TECHNICAL NOTE

SCP
Transportation Planning : Infrastructure Design

Proposed Residential Development
Longhurst Road, Higher Blackley
CT/220403/TN01 – 02 February 2023

Introduction

1. SCP have been instructed by Great Places Housing Group to provide transport planning advice in support of a proposed residential development, comprising 22 dwellings, on land located to the south of Longhurst Road, Higher Blackley.

2. The site location is shown in red on **Figure 1** below:

Figure 1 – Site Location Plan

3. This Technical Note has been produced to support the planning application and provide details on the proposed access arrangements and associated traffic and transport implications of the development, to inform Manchester City Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Existing Conditions

4. The application site is located on land to the south of Longhurst Road, Higher Blackley, as shown on **Figure 1** earlier. The site comprises of largely undeveloped land, although the north-eastern part of the site formally comprised Longhurst Children's Centre which has been demolished for a number of years.

5. Vehicular access to the former Longhurst Children's Centre was provided via a simple direct frontage access through a lay-by off Longhurst Road, as shown on **Figure 2** below. The lay-by is anticipated to have been a 3-space drop-off/pick-up and servicing facility for the former Longhurst Children's Centre and whilst it is currently used for parking, it is no longer required.

Figure 2 – Existing Site Access

Local Highway Network

6. Longhurst Road fronts the northern site boundary and provides access from Tweedle Hill Road, to the east of the site, to several residential dwellings and other residential roads as well as Blackley Cemetery and Crematorium. The gates to Blackley Cemetery and Crematorium are open until dusk which, when open, allow a vehicular connection from Longhurst Road to the A6104 Victora Avenue and Chapel Lane.

7. Longhurst Road has a carriageway width of circa 5.5m, is subject to a 30mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road, which are separated from the carriageway by wide grass verges. There are no traffic regulation orders on Longhurst Road, which is subject to on-street parking.

Existing Road Safety Record

8. The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.

9. In order to identify critical locations on the network with a poor accident record, a review of accident data covering the most recently available five-year period (2017-2021) has been undertaken using Department for Transport (DfT) data. The location and severity of any accidents within the study area during this period, are shown in **Figure 3** below and a full accident screening report can be found in **Appendix A**.

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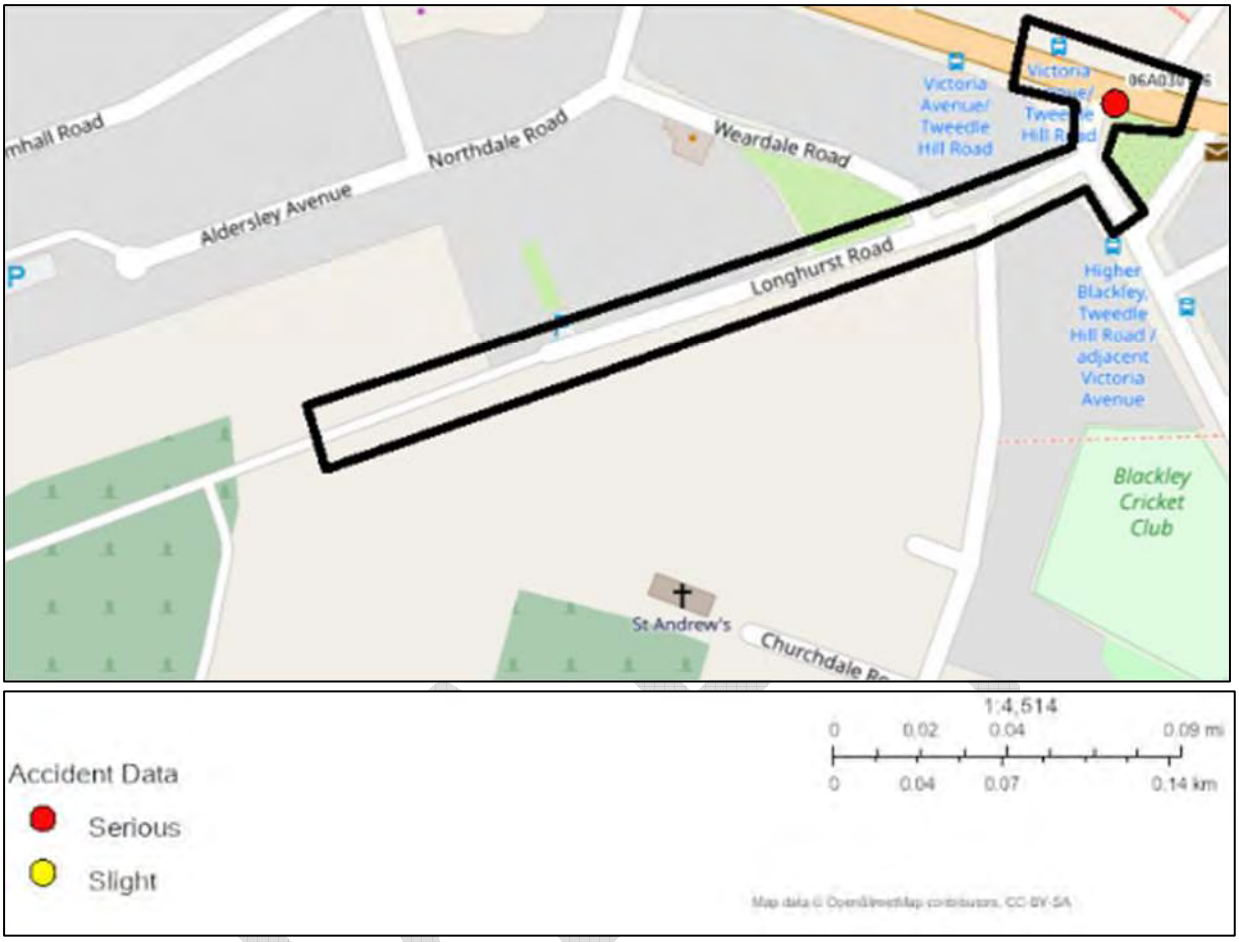
Figure 3 – Road Safety Record



10. The analysis shows that no accidents have been recorded on Longhurst Road, although 1 accident (equating to an average of 0.2 accidents per year) was recorded in the study area during the 5-year study period. The accident took place in 2017 at the A6104 Victoria Avenue / Tweedle Hill Road junction and resulted in serious severity injuries.

