

Adelphi (Kenyon Lane) Developments Ltd

PROPOSED RESIDENTIAL DEVELOPMENT, KENYON LANE, MOSTON

Transport Statement

VN201662

July 2020

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1 INTRODUCTION

1.1 Background

- 1.1.1 Vectos has been appointed by Adelphi (Kenyon Lane) Developments Limited to advise on traffic and transport issues in relation to a proposed residential development on land located in Moston, Greater Manchester. The site is located within the jurisdiction of Manchester City Council, who act as both the planning and highway authority.

1.2 Development Site and Location

- 1.2.1 The location of the site is shown in **Plan 1**, with **Plan 2** illustrating the site in a more local context. As these plans demonstrate the site is located to the south of Kenyon Lane in Moston, approximately 4.5 kilometres to the north-east of Manchester City Centre.
- 1.2.2 The site was formerly occupied by a DIY outlet.

1.3 Proposed Development

- 1.3.1 The proposed site layout is provided as **Plan 3**. As this illustrates the planning application proposes a residential development of 33 apartments, comprising 1 and 2 bedroom units. Vehicle access to the site is proposed from a priority-controlled junction with Kenyon Lane.
- 1.3.2 The development proposals are described fully in Section 5 of this report.

1.4 Scope of Report

- 1.4.1 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.

1.4.2 Following this introduction, the report provides the following information:

- **Section 2** – Provides a review of pertinent national planning policy guidance;
- **Section 3** – Provides a review of the baseline conditions of the site and local highway network;
- **Section 4** – Provides a review of the accessibility of the site by sustainable modes of travel;
- **Section 5** – Describes the development proposals, including built proposals, access arrangements, and traffic generation implications; and
- **Section 6** – Provides the reports summary and conclusions.

2 TRANSPORT PLANNING CONSIDERATIONS

2.1 Introduction

2.1.1 This section of the report considers the national planning policy guidance which is pertinent in the context of the development proposals.

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The main source of national policy regarding the transport planning aspects development can be found in the Department of Communities and Local Government 'National Planning Policy Framework' which was published in February 2019. This replaces the previous versions published in March 2012 and July 2018.

2.2.2 At the heart of the Framework is a presumption in favour of sustainable development. In accordance with national policy, it is considered that the development constitutes a sustainable form of development within walking and cycling distance of local residential development and public transport links.

2.2.3 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.4 Paragraph 109 goes on to state that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

3 BASELINE CONDITIONS

3.1 Introduction

3.1.1 This section of the report provides a description of the baseline conditions in the vicinity of the site, including the surrounding area, local highway network and personal injury accident data.

3.2 Site Location and Context

3.2.1 The site is located within Moston which is a predominantly residential area, approximately 4.5 kilometres to the north-east of Manchester City Centre.

3.2.2 An aerial view of the site's location, including approximate red lined boundary, is provided in **Image 3.1**.



Image 3.1: Site Location

3.2.3 As this shows, the site is bordered by Kenyon Lane to the north, a place of worship to the east and residential properties to the south and west. The areas surrounding the site are predominantly residential in use, however, there are also a range of shops and services located nearby, including numerous shops on Lightbowne Road which is approximately 200 metres to the east of the site.

- 3.2.4 The site is occupied by a single building which was most recently used for the sale of DIY related goods. The existing development included an outdoor sales and goods storage area on its eastern side, with vehicle access to this area achieved from a priority controlled junction with Kenyon Lane.

3.3 Surrounding Highway Network

- 3.3.1 As previously outlined, vehicle access to the site is currently achieved from Kenyon Lane.
- 3.3.2 **Kenyon Lane** predominantly functions as a residential access road, though it also provides a through route between the B6393 Lightbowne Road to the east and Moston Lane to the west. In the vicinity of the site Kenyon Lane has a total carriageway width of circa 10 metres, however, the presence of marked on-street parking bays results in an effective carriageway width of around 6.5 metres. On-street parking is also permitted outside of the marked bays.
- 3.3.3 In the immediate vicinity of the site, Kenyon Lane is subject to a speed limit of 20mph. The speed limit changes to 30mph approximately 200 metres to the north-west and approximately 120 metres to the east. The speed limit in the vicinity of the site is enforced through traffic calming features including build outs and speed humps, as illustrated in **Image 3.2** below.



Image 3.2: Example Traffic Calming (At the Eastern Edge of the Site)

- 3.3.4 Street lit footways are provided on both sides of Kenyon Lane. Footways feature dropped kerbs and tactile paving at the majority of residential streets accessed from Kenyon Lane.
- 3.3.5 Approximately 180 metres to the east of the site Kenyon Lane meets Lightbowne Road at a signal controlled junction. The junction provides single approach lanes on the eastern, southern and western arms, with the northern arm providing separate left/ ahead and right turn lanes. Controlled pedestrian crossing facilities are provided on all arms, along with dropped kerbs and tactile paving.
- 3.3.6 Google Maps provide information on typical traffic speeds on roads. This is recorded by analysing GPS data from mobile phone signals. The Google data is presented as 'green', 'amber', 'red' and 'dark red' road colourations, with green representing a normal speed of traffic, orange slower traffic conditions, red indicating congestion, and dark red indicating nearly stopped or stop-and-go traffic. Screenshots of the Google traffic data are provided in **Image 3.3** below.

