

Proposed Residential Development
1 Commercial Street, Knott Mill, Manchester

September 2025

TRANSPORT STATEMENT

REPORT

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CLIENT:	Meadway Developments
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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Meadway Developments to advise on the traffic and transport issues relating to a planning application for a residential development on land at 1 Commercial Street, Knott Mill, Manchester.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of a forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development and Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located within around 1km south-west of Manchester city centre, it is bound to the north by Little Peter Street and to the east and west by Commercial Street and Constance Street.

2.1.2 The location of the site in relation to the surrounding local area is shown in **Plan 1**.

2.1.3 The site is adjacent to a residential building located on the north-west corner, whilst the remainder of the site is being used as a private surface car park. Existing footways surround the site on Little Peter Street, Commercial Street and Constance Street.

2.2 Development Proposals

2.2.1 It is proposed to provide a total of 8no. townhouses on the site, with associated car parking. The proposed site layout at ground floor level is presented in **Plan 2**.

2.2.2 As can be seen on the plan, parking spaces provided for each dwelling (1 space per dwelling) will be accessed directly Commercial Street and Constance Street.

2.2.3 This site is very well located to various public transport options, which are detailed in Section 3 of the report and as such the proposed level of parking is considered to be sufficient.

2.2.4 Clearly the location of site within the city centre means it is highly accessible by modes other than the private car, offering residents various choices about how they travel and thus, reducing demand for car parking.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus;
- access by rail; and
- access by Metrolink

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.

3.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.3 The nearest footway provisions are along Commercial Street and Constance Street to the west and east of the site and Little Peter Street to the north. Pedestrian footways with widths of at least 1.8 metres are located on Commercial Street, Constance Street and Little Peter Street. Commercial Street links the site with existing pedestrian routes, and desire lines, such as transport links and amenities to the north.

3.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.*

3.2.8 *However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

3.2.9 **Table 3.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.10 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.11 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.12 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.15 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.16 The 800-metre pedestrian catchment illustrates that large areas of Manchester including the city centre and the Deansgate train station. Whilst the 2,000-metre pedestrian catchment encompasses the entirety of Manchester city centre. Clearly, this represents a key destination for potential employment, retail and leisure trips.

3.2.17 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 3.1** below:

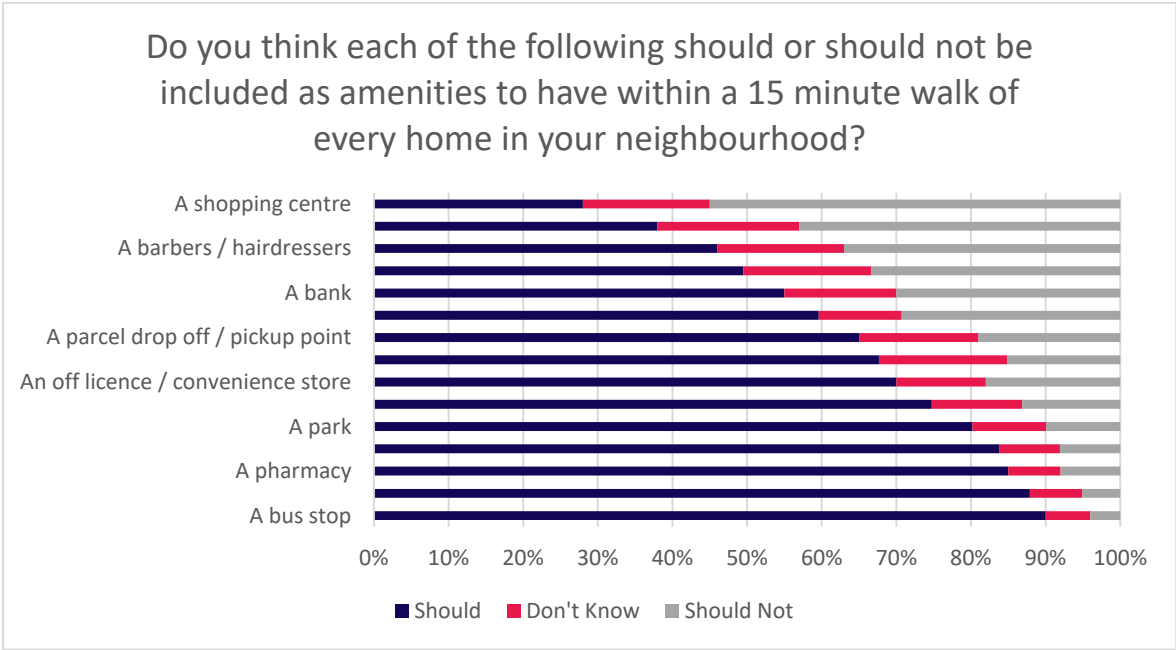


Figure 3.1 YouGov Poll Results (Source YouGov)

