APPLICATION FOR ERECTION OF 3 STOREY BUILDING TO FORM 13 APARTMENTS WITH ASSOCIATED CAR PARKING, LANDSCAPING AND BOUNDARY TREATMENT.

TRANSPORT STATEMENT

AMNI TRANSPORTATION

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TRANSPORT STATEMENT

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TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been produced to support a planning application for the erection of a 3 storey building to form 13 apartments with associated car parking, landscaping and boundary treatment on land located at 101 Queens Road, Cheetham Hill, Manchester, M8 8UT (the site). The site is excellently located for access by a range of sustainable transport methods.

1.2 In preparing this Transport Statement the following has been undertaken :-

- an inspection of the existing site, the highway access and the adjacent local highway network;
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the plans,
- an assessment of the traffic generating potential of the residential development and a comparison with the previously approved development use;
- an assessment of the traffic and highway impact of the residential development; and
- an assessment of the accessibility of the proposed development by public transport, walking and cycling.

1.3 An earlier scheme was prepared in 2023. The Transport Statement has been updated to discuss the scheme in 2025.

1.4 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

2.1 The site of the residential development is 101 Queens Road, Cheetham Hill, Manchester, M8 8UT. The site is situated on a vacant corner plot to the north of Queens Road (A6010) and to the west of Appleford Drive. The land has been vacant for several years and its last known use was residential and as a dance school. The site location is shown below in Figure 1.

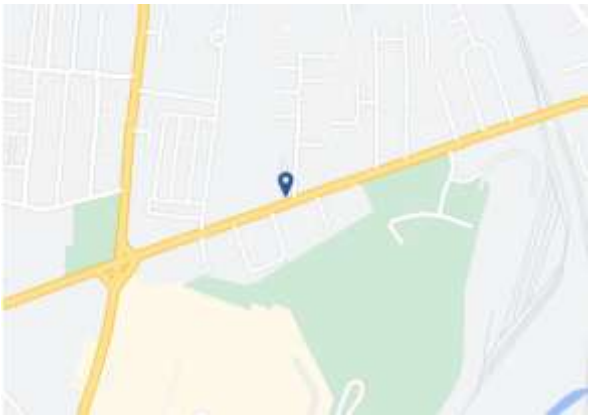


Figure 1 - Location of Development Site in the Context of the Local Road Network

2.2 The site is in the Cheetham Hill area of Manchester and within approximately 2km of Manchester City Centre. The surrounding area is predominantly residential with a large retail offering approximately 300 metres to the south west of the site at Manchester Fort Shopping Park and Cheetham Hill Retail Park. The site is situated in a highly accessible location which will be expanded upon in Section 3 of this Transport Statement. An existing site location plan is contained in **Appendix A**.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

3.2 The proposed residential development is located at 101 Queens Road, Cheetham Hill, Manchester on the north side of the road. Queens Road is an A Class road and designated as the A6010. There is a single lane in each direction along Queens Road. Queens Road is protected by waiting restrictions on the side of the proposed development. The primary access into the development will be from a new access onto Appleford Drive. Appleford Drive is a residential street and is controlled by a priority junction at Queens Road.

3.3 There are bus stops located close by the proposed development. There is a signal controlled pedestrian crossing facility located directly outside the development across Queens Road.

3.4 Public Transport Access

3.5 The site is well served by public transport with bus services passing along Queens Road and Cheetham Hill Road all within between 60 metres and 300 metres of the site.

3.6 The bus stops south-west of the site on Queens Road are located closest to the site, and both the south-east bound and south-west bound bus stops are located within 100 metres of the site. There are further bus stops located on Cheetham Hill Road to the west and north-west of the site, and both the north bound and south bound services are within 300 metres of the site. Bus services can be easily accessed from the site within a short walking distance.

3.7 Bus maps of the routes taken by buses serving the site on Queens Road and Cheetham Hill Road are shown in Figure 2.

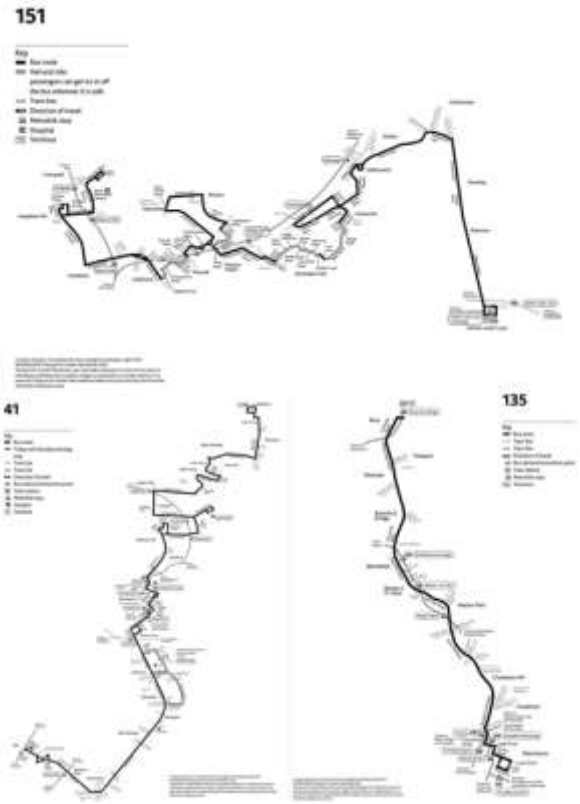


Figure 2 - Bus Routes Map (TfGM)

3.8 Table 1 shows the bus services along Queens Road and Table 2 shows the bus services along Cheetham Hill Road. Tables 1 and 2 indicate that there are 20 bus services in the morning peak, evening peak and inter peak periods Mondays-Fridays, 20 services on Saturdays and between 3 and 6 services on Sundays per hour near the site.

3.9 The bus stops on Queens Road and Cheetham Hill Road are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.10 The review of bus services demonstrates that the site is highly accessible by bus services.

Table 1 Bus Services along Queens Road

Service No	Route	Services per Hour Monday- Friday			Saturday
		AM	Off Peak	PM	
151	Crumpsall – Ashton-under-Lyne	1	1	1	1

151	Ashton-under-Lyne - Crumpsall	1	1	1	1
	Total	2	2	2	2

Table 2 Bus Services along Cheetham Hill Road

Service No	Route	Services per Hour Monday-Friday			Saturday	Sunday
		AM	Off Peak	PM		
41	Crumpsall/ Middleton - Sale	3	3	3	3	2
135	Bury – Piccadilly Gardens	6	6	6	6	3/6
41	Sale – Crumpsall/Middleton	3	3	3	3	2
135	Piccadilly Gardens - Bury	6	6	6	6	3/6
	Total	18	18	18	18	10/16

3.11 Rail Access

3.12 Manchester Victoria rail station is located approximately 1.8km away from the Queens Road site and would take approximately 24 minutes to walk or 8 minutes to cycle to the station. Manchester Victoria rail station provides access to local and regional destinations in Northern England and serves as an interchange for Manchester's tramway. The site on Queens Road is highly accessible by rail travel and convenient for access to and from many places.

