- 3.2.6 There are also signal controlled pedestrian crossing facilities over the Chester Road / Mancunian Way roundabout (also known as the 'Deansgate Interchange') and almost all of the junctions surrounding the site have dropped kerbs and other pedestrian crossing facilities. Deansgate Interchange has recently been the subject of a suite of improvements (via the Manchester and Salford Inner Relief Route Improvement Scheme (MSIRR)) that improves the safety and experience of cyclists at this location.
- 3.2.7 Natural surveillance is also provided by the surrounding residential, retail and commercial land uses which front the streets adjacent to the site, and which could also be used by prospective residents.
- 3.2.8 It can be reasonably expected that the proposed ancillary commercial floorspace within the proposed development will draw the majority of its workforce from the surrounding local areas, who will be able to commute on foot or utilise the local public transport facilities.
- 3.2.9 With regards to the above, and as might be expected for a site within the defined city centre boundary, the site is therefore highly accessibly on foot.

3.3 Accessibility by Cycle

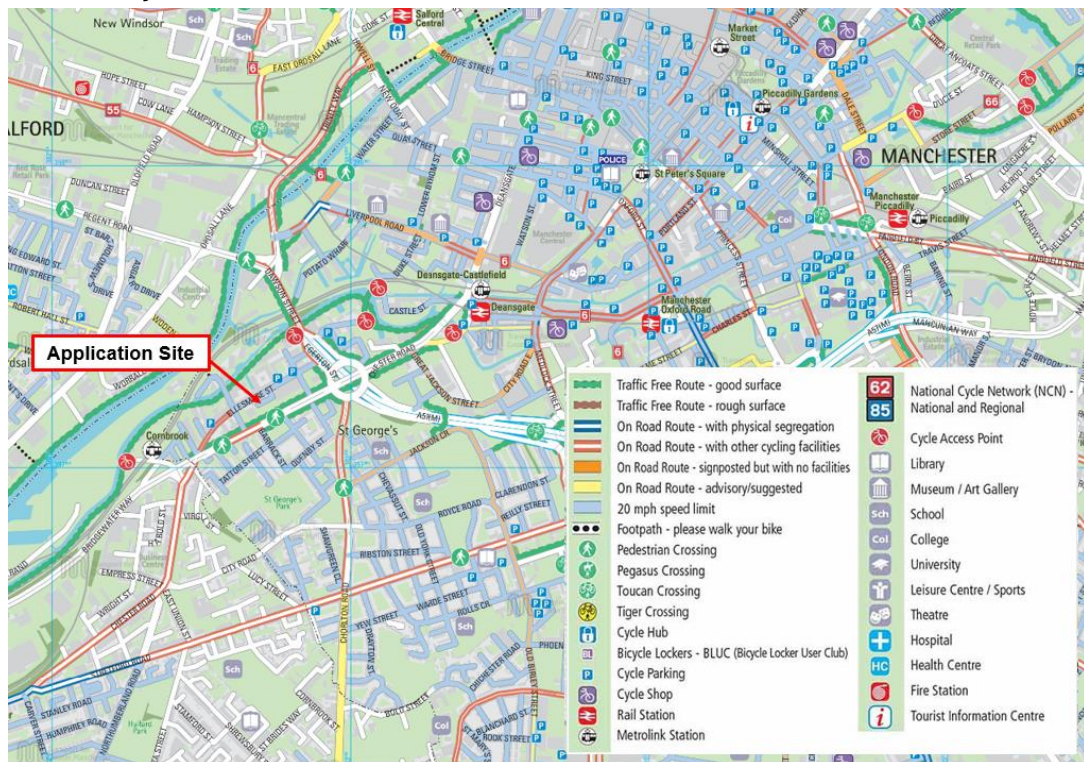
- 3.3.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure so as to improve connectivity between key destinations within Greater Manchester.
- 3.3.2 Greater Manchester's vision is of a city *"fit for the future: a healthy, safe, sustainable city where people want to live, work and visit, and where a well-established cycling culture is integral to the region's health and prosperity"*.
- 3.3.3 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 3.2** shows a 5km cycle catchment for the site.

Plan 3.2 – 5km Cycle Catchment



- 3.3.5 As shown on **Plan 3.2**, the whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Higher Broughton, Cheetham Hill, Fallowfield, Chorlton-cum-Hardy, Trafford Park and Salford, amongst others, can also be accessed within a reasonable cycle distance.
- 3.3.6 The 5km also incorporates Greater Manchester's 'Beeway' Network which has been introduced by TfGM to encourage active travel. The plan shows that the 'Beeway' Network (shown in blue on **Plan 3.2**) provides extensive cycling connections between the site and the surrounding areas of Greater Manchester.
- 3.3.7 There are multiple other local on and off road cycle routes that surround the site, for example; along Dawson Street to the west, the A56 Chester Road, adjacent to the Bridgewater Canal and Great Jackson Street, as shown on **Plan 3.3**.

Plan 3.3 – Cycle Routes Around the Site



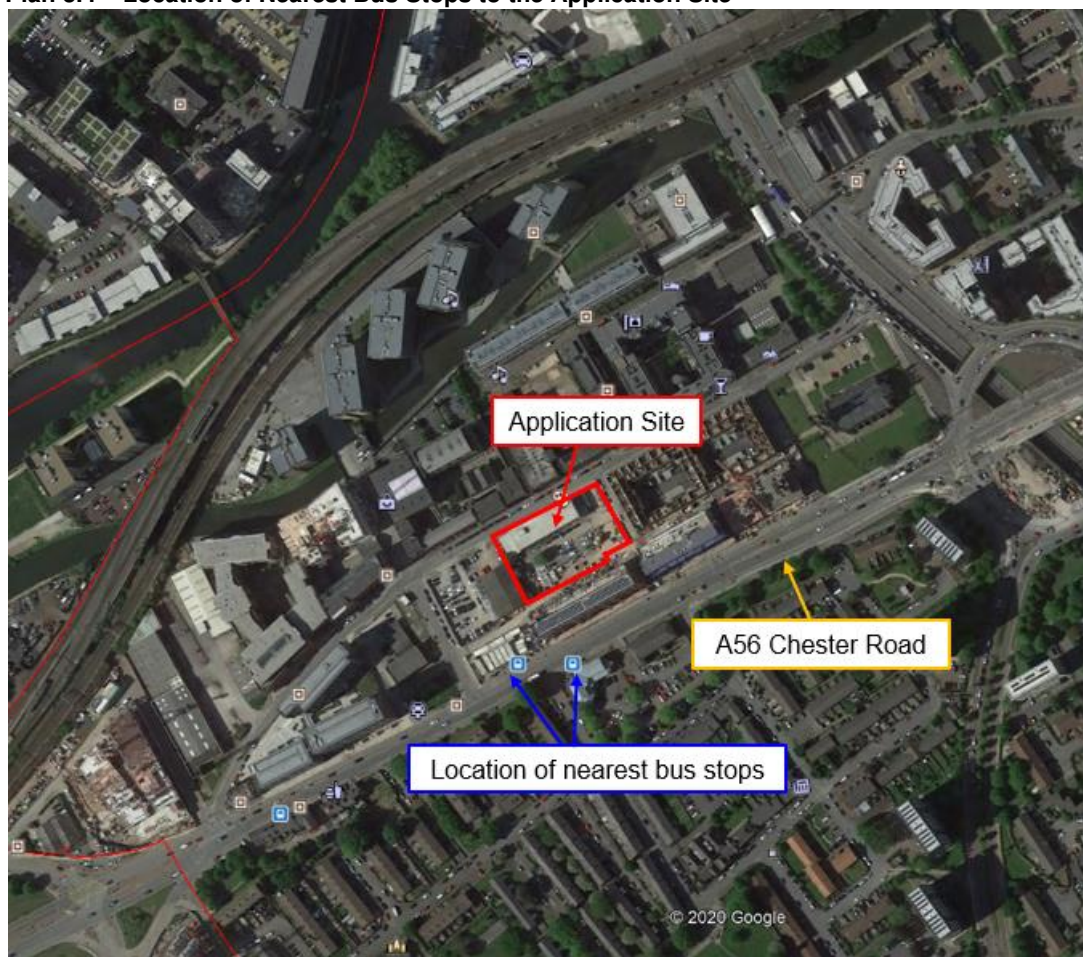
- 3.3.8 **Plan 3.3** demonstrates that there are cycle routes alongside both the Bridgewater Canal and the River Irwell that are easily accessible from the site.
- 3.3.9 Furthermore, National Route 6 is located some 950m to the east of the site on Whitworth Street West / Liverpool Road, running from Watford to Windermere and passes through Manchester along Liverpool Road approximately 600m north east of the site. There is also National Cycle Route 55 located approximately 2km to the west (Sir Matt Busby Way) and 1.2km to the north of the site (Middlewood Street); this route runs from Ironbridge to Preston.
- 3.3.10 It should also be noted that there will be 237 covered and secure cycle parking spaces provided as part of the proposed development, thereby encouraging prospective residents to utilise this mode of transport.
- 3.3.11 With regards to the above, the site is therefore considered to be very highly accessible by cycle.

