

Transport Statement

**Proposed Residential Development,
26A Wilbraham Road, Fallowfield, Manchester**

Creative Property People Limited

June 2024

Prepared by: Craig Thomson

Checked by: Craig Thomson

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	03.06.24	Draft	CT	CT
01	13.06.24	Issue	CT	CT

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Creative Property People Limited to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 24 apartments, at 26A Wilbraham Road, Fallowfield, Manchester.

Background

- 1.2 A planning application (Application Reference: 138760/FO/2023) was submitted to Manchester City Council (MCC) for the erection of 30 apartments on the application site following demolition of the existing nursery building, which was validated in January 2024.
- 1.3 This planning application was withdrawn, however, MCC highways did note that a Transport Statement would be needed to accompany the planning application to include a review of:
- Local pedestrian/cycle facilities including crossing facilities in close vicinity of the site and access to local amenities;
 - A dedicated pedestrian route from the adopted highway;
 - The proposed/retained vehicular access design and width in consideration of both existing and proposed vehicle movements;
 - Car park design and parking provision; and
 - Waste servicing operations.
- 1.4 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.5 This TS provides an assessment of the traffic and transport implications associated with the revised development proposals to inform MCC, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of Report

- 1.6 The structure of this report is as follows:-

-
- i) Chapter 2 - describes in detail the site location, local transport network and road safety record;
 - ii) Chapter 3 - defines the development proposals including the proposed access, servicing arrangements and parking;
 - iii) Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - iv) Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - v) Chapter 6 – provides the summary and conclusions to the above chapters.

Figure 2.2 – Site Location Plan – Local View



- 2.4 The application site currently comprises of an existing day nursery (GFA of 453.5m²) and associated 21-space car park. The existing car park is accessed off the A6010 Wilbraham Road, at the south-east corner of the site, via a simple priority-controlled access as shown on **Figure 2.3** below. It should be noted that the existing access is gated which has the potential to cause waiting vehicles to hinder pedestrians and block back to the highway, resulting in possible operational / safety issues. In addition, the existing nursery use does not have a dedicated pedestrian access and pedestrians, including parents with young children and prams, share the access with vehicles.

Figure 2.3 – Existing Site Access



Local Highway Network

- 2.5 Hart Road and the A6010 Wilbraham Road front the southern site boundary. Hart Road, which connects the A6010 Wilbraham Road to Lloyd Street South in a south-east to north-west direction, is subject to a 20mph speed limit and has a carriageway width of approximately 7.5m in the vicinity of the site.
- 2.6 The A6010 Wilbraham Road, which is subject to a 40mph speed limit, provides a link between the A6010 Wilbraham Road / A6010 Wilmslow Road / B5093 Moseley Road / B5093 Wilmslow Road junction, in Fallowfield to the east, and the A6010 Wilbraham Road / A5145 Edge Lane / Hampton Road junction in Chorlton-cum-Hardy to the west. In the vicinity of the site the A6010 Wilbraham Road has a carriageway width of circa 10.5m which comprises of 2 running lanes, each with an advisory cycle lane, and circa 2m wide central hatching with right turn lanes, including one into Carrington Road opposite the site.
- 2.7 Hart Road and the A6010 Wilbraham Road both benefit from regularly spaced street lighting columns as well as wide footways on both sides of the road and there is a pedestrian refuge island with dropped kerbs and tactile paving on the A6010 Wilbraham Road, immediately opposite the site, to assist pedestrians across. There are no traffic regulation orders on Hart Road or the A6010 Wilbraham Road in the vicinity of the site, which are subject to on-street parking.

Existing Road Safety Record

- 2.8 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.9 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2.4**.

Figure 2.4 – Road Safety Record



- 2.10 As can be seen from the above, there have been a total of 2 recorded accidents (average of 0.4 accidents per year) within the study area during the 5-year study period. Of the recorded accidents, one ‘serious’ severity accident took place on the A6010 Wilbraham Road, to the east of the site access, and one ‘slight’ severity accident took place at the A6010 Wilbraham Road / Carrington Road junction to the south of the site. None of the recorded accidents involved a child, pedestrian or cyclist.

-
- 2.11 The evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the demolition of the existing building and erection of a single block of apartments, comprising 24 apartments, with associated landscaping at 26A Wilbraham Road, Fallowfield, Manchester.
- 3.2 The proposed site layout is presented in **Appendix A** and the proposed development mix is confirmed as 12 no. 1-bed apartments and 12 no. 2-bed apartments.

Access

- 3.3 Vehicular access to the car park and proposed development will continue to take place via the existing site access, off the A6010 Wilbraham Road, although the existing gate will be removed which can be controlled via a suitably worded planning condition and will result in a significant betterment over the existing situation. Whilst it is acknowledged that the existing access geometry is not of typical residential design standards, it is considered acceptable to serve the proposed development in this instance for the following reasons:
- Junction visibility splays of 2.4m x 120m, in accordance with the visibility requirements set out in the DMRB for a 40mph road, are achievable in both directions from the site access as shown on drawing number SCP/220852/D01, presented in **Appendix B**.
 - The existing access to the site is a well-established access which served the existing day nursery, as detailed earlier.
 - It is evident that the existing well-established access does not have any reoccurring highway safety problems that could be affected by the development proposals, particularly given that the proposed development is expected to result in a deintensification in the vehicular use of the access in both the AM and PM peak hours as well as across a full day when compared to the existing nursery use, as detailed later in this report.

