



Proposed Residential Development

Victoria Mill, Miles Platting

Transport Statement

Prepared for



V I R T U
H O M E S
Virtu Homes

October 2023
3588-01-TS-01



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
3588-01-TS-01	18.10.2023	Lee Kendall	Lee Kendall

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 Axis has been appointed on behalf of Virtu Homes to provide traffic and transportation advice in relation to the proposed conversion of part of Victoria Mill for 7 residential apartments.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been prepared in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Structure of This Report

- 1.3.1 Following this introduction, Section 2 of the report provides a summary of baseline conditions. This includes a review of the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.3.2 The development proposals are summarised in Section 3, including details of the proposed parking provision and access arrangements.
- 1.3.3 Section 4 outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals using TRICS datasets.
- 1.3.4 Section 5 provides details of any likely parking implications through analysis of including the results of parking beat surveys and forecast parking demand from the proposed apartments.
- 1.3.5 The report is summarised and concluded in Section 6.

2.0 EXISTING CONDITIONS

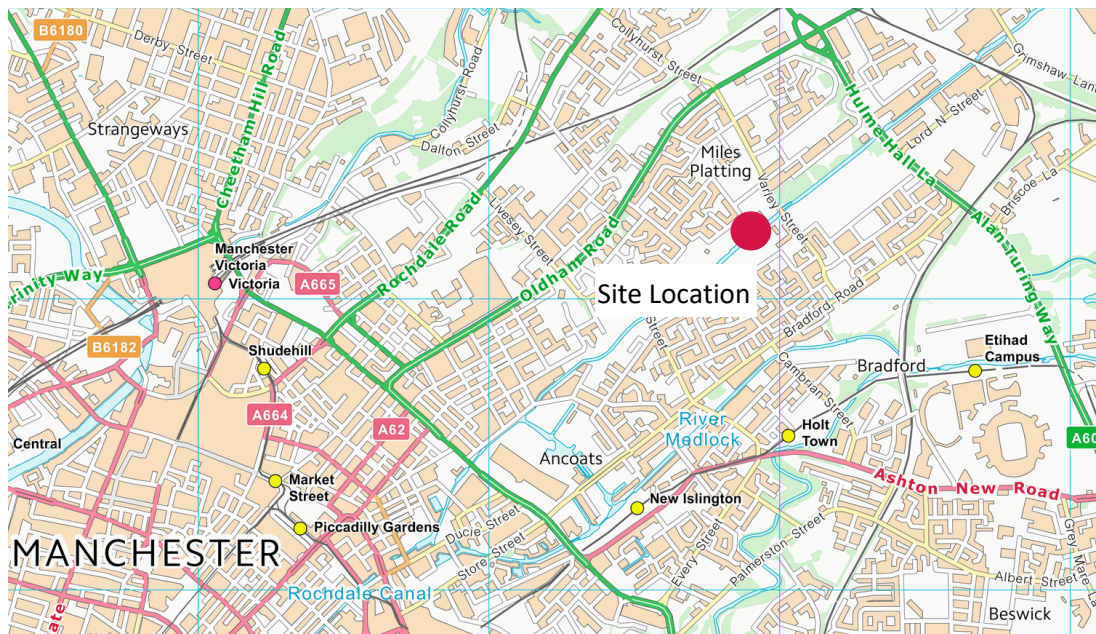
2.1 Site Location

2.1.1 The proposed development site forms part of Victoria Mill which is located on James Street in Miles Platting, Manchester.

2.1.2 The site lies to the south-east of James St, to the east of Lower Vickers St, to the south-west of Varley St and to the north-west of the Rochdale Canal.

2.1.3 **Image 2.1** shows the site location:-

Image 2.1: Site Location



2.2 Existing Use

2.2.1 The wider Victoria Mill site currently comprises two large conjoined mill buildings and a car park. The two mill buildings have different planning uses, with the south-western building featuring 103 residential apartments and the north-eastern building featuring some 10,000m² gross floor area (GFA) of substantially vacant office space over 6 floors.

2.3 Planning History

2.3.1 A number of planning applications have previously been approved at the overall site. There are two applications that are of particular relevance to this TS.

- 2.3.2 Planning permission was granted in November 2017 under reference 117148/FO/2017 for the conversion of another part of the lower ground floor of the mill to 9 residential apartments, which would therefore take the total number of apartments in the south-western mill building to 112.
- 2.3.3 However, external observations taken during Axis' site visit suggest that this permission has not been completed, which is also consistent with recent applications to discharge outstanding planning conditions attached to this permission on MCC's planning portal. The implications of this committed yet unimplemented permission on parking is therefore discussed in Chapter 5 of this TS.
- 2.3.4 Similarly, planning permission was granted in June 2017 under reference 114600/FO/2016 to convert the majority of the north-eastern building of the mill from office use to 80 residential apartments (subsequently increased under planning reference 119321/JO/2018 to 85 apartments). Again, it does not appear that these permissions have been completed as yet, and so again, the implications of this committed yet unimplemented permission on parking is therefore discussed in Chapter 5 of this TS.