3.4 Accessibility by Public Transport

Bus Accessibility

- 3.4.1 Guidance within the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.
- 3.4.2 The nearest bus stops are located immediately to the south of the site on the A56 Chester Road within a circa 250m walk distance from the site, and thereby within the CIHT’s lower 300m walk distance threshold.
- 3.4.3 The location of the nearest bus stops in relation to the application site are illustrated on **Plan 3.4**.

Plan 3.4 – Location of Nearest Bus Stops to the Application Site



- 3.4.4 **Table 3.1** details the bus services that serve the nearest stops to the application site and their typical frequencies.

Table 3.1 – Summary of Bus Service Frequencies from the A56 Chester Road

Bus Service	Route Description	Typical Frequency		
		Mon-Fri	Saturdays	Sundays / Bank Holidays
255	Partington – Carrington – Urmston – Piccadilly Gardens	30 mins	30 mins	30 mins
	Piccadilly Gardens – Stretford – Carrington - Partington	30 mins	30 mins	30 mins
X50	Piccadilly Gardens – Trafford Park – The Trafford Centre	20 mins	20 mins	30 mins
	The Trafford Centre – Trafford Park – Piccadilly Gardens	20 mins	20 mins	30 mins
Total Services per Hour		10	10	8

3.4.5 As shown in **Table 3.1**, the bus stops nearest to the site are served by 10 services per hour on Monday – Saturday and 8 services per hour on Sundays / Bank Holidays to locations such as The Trafford Centre, Manchester City Centre, Urmston and Stretford, amongst others.

3.4.6 With regards to the above, the site is therefore accessible by bus.

Rail Accessibility

3.4.7 Deansgate Railway Station is located approximately 850m to the east of the site and is the nearest railway station to the site.

3.4.8 Deansgate Railway Station provides local services within and around Manchester City Centre, including Manchester Oxford Road, Hazel Grove and Manchester Airport.

3.4.9 Deansgate Railway Station also provides frequent services to further afield destinations within the north west region, including Crewe, Liverpool Lime Street, Blackpool North and Southport.

3.4.10 Trains run throughout the day and evening, 7 days a week. A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly Railway Stations facilitates journeys to further destinations such as London, Nottingham, Leeds, Hull and Sheffield.

3.4.11 The site is therefore considered to be well located to encourage journeys to be made by rail.

Metrolink / Tram Accessibility

3.4.12 The nearest Metrolink Stations to the site are located at Cornbrook (650m walk distance) and Deansgate-Castlefield (900m walk distance).

3.4.13 Both Cornbrook and Deansgate-Castlefield Tram Stops are interchange stations which allow passengers to transfer between other Metrolink services. Furthermore, Deansgate-Castlefield also serves as a rail interchange by integrating with National Rail services from Deansgate Railway Station.

3.4.14 The services that utilise the nearest stops to the site as set out as follows:

- Altrincham to Bury;
- Altrincham to Piccadilly;
- Ashton-under-Lyne to Eccles;
- Bury to Piccadilly;
- Manchester Airport to Victoria;
- Media City UK to Ashton-under-Lyne;
- Cornbrook to intu Trafford Centre; and
- East Didsbury to Rochdale Town Centre.

3.4.15 **Table 3.2** summarises the typical frequencies of all tram lines, as provided by TfGM. It should be noted that for tram stops which have several services running through them (such as Cornbrook and Deansgate-Castlefield), the frequency of trams will increase accordingly.

Table 3.2 – Summary of Metrolink Service Frequencies

Day	Service Frequency for All Lines
Monday to Friday	06:00 to 19:00 every 10 minutes
Saturday	06:00 to 08:00 every 20 minutes 08:00 to 20:00 every 10 minutes 20:00 to 00:00 every 20 minutes
Sunday	07:00 to 23:00 every 15 minutes

3.4.16 The TfGM website also provides a range of online tools to help users plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network, and live travel updates and disruptions.

3.4.17 Based on the above, the site is therefore highly accessible by tram.

3.5 Car Clubs

3.5.1 Car clubs are seen to be a cost-effective and sustainable tool that could also be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership.

3.5.2 Companies such as Enterprise Car Club (www.enterprisecarclub.com) offer memberships in Manchester with a variety of cars parked in designated bays at many locations around the city.

3.5.3 The nearest location, with two designated cars and parking spaces, is located on Ellesmere Street, less than 100m walk distance from the site (shown in green on **Plan 2.3**). In addition, a further two car club bays are planned on Bentinck Street, immediately to the east of the application site, as approved as part of the Sky Gardens scheme.

3.6 Accessibility Summary

3.6.1 With regards to the above, the site is well located to facilitate journeys to the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance of a range of public transport infrastructure.

3.6.2 As such, the site is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable travel modes.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposed development comprises the redevelopment of the site to feature 237 residential apartments and 364m² gross floor area (GFA) of ancillary commercial / retail floorspace.

4.1.2 The apartments will feature the following mix of unit types:

- 23 No. 2 bedroomed Townhouse Duplexes;
- 80 No. 1 bedroomed apartments;
- 122 No. 2 bedroomed apartments; and
- 12 No. 2 bedroomed Penthouse Duplexes.

4.1.3 The proposed site layout plan is contained to the rear of this report in **Appendix A**.

4.2 Proposed Access Arrangements

Vehicular Access

4.2.1 As part of the development proposals, Cawdor Street, which currently runs through the centre of the application site, will be formally stopped up via a Section 247 application.

4.2.2 It is proposed that vehicular access to the proposed development will be undertaken via a newly-created, privately-maintained road which will run in a west-east alignment along the southern boundary of the site, from Hulme Hall Road to the west, and linking to Bentinck Street and Arundel Street to the east.

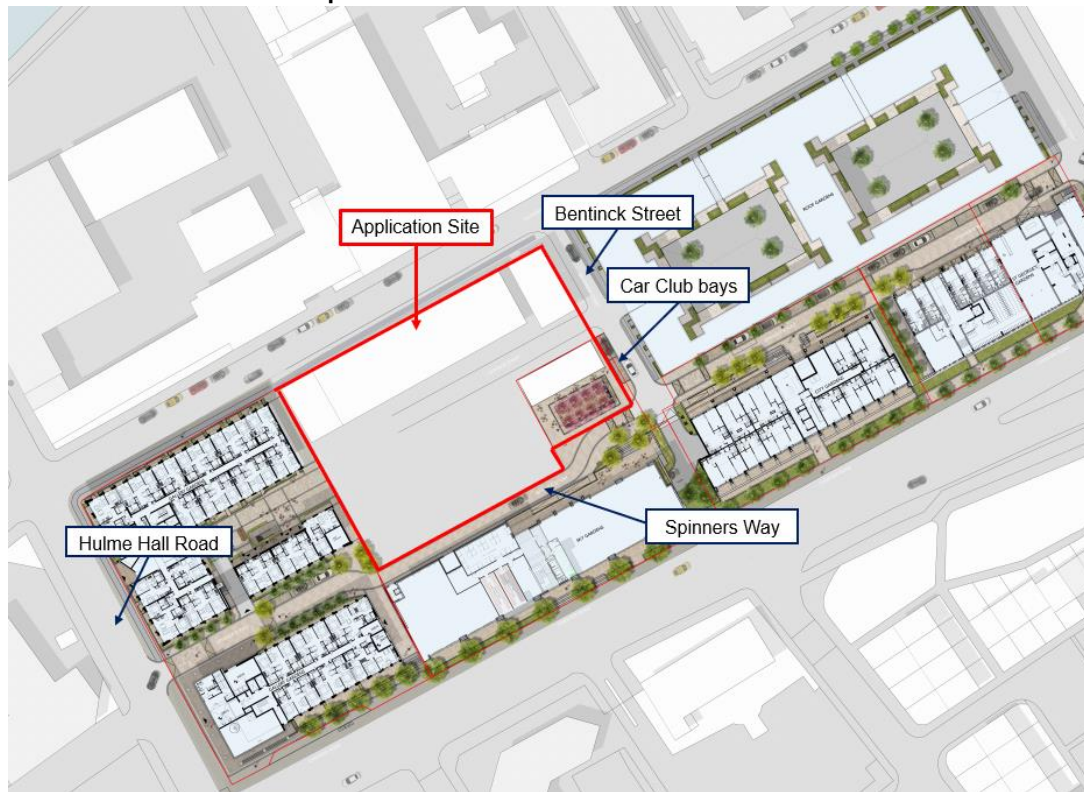
4.2.3 This route was historically a road called Church Street before being stopped up and developed over in the 20th century. It is expected that the new, reopened road will be named 'Spinners Way'.