3.13 Tram Access

3.14 The nearest tram stop is in Queens Road and is approximately 500 metres away from the site, a walk of around 5 minutes. The Table below shows the tram frequency and locations served from the stop in Queens Road.

Table 3 Frequency of Tram Services from Queens Road

Route	Frequency
Green Line – Altringham	Every 12 minutes
Green Line – Bury	Every 12 minutes
Yellow Line – Bury	Every 12 minutes
Yellow Line – Piccadilly	Every 12 minutes

3.15 Cycle Access

3.16 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the site. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.17 There is an on road cycle route with other cycling facilities on Cheetham Hill Road accessed from Queens Road approximately 250 metres south-west of the site. The map in figure 4 below shows the cycling routes and facilities available near to the site.

3.18 A map of the local cycle routes and facilities are shown in the Figure 4 below.

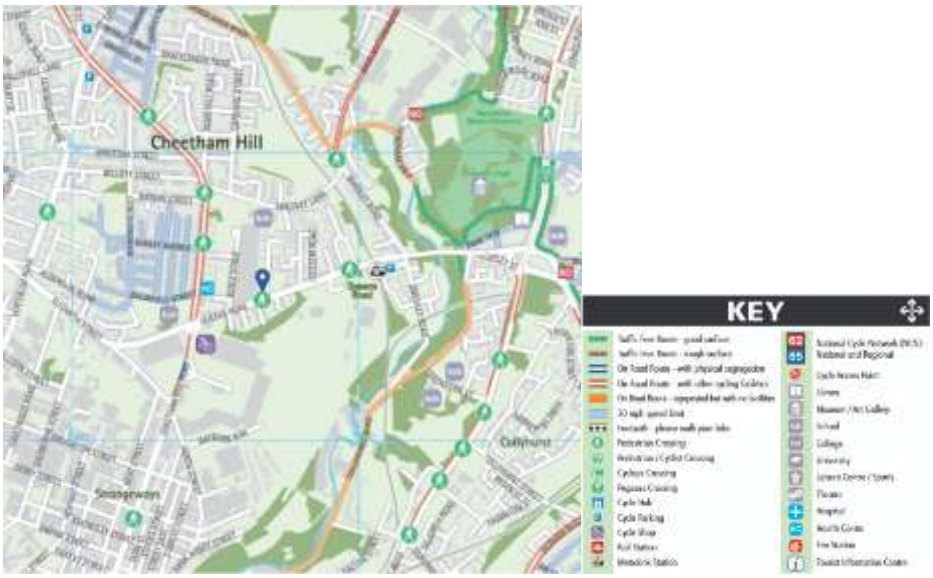


Figure 4 - Cycle Map of Routes (source : TfGM)

3.19 Walking Access

3.20 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.21 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.



Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

3.22 The walking distance to existing bus and tram stops is also clearly important in determining the accessibility of a site. As described earlier in this TS, the nearest bus stops are located approximately 60 metres and 85 metres from the site and other bus stops located with 300 metres of the site. The nearest tram stop is in Queens Road a walk of approximately 450 metres. These bus and tram stops are easily accessible with short walking trips. The footways along Queens Road and Cheetham Hill Road are wide and have streetlighting. There are crossing facilities provided at nearby junctions and shown in the map below.

3.23 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.24 Access to Services

3.25 Amenities within the 2 km suggested acceptable walking distance of the site are listed in the table below. There is a vast choice of retail, restaurants, employment opportunities, education, leisure and sports facilities within a 2 km walk of the site.

Table 4 Access to Services and Amenities

Amenity	Distance (km)	Walk Time (minutes)	Cycle Time (minutes)
St Chads Primary School	450	6	2
Cheetham Primary Care	280	4	1
Cohens Chemist	280	4	1
K&K Convenience Store Including ATM and Newsagents	290	4	1
Manchester Fort Shopping Park	400	5	3
Cheetham Hill Retail Park	500	7	3

Eden Boys/Edan Girls Secondary School	1200	15	4
Strangeways Employment Park	1400	17	4
AO Arena	1900	23	5
Arndale Shopping Centre	2000	25	6
Hightown Post Office	1200	15	5
Cheetham Park	850	11	3
Asda	1700	21	6

3.26 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the site is situated in a highly sustainable location and is capable of being accessed by sustainable transport.

3.27 Road Safety Record

3.28 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Queens Road and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 6 below.



Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.29 There have been 3 recorded injury accidents along the section of Queens Road containing the development site during the five-year period of the accident analysis. The slight injury accidents were as follows :

- on 28/06/2020, the report noted 2 vehicles and 2 casualties.
- on 09/11/2023, two vehicles involved and 1 casualty resulted;
- on 03/12/2023, two vehicles involved and 1 casualty resulted.

3.30 The above accidents occurred on the section of Queens Road away from the junction with Appleford Drive, the location of the site.

3.31 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not represent a material concern in the context of the proposed development.

3.32 Summary

3.33 The local road network has demonstrated a good road safety record in the recent road safety analysis. The site is in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2024)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
(a) the accessibility of the development;
(b) the type, mix and use of development;
(c) the availability of and opportunities for public transport;
(d) local car ownership levels; and
(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.6 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

4.7 Considering development proposals

4.8 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
(b) safe and suitable access to the site can be achieved for all users;
(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48]; and
(d) 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 through a vision-led approach.

4.9 **Paragraph 116.** 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

4.10 **Paragraph 117.** Within this context, applications for development should:
(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.11 Travel plans, transport assessments and statements in decision-taking (DfT March 2014)

4.12 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.

4.13 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.

4.14 Local Policy

4.15 Manchester City Council Core Strategy

Policy T 1 Sustainable Transport

4.16 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
    1. pedestrians and disabled people
    2. cyclists, public transport,
    3. commercial access,
    4. general off peak traffic,
    5. general peak time traffic.

Policy T 2 Accessible areas of opportunity and need

4.17 The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-
    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.

- Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
  - District Centres
  - Areas not within the City Centre or District Centres

  The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.18 Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis*.'

4.19 TfGM Transport Strategy 2040

Developing A Comprehensive Walking and Cycling Network
Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking, and supporting 'Streets for All' design guidance to ensure consistently high quality standards across the network.
The TfGM Transport Strategy 2040 indicates that school journeys can usually be undertaken by walking and cycling and encouraging more active travel is important to improving children's health.

Connected Neighbourhoods
The TfGM Transport Strategy 2040 recognises the importance of active lifestyles to improve health outcomes which includes day-to-day activities such as walking and cycling to school.