- Notwithstanding the betterment that the proposed reduction in vehicle movements will bring at the existing access, which is currently shared with pedestrians, a separate pedestrian only access is proposed off Hart Road. This will significantly reduce the number of pedestrians sharing the site access with vehicles when compared to the existing nursery use which provides a significant betterment over the existing situation, particularly when considering the vast majority of pedestrian movements associated with a nursery are parents with small children and prams.

3.4 Having regard to the above, the existing shared surface access is a well-established access that evidently operates safely for all road users and there are no empirical or technical reasons to suggest the access would operate any less safely with the proposed development in place. This is particularly the case when considering the proposed development will result in a deintensification in the use of the access and will also provide a pedestrian only route, reducing the number of pedestrians sharing the site access with vehicles when compared to the existing nursery use, which provides a significant betterment over the existing situation.

Servicing

3.5 As shown on the site layout presented in **Appendix A**, a bin store is proposed in the immediate vicinity of the site access and it is proposed that servicing will take place on-street, which follows that of the existing servicing arrangement for the site and many properties in this location.

Parking

3.6 As detailed earlier, the existing car park provides 21 parking spaces including 2 (10%) disabled bays which is designed with standard 6m aisle widths. It should be noted that the existing 21 space car park was for the sole use of the existing nursery, and will be for the sole use of prospective residents of the proposed apartments, with the applicant confirming that the adjacent language school have no rights to park there.

3.7 The proposed level of parking (88% parking provision) is considered acceptable in this instance for the following reasons:

- i. As detailed in Chapter 4, the site benefits from high levels of accessibility being within a short walk distance of a vast array of local facilities as well as numerous public transport connections which provide access to a large range of destinations. Therefore, prospective residents will not be reliant on the private car to travel to/from the site;

- ii. The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this highly accessible location and, by providing less than 100% parking, will help to reduce the reliance on the use of the private car and meet these policy objectives;
- iii. As shown on the site layout plan presented in **Appendix A**, secure cycle storage is proposed for 48 bicycles which will encourage prospective residents to travel via bicycle;
- iv. In addition to the above, the applicant is committed to encouraging travel by sustainable modes and reducing single occupancy car travel/parking demand through the implementation of a Travel Plan which has been submitted under separate cover;
- v. Any prospective purchaser or tenant of the apartments will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly; and,
- vi. The existing car ownership levels in the area have been obtained from the 2021 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (43%), which is to be expected given the highly sustainable location of the site. The proposed car parking provision (88%) is therefore over double actual car ownership levels in the area;

Vehicle Availability per Flat, Maisonette, Apartment, Caravan or other mobile or temporary structure	Output Area - E02001076: Manchester 032
No cars or vans in household	57%
1 or more cars or vans in household	43%

3.8 The proposed car parking provision is therefore considered to be acceptable in this highly accessible location, particularly given that it is significantly higher (double) than actual car ownership levels.