4.2.4 The road is being brought forward in sections alongside the applicant's other respective redevelopment sites in the area. Each redevelopment site will reopen the route along the respective frontages.

4.2.5 In terms of the section of Spinners Way which borders the application site to the south, this is being brought forward by the approved Sky Gardens redevelopment (Block C) which is located on the opposite side of Spinners Way to the application site and which is currently under construction.

4.2.6 **Plan 4.1** provides a copy of the latest illustrative masterplan including Spinners Way.

Plan 4.1 – Illustrative Masterplan



4.2.7 Vehicular access will be served by a single priority-controlled access (c.2.5m wide) off Spinners Way, to the south west of the site, which will lead into the ground floor parking area.

4.2.8 **Drawing number 2904-01-ATR01** contained in **Appendix B** demonstrates the ability of a large car to satisfactorily access, manoeuvre and egress the car park in a forward gear.

Pedestrian Access

4.2.9 As illustrated on the proposed site plan (**Appendix A**), the primary means of pedestrian access is proposed to the east of the site, off Bentinck Street, which will provide access to the entrance lobby.

4.3 Proposed Car Parking Provision

- 4.3.1 The proposed development includes a car park located on the ground floor which provides space for 11 cars to park, including 1 accessible bay and 2 Electric Vehicle Charging (EVC) bays.
- 4.3.2 As set out above, the car park would be accessed via a priority-controlled access off Spinners Way, to the south of the application site, and the car parking spaces will be for use by residents only (purchased on a first-come, first-served basis). The car park will be kept secure by a roller shutter system, accessed by residents via a 'key fob'.
- 4.3.3 When the proposed number of car parking spaces are expressed as a proportion of the total number of dwellings (237), this represents a provision of 4.6%.
- 4.3.4 Appendix B of MCC's Core Strategy (2012-2027) outlines the appropriate maximum parking standards for new developments. However, paragraph 11.17 of the Core Strategy states:

"The guidance on parking standards does not apply to the City Centre. This is the most accessible location in Greater Manchester, but it is also one which accommodates a complex variety of development. Whilst the appropriate level of parking is always likely to be lower than in other parts of the City, the range of circumstances across City Centre sites means that each case may be different and standards specific to the City Centre are not appropriate."

- 4.3.5 Notwithstanding the above, the Government's latest approach to setting car parking standards is set out within the NPPF (February 2019) which states, in paragraph 105, the following:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development;*
- the type, mix and use of the development;*
- the availability of and opportunities for public transport;*
- local car ownership levels; and*
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 4.3.6 As set out in Section 3 of this report, the site is located in a highly accessible and sustainable location within the defined City Centre boundary, with excellent opportunities for residents, visitors and staff to access the site by sustainable modes of transport, including walking, cycling and public transport.
- 4.3.7 The use of these sustainable transport modes will be encouraged further still through the series of measures that are contained within the Framework Travel Plan (FTP), which is an accompanying document to this planning application. The effect of this will be to minimise single occupancy private car use and encourage travel via more sustainable modes.
- 4.3.8 Furthermore, the proposed level of car parking is consistent with the parking provision approved at other similar residential schemes nearby recently, some of which have been approved with zero parking.
- 4.3.9 Without prejudice to the above, there are two car club spaces located within walking distance of the site along Ellesmere Street which provide the opportunity for prospective residents to rent out a space for an hourly / daily costs at the user's convenience. A further two car club spaces will also be implemented along Bentinck Street as part of the nearby Sky Gardens redevelopment scheme, immediately to the east of the application site.
- 4.3.10 With regards to the above, the proposed car parking provision is considered to be appropriate to the scale and nature of the development, is in-keeping with other residential schemes within Manchester City Centre, and is in accordance with the guidance contained within the NPPF.
- 4.3.11 **Drawing number 2904-01-ATR01** contained in **Appendix B** shows the ability of a large car to safely and satisfactorily access all the car parking spaces located within the application site, without encroaching onto nearby bays. This therefore demonstrates that all car parking bays would be accessible at any one time.

4.4 Proposed Cycle Parking Provision

- 4.4.1 The proposed development includes a safe and secure internal bike store situated on the ground floor, providing space for some 237 bicycles to park. This therefore represents 100% cycle parking provision.

4.5 Servicing Arrangements

- 4.5.1 This TS can be read in conjunction with the site's Waste Management Strategy (WMS) which sets out, in detail, the servicing arrangements of the proposed development in relation to waste collection.
- 4.5.2 In summary, deliveries and servicing vehicles will access the site from an on-street location located along Spinners Way, to the south of the application site, and carry on eastwards towards Bentinck Street and exiting onto Arundel Street. This is considered to be appropriate based on the frequency of service vehicles accessing the site and the fact that Spinners Way would be a very lightly trafficked route, serving only as access to the applicant's adjacent development sites that feature relatively low levels of parking (see **Plan 2.2**).
- 4.5.3 Swept path analysis has been undertaken which demonstrates the ability of a large 11.2m refuse vehicle to satisfactorily negotiate Spinners Way, adjacent to the application site, for the purpose of servicing the site. This is shown on **drawing number 2904-01-ATR02 (Appendix B)**.

5.0 FORECAST TRIP GENERATION

5.1 Introduction

- 5.1.1 This section of the report sets out the weekday AM and PM peak hour traffic generation forecasts associated with the proposed development, with reference to the industry-standard TRICS Database.

5.2 Forecast Trip Generation

- 5.2.1 The level of trips that could be generated by the proposed residential redevelopment of the site has been estimated through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar size and nature contained within the industry-standard TRICS Database (version 7.7.3).
- 5.2.2 It should be noted that no account has been made of the proposed commercial element of the scheme as this will not have dedicated parking facilities, and so is considered to be ancillary to the 'parent' residential use in trip generation terms.
- 5.2.3 Due to the fact that the proposed residential development features a constrained level of parking (4.6%), a normal comparison with the TRICS-based trip rates from those sites will not yield representative traffic forecasts, because the TRICS-based comparator sites have a higher level of available parking provision.
- 5.2.4 Therefore, the peak hour traffic generation forecasts are based on an alternative methodology whereby the temporal proportions of trips observed at the TRICS comparator sites throughout the 3-hour morning and evening periods is applied to the number of parking spaces (11) that will be provided at the proposed development. This methodology essentially assumes that all of the parking spaces will be discharged over the AM period and then will become reoccupied during the PM period.
- 5.2.5 This in turn will present traffic forecasts for the peak hours that are much more reflective of the likely peak hour traffic that would actually be generated by this particular development.
- 5.2.6 The use of this methodology is consistent with that which was adopted in the TS which accompanied the approved planning application of the Gallery Gardens scheme, located to the southwest of the application site.

- 5.2.7 The full methodology is contained in **Appendix C** alongside the TRICS-based trip rates for the other multi-modal non-car modes of transport. Using this method, the resultant trip forecasts are summarised in **Table 5.1**.

Table 5.1 – Forecast Trip Generation - Proposed Residential Use

Mode	AM (08:00-09:00)		PM (17:00-18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	1	5	4	1	13	15
Cyclists	1	3	2	1	11	12
Pedestrians	6	23	22	16	160	178
Public Transport	2	27	20	3	90	89

- 5.2.8 As shown above, the proposed development is forecast to generate 6 two-way vehicle movements in the AM peak hour (1 arrival and 5 departures), and 5 two-way vehicle movements in the PM peak hour (4 arrivals and 1 departure), on average.
- 5.2.9 When assessed volumetrically, this equates to 1 two-way movement every 10 minutes in the AM peak hour and 1 two-way movement every 12 minutes in the PM peak hour, on average.
- 5.2.10 With regards to the above, this level of uplift is considered to be negligible and would not cause detriment to the safety or operation of the local highway network.
- 5.2.11 It should also be noted that this assessment does not account for any reductions associated with the trips that the existing site use could generate under its existing office and gallery uses. In this context, the assessment is therefore considered to be highly robust.

