

Proposed Residential Development

Wilmslow Road, Didsbury

OP/210827/TN02 - 25 March 2024

Introduction

1. SCP have been appointed by AM7 Group Limited instructed to provide transport planning consultancy services in relation to a proposed residential development on land located west of the B5095 Wilmslow Road, Didsbury. This Technical Note has been prepared to support the planning application for the proposed development and considers the transport elements of the development.

Site Location and Existing Conditions

2. The site is located off Wilmslow Road, Didsbury and is currently comprised of undeveloped land, and surrounded by other residential dwellings. The location of the site is shown in **Figure 1**:

Figure 1 – Site Location



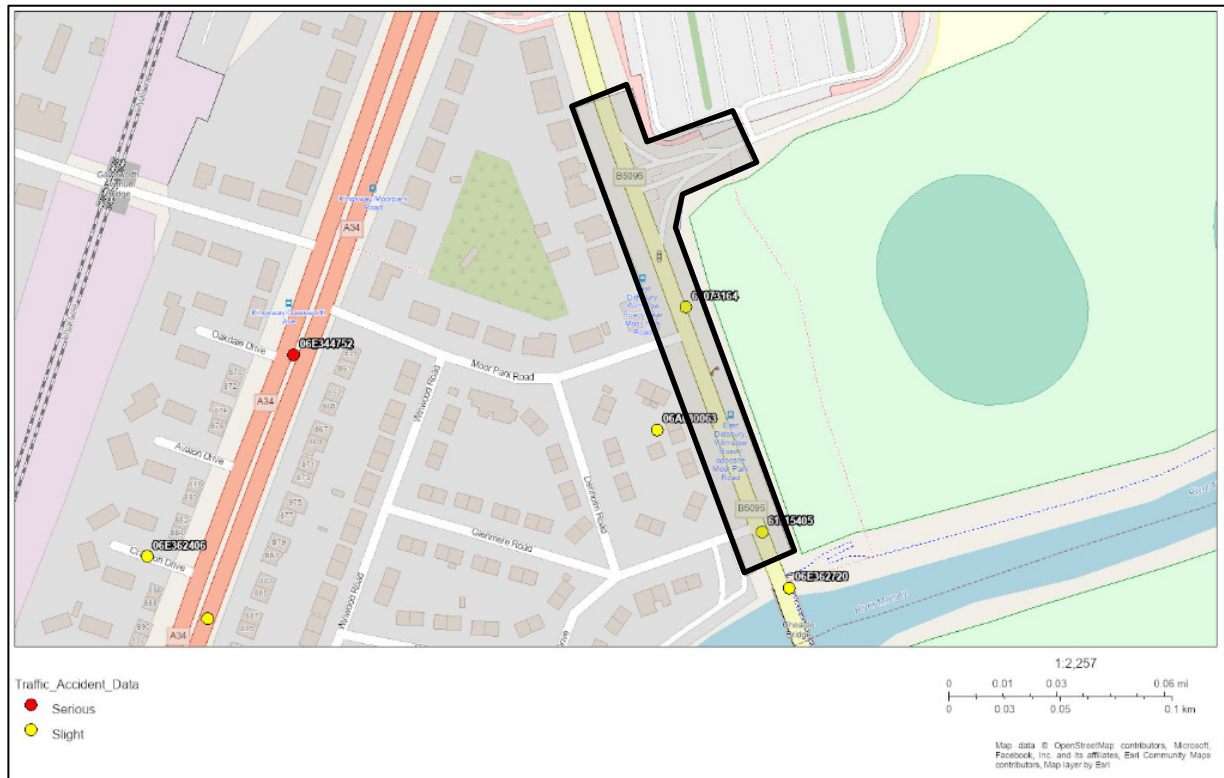
Source: Google © 2024

3. Wilmslow Road is located to the east of the site boundary and is a predominantly residential collector road, with some aspects of commercial use located to the northeast. Wilmslow Road is subject to a 30mph speed limit with a carriageway width of approximately in the vicinity of the site and a continuous 2m wide footway along both sides of the carriageway. Traffic Regulation Orders in the form of double yellow lines are in place along both sides of the carriageway along the site frontage.
4. In terms of accessibility, the closest bus stop is located centrally on the site access. Bus services 42B, 42C and 371, can be accessed from this stop and all provide hourly services from the application site to Piccadilly Gardens and Stockport. In addition to this, East Didsbury Train Station is located approximately 600m northeast (9 minute walk) of the application site, providing regular services to Manchester Piccadilly, Liverpool Lime Street, Manchester Airport, Crewe and Llandudno, amongst other stations.
5. There is a pedestrian crossing facility located to the north of the site access, providing a safe crossing point for prospective residents, allowing access to Parrs Wood Entertainment Centre, Nuffield Health and Fitness Centre Didsbury and Parrs Wood High School. As previously mentioned, the footpaths surrounding the application site are all 2m wide.

