

Proposed Residential Development

Islamic High School for Girls, High Lane, Chorlton

WB/220567/TN02 Rev A - 05 January 2024

Introduction

1. SCP is instructed by Cube Homes Ltd to review and report upon the potential transport issues associated with the proposal to demolish the Islamic High School for Girls, High Lane, Chorlton and replace it with residential development. The School catered for 224 no children in the age range of 11 to 16 years and a total of 41 staff (18 full time teachers plus 23 part time (teachers and non-teachers). The School has outgrown the site and has been relocated.
2. The school has a car park located at the front of the school with access onto High Lane and Acres Road. There are extensive buildings together with a large area of impermeable surfacing within the site which are located behind a brick wall which fronts Acres Road.
3. The application proposals include a total of 22 no dwellings of which 6no would be apartments served off Stockton Road. One pair of semi-detached houses would be served from High Lane and the remainder of the development would be served from Acres Road.
4. The application proposals have been discussed in detail with officers from the Council and the principle of redeveloping the site for residential purposes has been accepted. The officers expressed a strong view that the development should face outwards in order to fit in with the existing street pattern. This would involve widening to Acres Road plus introducing a footway along the Acres Road frontage.
5. The highways officer has requested a Technical Note style report to be submitted with the application together with a Stage 1 Road Safety Audit to consider the access proposals. The Stage 1 RSA has been undertaken by a highly qualified Auditor who has had no dealing with the development of the application proposals and the report is attached to this TN together with a Designer Response report.
6. The proposals have also been the subject of public consultation and a number of issues have been raised in relation to highway matters which have included highway safety and capacity, the proposed parking provision, use of Acres Road to serve the site, access onto Stockton Road, and issues associated with parking on Beech Road. It was generally accepted that removal of the school would lead to a significant reduction in traffic movement to and from the site and therefore on the local highway network.

7. The highways officer, following receipt of TN01 Rev A, has raised queries concerning the proposed visibility from the access onto Stockton Road, the proposed access onto High Lane and visibility for plot 1. Further comments were raised about the use of tractile pavings and refuse collection for the apartment block. These comments together with comments raised by other council officers have resulted in a redesign of the proposals. This Technical Note (TN02) deals with the further comments raised by the highways officer and supersedes TN01 Rev A.
8. The proposals include for 16 no houses plus an apartment building with 6 no flats. Plots 1 to 14 will provide 100% parking. Plots 15 and 16 would provide 200% parking. The apartments block (plots 16 to 22) will have 100% parking including 1 no space for mobility impaired drivers. Each house would be provided with facilities for electric charging points. The apartment block would be provided with 2no wall mounted EVCP. Cycle parking for units 1 to 12 would be provided under stairs within the house, for units 13 to 16 cycle parking would be within a shed located within the individual plots and the cycle parking for the apartment block would be located in a building next to the refuse storage block.
9. Acres Road would be widened to a 5.5m wide carriageway together with a 2m wide footway along the site frontage to Acres Road and would serve a total of 14 no houses with High Lane serving 2 no houses and Stockton Road would serve the 6no unit apartment

Existing Situation

10. The site is located within a mixed residential /commercial area of Chorlton as illustrated below at Figure 1.

Figure 1 – Site Location Plan



- ### Figure 2 – Existing Car Park to front of School



- 3

15. The northern section of Acres Road serves housing on the eastern side and the school on the western side and is in effect a single track road. The school boundary is a solid brick wall and there is no footway along the western side to Acres Road at this location.
16. South of the school boundary there is housing to both sides and the road widens to allow two way movement in sections.
17. The photographs below at Figures 3, 4 and 5 illustrate the existing situation in respect of on street parking along Acres Road without the school being open:

Figure 3 – Acres Road – viewed to the south from High Lane



Figure 4 – Acres Road – viewed to the south from the southern site boundary



Figure 5 – Acres Road – viewed to the south near to Beech Road



18. Stockton Road also runs between High Lane and Beech Road and is subject to a mandatory 20 mph speed limit with a footway to both sides. The photographs at Figures 6 and 7 below illustrate the typical on street parking along Stockton Road.

Figure 6 – Stockton Road – viewed to the north

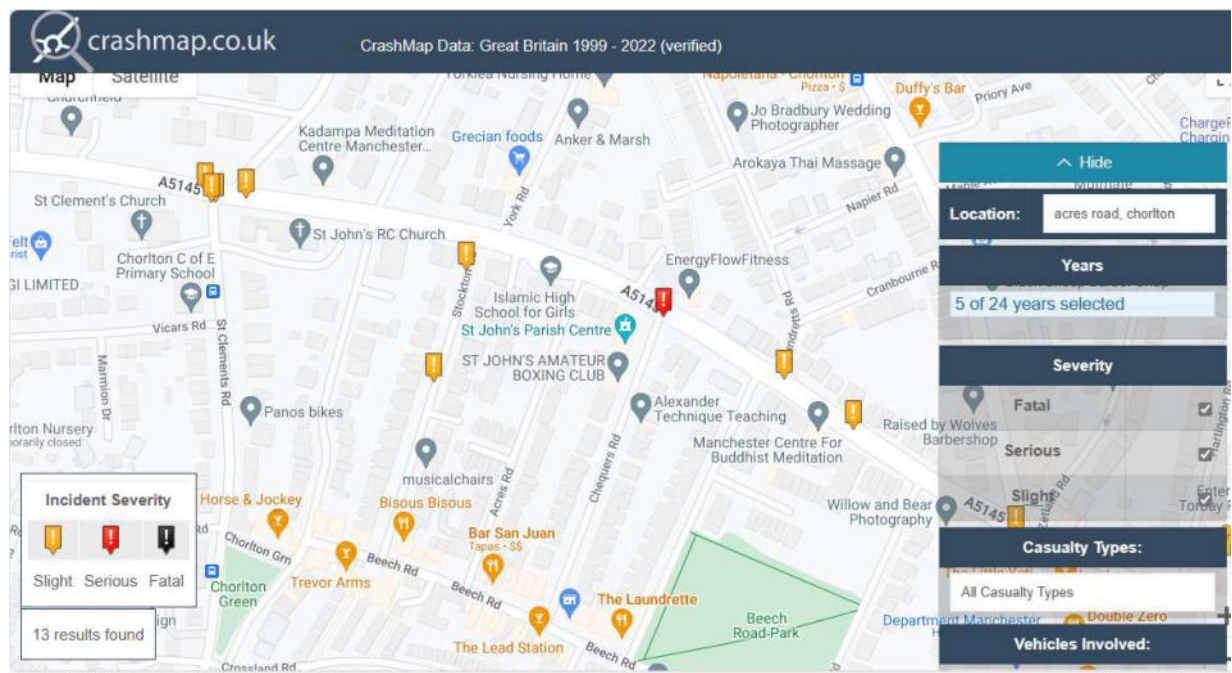


Figure 7 – Stockton Road – viewed towards the High Lane junction



19. Beech Road locally serves a mixture of leisure and retail uses and it is heavily parked on both sides during most of the day. The facilities along Beech Road are available within a very short distance of the application site.
20. An assessment of the existing road safety record within the vicinity has been carried out using the DfT Crashmap data and the results are illustrated at Figure 8 below:

Figure 8 – Crashmap Data – Last full three years up to the end of 2022



21. The assessment reveals that during the period of assessment there have been two incidents along Stockton Road which involved slight injury, one in November 2018 and the other in August 2021. There have been no reported incidents involving personal injury at the existing site accesses or at the junctions of High Lane with Stockton Road or Acres Road. Equally, there have been no recorded incidents at the junction of Beech Road with Stockton Road or Acres Road during the period of assessment.
22. As such it is reasonable to conclude that the local highway network is operating in a safe manner and reflects the lower speeds of vehicles experienced on the network.