Access to Local Facilities

The TfGM Transport Strategy 2040 comments that the school journey by car can have a significant impact on local traffic and school car journeys can contribute to reduced levels of fitness and increasing obesity. The Strategy recognises that for primary schools a switch to walking and cycling journeys can reduce traffic impacts. For secondary schools, the Strategy indicates that journeys are generally longer but many journeys could be made by walking and cycling if safer routes and cycling parking are provided.

4.20 Assessment of the Proposed Residential Development Against Existing Policy

4.21 Accessibility to the site has been examined in this Transport Statement and it concluded that the site is easily accessible by public transport services, walking and cycling. The scheme is considered to meet the requirements of the Core Strategy as it is highly accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issues or highway safety issues.

4.22 The proposed residential development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

5.2 The planning application submission is seeking to obtain permission to erect a building forming 13 apartments, along with 13 car parking spaces, associated landscaping and boundary treatment on land at 101 Queens Road, Cheetham Hill, Manchester. The proposed residential development will comprise a total floor area of 743 square metres. The proposed residential development layout is set out in Table 5 below.

Table 5 Proposed Residential Development

Area Schedule (GIA)				
Level	Name	Type	Area (sqm)	Area (sqft)
L00 Ground Floor	Apartment 01	1_Bedroom	52 m²	560 ft²
L00 Ground Floor	Apartment 02	2_Bedroom	68 m²	729 ft²
L00 Ground Floor	Apartment 03	1_Bedroom	41 m²	443 ft²
L01 First Floor	Apartment 04	2_Bedroom	63 m²	680 ft²
L01 First Floor	Apartment 05	1_Bedroom	41 m²	442 ft²
L01 First Floor	Apartment 06	1_Bedroom	47 m²	510 ft²
L01 First Floor	Apartment 07	1_Bedroom	48 m²	511 ft²
L01 First Floor	Apartment 08	2_Bedroom	63 m²	682 ft²
L02 Second Floor	Apartment 09	1_Bedroom	52 m²	560 ft²
L02 Second Floor	Apartment 10	3_Bedroom	75 m²	805 ft²
L02 Second Floor	Apartment 11	1_Bedroom	58 m²	620 ft²
L02 Second Floor	Apartment 12	3_Bedroom	80 m²	860 ft²
L03 Third Floor	Apartment 13	1_Bedroom	55 m²	591 ft²
Grand total: 13			743 m²	7,994 ft²

No.8	Apartment	1-Bed
No.3	Apartment	2-Bed
No.2	Apartment	3-Bed

5.3 The proposed site layout for the development is shown in **Appendix B**.

5.4 Servicing to the Development

5.5 The residential development is anticipated to have refuse collection undertaken from the adopted highway. Access into the main car parking area has been tested with swept path analysis software to confirm that car parking spaces can be accessed independently of each other. The analysis has tested the spaces that could potentially be considered most difficult to access. The analysis confirms that movements into these spaces are achievable. Swept path analysis is contained in **Appendix C.**

5.6 Parking Strategy

5.7 The Council's Core Strategy indicates that maximum parking standards to car parking levels in areas outside of the city centre.

5.8 The scheme proposes a car parking level equivalent to 1 space per apartment which is considered appropriate to meet the needs of the development.

5.9 Parking Accumulation

5.10 Data from the TRICS database has used private apartments and assessed whether the forecast traffic would have an adverse impact on the proposed parking levels. The trip rates and the forecast traffic has been used to develop a parking accumulation analysis, which indicates that the 13 spaces across the site would be sufficient to meet the parking demands. Parking Accumulation Analysis is contained in **Appendix D**.

5.11 Census 2021

5.12 Census data 2021 has been analysed to assess the travel method from the local area. This showed that 56% of households travel sustainably compared to 47% across Manchester. The earlier version of the Transport Statement had analysed Census 2011 data. The travel proportions have changed from those initially noted in the

Census 2011 compared to the 2021 Census. One of the key changes has been the proportion of people who stated they worked at home, with the 2021 Census showing 37% compared to 3% in the 2011 Census.

5.13 Car availability data in the Census 2021 has also been analysed. This shows that in the local area, 48.3% of households do not have access to a car compared to 39% across Manchester as a whole.

5.14 From the proposed car parking and the supporting analyses it is evident that there is more likelihood that people in the area will travel without needing to rely on a car. Furthermore, the propensity to travel sustainably, low car ownership levels in the area and the parking proposed should mean that the scheme will not have the likelihood to result in any parking from the development occurring on the adjacent streets. Queens Road is protected by waiting restrictions so this will remove the potential for any waiting / parking on the highway from the development.

5.15 Census data analysis is contained in **Appendix E**.

5.16 Disabled Parking

5.17 One of the parking spaces will be an accessible space.

5.18 Cycle Parking

5.19 The scheme proposes to provide 10 spaces for cycle storage in a bike store on the site.

5.20 Public Transport Access

5.21 Earlier in this Transport Statement the existing bus and tram service frequency and the walking distances to transport hubs was described. The site is also located within an acceptable walking distance of Manchester Victoria rail station. The site is in a highly sustainable location for access by public transport.

5.22 Cycle Access

5.23 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 20-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site. The site is excellently located for access by cycling journeys.

5.24 Walking Access

5.25 Wide footways are located on each side of Queens Road and good walking infrastructure is provided in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the proximity of local facilities, amenities and transport hubs to the proposed residential development. The site is considered to be in a location that is highly accessible by walking.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database has been interrogated to assess the traffic generating potential of the proposed residential development at 101 Queens Road, Cheetham Hill, Manchester.

6.4 The TRICS outputs are provided in **Appendix F**. Table 6 below provides the forecast traffic in the morning and evening peak periods for the proposed residential development.

Table 6 Traffic Generation of the Proposed Residential Development

		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
Type	No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Flats	13	0.033	0.164	0.197	0.197	0.213	0.410	0	2	3	3	3	5
Total Traffic Generation								**0**	**2**	**3**	**3**	**3**	**5**

7.0 Traffic Impact

7.1 The traffic generation analysis of the proposed residential development forecasts 3 two-way trips and 5 two-way trips in the morning and evening peak periods respectively. This Transport Statement suggests that no formal junction assessment should be required and the traffic impact on the local network should be negligible.

7.2 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the development site.

7.3 Within Section 3 of this report, the road safety record for Queens Road and the surrounding road network were investigated. The analysis concluded that Queens Road and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development.

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support a planning application to erect a 3 storey building to form 13 apartments with associated car parking, landscaping and boundary treatment on land at 101 Queens Road, Cheetham Hill, Manchester.

