



Transport Statement

4B Albany Road, Chorlton-cum-Hardy
Manchester M21 0AW

Client: Bowsall Developments Ltd



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a proposed residential development, comprising 40 affordable apartments, at 4B Albany Road, Chorlton-cum-Hardy (Chorlton), M21 0AW.
- 1.1.2 Manchester City Council (MCC) is Local Planning Authority (LPA) and Local Highway Authority (LHA) for the area. Prime Transport Planning (Prime) has produced this TS on behalf of the applicant, Bowsall Developments Ltd & MSV Housing Group.
- 1.1.3 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.4 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015) as well as the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA) (2007).
- 1.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 This report has been prepared in accordance with *Transport evidence bases in plan making and decision taking* (2014) which replaced the DfT's GTA. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Statements to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements* (2015) however this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 An informal pre-application meeting took place with MCC Highways on 18th August 2022 during which the principle of the development was discussed. This was followed by a Highways Scoping Note prepared on 31st October 2022 for inclusion in a formal pre-application submission to the planners at MCC. As part of the formal pre-application request, a meeting was held on 8th December 2022

between MCC, Hourigan Planning, Bowsall Developments Ltd and MSV Housing Group. Pertinent points raised during the pre-application discussions will be referenced in this TS where appropriate.

1.2.4 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions in the vicinity of the site. A description of the existing safety of the local highway network in the vicinity of the site is also provided;
- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- Section 6 discusses the potential trip generation of the development proposals and the ability of the local highway network to accommodate the associated traffic; and
- Section 7 concludes the findings of the Transport Statement.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.5 In determining planning applications, paragraph 111 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

- 2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 National Climate Change Agenda

- 2.4.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a 'net zero' emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2030, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.
- 2.4.2 The proposed development offers the opportunity to closely align with central Government's climate change agenda.

2.5 Manchester Core Strategy (2012-2027)

- 2.5.1 The Manchester Core Strategy was adopted in July 2012 and covers the period from 2012-2027 which outlines Manchester and its vision. Transport is highlighted as Objective 5 and aims to:
- *Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.*
- 2.5.2 There are three specific planning policies directed towards transport which are:
- T1 – Sustainable Transport;
 - T2 – Accessible areas of opportunity and need; and
 - T3 – Strategic Integration.
- 2.5.3 Policy T1 aims '*To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.*'
- 2.5.4 Policy T2 focuses on '*Accessible areas of opportunity and need*' by ensuring that new development is located in areas that have '*good access to the city's main economic drivers including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport*'. It also aims to ensure new development is '*easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.*'
- 2.5.5 Policy T3 states that '*The Council will support proposals that contribute to an economically and environmentally sustainable transport network.*'

2.6 Greater Manchester Transport Strategy 2040

- 2.6.1 The Greater Manchester Transport Strategy (GMTS) 2040 was first published in February 2017 and updated in January 2021 and outlines the vision for Greater Manchester and highlights the approach to achieving this vision. It states that as well as meeting the needs of travelling customers, the need for the transport network to aid the local economy's growth and providing for residents so that they can benefit from it.
- 2.6.2 Policy 4 reiterates the same aim as Policy T2 of the Core Strategy by ensuring *'new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.'*

2.7 Manual for Streets

- 2.7.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.
- 2.7.2 The focus of MfS is to demonstrate the:
- 'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS p. 7).*
- 2.7.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:
- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
 - Good design can help to create and strengthen a sense of place and community;
 - Creating streets that are permeable and offer good quality connections to main destinations for all road users;
 - Inclusive design that recognises the needs of people of all ages and abilities; and
 - Cost-effective construction often by avoiding over-designing.
- 2.7.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.8 Summary

- 2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

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3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site is located off Albany Road, Chorlton, and is currently occupied by a light industrial unit. The site is bound by The Quadrangle apartments to the north and the Metrolink tram tracks to the east. To the south is Albany Road Trading Estate and to the west is Albany Road which is the site's only highway frontage.
- 3.1.2 The site currently takes access from Albany Road via a shared access with Albany Road Trading Estate. The shared access takes the form of an unmarked priority controlled junction. There is evidence of a disused former access to the site from Albany Road to the north of the shared access as indicated by kerb stones and corner radii, although it does not appear to have been used since the light industrial unit was built.
- 3.1.3 The site is around 5.2km south-west of Manchester city centre, circa 5.2km south-east of the centre of Trafford Park, 2.5km east of Stretford and around 10km north-west of Stockport.
- 3.1.4 The location of the site in context of the local highway network is illustrated in Image 3.1.

Image 3.1: Site Location Plan



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- 3.1.5 There are no public rights of way that pass through or are located in the immediate vicinity of the site.

3.2 Local Highway Network

- 3.2.1 Albany Road is a two-way single lane street measuring circa 8m in width at the site frontage. It is circa 450m in length and connects to the A6010 Wilbraham Road at a traffic signal controlled junction to the south and becomes a cul-de-sac to the north which provides access to a number of businesses and residential units. Before reaching the cul-de-sac to the north, it forms a crossroads with Brantingham Road which continues through predominantly residential areas to the east and connects to Manchester Road to the west. To the south of the site beyond Albany Road Trading Estate is a Morrisons foodstore.
- 3.2.2 Albany Road is subject to a 20mph speed limit across the site frontage with street-lit 2m+ wide footways on both sides of the carriageway along its entirety. Dropped kerbs are provided across side roads and accesses with The Quadrangle access also benefitting from tactile paving.
- 3.2.3 On-street parking is popular on the western side of Albany Road as it is on many streets in central Chorlton with many terraced properties lacking off-street parking. Single yellow lines are present along much of Albany Road's eastern side with parking restriction notices stating that the no parking traffic regulation order (TRO) applies Monday to Saturday between 8am and 6pm. Single yellow lines are also present in the bell-mouths of The Quadrangle, Trading Estate and Morrisons accesses. Double yellow lines offer junction protection at the junction with Warwick Road to the south of the site and at many other local junctions.
- 3.2.4 There are bus stops circa 200m from the site on Manchester Road and stops on Wilbraham Road around 350m from the site. The Chorlton Metrolink stop is circa 400m south-east of the site.
- 3.2.5 In terms of wider road connections, the A6010 Wilbraham Road connects to the A5103 Princess Road east of Chorlton and to the A56 at Stretford to the west via the A5145 Edge Lane. The A56 connects central Manchester to the Mancunian Way, M60 and M56 via Old Trafford, Stretford, Sale and Altrincham. The A56 can also be accessed via Manchester Road, Seymour Grove, Talbot Road and the A5063 at the White City Circular in Old Trafford. Princess Road also connects central Manchester, via Medlock Street, to the Mancunian Way and the A57.

3.3 Existing Traffic Conditions

Site Visit

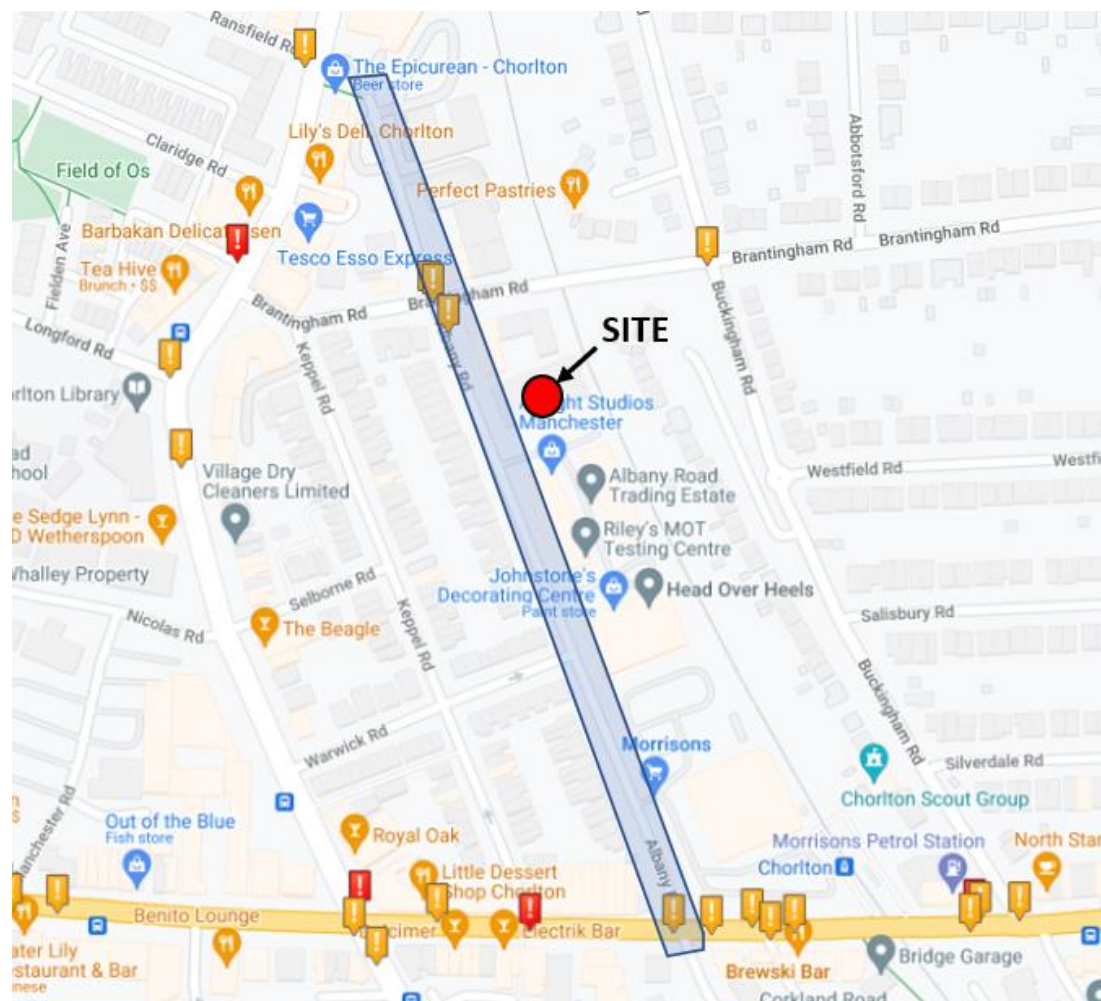
- 3.3.1 A site visit was undertaken in August 2022, though staff at Prime are also familiar with the local area and traffic conditions throughout the day. Walking and cycling are popular locally. Chorlton benefits from a Metrolink stop and buses are frequent. The area is also well-served by taxis.