Road Safety

6. A review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The results shown in **Figure 2** demonstrate that 3 accidents have occurred along Wilmslow Road within the vicinity of the site, all with a severity rating of 'slight'.

Figure 2: Road accident analysis



Source: DfT 2024

7. Having regard to the above analysis and relatively low number of accidents which have occurred at different locations over the five-year study period together with the low volume of traffic that would be generated by the development, the existing accident record does not represent a material concern in the context of the proposed development.

Proposed Development and Access Arrangements

8. The proposed development comprises of the construction of 4 residential dwellings. The site layout and CGI is contained in [Appendix A](#).
9. Vehicular access to the site will be from Wilmslow Road, located to the east of the application site. It is proposed that the existing bus stop on the site frontage is relocated.
10. Wilmslow Road is subject to a 30mph speed limit, which results in the required visibility splays being 2.4m x 43m in either direction based on Manual for Streets guidance. The visibility splays are achievable as shown drawing number SCP/210287/D01, contained in [Appendix B](#).

11. Refuse vehicles will collect waste from the new access road and a turning head is proposed to accommodate the movements of the refuse vehicle entering and leaving in forwards gear. Vehicle tracking has been undertaken and is shown on drawing number SCP/210287/ATR01, in **Appendix C**.

Parking

12. There are 8 parking spaces provided for residents (2 per dwelling), which can be seen on the site layout in **Appendix A**.
13. This level of parking is considered appropriate to meet the demands of residents in the context of the site location and application proposals.

Proposed Residential Development – Trip Generation

14. This section of this report provides an estimate of the trip generating potential of the proposed development during the weekday AM and PM peak hours.
15. 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:-
 - Residential;
 - Houses Privately Owned
 - Multi modal surveys;
 - Sites in Greater London, Ireland excluded;
 - Selection by number of dwellings (6-25)
 - Weekday surveys only; and
 - Only sites in 'Edge of Town' and 'Suburban Area' locations have been selected.
16. The multi-modal TRICS outputs for the proposed residential development are presented in **Appendix D** and are summarised in **Table 1** below.

Table 1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.21	0.424	0.32	0.152
Cycles	0	0.032	0.023	0.01
Pedestrians	0.097	0.233	0.12	0.081
Pub. Trans.	0	0.023	0.023	0.01

17. The estimated trip generation associated with the proposed 4 houses is therefore as summarised in **Table 2** below.

Table 2 – Estimated Trip Generation – 4 Houses

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	2	1	1
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0

18. As detailed above, it is estimated that the scheme will generate 3 vehicle movements two-ways in the AM peak hour and 2 vehicle movements two-ways in the PM peak hour. Volumetrically, this equates to around an additional two-way vehicle movement every 20-30 minutes in the AM and PM peak hours.
19. This volume of traffic will not have a material impact on the operation of the local highway network.