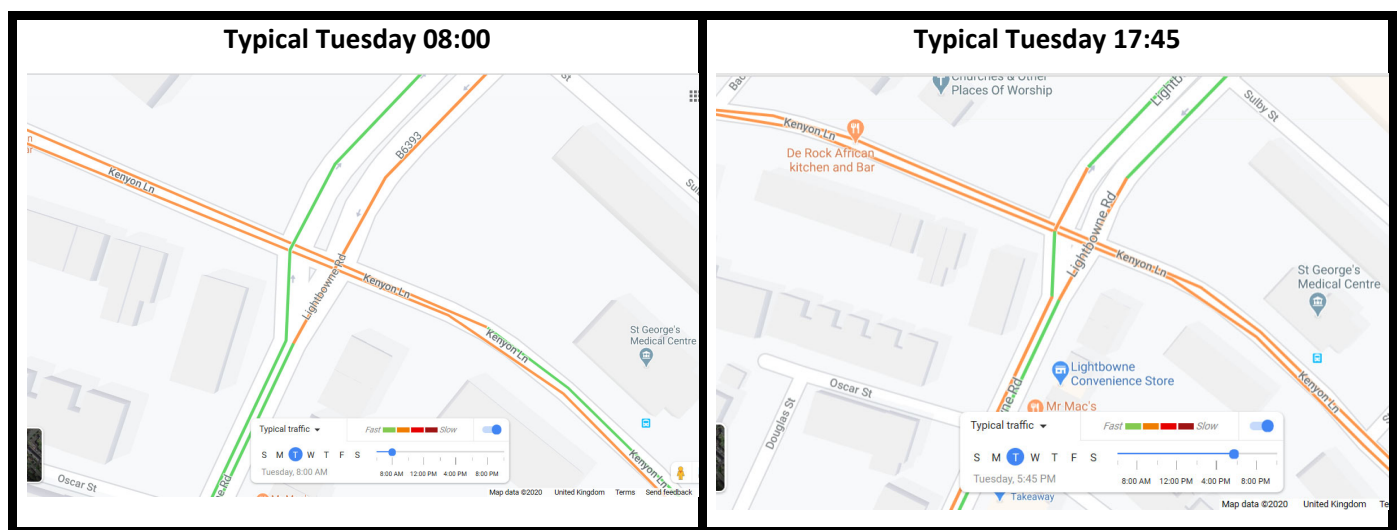


Image 3.3: Kenyon Lane/ Lightbowne Road Typical Traffic Speeds

- 3.3.7 The Google data reveals that during the weekday peak hours traffic speeds at the junction are categorized as 'normal' or 'slower', the latter being not uncommon for signal controlled junctions. The data reveals the 'congested' traffic conditions do not typically occur at the junction during peak hours, which suggests that the junction generally operates within capacity.
- 3.3.8 **Lightbowne Road** forms a key north-south route through Moston. To the south of its junction with Kenyon Lane, it has a carriageway of around 7.0 – 7.5 metres in width, whilst to the north of this junction the road widens and is formed of a dual carriageway with a kerbed central reservation.

3.3.9 Lightbourne Road features street lit footways on both sides on the carriageway, along with dropped kerbs at side roads joining the route. The road is subject to a 30mph speed limit.

3.3.10 To the south of the site Lightbourne Road forms a priority controlled roundabout junction with Northampton Road and Thorp Road. The Thorp Road arm then continues to the east before forming a signal controlled junction with the A62 Oldham Road. Oldham Road then provides a direct connection into Manchester City Centre.

3.4 Collision Statistics

3.4.1 A review of accident records for the local highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.4.2 The Crashmap analysis has been undertaken for the most recent five-year period, between 2015 and 2019 and is summarised in **Image 3.4** below.

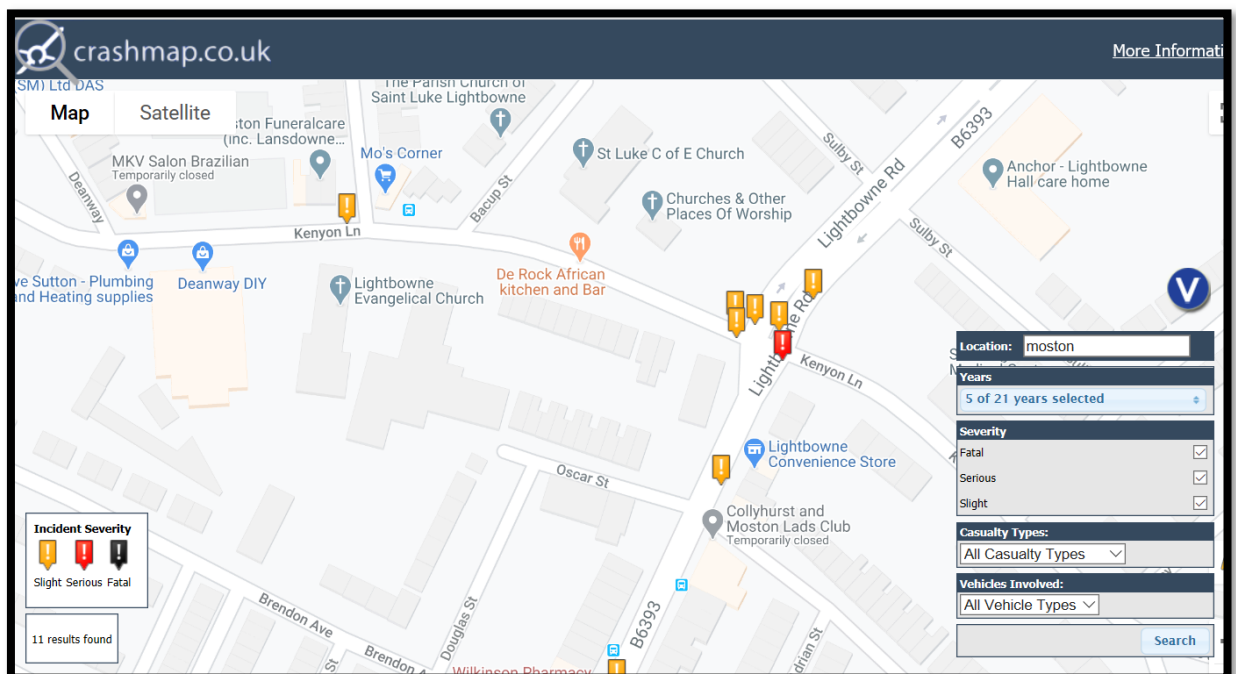


Image3.4: Accident Location Plot (source - www.crashmap.co.uk)

- 3.4.3 The data shows that in the last five years there has been only one accident on the section of Kenyon Lane adjacent to the site, although this did not occur in the vicinity of the existing site access. The accident did not involve a pedestrian or cyclist. This confirms that there are no existing safety issues with this section of highway, including the operation of priority-controlled junctions.
- 3.4.4 The accident data indicates that a total of 6 incidents have occurred at, or in the close vicinity of, the Kenyon Lane and Lightbourne Lane junction, of which the vast majority (5) were classified as slight in severity. This equates to a rate of slightly over 1 incident per year, which is not considered excessive for a junction of this type.
- 3.4.5 The accident data therefore confirms that there are no accident blackspots in the vicinity of the site.