3.3.2 On-street parking is commonplace though parking restrictions are in place at junctions and on certain sections of road.

3.4 Road Safety

3.4.1 CrashMap data covering the last five years i.e. 2017 to 2021 (the latest data available) has been reviewed for the local highway network. The study area includes Albany Road in its entirety and its junctions with Brantingham Road and Wilbraham Road as indicated by the blue shaded area on Image 3.2.

Image 3.2: CrashMap Plot and Accident Study Area



Source: <https://www.crashmap.co.uk/>

3.4.2 The data shows that there were four collisions in the study area within the last five years, all of which resulted in slight injuries being sustained. There were no fatal or serious accidents in the study area. The CrashMap report outputs are provided in Appendix A.

3.4.3 Three of the collisions occurred at the junction of Albany Road and Brantingham Road and the fourth was at the junction of Albany Road and Wilbraham Road.

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- 3.4.4 The first of the two accidents at the Brantingham Road junction occurred on the evening of April 2019 when a pedestrian crossing the road was hit by a car turning left. It was reported that the driver's view of the pedestrian was obscured by a parked or stationary vehicle. The second of the two accidents at the junction occurred in April 2020 when a cyclist was hit from behind by a car with both vehicles travelling straight ahead. The third accident at the junction took place in July 2021 during wet weather. It involved two cars, one of which collided with a wall or fence.
- 3.4.5 The collision at the Wilbraham Road junction occurred during the evening in October 2017 when a cyclist was hit by a car turning right.
- 3.4.6 The accidents would appear to be the result of road user error rather than as a direct result of highway layout or design. There is no evidence to suggest that the development proposals will result in an increase in the frequency or severity of accidents. No accident were reported within the immediate vicinity of the site frontage.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 Full planning permission is sought for the erection of 40 affordable apartments, car parking, cycle parking and associated infrastructure at 4B Albany Road, Chorlton.
- 4.1.2 The development will consist of 1 and 2 bedroom dwellings with a proposed split of 21:19 spread across four floors.
- 4.1.3 The proposed site layout has been designed by WDW Architecture and is included in the planning application submission.

4.2 Access Strategy

Vehicular Access

- 4.2.1 The connection to the existing shared access Albany Road Trading Estate will be removed as part of the development proposals, with the site provided with its own dedicated access directly from Albany Road.
- 4.2.2 It is proposed to reinstate the former access to the site which sits in between the accesses to The Quadrangle and the Trading Estate. The former access will be widened to 5.5m with 6m corner radii as discussed with MCC Highways during pre-application discussions. The access will ramp down to the serve the car park with dropped kerbs and tactile paving provided at the access to aid pedestrian crossing movements on Albany Road.
- 4.2.3 The proposed access strategy is shown in Drawing P22058-001B in Appendix B. The drawing also demonstrates 2.4m x 43m visibility splays in accordance with MfS guidelines for a 30mph speed limit. Whilst the signed speed limit is 20mph which would require less onerous visibility splays, we recognise that some traffic will likely be travelling faster than the signed speed limit so the splays shown should provide a degree of comfort.
- 4.2.4 Following discussions with MCC, it is proposed to amend the existing TRO at the site frontage by providing double yellow lines on the corner radii of the proposed access and approximately 5m either side of the access on Albany Road to discourage parking that may interfere with the free flow of pedestrian and traffic movements at the access. The proposed double yellow lines to the south extend slightly further than 5m to encompass the pedestrian access.

Pedestrian/Cycle Access

- 4.2.5 Cyclists will be able to use the vehicular access to utilise the cycle store, while a dedicated pedestrian access including steps and a ramp will be provided to the south of the vehicular access will lead from

the Albany Road footway into the main building. Users of the car park will be able to access the building via paths that lead to two doors, but use of the vehicular access by pedestrians will be discouraged by lack of footways and the provision of the dedicated pedestrian access.

4.3 Parking

Cars

- 4.3.1 20 car parking spaces will be provided including two accessible spaces. The spaces will be 2.5m x 5.0m with the accessible spaces benefitting from 1.2m wide safety zones. The spaces will be served by a 6m wide aisle. These are commonly regarded to be standard dimensions.
- 4.3.2 Four parking spaces (20%), including one of the accessible spaces, will have access to electric vehicle (EV) charging facilities (minimum 7kW units) as discussed with MCC during pre-application discussions. It was also agreed that ducting will be provided at every space to futureproof these spaces so that EV facilities can be installed in the future depending on the level of demand.
- 4.3.3 The parking provision for this development has been carefully considered based on the aims and objectives of the applicant, the likely demographics of future residents and the accessibility of the site by non-car modes. We understand that MCC does not currently have definitive parking standards and consider each development on its own merits. During pre-application discussions, the planning and highway officers at MCC confirmed that the proposed 50% parking provision (1 space per 2 apartments) was acceptable in this particular location.
- 4.3.4 It is acknowledged that the proposed car parking provision falls short of the traditional 100% parking provision i.e. one space per apartment, however the level of provision should be considered to be acceptable given the affordable nature of the scheme, likely tenure and the highly accessible location which is detailed further in Section 5. It is important to recognise the opportunity this development brings, to establish a community that is not overly reliant on access to the private car.
- 4.3.5 One way to encourage travel by sustainable modes is to not overprovide car parking spaces. The importance of sufficient parking for new developments is fully understood and appreciated, as the under provision of spaces can lead to off-site parking issues in certain locations, however it is also important to consider the repercussions of providing too much parking which include:
- Contrary to central Government and local planning policies seeking to promote sustainable development and greenhouse gas emissions by reducing overall car usage;
 - May encourage residents to retain and rely on cars for longer than necessary for their needs and capabilities;
 - Inefficient use of land which may otherwise provide valuable amenity space;
 - Likely to result in underutilised parking for much of the time – functionally and visually undesirable;

- This in turn can encourage unauthorised parking within the development;
- Viability of a development may be affected by excessive parking provision due to reduced buildable land; and
- Significant engineering solutions may be required such as undercroft or underground parking which can be expensive, and visually and functionally compromising.

4.3.6 It is important to recognise that owning or leasing a new or second-hand car is becoming increasingly expensive. A person living in an affordable 1 or 2-bed apartment in central Chorlton is less likely to have sufficient income to afford a car than someone owning a 3+ bed house in the more suburban areas of Chorlton.

4.3.7 Section 5 will further detail how the development location is conducive to low levels of car ownership. It builds on the information presented in the Highways Scoping Note, following the submission of this and the subsequent meeting with the planners at MCC on 8th December 2022, MCC officers confirmed that the provision of 20 spaces for 40 apartments was acceptable to both the planning and highway officers. MSV Housing Group, who will manage the site when completed, has confirmed that the provision will also meet their needs.

4.3.8 Prime are aware of the consented application at 419 – 421 Barlow Moor Road which was assigned the application reference 124237/FO/2019. This site is around 1km south of the proposed development site and further from the centre of Chorlton and the nearest Metrolink station. The proposals were for 39 apartments with just 16 car parking spaces. This 41% provision is less than the 50% provision of the development proposals. There is no reference on the Decision Notice to the tenure of the scheme so it is assumed that it was for open market apartments rather than affordable ones which naturally have a lower car dependency.

Bicycles

4.3.9 A secure cycle storage area will be provided within the main building capable of accommodating at least 40 bicycles which should easily be sufficient for the scale and tenure of the development. Space will also be provided for cargo bikes and the store will be secured via coded entry. Further details are provided in the Proposed Cycle Store drawing by WDW Architecture.

4.4 Refuse Collection

4.4.1 A refuse store will be located along the site frontage adjacent to the site access to eliminate the need for the refuse vehicle to enter the site, which will maximise collection efficiency and avoid the need to design the car park to accommodate occasional movements from such large vehicles. The proposed amendments to the TRO will aid on-street refuse collection.