- 3.2.18 Figure 3.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 3.2.19 Plan 3 provides an illustrative indication of the nearby local amenities, as per those identified within the findings of the YouGov poll. The site is located in close proximity to a number of a local amenities, including a bus stop, a post box, primary school, pharmacy, convenience store, local restaurants, and a local park.
- 3.2.20 **Table 3.4** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site.
- 3.2.21 The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Lakeland Grocers	120m	1,950m	YES
Deansgate Train Station	150m	1,950m	YES
Deansgate Station Bus Stop	160m	1,950m	YES
Deansgate Castlefield Tram Stop	210m	1,950m	YES
The Deansgate Public House	260m	1,950m	YES
Sainsbury's Local	350m	1,950m	YES
Pure Gym	450m	1,950m	YES
Castlefield Campus Secondary School	750m	1,950m	YES
Boots Pharmacy	900m	1,950m	YES
Post Office	1,000m	1,950m	YES
St Wilfrid's Catholic Primary School	1,000m	1,950m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that '*For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.*'

- 3.3.3** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester City Centre, Salford, Didsbury, Fallowfield, and Prestwich.
- 3.3.4** To the north of the site along Deansgate major cycling friendly infrastructure has been introduced with cycle lanes all the way along the road and improvements to junctions to prioritise cyclists. There are various other cycle routes all across the city and around the site as shown in **Figure 3.2** below.

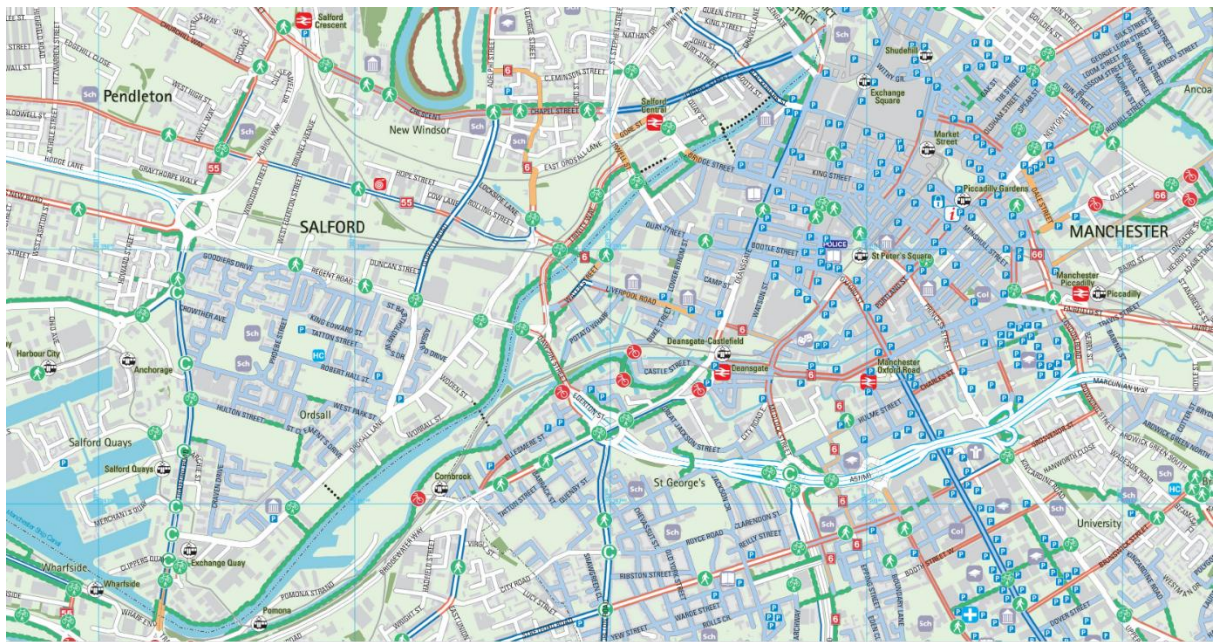


Figure 3.2 - TfGM Interactive cycle Map

3.3.5 Within Manchester city centre there is a cycle hire scheme (Starling Bank Bikes) which allow people to rent a bike from hubs around the city. The nearest hub to the site is 120m north of the site near Deansgate station, where you can rent the bike using your phone and then ride around the city and return it to any hub located all across the city.