5.3 Development Trip Distribution

- 5.3.1 The estimated distribution of development-related traffic across the local highway network has been based on the same assumptions set out in the TA work for the approved Sky Gardens and Gallery Gardens schemes, immediately adjacent to the application site.
- 5.3.2 The development trip distribution is summarised in **Table 5.2** accordingly.

Table 5.2 – Forecast Development Trip Distribution

Route	Distribution	
	Inbound	Outbound
A57 (M) Mancunian Way	68%	54%
A56 Chester Road (West)	16%	33%
A56 Chester Road (East)	16%	13%
Total	100%	100%

5.3.3 With regards to the above, it is evident that the development-related trips will be quickly dispersed across the local highway network and their impacts will be imperceptible. In this context, it is considered that detailed junction capacity assessments are not necessary.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by DeTrafford Estates Group to provide transport and highways advice in relation to the redevelopment of a site known as Phoenix Works at Cawdor Street / Ellesmere Street, Castlefield, Manchester. The proposals include the development of 237 residential apartments and ancillary commercial floorspace, along with associated access and parking arrangements.
- 6.1.2 This planning application follows a number of other similar planning applications submitted by the applicant in the local area that have already been approved by MCC and are under construction / pending construction.
- 6.1.3 The site is located within the south-western portion of Manchester City Centre (as defined by MCC's Core Strategy) within the Castlefield area. The site is bordered by Ellesmere Street to the north, Bentinck Street to the east, a new residential building (known as Sky Gardens) to the south and a vacant industrial warehouse to the west.
- 6.1.4 The accessibility of the site has been assessed in terms of its accessibility by walking, cycling and public transport. Overall, the site is considered to be very well located, given its location on the periphery of Manchester City Centre and its potential to encourage a large number of trips by non-car modes of transport.
- 6.1.5 The proposed development comprises the redevelopment of the site to feature 237 residential apartments and 364m² GFA of ancillary commercial floorspace. The scheme will also include 11 car parking spaces and 237 cycle parking spaces located on the ground floor, with access provided via a single simple priority-controlled access from the Spinners Way which will run along the site's northern boundary. The car parking includes 1 accessible bay and 2 EVC bays.
- 6.1.6 Furthermore, Cawdor Street, which currently runs through the site, will be formally stopped up under a separate section 247 application.
- 6.1.7 This TS has identified that the proposed level of parking provision will be sufficient to cater for the proposed development. This has been informed by a review of relevant policy, of the site's excellent accessibility by non-car travel modes in addition to a review of car parking provision at other nearby, approved planning applications.

- 6.1.8 Servicing of the proposed development would take place directly from Spinners Way, whereby a waste collection vehicle would wait on-street, adjacent to the application site. This is considered appropriate based on the frequency of service vehicles accessing the site and the fact that Spinners Way would be lightly trafficked.
- 6.1.9 The trip-generating potential of the proposed development has been estimated with reference to the level of car parking that will be provided and the industry-standard TRICS Database. This demonstrates that the proposed development would generate some 6 two-way vehicle movements in the AM peak hour (08:00-09:00) and 5 two-way vehicle movements in the PM peak hour (17:00-18:00). It is considered that this level of uplift would be imperceptible and would not cause detriment to the safety or operation of the local highway network.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in Paragraph 109 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.

APPENDIX A – PROPOSED SITE PLAN

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Figured dimensions only to be taken from this drawing. DO NOT SCALE. All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the architect of any discrepancies prior to any manufacture or construction work.

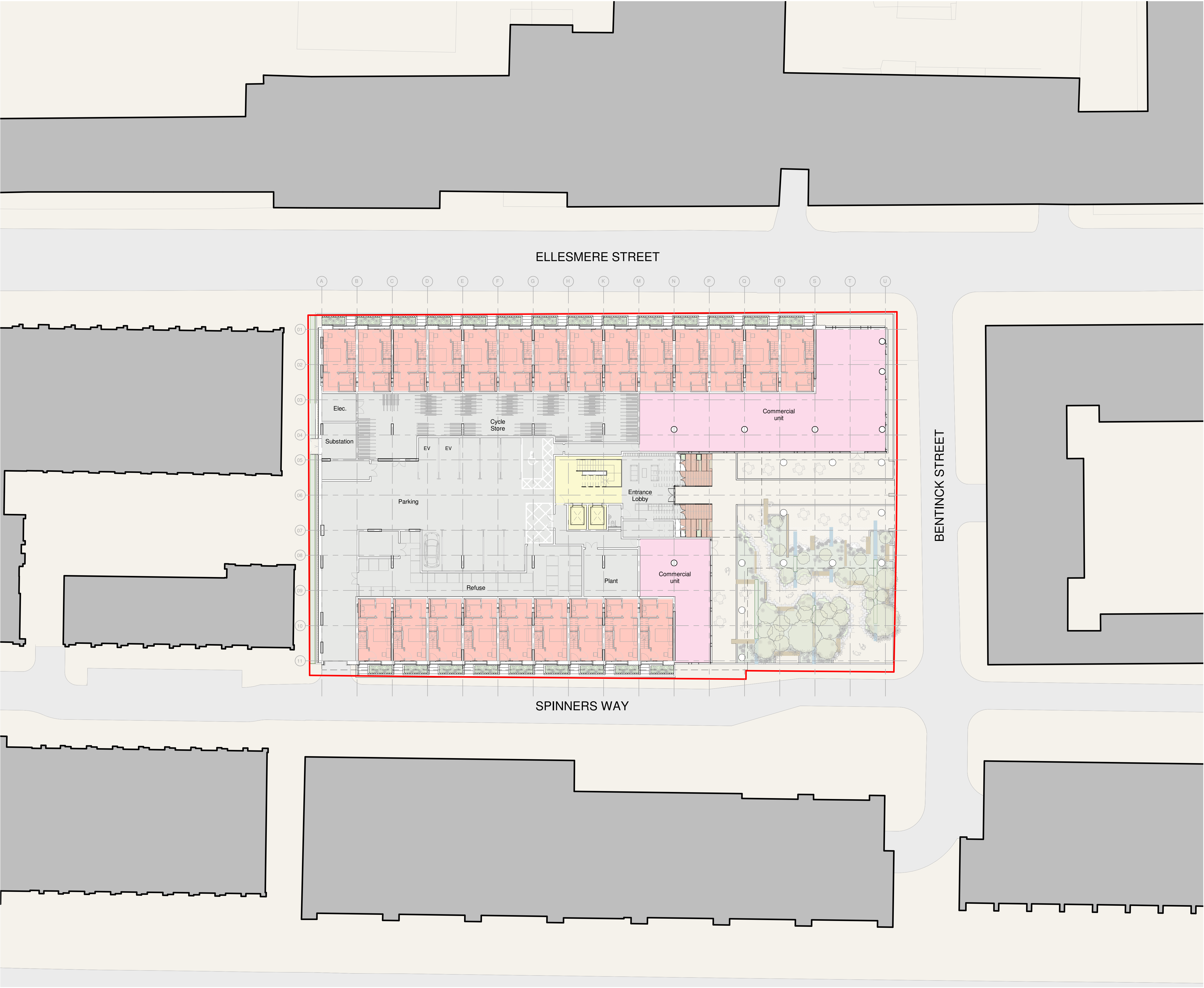
NOTES:

This drawing is issued for information only. All areas and apartment layouts are provisional and subject to change.



NIA

- Commercial Unit
- Core
- Lobby
- Refuse
- Townhouse



P01	Issued for Planning	20.11.20	DM	MB
00	Issued for information	23.08.20	DM	MD
Rev	Description	Date	Dr by	App by