4.5 Road Safety Audit

4.5.1 As requested by MCC during pre-application discussions, a Stage 1 Road Safety Audit (RSA) has been undertaken. The independent and specialist consultant six:TEN Highways & Traffic Ltd was instructed to carry out the RSA on an earlier version of proposed access drawing. The only differences between this and the current version which is available in Appendix B, are slight changes to the car park layout and a change in the proposed double yellow line lengths.

4.5.2 The RSA was undertaken by two Society of Road Safety Auditors qualified professionals who undertook a site visit on Wednesday 15th February 2023 and the audit was carried out in accordance with *Design Manual for Roads and Bridges* (DMRB) GG 119 Rev 2 – *Road Safety Audit*. The RSA is provided in Appendix C.

4.5.3 The RSA raised only one item as follows:

Location: At the proposed junction

Summary: Junction intervisibility may be obscured by parked vehicles which may increase the risk of failure to give-way collisions. It was observed during the site visit that vehicles were parked on Albany Road adjacent to the proposed junction and that parking generally appeared to be at a premium along Albany Road. Whilst it is noted that the drawings show some "At any time" parking restrictions, these do not appear to cover the full length of the junction intervisibility splays and they are only indicative. There is a risk that if adequate parking restrictions are not installed that parked vehicles adjacent to the proposed junction may obscure the junction intervisibility between drivers exiting the development and those travelling along Albany Road. Obstructions within the junction intervisibility splay may increase the risk of failure to give-way collisions.

Recommendation: It is recommended that appropriate lengths of parking restrictions are installed on Albany Road adjacent to the proposed junction to ensure adequate junction intervisibility is provided.

4.5.4 During pre-application discussions, MCC Highways suggested that double yellow lines should be provided at the proposed site access bell-mouth and 5m either side. We have suggested providing double yellow lines to the southern side of The Quadrangle access to the north of the site and just beyond the proposed pedestrian access.

4.5.5 It should also be remembered that the visibility splays shown relate to a 30mph speed limit for reasons detailed above. If the splays were to be designed based on the signed 20mph speed limit, shorter distances of 2.4m x 25m would be appropriate.

4.5.6 We do not feel that the double yellow lines will need to match the extents of the visibility splays, with the provision of the proposed site access strongly likely to discourage parking on this section of Albany

Road. It is also noted that The Quadrangle access and adjacent section of Albany Road only has single yellow line parking restrictions and has operated safely for many years. We feel that the proposed extents are appropriate but should MCC prefer alternative lengths, the applicant is content to consider this through further consultation. The TRO amendment required to implement the double yellow lines will be subject to further consultation anyway.

4.5.7 No other issues were raised by the RSA.

4.6 Summary

4.6.1 This section of the TS has detailed how a former access to the site will be reopened and brought up to modern design standards. The connection to the existing shared access with the Albany Road Trading Estate will be removed.

4.6.2 A safe level of visibility is easily achievable from the proposed access. Dropped kerbs and tactile paving will be provided across the access and the existing TRO will be modified to install double yellow lines at the access in order to protect the access junction.

4.6.3 A dedicated pedestrian access will be provided from Albany Road. The cycle store which will provide parking for at least 40 bicycles can be accessed via the car park. Pedestrian access to the building will also be provided from the car park.

4.6.4 It is acknowledged that the level of parking provision is below what traditionally might be expected for an apartment scheme, though MCC does not set specific parking standards. The 50% parking provision meets the needs of the applicant and should help to encourage low car dependency living, with the site being located in a highly accessible location by non-car modes, which will be detailed in the following section. During pre-application discussions it was agreed that the 50% parking provision was agreeable with both the planning and highway officers at MCC.

4.6.5 The proposed access arrangement has been subject to an independent Stage 1 RSA at the request of MCC Highways. The audit has raised only one minor issue relating to proposed parking restrictions. We feel that the proposed restrictions are sufficient but are happy to discuss the matter further with MCC.

4.6.6 As described in this section, the development proposals will conform to national and local policy guidance. The design of the access road and internal layout will conform to the guidance in MfS. As such the design will also conform to and complement MCC Core Strategy Policies T1, T2 and T3 as well as Policy 4 of the GMTS.

4.6.7 These principles in turn help the site to conform to NPPF guidance including paragraph 112 in terms of giving priority to pedestrian and cycle movements, and paragraph 110 in creating '*safe and suitable access*' which minimises conflicts between traffic and cyclists or pedestrians and considers the '*needs of people with disabilities and reduce mobility*'.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.
- 5.1.3 The site is located in the thriving suburb of Chorlton in a predominantly residential area but on the edge of the main retail and local business areas. It benefits from an excellent level of accessibility by sustainable modes of transport as recognised by MCC Highways during pre-application discussions.

5.2 Access by Foot

- 5.2.1 The site is located adjacent to existing dwellings with well-established street-lit footways and crossing facilities on the routes to the main local amenities.
- 5.2.2 The site is a short walk to the multitude of amenities in the centre of Chorlton, including the numerous shops, restaurants, cafes, bars, banks and other local businesses on Wilbraham Road, Barlow Moor Road and Manchester Road which are largely within a 400m walking distance, which the Chartered Institution of Highways and Transportation (CIHT)¹ considers to be a ‘desirable’ walking distance for local service trips.
- 5.2.3 Albany Road Trading Estate which contains numerous businesses is adjacent to the site. The local Morrison’s foodstore is less than a 250m walk from the site with numerous convenience retailers also being located nearby. These local amenities may also offer employment opportunities over time.
- 5.2.4 Chorlton and surrounding areas benefit from numerous opportunities for sport and recreation including Chorlton Park, St Margaret’s Playing Field, Hough End Playing Fields and Sale Waterpark.

¹ Providing for Journeys on Foot (2000)

5.3 Access By Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

5.3.3 Local Transport Note (LTN) 1/20 *Cycle Infrastructure Design* states similar, that

‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people’.

5.3.4 The *National Travel Survey* states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *‘in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds’.*

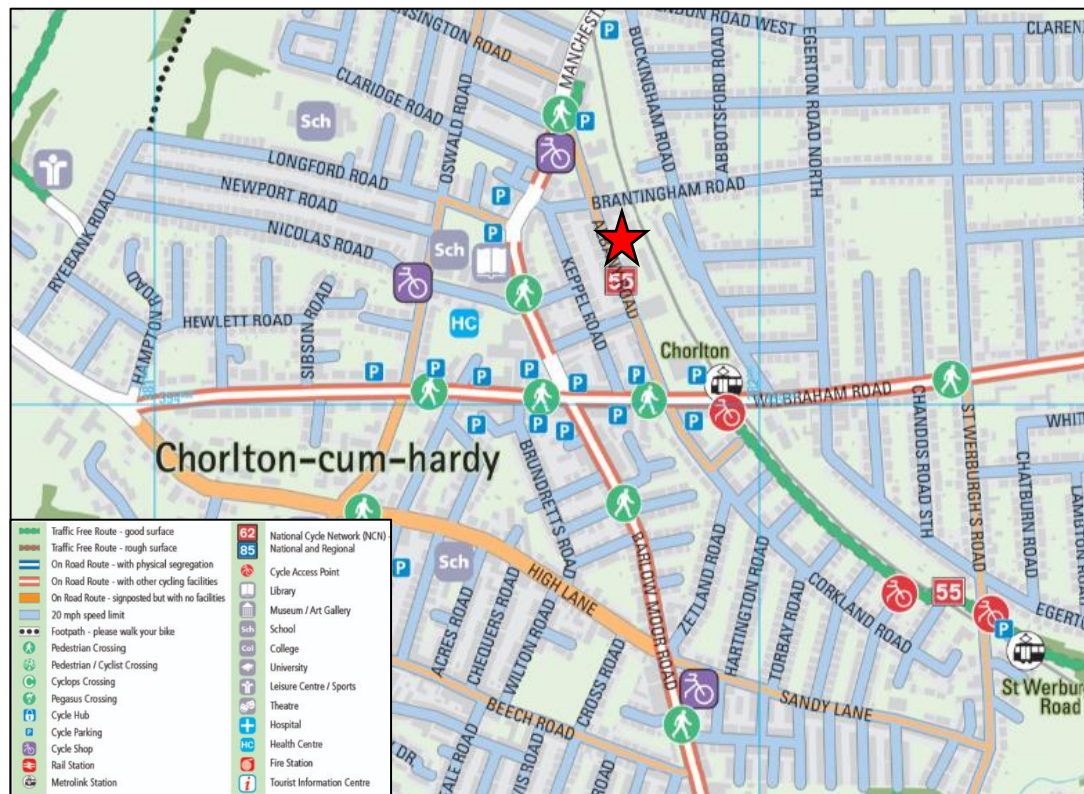
5.3.5 Numerous cycle routes and cycle facilities are present in the local area. Albany Road itself forms part of National Cycle Route (NCR) 55 which to the south connects to NCR 6 along a traffic-free section near St Werburgh’s Road. To the north NCR 55 passes through Old Trafford and continues towards Salford Quays including Media City UK and to Eccles.

5.3.6 The national routes are supplemented by on-road infrastructure on Wilbraham Road, Barlow Moor Road, Upper Chorlton Road and Seymour Grove. Three cycle shops are available in Chorlton.