Summary and Conclusions

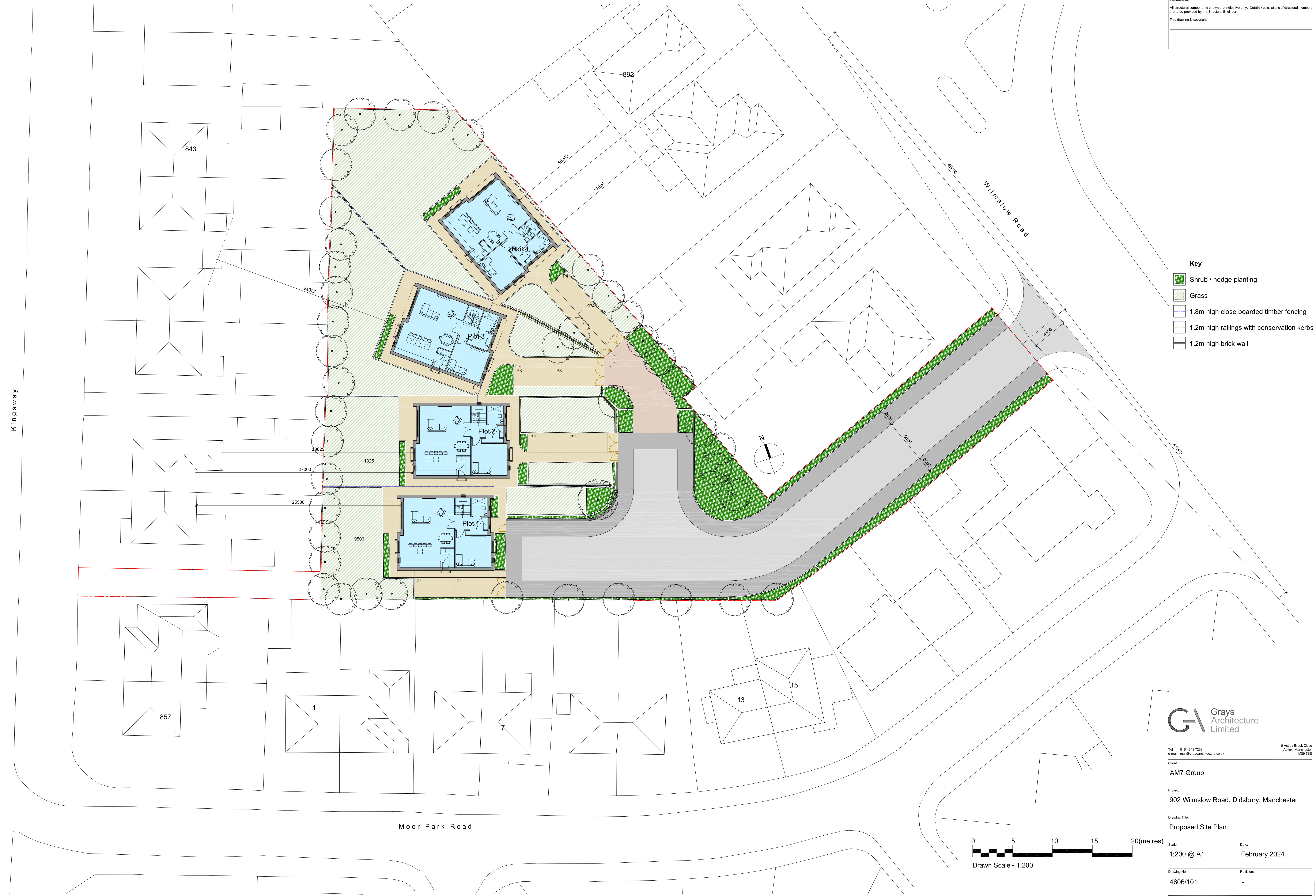
20. This Technical Note has summarised the application proposals from a transport planning perspective for a proposed residential development for 4 dwellings, on land located west of Wilmslow Road, Didsbury.
21. The development will be served from Wilmslow Road where a new access road will be provided. The existing bus stop along the site frontage is proposed to be relocated.

22. Refuse vehicles will collect waste from the new access road, a turning head has been provided to accommodate the movements of the refuse vehicle.
23. 8 car parking spaces are proposed to serve the development, which is considered appropriate for the specific nature of the dwellings proposed.
24. The road safety record of the local highway network has been examined, which does not appear to represent a material concern in the context of the proposed development with no accidents recorded in the vicinity of the site during the reviewed study area over the past five years.
25. The scheme will generate 3 vehicle movements two-ways in the AM peak hour and 2 vehicle movements two-ways in the PM peak hour. Volumetrically, this equates to around an additional two-way vehicle movement every 20-30 minutes in the AM and PM peak hours. This volume of traffic will not have a material impact on the operation of the local highway network.
26. Having regard to the above, it is concluded that the application is acceptable with regard to transport.

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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 for construction purposes.
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.