2.4 Existing Site Access

- 2.4.1 The site is served primarily from a simple priority-controlled access which connects directly onto James St, as shown on **Image 2.2** below. The site access is gated although this is generally left open at all times and is not automated.



Image 2.2: Existing Primary Access onto James Street



- 2.4.2 The site benefits from a second vehicular site access onto Lower Vickers St, which provides access into a small car park on the south-western side of the mill. This access is also subject to simple priority control and is gated; although it has been unused and locked for a number of years. A third site access is also located on Varelly St to the east, although again this is unused except for pedestrian access.
- 2.4.3 James St and Lower Vickers St are both subject to a mandatory 20mph speed limit. There are footways present on both sides of both roads and street lighting columns present.
- 2.4.4 The site has a car park with room for approximately 304 cars to park formally, with some additional informal parking areas also available.
- 2.4.5 Of these 304 spaces, around 201 spaces are understood to be for use by the vacant offices in the north-western side of the mill (which do not yet appear to have been converted to residential apartments under ref 119321/JO/2018), with the remaining 103 spaces reserved for exclusive use by the existing residential apartments in the south-western mill building through legal agreement. The 103 spaces are not

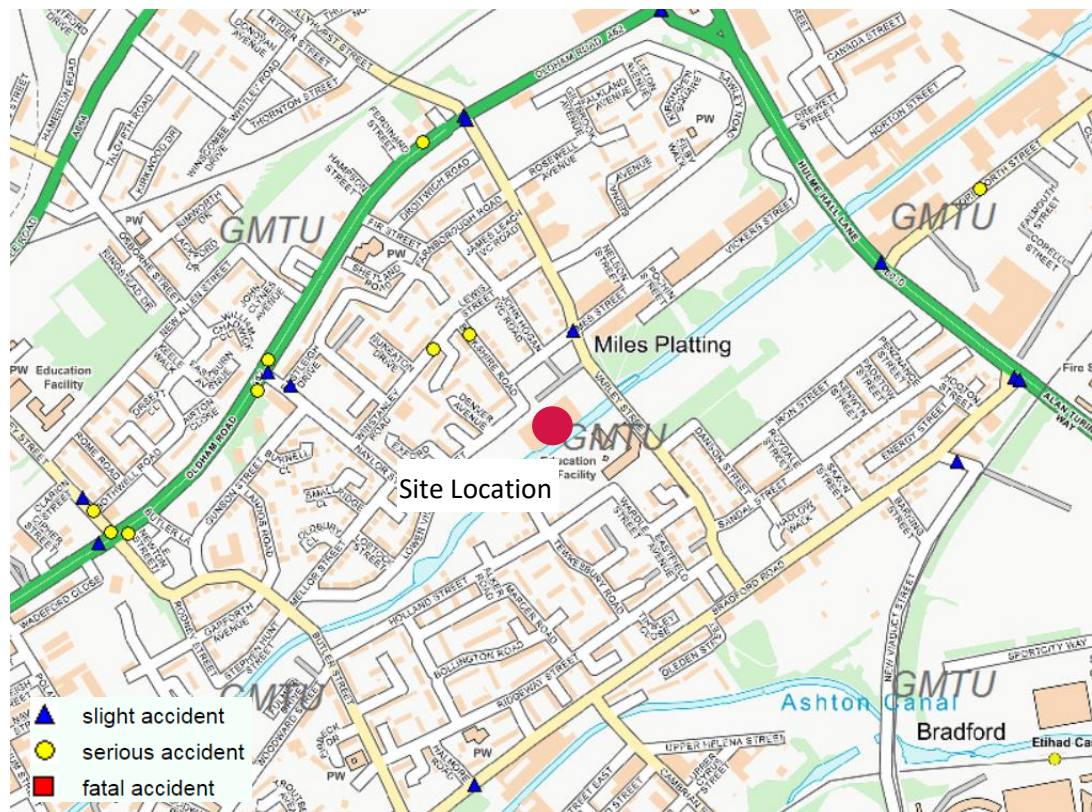
however specifically allocated in any way to individual apartments. There are however 7 'short stay' spaces and 3 accessible standard spaces adjacent to the main building entrance within this number.

- 2.4.6 These 103 spaces are significantly under-utilised by the existing apartments and so it is proposed that the 7 apartments put forward in this application will be easily able to utilise the numerous spare parking spaces. This is discussed in greater detail in Section 5 of this report.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) website for the most recently available three-year period. The search has been reproduced in **Image 2.3:-**

Image 2.3: TfGM Reported Road Accidents



- 2.5.2 There have been a total of three accidents in the immediate vicinity of the site within the latest three-year accident record, comprising one slight severity and two serious severity accidents. No fatal accidents have been recorded in the study area and period.