Accessibility Appraisal

23. The accessibility of the site has been considered in general as the application site is located within an existing residential area where there are a range of facilities local available within a short walking distance.
24. The assessment has been carried out using the thresholds listed below which emanate from recent guidance:

Threshold Distance	Significance
800m	Motorised journeys are rarely used for trips of around 800m or less
1 mile (circa 1,600m)	Most journeys are on foot
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

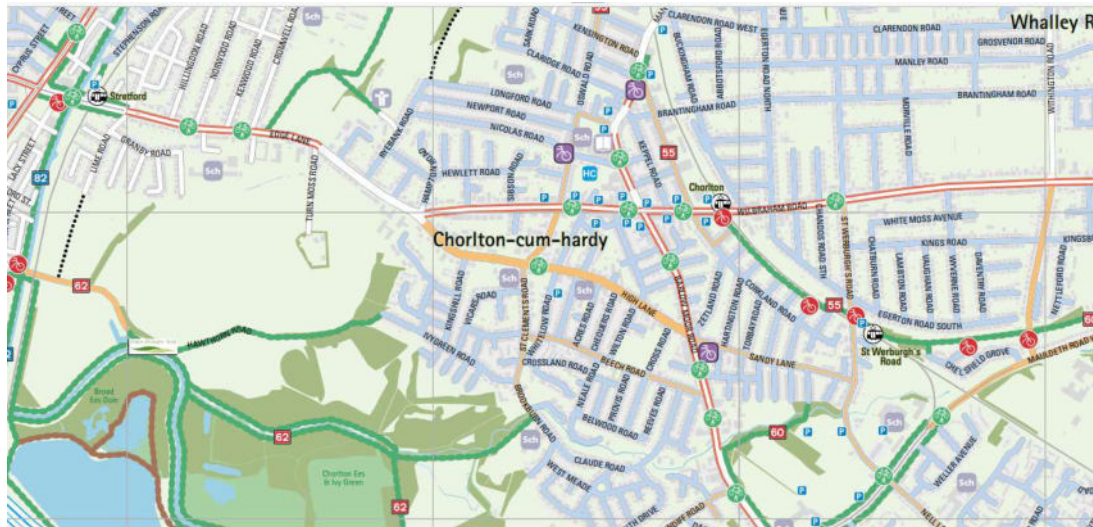
Walking

25. The application site is located within an existing residential area and aside from the site frontage onto Acres Road there are footways of reasonable width available to facilitate such journeys by foot.
26. The facilities along Beech Road are around 170m to the south of the site and a larger range of facilities can be found within the centre of Chorlton which is only around a 300m walk from the site.

Cycling

27. Cycling is a cost effective and healthy method of travel to and from facilities further afield within around a 5km distance. Additionally with the advent of electric cycles the popularity and range for cycling has been increasing and a threshold of 8km.
28. Figure 8 illustrates the cycle facilities within the locality of the site which include a segregated cycle lane on each side of Barlow Moor Road.

Figure 8 – Local Cycle Facilities

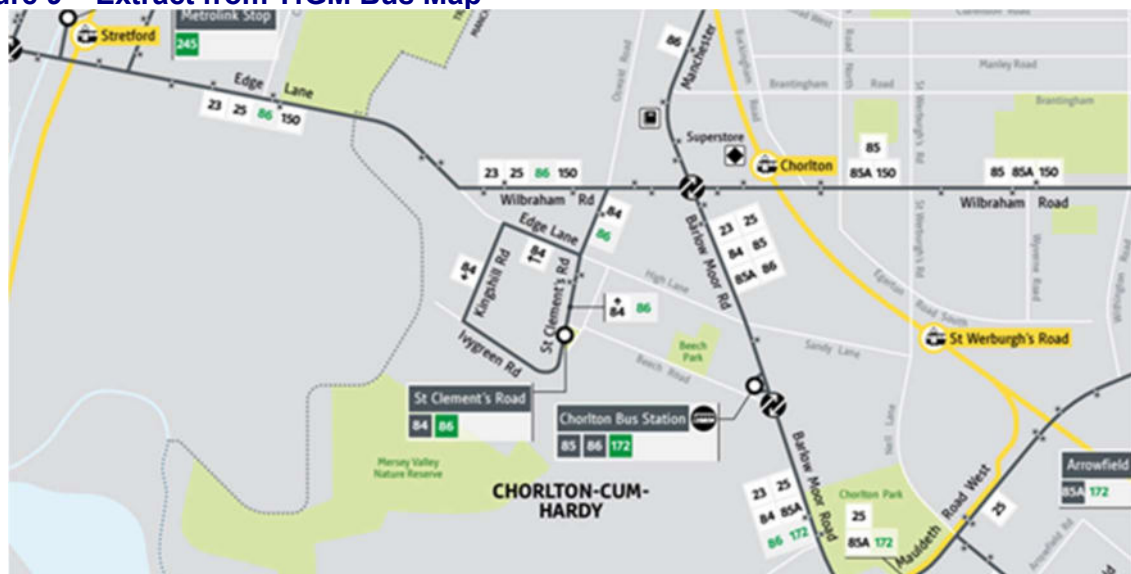


29. There is a range of facilities available for cyclists in the locality of the application site which includes High Lane and Beech Road which are considered to be suitable for cyclists even though there is no signage provided. Additionally, there are safe crossing facilities for cyclists on High Lane and Barlow Moor Road in the locality of the site.
30. Acres Road together with other local residential roads are subject to 20 mph limits which again will assist the use of cycles in the area.

Public Transport - Buses

31. It is acknowledged that both High Lane and Beech Road are not currently served by buses as can be seen below at Figure 9. However, there are a large number of services available within a short walk distance of the application site.

Figure 9 – Extract from TfGM Bus Map



32. The nearest bus stops to the site are as follows:

- 1) Barlow Moor Road – 380m
- 2) Chorlton Bus Station – 470m
- 3) St Clements Road – 288m
- 4) Manchester Road – 345m

33. When considering access to public transport it is normally accepted that a 5 minute walk time (or 400m) to a bus stop and it can be seen that the above bus stops would all be within this distance.

34. The bus services operating within Chorlton are summarised below:

NO	ROUTE	DAYTIME FREQUENCY		
		MON TO FRI	SAT	SUN
23	STOCKPORT, HEATON MERSEY, URMSTON, TRAFFORD CENTRE	3 PER HR	3 PER HR	2 PER HR
25	STOCKPORT, HEATON MOOR, STRETFORD, TRAFFORD CENTRE	2 PER HR	2 PER HR	2 PER HR
85	CHORLTON, WHALLEY RANGE, HULME, PICCADILLY GARDENS	3 PER HR	3 PER HR	3 PER HR
85A	ARROWFIELD ESTATE, CHORLTON, HULME, PICCADILLY GARDENS	1 PER HR	1 PER HR	1 PER HR
86	CHORLTON, WHALLEY RANGE, BROOKS BAR, PICCADILLY GARDENS	4 PER HR	4 PER HR	3 PER HR

35. The application site is well located in terms of frequent and regular bus services which serve a number of locations.

Public Transport - Trams

36. The site is however also close to the Chorlton Metro station at around 880m. This stop would allow access to Manchester City Centre, Bury, Ashton under Lyme, Rochdale, Oldham, East Didsbury, Manchester Airport and the Trafford Centre. The metro system offers a frequency of service of 5 trams per hour in each direction per line.

37. Additionally, the large range of facilities available within the centre of Chorlton are also within 300m walk distance of the site.