- Key**
- Shrub / hedge planting
 - Grass
 - 1.8m high close boarded timber fencing
 - 1.2m high railings with conservation kerbs
 - 1.2m high brick wall

GA Grays
Architecture
Limited

Tel : 0161 848 7263
e-mail: mail@graysarchitecture.co.uk

Client:
AM7 Group

Project:
902 Wilmslow Road, Didsbury, Manchester

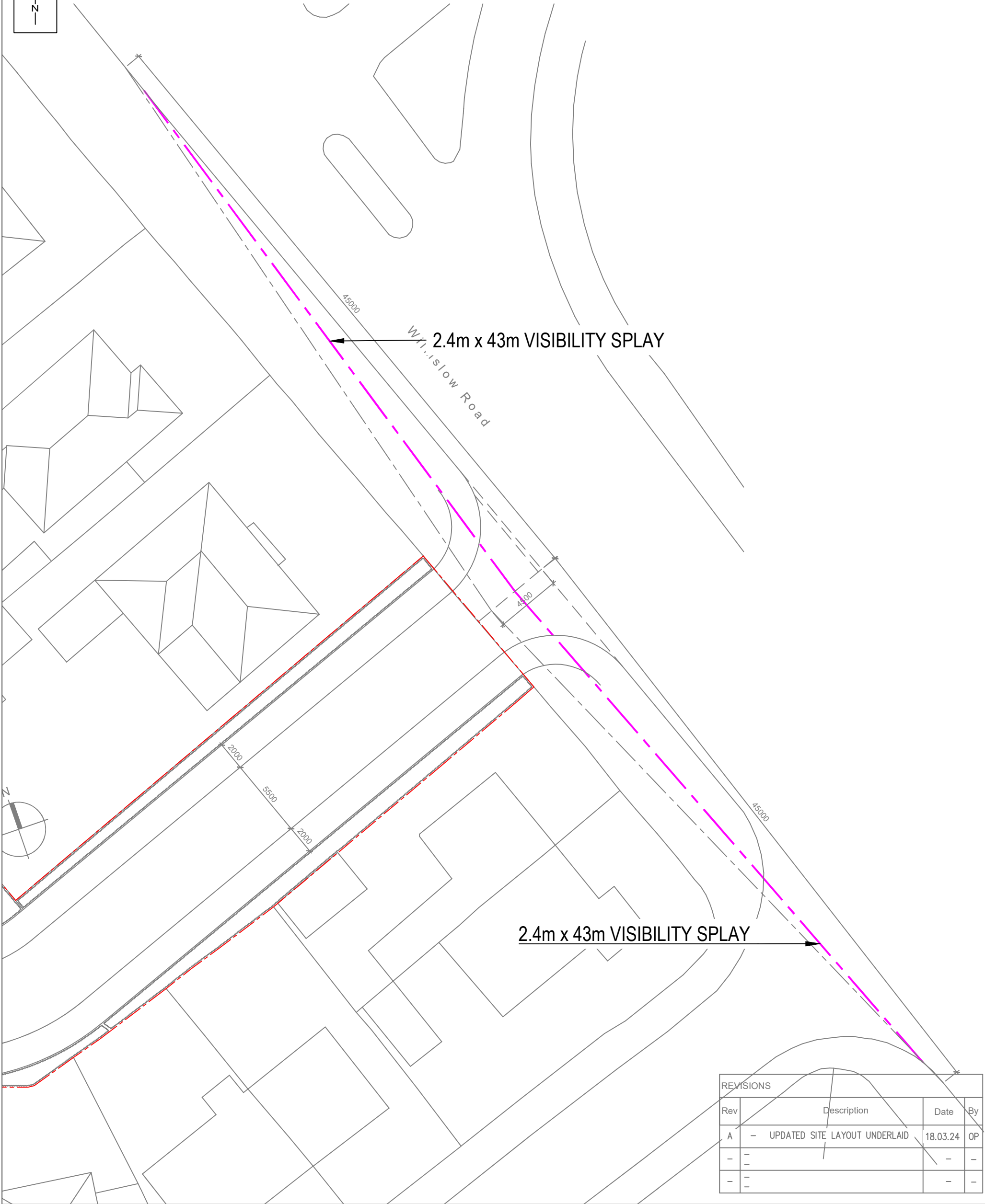
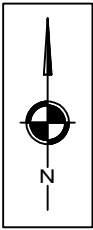
Drawing Title:
Proposed Site Plan

0 5 10 15 20(metres)
Scale:
1:200 @ A1
Date:
February 2024
Drawing No:
4606/101
Revisions:
-