- 2.5.3 The TfGM database does not provide details on the causation factors of the accidents. Nonetheless, a review of the geometry of the local road network does not suggest any inherent defects in the layout or arrangement of the highway.
- 2.5.4 Furthermore, the proposed development is modest in nature and will result in only very minor increases in traffic on the local road network (see Chapter 4 for details). Therefore, road safety does not present a material concern in the context of the proposed development.

3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 This TS has been prepared in order to support the conversion of part of the lower ground area of Victoria Mill off James St in Miles Platting, Manchester, into 7 residential apartments (6 x 1-bed, 1 x 2 bed). The conversion will be limited to the south-western of the two mill buildings and part of the smaller central connecting building, underneath the existing 103 apartments on the floors above, and adjacent to the 9 apartments that have been permitted elsewhere on the lower ground floor.
- 3.1.2 The existing and proposed development plans are shown in **Appendix A**.

3.2 Proposed Access

- 3.2.1 Vehicular access would be maintained as existing via James Street.
- 3.2.2 Refuse collection would also remain as existing; as waste from the proposed apartments will be deposited in the existing bins which are already collected on a regular basis from within the Victoria Mill site. Further details are provided within the Waste Management Strategy document, also prepared by Axis, which accompanies the planning application.

3.3 Pedestrian and Cycle Access

- 3.3.1 Pedestrian and cycle access would be retained as existing.

3.4 Parking Provision

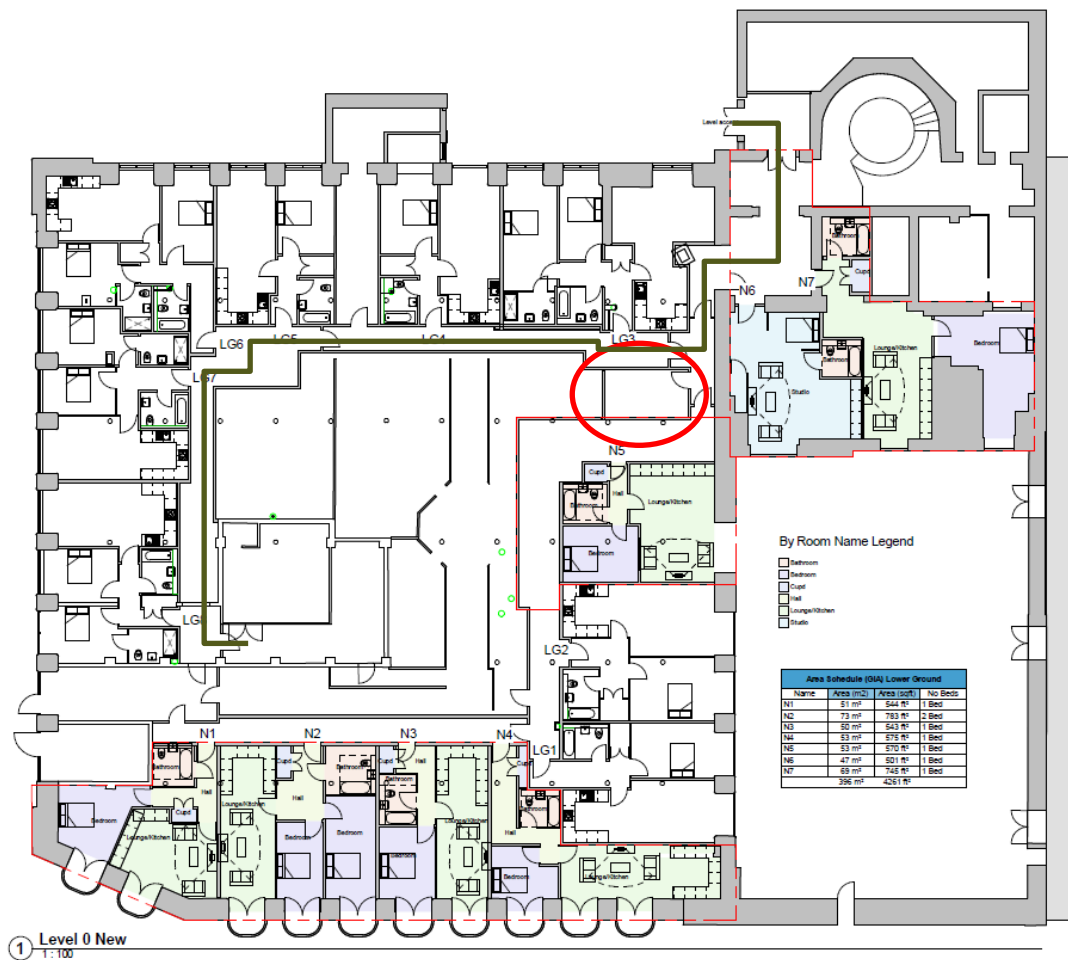
- 3.4.1 As mentioned earlier, it is proposed that the 7 apartments put forward in this application will be easily able to utilise the spare residential parking spaces that the existing 103 apartments do not utilise, and that no specific allocation of spaces is necessary (i.e. in a similar way to how the existing apartments do not have allocated spaces).
- 3.4.2 This is discussed in greater detail in Section 5 of this report.