5.3.7 The Chorlton Busy Beeway, part of the Bee Network, is under construction along Manchester Road between Seymour Grove and Sandy Lane. This includes a number of junction upgrades including at the Four Banks junction which will be upgraded to a CYCLOPS (cycle-friendly) junction. The improvements will provide enhanced connectivity with the NCR, Fallowfield Loop and the Wilmslow Road cycling corridor².

5.3.8 Image 5.1 below shows the cycling amenities available in the surrounding area including a number of cycle shops and access points onto traffic free routes.

² <https://beeactive.tfgm.com/schemes/manchester/chorlton-busy-beeway-area-3/>

Image 5.1 : Extract from TfGM's Interactive 'The Manchester Cycle Network Map'³

5.4 Access by Bus

- 5.4.1 As mentioned above, there are bus stops on Manchester Road, as well as Barlow Moor Road and Wilbraham which provide access to services that run to Piccadilly Gardens, Gorton and The Trafford Centre.
- 5.4.2 The bus stops on Manchester Road ('Chorlton Library' & 'Kensington Road') provide access to the 86 service which runs from Manchester to Chorlton with up to 6 services an hour on weekdays and Saturdays and up to 3 services an hour on Sundays.
- 5.4.3 The bus stops on Wilbraham Road provide access to the 85, 85A and 150 service. The 85 from Manchester to Chorlton provides up to 5 services per hour on weekdays and up to 4 on Saturdays. There is a reduced service on Sundays with up to 3 services per hour.
- 5.4.4 The 85A runs between Manchester to Chorlton which provides an hourly service on weekdays and Saturdays. There is no service on a Sunday.
- 5.4.5 The 150 service runs between Gorton and The Trafford Centre and provides up to 2 services per hour weekdays and Saturdays, with no services on a Sunday.

³ https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.4291738804146&lng=-2.2247314453125004

5.5 Access by Tram

- 5.5.1 The site is around a 2-minute walk to the Chorlton Metrolink stop which sits on the Victoria – Manchester Airport, Rochdale – East Didsbury and Shaw and Crompton – East Didsbury lines, all of which provide connection to Manchester city centre. Connection can be made at Cornbrook to The Trafford Centre and Salford Quays.

5.6 Access by Rail

- 5.6.1 Longer distances rail services can be accessed via Manchester's three main train stations, Piccadilly, Oxford Road and Victoria, which can in turn be accessed via Metrolink, bus, bicycle and taxi.
- 5.6.2 The closest train station to the site is Trafford Park, around a 3.5km cycle ride from the site. The station provides regular services to Oxford Road, Liverpool and Warrington Central.

5.7 Car Club

- 5.7.1 According to the Enterprise Car Club website⁴, two vehicles are regularly available from Nicholas Road, close to the junction with Barlow Moor Road. This location is approximately 370m from the site. Other car club vehicle locations can be found in the local area. The cars or vans can be rented on an hourly or daily basis starting at £4.60 per hour.
- 5.7.2 Residents will benefit from this as it will reduce the need for private car-ownership and offers a more sustainable alternative to residents who drive infrequently, but occasionally require access to a car or van, such as for rural trips or bulky goods shopping.
- 5.7.3 Due to Manchester City Council's support, Manchester residents can avail of a promotional code which allows them to join Enterprise Car Club for just £10 plus get £10 free driving credit along with referral promotions and service discounts.
- 5.7.4 At the request of MCC we have contacted Enterprise to enquire about the popularity of the Car Club. Enterprise has informed us that uptake of Car Club membership across Manchester has been very popular and they are open to discussions for the provision of additional Car Club spaces. Whilst the Car Club will be beneficial future residents, we believe that on-street spaces will encourage the use for neighbouring residents rather than dedicating one of the site's proposed spaces for Car Club use that would predominantly be used by residents of the site. Furthermore, we do not believe that the modest scale of the development will bring a direct requirement for additional Car Club spaces. Residents will however be made aware of the local car club(s) through the Travel Plan.

⁴ <https://www.enterpriseclub.co.uk/gb/en/home.html> accessed 08/03/23

5.8 Deliveries

- 5.8.1 The applicant will make appropriate arrangements to address the practical needs of home deliveries with convenience and safety being key considerations. This may take the form of a bank of lockers within the development. The popularity and availability of online shopping should help some residents to live car-free and also reduce the need to travel.

5.9 Home Working

- 5.9.1 The applicant will facilitate working from home through the provision of broadband infrastructure, ample power sockets and generous space standards to enable residents to dedicate a position(s) within the flats for working. Home working will help to reduce the need to travel and enable car-free or low car availability living.

5.10 Travel Plan

- 5.10.1 A Travel Plan (TP) demonstrating the applicant's commitment to promoting sustainable travel choices with the aim of reducing car dependency has been prepared for submission as a standalone document. The TP will evolve over time and will be expected to be regularly reviewed and updated accordingly.

5.11 Summary

- 5.11.1 This section of the report has demonstrated that the site is in a sustainable location where local amenities, centres of employment and neighbouring residential areas are within nationally recognised acceptable walking and cycling distances. The level of accessibility by sustainable modes of transport is conducive to car-free living and low car dependency.
- 5.11.2 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 5.11.3 It has been demonstrated that the proposed development accords with NPPF for the following reasons:
- Paragraph 105 as the site is in a location that is accessible by sustainable modes;
 - The principles of Paragraph 110 in terms of promoting opportunities for sustainable travel, safe access being achieved;
 - Is located and designed to give priority to pedestrian, cycle and public transport movements as per paragraph 112;
 - Section 8, paragraph 92, paragraph 98 and point f of paragraph 130 in terms of promoting healthy communities through the encouragement of active travel and health and well-being;

- Paragraph 152 as well as the National Climate Change agenda by encouraging a low carbon future; and
- Paragraphs 107 and 108 by considering accessibility, type, opportunities for public transport and promoting accessibility for pedestrians and cyclists, as well as electric vehicle charging provision.

5.11.4 It is therefore felt that, in relation to Paragraph 108 of the NPPF, *‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up’*.

5.11.5 The development proposals also align with Core Strategy Policies T1, T2 and T3 as well as GMTS Policy 4.

6 TRAFFIC IMPACT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development. It then provides an assessment of the impact that it is likely to have on the highway network.

6.2 Vehicular Trip Generation

Existing

- 6.2.1 Before considering the trip generation of the development proposals, it is pertinent to consider what could typically be generated by the current land use (B1 light industrial now use class 'E'). The TRICS database has been used to investigate this. TRICS is an industry-standard database that contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.
- 6.2.2 Whilst the traffic associated with the existing occupier could be surveyed, it is important to acknowledge that the existing site benefits, historically, from B1 light industrial use. This use has now been superseded by the more flexible use class 'E' which means that other uses, such as retail or office, could occupy the site, but rather than speculate what could occupy it, we have derived trip rates based on light industrial units.
- 6.2.3 The gross floor area (GFA) of the existing unit measures 947m². Trip rates and the resultant trip generation for this GFA are summarised in Table 6.1. The typical AM and PM peak hours are shown in bold as is the 12-hour (7am to 7pm) trip generation. Full details of the TRICS site selection process are provided in the outputs included in Appendix D.

Table 6.1: 12 Hour TRICS Derived Trip Rates and Trip Generation – Existing Use

Time	Trip Rate			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.366	0.073	0.439	3	1	4
08:00-09:00	0.460	0.240	0.700	4	2	6
09:00-10:00	0.326	0.214	0.540	3	2	5
10:00-11:00	0.366	0.295	0.661	3	3	6
11:00-12:00	0.285	0.244	0.529	3	2	5
12:00-13:00	0.376	0.387	0.763	4	4	8
13:00-14:00	0.356	0.336	0.692	3	3	6
14:00-15:00	0.387	0.336	0.723	4	3	7
15:00-16:00	0.376	0.427	0.803	4	4	8
16:00-17:00	0.173	0.519	0.692	2	5	7
17:00-18:00	0.092	0.458	0.550	1	4	5
18:00-19:00	0.092	0.122	0.214	1	1	2
12-Hour	3.655	3.651	7.306	35	34	69

- 6.2.4 Table 6.1 suggests that the existing light industrial use on the site could generate around 6 two-way trips in the AM peak hour and 5 two-way trips in the PM peak hour, with an hourly maximum of 8 trips and around 69 trips across the course of a 12-hour day.

Proposed

- 6.2.5 The TRICS database has also been used to calculate the potential trip generation of the proposed use. The trip rates and associated generation for 40 affordable apartments are summarised in Table 6.2. Full details of the TRICS site selection process are provided in the outputs included in Appendix D.