3.3.6 National cycle route 6 is located 300m north of the site which links London to the Lake District, the section of the route located near to the site comes from the south of Manchester via the traffic free Fallowfield Loop line and residential streets through Walley Bridge then onto the city centre. In the city centre the route uses a variation of on road cycle paths and canal tow paths which provide safe cycling options. Then to the north of the city towards Bury, the route follows large parts of the Irwell Sculpture Trail.

3.3.7 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare.

3.4.2 The nearest bus stops to the site are located on Whitworth Street West around 160 metres (less than 2-minute walk) from the site and can be accessed via the footway provision provided on Commercial Street and Deansgate. The bus stops comprise of bus stop pole with bus information, the nearest bus stops to the site are shown on Plan 3.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
1 Free Bus	Manchester Picadilly-Spinningfields	5 services	Every 10 mins	Every 20 mins	2 services	Every 10 mins	Every 30 mins	Every 10 mins
X50	Manchester Picadilly-Trafford Park – Trafford Centre	5 services	Every 30 mins	10 services	1 service	Every 30 mins	9 services	Every 30 mins
477	Picadilly Gardens-Flixton-Carrington-Partington	5 services	Every 30 mins	10 services	2 services	Every 30 mins	9 services	Every 30 mins

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 As can be seen from Table 3.5, the bus stops on Whitworth Street West are served by the Number 1, X50 and 255 bus services that provide access to Manchester City Centre, Trafford, Flixton, Carrington and Picadilly Gardens. Manchester City Centre and Trafford are likely to be the main areas of employment for potential residents of the development.

3.4.5 The earliest Bus from this site is the 255 at 04:59am and the latest is the 1 Free Bus at 23:40pm.

3.4.6 Based on this, it can be concluded that the local bus services provide a viable option for commuter trips to and from Manchester city centre and Trafford Park which is likely to represent one of the main areas of employment for potential residents of the development and therefore provide the opportunity for commuter journeys to be undertaken by bus.

3.4.7 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

3.5.1 The nearest train station to the Site is Deansgate train station, which is located 150m to the north of the site being a 1-minute walk. Deansgate station has 2 platforms offering 10 services per hour to destinations such as Blackpool North Manchester Airport, Liverpool Lime Street, Southport and Manchester Oxford Road throughout the week.

3.5.2 It should be noted that this station is on the line to Manchester Picadilly which is a major transport hub where there are services to destinations all across the country.

3.5.3 It is therefore concluded that the proposed development site is accessible by rail.

3.6 Accessibility by Metrolink

3.6.1 The nearest tram stop to the site is Deansgate Castlefield which has 3 platforms offering services to destinations such as Altringham, Bury, Picadilly, Ashton Under Lyne, Eccles, Media City, East Didsbury, Rochdale, Trafford Centre, Shaw and Crompton and Manchester Airport. Monday to Thursday there are services every 12 minutes from 6am to midnight, Friday and Saturday every 12 minutes from 6am to midnight then every 24 minutes until 1am, and finally on a Sunday every 15 minutes from 7am till midnight.

3.6.2 This therefore concludes that the proposed development is accessible by Tram

3.7 Non-Car Access Summary

3.7.1 The proposed development site has been considered in terms of accessibility by non-car modes.

3.7.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides high potential for pedestrian trips between the development and the surrounding area.
- It has been demonstrated that the site is accessible by cycle, with a number of surrounding areas within cycle distance of the application site along with extensive cycle infrastructure and national cycle routes.
- The service from the bus stops on Whitworth Street West, connect the site with retail, employment and leisure facilities in Manchester city centre and Trafford Park.
- The site is also well located for access to Deansgate train station with it being 150m north of the site which provided opportunities for commuting trips.
- The site is well located for access to Deansgate Castlefield tram stop with it being around 210m north of the site which will provide opportunities for commuting trips.