11. The evidence presented above and illustrated in **Figure 3** suggests that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals, particularly when considering the lack of any specific accident cluster spots, and that the existing on-street parking does not result in any highway safety issues for any road users.

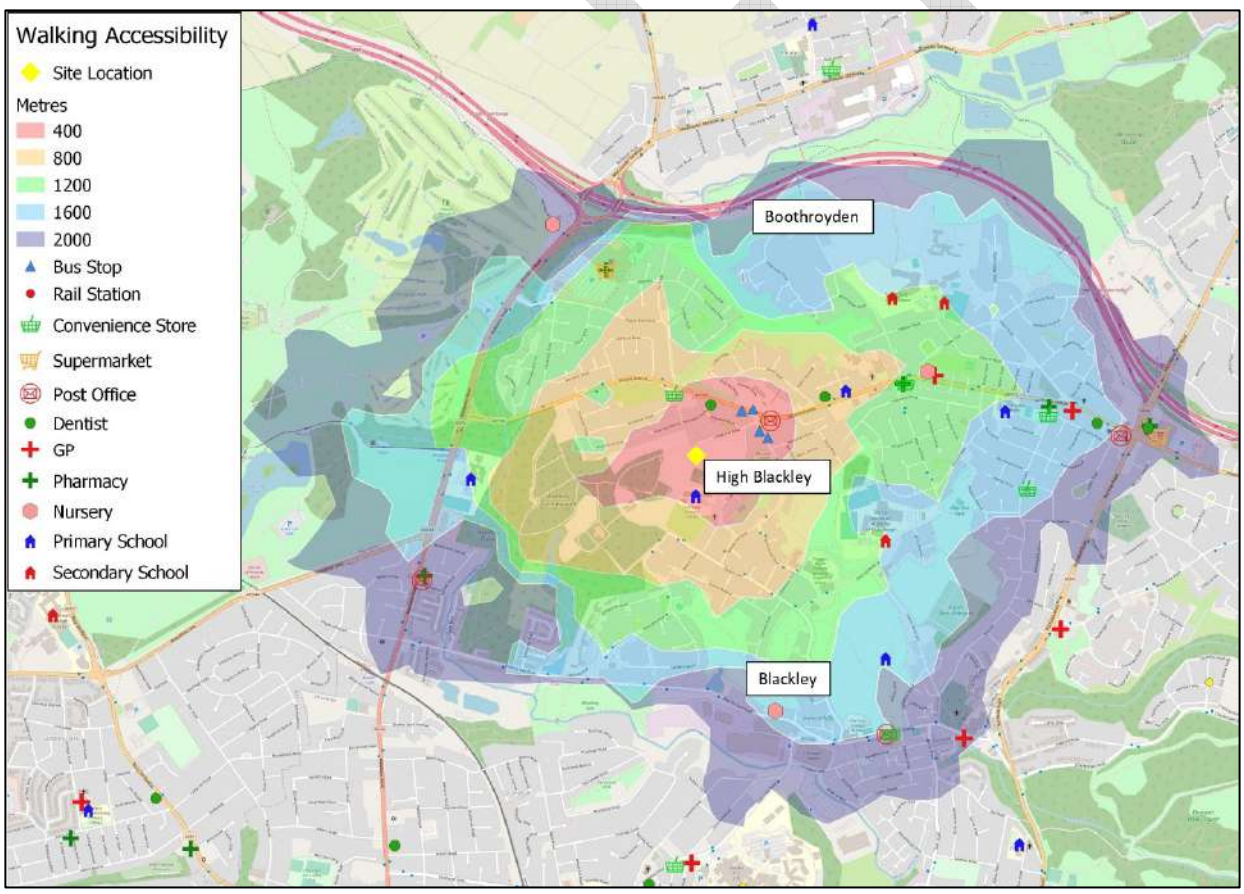
Accessibility

Pedestrian Accessibility

12. The Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

13. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4 – Walking Accessibility 2km Isochrone



14. The site is within an acceptable walk distance of Higher Blackley and Blackley as well as the array of amenities these areas have on offer. The site is also within an acceptable walk distance of transport connections, as detailed later, to encourage prospective residents to travel via sustainable modes.

15. A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 1** below, including retail, education and healthcare.

Table 1 – Local Facilities

Facility	Description	Distance from the Site
Bus Stop	Bus Stop, Tweedle Hill Road	220m
Public House	Duke of Wellington	220m
Take-Away	Thompsons Traditional Fish & Chips	230m
Post Office	Higher Blackley Post Office	250m
Primary School	Crab Lane Primary School	450m
Dentist	Blackley Dental Surgery	450m
Primary School	St Clares R C Primary School	700m
Pharmacy	Well Pharmacy, A6104 Victoria Avenue	750m
Convenience Store	McColl's, A6104 Victoria Avenue	750m
Nursery	Tiddlywinks Nursery	850m
Doctors	Beacon Medical Centre	850m
Leisure	Blackley Recreation Ground	900m
Public Open Space	Plant Hill Park	1.1km
Secondary School	Our Lady's Roman Catholic High School, Manchester	1.2km
Fitness Centre	Our Lady's Sports Centre	1.2km
Secondary School	Co-op Academy Manchester	1.3km
Supermarket	Sainsbury's, Heaton Park Road	1.4km
Library	The Avenue Library and Learning Centre	1.6km
Supermarket	Tesco Superstore, A6104 Victoria Avenue	1.7km

16. The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.

17. Overall, the site benefits from high levels of accessibility by foot, with Higher Blackley and Blackley only a short walk from the site, providing opportunities for linked shopping and leisure trips as well as transport connections.