Summary

38. It is therefore considered that the site is located within an accessible location.

Development Proposals

39. The development proposals are illustrated at Appendix 1 (dwg ref 22114-01-P3) and include the following items:
- 1) 14 no houses (plots 1 to 14) with 100% parking for cars and 2 no houses with 200% parking (plots 15 and 16) with access off either Acres Road or High Lane.
 - 2) Each house (plots 1 to 16) would have 100% cycle parking. For Plots 1 to 12 the secure parking would under the stairs within the property and for plots 13 to 16 the cycle storage would be located within a shed in the garden.
 - 3) Wall mounted EVCP units would be provided for plots 1 to 12, plots 13 to 16 would be provided with post mounted EVCP's and the apartment block (plots 17 to 22) would be provided with 2 no wall mounted EVCP's
 - 4) 6 no apartments in a single building with 100% car parking (including 1 no space for mobility impaired drivers) and 100% cycle parking and access taken from Stockton Road. The secure cycle parking would be located within a building next to the refuse storage building.
 - 5) Introduction of a 2m wide footway along the site frontage to Acres Road
 - 6) Widening of Acres Road to 5.5m along the site frontage
 - 7) Tactile pavings at the junction of Acres Road with High Lane, the southern end of the proposed footway along Acres Road and at the northern end to the existing footway located to the west of Acres Road.
 - 8) Bin storage to the rear of houses with collection from the frontage of each property as per the arrangements for existing residents in the local area.
 - 9) Refuse storage for the apartment block is located in a building to the rear of the apartment block and is within 25m of the highway.
40. The proposals would provide an active frontage to Acres Road and assist pedestrian movement along Acres Road.

41. Appendix 2 (SCP/220567/D01 Rev E) illustrates the proposed accesses to serve the site and are described as follows:
- 1) Plots 1 to 12 will be served directly from Acres Road and will have a widened driveway (5.5m x 3.5m) to accommodate a vehicle.
 - 2) Plots 13 and 14 will have an access around 10m south of the junction of Acres Road with High Lane and a single parking space with secure parking for cycles
 - 3) Plots 15 and 16 will take access from a new access from High Lane and will have 200% parking and secure parking for cycles
 - 4) Plots 17 to 22 will have 100% parking including 1 no space for mobility impaired drivers and secure cycle parking with access taken from Stockton Road. The access is to be taken to the north of the building.
 - 5) Refuse bins will be stored to the rear of houses and collection will be taken from the back edge of the public highway as currently occurs in the area.
 - 6) The apartment block will have a refuse storage building located to the rear of the apartment block which is within 25m of the highway.
42. The proposed access onto Stockton Road would provide visibility splays of 2.4m x 25m in both directions within land from the site or within the public highway which accords to the speed limit along Stockton Road.
43. Plots 2 to 12 would provide visibility 2.4m x 25m in each direction in line with the speed limit for Acres Road.
44. Plot 1 would provide 2.4m x 25m in the non leading direction and 2.4m x 15.5m in the leading direction. Whilst this does not fully accord with the speed limit for Acres Road it is considered that based upon the level of on street parking normally viewed along Acres Road and vehicle speeds that this would be a suitable level of provision.
45. Plots 15 and 16 would have a newly located access point which has been relocated to the east from the existing car park entrance. The proposal will provide 2.4m x 43m in the leading direction and 2.4m x 24m (measured 0.5m into the carriageway) in the non leading direction. Given that the level of visibility available at the existing access to the car park was materially lower,

46. The access would have accommodated far higher levels of movement than from two houses and there is not record of any accidents occurring over the last 5 year period, It is considered that the proposed level for visibility would be safe and suitable to accommodate the anticipated traffic from 2 no houses.
47. A detailed swept path assessment has been carried out of the proposed layout to review movements to and from the driveways along Acres Road, parking areas to plots 13 and 14, as well as 15 and 16 and the parking spaces to the apartment building. The results of the assessment are illustrated at Appendix 3 (SCP/220567/ATR01 Rev E).
48. It is important to note that the driveways to plots 1 to 12 have been adjusted to allow additional width and length to enable movement to and from the spaces to be undertaken safely with vehicles parked on the opposite side of Acres Road.
49. As requested by the Highway Authority a Stage 1 Road Safety Audit has been undertaken on the proposals by a qualified Auditor team who have had no input into the design process. The report, carried out by Meraki Alliance is attached at Appendix 4 to this report.
50. The RSA identifies one potential area of concern which relates to the visibility in the non leading direction from the access to plots 15 and 16. It has been noted that the splay in the non leading direction would be below normal requirements for a 30 mph road.
51. The designer response to the above comment is as follows:
- The access would only serve 2 dwellings and is located at an existing point of access which has operated in safety over the last five years with far higher levels of traffic movement. Whilst the provision does not fully comply with guidance there is space within the car parking area to allow all vehicles to be able to enter and leave in forward gear and as such a lower level on minor road requirement could be considered to acceptable ie 2m in place of 2.4m and this lead to an increased level of forward visibility at a location where overtaking would not normally be anticipated. On that basis it is considered that the available visibility would be suitable and safe.*
52. The comments from above have been noted and following further comments from the highways officer the access to plots 15 and 16 has been relocated to the east of the existing access and a greater level of visibility is achievable of 2.4m x 24m (measured 0.5m into the carriageway). It is considered that the available visibility would be suitable and safe.

Refuse Collection

53. It is proposed that the refuse bins for units 1 to 16 would be stored to the rear of the properties and then taken to the back edge of the footway on collection day and is in line with the current practise in the locality. Each plot will have a paved route from the storage area to the collection point.
54. The refuse storage area for the apartments is located in a building to the rear of the building and is within 25m of the highway. It is envisaged that the bins would be dragged to the back edge of the highway for collection by a refuse vehicle travelling along Stockton Road.

Anticipated net traffic movements

Existing Situation

55. The Islamic High School for Girls clearly has the potential to attract traffic movements to and from the site as well as the local highway network. As the school is currently closed it is not possible to survey the actual level of movement associated with the school for around 224 pupils.
56. Reference has therefore been made to the industry standard TRICs database to assess the anticipated level of movements associated with a high school of around 224 no pupils.
57. We have removed sites from Greater London, Scotland, Northern Island and Eire from the assessment and multi modal trip rates. The TRICs output is attached at Appendix 5 and the anticipated vehicular movements are as follows:

224 PUPIL HIGH SCHOOL	ARRS	DEPS	TWO WAY
0800 TO 0900	45 vph	36 vph	81 vph
1500 TO 1600	16 vph	26 vph	42 vph
1700 TO 1800	11 vph	7 vph	18 vph
DAILY	129 vehs	120 vehs	249 vehs

58. The above assessment does relate to a typical High School rather than the more specific school at High Lane and represents the only method available to assess the traffic attraction of the site as it is now closed. It is considered that use of the TRICs database in this instance is likely lead to an underestimate of the movement associated with the extant land use.

Trip Rates Associated with Housing

59. The trip rates associated with housing on the site has also been assessed using the industry standard TRICs database and again sites from Greater London, Scotland, Northern Island and Eire have been omitted and multi modal trip rates has been used. Additionally, in order to provide a robust assessment we have used the category which relates to privately owned houses alone.
60. The trip rates are summarised below with the output attached at Appendix 6

TYPICAL TRIP RATES FOR PRIVATELY OWNED HOUSES (PER DWELLING)	ARRS	DEPS	TWO WAY
0800 TO 0900	0.153	0.362	0.515
1500 TO 1600	0.276	0.190	0.466
1700 TO 1800	0.334	0.168	0.502
DAILY	2.355	2.427	4.782

61. On the basis of the above assessment the proposed development would be anticipated to generate the following trips:

VEHICLE MOVEMENT FROM 22 DWELLINGS	ARRS	DEPS	TWO WAY
0800 TO 0900	3 vph	8 vph	11 vph
1500 TO 1600	6 vph	4 vph	10 vph
1700 TO 1800	7 vph	4 vph	11 vph
DAILY	52 vehs	53 vehs	105 vehs

62. The table below illustrates the net impact associated with the removal of the existing High School with 22 dwellings:

NET DIFFERENCE IN TRAFFIC MOVEMENTS BETWEEN A 224 PUPIL SCHOOL AND 22 HOUSES		ARRS	DEPS	2 WAY
0800 TO 0900	SCHOOL	45	36	81
	HOUSES	3	8	11
	DIFFERENCE	-42	-28	-70
1500 TO 1600	SCHOOL	16	26	42
	HOUSES	6	4	10
	DIFFERENCE	-10	-22	-32
1700 TO 1800	SCHOOL	11	7	18
	HOUSES	7	4	11
	DIFFERENCE	-4	-3	-7
DAILY	SCHOOL	129	120	249
	HOUSES	52	53	105
	DIFFERENCE	-77	-67	-144

63. It can be seen that the proposed redevelopment of the Islamic High School for Girls would be anticipated to lead to a material reduction in vehicular movement during the traditional peak highway hours and also on a daily basis.
64. Additionally, the traffic associated with the development proposals would also be loaded onto differing sections of the local highway network as there are accesses onto Stockton Road, High Lane and Acres Road.
65. It is therefore considered that the proposals would be beneficial to the local highway network.