Table 6.2: 12 Hour TRICS Derived Trip Rates and Trip Generation – Proposed Use

Time	Trip Rate			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.042	0.056	0.098	2	2	4
08:00-09:00	0.063	0.084	0.147	3	3	6
09:00-10:00	0.066	0.059	0.125	3	2	5
10:00-11:00	0.070	0.070	0.140	3	3	6
11:00-12:00	0.056	0.049	0.105	2	2	4
12:00-13:00	0.056	0.084	0.140	2	3	5
13:00-14:00	0.084	0.070	0.154	3	3	6
14:00-15:00	0.056	0.052	0.108	2	2	4
15:00-16:00	0.063	0.073	0.136	3	3	6
16:00-17:00	0.087	0.042	0.129	3	2	5
17:00-18:00	0.094	0.066	0.160	4	3	7
18:00-19:00	0.056	0.052	0.108	2	2	4
12-Hour	0.793	0.757	1.550	32	30	62

- 6.2.6 As the above table shows, the proposed development, is likely to generate in the region of 6 two-way trips in the AM peak hour and 7 two-way trips in the PM peak hour which would also be the maximum number of trips in any one hour. The number of trips across a 12-hour day will likely be circa 62 trips.

Net Difference and Traffic Impact

- 6.2.7 Table 6.3 presents the net difference, whereby the trips associated with the existing use are subtracted from the proposed use.

Table 6.3: Net Trip Generation – Total Trips

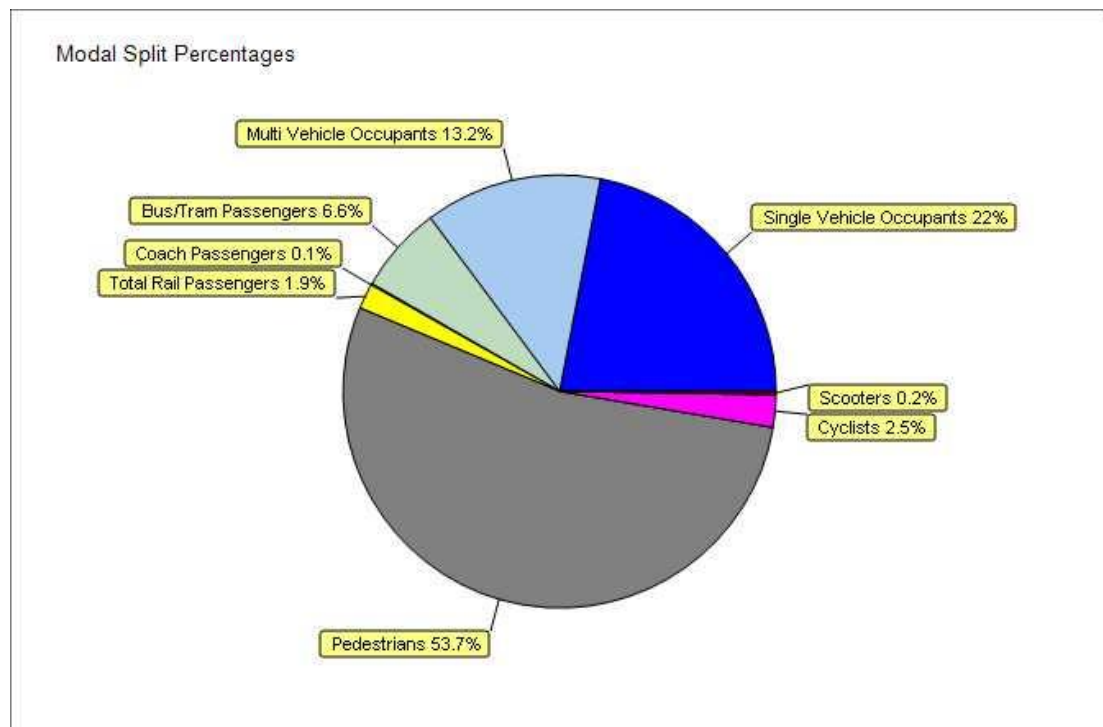
Time	Total
07:00-08:00	0
08:00-09:00	0
09:00-10:00	0
10:00-11:00	0
11:00-12:00	-1
12:00-13:00	-3
13:00-14:00	0
14:00-15:00	-3
15:00-16:00	-2
16:00-17:00	-2
17:00-18:00	2
18:00-19:00	2
12-Hour	-7

6.2.8 Table 6.3 shows that, generally, the development proposals will generate fewer trips across the course of a weekday than what the existing light industrial use could. Whilst we have not presented trip rates for retail or office use, it would be expected that they would generate notably higher trip rates. It should therefore be considered that that proposed use would have a lesser impact than the extant use.

6.2.9 It should also be noted that employment based land uses tend to generate higher numbers of goods vehicles, which can often cause annoyance in residential areas, than residential use. The traffic associated with the proposed use should therefore be more in-keeping with the adjacent residential uses.

6.3 Multi-Modal Trip Generation

6.3.1 The number of non-car trips likely to be generated by the site has been forecast using the same TRICS sample to calculate the vehicular trips. Image 6.1 presents the modal split.

Image 6.1: Forecast Multimodal Person Trips Based on TRICS

- 6.3.2 Whilst the above figures are indicative, particularly as we anticipate a higher proportionate use of the tram (Metrolink) and a higher proportion of cyclists, it shows just 22% of trips being made by car which equates to just 9 apartments of the 40 proposed.

6.4 Summary

- 6.4.1 Traffic associated with the proposed development has been compared to the extant use on the site. It has been demonstrated that the proposed development would generate less traffic than the extant use and traffic that is more in-keeping with neighbouring residential areas.
- 6.4.2 The development proposals should therefore result in a positive impact on local traffic i.e. less traffic than the extant use.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TS considers the highways and transportation implications associated with a proposed 100% affordable residential development comprising of 40 dwellings on land off Albany Road currently used for light industrial use.
- 7.1.2 A review of the accident data for the adjacent highway network has been undertaken for the most recent five years available. The data indicated that only four accidents have occurred with no serious or fatal injuries sustained. From accident data, the causation factor appears to be human error.
- 7.1.3 Vehicular access will be achieved via the reopening and upgrading of a redundant access with the current shared access to Albany Road Trading Estate no longer used to serve the site. The redundant access will be widened to 5.5m with 6m corner radii as discussed with MCC during pre-application discussions. The access will ramp down to serve the car park with dropped kerbs and tactile paving provided at the access to aid pedestrians. An appropriate level of visibility is achievable from the access to the site along Albany Road in accordance with national guidance.
- 7.1.4 Cyclists will be able to use the vehicular access to access the car park with a pedestrian only access also proposed to the south of the vehicular access which will allow pedestrians to enter the main building directly from the Albany Road.
- 7.1.5 The site sits in an established residential area in central Chorlton that benefits from street lit footways and crossing facilities. Whilst we are aware of high levels of on-street parking in central Chorlton, predominantly as a result of terraced houses some of which are in multiple occupation and without off-street parking facilities, 20 dedicated car parking spaces and 40 cycle parking spaces are proposed for use by future residents of the development. This proposed level of parking was acknowledged to be agreeable with MCC during pre-application discussions.
- 7.1.6 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities and employment opportunities on foot, by cycle and by public transport, with the site benefitting from close proximity to the numerous amenities within Chorlton. Further opportunities and amenities in central Manchester and Salford Quays amongst many others are accessible via existing and proposed cycle infrastructure (Bee network) and public transport.
- 7.1.7 The site is in close proximity to numerous bus stops which provide access to frequent services to Manchester city centre, Gorton and The Trafford Centre. It is also just a 2-minute walk to Chorlton Metrolink which provides access to the Victoria – Manchester Airport, Rochdale – East Didsbury and Shaw and Crompton – East Didsbury lines. A Car Club is also in operation locally which will provide

residents with paid bookable access to a car should they not own one but require one for occasional use.

7.1.8 The high level of accessibility by sustainable modes of transport will help to support car-free living or low car dependency which aligns well with the affordable nature of the proposals. The use of sustainable modes of travel will be encouraged and promoted through the site's Travel Plan.

7.1.9 A trip generation exercise has been undertaken utilising the TRICS database, which has demonstrated that the proposed development will generate less traffic than the extant use could, which means that it should have a positive impact on the local highway network i.e. generate less traffic than the extant.

7.2 Conclusion

7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them.