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APPENDIX B

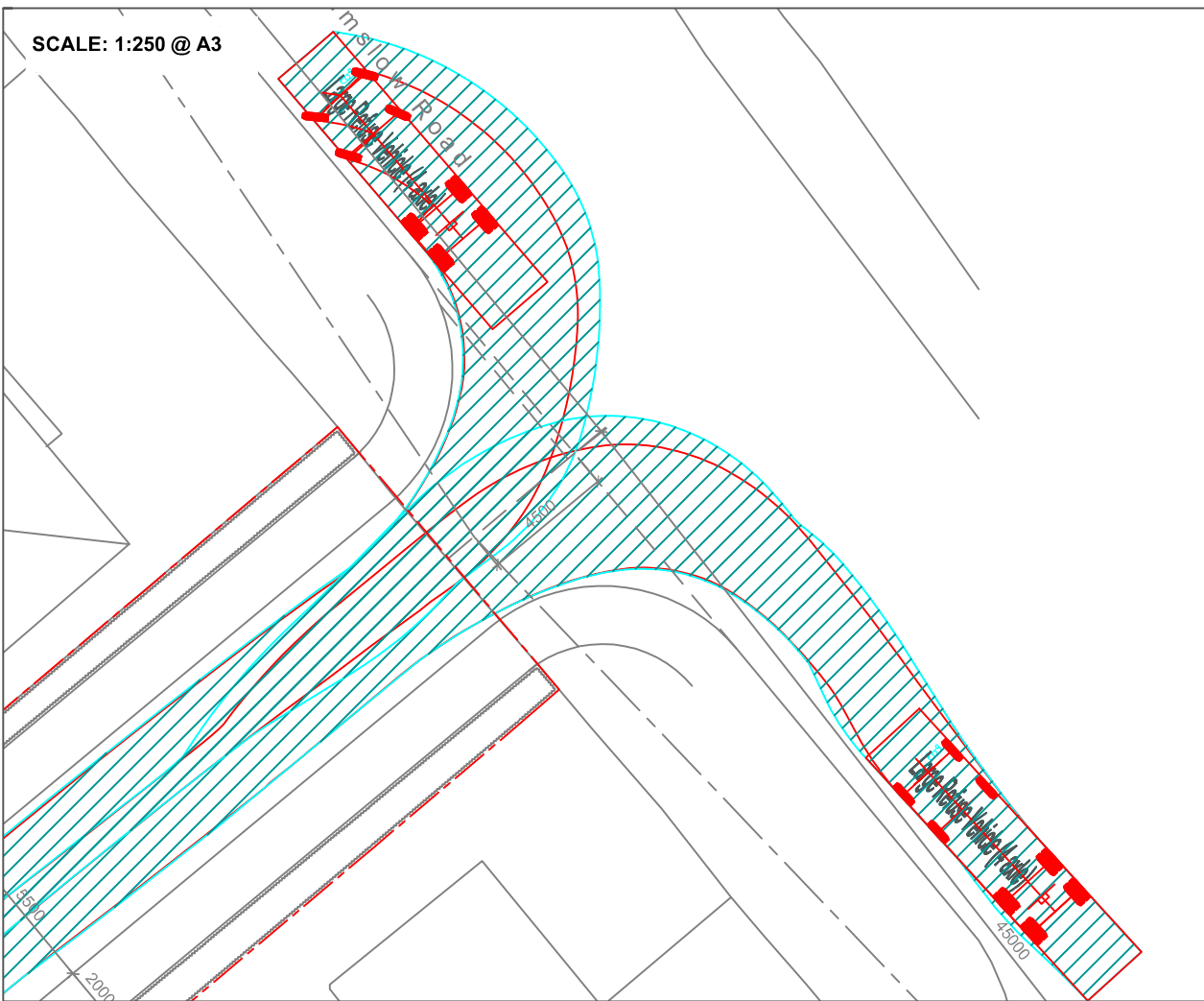