Travel Planning Considerations

66. The scale of the proposed development would not normally warrant a formal travel plan to be prepared especially as there would be a material reduction in vehicular movement between the extant land use of the proposed land use.
67. Should the Council require a formal Travel Plan to be provided then use of suitably worded Condition can be utilised to do so.
68. The development scheme is relatively small in scale at 22no units and as such is unlikely to have any material impacts.
69. The scheme would bring forward a 2m wide footway along the western side to Acres Road from High Lane up to the existing footway located near to Hardy Avenue. Additionally, the scheme would introduce tactile pavings at the junction of Acres Road with High Lane and at the end of the proposed footway. These measures alone would provide a significant improvement for safety of pedestrian movement in the area and would benefit existing residents as well as the proposed ones.
70. Further the proposals would include for an Electric Vehicle Charging Point per house and 2no wall mounted EVCP's for the apartments.
71. Setting the above 'hard measures' aside the applicant is willing to appoint a Travel Plan coordinator to investigate information required within a travel pack for each household. The travel pack would include the following information to assist new residents to learn about the facilities available within the local area as well as the public transport opportunities that exist. The travel plan could include the following information
 - 1) location of local schools, shops, restaurants and the like,
 - 2) recreational facilities such as parks, leisure centre and the like,
 - 3) bus stop locations and timetables
 - 4) tram stop locations and routes
 - 5) potential to car share
 - 6) details of local taxi firms, and
 - 7) details of local cycle groups

72. The above list is not exhaustive.
73. The Travel Plan Coordinator would also be responsible for engaging with the new residents and organising a travel mode survey when around half of the site is occupied. The information from the survey could be used to allow measures to be adjusted in order to reduce travel demands to and from the proposals.

Conclusions

74. The proposed redevelopment of the Islamic High School for Girls with 22no dwellings (16no houses plus 6no apartments) is likely to lead to a material reduction in traffic movement associated with the site during the traditional highway hours and on a daily basis.
75. The development proposals would also lead to the widening of Acres Road, the introduction of a 2m wide footway along the site frontage to Acres Road, installation of tactile pavings at the junction of Acres Road with High Lane and at the southern end to the proposed 2m wide footway.
76. The scale of the proposals would not normally warrant a full Travel Plan however should the Council require one then a suitably worded Condition can be used.
77. Plots 1 to 14 will be provided with 100% parking, plots 15 and 16 with 200% parking and the apartments with 100% parking including 1 no space for mobility impaired drivers 100% secure cycle parking will be provided for each plot. Plots 1 to 16 will be provided an EVCP for each dwelling and the apartment block will be provided with 2no EVCP's. The parking layout has been assessed and vehicles will be able to enter and leave the site in forward gear.
78. Refuse collection is envisaged to be undertaken from the public highway and is in line with the current practise in the vicinity.
79. The site is located within an existing residential area where there is easy access to a large range of facilities and where there is ready access to public transport in the form of buses or trams to access facilities further afield. As such the site is located within a sustainable location.
80. The proposed footway and tactile pavings will be beneficial to both existing and new residents.
81. It is therefore concluded that there can be no overriding highways objections to the proposals.

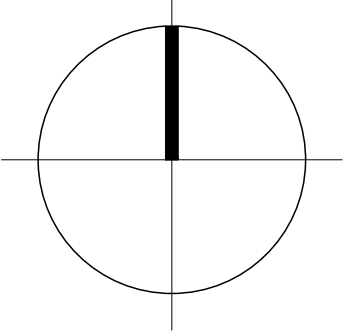
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APPENDIX 1

High Lane, Chorlton.

ACCOMODATION SCHEDULE - (NIA)							
HOUSE NAME	STOREYS	DESCRIPTION	NO.	SQFT	SQM	TOTAL SQFT	TOTAL SQM
TYPE E	2.5	4 BED (APPROX.) SEMI DETACHED	1	2744	254.9	2744	254.92
TYPE D	2.5	4 BED (APPROX.) SEMI DETACHED	1	2413	224.2	2413	224.17
TYPE A	2.5	4 BED TOWNHOUSE	12	1938	180	23256	2160
TYPE B	2.5	4 BED TOWNHOUSE	2	1794	166.7	3588	333.4
TYPE C	2.5	2 BED APARTMENT	6	764	71	4584	426
TOTAL			22			36585	3398
			PLOTS			SQFT	SQM
Site Area - 1.08 Acres							

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- For the avoidance of doubt all dimensions are measured to wall structure and not the finishes unless otherwise stated.
- Where any discrepancy in found to exist within or between drawings and/or documents it should be reported to the architect immediately.
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NOTE:
Layout to be read in conjunction with boundary treatment layout, boundary treatment details and engineer's drawings.

- GENERAL**
- Denotes bin storage area.
 - Denotes cycle storage area. Cycle storage provided underneath external staircase for plots 02 - 12.
 - Denotes proposed fiber-reinforced concrete bollard with built-in light to detail.
 - Denotes indicative wall mounted EV charger location.
 - Denotes indicative pedestal EV charger location.
 - Denotes PV panels subject to manufacturers details.
 - Denotes visibility splays. Refer to drawing reference (SCP-220567-DO1).

- BOUNDARY TREATMENTS**
- Denotes 1.8m high horizontal double slatted screen fence with 0.3m trellis.
 - Denotes metal frame to accommodate side access gate.
 - Denotes 2.1m high brick wall - To match development facings.
 - Denotes 1.1m high metal railings.
 - Denotes lockable gate.

- SURFACE FINISH**
- Denotes proposed granite flags 600 x 900.
 - Denotes proposed concrete flags 600 x 900.
 - Denotes private access driveways constructed in tegular paving.
 - Denotes resin bound paving with block edging.

- TREES / HEDGES**
- Denotes existing trees to be retained - Refer to AIA for details.
 - Denotes proposed tree planting - Refer to landscape layout for details.
 - Denotes proposed low level hedge planting - Refer to landscape layout for details.

Rev	Date	Revision	Initial
P3	03.01.23	External staircase to the first floor terrace on the Type A added and rear gardens amended to suit.	CW
P2	08.12.23	Type A's footprint updated to accord with the revised house type. Apartment's shared driveway and parking layout amended to reflect highway comments.	CW
P1	04.08.23	Type C relocated. Shared driveways serving plots 13, 14, 15, 16, 17 - 22 redesigned. 1.1m high metal railings added to the frontage of plots D1E.	CW

CUBE HOMES

Project

Proposed Residential Development, High Lane, Chorlton.