Cycle Accessibility

18. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

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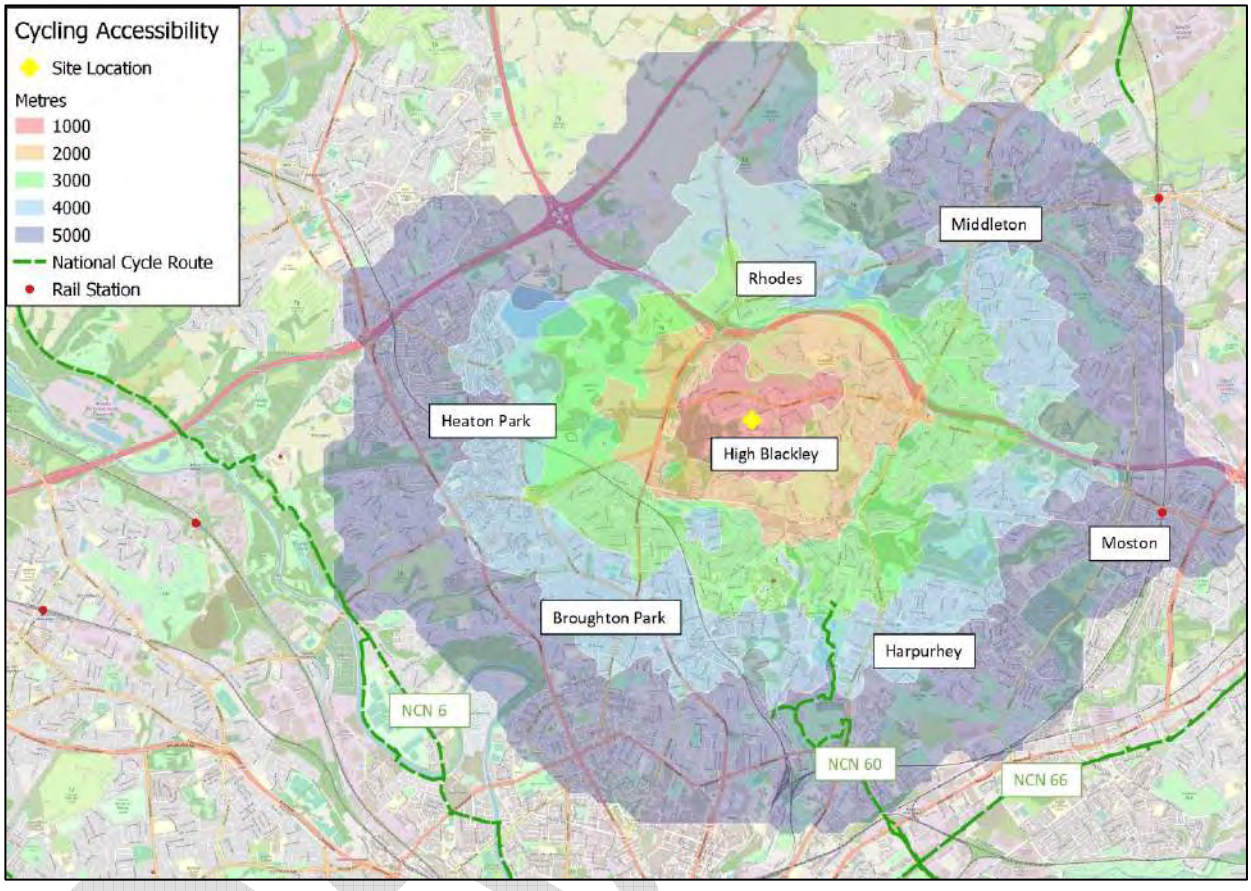
19. GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 5** below.

Figure 5 - Cycle Accessibility 5km Isochrone



20. The plan demonstrates that the nearby areas of Higher Blackley, Middleton, Moston and Harpurhey, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.

21. The A6104 Victora Avenue, located circa 200m east of the site, is an on-road cycle route with advisory cycle lanes on both sides of the road which provides a useful cycle connection to Moston. In addition, **Figure 5** shows the sites proximity to National Cycle Route 60 which provides a local connection to Manchester city centre and Failsworth via National Cycle Route 66.

22. As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

23. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

24. The closest bus stops are located on both sides of the A6104 Victoria Avenue and Tweedle Hill Road, less than 250m east of the site and are therefore within the recommended walk distance. These bus stops are served by the number 41, 56 and 156 buses which provides regular services, 7 days per week (in combination), to numerous locations including Middleton Bus Station, Higher Crumpsall, Collyhurst, Cheetham Hill and Manchester city centre, amongst others.

25. Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provide access to key destinations at a high frequency.

26. In terms of rail services, Moston Railway Station is located approximately 4.3km east of the site and is therefore well within an acceptable cycling distance. Moston Railway Station offers regular direct services throughout the week including services to Rochdale, Manchester, Salford, Bolton, Blackburn and Clitheroe, amongst others.

27. In addition to the above, Bowker Vale Metrolink Station is located approximately 2.2km south-west of the site and is therefore well within an acceptable cycling distance for prospective residents as well as a reasonable walk distance for some. Bowker Vale Metrolink Station is served by the green and yellow line which provides frequent direct services between Bury and Altrincham via Prestwich, Crumpsall, Manchester city centre, Trafford, and Sale, amongst several others throughout Greater Manchester. Other destinations such as Rochdale, East Didsbury, Eccles, MediaCityUK, Ashton-under-Lyne and Manchester Airport are all available with a connecting service.