APPENDIX A

CRASHMAP REPORTS

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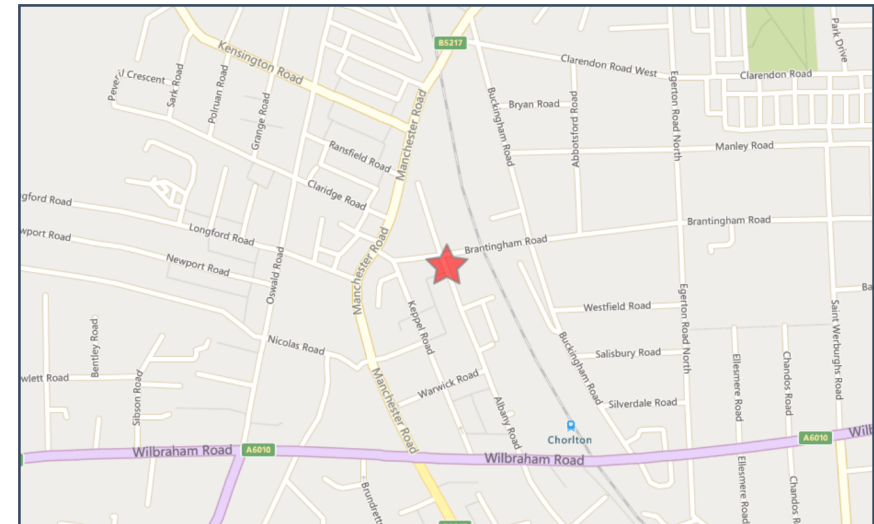


crashmap.co.uk

Validated Data

Crash Date: Monday, April 15, 2019 **Time of Crash:** 6:15:00 PM **Crash Reference:** 201906E355719

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	381729 394305
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	21 - 25	Vehicle is in the act of turning left	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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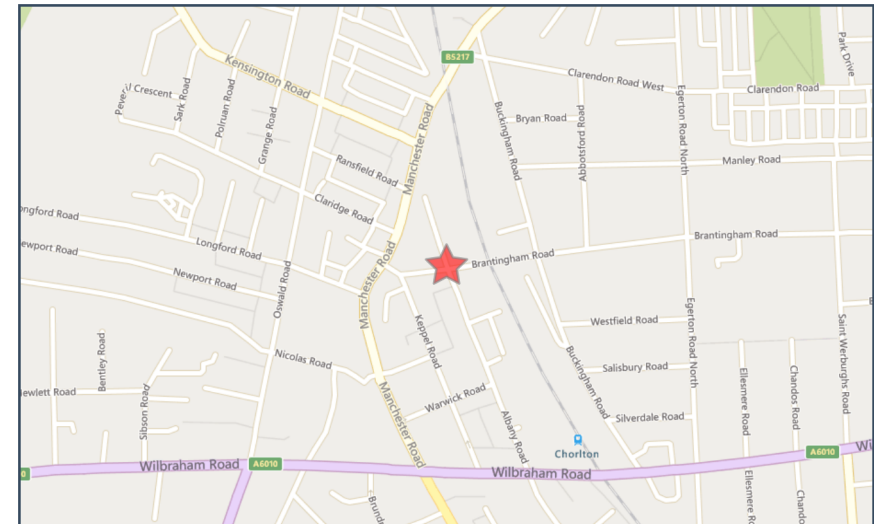


crashmap.co.uk

Validated Data

Crash Date: Monday, April 27, 2020 **Time of Crash:** 3:54:00 PM **Crash Reference:** 202006A370897

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	381719 394322
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Car (excluding private hire)	15	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, July 27, 2021 **Time of Crash:** 9:30:00 PM **Crash Reference:** 2021061071956

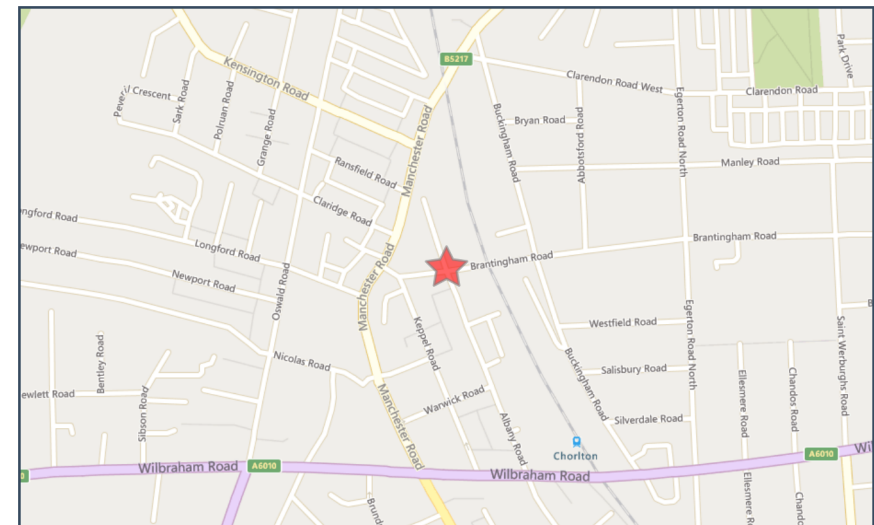
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 4

Number of Vehicles: 2

OS Grid Reference: 381721 394321



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
2	Car (excluding private hire)	14	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Friday, October 13, 2017 **Time of Crash:** 6:18:00 PM **Crash Reference:** 201706E036430

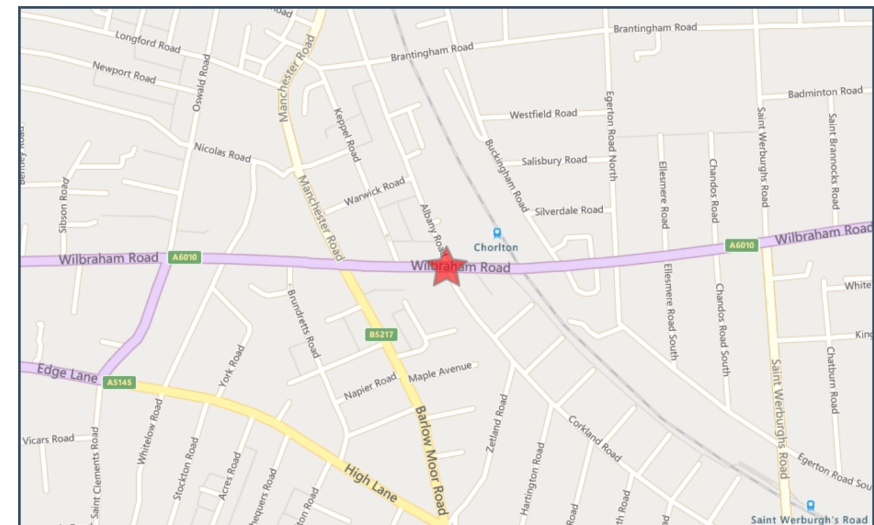
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A6010

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 381842 394001



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX B

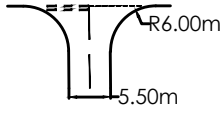
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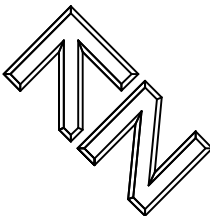
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KEY

SITE BOUNDARY

2.4m x 43mVISIBILITY SPLAY
BASED ON MfS @ 30mph
(SIGNED SPEED LIMIT IS 20mph)





Indicative double yellow line extent
(TRO Modification)

Access no longer to be taken from
Albany Road Trading Estate



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

B	30.03.23	CM	UPDATE TO MASTERPLAN
A	13.03.23	CM	UPDATE TO MASTERPLAN
Rev	Date	By	Revision notes

- DISCLAIMER**
- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
 - PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
 - PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
 - DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
 - THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project

ALBANY ROAD, CHORLTON

Title

PROPOSED ACCESS STRATEGY

Drawn by
CM

Issue date
16 FEB 2023

Scale(s)

1:500 @ A3

Drawing No

P22058-001B

Status

FINAL

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APPENDIX C

ROAD SAFETY AUDIT

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ALBANY ROAD, CHORLTON PROPOSED ACCESS STRATEGY

STAGE 1 ROAD SAFETY AUDIT

610/2023/115/01 Rev 1

10 March 2023

six:TEN Highways & Traffic Ltd
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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 9 March 2023	Paul Fenton 9 March 2023	
1	FINAL	Jon Preston 10 March 2023	Paul Fenton 10 March 2023	Jon Preston 10 March 2023

Report Title:	Albany Road, Chorlton Proposed Access Strategy Stage 1 Road Safety Audit
Date:	10 March 2023
Document Reference & Revision:	610/2023/115/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Prime

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed access strategy at Albany Road, Chorlton, at the request of Prime, the designer of the scheme who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The audit team has been approved by the Overseeing Organisation Manchester City Council to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Paul Fenton* EngTech, MITAI, FIHE, FCIHT, FSoRSA, CMILT, HE RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 14 February 2023 and 10 March 2023. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the morning of Wednesday 15 February 2023 between 11:30hrs and 12:00hrs. During the site visit the weather was overcast and the carriageway surface was dry. During the site visit traffic movements in the vicinity of the proposed highway works were moderate with some pedestrian and cyclist movements observed.
- 1.6 Albany Road in the vicinity of the proposed highway works is currently subject to a 20mph speed limit and is street lit.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.8 The proposed highway works are associated with the construction of a new residential development and in summary includes:
- Provision of a major/minor priority junction on the eastern side of Albany Road to provide access to/from the proposed development;
 - Provision of uncontrolled pedestrian crossings at the proposed junction; and
 - Provision of "At any time" (double yellow lines) parking restrictions adjacent to the proposed junction.

- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.10 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been three personal injury collisions in the vicinity of the proposed highway works during the five-year period 2017 – 2021. All collisions were classed as slight in severity and occurred at/near the Albany Road/Brantingham Road junction. The personal injury collision location plan is shown in Appendix Four.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 Location: At the proposed junction

Problem

Summary: Junction intervisibility may be obscured by parked vehicles which may increase the risk of failure to give-way collisions

It was observed during the site visit that vehicles were parked on Albany Road adjacent to the proposed junction and that parking generally appeared to be at a premium along Albany Road. Whilst it is noted that the drawings show some "At any time" parking restrictions, these do not appear to cover the full length of the junction intervisibility splays and they are only indicative. There is a risk that if adequate parking restrictions are not installed that parked vehicles adjacent to the proposed junction may obscure the junction intervisibility between drivers exiting the development and those travelling along Albany Road. Obstructions within the junction intervisibility splay may increase the risk of failure to give-way collisions.