4.0 ACCESSIBILITY

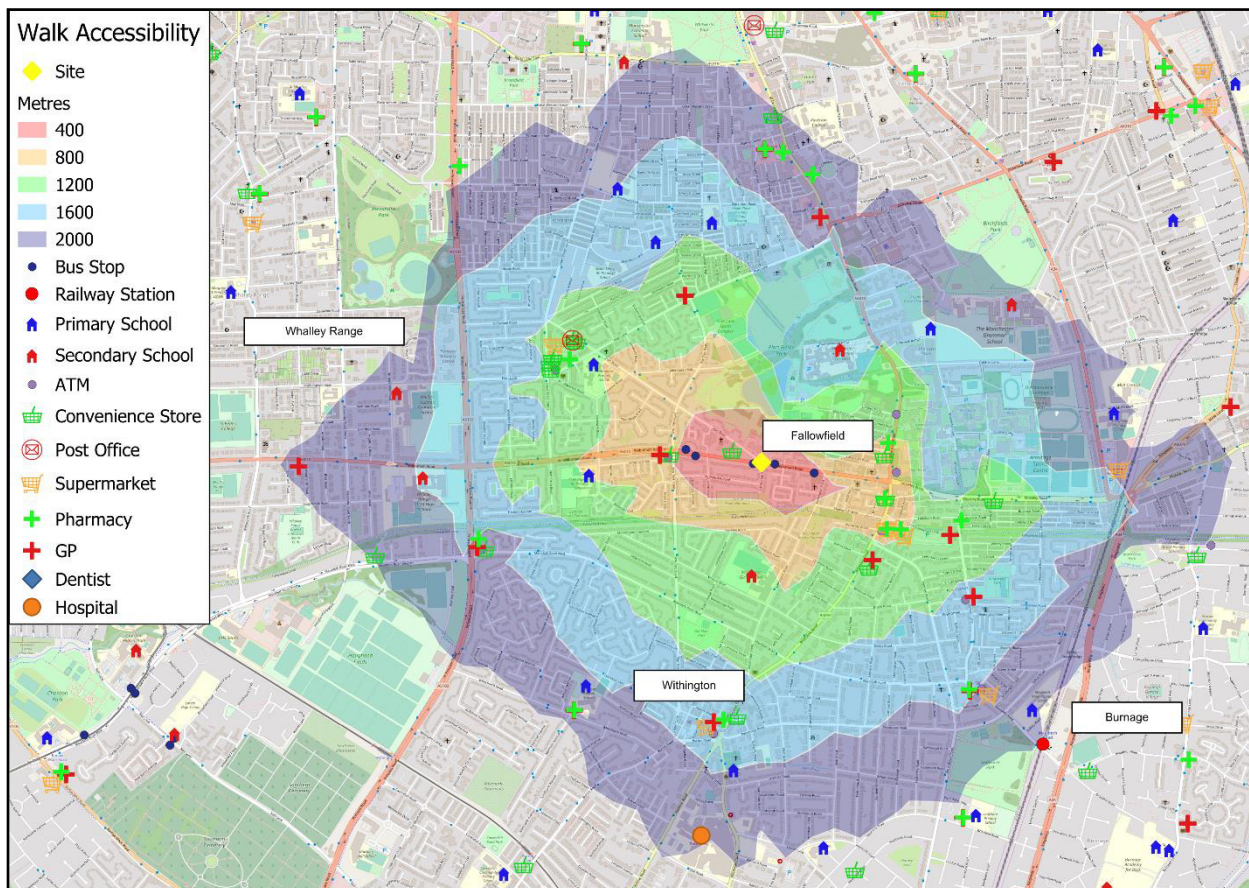
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 Manual for Streets 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. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walking distance from the site access, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walk Accessibility



- 4.4 The topography of the local area is generally flat and conducive to pedestrian trips and the roads in the vicinity of the site benefit from footpaths and regularly spaced street lighting columns on both sides as well as natural surveillance from the existing residential properties and businesses that abut the main walking routes.
- 4.5 In addition to the above, there is a pedestrian refuge island with dropped kerbs and tactile paving on the A6010 Wilbraham Road, immediately opposite the site, to assist pedestrians across.