28. The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 6** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

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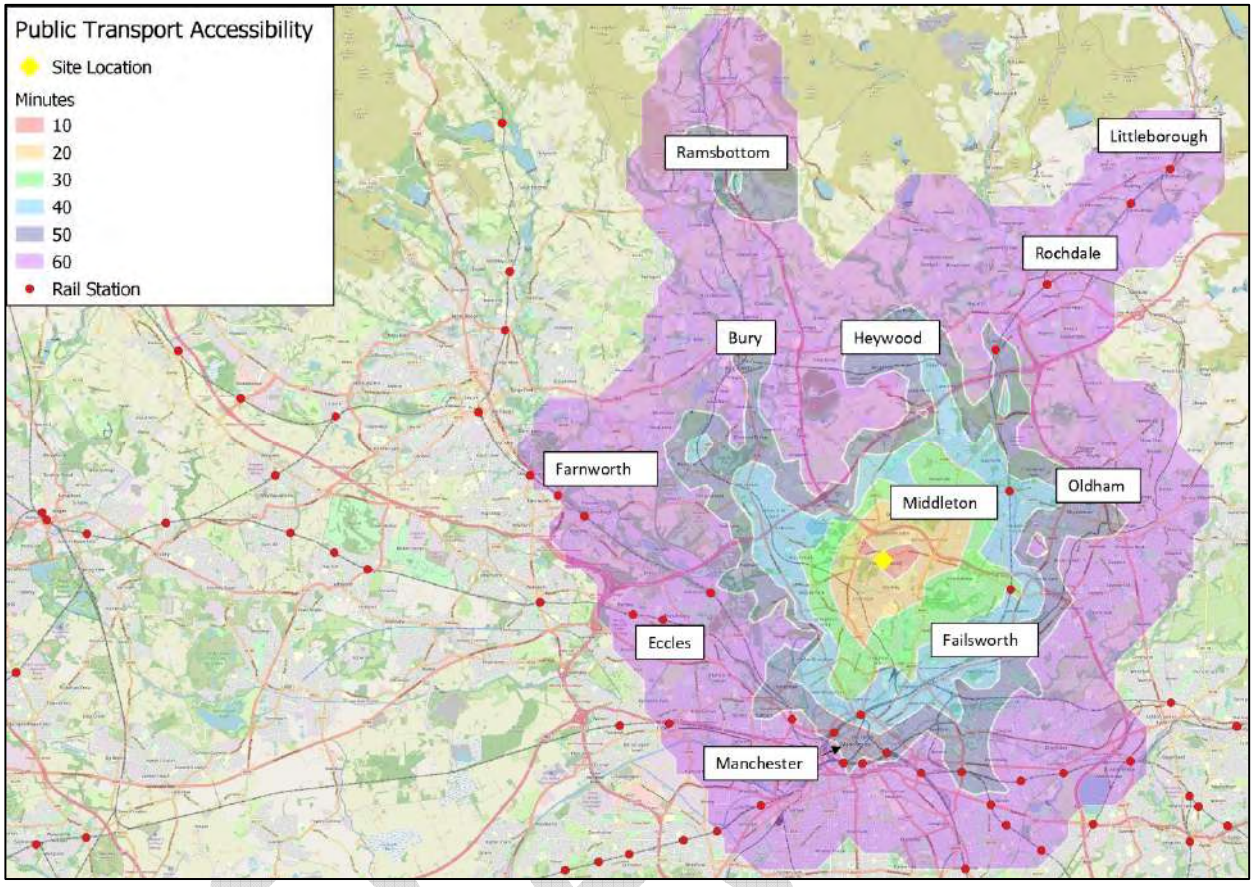
Figure 6 – 60 Minute Public Transport Isochrone



29. The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Middleton, Oldham, Rochdale, Bury, Eccles, Failsworth and Manchester city centre, amongst others, are all within an acceptable 60-minute commute time.

Accessibility Summary

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

Proposed Development

31. The development proposals involve the construction of a residential development, comprising 22 dwellings, on land located to the south of Longhurst Road, Higher Blackley.

32. The proposed site layout plan is presented in **Appendix B** and the development mix consists of 8 no. 1-bed flats and 14 no. 3-bed houses.

Proposed Site Access Arrangements

33. Direct frontage access off Longhurst Road is proposed for the 14 no. houses and vehicular access to the apartments is proposed off Longhurst Road, as shown on drawing number SCP/220403/D01, presented in **Appendix C**. The proposed apartment access will measure 6m wide and has been designed with sufficient width as well as appropriate radii to allow two cars to access / egress the site simultaneously.

34. The lay-by fronting the site is proposed to be removed as part of the development proposals, with full height kerbs and verge reinstated. As detailed earlier, the lay-by is anticipated to have been a 3-space drop-off/pick-up and servicing facility for the former Longhurst Children's Centre and is no longer required. Longhurst Road serves relatively limited development and whilst subject to on-street parking, which has evidently not resulted in any highway-safety concerns as detailed earlier, there is considered to be ample off-street parking in the surrounding area to accommodate any minor displacement parking and therefore, the removal of the lay-by is considered acceptable in this instance.

35. As shown on drawing number SCP/220403/D01, presented in **Appendix C**, 2.4m x 43m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, is achievable in both directions from the proposed access.

36. Separate pedestrian accesses are proposed to serve both the houses and apartments.

Servicing

37. As shown on the site layout plan, presented in **Appendix B**, a refuse collection point for the apartments is proposed adjacent to the apartment car park and servicing is proposed to take place from on-street, as is the case for the existing residents on Longhurst Road.

Parking

38. Manchester's Local Development Framework Core Strategy Development Plan Document, adopted July 2012, states that "*The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion*".

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39. The site provides a total of 22 parking spaces, which equates to a 100% parking provision, and a secure and covered cycle parking space is provide for each apartment.