4 SITE ACCESSIBILITY

4.1 Introduction

4.1.1 The National Planning Policy Framework states that opportunities to promote walking, cycling and public transport use should be identified and pursued. This section of the report therefore considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by Metrolink.

4.2 Accessibility on Foot

4.2.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 800 metres, with the preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.

4.2.2 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.

4.2.3 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1 and 2 kilometre catchments; this is presented in **Plan 4**. The plan shows that the 1 kilometre catchment includes the majority of Moston with the entirety contained within the 2 kilometre catchment area.

4.2.4 The 1 kilometre catchment includes a range of services including primary schools, a convenience store, a post office, a GP surgery and pharmacy, in addition to services such as hairdressers and take-aways. The 2 kilometre catchment includes access to further services, such as banks, which are available on Moston Lane, to the north of the site.

4.2.5 To support pedestrian trips between the site and surrounding amenities, street lit footways are provided along on both sides of the carriageway of Kenyon Lane and adjacent street, with pedestrian movements at junctions assisted by dropped kerbs and tactile paving.

4.2.6 The Kenyon Lane/Lightbowne Road also provides controlled pedestrian crossing facilities on all arms, which are again supported by dropped kerbs and tactile paving.

4.2.7 The site is therefore situated within convenient walking distance of a range of day to day amenities, with the existing pedestrian network able to safely accommodate trips on foot. The site is therefore considered accessible on foot.

4.3 Accessibility by Cycle

4.3.1 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, '*many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon*'.

4.3.2 With this in mind, **Plan 5** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.

4.3.3 This plan illustrates that the 5 kilometre cycle catchment of the site incorporates a large area to the north of Manchester, including Moston, Failsworth, Cheetham Hail and Middleton. Significantly, the catchment area also extends to the edge of the city centre of Manchester, which is therefore seen as being within a realistic cycle journey from the site.

4.3.4 To support cycle trips the highway network directly surrounding the site comprises wide, flat, street lit carriageways which typically exhibit low vehicle speeds. These factors are all conducive with the creation of cycle friendly environment. The Kenyon Lane/Lightbowne Road junction also provides advanced cycle stop lines on all four arms.

4.3.5 National Cycle Route 66 includes a section of the canal towpath of the Rochdale Canal, which can be accessed approximately 1.6 kilometres south-east of the site. This provides an alternative traffic-free route into Manchester City Centre.

4.3.6 The site is therefore considered accessible by bicycle.

4.4 Accessibility by Public Transport

Bus Accessibility

- 4.4.1 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.4.2 The location of nearby bus stops was shown in **Plan 2**. The nearest bus stops are on Kenyon Lane with the stop for westbound services being immediately in front of the site whilst the stop for eastbound services is located approximately 60 metres from the site. Both stops provide bus box carriageway markings and can be safely reached from the development site via the existing pedestrian network.
- 4.4.3 **Table 4.1** provides a summary of the bus services operating from these stops, including service frequencies.

Service No.	Route	Frequency per Hour					
		Monday - Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
114	Boarshaw - Alkrington - Moston - Manchester	1	1	1	1	1	1
151	Failsworth - Moston - Cheetham Hill - NMGH	1	1	1	-	1	-

Table 4.1: Relevant Bus Services

- 4.4.4 The bus services operating along Kenyon Lane include the 114 which provides a direct link to Manchester City Centre in addition to other nearby districts. The service operates hourly on all days of the week. The 151 route also provides connections to adjacent districts along with providing a link to the North Manchester General Hospital (NMGH). Established bus services therefore provide links to Manchester city centre, adjacent districts and to the North Manchester General Hospital, which is a significant employer in the area.

Accessibility by Metrolink

- 4.4.5 There are two Manchester Metrolink stations located in the vicinity of the site.
- 4.4.6 The nearest station is Newton Heath & Moston, which is approximately 1.2 kilometres from the site, with Central Park station located approximately 1.3 kilometres from the site. This distance will equate to a walk of around 10 – 15 minutes. Whilst this is in excess of the 800 metre threshold normally considered acceptable for access to rail services, the convenience and high frequency nature of the Metrolink services means that this would still represent a feasible form of travel for future residents.
- 4.4.7 In addition, both Metrolink stations provide cycle parking stands which enables cycle/tram linked journeys to be undertaken.
- 4.4.8 Both stations are on the Rochdale line of the Metrolink network, which is served by trams operating on the Rochdale – Oldham – Manchester – East Didsbury route. This route also provides connections to the national rail network via Victoria Station, and Victoria or St Peter’s Square tram stops provide connections to all other Metrolink lines.
- 4.4.9 Tram services operate every 6 minutes for most of the day on Mondays – Saturdays, with a 12 minute interval service in the early mornings, late evenings and on Sundays.
- 4.4.10 The site is therefore concluded to be accessible by public transport.

5 PROPOSED DEVELOPMENT

5.1 Introduction

5.1.1 This section provides a description of the proposed development, site access arrangements, and traffic generation.

5.2 Development Proposals

5.2.1 The planning application proposes the development of a total of 33 residential apartments, which are to comprise of:

- 30 x 2 bedroom units; and
- 3 x 1 bedroom units.