- 4.6 **Figure 4.1** demonstrates that Fallowfield and Withington are within an acceptable walking distance as well as the array of facilities they have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below.

Table 4.1 – Local Facilities

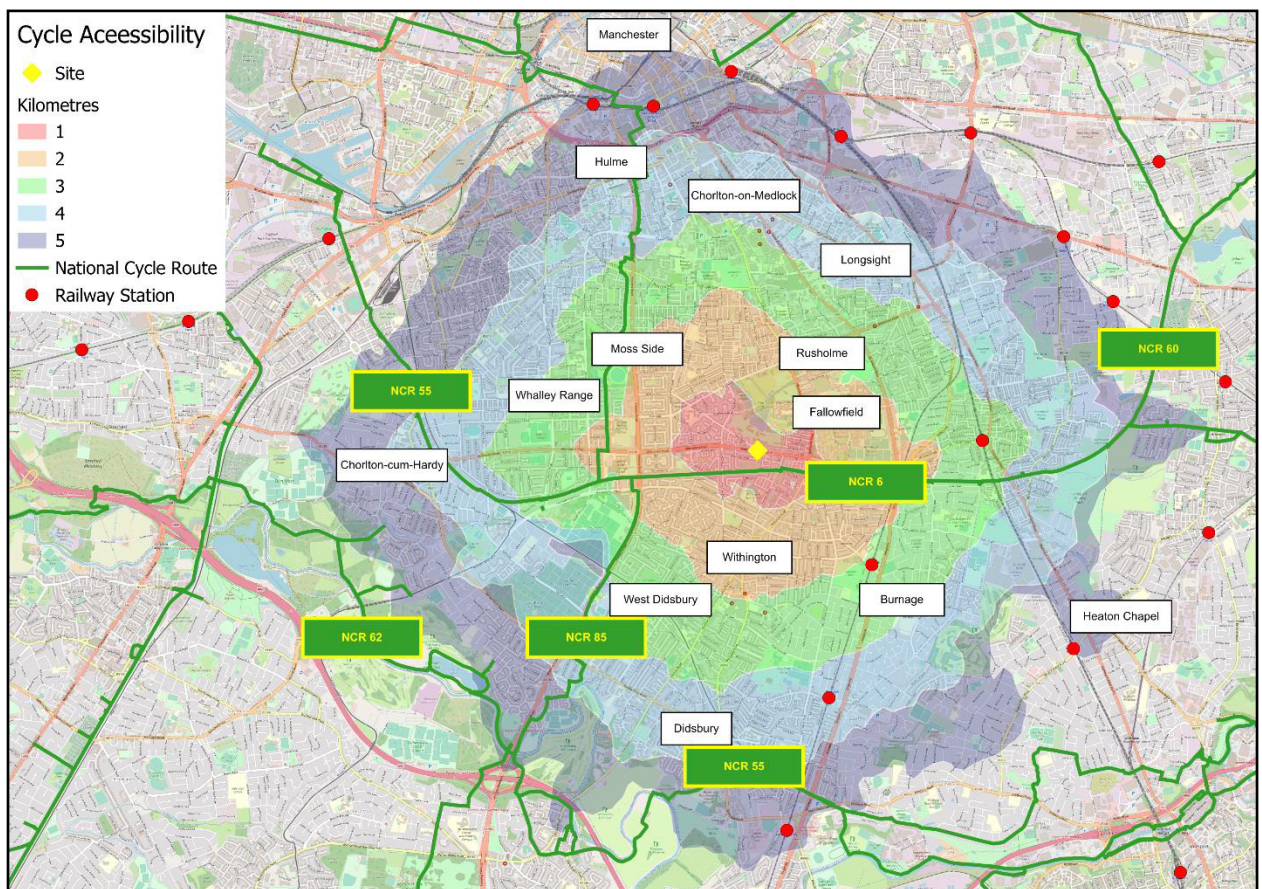
Facility	Details	Approx. Distance from Site
Bus Stop	A6010 Wilbraham Road	50m
Convenience Store	SPAR, A6010 Wilbraham Road	120m
Convenience Store	Freshers, A6010 Wilbraham Road	400m
Primary School	Wilbraham Primary School, Platt Lane	750m
Primary School	St Kentigern's Primary School, Bethnall Drive	770m
Supermarket	Sainsbury's, Wilmslow Road	800m
Secondary School	Withington Girls' School, Wellington Road	850m
Pharmacy	Ladybarn Lane Chemist, Ladybarn Lane	900m
Convenience Store	One Stop Shop, Balmoral Road	950m
Post Office	Post Office, Hart Road	950m
GP	Bodey Medical Centre, Ladybarn Lane	950m
Supermarket	ALDI, Lloyd Street	1.0km
Secondary School	Whalley Range 11-18 High School, Wilbraham Road	1.4km
Leisure Centre	Whalley Range Sports Centre, Wilbraham Road	1.6km