Project Stage

PLANNING

Client:
DE TRAFFORD

Project:
PHOENIX WORKS

Drawing Title:
Ground Floor GA

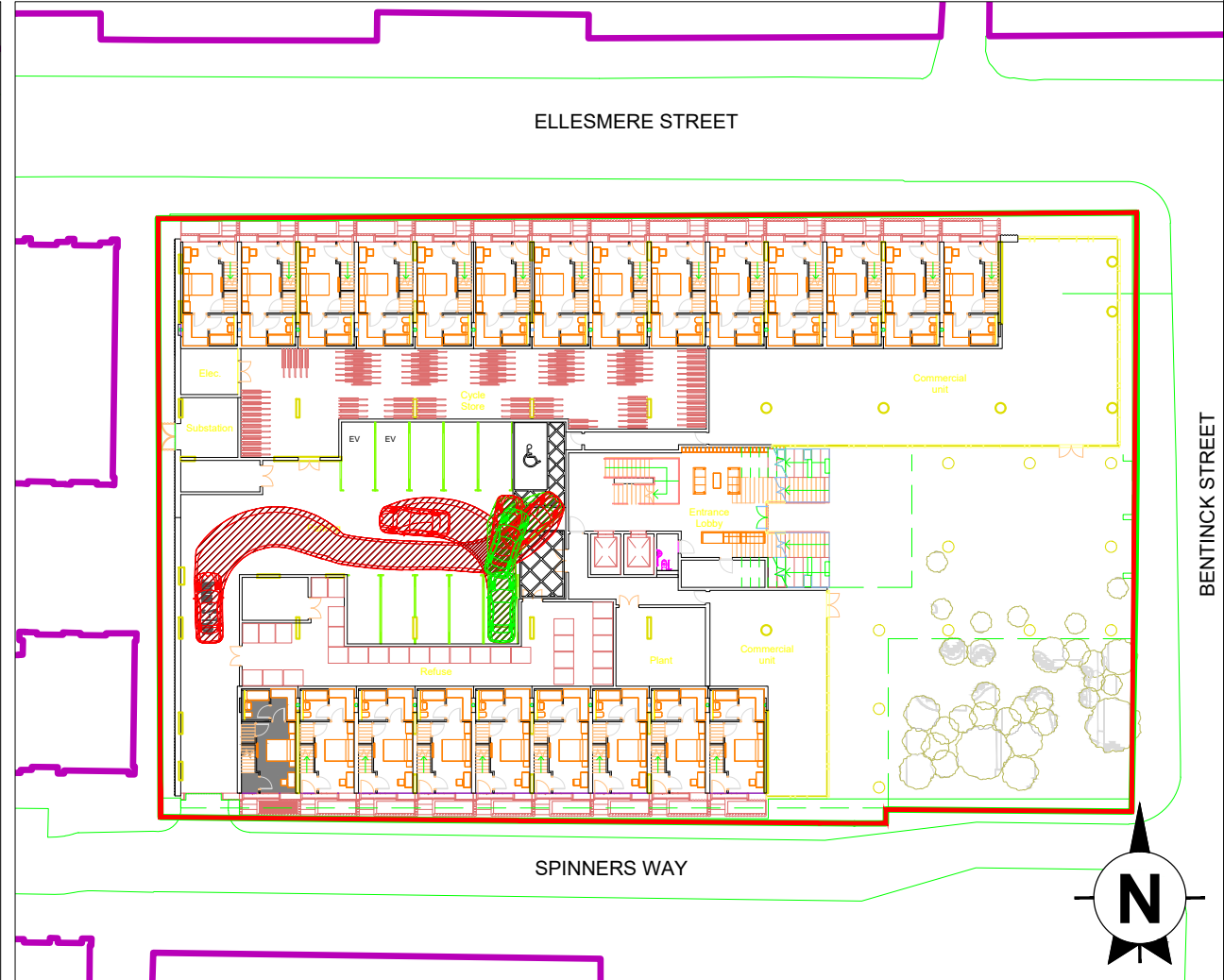
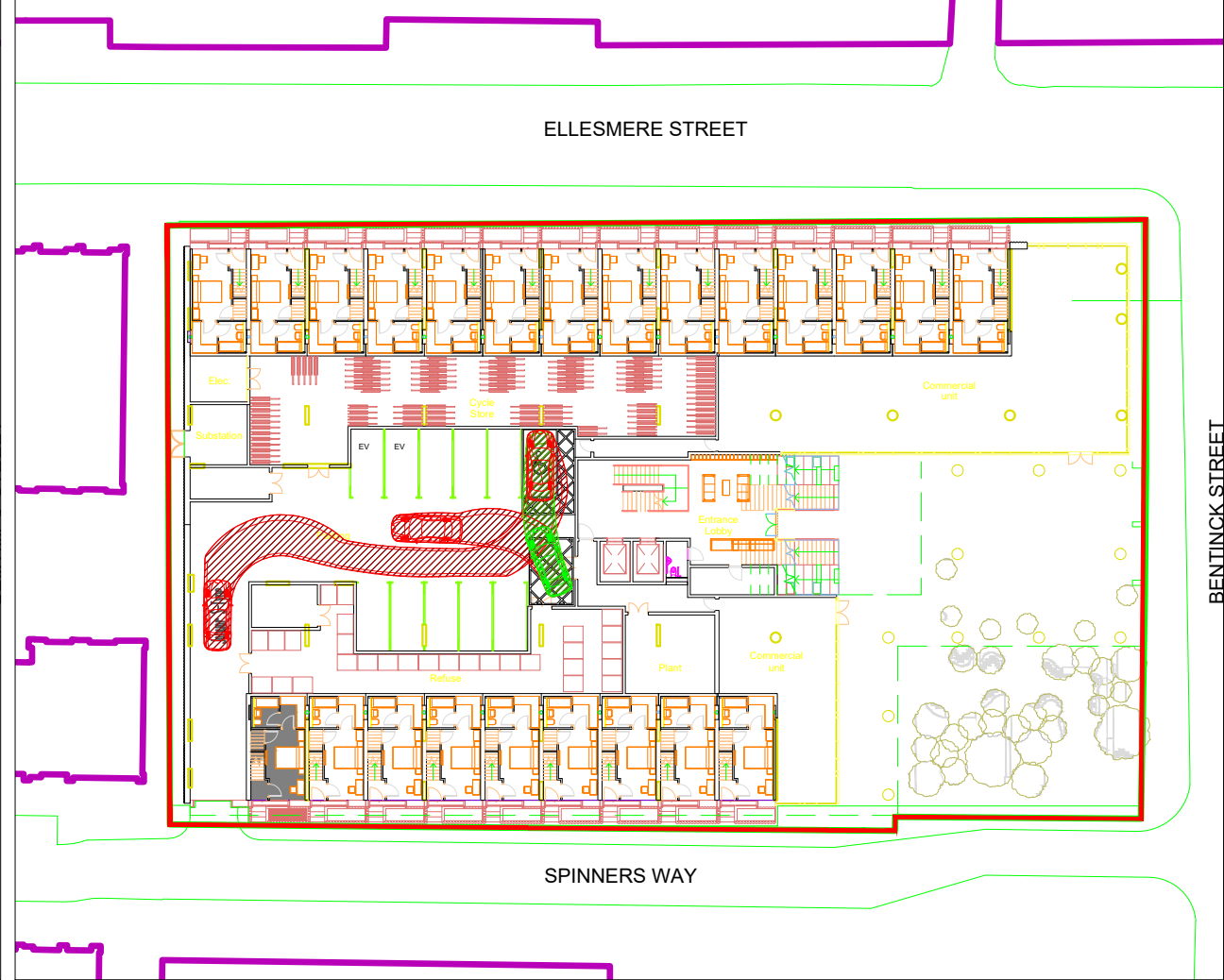
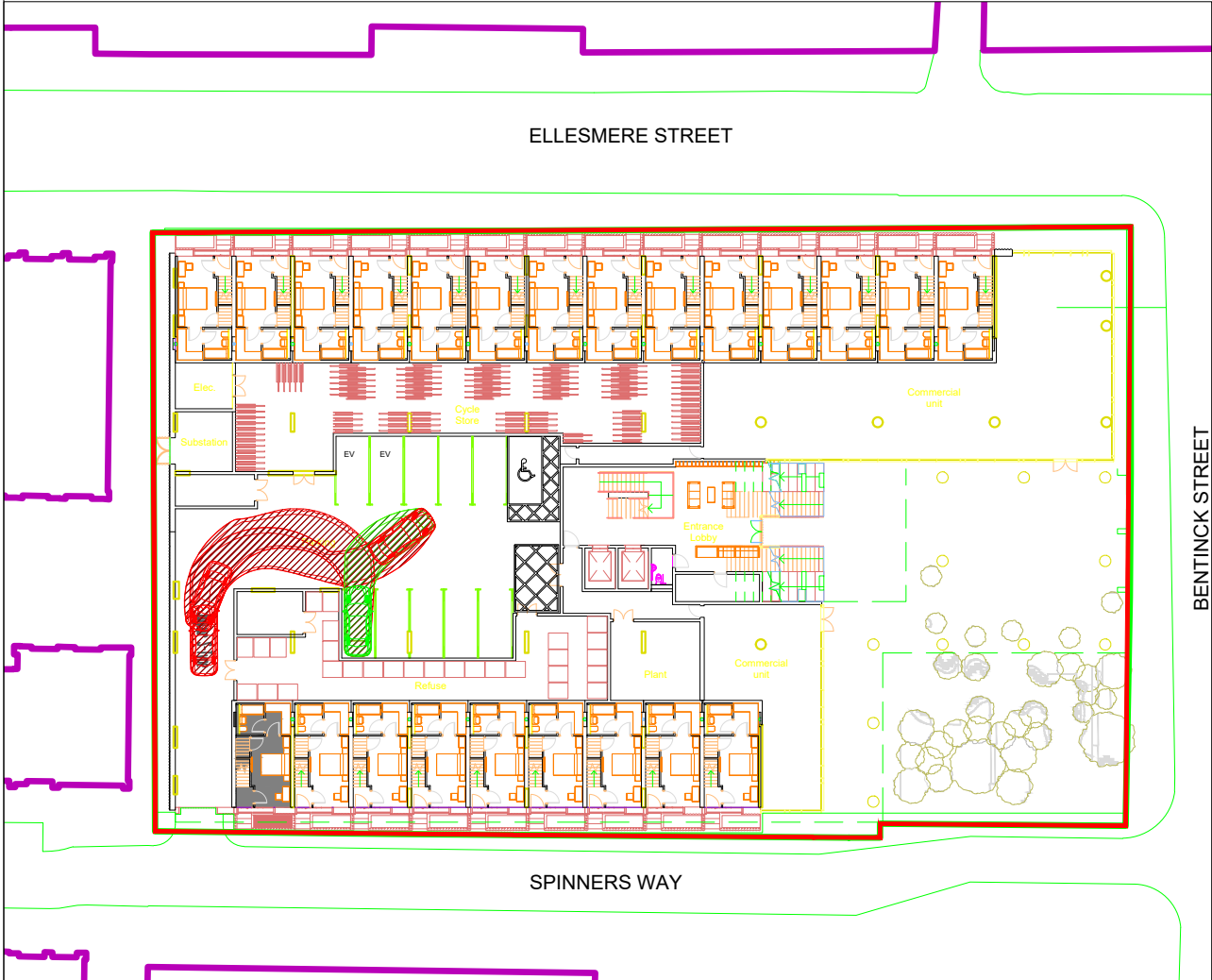
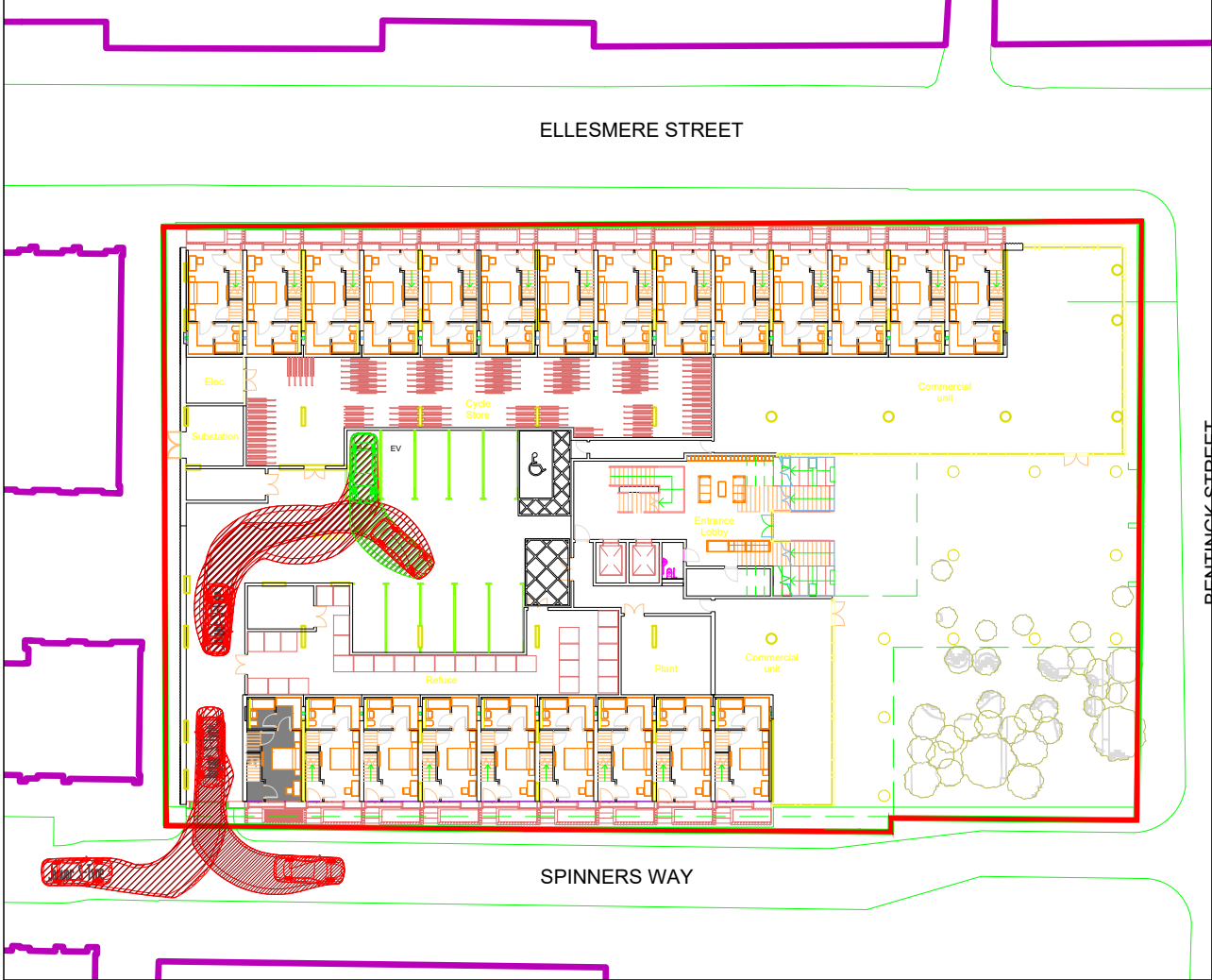
Drawn	Checked	Paper Size	Scale	Date
DM	MD	A1	1 : 200@A1	08/23/20
Drawing No. 20098-CW-B1-ZZ-DR-A-2000				Revision P01
Drawing BIM Name: 20098-CW-B1-ZZ-M3-A-BUIL-S1.RVT				
CDE Area:	Suitability Code:	BIM Revision: P01.01		