Job No

22114

Scale

1:250 @ A1

Dwg No

01

Date

MAY 2023

Drawn

CW

Stage

FOR PLANNING

Rev

P3

mpsl planning & design ltd

4 Bull Green

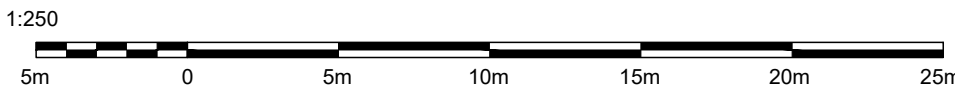
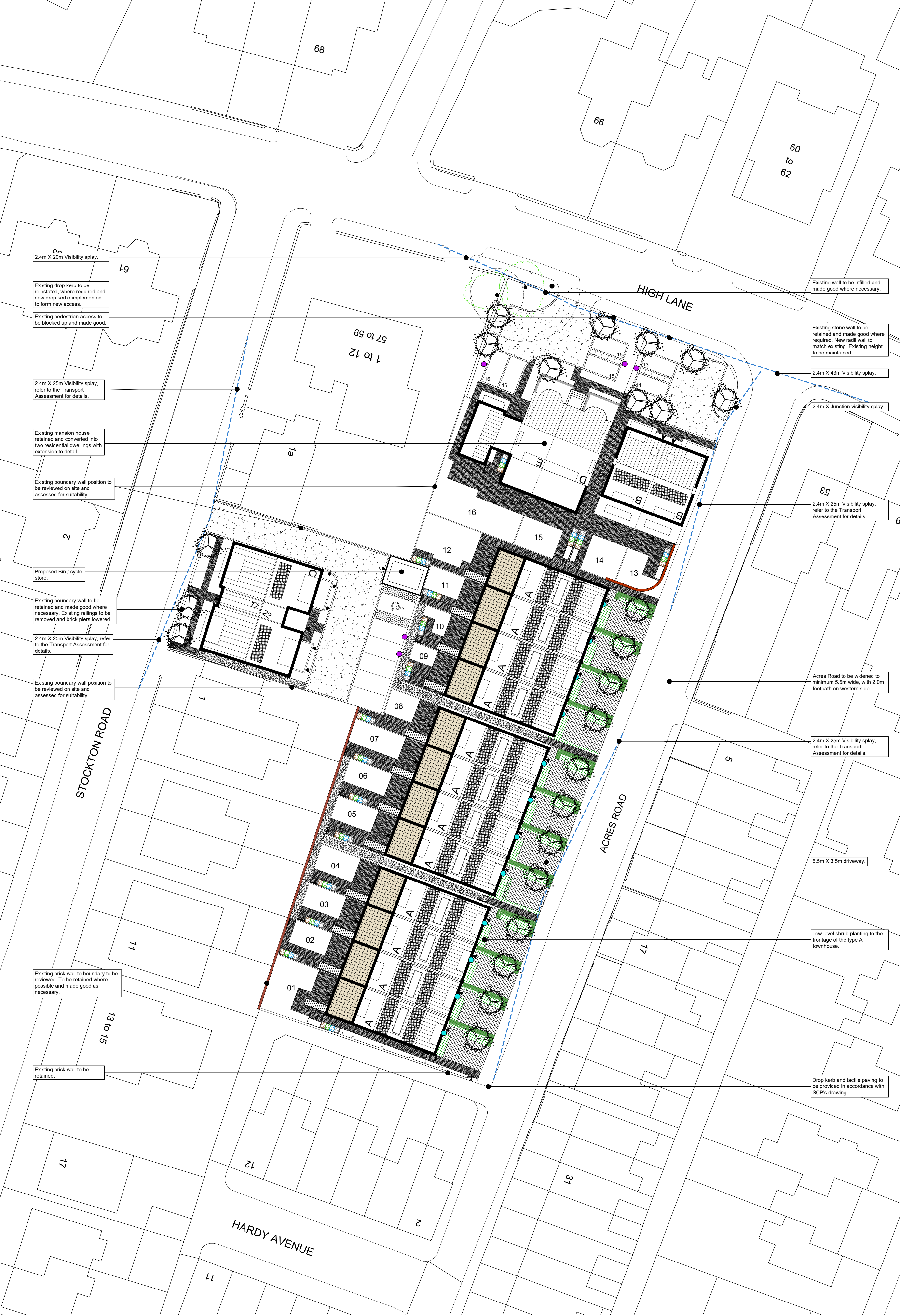
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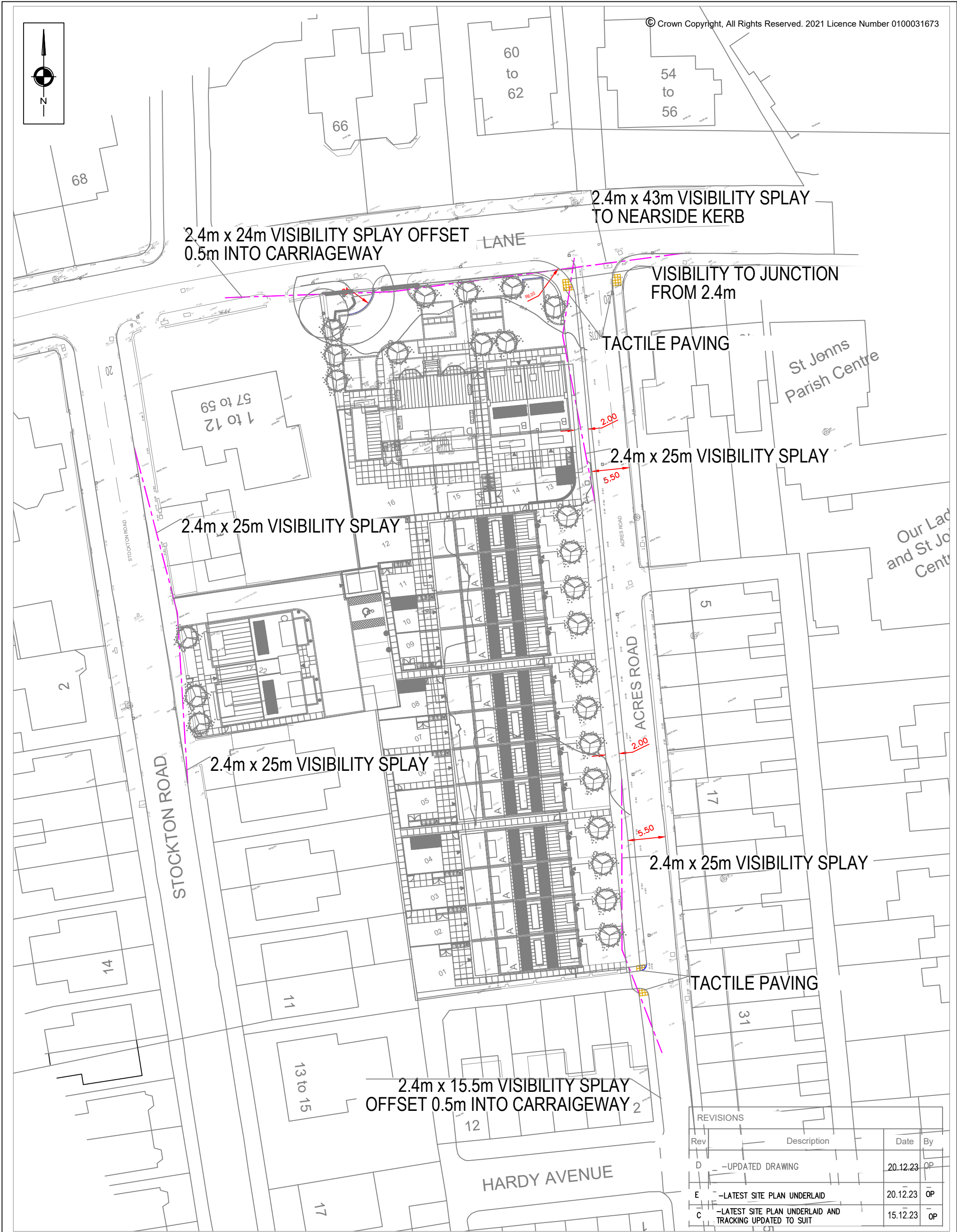
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APPENDIX 2