3.5 Cycle Parking

- 3.5.1 There is a secure, covered bicycle store already located within the lower ground floor, circled in red below on **Image 3.1**:-



Image 3.1 – Bicycle Store Location



3.5.2 Nonetheless, if considered necessary, it is considered that that any further details of the cycle parking provision can be secured by an appropriately worded planning condition.

3.6 Accessibility by Non-Car Modes

3.6.1 The site is located firmly within the urban area of Miles Platting with good access to local pedestrian, cycle and public transport routes. The recent planning history of the mill site, which includes various permissions for residential conversion, confirms that the site is considered to be accessible by non-car modes from a planning perspective.

4.0 TRAFFIC GENERATION

4.1 Introduction

4.1.1 This chapter includes traffic generation forecasts based on the proposed development of 7 apartments.

4.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains surveys of varying land uses in multiple destinations across the UK, including residential land uses.

4.1.3 Specifically, the TRICS Database (V7.10.3) was interrogated with the following search criteria to identify apartment schemes that are similar to that proposed:-

- i) Residential, privately-owned flats land use;
- ii) Vehicular trip rates only;
- iii) Sites in mainland Britain (Greater London excluded);
- iv) Search by no. of units;
- v) Only sites located in 'edge of town centre' and 'suburban areas' selected; and
- vi) Default TRICS settings in all other respects.

4.1.4 The full outputs are contained in **Appendix B** to the rear of this report.

4.2 Forecast Traffic Generation

4.2.1 The following **Table 4.1** summarises the trip rates for the typical AM and PM peak hours and daily period:

Table 4.1 – Proposed Development Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)			Trip Generation (7 units)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.055	0.182	0.237	0	1	2
Weekday PM Peak Hour (17:00-18:00)	0.150	0.079	0.229	1	1	2
Daily	1.008	1.083	2.091	7	8	15

* includes rounding

4.2.2 The above table demonstrates the proposed development would be expected to generate approximately 2 two-way vehicle trips in each of the AM peak and PM peak periods, and only 15 two-way trips per day, on average.

4.3 Forecast Highway Impact

- 4.3.1 Based on the above analysis, it is considered that the proposed development would have an imperceptible material impact on the surrounding highway network.
- 4.3.2 Volumetrically, the scheme would generate one additional vehicle movement on the surrounding highway network every 48 minutes or so, on average, over the course of a 12-hour core daily period.



5.0 PARKING APPRAISAL

5.1 Introduction

5.1.1 This section sets out an analysis of the likely parking demand that will be generated by the additional apartments and how they will be accommodated within the site.

5.2 Parking Beat Survey – Existing Site

5.2.1 Axis conducted a spot-check car park beat survey of the Victoria Mill car park on 16th October 2023 to understand what kind of latent parking demand/car ownership there is for the existing 103 apartments at the site. The survey was conducted during the at 18:36 in the evening so that the vast majority of cars owned by the existing residents would be recorded (i.e. at times when most residents would be home from work and parking demand would be close to its highest). The results are summarised in **Table 5.1** below.

5.2.2 **Table 5.1** also includes the results of three other separate spot-checks of the car park that were undertaken in the same manner in June 2015 to support an earlier application for 9 apartments, so as to present a long-term view of parking demand for apartments at this location. These surveys were included in the TS work submitted alongside the approved application reference 117148/FO/2017.

Table 5.1 – Car Parking Beat Surveys

Date/Time	Number of Vehicles Parked	Number of Unused* Cars Observed	Car Ownership per Unit (Excluding Unused)	Free Spaces (designated resi bays only)
01/06/15 – 18:40	52	5	0.46	51
03/06/15 – 18:45	48	5	0.42	55
04/06/15 – 18:40	55	5	0.49	48
16/10/23 – 18:40	50	1	0.48	53
Average	51	4	0.46	52

* The unused cars refer to those cars observed during each survey that were self-evidently in various states of long term storage / maintenance, and which would otherwise likely not be parked at the site if parking were not unrestrained and freely available.

5.2.3 As shown above, the parking beat surveys indicate a stable long-term consistency in car ownership levels for apartments at Victoria Mill. The surveys also indicate that the demand for parking spaces at the apartments in Victoria Mill is relatively low - less than one car per 2 households. Given that parking is effectively unrestrained and free at the site, this is taken to represent the peak parking demand for apartments at this location.