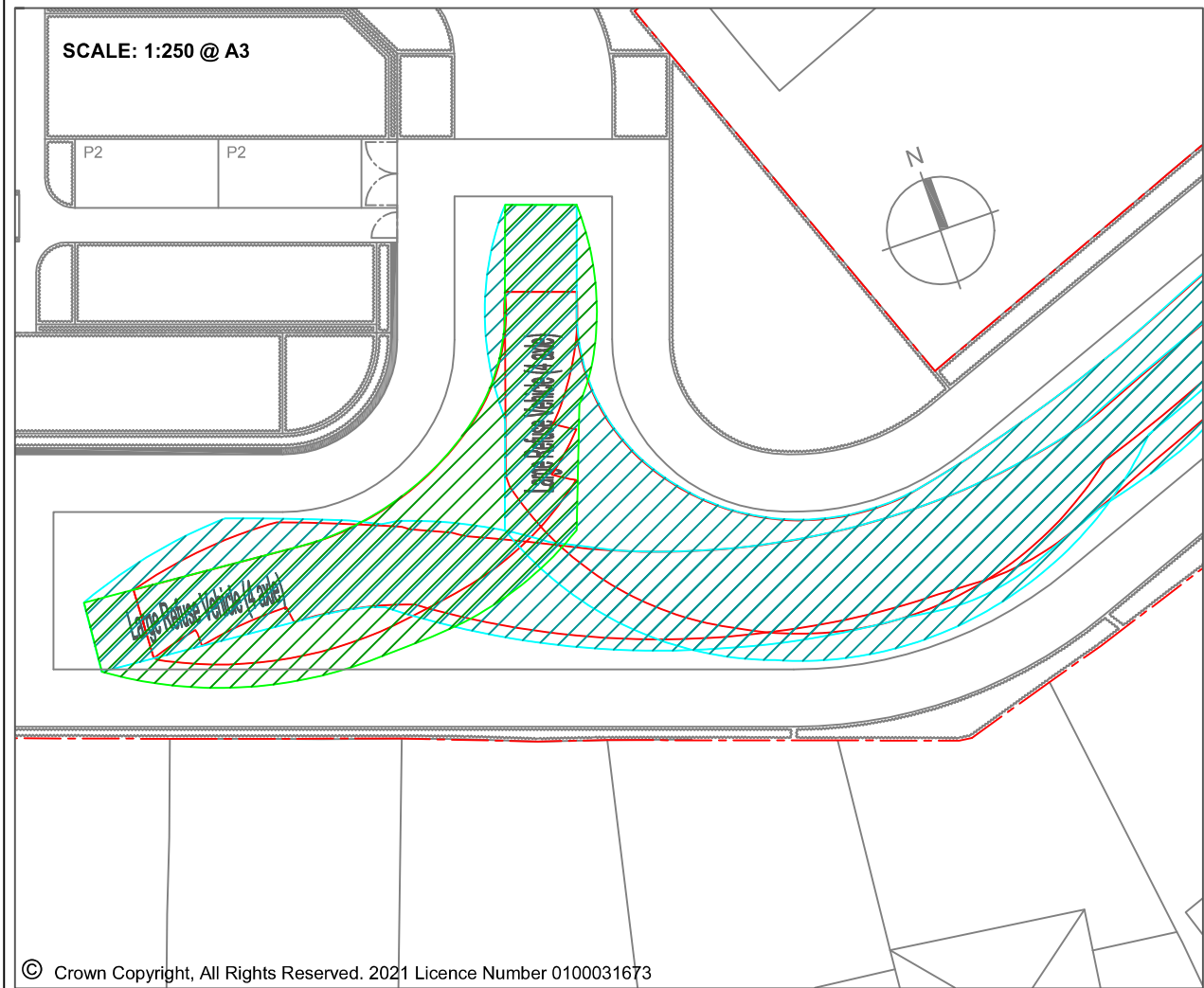
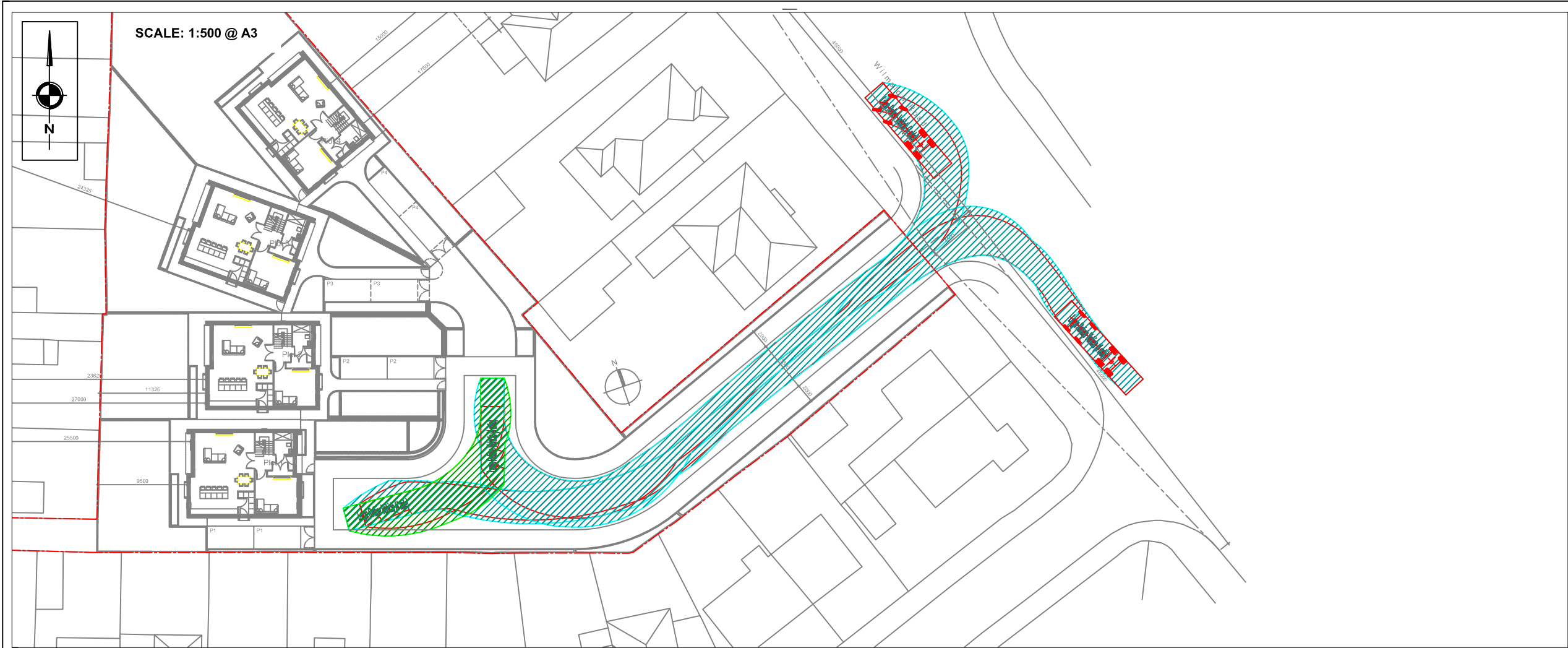