- 4.7 Overall, the site benefits from high levels of accessibility by foot, with surrounding areas of Fallowfield and Withington as well as their associated facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2**.

Figure 4.2 – Cycle Accessibility

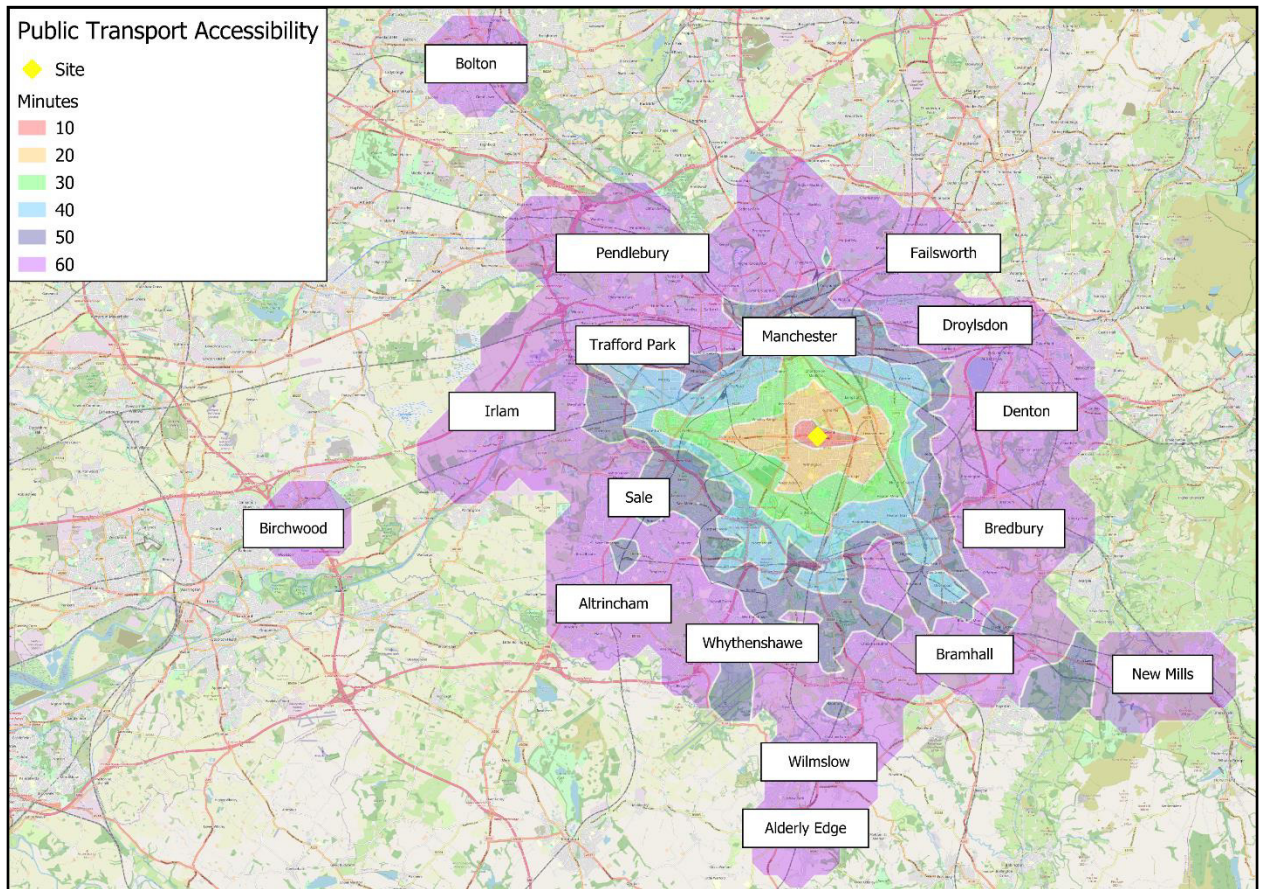


- 4.10 The plan demonstrates that Manchester City Centre, Chorlton-cum-Hardy, Didsbury, Heaton Chapel, Rusholme, and Hulme, amongst others, are all located within the 5km catchment area from the development site. **Figure 4.2** also shows the sites proximity to National Cycle Route (NCR) 6 which connects to a number of other NCRs providing prospective residents with convenient access to various areas of Greater Manchester, including Manchester City Centre, Eccles and Salford, amongst other areas.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of site, particularly given that secure cycle storage is proposed.

Public Transport Accessibility

- 4.12 The development is well placed to encourage travel by bus. Guidance published by the CIHT ‘Planning for Public Transport in Developments’ (1999), recommends that *“Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”*
- 4.13 There are bus stops located on both sides of the A6010 Wilbraham Road, less than 50m from the site access, that are well within an acceptable walk distance. These bus stops are served by the number 150 bus which provides a regular service (Monday to Saturday) every 30 minutes to destinations such as The Trafford Centre, Stretford, Chorlton, Levenshulme, Longsight and Gorton, amongst others.
- 4.14 In terms of rail services, Mauldeth Road Railway Station is located circa 2.1km south-east of the site and is therefore within a reasonable walk distance and well within an acceptable cycling distance. The railway station offers regular direct services throughout the week including services to Manchester City Centre, Crewe, Manchester Airport, Burnage, Eccles and Liverpool, amongst others. Furthermore, the aforementioned 150 bus service, which stops in the immediate vicinity of the site, also stops outside Levenshulme Railway Station for prospective residents not wanting to walk. Levenshulme Railway Station offers regular direct services throughout the week including services to Manchester City Centre, Heaton Chapel, Stockport, Cheadle Hulme, Hazel Grove and Wilmslow, amongst others.
- 4.15 Having regard to the above, prospective residents of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
- 4.16 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.17 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of New Mills, Wilmslow, Birchwood, Pendlebury, Bolton, Failsworth and Manchester, amongst other areas, are all within an acceptable 60-minute commute time.

Summary

- 4.18 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

5.0 ANTICIPATED HIGHWAY IMPACT

General

- 5.1 This Chapter presents a summary of the estimated traffic impact of the development in comparison to the existing use of the site on the local highway network.

Trip Generation – Existing Nursery Use

- 5.2 As detailed earlier, the application site comprises a nursery use with a GFA of 453.5m² and therefore, the existing use has the potential to attract traffic to and from the site using the local highway network.
- 5.3 In order to estimate the trip generating potential of the existing use, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Education;
 - ii) Nursery;
 - iii) Multi modal surveys;
 - iv) Selection by GFA (185m² to 1000m²);
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town Centre' and 'Suburban Area' locations have been selected.
- 5.4 The multi modal TRICS outputs for the existing use of the site are presented in **Appendix C** and summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m ²) Associated with the Existing Nursery Use						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	2.509	1.988	2.130	2.675	10.934	10.910
Cycles	0.189	0.047	0.000	0.047	0.331	0.259
Pedestrians	1.349	0.379	0.592	1.207	7.077	7.361
Pub. Trans.	0.237	0.000	0.047	0.095	0.995	1.019

- 5.5 The estimated trip generation associated with the existing nursery use is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – Existing Nursery Use (453.5m²)						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	11	9	10	12	50	49
Cycles	1	0	0	0	2	1
Pedestrians	6	2	3	5	32	33
Pub. Trans.	1	0	0	0	5	5

Trip Generation – Proposed Residential Development

- 5.6 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Flats privately owned;
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings (6 to 50);
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town Centre' and 'Suburban Area' locations have been selected.
- 5.7 The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.087	0.242	0.145	0.121	1.430	1.542
Cycles	0.005	0.034	0.019	0.010	0.093	0.136
Pedestrians	0.058	0.130	0.193	0.072	1.169	1.230
Pub. Trans.	0.000	0.145	0.155	0.024	0.739	0.685

- 5.8 The estimated trip generation associated with the proposed 24 apartments is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – 24 Apartments

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	2	6	3	3	34	37
Cycles	0	1	0	0	2	3
Pedestrians	1	3	5	2	28	30
Pub. Trans.	0	3	4	1	18	16

Net Trip Generation

- 5.9 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the trip generation estimates associated with the existing use, as summarised in **Table 5.5** below.