40. In terms of the overall level of parking, this is considered to be appropriate for the scale and nature of the development given that the site benefits from a high level of accessibility by non-car modes of transport. The site is within easy access of Higher Blackley and Blackley (less than 2km walk) as well as numerous facilities, including retail, education, healthcare and transport connections. Therefore, prospective residents will not be wholly reliant on the private car to travel to/from the site.

41. To add further weight to this, the existing car ownership levels in the area have been obtained from the 2021 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (56.8%), which is to be expected given the sustainable location of the site. The proposed car parking provision (100%) is therefore significantly higher than actual car ownership levels in the area.

Vehicle Availability per Household	Output Area - E01005103: Manchester 001E
No cars or vans in household	43.2%
1 or more cars or vans in household	56.8%

42. In addition, any prospective purchaser or tenant of the dwellings will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.

43. Having regard to the above, the proposed car parking levels are considered to be appropriate in this instance.

Trip Generation

44. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

- Residential;
- Houses Privately Owned;

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- Multi modal surveys;
- Sites in Greater London, Ireland excluded;
- Selection by number of dwellings (6-50);
- Weekday surveys only; and
- Only sites in 'Suburban Area' locations have been selected.

45. The multi modal TRICS outputs for the proposed residential development are presented in **Appendix D** and are summarised in **Table 2** below.

Table 2 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	**Weekday AM Peak Hour**		**Weekday PM Peak Hour**	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Vehicles	0.150	0.396	0.282	0.168
Cycles	0.000	0.018	0.011	0.007
Pedestrians	0.064	0.261	0.068	0.054
Pub. Trans.	0.007	0.039	0.018	0.021

46. The estimated trip generation associated with the proposed 22 dwellings is therefore as summarised in **Table 3** below.

Table 3 – Estimated Trip Generation – 22 Dwellings				
Mode	**Weekday AM Peak Hour**		**Weekday PM Peak Hour**	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Vehicles	3	9	6	4
Cycles	0	0	0	0
Pedestrians	1	6	1	1
Pub. Trans.	0	1	0	0

47. As detailed above, it is estimated that the scheme will generate a total of 12 two-way vehicle movements in the AM peak hour and 10 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 5-6 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

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48. It should be noted that the above traffic generation estimate is considered robust given that it is based on 100% privately owned houses and does not take into account the proposed 1-bed flats which make up 36% of the development and typically have much lower car ownership levels / generate much less traffic when compared to houses.

49. Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

Summary and Conclusions

50. Based on the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

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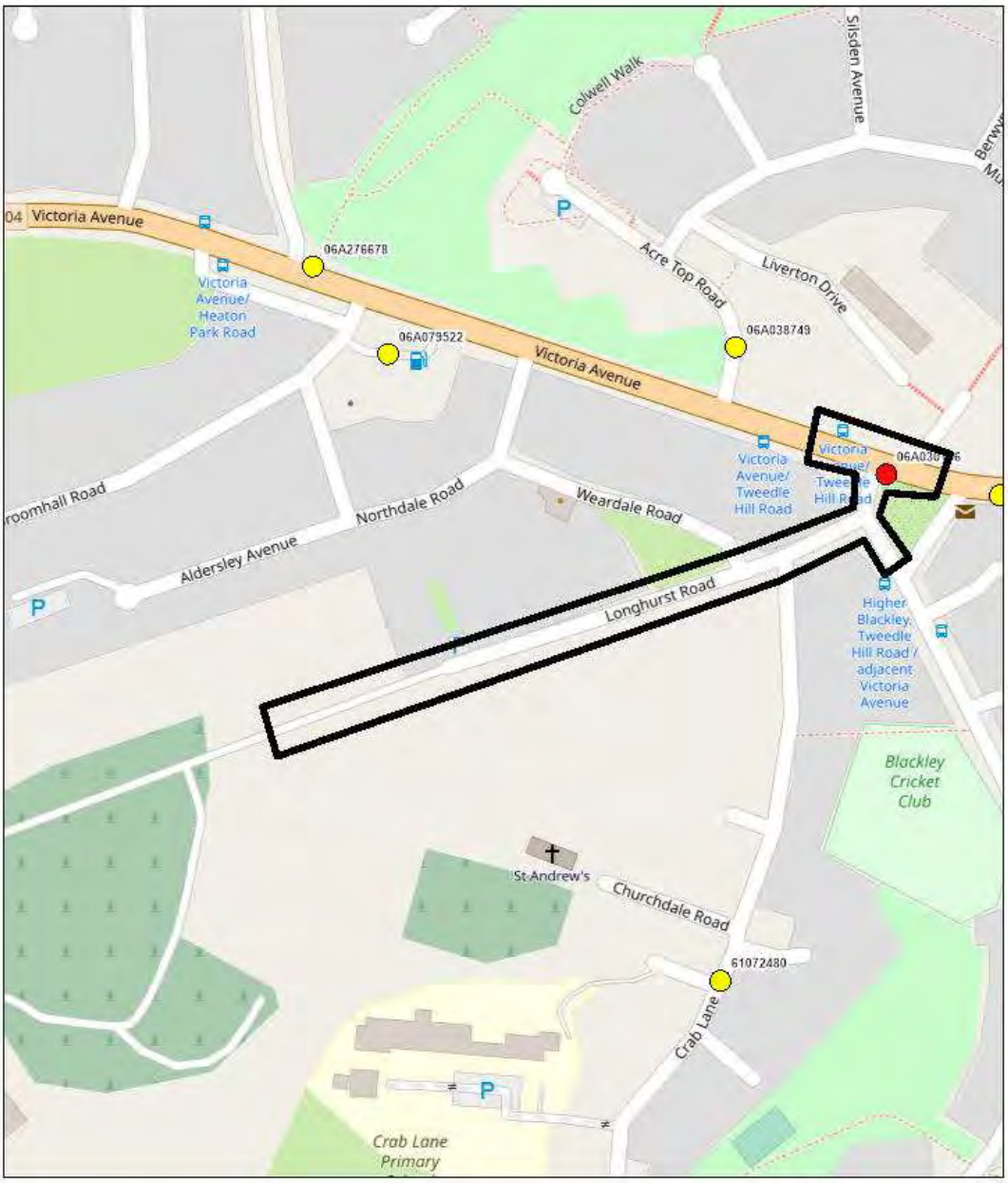
APPENDIX A