5.2.2 The proposed site layout is presented as **Plan 3**.

Access

5.2.3 Vehicle access to the site is proposed to be taken from Kenyon Lane via priority controlled junction. The junction is to be located in the approximate same location as the existing access which serves the site.

5.2.4 The access provided will be 6.0 metres in width, with 1.8 metre footways provided on both sides of the bellmouth to facilitate access for pedestrians. **Plan 6** provides a general arrangement drawing of the proposed access. This also shows visibility splays of 2.4 metres x 43 metres in both directions which is appropriate for a 30mph road, based upon Manual for Streets guidelines.

Car and Cycle Parking

5.2.5 The development will provide a total of 37 car parking spaces. Up to 6 of these spaces may be designated as disabled spaces, as they have the necessary additional space around them for access.

5.2.6 Manchester City Council's 'Residential Quality Guidance' suggests that 1 space per apartment should be regarded as the starting point for parking provision.

5.2.7 The proposed quantum of parking is broadly in line with this guidance, with an over-provision of just 4 spaces. This will adequately provide for visitor parking and will minimise any demand for on-street parking.

- 5.2.8 It should be noted that on-street parking is permitted on Kenyon Lane in the vicinity of the site. Therefore, while the quantum of parking proposed is considered wholly appropriate to serve demand, there is additional parking provision available in the unlikely eventuality that additional parking is required.
- 5.2.9 The proposed development is to provide a cycle parking store which will accommodate 24 cycles, equating to a provision of 73%. This is significantly greater than the 50% provision suggested in the 'Residential Quality Guidance'.
- 5.2.10 Taking the above into account, the level of car and cycle parking proposed is considered appropriate for a development to of this scale in this location.

Servicing

- 5.2.11 The proposed development will provide a dedicated refuse/recycling store, which will be located at the front of the site.
- 5.2.12 Refuse collections will be made direct from Kenyon Lane. The refuse/recycling store will feature direct access to Kenyon Lane to facilitate ease of collection in accordance with Manchester City Council's 'GD04' guidelines.
- 5.2.13 The collection of refuse from Kenyon Lane is assumed to be the same arrangement that was adopted for the previous use of the site.

5.3 Traffic Impact Assessment

Existing Site Traffic Generation

- 5.3.1 The site has previously operated as a DIY store and this use will have generated traffic throughout the day, including at weekends. The site therefore has the potential to generate a volume of traffic in its current form. This is relevant when considering the net traffic impact of the development proposals.

Proposed Development Traffic Generation

5.3.2 To understand the potential traffic generation of the proposed development reference has been made to the TRICS database (version 7.7.1) for the 'Residential – Flats Privately owned' range of sites. The assessment has focused upon sites in comparable locations (suburban/Edge of Town sites) and of a similar scale (less than 100 dwellings).

5.3.3 The trip rates and resultant traffic generation associated with 33 dwellings are summarized in **Table 5.2** for typical network AM and PM peak hours, with the full TRICS report provided at **Appendix A**.

	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	2-way
08:00-09:00	0.065	0.211	2	7	9
17:00-18:00	0.194	0.090	6	3	9

Table 5.2: Proposed Development Trip Rates and Trip Generation

5.3.4 As can be seen, during the typical AM and PM highway network peak hours the proposed development is forecast to generate 9 two-way vehicle movements. This equates to an additional vehicle movement approximately every 6 minutes.

5.3.5 Such an increase would be well within the fluctuations in traffic flow that the surrounding highway network would experience on a daily basis, and as such it can be robustly concluded that the development will have no material impact upon the safe or efficient operation of the surrounding highway network.

5.3.6 Furthermore, when traffic generated by the existing use is also allowed for, the net traffic impact of the development will be lower than the figures in **Table 5.2** suggest.

5.3.7 It is therefore concluded that the proposed development should be acceptable in traffic generation terms.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Vectos has been appointed by Adelphi (Kenyon Lane) Developments Limited to advise on traffic and transport issues in relation to a proposed residential development on land to the south of Kenyon Lane, in Moston, Greater Manchester.

6.1.2 The planning application proposes a residential development comprising 33 apartments. Vehicle and pedestrian access are proposed to the site from a priority controlled junction with Kenyon Lane, with this access positioned in the approximate same location as the existing access which serves the site.