- 5.2.4 Furthermore, the surveys demonstrate that on average, there are around 250 spare, unused parking spaces around Victoria Mill at present, which is a highly inefficient use of land.

5.3 Committed Development – Additional Unrealised Demand

- 5.3.1 As indicated in **Section 2.3** earlier, there are two approved applications for apartment schemes at the wider mill site that are ostensibly not yet completed / fully implemented. The parking demand for these schemes therefore needs to be accounted for. One application allows the conversion of the north-eastern mill building to 85 apartments, and another application allows the conversion of part of the lower ground floor in the south-western mill building to 9 apartments.

- 5.3.2 If the maximum observed car ownership level associated with the existing apartments (0.49 cars per unit) is applied to the 94 apartments that have yet to be completed and occupied, this would only give rise to an additional demand for 46 spaces, which could therefore be easily accommodated by the spare 250 spaces that can regularly be observed at the site.

5.4 Proposed Development Car Parking Demand

- 5.4.1 On the basis of the above, it is concluded that:
- i) The proposed additional apartments are likely to give rise to an additional parking demand of only around 3-4 cars;
 - ii) There is ample space within the site for these additional cars to park, even when considering the car parking demand generated by the existing 103 apartments and the additional 94 approved apartments;
 - iii) Therefore there will be absolutely no potential for congestion or off-site parking overspill issues brought about by the scheme; and,
 - iv) There is no need for any spaces to be dedicated/specifically allocated to the additional residential units.

5.5 Local Car Ownership Levels – Census Data

- 5.5.1 In order to validate the car park beat surveys referred to above, the 2021 census data has been interrogated to determine the existing car ownership levels around the site. Data for the smallest census 'output area' (within which the site lies) has been obtained. It should be noted that the dwellings within the existing mill take up the

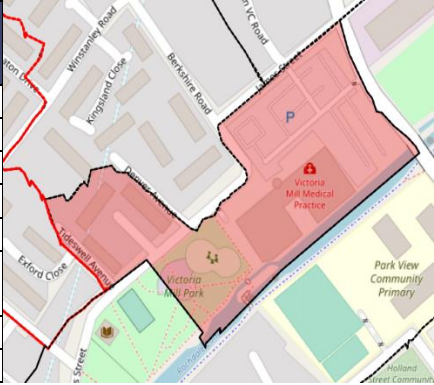


majority of the dwellings within the output area (103 out of 112), with the other units being houses just outside the mill site

5.5.2 **Table 5.2** below shows the area covered by this output area and the census data on car availability:-

Table 5.2 – Local Area Car Ownership

Car/Van Availability	E00025951 Output Area	
All Households	112	
No Cars or Vans in Household	49	
1 Car or Van in Household	56	
2 Cars or Vans in Household	4	
3 Cars or Vans in Household	3	
4 or More Cars or Vans in Household	0	
All Cars or Vans in Area	73	
Percentage Car Ownership	65%	



5.5.3 The data provides further evidence that car ownership within this area is comparatively low with only around 0.65 cars owned per household. This therefore tallies reasonably well with and validates the results of the parking beat surveys summarised earlier.

5.6 Conclusions

5.6.1 Following a review of exiting car parking beat surveys and local area car ownership data from the census, it is clear that there would not be any parking pressures as a result of the proposed development.

5.6.2 A surplus of approximately 50 spaces are currently available on site (excluding the 200+ spaces allocated to the north-eastern side of the mill), and the proposed development is likely to give rise to additional parking demand of only approximately 3-4 vehicles. Even when the additional parking demands generated by the approved apartments on the wider mill site are taken into account, there would still be ample parking availability. p

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis has been appointed on behalf of Virtu Homes to provide traffic and transportation advice in relation to a proposed conversion of part of Victoria Mill for 7 residential apartments.
- 6.1.2 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Transport for Greater Manchester (TfGM) for the most recently available three-year period. Following a review of the records, there are no material road safety concerns in the context of the proposed development.
- 6.1.3 It is proposed that existing vehicular access arrangements, refuse collection and car parking strategies already associated with the existing residential provision at the wider site would be retained.
- 6.1.4 The report has provided details of a TRICS assessment undertaken to quantify the likely amount of traffic associated with the proposed development. It is concluded that the proposals would give rise to an imperceptible material impact on the surrounding highway network.
- 6.1.5 Following a review of exiting car parking beat surveys and local area car ownership levels from the census, it is clear that there would not be any parking pressures as a result of the proposed development.
- 6.1.6 A surplus of approximately 50 spaces are currently available on site, and the proposed development is likely to give rise to additional demand of only approximately 3-4 vehicles. Even when the additional parking demands generated by the approved apartments on the wider mill site are taken into account, there would still be ample parking availability.