Screening Report

Area of Interest (AOI) Information

Length : 930.85 m

Jan 25 2023 15:46:09 Greenwich Mean Time



1:4,514

0 0.02 0.04 0.09 mi

0 0.04 0.07 0.14 km

Accident Data

- Serious
- Slight

Map data © OpenStreetMap contributors, CC-BY-SA

Summary

Name	Count	Area(m²)	Length(m)
Accident Data	1	N/A	N/A
Vehicle Data	1	N/A	N/A
Casualty Data	1	N/A	N/A

Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles
1	384945	404068	2017	Serious	1

#	Number of Casualties	Date	Day of Week	Time	Local Authority Highway
1	1	06/05/2017	Saturday	4:32 PM	Manchester

#	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	A	6,104	Single carriageway	30	T or staggered junction

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site
1	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None

#	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident
1	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Yes

#	Accident Reference	Category	Count
1	06A030156	Accident	1

Vehicle Data

#	Year	Category	Vehicle Reference	Vehicle Type	Towing and Articulation
1	2,017	Vehicle	1	Motorcycle 125cc and under	No tow/articulation

#	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location	Skidding and Overturning	Hit Object in Carriageway
1	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road	None	None

#	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle
1	Front	Not known	Male	16 - 20	9

#	Driver Home Area Type	Accident Reference	Count
1	Urban area	06A030156	1

Casualty Data

#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class
1	2,017	Casualty	1	1	Pedestrian

#	Sex of Casualty	Age Band of Casualty	Casualty Severity	Pedestrian Location	Pedestrian Movement
1	Female	66 - 75	Serious	Crossing elsewhere within 50m. of pedestrian crossing	Crossing from driver's nearside

#	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Count
1	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	06A030156	1

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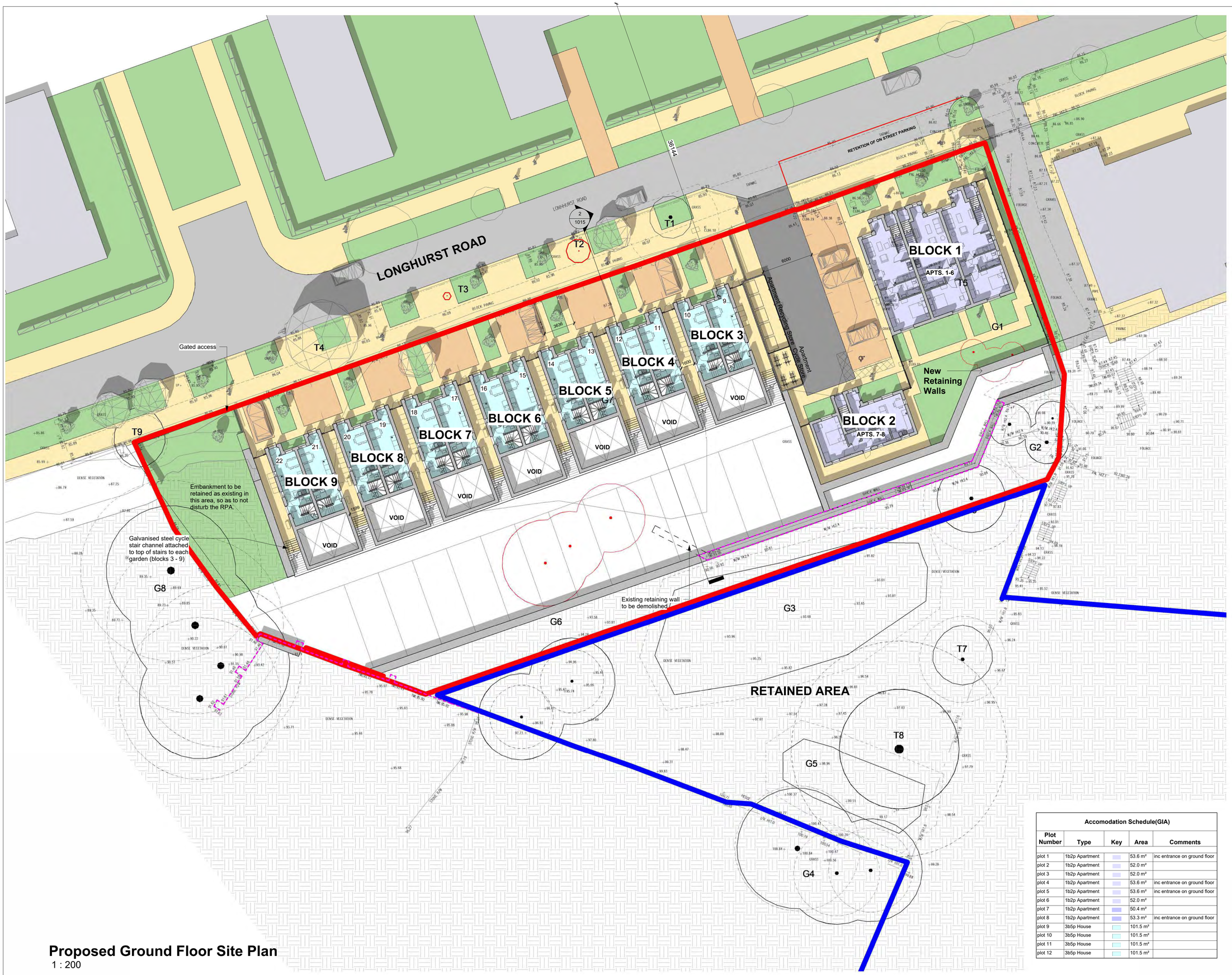
APPENDIX B