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**APPENDIX B – PROPOSED DRAWINGS (DRAWING NO. 2904-01-ATR01 AND
2904-01-ATR02)**



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Revision History	Date

Jaguar S-Type
Overall Length 4939mm
Overall Width 1875mm
Overall Body Height 1475mm
Min Body Ground Clearance 1555mm
Max Track Width 2544mm
Lock to lock time 1005mm
Kerb to Kerb turning Radius 6.000m

Client	Project	Drawing Title	Date	Drawing Number	Scale(s)	Drawn By	Checked By	Status	Rev
DE TRAFFORD ESTATES GROUP	PHOENIX WORKS, CASTLEFIELD, MANCHESTER	SWEPT PATH ANALYSIS - ACCESS AND CAR PARKING ARRANGEMENTS	NOVEMBER 2020	2904-01-AT01	1:500@A3	AB	LK	---	---

planning environment design



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Revision History		Date

Phoenix 2 Bin Recycler (P2-15V with Elite 6x4 chassis)

Overall Length	Overall Width	Overall Height	Overall Weight	Track to Kerb	Track to Kerb Turning Radius
11.50m	2.50m	3.50m	15.00t	1.50m	11.50m

axis		
Cheshire Office Well House Barns Bruton Cheshire CH4 9DH	South Manchester Office Carnilla House 76 Water Lane Wilmslow SK9 5BB	
0844 8700 007 - www.axisped.co.uk		
client: DE TRAFFORD ESTATES GROUP		
project: PHOENIX WORKS, CASTLEFIELD, MANCHESTER		
drawing title: SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE		
date: NOVEMBER 2020	drawn by: AB	checked: LK
drawing number: 2904-01-ATRO2	status: --	
scale(s): 1:250@A3	rev: --	
planning environment design		

APPENDIX C – TRICS OUTPUTS AND TRIP GENERATION FORECASTS

1. The TRICS Database v7.7.3 was interrogated with the following criteria:

Land Use:	Residential
Sub-Land Use:	Privately owned flats
Survey type:	Multi-modal sites only
Regions:	All except Greater London and Ireland / Northern Ireland
Selection by:	Number of dwellings
Min / max range:	All sites used
Date range:	Default
Periods:	Weekdays only
Locations:	Town Centre and Edge of Town Centre
Other:	None

2. Due to the fact that the proposed residential development features a constrained level of parking of 4.6% , the comparison with the TRICS-based trip rates from those sites will not yield representative traffic forecasts because the TRICS-based comparator sites have a much higher level of available parking provision.