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 CUBE HOMES LTD	Drawing Title VISIBILITY SPLAYS	Scale 1:500 @ A2	By OP	Drawing No. SCP/220567/D01
	Project Title HIGH LANE, CHORLTON		Date 03.07.2023	Checked MD	
			Approved/ Unapproved -	Status PLANNING	Revision E

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APPENDIX 3

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APPENDIX 4

Proposed Residential Development: High Lane, Chorlton

Road Safety Audit: Stage 1

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Proposed Residential Development: High Lane, Chorlton

Road Safety Audit: Stage 1

Report Produced for:	Manchester City Council
Report Produced by:	Jonathan Birkett
Report Dated:	08 August 2023
Report Reference:	MAL/HLCRSA1Rev1
Road Safety Audit Team Leader:	Jonathan Birkett

Proposed Residential Development: High Lane, Chorlton

Road Safety Audit: Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	17 July 2023	JB
1	0	FINAL REPORT	18 July 2023	JB/GK
1	1	FINAL REPORT	08 August 2023	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Manchester City Council		
Bill Booker	SCP	Electronic	08 August 2023
G Kidd	Meraki Alliance Ltd	Electronic	08 August 2023

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by SCP on behalf of the Overseeing Organisation Manchester City Council. The scheme submitted for Audit is the proposed residential development High Lane, Chorlton. High Lane is subject to a 30mph speed limit and is street lit. Stockton Road and Acres Road also affected by the development are controlled by a 20mph speed.

The works included within this RSA Stage 1 includes:

- Development accesses onto surrounding highway network.

Overseeing Organisation

Manchester City Council.

Client

Cube Homes.

Design Organisation

SCP.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Bill Booker (SCP), on behalf of Manchester City Council. The total documents forming the Audit Brief are listed in Appendix 1:

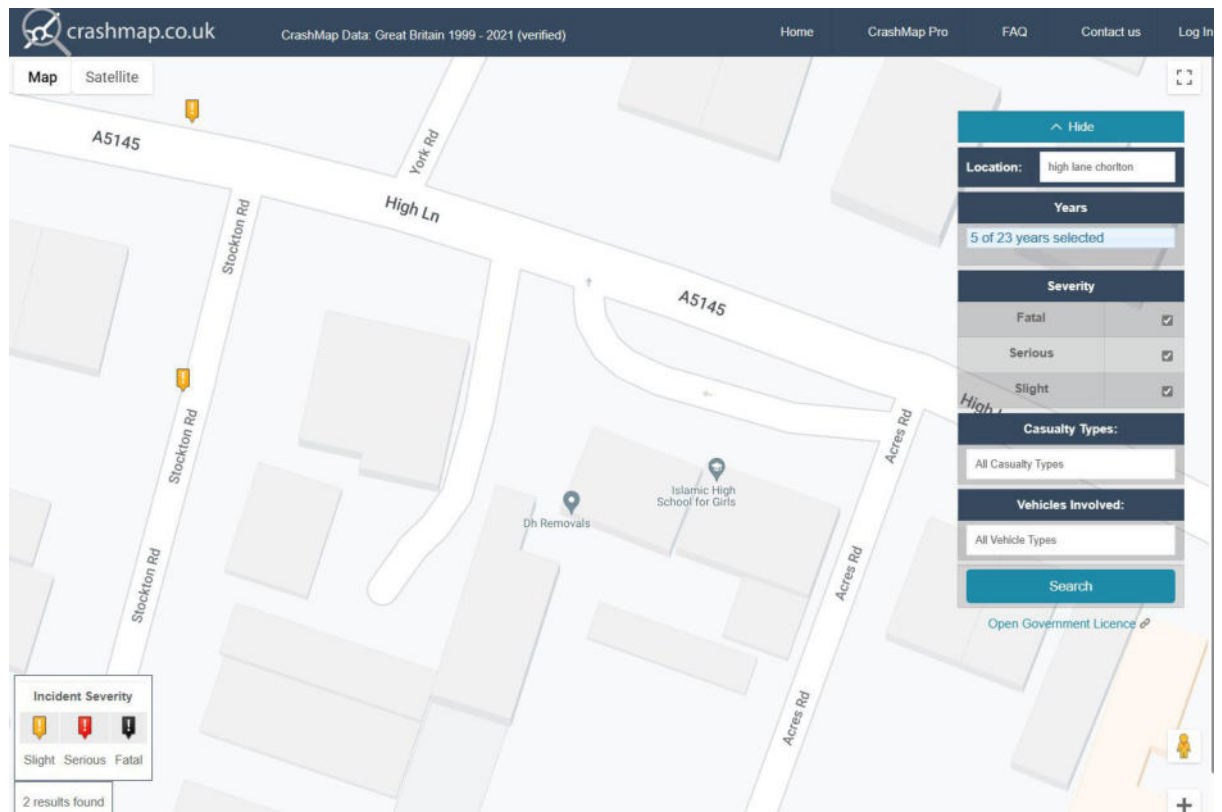
Generally, the Brief comprised:

- Brief.
- Drawings.
- Transport Note.

1.3 Collision Traffic and Speed Data

Collision data was not available as part of the Brief. Therefore, the Audit Team looked at the most recent five years of data available (2017 to 2021), on the “Crashmap” website.

Examination of the data indicates that there have been two Personal Injury Collisions near the proposed works. Both collisions resulted in slight collision severity. One was close to the junction of High Lane and Stockton Road and the second was on Stockton Lane.



Traffic count data was available as part of the Transport Note.

Traffic speed data was not available however both Stockton Road and Acres Road are 20mph zones.

1.4 Details of Site Visit

A site inspection was undertaken on 16 July 2023 between 17:00 and 17:30. The Audit Team spent 30 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was fine and dry. No incidents were noted whilst on site.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out this updated Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE

Holder of Certificate of Competency

Road Safety Audit Team Leader

G KIDD (HONS) MIHE
Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.7 Previous Road Safety Audits

This is a revised RSA 1 following updated information.

1.8 Issues Identified Outside the Scope of this RSA

No issues identified.

1.9 Items not Provided as Part of this RSA Stage 1

All information provided allowing the RSA requested to be undertaken.

2 Items Raised at this Stage 1

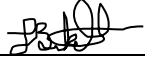
This section details the findings of this Stage 1. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 RSA Problems

PROBLEM		1-1
Location:	High Lane.	
Summary:	Obstructed visibility will increase the risk of failure to give way type collisions.	
The drawing provided does show visibility splays and it is noted that the visibility from the site access onto High Lane does not comply with the relevant standards. It would be expected that visibility splays to the left from the access would achieve 2.4m x 43m, the drawings show that this is 2.4m x 14.5m Obstructed visibility will increase the risk of failure to give way type collisions.		
RECOMMENDATION		
Provide unobstructed visibility splays at the proposed site access/egress.		