Recommendation

It is recommended that appropriate lengths of parking restrictions are installed on Albany Road adjacent to the proposed junction to ensure adequate junction intervisibility is provided.

2.4 Walking, Cycling and Horse Riding

2.4.1 No road safety issues identified at this stage.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 10 March 2023

AUDIT TEAM MEMBER

Paul Fenton EngTech, MITAI, FIHE, FCIHT, FSoRSA, CMILT, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 10 March 2023

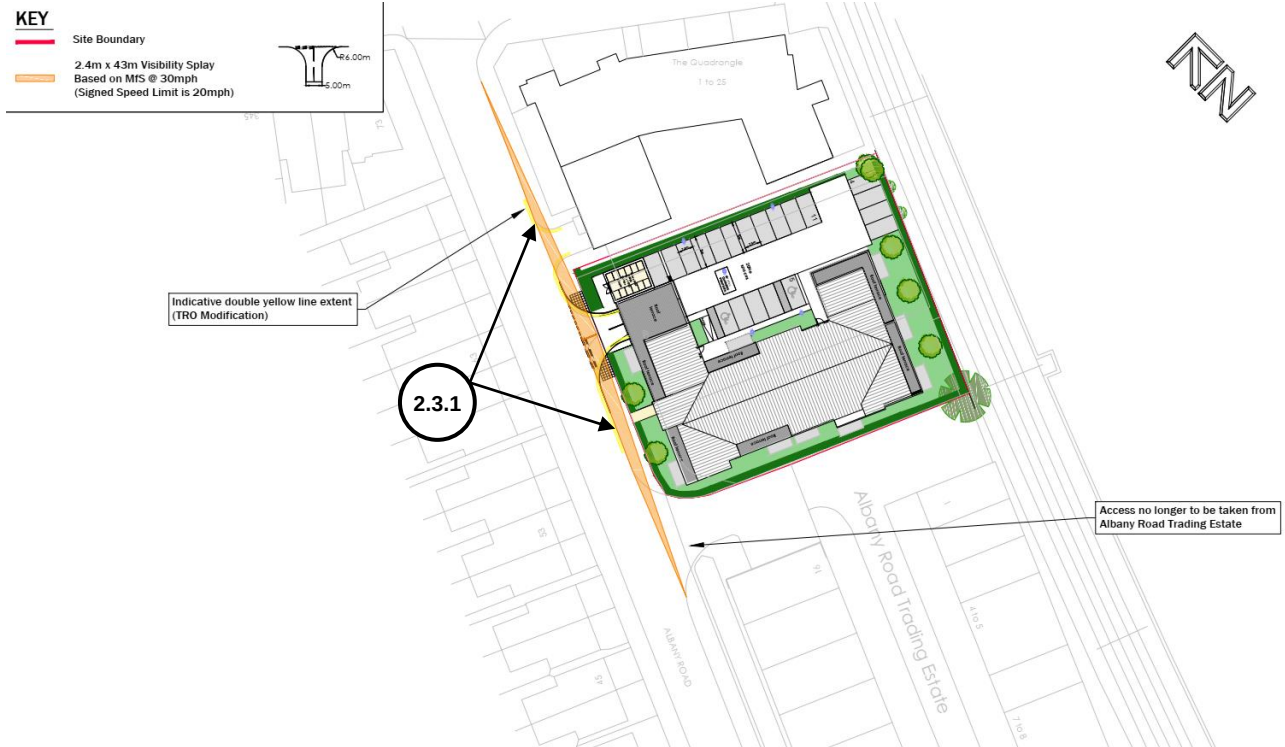
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- P22058-001 Proposed Access Strategy
- 2210-P-02 Ground Floor Plan
- 5 year (up to December 2021) Personal Collision Data from crashmap.co.uk

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



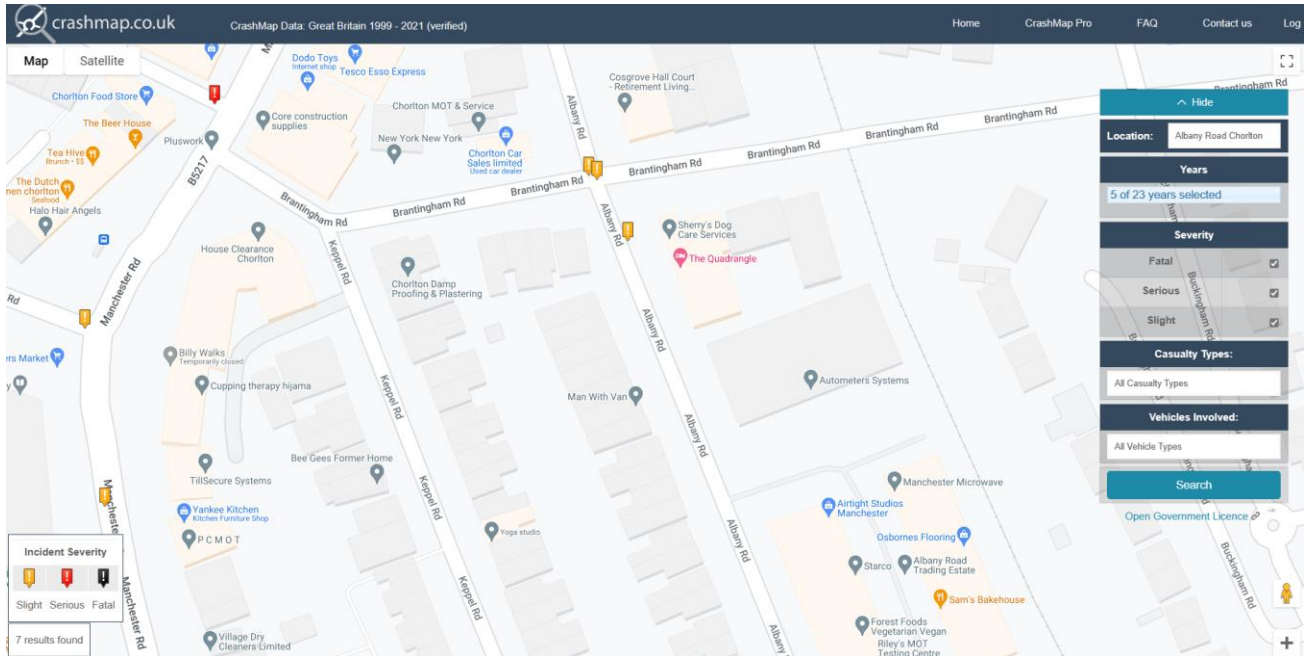
6.1 General View looking north on Albany Road



6.2 General view looking south on Albany Road

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN



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APPENDIX D

TRICS REPORT OUTPUTS

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Calculation Reference: AUDIT-753001-230313-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 150 to 1880 (units: sqm)
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 18/06/12 to 17/06/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	8

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:

Industrial Zone	11
Commercial Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

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Licence No: 753001

Secondary Filtering selection:

Use Class:

Not Known 12 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	6 days

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

Travel Plan:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010	sqm
	Survey date:	THURSDAY	20/06/19
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475	sqm
	Survey date:	TUESDAY	22/09/15
3	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715	sqm
	Survey date:	FRIDAY	15/10/21
4	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880	sqm
	Survey date:	TUESDAY	22/10/13
5	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150	sqm
	Survey date:	TUESDAY	06/11/18
6	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700	sqm
	Survey date:	THURSDAY	21/04/22
7	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260	sqm
	Survey date:	THURSDAY	07/11/19
8	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690	sqm
	Survey date:	THURSDAY	14/11/19
9	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645	sqm
	Survey date:	THURSDAY	22/11/12

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
11	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
12	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
	ICKNIELD STREET		
	BIRMINGHAM		
	HOCKLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	256 sqm	
	Survey date: MONDAY	22/11/21	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Covid survey
GS-02-C-02	Covid survey
LC-02-C-05	Covid survey
NN-02-C-01	Covid survey
TV-02-C-02	Covid survey
VG-02-C-01	Covid survey

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Licence No: 753001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 07:00	1	700	0.429	1	700	0.143	1	700	0.572
07:00 - 08:00	11	870	0.366	11	870	0.073	11	870	0.439
08:00 - 09:00	11	870	0.460	11	870	0.240	11	870	0.700
09:00 - 10:00	12	819	0.326	12	819	0.214	12	819	0.540
10:00 - 11:00	12	819	0.366	12	819	0.295	12	819	0.661
11:00 - 12:00	12	819	0.285	12	819	0.244	12	819	0.529
12:00 - 13:00	12	819	0.376	12	819	0.387	12	819	0.763
13:00 - 14:00	12	819	0.356	12	819	0.336	12	819	0.692
14:00 - 15:00	12	819	0.387	12	819	0.336	12	819	0.723
15:00 - 16:00	12	819	0.376	12	819	0.427	12	819	0.803
16:00 - 17:00	12	819	0.173	12	819	0.519	12	819	0.692
17:00 - 18:00	12	819	0.092	12	819	0.458	12	819	0.550
18:00 - 19:00	12	819	0.092	12	819	0.122	12	819	0.214
19:00 - 20:00	2	478	0.000	2	478	0.105	2	478	0.105
20:00 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.084			3.899			7.983

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:	150 - 1880 (units: sqm)
Survey date range:	18/06/12 - 17/06/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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.