6.2 Conclusions

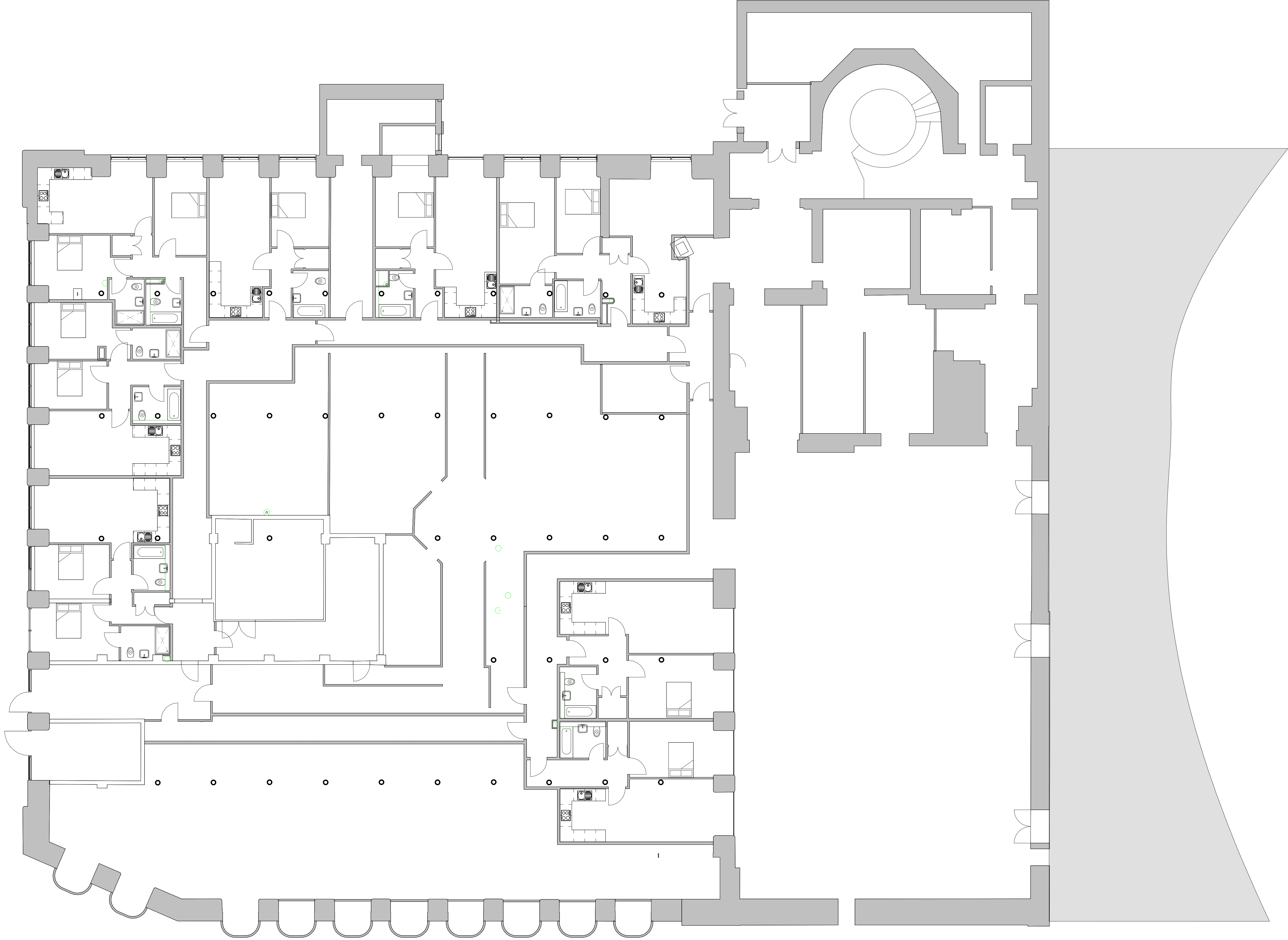
- 6.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.



Appendix A – Existing and Proposed Site Layout Plans



1 Existing
1 : 100



Job Reference:		Drawing Reference:		Revision:		Drawing:		Existing Plan	
639		SK101				Project:		Victoria Mill	
Scale:		Sheet Size:		Date:		Drawn By:		Project Status:	
1 : 100		A1		10/09/23		GU		PLA	
								Client:	
								Virtu Homes	
								Rev	
								Description	
								Date	