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS
STAGE 1 ROAD SAFETY AUDIT**

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	08 AUGUST 2023
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	08 AUGUST 2023

Appendix 1 – Audited Drawings

23.08.22 TN01

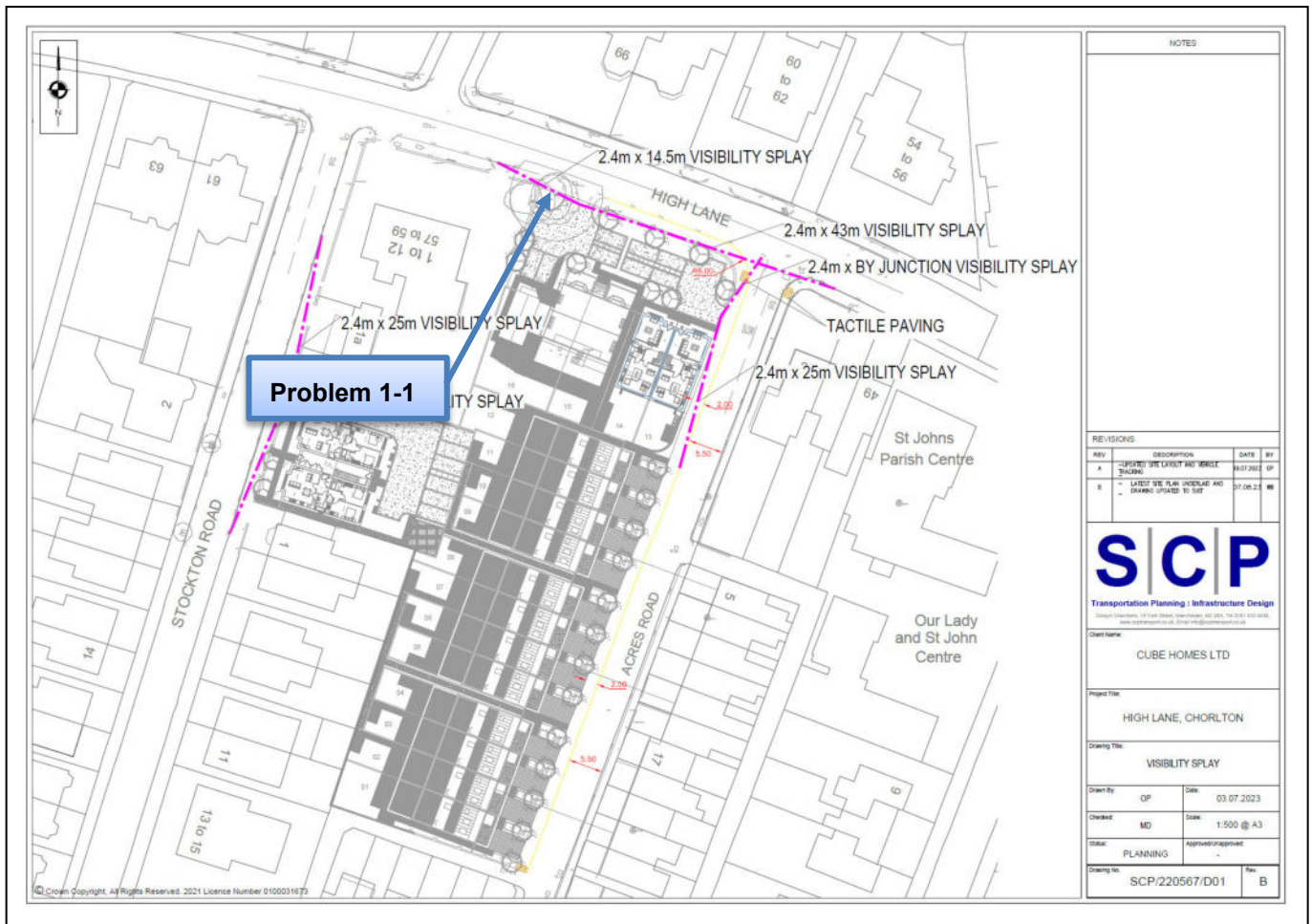
22114_01_Planning Layout

22114_Sketch Layout

SCP-220567-ATR01 REV B

SCP-220567-D01 REV B

Appendix 2 – Problem Location Plan



S|C|P

APPENDIX 5

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230815-0849

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST	
DV DEVON	1 days
NS NORTH SOMERSET	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
09 NORTH	
TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 800 to 1439 (units:)
 Range Selected by User: 520 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/22

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:

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	5 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	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
Village	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	5 days - Selected
Servicing vehicles Excluded	X days - Selected

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:Use Class:

F1(a) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

15,001 to 20,000 2 days

20,001 to 25,000 2 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 2 days

75,001 to 100,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 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:

Not Known 1 days

Yes 1 days

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	DV-04-B-04	SECONDARY ACADEMY	DEVON
	EARL RICHARD' SRD SOUTH		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	835	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
2	NS-04-B-01	SECONDARY SCHOOL	NORTH SOMERSET
	MIZZYMead ROAD		
	NAILSEA		
	Edge of Town Centre		
	Residential Zone		
	Total Number of pupils:	900	
	Survey date: WEDNESDAY	03/10/18	Survey Type: MANUAL
3	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL
4	TV-04-B-02	SECONDARY SCHOOL	TEES VALLEY
	THAMES ROAD		
	BILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	1439	
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL
5	WK-04-B-01	SECONDARY SCHOOL	WARWICKSHIRE
	BANBURY ROAD		
	KINETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	839	
	Survey date: WEDNESDAY	25/09/19	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 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 PUPILS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	963	0.049	5	963	0.012	5	963	0.061
08:00 - 09:00	5	963	0.200	5	963	0.171	5	963	0.371
09:00 - 10:00	5	963	0.017	5	963	0.014	5	963	0.031
10:00 - 11:00	5	963	0.015	5	963	0.012	5	963	0.027
11:00 - 12:00	5	963	0.014	5	963	0.012	5	963	0.026
12:00 - 13:00	5	963	0.011	5	963	0.018	5	963	0.029
13:00 - 14:00	5	963	0.017	5	963	0.014	5	963	0.031
14:00 - 15:00	5	963	0.028	5	963	0.020	5	963	0.048
15:00 - 16:00	5	963	0.074	5	963	0.116	5	963	0.190
16:00 - 17:00	5	963	0.053	5	963	0.085	5	963	0.138
17:00 - 18:00	5	963	0.050	5	963	0.032	5	963	0.082
18:00 - 19:00	5	963	0.049	5	963	0.031	5	963	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.577			0.537			1.114

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:	800 - 1439 (units:)
Survey date range:	01/01/15 - 24/05/22
Number of weekdays (Monday-Friday):	5
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 04 - EDUCATION/B - SECONDARY

MULTI-MODAL CYCLISTS**Calculation factor: 1 PUPILS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	963	0.001	5	963	0.000	5	963	0.001
08:00 - 09:00	5	963	0.037	5	963	0.000	5	963	0.037
09:00 - 10:00	5	963	0.001	5	963	0.000	5	963	0.001
10:00 - 11:00	5	963	0.001	5	963	0.000	5	963	0.001
11:00 - 12:00	5	963	0.000	5	963	0.000	5	963	0.000
12:00 - 13:00	5	963	0.001	5	963	0.001	5	963	0.002
13:00 - 14:00	5	963	0.000	5	963	0.001	5	963	0.001
14:00 - 15:00	5	963	0.000	5	963	0.000	5	963	0.000
15:00 - 16:00	5	963	0.000	5	963	0.029	5	963	0.029
16:00 - 17:00	5	963	0.000	5	963	0.008	5	963	0.008
17:00 - 18:00	5	963	0.001	5	963	0.000	5	963	0.001
18:00 - 19:00	5	963	0.002	5	963	0.000	5	963	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.039			0.083

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 04 - EDUCATION/B - SECONDARY

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	963	0.011	5	963	0.000	5	963	0.011
08:00 - 09:00	5	963	0.323	5	963	0.003	5	963	0.326
09:00 - 10:00	5	963	0.012	5	963	0.001	5	963	0.013
10:00 - 11:00	5	963	0.013	5	963	0.004	5	963	0.017
11:00 - 12:00	5	963	0.006	5	963	0.004	5	963	0.010
12:00 - 13:00	5	963	0.006	5	963	0.011	5	963	0.017
13:00 - 14:00	5	963	0.019	5	963	0.018	5	963	0.037
14:00 - 15:00	5	963	0.008	5	963	0.027	5	963	0.035
15:00 - 16:00	5	963	0.008	5	963	0.282	5	963	0.290
16:00 - 17:00	5	963	0.006	5	963	0.063	5	963	0.069
17:00 - 18:00	5	963	0.010	5	963	0.011	5	963	0.021
18:00 - 19:00	5	963	0.007	5	963	0.004	5	963	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.429			0.428			0.857

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 04 - EDUCATION/B - SECONDARY

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	5	963	0.003	5	963	0.000	5	963	0.003
08:00 - 09:00	5	963	0.188	5	963	0.007	5	963	0.195
09:00 - 10:00	5	963	0.008	5	963	0.001	5	963	0.009
10:00 - 11:00	5	963	0.000	5	963	0.001	5	963	0.001
11:00 - 12:00	5	963	0.001	5	963	0.001	5	963	0.002
12:00 - 13:00	5	963	0.000	5	963	0.000	5	963	0.000
13:00 - 14:00	5	963	0.001	5	963	0.005	5	963	0.006
14:00 - 15:00	5	963	0.001	5	963	0.027	5	963	0.028
15:00 - 16:00	5	963	0.001	5	963	0.159	5	963	0.160
16:00 - 17:00	5	963	0.000	5	963	0.011	5	963	0.011
17:00 - 18:00	5	963	0.010	5	963	0.000	5	963	0.010
18:00 - 19:00	5	963	0.000	5	963	0.001	5	963	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.213			0.426

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.