Proposed Ground Floor Site Plan

1 : 200

Accomodation Schedule(GIA)				
Plot Number	Type	Key	Area	Comments
plot 1	1b2p Apartment		53.6 m²	inc entrance on ground floor
plot 2	1b2p Apartment		52.0 m²	
plot 3	1b2p Apartment		52.0 m²	
plot 4	1b2p Apartment		53.6 m²	inc entrance on ground floor
plot 5	1b2p Apartment		53.6 m²	inc entrance on ground floor
plot 6	1b2p Apartment		52.0 m²	
plot 7	1b2p Apartment		50.4 m²	
plot 8	1b2p Apartment		53.3 m²	inc entrance on ground floor
plot 9	3b5p House		101.5 m²	
plot 10	3b5p House		101.5 m²	
plot 11	3b5p House		101.5 m²	
plot 12	3b5p House		101.5 m²	

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- Drawing not to be scaled
- Report Errors and Omissions to the Architect.
- Check all dimensions on site
- Drawing to be read in conjunction with the Health and Safety Plan and all relevant Risk Assessments

1:1
1:200
2m 4 6 8 10 12

N

- Existing retaining wall
- Application site boundary
- Land in Applicant's ownership
- Existing tree retained
- Existing tree's root protection area
- Proposed tree
- Existing tree to be removed

Rev.	Date	Drn.		Chkd.
C	24/01/23	KS	Revision to windows/elevations to comply with AD Part O. Revision to bin store design	CL
B	18/01/23	KS	Revision to side doors in houses. Revision to windows currently in progress to comply with AD Part O	CL
A	07/11/22	KS	Design revision	CL

BOWKER SADLER **ARCHITECTURE**

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Project
Longhurst Road, Blackley

Client
Great Places Housing Group

Drawing
Proposed Site Plan - Ground Floor

Scale	Sheet Size	Drawn	Checked	Date
As indicated	@ A1	TM	CL	15/09/2021

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
20-043 -						1002	C

Status
Planning

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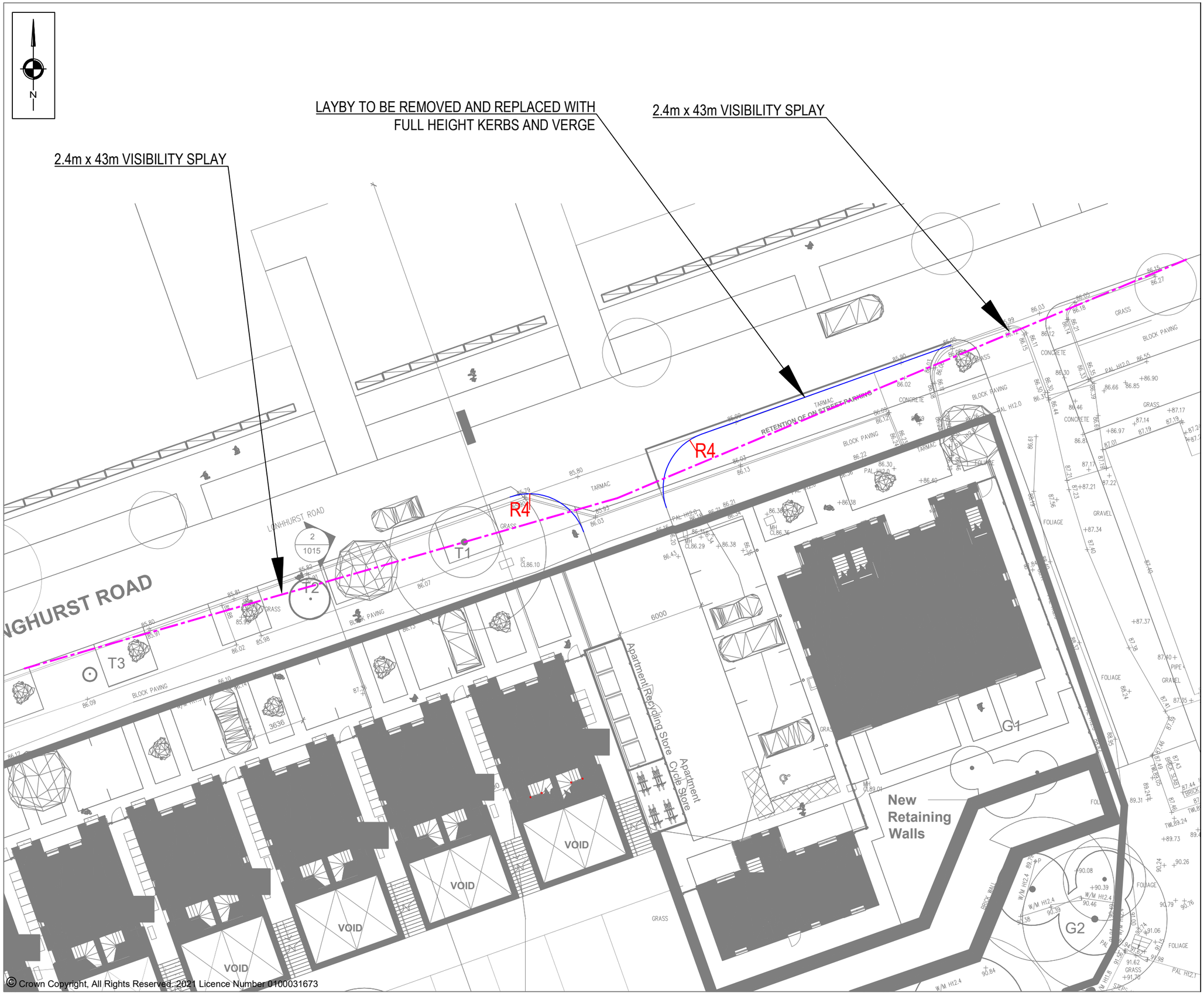
APPENDIX C