REVISIONS			
Rev	Description	Date	By
A	UPDATED SITE LAYOUT UNDERLAID	18.03.24	OP
-	-	-	-
-	-	-	-

SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client AM7 GROUP LIMITED	Drawing Title VISIBILITY SPLAY	Scale 1:250 @ A3	By OP	Drawing No. SCP/210827/D01
	Project Title WILMSLOW ROAD, DIDSBURY		Date 21.02.2024	Checked MD	
			Approved/Unapproved -	Status PLANNING	Revision A

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APPENDIX C



NOTES

Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	- UPDATED SITE LAYOUT UNDERLAID	18.03.24	OP

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

AM7 GROUP LIMITED

Project Title:

WILMSLOW ROAD, DIDSBURY

Drawing Title:

SWEPT PATH ANALYSIS - REFUSE VEHICLE

Drawn By:

OP

Date:

21.02.2024

Checked:

MD

Scale:

STATED IN INSET

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/210827/D01

Rev.

A

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-240318-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	YO YORK	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	EC CHESHIRE EAST	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	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: 6 to 24 (units:)
Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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	5 days
Tuesday	6 days
Wednesday	5 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	10

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	21
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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	2 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:Use Class:

C3	21 days
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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:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	10 days

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

Travel Plan:

Yes	4 days
No	17 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	21 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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LIST OF SITES relevant to selection parameters

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	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
3	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	EC-03-A-06	TERRACED HOUSES		CHESHIRE EAST
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
5	HF-03-A-04	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: TUESDAY	08/06/21		Survey Type: MANUAL
6	KC-03-A-09	MIXED HOUSES & FLATS		KENT
	WESTERN LINK			
	FAVERSHAM			
	DAVINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: WEDNESDAY	09/06/21		Survey Type: MANUAL
7	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
8	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22		Survey Type: MANUAL
10	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
11	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
12	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
13	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
14	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
15	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
16	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
18	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
19	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
20	WM-03-A-06	BUNGALOWS	WEST MIDLANDS
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
21	YO-03-A-01	TERRACED HOUSES	YORK
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	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