3.7.3 In light of the above, it is considered that the site is accessible by non-car modes and caters for needs of the development's residents and visitors.

3.7.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in the NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 Given the proposed land use, it is assumed reasonable to consider the Weekday AM and PM peak hours as being those with the greatest impact on the local highway network.

4.3 Proposed Development

4.3.1 As previously stated, the proposals would provide a total of 8no. residential dwellings.

4.3.2 In order to establish the vehicular trip rates for the proposed residential development, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Greater London, Republic of Ireland and town centre sites excluded;
- All other survey sites; and
- Weekday surveys only.

4.3.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed residential development comprising 8no. dwellings is included in **Table 4.1**, below, with the TRICS output being provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.146	0.371	1	3
	PM Peak Hour	0.340	0.157	3	1

Table 4.1 - Proposed Residential Trip Rates and Trips (8 Dwellings)

4.3.4 As can be seen from the above table, the proposed residential is forecast to generate a total of approximately 3 two-way trips in the weekday AM and PM peak hours.

4.3.5 On this basis, no further detailed traffic impact of the proposals is required as part of this traffic impact analysis section.

4.4 Summary

4.4.1 This section of the Report has considered the impact of the proposal in transport terms.

4.4.2 The above assessment has demonstrated that the proposals will not have a material impact or give rise to any highway issues.

4.4.3 It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.

4.4.4 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the NPPF.

5 CONCLUSIONS

5.1.1 Eddisons has been instructed by Meadway Developments to advise on the traffic and transport issues relating to a planning application to develop land at 1 Commercial Street, Knott Mill in Manchester for residential purposes.

5.1.2 A number of conclusions can be drawn from the report, namely:

- The existing and proposed pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the site and the local area.
- The site is located close to a number of day to day amenities within the area to reduce reliance on the private car.
- The area surrounding the site is relatively flat, making it highly conducive to cycling.
- The site benefits from being located in close proximity to the bus stops which provide services that are ideally placed to cater for the needs of the new residents.
- The site highly accessible by train and Metrolink with the nearest station and tram estop being within easy walking distance.
- In highways terms, it has been demonstrated that the impact of the proposals will be minimal.
- The development will not give rise to any highways or road safety issues on the surrounding road network.

5.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

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CLIENT:

ICENI

DRAWING TITLE:

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MANCHESTER

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4951-01

REVISION:

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19.08.25

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19.08.25

SCALES:

NTS @ A4

Eddisons

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REVISION	-	FIRST ISSUE	13.09.24	SZ
	A	REVISED FOLLOWING FLOOD REPORT INFORMATION	26.06.25	SZ



CLIENT	MEADWAY DEVELOPMENTS LTD
PROJECT	KNOTT MILL TOWNHOUSES
TITLE	PROPOSED GROUND FLOOR PLAN
JOB NO.	X130
DWG NO.	AL1.01
SCALE	1:100 @ A1
DRAWN	SZ

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APPENDICES

APPENDIX 1

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-241211-1233

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	6 days
	EX ESSEX	2 days
	HC HAMPSHIRE	13 days
	HF HERTFORDSHIRE	3 days
	IW ISLE OF WIGHT	1 days
	KC KENT	7 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	17 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	FU WESTMORLAND & FURNESS	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: 8 to 1146 (units:)
Range Selected by User: 6 to 4334 (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 14/05/24

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	12 days
Tuesday	32 days
Wednesday	20 days
Thursday	14 days
Friday	7 days

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

Selected survey types:

Manual count	80 days
Directional ATC Count	5 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	12
Edge of Town	68
Free Standing (PPS6 Out 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	76
Village	1
Out of Town	5
No Sub Category	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	29 days - Selected
Servicing vehicles Excluded	105 days - Selected

Secondary Filtering selection:

Use Class:

C3 85 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

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	21 days
10,001 to 15,000	29 days
15,001 to 20,000	12 days
20,001 to 25,000	12 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	11 days
25,001 to 50,000	9 days
50,001 to 75,000	12 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	32 days
250,001 to 500,000	9 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	23 days
1.1 to 1.5	57 days
1.6 to 2.0	5 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	53 days
No	32 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	84 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	BO-03-A-01	DETACHED HOUSES		BEDFORD
	CARNOUSTIE DRIVE			
	BEDFORD			
	GREAT DENHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL	
3	CT-03-A-03	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL	
4	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
5	DC-03-A-11	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	141		
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL	
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
7	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY			
	DURHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
9	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
10	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
11	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
12	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
13	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
14	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
15	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
17	FU-03-A-02 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
18	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
19	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
20	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
21	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 270 Survey date: THURSDAY 24/06/21		Survey Type: MANUAL
22	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
24	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
25	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
26	HC-03-A-33	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: TUESDAY	04/07/23	Survey Type: MANUAL
27	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL
28	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	289	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
29	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE
	HAVANT ROAD		
	EMSWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
30	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
32	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: MONDAY 05/06/23		Survey Type: MANUAL
33	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 28/11/23		Survey Type: MANUAL
34	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 Survey date: TUESDAY 25/06/19		Survey Type: MANUAL
35	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
36	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
37	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
39	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL	
40	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND	MIXED HOUSES & FLATS		KENT
	Edge of Town No Sub Category Total No of Dwellings:	375		
	Survey date: MONDAY	20/03/23	Survey Type: MANUAL	
41	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL	
42	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:	32		
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL	
43	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
44	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
45	NF-03-A-22 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	984		
	Survey date: TUESDAY	13/10/20	Survey Type: DIRECTIONAL ATC COUNT	

LIST OF SITES relevant to selection parameters (Cont.)

46	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514		
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL	
47	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
48	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	1146		
	Survey date: THURSDAY	22/09/22	Survey Type: MANUAL	
49	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	321		
	Survey date: THURSDAY	22/09/22	Survey Type: DIRECTIONAL ATC COUNT	
50	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	164		
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT	
51	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
52	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	80		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

53	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
54	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
55	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
56	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		537	
	Survey date: TUESDAY		20/09/22	Survey Type: MANUAL
57	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
58	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT
59	NF-03-A-51 CITY ROAD NORWICH LAKENHAM	SEMI-DETACHED		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		34	
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

60	NF-03-A-52	MIXED HOUSES		NORFOLK
	LYNNSPORT WAY			
	KING'S LYNN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	130		
	Survey date: TUESDAY	07/11/23	Survey Type: MANUAL	
61	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
62	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	47		
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL	
63	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
64	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
65	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
66	SC-03-A-08	MIXED HOUSES		SURREY
	REIGATE ROAD			
	HORLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	790		
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

67	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96		
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL	
68	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
69	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	179		
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL	
70	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	149		
	Survey date: TUESDAY	22/06/21	Survey Type: MANUAL	
71	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:	250		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
72	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
73	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

74	WB-03-A-03	MIXED HOUSES		WEST BERKSHIRE
	DORKING WAY			
	READING			
	CALCOT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	108		
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL	
75	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUY'S CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
76	WK-03-A-04	DETACHED HOUSES		WARWICKSHIRE
	DALEHOUSE LANE			
	KENILWORTH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL	
77	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
78	WO-03-A-07	MIXED HOUSES & FLATS		WORCESTERSHIRE
	RYE GRASS LANE			
	REDDITCH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	47		
	Survey date: THURSDAY	01/10/20	Survey Type: MANUAL	
79	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
80	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	918		
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

81	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
82	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
83	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
84	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
85	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	85	169	0.074	85	169	0.294	85	169	0.368
08:00 - 09:00	85	169	0.146	85	169	0.371	85	169	0.517
09:00 - 10:00	85	169	0.126	85	169	0.156	85	169	0.282
10:00 - 11:00	85	169	0.113	85	169	0.135	85	169	0.248
11:00 - 12:00	85	169	0.122	85	169	0.130	85	169	0.252
12:00 - 13:00	85	169	0.142	85	169	0.139	85	169	0.281
13:00 - 14:00	85	169	0.146	85	169	0.137	85	169	0.283
14:00 - 15:00	85	169	0.151	85	169	0.173	85	169	0.324
15:00 - 16:00	85	169	0.249	85	169	0.164	85	169	0.413
16:00 - 17:00	85	169	0.265	85	169	0.153	85	169	0.418
17:00 - 18:00	85	169	0.340	85	169	0.157	85	169	0.497
18:00 - 19:00	85	169	0.269	85	169	0.143	85	169	0.412
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.236			2.225			4.461

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: 8 - 1146 (units:)
Survey date range: 01/01/16 - 14/05/24
Number of weekdays (Monday-Friday): 85
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 49
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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