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	- -	-	-

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Transportation Planning : Infrastructure Design

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Client Name:
GREAT PLACES HOUSING GROUP

Project Title:
LONGHURST ROAD, HIGHER BLACKLEY

Drawing Title:
PROPOSED ACCESS ARRANGEMENT

Drawn By: AM	Date: 26.01.2023
Checked: CT	Scale: 1:250 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No.	Rev.
SCP/220403/D01	-

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APPENDIX D

Calculation Reference: AUDIT-726001-230126-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	SD	SWINDON	1 days
	TB	TORBAY	1 days
04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
09	**NORTH**		
	DH	DURHAM	1 days
10	**WALES**		
	PS	POWYS	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	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: 10 to 50 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 14/10/22

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	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9

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.

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	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 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:

5,001 to 10,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 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	7 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	9 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 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

3 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: THURSDAY 12/11/15 Survey Type: MANUAL

4 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL

5 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

6 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY 17/10/16 Survey Type: MANUAL

7 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

LIST OF SITES relevant to selection parameters (Cont.)

8 SD-03-A-01 SEMI DETACHED SWINDON
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

9 TB-03-A-01 TERRACED HOUSES TORBAY
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

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

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

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): 1.81

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	9	31	0.079	9	31	0.243	9	31	0.322
08:00 - 09:00	9	31	0.150	**9**	**31**	**0.396**	**9**	**31**	**0.546**
09:00 - 10:00	9	31	0.143	9	31	0.157	9	31	0.300
10:00 - 11:00	9	31	0.143	9	31	0.146	9	31	0.289
11:00 - 12:00	9	31	0.136	9	31	0.143	9	31	0.279
12:00 - 13:00	9	31	0.193	9	31	0.189	9	31	0.382
13:00 - 14:00	9	31	0.157	9	31	0.196	9	31	0.353
14:00 - 15:00	9	31	0.179	9	31	0.218	9	31	0.397
15:00 - 16:00	9	31	0.275	9	31	0.204	9	31	0.479
16:00 - 17:00	**9**	**31**	**0.296**	9	31	0.182	9	31	0.478
17:00 - 18:00	9	31	0.282	9	31	0.168	9	31	0.450
18:00 - 19:00	9	31	0.218	9	31	0.132	9	31	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.251			2.374			4.625

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:	10 - 50 (units:)
Survey date date range:	01/01/14 - 14/10/22
Number of weekdays (Monday-Friday):	9
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 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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	9	31	0.014	**9**	**31**	**0.018**	**9**	**31**	**0.032**
08:00 - 09:00	9	31	0.000	9	31	0.018	9	31	0.018
09:00 - 10:00	9	31	0.004	9	31	0.007	9	31	0.011
10:00 - 11:00	9	31	0.007	9	31	0.000	9	31	0.007
11:00 - 12:00	9	31	0.000	9	31	0.000	9	31	0.000
12:00 - 13:00	9	31	0.004	9	31	0.014	9	31	0.018
13:00 - 14:00	9	31	0.000	9	31	0.004	9	31	0.004
14:00 - 15:00	9	31	0.000	9	31	0.004	9	31	0.004
15:00 - 16:00	**9**	**31**	**0.029**	9	31	0.000	9	31	0.029
16:00 - 17:00	9	31	0.007	9	31	0.004	9	31	0.011
17:00 - 18:00	9	31	0.011	9	31	0.007	9	31	0.018
18:00 - 19:00	9	31	0.007	9	31	0.011	9	31	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.087			0.170

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	9	31	0.032	9	31	0.061	9	31	0.093
08:00 - 09:00	9	31	0.064	**9**	**31**	**0.261**	9	31	0.325
09:00 - 10:00	9	31	0.064	9	31	0.079	9	31	0.143
10:00 - 11:00	9	31	0.061	9	31	0.100	9	31	0.161
11:00 - 12:00	9	31	0.064	9	31	0.082	9	31	0.146
12:00 - 13:00	9	31	0.071	9	31	0.064	9	31	0.135
13:00 - 14:00	9	31	0.057	9	31	0.075	9	31	0.132
14:00 - 15:00	9	31	0.075	9	31	0.061	9	31	0.136
15:00 - 16:00	**9**	**31**	**0.225**	9	31	0.104	**9**	**31**	**0.329**
16:00 - 17:00	9	31	0.107	9	31	0.046	9	31	0.153
17:00 - 18:00	9	31	0.068	9	31	0.054	9	31	0.122
18:00 - 19:00	9	31	0.068	9	31	0.032	9	31	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.956			1.019			1.975

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	9	31	0.014	9	31	0.032	**9**	**31**	**0.046**
08:00 - 09:00	9	31	0.007	**9**	**31**	**0.039**	9	31	0.046
09:00 - 10:00	9	31	0.000	9	31	0.014	9	31	0.014
10:00 - 11:00	9	31	0.014	9	31	0.007	9	31	0.021
11:00 - 12:00	9	31	0.011	9	31	0.004	9	31	0.015
12:00 - 13:00	9	31	0.018	9	31	0.014	9	31	0.032
13:00 - 14:00	9	31	0.004	9	31	0.000	9	31	0.004
14:00 - 15:00	9	31	0.018	9	31	0.007	9	31	0.025
15:00 - 16:00	9	31	0.021	9	31	0.014	9	31	0.035
16:00 - 17:00	9	31	0.000	9	31	0.004	9	31	0.004
17:00 - 18:00	9	31	0.018	9	31	0.021	9	31	0.039
18:00 - 19:00	**9**	**31**	**0.032**	9	31	0.004	9	31	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.160			0.317

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.*