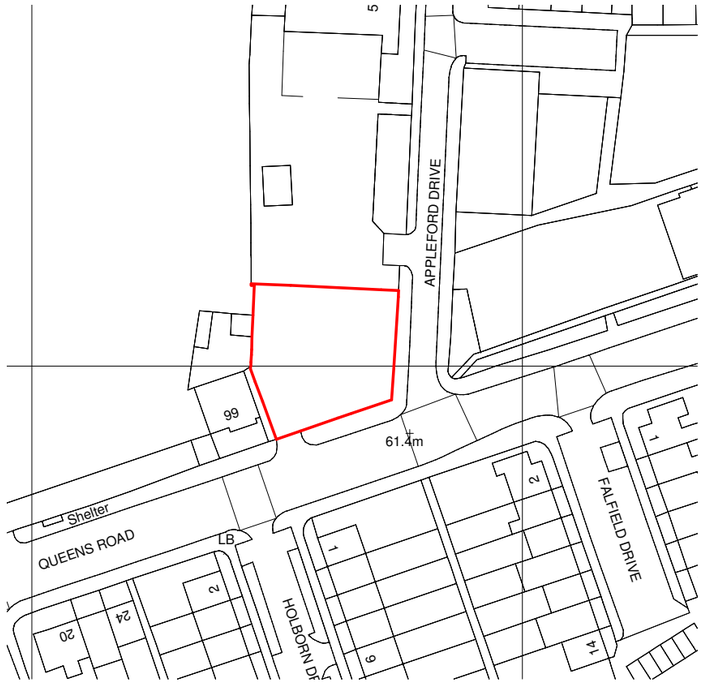
8.2 This Transport Statement demonstrates that Queens Road experienced a good road safety record. This Transport Statement acknowledged there has been 3 slight injury accidents on Queens Road in the wider road network but the proposed development is not anticipated to worsen the road safety record.

8.3 This Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the development and illustrated that low levels of traffic will be generated in the morning and evening peak hour periods. This level of traffic generation is anticipated to have a negligible impact on the highway network.

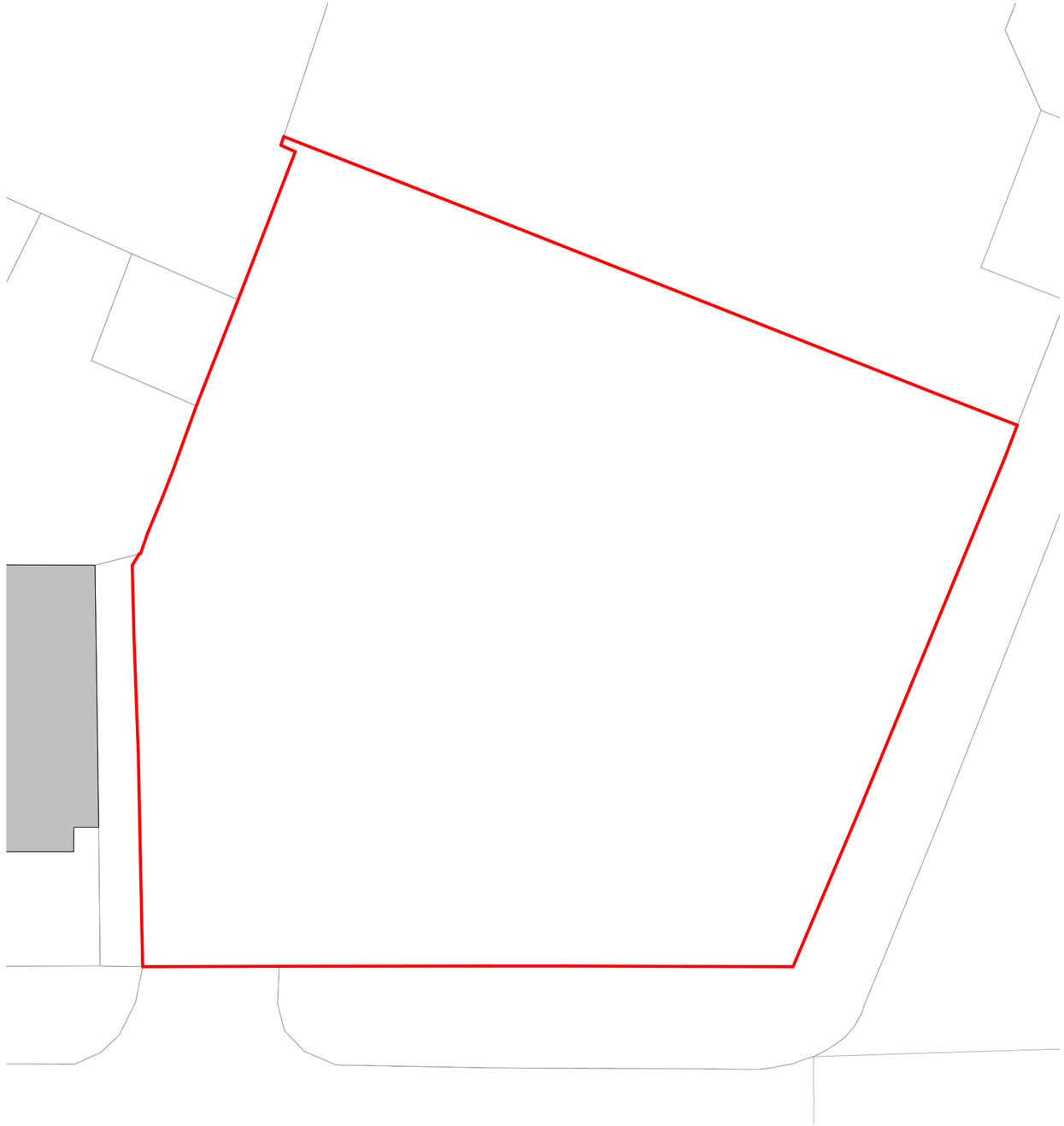
8.4 The access to local amenities from the proposed development scheme by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

8.5 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed residential development should be approved.

Appendix A



1 Location Plan
1 : 1250



2 Existing Site Plan
1 : 200

0 2 4 6 8m
1:200

General Notes

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LEGEND

Site Boundary

No.	Date	Dwn	Chk	App	Revision or reason for issue
P1	06/04/23	AK	SH		Initial Issue