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.85

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	21	15	0.081	21	15	0.311	21	15	0.392
08:00 - 09:00	21	15	0.210	21	15	0.424	21	15	0.634
09:00 - 10:00	21	15	0.129	21	15	0.172	21	15	0.301
10:00 - 11:00	21	15	0.155	21	15	0.152	21	15	0.307
11:00 - 12:00	21	15	0.142	21	15	0.162	21	15	0.304
12:00 - 13:00	21	15	0.197	21	15	0.194	21	15	0.391
13:00 - 14:00	21	15	0.188	21	15	0.184	21	15	0.372
14:00 - 15:00	21	15	0.155	21	15	0.191	21	15	0.346
15:00 - 16:00	21	15	0.265	21	15	0.223	21	15	0.488
16:00 - 17:00	21	15	0.230	21	15	0.159	21	15	0.389
17:00 - 18:00	21	15	0.320	21	15	0.152	21	15	0.472
18:00 - 19:00	21	15	0.249	21	15	0.155	21	15	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.479			4.800

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 24 (units:)
Survey date date range:	01/01/10 - 06/06/22
Number of weekdays (Monday-Friday):	21
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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	21	15	0.000	21	15	0.039	21	15	0.039
08:00 - 09:00	21	15	0.000	21	15	0.032	21	15	0.032
09:00 - 10:00	21	15	0.000	21	15	0.010	21	15	0.010
10:00 - 11:00	21	15	0.003	21	15	0.029	21	15	0.032
11:00 - 12:00	21	15	0.003	21	15	0.010	21	15	0.013
12:00 - 13:00	21	15	0.013	21	15	0.006	21	15	0.019
13:00 - 14:00	21	15	0.019	21	15	0.006	21	15	0.025
14:00 - 15:00	21	15	0.003	21	15	0.003	21	15	0.006
15:00 - 16:00	21	15	0.042	21	15	0.000	21	15	0.042
16:00 - 17:00	21	15	0.032	21	15	0.003	21	15	0.035
17:00 - 18:00	21	15	0.023	21	15	0.010	21	15	0.033
18:00 - 19:00	21	15	0.006	21	15	0.000	21	15	0.006
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.148			0.292

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	21	15	0.032	21	15	0.081	21	15	0.113
08:00 - 09:00	21	15	0.097	21	15	0.233	21	15	0.330
09:00 - 10:00	21	15	0.039	21	15	0.068	21	15	0.107
10:00 - 11:00	21	15	0.055	21	15	0.068	21	15	0.123
11:00 - 12:00	21	15	0.061	21	15	0.055	21	15	0.116
12:00 - 13:00	21	15	0.078	21	15	0.055	21	15	0.133
13:00 - 14:00	21	15	0.078	21	15	0.052	21	15	0.130
14:00 - 15:00	21	15	0.071	21	15	0.071	21	15	0.142
15:00 - 16:00	21	15	0.230	21	15	0.146	21	15	0.376
16:00 - 17:00	21	15	0.126	21	15	0.055	21	15	0.181
17:00 - 18:00	21	15	0.120	21	15	0.081	21	15	0.201
18:00 - 19:00	21	15	0.081	21	15	0.045	21	15	0.126
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.068			1.010			2.078

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	21	15	0.010	21	15	0.006	21	15	0.016
08:00 - 09:00	21	15	0.000	21	15	0.023	21	15	0.023
09:00 - 10:00	21	15	0.000	21	15	0.013	21	15	0.013
10:00 - 11:00	21	15	0.003	21	15	0.003	21	15	0.006
11:00 - 12:00	21	15	0.000	21	15	0.003	21	15	0.003
12:00 - 13:00	21	15	0.010	21	15	0.006	21	15	0.016
13:00 - 14:00	21	15	0.010	21	15	0.003	21	15	0.013
14:00 - 15:00	21	15	0.003	21	15	0.000	21	15	0.003
15:00 - 16:00	21	15	0.006	21	15	0.003	21	15	0.009
16:00 - 17:00	21	15	0.026	21	15	0.003	21	15	0.029
17:00 - 18:00	21	15	0.023	21	15	0.010	21	15	0.033
18:00 - 19:00	21	15	0.000	21	15	0.003	21	15	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.076			0.167

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.