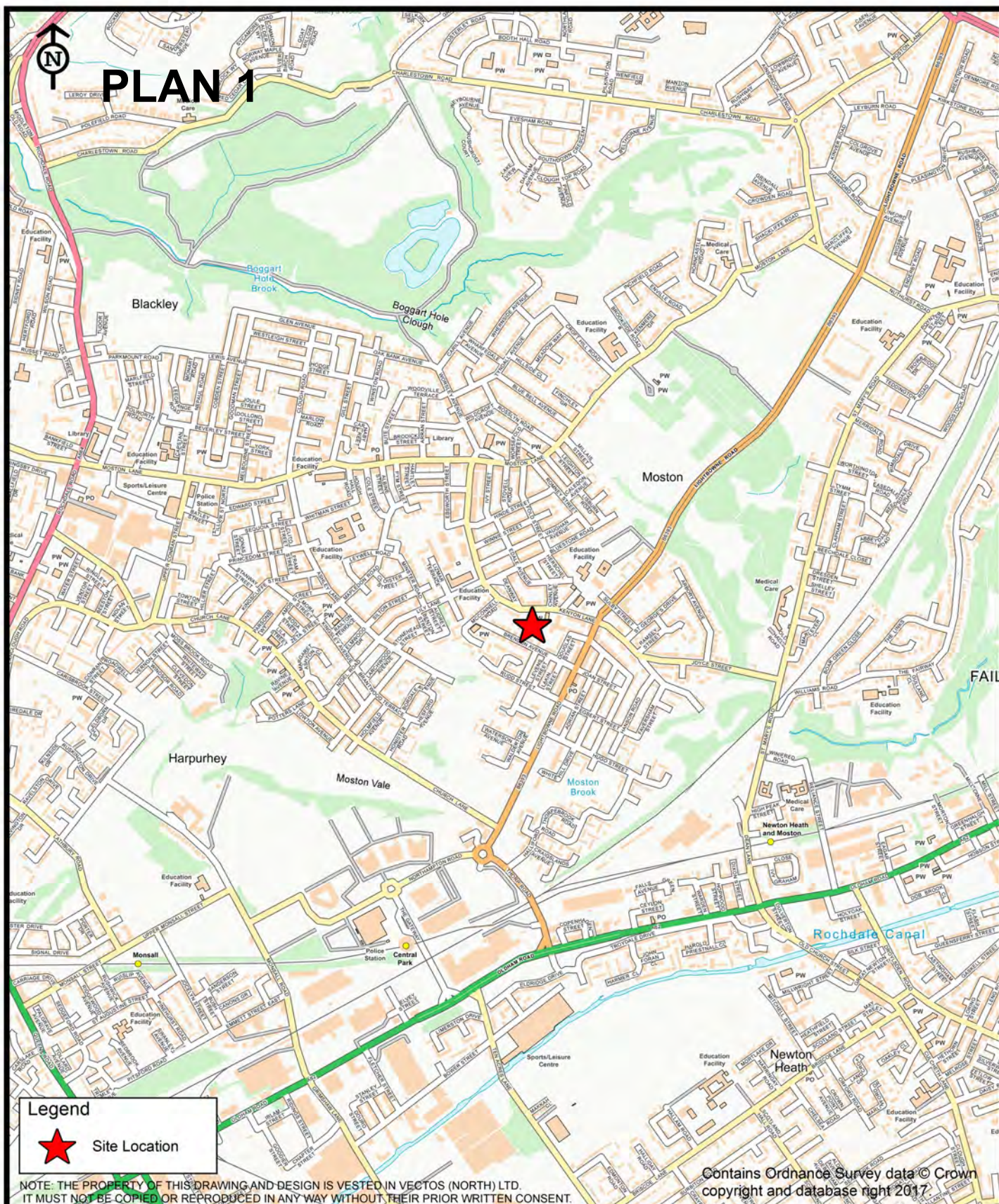
6.1.3 The Transport Statement draws the following key conclusions:

- In accordance with planning policy guidance which promotes sustainable development, the site has been demonstrated to be accessible on foot, by cycle and by public transport.
- The site is located within easy walking and cycling distance of a range of day-to-day amenities within the local area.
- The site also benefits from convenient access to public transport services which provide access to a range of destinations, including the city centre of Manchester.
- A review of historical collision data has demonstrated that there are no existing highway safety issues in the vicinity of the site.
- The site benefits from an existing vehicle access to Kenyon Lane, the location of which will be used for a new access to the residential development. The access will provide a 6.0 metre carriageway along with pedestrian footways into the site. Visibility from the site accords with Manual for Streets guidelines.
- A total of 37 car parking spaces will be provided which is expected to be sufficient to accommodate resident and visitor parking demands. A cycle store will be provided at the rear of the building which will accommodate a total of 24 cycles (73% provision).

- Refuse collection will be undertaken from Kenyon Lane. A refuse/recycling store will be incorporated into the building which will feature direct access to Kenyon Lane to facilitate collections. This procedure has been adopted by the existing use on the site. As a result, there will be no requirement for a refuse vehicle to enter the site.
- A review of the traffic impact of the development has demonstrated that the development is forecast to generate 9 two-way vehicle movements in the AM and PM peak hours, equating to an additional vehicle movement approximately every 6 minutes. It has been robustly concluded that such increases in traffic flow would be within the fluctuations that the surrounding highway network would experience on a daily basis, and as such will have no material impact upon the safe or efficient operation of the surrounding highway network.

6.2 Conclusion

- 6.2.1 The development site is in a sustainable location, would not have a detrimental impact upon either the operation or safety of the local highway network, provides an appropriate quantum of car parking, and can be safely serviced.
- 6.2.2 The National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 6.2.3 This report has demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, in accordance with NPPF guidance there are no reasons why the planning application should be refused on highway or transportation grounds.



CLIENT:
Adelphi (Kenyon Lane) Developments Limited

PROJECT TITLE:

Adelphi, Kenyon Lane

DRAWING TITLE:

Site Location (Wider Context)