S|C|P

APPENDIX 6

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220821-0845

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	5 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	4 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 99 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	11 days
Tuesday	11 days
Wednesday	10 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	52 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	6
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	11

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	40
Village	10
No Sub Category	2

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

Secondary Filtering selection:**Use Class:**

C3	52 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	13 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	8 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	6 days
25,001 to 50,000	9 days
50,001 to 75,000	10 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	13 days
250,001 to 500,000	5 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	12 days
1.1 to 1.5	37 days
1.6 to 2.0	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:

Yes	17 days
No	35 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	52 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	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
3	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY		
	PENRITH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
5	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
6	CH-03-A-11	TOWN HOUSES	CHESHIRE
	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
7	CH-03-A-12	SEMI DETACHED HOUSES	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
8	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-03-A-09	MIXED HOUSES	DORSET
	A350 SHAFTESBURY		
	Edge of Town No Sub Category Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
10	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
11	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
12	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
13	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
14	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
15	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE RINGMER		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
16	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
18	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
19	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
20	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD		
	ANDOVER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
21	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
22	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
23	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
24	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

LIST OF SITES relevant to selection parameters (Cont.)

25	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
26	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	EGERTON ROAD		
	LINCOLN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
27	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
28	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
29	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
30	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
31	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

32	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
33	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
34	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
35	PS-03-A-01	MIXED HOUSES	POWYS
	BRYN GLAS WELSHPOOL		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
36	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
37	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
38	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
39	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

40	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
41	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
42	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD		
	Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
43	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
44	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
45	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD WOLVERHAMPTON BLAKENHALL		
	Edge of Town Centre No Sub Category Total No of Dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
46	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
47	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

48	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
49	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
50	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	OUNDON ROAD		
	COVENTRY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	89	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
51	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
52	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	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/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): 1.69

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	52	43	0.080	52	43	0.312	52	43	0.392
08:00 - 09:00	52	43	0.153	52	43	0.362	52	43	0.515
09:00 - 10:00	52	43	0.147	52	43	0.178	52	43	0.325
10:00 - 11:00	52	43	0.142	52	43	0.177	52	43	0.319
11:00 - 12:00	52	43	0.148	52	43	0.169	52	43	0.317
12:00 - 13:00	52	43	0.172	52	43	0.178	52	43	0.350
13:00 - 14:00	52	43	0.182	52	43	0.178	52	43	0.360
14:00 - 15:00	52	43	0.171	52	43	0.198	52	43	0.369
15:00 - 16:00	52	43	0.276	52	43	0.190	52	43	0.466
16:00 - 17:00	52	43	0.293	52	43	0.171	52	43	0.464
17:00 - 18:00	52	43	0.334	52	43	0.168	52	43	0.502
18:00 - 19:00	52	43	0.257	52	43	0.146	52	43	0.403
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.355			2.427			4.782

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 99 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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	52	43	0.006	52	43	0.015	52	43	0.021
08:00 - 09:00	52	43	0.004	52	43	0.015	52	43	0.019
09:00 - 10:00	52	43	0.003	52	43	0.005	52	43	0.008
10:00 - 11:00	52	43	0.004	52	43	0.003	52	43	0.007
11:00 - 12:00	52	43	0.003	52	43	0.004	52	43	0.007
12:00 - 13:00	52	43	0.005	52	43	0.003	52	43	0.008
13:00 - 14:00	52	43	0.004	52	43	0.001	52	43	0.005
14:00 - 15:00	52	43	0.005	52	43	0.003	52	43	0.008
15:00 - 16:00	52	43	0.011	52	43	0.005	52	43	0.016
16:00 - 17:00	52	43	0.009	52	43	0.002	52	43	0.011
17:00 - 18:00	52	43	0.009	52	43	0.010	52	43	0.019
18:00 - 19:00	52	43	0.007	52	43	0.004	52	43	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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	52	43	0.023	52	43	0.058	52	43	0.081
08:00 - 09:00	52	43	0.057	52	43	0.156	52	43	0.213
09:00 - 10:00	52	43	0.054	52	43	0.050	52	43	0.104
10:00 - 11:00	52	43	0.031	52	43	0.053	52	43	0.084
11:00 - 12:00	52	43	0.044	52	43	0.039	52	43	0.083
12:00 - 13:00	52	43	0.046	52	43	0.045	52	43	0.091
13:00 - 14:00	52	43	0.042	52	43	0.038	52	43	0.080
14:00 - 15:00	52	43	0.046	52	43	0.036	52	43	0.082
15:00 - 16:00	52	43	0.124	52	43	0.079	52	43	0.203
16:00 - 17:00	52	43	0.069	52	43	0.040	52	43	0.109
17:00 - 18:00	52	43	0.069	52	43	0.055	52	43	0.124
18:00 - 19:00	52	43	0.053	52	43	0.041	52	43	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.658			0.690			1.348

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	52	43	0.002	52	43	0.035	52	43	0.037
08:00 - 09:00	52	43	0.001	52	43	0.040	52	43	0.041
09:00 - 10:00	52	43	0.004	52	43	0.015	52	43	0.019
10:00 - 11:00	52	43	0.012	52	43	0.012	52	43	0.024
11:00 - 12:00	52	43	0.007	52	43	0.009	52	43	0.016
12:00 - 13:00	52	43	0.012	52	43	0.011	52	43	0.023
13:00 - 14:00	52	43	0.006	52	43	0.004	52	43	0.010
14:00 - 15:00	52	43	0.007	52	43	0.006	52	43	0.013
15:00 - 16:00	52	43	0.021	52	43	0.009	52	43	0.030
16:00 - 17:00	52	43	0.025	52	43	0.003	52	43	0.028
17:00 - 18:00	52	43	0.029	52	43	0.007	52	43	0.036
18:00 - 19:00	52	43	0.025	52	43	0.003	52	43	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.151			0.154			0.305

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 TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.69

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	52	43	0.124	52	43	0.507	52	43	0.631
08:00 - 09:00	52	43	0.245	52	43	0.751	52	43	0.996
09:00 - 10:00	52	43	0.232	52	43	0.300	52	43	0.532
10:00 - 11:00	52	43	0.216	52	43	0.293	52	43	0.509
11:00 - 12:00	52	43	0.235	52	43	0.257	52	43	0.492
12:00 - 13:00	52	43	0.273	52	43	0.283	52	43	0.556
13:00 - 14:00	52	43	0.278	52	43	0.257	52	43	0.535
14:00 - 15:00	52	43	0.270	52	43	0.291	52	43	0.561
15:00 - 16:00	52	43	0.579	52	43	0.340	52	43	0.919
16:00 - 17:00	52	43	0.521	52	43	0.286	52	43	0.807
17:00 - 18:00	52	43	0.561	52	43	0.299	52	43	0.860
18:00 - 19:00	52	43	0.425	52	43	0.245	52	43	0.670
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.959			4.109			8.068

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.