Client
Mohammed Aljohani

createitstudios
... leave an impression

Create It Studios (NW) Ltd
Universal Square
Devonshire Street North
Manchester
M12 6JH

info@createitstudios.co.uk

Project Title
101 Queens Road, Cheetham Hill, M8 8UT

Scale / North Point
As indicated

Drawing Title
Location Plan & Existing Site Plan

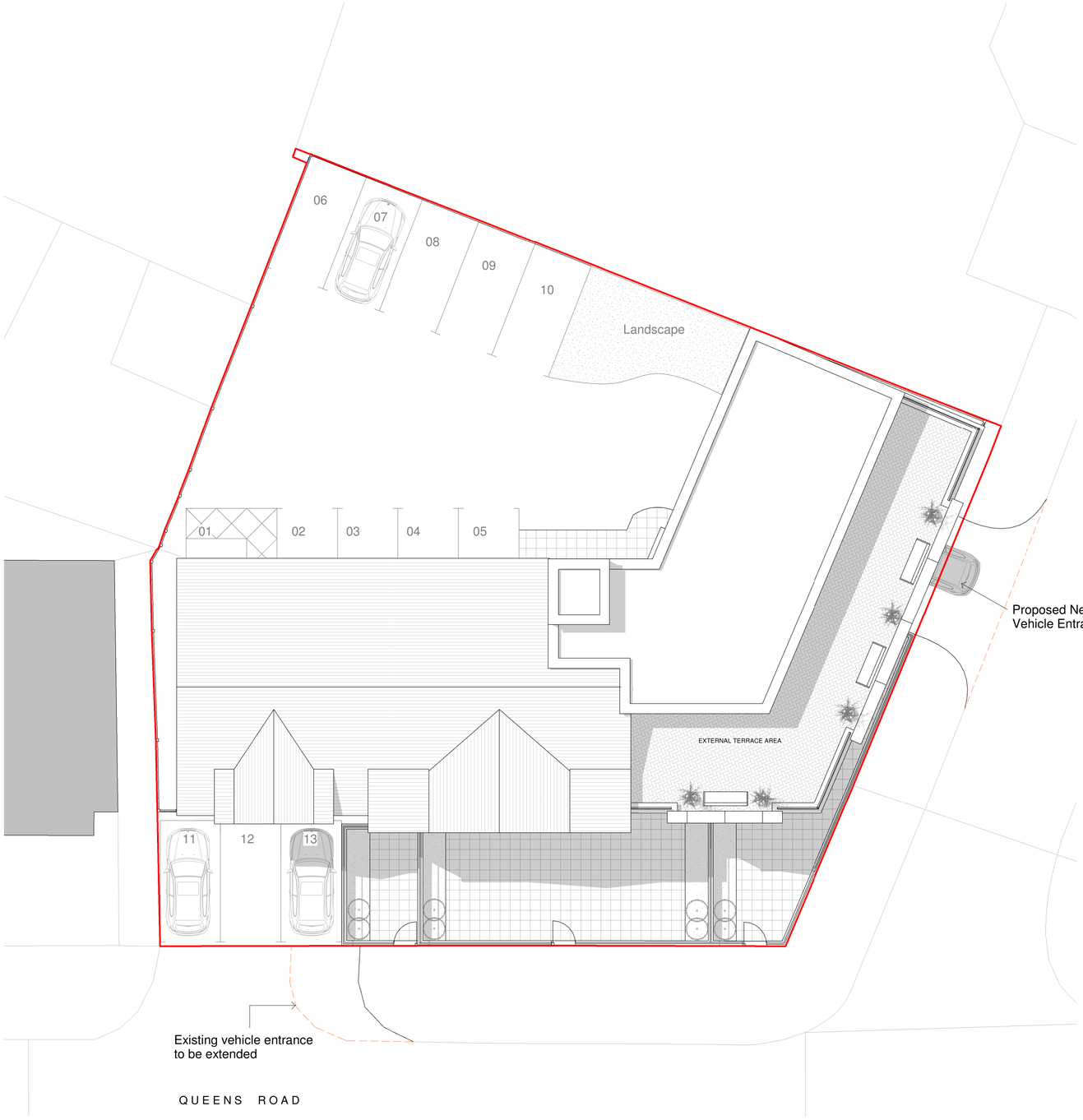
Drawing Number
A1480(02)AP001

Revision
P1

Drawing Status
Preliminary

Appendix B

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1 Prposed Site Plan
1 : 100



2 Proposed Front 3D View



3 Proposed Rear 3D View

Area Schedule (GIA)				
Level	Name	Type	Area (sqm)	Area (sqft)
L00 Ground Floor	Apartment 01	1_Bedroom	52 m²	560 ft²
L00 Ground Floor	Apartment 02	2_Bedroom	68 m²	729 ft²
L00 Ground Floor	Apartment 03	1_Bedroom	41 m²	443 ft²
L01 First Floor	Apartment 04	2_Bedroom	63 m²	680 ft²
L01 First Floor	Apartment 05	1_Bedroom	41 m²	442 ft²
L01 First Floor	Apartment 06	1_Bedroom	47 m²	510 ft²
L01 First Floor	Apartment 07	1_Bedroom	48 m²	511 ft²
L01 First Floor	Apartment 08	2_Bedroom	63 m²	682 ft²
L02 Second Floor	Apartment 09	1_Bedroom	52 m²	560 ft²
L02 Second Floor	Apartment 10	3_Bedroom	75 m²	805 ft²
L02 Second Floor	Apartment 11	1_Bedroom	58 m²	620 ft²
L02 Second Floor	Apartment 12	3_Bedroom	80 m²	860 ft²
L03 Third Floor	Apartment 13	1_Bedroom	55 m²	591 ft²
Grand total: 13			743 m²	7,994 ft²

No.8	Apartment	1-Bed
No.3	Apartment	2-Bed
No.2	Apartment	3-Bed

No.	Date	Dwn	Chk	App	Revision or reason for issue
P4	09/06/25	AK		SH	Amended Drawings
P3	02/06/25	AK		SH	Amended Drawings
P2	21/04/23	AK		SH	Amended Drawings
P1	06/04/23	AK		SH	Initial Issue

Client
Mohammed Aljohani

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Create It Studios (NW) Ltd
Universal Square
Devonshire Street North
Manchester
M12 6JH
info@createitstudios.co.uk

Project Title
101 Queens Road, Cheetham Hill, M8 8UT

Scale / North Point
1 : 100
0 1 2 3 4m
1:100

Drawing Title
Proposed Site Plan & 3D Views

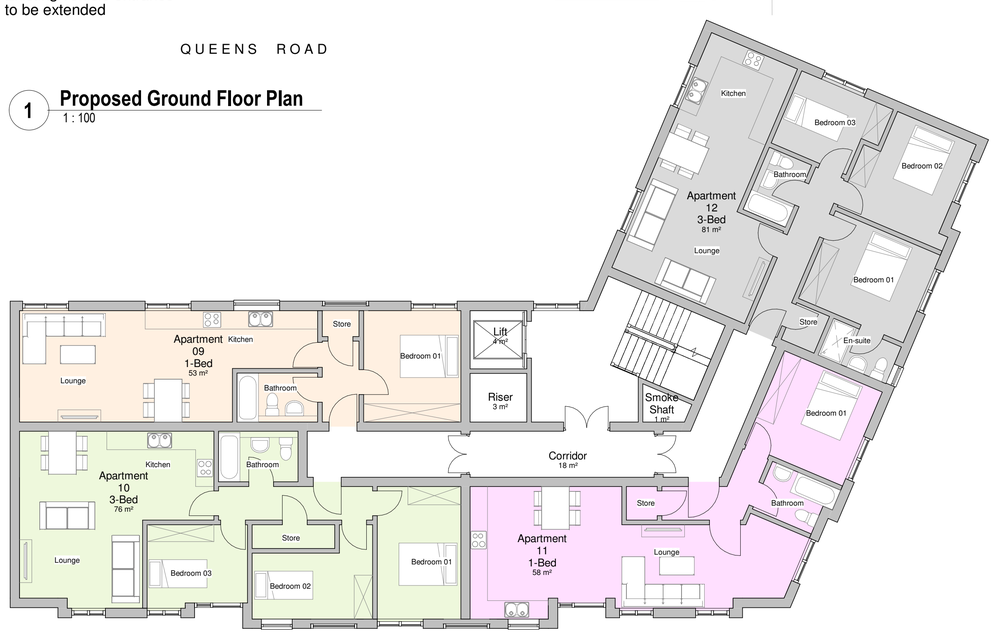
Drawing Number A1480(02)AP002
Revision P4
Drawing Status Preliminary