Table 5.4 - Estimated Trip Generation – 24 Apartments

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	-9	-3	-6	-9	-15	-12
Cycles	-1	1	0	0	1	2
Pedestrians	-5	1	2	-4	-4	-4
Pub. Trans.	-1	3	4	0	13	12

-
- 5.10 As detailed above, it is estimated that the scheme will result in a reduction in two-way vehicle movements in both the AM and PM peak hours, as well as across a full day, when compared to the level of traffic which could be generated by the existing use.
- 5.11 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

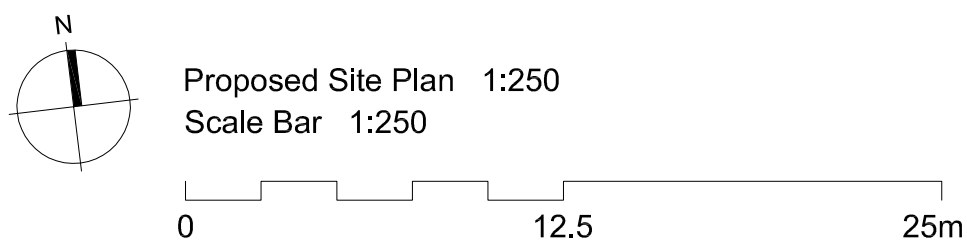
- 6.1 SCP have been instructed by Creative Property People Limited to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 24 apartments, at 26A Wilbraham Road, Fallowfield, Manchester.
- 6.2 Vehicular access to the car park and proposed development will continue to take place via the existing site access, off the A6010 Wilbraham Road, although the existing gate will be removed which will result in a significant betterment over the existing situation. Whilst it is acknowledged that the access geometry is not of typical residential design standards, it is a well-established access that evidently operates safely for all road users and there are no empirical or technical reasons to suggest the access would operate any less safely with the proposed development in place. This is particularly the case when considering the proposed development will result in a deintensification in the use of the access and will also provide a pedestrian only route, reducing the number of pedestrians sharing the site access with vehicles when compared to the existing nursery use, which provides a significant betterment over the existing situation.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple public transport services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.
- 6.5 It is estimated that the scheme will result in a reduction in two-way vehicle movements in both the AM and PM peak hours, as well as across a full day, when compared to the level of traffic which could be generated by the existing use. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.6 Having regard to the analysis presented in this TS, it is concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A



All dimensions are to be checked on site, any discrepancies are to be reported to the Architect before work commences. Do not scale from this drawing.		
This drawing is to be read in conjunction with all relevant consultants and specialists drawings / documents, any discrepancies are to be reported to the Architect before the affected work commences.		
All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.		
This drawing is copyright.		
A	First Issue	20/10/2022
B	Amendments following client's comments 20/10/2022	26/10/2022
C	Amendments following client's comments 27/10/2022	28/10/2022
D	Amendments following receipt of pre-application comments 16/11/2022	12/12/2022
E	Amendments following client's comments 14/12/2022	14/12/2022
F	Amendments following client's comments 17/01/2023	14/02/2023
G	Amendments following receipt of pre-application comments received on 17/01/2023	28/02/2023
H	Amendments following LPA comments received on 08/02/2024	20/02/2024
J	Retreat the proposed building line following LPA comments received on 12/03/2024	28/03/2024



- Demolition
- Trees to be removed

T+A

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Client:

Creative Property People Limited

Project:

26A Wilbraham Road, Fallowfield, Manchester
M14 6JU

Drawing Title:

Proposed Site Plan

Scale:

1:250@ A1

Date:

October 2022

Drawing No:

9792/102

Revision:

J

S|C|P

APPENDIX B

McJob Library/2022/220852 - 26A Wilbraham Road, Fallowfield, Manchester/Drawings in Progress



-	-	-	-	Drawn By: LD	Date: 31.05.2024	Client Name: CREATIVE PROPERTY PEOPLE LIMITED	Drawing Title: VISIBILITY SPLAYS	Drawing No. SCP/220852/D01	SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com
-	-	-	-						
-	-	-	-	Checked: CT	Scale@A4: 1:1000	Project Title: 26A WILBRAHAM ROAD, FALLOWFIELD, MANCHESTER			
-	-	-	-						
Rev	Description	Date	By	Approved: -	Status: PLANNING				
REVISIONS									

S|C|P

APPENDIX C

Calculation Reference: AUDIT-726001-240514-0512

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 300 to 850 (units: sqm)
Range Selected by User: 185 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 07/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Monday 1 days
Tuesday 3 days
Wednesday 2 days
Friday 1 days