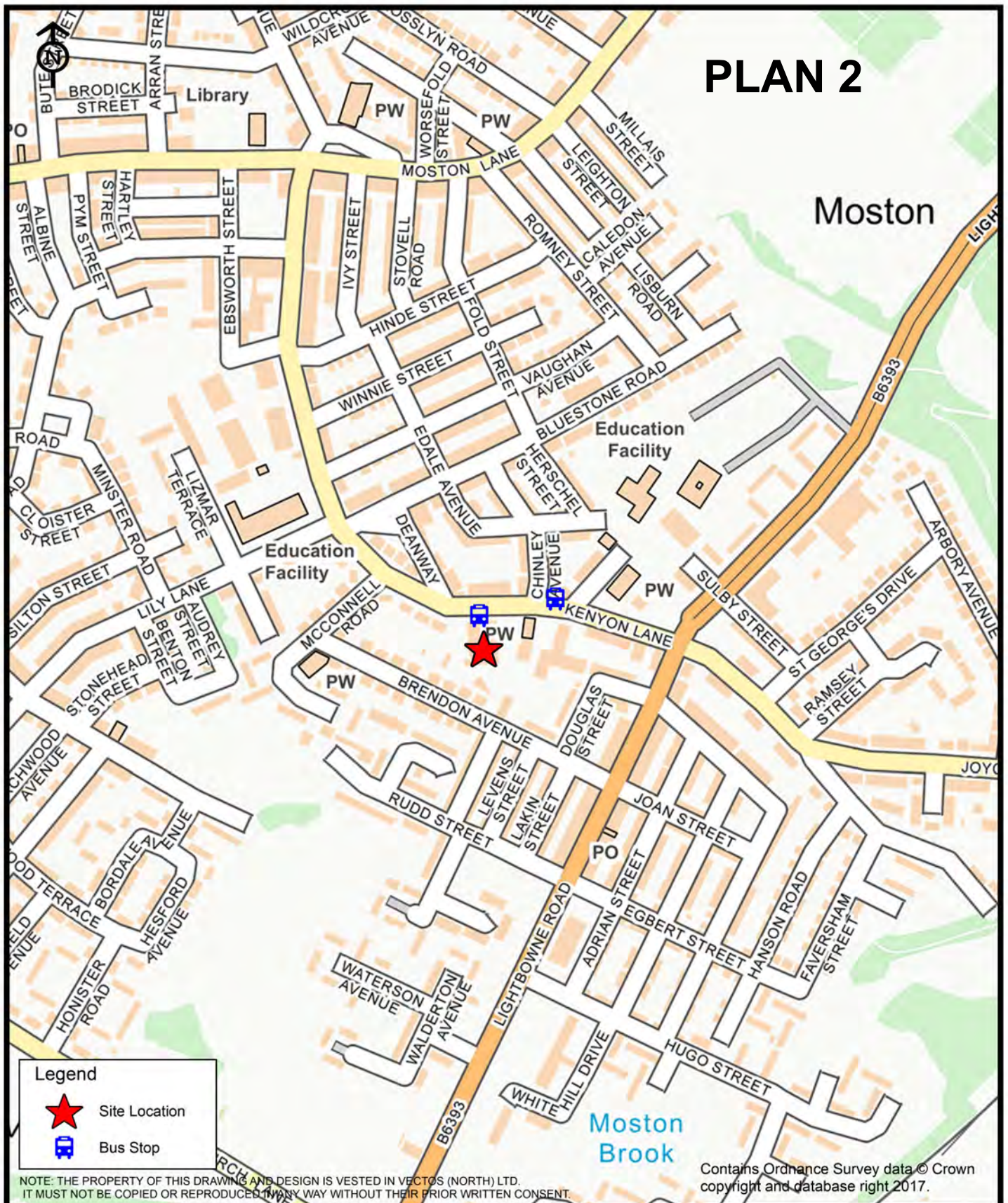
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PLAN 2

Moston



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PROJECT TITLE:
Adelphi, Kenyon Lane

DRAWING TITLE:
Site Location (Local Context)

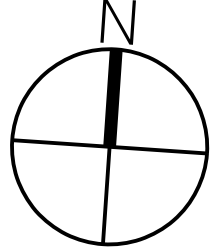


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Kenyon Lane

PLAN 3



FALCONER
CHESTER
HALL

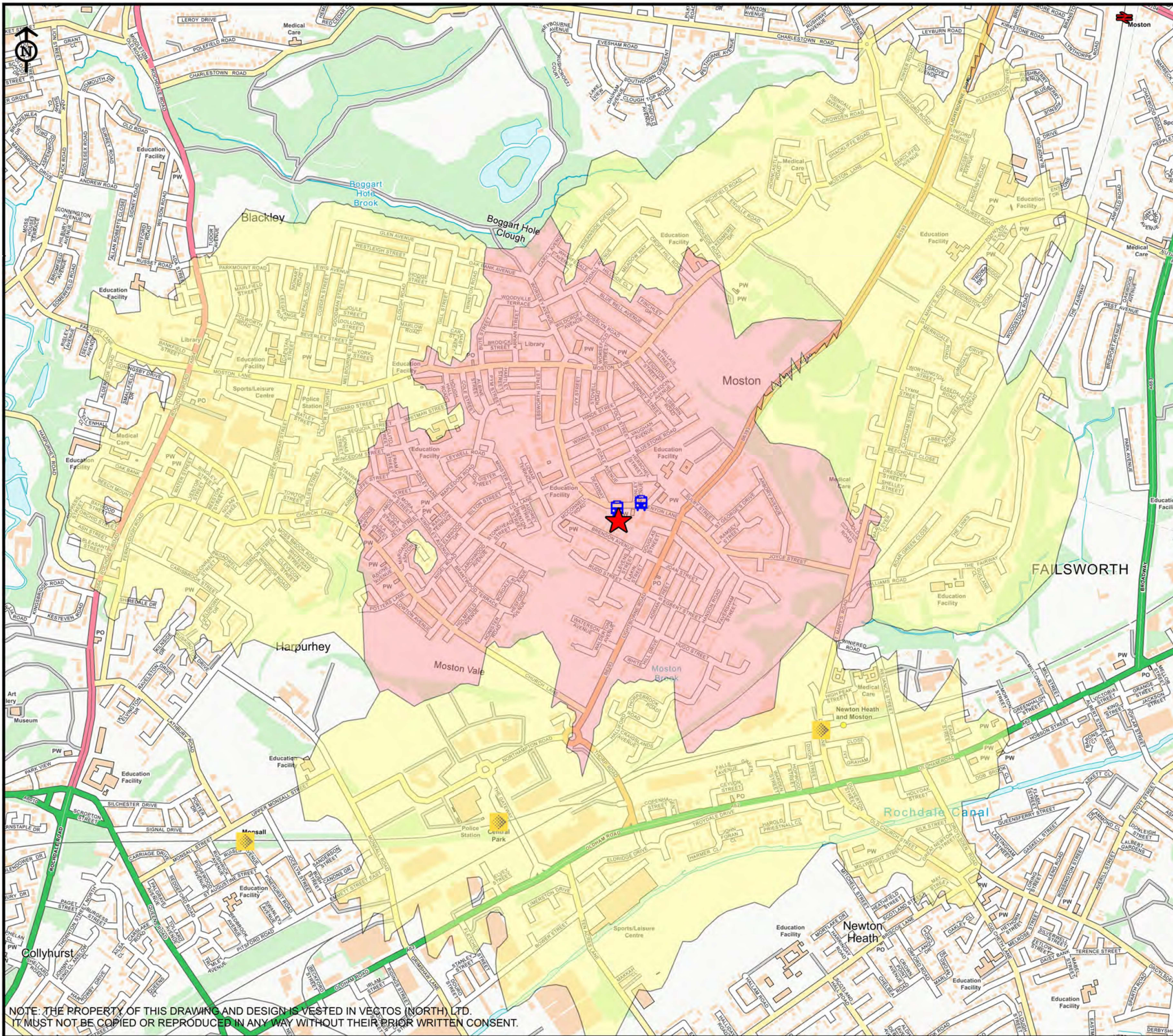
Rev C 15.07.2020
Rev B 03.07.2020
Rev A 17.06.2020