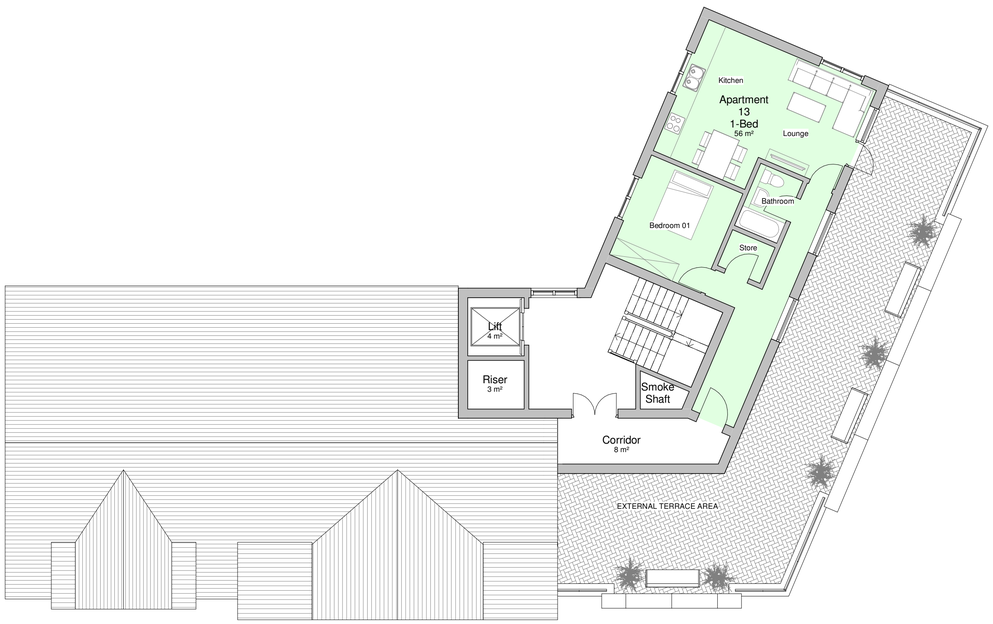
1 Proposed Ground Floor Plan
1 : 100



2 Proposed First Floor Plan
1 : 100



3 Proposed Second Floor Plan
1 : 100



4 Proposed Third Floor Plan
1 : 100

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LEGEND

- Site Boundary
- Apartment 01
- Apartment 02
- Apartment 03
- Apartment 04
- Apartment 05
- Apartment 06
- Apartment 07
- Apartment 08
- Apartment 09
- Apartment 10
- Apartment 11
- Apartment 12
- Apartment 13

No.	Date	Dwn	Chk	App	Revision or reason for issue
P6	09/06/25	AK	SH		Amended Drawings
P5	02/06/25	AK	SH		Amended Drawings
P4	27/06/23	AK	SH		Amended Drawings
P3	27/06/23	AK	SH		Amended Drawings
P2	21/04/23	AK	SH		Amended Drawings
P1	06/04/23	AK	SH		Initial Issue

Client
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Project Title
101 Queens Road, Cheetham
Hill, M8 8UT