Therefore, the peak hour traffic generation forecasts are based on an alternative methodology whereby the temporal proportions of trips observed at the TRICS comparator sites throughout the morning and evening periods is applied to the number of parking spaces that will be provided at the proposed development, as follows:-

	Arrival Trip Rates	Proportion (%) of peak period	Departures Trip Rates	Proportion (%) of peak period	Arrival to Departure (%)	Departure to Arrival (%)
07:00-08:00	0.042	26%	0.144	35%	23%	
08:00-09:00	0.056	34%	0.179	44%	24%	
09:00-10:00	0.066	40%	0.083	20%	44%	
16:00-17:00	0.135	27%	0.08	28%		37%
17:00-18:00	0.175	36%	0.101	35%		37%
18:00-19:00	0.182	37%	0.108	37%		37%

3. The proposed development features 11 car parking spaces, therefore, for robustness, if it is assumed that all of these spaces would be discharged during the 3-hour AM period, and all these spaces re-occupied again during the PM period, then the traffic flows throughout these periods would be as follows (note - arrivals during the AM period are based on the relationship between the TRICS arrivals and departures in that period and vice-versa for departures in the PM period):-

	Arrivals	Departures
07:00-08:00	1	4
08:00-09:00	1	5 (Peak hour)
09:00-10:00	1	2
16:00-17:00	3	1
17:00-18:00	4	1 (Peak hour)
18:00-19:00	4	2

4. With regard to non-car modes of transport, the average trip rates are taken from the attached TRICS results:-

Mode	WEEKDAY AM PEAK (0800 to 0900)		WEEKDAY PM PEAK (1700 to 1800)		DAILY (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Cyclists	0.003	0.012	0.008	0.004	0.046	0.052
Pedestrians	0.024	0.097	0.093	0.066	0.676	0.749
Public Transport	0.009	0.114	0.083	0.011	0.378	0.374

5. The number of units proposed is 237

6. The estimated trip generation for each transport mode is therefore as follows:-

Mode	WEEKDAY AM PEAK (0800 to 0900)		WEEKDAY PM PEAK (1700 to 1800)		DAILY (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	5	4	1	13	15
Cyclists	1	3	2	1	11	12
Pedestrians	6	23	22	16	160	178
Public Transport	2	27	20	3	90	89

axis

Forecast Residential Trip Generation

Phoenix Works, Cawdor Strret / Ellesmere Street, Castlefield
Manchester

October 2020

Job Number - 2904-01

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	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 175 (units:)
 Range Selected by User: 6 to 184 (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 18/11/19

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	1 days
Tuesday	7 days
Wednesday	2 days
Thursday	4 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:

Town Centre	1
Edge of Town Centre	13

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
Built-Up Zone	6
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

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Secondary Filtering selection:Use Class:

C3

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:

10,001 to 15,000

4 days

15,001 to 20,000

2 days

25,001 to 50,000

8 days

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

Population within 5 miles:

50,001 to 75,000

6 days

75,001 to 100,000

3 days

125,001 to 250,000

3 days

250,001 to 500,000

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

4 days

1.1 to 1.5

10 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

2 days

No

12 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	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	CB-03-C-01	BLOCK OF FLATS		CUMBRIA
	KING STREET			
	CARLISLE			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
5	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
6	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
7	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
8	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

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LIST OF SITES relevant to selection parameters (Cont.)

9	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
10	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
11	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		51	
	Survey date: TUESDAY		16/09/14	Survey Type: MANUAL
12	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
13	SR-03-C-01 FORTHESIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	Survey date: WEDNESDAY		18/06/14	Survey Type: MANUAL
14	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/06/14	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.

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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	14	75	0.042	14	75	0.144	14	75	0.186
08:00 - 09:00	14	75	0.056	14	75	0.179	14	75	0.235
09:00 - 10:00	14	75	0.066	14	75	0.083	14	75	0.149
10:00 - 11:00	14	75	0.074	14	75	0.091	14	75	0.165
11:00 - 12:00	14	75	0.079	14	75	0.101	14	75	0.180
12:00 - 13:00	14	75	0.123	14	75	0.101	14	75	0.224
13:00 - 14:00	14	75	0.086	14	75	0.100	14	75	0.186
14:00 - 15:00	14	75	0.077	14	75	0.091	14	75	0.168
15:00 - 16:00	14	75	0.099	14	75	0.068	14	75	0.167
16:00 - 17:00	14	75	0.135	14	75	0.080	14	75	0.215
17:00 - 18:00	14	75	0.175	14	75	0.101	14	75	0.276
18:00 - 19:00	14	75	0.182	14	75	0.108	14	75	0.290
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.194			1.247			2.441

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 - 175 (units:)
Survey date range:	01/01/12 - 18/11/19
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.

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

MULTI-MODAL TAXIS**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	14	75	0.003	14	75	0.004	14	75	0.007
08:00 - 09:00	14	75	0.003	14	75	0.003	14	75	0.006
09:00 - 10:00	14	75	0.001	14	75	0.002	14	75	0.003
10:00 - 11:00	14	75	0.002	14	75	0.002	14	75	0.004
11:00 - 12:00	14	75	0.009	14	75	0.009	14	75	0.018
12:00 - 13:00	14	75	0.008	14	75	0.008	14	75	0.016
13:00 - 14:00	14	75	0.005	14	75	0.005	14	75	0.010
14:00 - 15:00	14	75	0.001	14	75	0.001	14	75	0.002
15:00 - 16:00	14	75	0.004	14	75	0.004	14	75	0.008
16:00 - 17:00	14	75	0.007	14	75	0.006	14	75	0.013
17:00 - 18:00	14	75	0.006	14	75	0.004	14	75	0.010
18:00 - 19:00	14	75	0.005	14	75	0.006	14	75	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	14	75	0.003	14	75	0.003	14	75	0.006
08:00 - 09:00	14	75	0.001	14	75	0.000	14	75	0.001
09:00 - 10:00	14	75	0.003	14	75	0.004	14	75	0.007
10:00 - 11:00	14	75	0.000	14	75	0.000	14	75	0.000
11:00 - 12:00	14	75	0.001	14	75	0.000	14	75	0.001
12:00 - 13:00	14	75	0.001	14	75	0.002	14	75	0.003
13:00 - 14:00	14	75	0.001	14	75	0.001	14	75	0.002
14:00 - 15:00	14	75	0.001	14	75	0.001	14	75	0.002
15:00 - 16:00	14	75	0.000	14	75	0.000	14	75	0.000
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL PSVS**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	14	75	0.000	14	75	0.000	14	75	0.000
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.000	14	75	0.000
10:00 - 11:00	14	75	0.001	14	75	0.001	14	75	0.002
11:00 - 12:00	14	75	0.001	14	75	0.001	14	75	0.002
12:00 - 13:00	14	75	0.000	14	75	0.000	14	75	0.000
13:00 - 14:00	14	75	0.000	14	75	0.000	14	75	0.000
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.001	14	75	0.001
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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	14	75	0.002	14	75	0.009	14	75	0.011
08:00 - 09:00	14	75	0.003	14	75	0.012	14	75	0.015
09:00 - 10:00	14	75	0.002	14	75	0.003	14	75	0.005
10:00 - 11:00	14	75	0.002	14	75	0.007	14	75	0.009
11:00 - 12:00	14	75	0.006	14	75	0.005	14	75	0.011
12:00 - 13:00	14	75	0.002	14	75	0.004	14	75	0.006
13:00 - 14:00	14	75	0.003	14	75	0.001	14	75	0.004
14:00 - 15:00	14	75	0.004	14	75	0.001	14	75	0.005
15:00 - 16:00	14	75	0.006	14	75	0.004	14	75	0.010
16:00 - 17:00	14	75	0.003	14	75	0.001	14	75	0.004
17:00 - 18:00	14	75	0.008	14	75	0.004	14	75	0.012
18:00 - 19:00	14	75	0.005	14	75	0.001	14	75	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.052			0.098

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL VEHICLE OCCUPANTS**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	14	75	0.049	14	75	0.208	14	75	0.257
08:00 - 09:00	14	75	0.069	14	75	0.296	14	75	0.365
09:00 - 10:00	14	75	0.080	14	75	0.109	14	75	0.189
10:00 - 11:00	14	75	0.095	14	75	0.124	14	75	0.219
11:00 - 12:00	14	75	0.099	14	75	0.137	14	75	0.236
12:00 - 13:00	14	75	0.161	14	75	0.151	14	75	0.312
13:00 - 14:00	14	75	0.121	14	75	0.121	14	75	0.242
14:00 - 15:00	14	75	0.094	14	75	0.119	14	75	0.213
15:00 - 16:00	14	75	0.150	14	75	0.095	14	75	0.245
16:00 - 17:00	14	75	0.206	14	75	0.106	14	75	0.312
17:00 - 18:00	14	75	0.267	14	75	0.136	14	75	0.403
18:00 - 19:00	14	75	0.294	14	75	0.148	14	75	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.685			1.750			3.435		