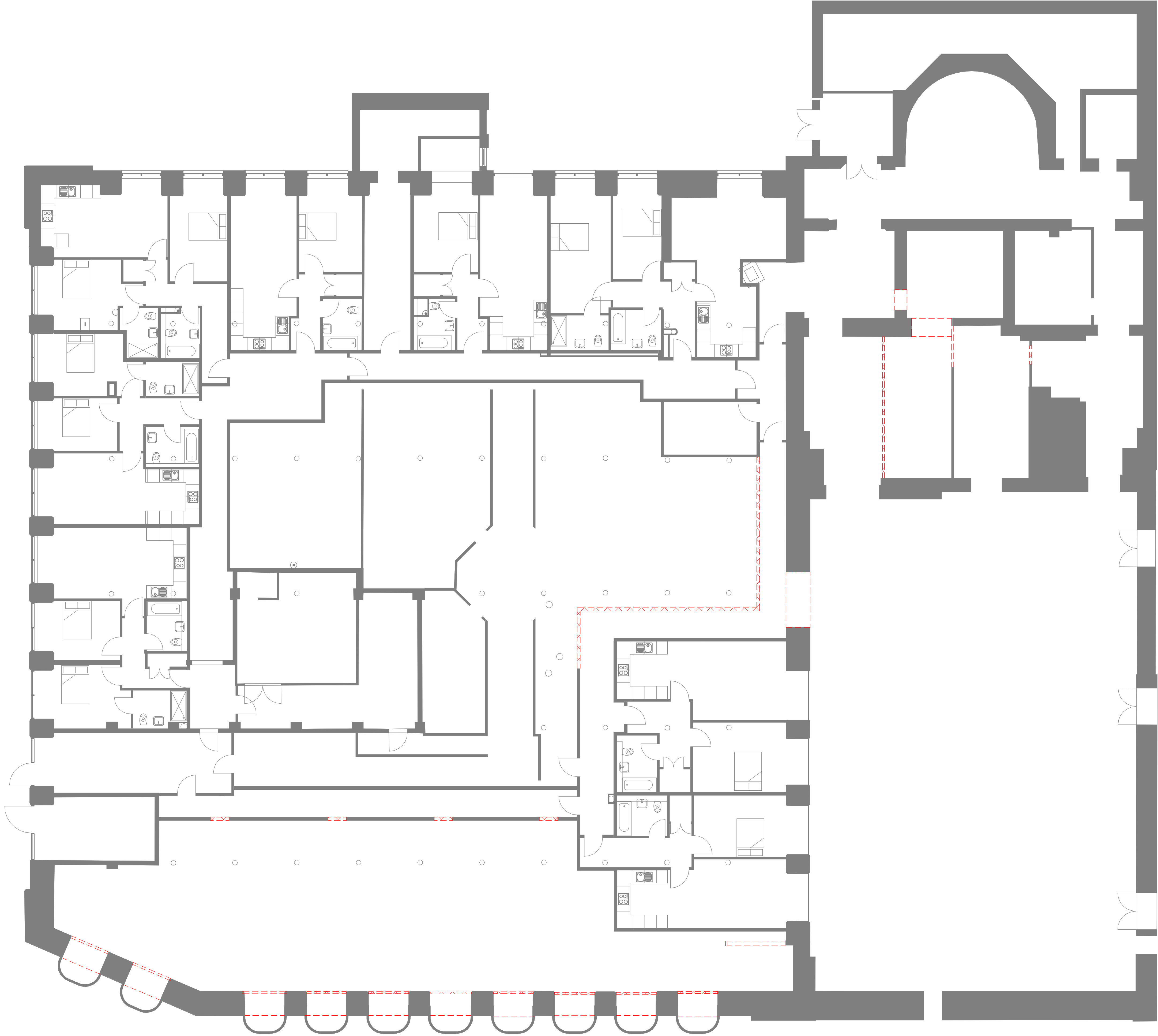
Do not scale from this drawing. All dimensions to be checked and worked on site. Reps are disallowed in the project. This drawing is the copyright of Gary Underwood Associates Limited.

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1 Level 0 Alterations

1 : 100



Job Reference:		Drawing Reference:		Revision:		Drawing:		Alterations and demolition	
639		SK102							
Scale:	Sheet Size:	Date:	Drawn By:	Project Status:		Client:		Project:	
	A1	10/08/23	GU	PLA		Virtu Homes		Victoria Mill	
	1 : 100								



1 Level 0 New
1 : 100

By Room Name Legend

- Bathroom
- Bedroom
- Cupd
- Hall
- Lounge/Kitchen
- Studio

Area Schedule (GIA) Lower Ground			
Name	Area (m2)	Area (sqft)	No Beds
N1	51 m²	544 ft²	1 Bed
N2	73 m²	783 ft²	2 Bed
N3	50 m²	543 ft²	1 Bed
N4	53 m²	575 ft²	1 Bed
N5	53 m²	570 ft²	1 Bed
N6	47 m²	501 ft²	1 Bed
N7	69 m²	745 ft²	1 Bed
	396 m²	4261 ft²	

Appendix B – TRICS Outputs



Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-231017-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

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Licence No: 339901

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 184 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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:

Monday	5 days
Tuesday	10 days
Wednesday	4 days
Thursday	1 days
Friday	1 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:

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

Development Zone	3
Residential Zone	10
Built-Up Zone	4
No Sub Category	4

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	11 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:**Use Class:**

C3	21 days
----	---------

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

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	8 days
500,001 or More	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	12 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	19 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
-----------------	---------

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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Licence No: 339901

LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17	BRIGHTON & HOVE
2	BY-03-C-01 BLOCKS OF FLATS HEELIS STREET BARNSELY Edge of Town Centre Built-Up Zone Total No of Dwellings: 112 Survey date: TUESDAY 08/09/20	BARNSELY
3	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17	CAMBRIDGESHIRE
4	CO-03-C-01 BLOCKS OF FLATS MOSTYN BROADWAY LLANDUDNO Edge of Town Centre Built-Up Zone Total No of Dwellings: 37 Survey date: MONDAY 26/03/18	CONWY
5	CT-03-C-01 BLOCKS OF FLATS WING ROAD LEIGHTON BUZZARD LINS LADE Edge of Town Centre Residential Zone Total No of Dwellings: 175 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
6	CT-03-C-02 BLOCKS OF FLATS STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
7	CT-03-C-03 BLOCKS OF FLATS COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings: 146 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE
8	DV-03-C-01 BLOCK OF FLATS BONHAY ROAD EXETER Edge of Town Centre Residential Zone Total No of Dwellings: 27 Survey date: MONDAY 10/07/17	DEVON

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

9	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
10	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
11	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
12	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
13	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
14	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
15	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
16	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

17	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
18	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
19	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
20	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
21	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	77	0.041	21	77	0.148	21	77	0.189
08:00 - 09:00	21	77	0.055	21	77	0.182	21	77	0.237
09:00 - 10:00	21	77	0.065	21	77	0.081	21	77	0.146
10:00 - 11:00	21	77	0.055	21	77	0.074	21	77	0.129
11:00 - 12:00	21	77	0.063	21	77	0.073	21	77	0.136
12:00 - 13:00	21	77	0.078	21	77	0.083	21	77	0.161
13:00 - 14:00	21	77	0.057	21	77	0.068	21	77	0.125
14:00 - 15:00	21	77	0.059	21	77	0.065	21	77	0.124
15:00 - 16:00	21	77	0.098	21	77	0.062	21	77	0.160
16:00 - 17:00	21	77	0.121	21	77	0.076	21	77	0.197
17:00 - 18:00	21	77	0.150	21	77	0.079	21	77	0.229
18:00 - 19:00	21	77	0.166	21	77	0.092	21	77	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.008			1.083			2.091

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

9 - 184 (units:)
 01/01/15 - 11/05/22
 21
 0
 0
 0
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 OGVS
 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	77	0.002	21	77	0.002	21	77	0.004
08:00 - 09:00	21	77	0.001	21	77	0.000	21	77	0.001
09:00 - 10:00	21	77	0.001	21	77	0.001	21	77	0.002
10:00 - 11:00	21	77	0.000	21	77	0.000	21	77	0.000
11:00 - 12:00	21	77	0.002	21	77	0.001	21	77	0.003
12:00 - 13:00	21	77	0.001	21	77	0.001	21	77	0.002
13:00 - 14:00	21	77	0.000	21	77	0.000	21	77	0.000
14:00 - 15:00	21	77	0.001	21	77	0.002	21	77	0.003
15:00 - 16:00	21	77	0.000	21	77	0.000	21	77	0.000
16:00 - 17:00	21	77	0.001	21	77	0.001	21	77	0.002
17:00 - 18:00	21	77	0.000	21	77	0.001	21	77	0.001
18:00 - 19:00	21	77	0.000	21	77	0.000	21	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

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	77	0.002	21	77	0.010	21	77	0.012
08:00 - 09:00	21	77	0.002	21	77	0.017	21	77	0.019
09:00 - 10:00	21	77	0.001	21	77	0.002	21	77	0.003
10:00 - 11:00	21	77	0.002	21	77	0.004	21	77	0.006
11:00 - 12:00	21	77	0.004	21	77	0.003	21	77	0.007
12:00 - 13:00	21	77	0.002	21	77	0.001	21	77	0.003
13:00 - 14:00	21	77	0.004	21	77	0.001	21	77	0.005
14:00 - 15:00	21	77	0.006	21	77	0.003	21	77	0.009
15:00 - 16:00	21	77	0.005	21	77	0.002	21	77	0.007
16:00 - 17:00	21	77	0.004	21	77	0.002	21	77	0.006
17:00 - 18:00	21	77	0.010	21	77	0.006	21	77	0.016
18:00 - 19:00	21	77	0.007	21	77	0.003	21	77	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.054			0.103

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.