Scale / North Point
1 : 100
0 1 2 3 4m
1:100

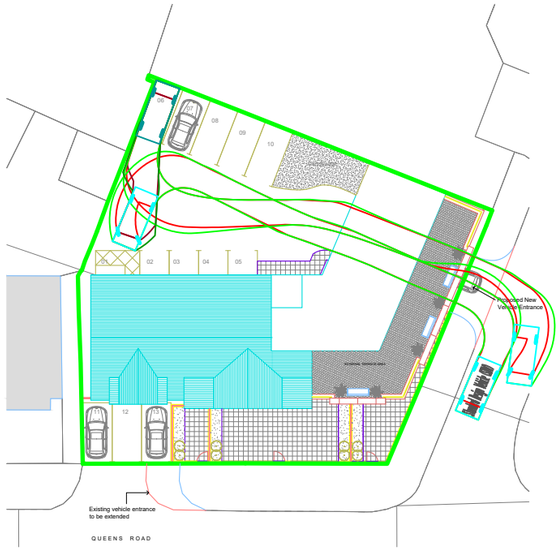
Drawing Title
Proposed Floor plans

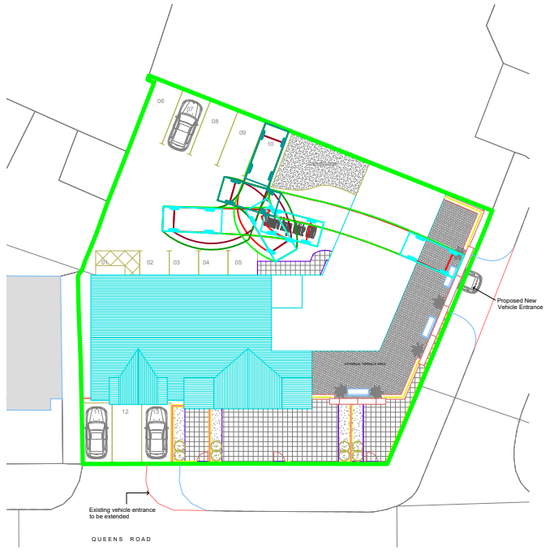
Drawing Number
A1480(02)AP003

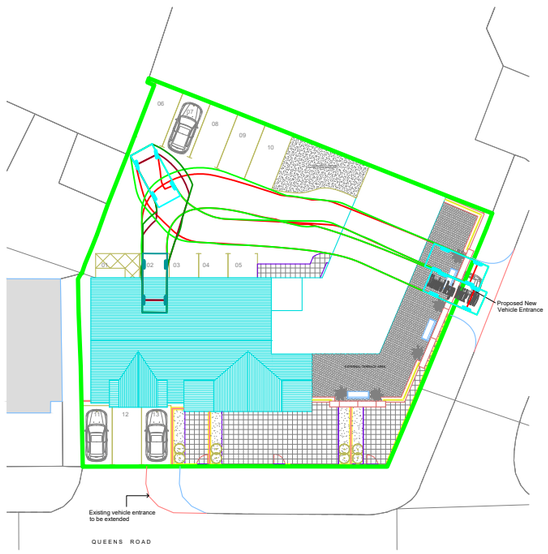
Revision
P6

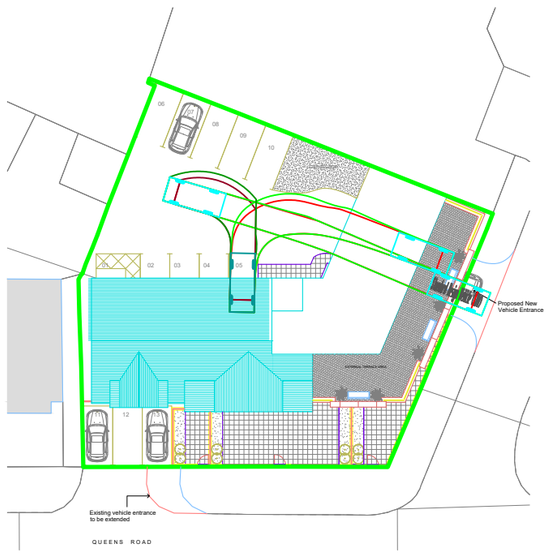
Drawing Status
Preliminary

Appendix C

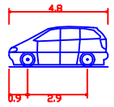








Vehicle Used in the Swept Path Analysis



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Revisions
A - site layout amended 4.7.2023
B - swept paths updated onto 2025 scheme 13.6.2025

Client
Client
Create It Studios

AMNI TRANSPORTATION

Scheme
101 Queens Road, Cheetham Hill

Title
Title
Swept Paths Private Cars

Drawn	Checked	Date
J.Peet	M.Peet	21.6.2023
Project	**Drawing No**	**Scale**
396-23	396-23-1B	1:500@ A3

Appendix D

101 Queens Road Manchetser Parking Accumulation Residential Apartments

Time	IN	OUT		Capacity
				13
07:00-8:00	1	2	3	12
08:00-09:00	0	2	3	10
09:00-10:00	2	2	5	10
10:00-11:00	1	2	3	9
11:00-12:00	1	1	2	8
12:00-13:00	2	1	3	9
13:00-14:00	3	2	4	10
14:00-15:00	2	1	3	10
15:00-16:00	2	2	4	11
16:00-17:00	3	3	5	10
17:00-18:00	4	3	7	12
18:00-19:00	1	0	0	13

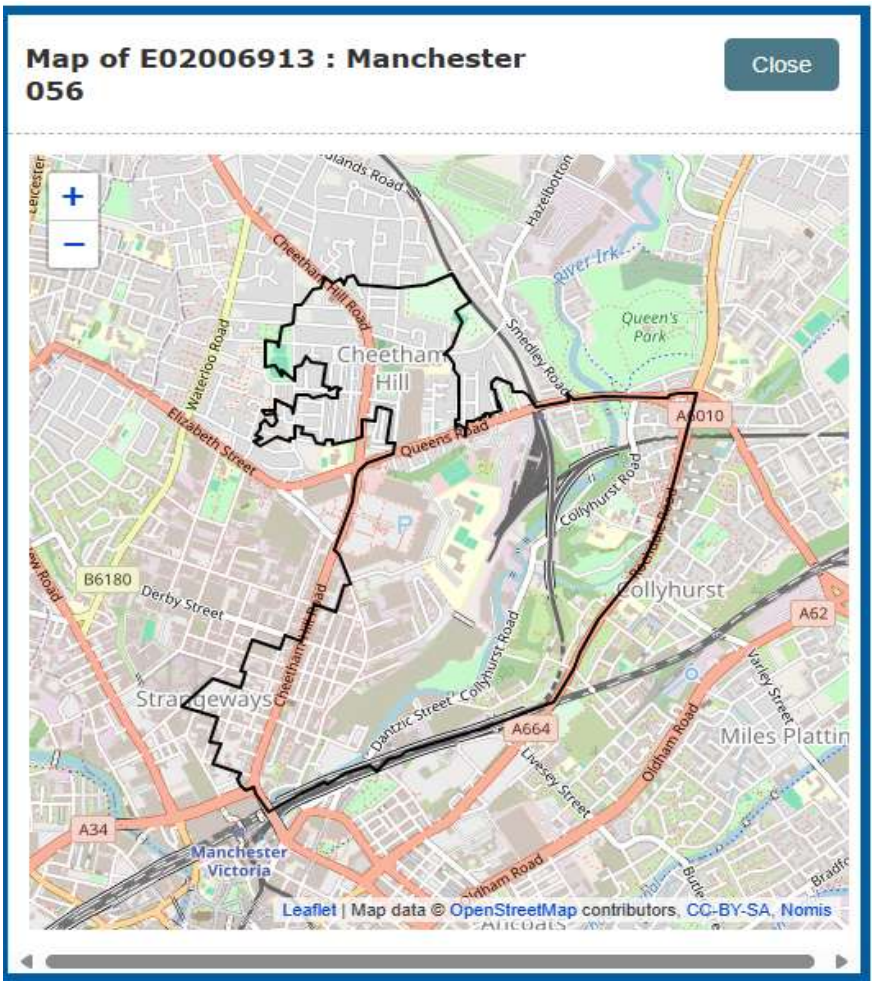
Appendix E

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 14 June 2025]

population	All households
units	Households
date	2021

Number of cars or vans	msoa2021:E02006913 : Manchester 056		ladu2023:Manchester	
	number	%	number	%
Total: All households	3,186	100.0	214,732	100.0
No cars or vans in household	1,538	48.3	83,770	39.0
1 car or van in household	1,243	39.0	92,267	43.0
2 cars or vans in household	355	11.1	31,611	14.7
3 or more cars or vans in household	50	1.6	7,084	3.3



TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 14 June 2025]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021

Method of travel to workplace	msoa2021:E02006913 : Manchester 056		ladu2023:Manchester		Sustainable Travel			
					msoa2021:E02006913 : Manchester 056		ladu2023:Manchester	
	number	%	number	%	number	%	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	2,379	100%	160,319	100%	2,379	56%	160,319	47%
Work mainly at or from home								
Underground, metro, light rail, tram	126	5%	6,152	4%	126	5%	6,152	4%
Train	72	3%	2,848	2%	72	3%	2,848	2%
Bus, minibus or coach	283	12%	23,669	15%	283	12%	23,669	15%
Taxi	65	3%	3,654	2%	65	3%	3,654	2%
Motorcycle, scooter or moped	5	0%	462	0%	5	0%	462	0%
Driving a car or van	984	41%	82,379	51%	984		82,379	
Passenger in a car or van	119	5%	8,217	5%	119	5%	8,217	5%
Bicycle	60	3%	7,305	5%	60	3%	7,305	5%
On foot	606	25%	22,647	14%	606	25%	22,647	14%
Other method of travel to work	59	2%	2,986	2%	59		2,986	