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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	14	75	0.016	14	75	0.061	14	75	0.077
08:00 - 09:00	14	75	0.024	14	75	0.097	14	75	0.121
09:00 - 10:00	14	75	0.045	14	75	0.063	14	75	0.107
10:00 - 11:00	14	75	0.056	14	75	0.050	14	75	0.106
11:00 - 12:00	14	75	0.041	14	75	0.047	14	75	0.088
12:00 - 13:00	14	75	0.061	14	75	0.053	14	75	0.114
13:00 - 14:00	14	75	0.054	14	75	0.057	14	75	0.111
14:00 - 15:00	14	75	0.060	14	75	0.053	14	75	0.113
15:00 - 16:00	14	75	0.075	14	75	0.060	14	75	0.135
16:00 - 17:00	14	75	0.071	14	75	0.071	14	75	0.142
17:00 - 18:00	14	75	0.093	14	75	0.066	14	75	0.159
18:00 - 19:00	14	75	0.080	14	75	0.072	14	75	0.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.676			0.749			1.425

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL BUS/TRAM PASSENGERS**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	14	75	0.001	14	75	0.037	14	75	0.038
08:00 - 09:00	14	75	0.008	14	75	0.088	14	75	0.096
09:00 - 10:00	14	75	0.006	14	75	0.028	14	75	0.034
10:00 - 11:00	14	75	0.011	14	75	0.009	14	75	0.020
11:00 - 12:00	14	75	0.013	14	75	0.009	14	75	0.022
12:00 - 13:00	14	75	0.022	14	75	0.022	14	75	0.044
13:00 - 14:00	14	75	0.012	14	75	0.028	14	75	0.040
14:00 - 15:00	14	75	0.020	14	75	0.012	14	75	0.032
15:00 - 16:00	14	75	0.054	14	75	0.016	14	75	0.070
16:00 - 17:00	14	75	0.029	14	75	0.010	14	75	0.039
17:00 - 18:00	14	75	0.055	14	75	0.011	14	75	0.066
18:00 - 19:00	14	75	0.044	14	75	0.010	14	75	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.275			0.280			0.555

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL TOTAL RAIL PASSENGERS**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	14	75	0.001	14	75	0.035	14	75	0.036
08:00 - 09:00	14	75	0.001	14	75	0.026	14	75	0.027
09:00 - 10:00	14	75	0.000	14	75	0.009	14	75	0.009
10:00 - 11:00	14	75	0.007	14	75	0.006	14	75	0.013
11:00 - 12:00	14	75	0.002	14	75	0.004	14	75	0.006
12:00 - 13:00	14	75	0.007	14	75	0.004	14	75	0.011
13:00 - 14:00	14	75	0.002	14	75	0.003	14	75	0.005
14:00 - 15:00	14	75	0.004	14	75	0.001	14	75	0.005
15:00 - 16:00	14	75	0.009	14	75	0.001	14	75	0.010
16:00 - 17:00	14	75	0.019	14	75	0.001	14	75	0.020
17:00 - 18:00	14	75	0.028	14	75	0.000	14	75	0.028
18:00 - 19:00	14	75	0.014	14	75	0.002	14	75	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.092			0.186

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL COACH PASSENGERS**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	14	75	0.000	14	75	0.000	14	75	0.000
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.000	14	75	0.000
10:00 - 11:00	14	75	0.000	14	75	0.002	14	75	0.002
11:00 - 12:00	14	75	0.009	14	75	0.001	14	75	0.010
12:00 - 13:00	14	75	0.000	14	75	0.000	14	75	0.000
13:00 - 14:00	14	75	0.000	14	75	0.000	14	75	0.000
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.003			0.013

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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	14	75	0.002	14	75	0.072	14	75	0.074
08:00 - 09:00	14	75	0.009	14	75	0.114	14	75	0.123
09:00 - 10:00	14	75	0.006	14	75	0.037	14	75	0.043
10:00 - 11:00	14	75	0.017	14	75	0.017	14	75	0.034
11:00 - 12:00	14	75	0.023	14	75	0.013	14	75	0.036
12:00 - 13:00	14	75	0.028	14	75	0.026	14	75	0.054
13:00 - 14:00	14	75	0.015	14	75	0.031	14	75	0.046
14:00 - 15:00	14	75	0.022	14	75	0.013	14	75	0.035
15:00 - 16:00	14	75	0.065	14	75	0.017	14	75	0.082
16:00 - 17:00	14	75	0.048	14	75	0.011	14	75	0.059
17:00 - 18:00	14	75	0.083	14	75	0.011	14	75	0.094
18:00 - 19:00	14	75	0.060	14	75	0.012	14	75	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.378			0.374			0.752

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	14	75	0.069	14	75	0.349	14	75	0.418
08:00 - 09:00	14	75	0.104	14	75	0.519	14	75	0.623
09:00 - 10:00	14	75	0.133	14	75	0.211	14	75	0.344
10:00 - 11:00	14	75	0.170	14	75	0.198	14	75	0.368
11:00 - 12:00	14	75	0.169	14	75	0.203	14	75	0.372
12:00 - 13:00	14	75	0.252	14	75	0.233	14	75	0.485
13:00 - 14:00	14	75	0.193	14	75	0.210	14	75	0.403
14:00 - 15:00	14	75	0.179	14	75	0.187	14	75	0.366
15:00 - 16:00	14	75	0.295	14	75	0.175	14	75	0.470
16:00 - 17:00	14	75	0.329	14	75	0.189	14	75	0.518
17:00 - 18:00	14	75	0.451	14	75	0.218	14	75	0.669
18:00 - 19:00	14	75	0.438	14	75	0.233	14	75	0.671
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.782			2.925			5.707

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL CARS**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	14	75	0.026	14	75	0.121	14	75	0.147
08:00 - 09:00	14	75	0.038	14	75	0.154	14	75	0.192
09:00 - 10:00	14	75	0.044	14	75	0.058	14	75	0.102
10:00 - 11:00	14	75	0.048	14	75	0.054	14	75	0.102
11:00 - 12:00	14	75	0.042	14	75	0.063	14	75	0.105
12:00 - 13:00	14	75	0.080	14	75	0.063	14	75	0.142
13:00 - 14:00	14	75	0.045	14	75	0.058	14	75	0.103
14:00 - 15:00	14	75	0.050	14	75	0.062	14	75	0.112
15:00 - 16:00	14	75	0.071	14	75	0.043	14	75	0.114
16:00 - 17:00	14	75	0.095	14	75	0.048	14	75	0.143
17:00 - 18:00	14	75	0.143	14	75	0.079	14	75	0.222
18:00 - 19:00	14	75	0.156	14	75	0.091	14	75	0.247
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.893			1.731

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL LGVS**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	14	75	0.004	14	75	0.010	14	75	0.014
08:00 - 09:00	14	75	0.007	14	75	0.009	14	75	0.016
09:00 - 10:00	14	75	0.008	14	75	0.006	14	75	0.014
10:00 - 11:00	14	75	0.009	14	75	0.012	14	75	0.021
11:00 - 12:00	14	75	0.014	14	75	0.016	14	75	0.030
12:00 - 13:00	14	75	0.018	14	75	0.015	14	75	0.033
13:00 - 14:00	14	75	0.010	14	75	0.014	14	75	0.024
14:00 - 15:00	14	75	0.009	14	75	0.009	14	75	0.018
15:00 - 16:00	14	75	0.012	14	75	0.009	14	75	0.021
16:00 - 17:00	14	75	0.013	14	75	0.013	14	75	0.026
17:00 - 18:00	14	75	0.010	14	75	0.004	14	75	0.014
18:00 - 19:00	14	75	0.005	14	75	0.004	14	75	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.121			0.240

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL MOTOR CYCLES**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	14	75	0.001	14	75	0.000	14	75	0.001
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.001	14	75	0.001
10:00 - 11:00	14	75	0.000	14	75	0.001	14	75	0.001
11:00 - 12:00	14	75	0.000	14	75	0.000	14	75	0.000
12:00 - 13:00	14	75	0.001	14	75	0.001	14	75	0.002
13:00 - 14:00	14	75	0.002	14	75	0.002	14	75	0.004
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.002	14	75	0.001	14	75	0.003
18:00 - 19:00	14	75	0.001	14	75	0.001	14	75	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.007			0.015

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.