Car park layout updated
Issued for Planning
Refuse store included
adjacent to entrance lobby

Project Title
Kenyon Lane, Moston
Drawing Title
Proposed: Site Plan
Client
GDMJ LTD

Drawn By
AW
Date
March 2020

Project No.
P19-006



- Legend**
- ★ Site Location
 - Public Transport**
 - Metrolink
 - National Rail
 - Bus Stop
 - Walking Catchment**
 - 0 - 1 km
 - 1 - 2 km

PLAN 4

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CLIENT:
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Developments Limited**

PROJECT TITLE:
Adelphi, Kenyon Lane

DRAWING TITLE:
Walking Catchment

SCALE:
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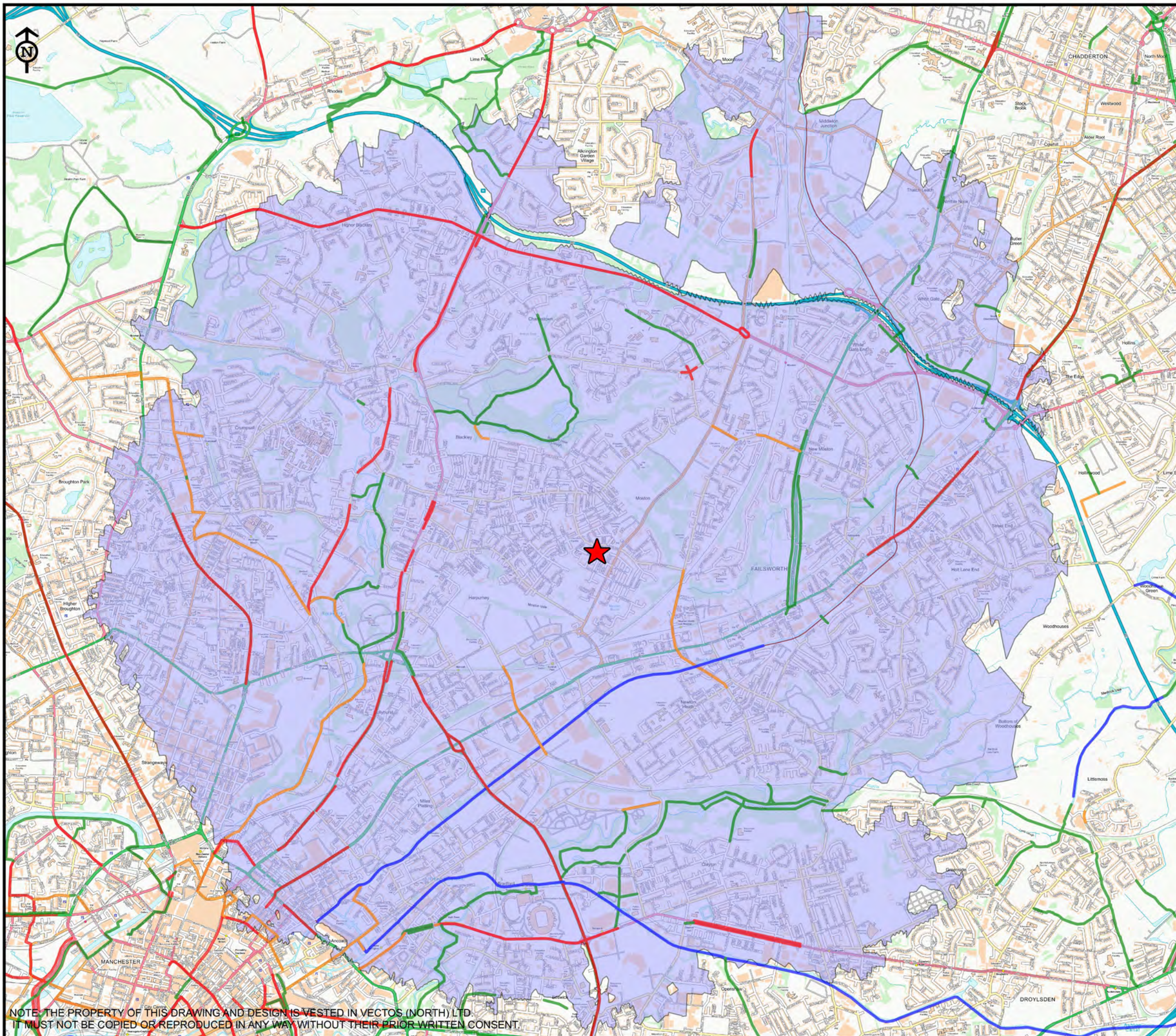


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Legend

★ Site Location

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

0 - 5km

PLAN 5

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CLIENT:

Adelphi (Kenyon Lane)
Developments Limited

PROJECT TITLE:

Adelphi, Kenyon Lane

DRAWING TITLE:

Cycling Catchment

SCALE:

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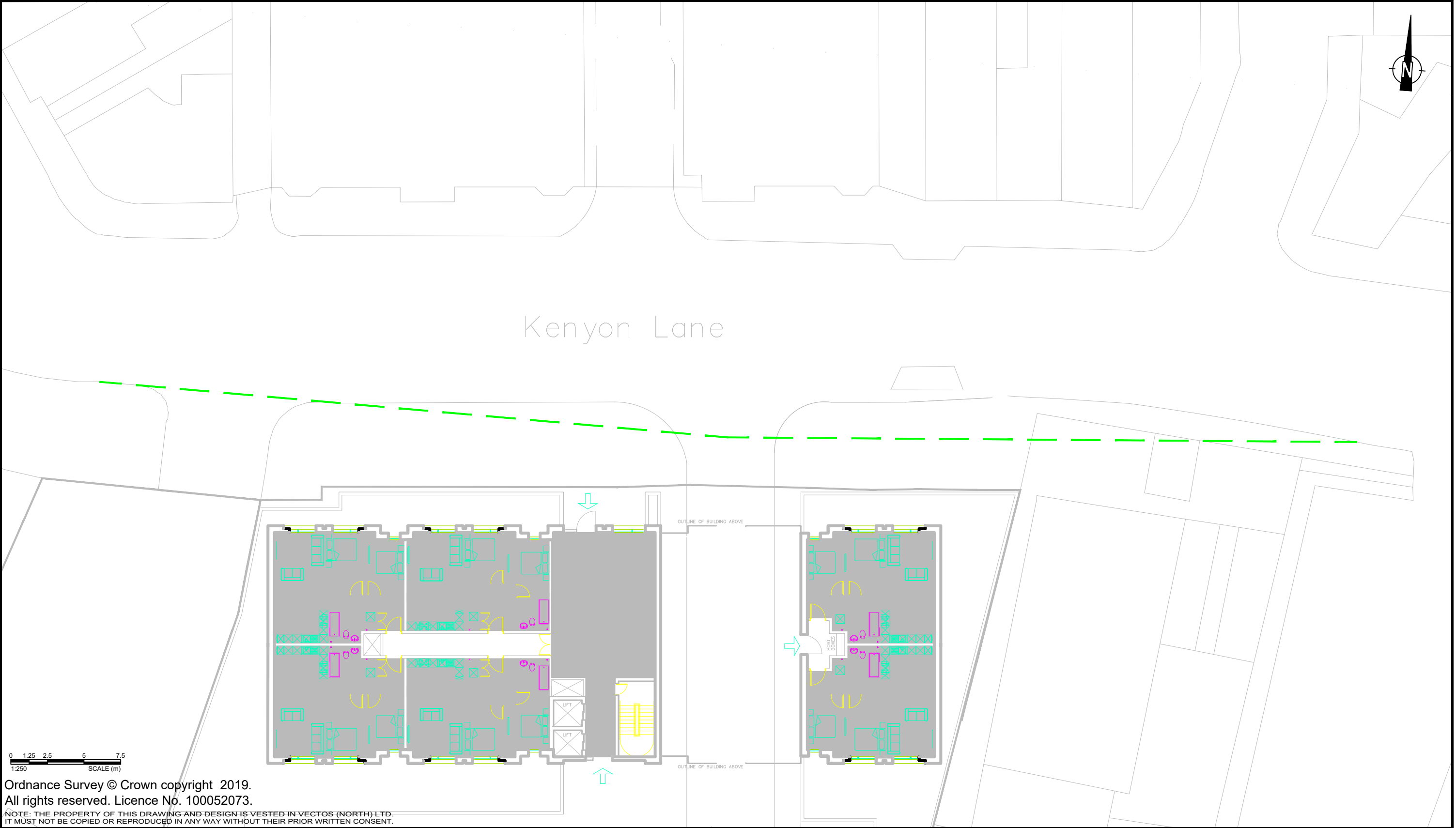
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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

— — — Visibility splay - 2.4m x 43m

PLAN 6

Adelphi, Kenyon Lane

Proposed Site Access - Visibility Review

Adelphi (Kenyon Lane) Developments Limited


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DRAWN: TO	CHECKED: JL	DATE: 22.06.20	SCALES: 1:250 at A3	DRAWING NUMBER: VN201662-D100	REVISION: .
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APPENDICES



APPENDIX A

TRICS Output Files

Calculation Reference: AUDIT-715001-200519-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 82 (units:)
Range Selected by User: 10 to 100 (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 25/09/19

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	3 days
Wednesday	2 days
Friday	1 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	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 1 mile:

10,001 to 15,000

3 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

50,001 to 100,000

1 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

3 days

125,001 to 250,000

1 days

250,001 to 500,000

3 days

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

Car ownership within 5 miles:

0.6 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

7 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17 Survey Type: MANUAL		
2	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14 Survey Type: MANUAL		
3	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
4	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15 Survey Type: MANUAL		
5	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17 Survey Type: MANUAL		
6	RI-03-C-01 465 PRIORY ROAD HULL	FLATS	EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 20 Survey date: TUESDAY 13/05/14 Survey Type: MANUAL		
7	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NT-03-C-01	Site includes houses. Also high parking ratio.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	40	0.036	7	40	0.133	7	40	0.169
08:00 - 09:00	7	40	0.065	7	40	0.211	7	40	0.276
09:00 - 10:00	7	40	0.093	7	40	0.136	7	40	0.229
10:00 - 11:00	7	40	0.061	7	40	0.090	7	40	0.151
11:00 - 12:00	7	40	0.065	7	40	0.075	7	40	0.140
12:00 - 13:00	7	40	0.057	7	40	0.061	7	40	0.118
13:00 - 14:00	7	40	0.075	7	40	0.086	7	40	0.161
14:00 - 15:00	7	40	0.108	7	40	0.090	7	40	0.198
15:00 - 16:00	7	40	0.136	7	40	0.086	7	40	0.222
16:00 - 17:00	7	40	0.108	7	40	0.108	7	40	0.216
17:00 - 18:00	7	40	0.194	7	40	0.090	7	40	0.284
18:00 - 19:00	7	40	0.133	7	40	0.075	7	40	0.208
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.131			1.241			2.372

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

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

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Parameter summary

Trip rate parameter range selected:	14 - 82 (units:)
Survey date range:	01/01/12 - 25/09/19
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:	1

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.