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

Selected survey types:
Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 3
Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:
Residential Zone 6
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:
E(f) 7 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	3 days
25,001 to 50,000	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	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	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:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	EC-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		CHESHIRE EAST
	Edge of Town Centre No Sub Category Total Gross floor area:		500 sqm	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
2	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		600 sqm	
	Survey date: TUESDAY		31/10/17	Survey Type: MANUAL
3	NN-04-D-01 ROCKINGHAM ROAD KETTERING	NURSERY		NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		850 sqm	
	Survey date: TUESDAY		07/06/22	Survey Type: MANUAL
4	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		SUFFOLK
	Edge of Town Centre Residential Zone Total Gross floor area:		750 sqm	
	Survey date: WEDNESDAY		10/12/14	Survey Type: MANUAL
5	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		500 sqm	
	Survey date: WEDNESDAY		28/11/12	Survey Type: MANUAL
6	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		725 sqm	
	Survey date: TUESDAY		21/05/19	Survey Type: MANUAL
7	WS-04-D-01 FARNCOMBE ROAD WORTHING	NURSERY		WEST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		300 sqm	
	Survey date: FRIDAY		13/05/22	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.

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.24

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	604	1.467	7	604	0.615	7	604	2.082
08:00 - 09:00	7	604	2.509	7	604	1.988	7	604	4.497
09:00 - 10:00	7	604	0.781	7	604	0.663	7	604	1.444
10:00 - 11:00	7	604	0.189	7	604	0.213	7	604	0.402
11:00 - 12:00	7	604	0.379	7	604	0.402	7	604	0.781
12:00 - 13:00	7	604	0.663	7	604	0.923	7	604	1.586
13:00 - 14:00	7	604	0.615	7	604	0.710	7	604	1.325
14:00 - 15:00	7	604	0.260	7	604	0.260	7	604	0.520
15:00 - 16:00	7	604	0.923	7	604	0.828	7	604	1.751
16:00 - 17:00	7	604	0.876	7	604	0.947	7	604	1.823
17:00 - 18:00	7	604	2.130	7	604	2.675	7	604	4.805
18:00 - 19:00	7	604	0.142	7	604	0.686	7	604	0.828
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.934			10.910			21.844

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: 300 - 850 (units: sqm)
Survey date range: 01/01/10 - 07/06/22
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	604	0.047	7	604	0.000	7	604	0.047
08:00 - 09:00	7	604	0.189	7	604	0.047	7	604	0.236
09:00 - 10:00	7	604	0.000	7	604	0.000	7	604	0.000
10:00 - 11:00	7	604	0.000	7	604	0.000	7	604	0.000
11:00 - 12:00	7	604	0.000	7	604	0.000	7	604	0.000
12:00 - 13:00	7	604	0.071	7	604	0.024	7	604	0.095
13:00 - 14:00	7	604	0.024	7	604	0.047	7	604	0.071
14:00 - 15:00	7	604	0.000	7	604	0.000	7	604	0.000
15:00 - 16:00	7	604	0.000	7	604	0.047	7	604	0.047
16:00 - 17:00	7	604	0.000	7	604	0.000	7	604	0.000
17:00 - 18:00	7	604	0.000	7	604	0.047	7	604	0.047
18:00 - 19:00	7	604	0.000	7	604	0.047	7	604	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.331			0.259			0.590

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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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	604	0.544	7	604	0.000	7	604	0.544
08:00 - 09:00	7	604	1.349	7	604	0.379	7	604	1.728
09:00 - 10:00	7	604	0.568	7	604	0.142	7	604	0.710
10:00 - 11:00	7	604	0.260	7	604	0.213	7	604	0.473
11:00 - 12:00	7	604	0.473	7	604	0.710	7	604	1.183
12:00 - 13:00	7	604	1.420	7	604	1.373	7	604	2.793
13:00 - 14:00	7	604	0.663	7	604	0.663	7	604	1.326
14:00 - 15:00	7	604	0.166	7	604	0.189	7	604	0.355
15:00 - 16:00	7	604	0.450	7	604	0.497	7	604	0.947
16:00 - 17:00	7	604	0.568	7	604	1.349	7	604	1.917
17:00 - 18:00	7	604	0.592	7	604	1.207	7	604	1.799
18:00 - 19:00	7	604	0.024	7	604	0.639	7	604	0.663
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.077			7.361			14.438

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 04 - EDUCATION/D - NURSERY
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	604	0.308	7	604	0.000	7	604	0.308
08:00 - 09:00	7	604	0.237	7	604	0.000	7	604	0.237
09:00 - 10:00	7	604	0.118	7	604	0.024	7	604	0.142
10:00 - 11:00	7	604	0.024	7	604	0.000	7	604	0.024
11:00 - 12:00	7	604	0.000	7	604	0.142	7	604	0.142
12:00 - 13:00	7	604	0.237	7	604	0.308	7	604	0.545
13:00 - 14:00	7	604	0.024	7	604	0.047	7	604	0.071
14:00 - 15:00	7	604	0.000	7	604	0.024	7	604	0.024
15:00 - 16:00	7	604	0.000	7	604	0.095	7	604	0.095
16:00 - 17:00	7	604	0.000	7	604	0.047	7	604	0.047
17:00 - 18:00	7	604	0.047	7	604	0.095	7	604	0.142
18:00 - 19:00	7	604	0.000	7	604	0.237	7	604	0.237
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.995			1.019			2.014

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.