Appendix F

Calculation Reference: AUDIT-756701-250614-0611

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 22 (units:)
Range Selected by User: 6 to 25 (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: 01/01/16 to 16/06/23

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:

Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	4 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 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	1 days
No	3 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	4 days

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

LIST OF SITES relevant to selection parameters

1 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

2 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

3 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

4 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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
LE-03-C-01	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.066	4	15	0.180	4	15	0.246
08:00 - 09:00	4	15	0.033	4	15	0.164	4	15	0.197
09:00 - 10:00	4	15	0.180	4	15	0.180	4	15	0.360
10:00 - 11:00	4	15	0.049	4	15	0.148	4	15	0.197
11:00 - 12:00	4	15	0.082	4	15	0.098	4	15	0.180
12:00 - 13:00	4	15	0.148	4	15	0.082	4	15	0.230
13:00 - 14:00	4	15	0.197	4	15	0.131	4	15	0.328
14:00 - 15:00	4	15	0.131	4	15	0.098	4	15	0.229
15:00 - 16:00	4	15	0.148	4	15	0.131	4	15	0.279
16:00 - 17:00	4	15	0.197	4	15	0.213	4	15	0.410
17:00 - 18:00	4	15	0.328	4	15	0.230	4	15	0.558
18:00 - 19:00	4	15	0.098	4	15	0.066	4	15	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.657			1.721			3.378

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 22 (units:)
Survey date date range:	01/01/16 - 16/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.016	4	15	0.016	4	15	0.032
08:00 - 09:00	4	15	0.000	4	15	0.000	4	15	0.000
09:00 - 10:00	4	15	0.016	4	15	0.016	4	15	0.032
10:00 - 11:00	4	15	0.000	4	15	0.000	4	15	0.000
11:00 - 12:00	4	15	0.000	4	15	0.000	4	15	0.000
12:00 - 13:00	4	15	0.016	4	15	0.016	4	15	0.032
13:00 - 14:00	4	15	0.016	4	15	0.016	4	15	0.032
14:00 - 15:00	4	15	0.000	4	15	0.000	4	15	0.000
15:00 - 16:00	4	15	0.000	4	15	0.000	4	15	0.000
16:00 - 17:00	4	15	0.033	4	15	0.033	4	15	0.066
17:00 - 18:00	4	15	0.000	4	15	0.000	4	15	0.000
18:00 - 19:00	4	15	0.016	4	15	0.016	4	15	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.113			0.226

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.000	4	15	0.016	4	15	0.016
08:00 - 09:00	4	15	0.000	4	15	0.016	4	15	0.016
09:00 - 10:00	4	15	0.000	4	15	0.016	4	15	0.016
10:00 - 11:00	4	15	0.000	4	15	0.000	4	15	0.000
11:00 - 12:00	4	15	0.016	4	15	0.000	4	15	0.016
12:00 - 13:00	4	15	0.000	4	15	0.000	4	15	0.000
13:00 - 14:00	4	15	0.000	4	15	0.000	4	15	0.000
14:00 - 15:00	4	15	0.000	4	15	0.000	4	15	0.000
15:00 - 16:00	4	15	0.000	4	15	0.000	4	15	0.000
16:00 - 17:00	4	15	0.000	4	15	0.000	4	15	0.000
17:00 - 18:00	4	15	0.033	4	15	0.000	4	15	0.033
18:00 - 19:00	4	15	0.016	4	15	0.016	4	15	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.064			0.129

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.033	4	15	0.131	4	15	0.164
08:00 - 09:00	4	15	0.016	4	15	0.148	4	15	0.164
09:00 - 10:00	4	15	0.131	4	15	0.131	4	15	0.262
10:00 - 11:00	4	15	0.049	4	15	0.115	4	15	0.164
11:00 - 12:00	4	15	0.082	4	15	0.098	4	15	0.180
12:00 - 13:00	4	15	0.115	4	15	0.049	4	15	0.164
13:00 - 14:00	4	15	0.164	4	15	0.115	4	15	0.279
14:00 - 15:00	4	15	0.115	4	15	0.066	4	15	0.181
15:00 - 16:00	4	15	0.131	4	15	0.115	4	15	0.246
16:00 - 17:00	4	15	0.131	4	15	0.164	4	15	0.295
17:00 - 18:00	4	15	0.295	4	15	0.230	4	15	0.525
18:00 - 19:00	4	15	0.082	4	15	0.049	4	15	0.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.344			1.411			2.755

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.016	4	15	0.033	4	15	0.049
08:00 - 09:00	4	15	0.016	4	15	0.016	4	15	0.032
09:00 - 10:00	4	15	0.033	4	15	0.033	4	15	0.066
10:00 - 11:00	4	15	0.000	4	15	0.033	4	15	0.033
11:00 - 12:00	4	15	0.000	4	15	0.000	4	15	0.000
12:00 - 13:00	4	15	0.016	4	15	0.016	4	15	0.032
13:00 - 14:00	4	15	0.016	4	15	0.000	4	15	0.016
14:00 - 15:00	4	15	0.016	4	15	0.033	4	15	0.049
15:00 - 16:00	4	15	0.016	4	15	0.016	4	15	0.032
16:00 - 17:00	4	15	0.033	4	15	0.016	4	15	0.049
17:00 - 18:00	4	15	0.033	4	15	0.000	4	15	0.033
18:00 - 19:00	4	15	0.000	4	15	0.000	4	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.195			0.196			0.391

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	15	0.000	4	15	0.000	4	15	0.000
08:00 - 09:00	4	15	0.016	4	15	0.000	4	15	0.016
09:00 - 10:00	4	15	0.033	4	15	0.033	4	15	0.066
10:00 - 11:00	4	15	0.000	4	15	0.016	4	15	0.016
11:00 - 12:00	4	15	0.000	4	15	0.000	4	15	0.000
12:00 - 13:00	4	15	0.033	4	15	0.033	4	15	0.066
13:00 - 14:00	4	15	0.016	4	15	0.000	4	15	0.016
14:00 - 15:00	4	15	0.016	4	15	0.033	4	15	0.049
15:00 - 16:00	4	15	0.033	4	15	0.033	4	15	0.066
16:00 - 17:00	4	15	0.033	4	15	0.033	4	15	0.066
17:00 - 18:00	4	15	0.016	4	15	0.016	4	15	0.032
18:00 - 19:00	4	15	0.000	4	15	0.000	4	15	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.196			0.197			0.393

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.*