Calculation Reference: AUDIT-726001-240514-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	HI HIGHLAND	1 days

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

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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 47 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/06/23

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:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

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	6
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	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	6 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 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	8 days
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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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SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS	CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
4	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS	HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings:	16	
	Survey date: WEDNESDAY	19/04/23	Survey Type: MANUAL
5	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
6	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
7	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
8	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS	SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	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.

SCP York Street Manchester

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.71

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	8	26	0.039	8	26	0.135	8	26	0.174
08:00 - 09:00	8	26	0.087	8	26	0.242	8	26	0.329
09:00 - 10:00	8	26	0.155	8	26	0.126	8	26	0.281
10:00 - 11:00	8	26	0.101	8	26	0.140	8	26	0.241
11:00 - 12:00	8	26	0.126	8	26	0.140	8	26	0.266
12:00 - 13:00	8	26	0.111	8	26	0.092	8	26	0.203
13:00 - 14:00	8	26	0.101	8	26	0.106	8	26	0.207
14:00 - 15:00	8	26	0.082	8	26	0.121	8	26	0.203
15:00 - 16:00	8	26	0.174	8	26	0.121	8	26	0.295
16:00 - 17:00	8	26	0.188	8	26	0.111	8	26	0.299
17:00 - 18:00	8	26	0.145	8	26	0.121	8	26	0.266
18:00 - 19:00	8	26	0.121	8	26	0.087	8	26	0.208
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.430			1.542			2.972

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 - 47 (units:)
 Survey date range: 01/01/15 - 19/06/23
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.000	8	26	0.010	8	26	0.010
08:00 - 09:00	8	26	0.005	8	26	0.034	8	26	0.039
09:00 - 10:00	8	26	0.005	8	26	0.024	8	26	0.029
10:00 - 11:00	8	26	0.005	8	26	0.019	8	26	0.024
11:00 - 12:00	8	26	0.010	8	26	0.005	8	26	0.015
12:00 - 13:00	8	26	0.000	8	26	0.005	8	26	0.005
13:00 - 14:00	8	26	0.005	8	26	0.000	8	26	0.005
14:00 - 15:00	8	26	0.010	8	26	0.005	8	26	0.015
15:00 - 16:00	8	26	0.014	8	26	0.014	8	26	0.028
16:00 - 17:00	8	26	0.010	8	26	0.000	8	26	0.010
17:00 - 18:00	8	26	0.019	8	26	0.010	8	26	0.029
18:00 - 19:00	8	26	0.010	8	26	0.010	8	26	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.136			0.229

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
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.024	8	26	0.101	8	26	0.125
08:00 - 09:00	8	26	0.058	8	26	0.130	8	26	0.188
09:00 - 10:00	8	26	0.087	8	26	0.121	8	26	0.208
10:00 - 11:00	8	26	0.097	8	26	0.097	8	26	0.194
11:00 - 12:00	8	26	0.092	8	26	0.101	8	26	0.193
12:00 - 13:00	8	26	0.111	8	26	0.111	8	26	0.222
13:00 - 14:00	8	26	0.082	8	26	0.092	8	26	0.174
14:00 - 15:00	8	26	0.097	8	26	0.106	8	26	0.203
15:00 - 16:00	8	26	0.106	8	26	0.101	8	26	0.207
16:00 - 17:00	8	26	0.106	8	26	0.111	8	26	0.217
17:00 - 18:00	8	26	0.193	8	26	0.072	8	26	0.265
18:00 - 19:00	8	26	0.116	8	26	0.087	8	26	0.203
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.169			1.230			2.399

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
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.000	8	26	0.043	8	26	0.043
08:00 - 09:00	8	26	0.000	8	26	0.145	8	26	0.145
09:00 - 10:00	8	26	0.029	8	26	0.082	8	26	0.111
10:00 - 11:00	8	26	0.053	8	26	0.053	8	26	0.106
11:00 - 12:00	8	26	0.053	8	26	0.068	8	26	0.121
12:00 - 13:00	8	26	0.068	8	26	0.058	8	26	0.126
13:00 - 14:00	8	26	0.048	8	26	0.048	8	26	0.096
14:00 - 15:00	8	26	0.058	8	26	0.063	8	26	0.121
15:00 - 16:00	8	26	0.068	8	26	0.053	8	26	0.121
16:00 - 17:00	8	26	0.135	8	26	0.029	8	26	0.164
17:00 - 18:00	8	26	0.155	8	26	0.024	8	26	0.179
18:00 - 19:00	8	26	0.072	8	26	0.019	8	26	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.739			0.685			1.424

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.