Calculation Reference: AUDIT-753001-230309-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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: 15 to 111 (units:)
 Range Selected by User: 6 to 467 (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: 17/05/12 to 16/05/22

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-03-D-01 HEATH LANE CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	BLOCK OF FLATS	30 24/05/12	CHESHIRE WEST & CHESTER
2	BH-03-D-03 WELLINGTON ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	FLATS & HOUSES	15 16/10/14	BRIGHTON & HOVE
3	ES-03-D-05 WALWERS LANE LEWES Town Centre Built-Up Zone Total No of Dwellings: Survey date: FRIDAY	BLOCKS OF FLATS	24 10/10/14	EAST SUSSEX
4	LN-03-D-02 ADDISON DRIVE LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	FLATS	22 01/07/15	LINCOLNSHIRE
5	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS	22 23/06/15	NOTTINGHAM
6	WK-03-D-01 QUEEN VICTORIA ROAD COVENTRY Town Centre Built-Up Zone Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS	62 17/10/13	WARWICKSHIRE
7	WS-03-D-01 SHELLEY ROAD WORTHING Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS	111 16/05/22	WEST SUSSEX

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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): 3.45

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	7	41	0.042	7	41	0.056	7	41	0.098
08:00 - 09:00	7	41	0.063	7	41	0.084	7	41	0.147
09:00 - 10:00	7	41	0.066	7	41	0.059	7	41	0.125
10:00 - 11:00	7	41	0.070	7	41	0.070	7	41	0.140
11:00 - 12:00	7	41	0.056	7	41	0.049	7	41	0.105
12:00 - 13:00	7	41	0.056	7	41	0.084	7	41	0.140
13:00 - 14:00	7	41	0.084	7	41	0.070	7	41	0.154
14:00 - 15:00	7	41	0.056	7	41	0.052	7	41	0.108
15:00 - 16:00	7	41	0.063	7	41	0.073	7	41	0.136
16:00 - 17:00	7	41	0.087	7	41	0.042	7	41	0.129
17:00 - 18:00	7	41	0.094	7	41	0.066	7	41	0.160
18:00 - 19:00	7	41	0.056	7	41	0.052	7	41	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.793			0.757			1.550

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:	15 - 111 (units:)
Survey date range:	17/05/12 - 16/05/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TAXIS

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	7	41	0.003	7	41	0.003	7	41	0.006
08:00 - 09:00	7	41	0.007	7	41	0.007	7	41	0.014
09:00 - 10:00	7	41	0.000	7	41	0.000	7	41	0.000
10:00 - 11:00	7	41	0.000	7	41	0.000	7	41	0.000
11:00 - 12:00	7	41	0.000	7	41	0.000	7	41	0.000
12:00 - 13:00	7	41	0.003	7	41	0.003	7	41	0.006
13:00 - 14:00	7	41	0.010	7	41	0.010	7	41	0.020
14:00 - 15:00	7	41	0.003	7	41	0.003	7	41	0.006
15:00 - 16:00	7	41	0.007	7	41	0.007	7	41	0.014
16:00 - 17:00	7	41	0.000	7	41	0.000	7	41	0.000
17:00 - 18:00	7	41	0.003	7	41	0.003	7	41	0.006
18:00 - 19:00	7	41	0.003	7	41	0.000	7	41	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.036			0.075

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL 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	7	41	0.000	7	41	0.000	7	41	0.000
08:00 - 09:00	7	41	0.007	7	41	0.000	7	41	0.007
09:00 - 10:00	7	41	0.000	7	41	0.007	7	41	0.007
10:00 - 11:00	7	41	0.000	7	41	0.000	7	41	0.000
11:00 - 12:00	7	41	0.000	7	41	0.000	7	41	0.000
12:00 - 13:00	7	41	0.000	7	41	0.000	7	41	0.000
13:00 - 14:00	7	41	0.000	7	41	0.000	7	41	0.000
14:00 - 15:00	7	41	0.000	7	41	0.000	7	41	0.000
15:00 - 16:00	7	41	0.000	7	41	0.000	7	41	0.000
16:00 - 17:00	7	41	0.000	7	41	0.000	7	41	0.000
17:00 - 18:00	7	41	0.000	7	41	0.000	7	41	0.000
18:00 - 19:00	7	41	0.000	7	41	0.000	7	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	7	41	0.000	7	41	0.007	7	41	0.007
08:00 - 09:00	7	41	0.010	7	41	0.010	7	41	0.020
09:00 - 10:00	7	41	0.007	7	41	0.007	7	41	0.014
10:00 - 11:00	7	41	0.007	7	41	0.000	7	41	0.007
11:00 - 12:00	7	41	0.000	7	41	0.003	7	41	0.003
12:00 - 13:00	7	41	0.017	7	41	0.000	7	41	0.017
13:00 - 14:00	7	41	0.000	7	41	0.003	7	41	0.003
14:00 - 15:00	7	41	0.003	7	41	0.000	7	41	0.003
15:00 - 16:00	7	41	0.007	7	41	0.010	7	41	0.017
16:00 - 17:00	7	41	0.003	7	41	0.021	7	41	0.024
17:00 - 18:00	7	41	0.014	7	41	0.000	7	41	0.014
18:00 - 19:00	7	41	0.000	7	41	0.000	7	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.061			0.129

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS

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	7	41	0.049	7	41	0.077	7	41	0.126
08:00 - 09:00	7	41	0.066	7	41	0.129	7	41	0.195
09:00 - 10:00	7	41	0.066	7	41	0.066	7	41	0.132
10:00 - 11:00	7	41	0.094	7	41	0.091	7	41	0.185
11:00 - 12:00	7	41	0.063	7	41	0.063	7	41	0.126
12:00 - 13:00	7	41	0.077	7	41	0.091	7	41	0.168
13:00 - 14:00	7	41	0.077	7	41	0.087	7	41	0.164
14:00 - 15:00	7	41	0.073	7	41	0.070	7	41	0.143
15:00 - 16:00	7	41	0.084	7	41	0.080	7	41	0.164
16:00 - 17:00	7	41	0.133	7	41	0.045	7	41	0.178
17:00 - 18:00	7	41	0.094	7	41	0.084	7	41	0.178
18:00 - 19:00	7	41	0.066	7	41	0.056	7	41	0.122
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.942			0.939			1.881

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	7	41	0.010	7	41	0.028	7	41	0.038
08:00 - 09:00	7	41	0.073	7	41	0.245	7	41	0.318
09:00 - 10:00	7	41	0.087	7	41	0.105	7	41	0.192
10:00 - 11:00	7	41	0.129	7	41	0.154	7	41	0.283
11:00 - 12:00	7	41	0.122	7	41	0.119	7	41	0.241
12:00 - 13:00	7	41	0.112	7	41	0.112	7	41	0.224
13:00 - 14:00	7	41	0.119	7	41	0.171	7	41	0.290
14:00 - 15:00	7	41	0.129	7	41	0.108	7	41	0.237
15:00 - 16:00	7	41	0.231	7	41	0.119	7	41	0.350
16:00 - 17:00	7	41	0.157	7	41	0.091	7	41	0.248
17:00 - 18:00	7	41	0.140	7	41	0.108	7	41	0.248
18:00 - 19:00	7	41	0.101	7	41	0.105	7	41	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.410			1.465			2.875

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL BUS/TRAM PASSENGERS

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	7	41	0.000	7	41	0.031	7	41	0.031
08:00 - 09:00	7	41	0.003	7	41	0.007	7	41	0.010
09:00 - 10:00	7	41	0.003	7	41	0.021	7	41	0.024
10:00 - 11:00	7	41	0.007	7	41	0.024	7	41	0.031
11:00 - 12:00	7	41	0.003	7	41	0.017	7	41	0.020
12:00 - 13:00	7	41	0.010	7	41	0.014	7	41	0.024
13:00 - 14:00	7	41	0.017	7	41	0.017	7	41	0.034
14:00 - 15:00	7	41	0.007	7	41	0.017	7	41	0.024
15:00 - 16:00	7	41	0.024	7	41	0.007	7	41	0.031
16:00 - 17:00	7	41	0.035	7	41	0.024	7	41	0.059
17:00 - 18:00	7	41	0.028	7	41	0.003	7	41	0.031
18:00 - 19:00	7	41	0.021	7	41	0.007	7	41	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.158			0.189			0.347

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.

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PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL RAIL PASSENGERS

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	7	41	0.000	7	41	0.003	7	41	0.003
08:00 - 09:00	7	41	0.000	7	41	0.003	7	41	0.003
09:00 - 10:00	7	41	0.000	7	41	0.000	7	41	0.000
10:00 - 11:00	7	41	0.000	7	41	0.024	7	41	0.024
11:00 - 12:00	7	41	0.003	7	41	0.003	7	41	0.006
12:00 - 13:00	7	41	0.000	7	41	0.003	7	41	0.003
13:00 - 14:00	7	41	0.010	7	41	0.003	7	41	0.013
14:00 - 15:00	7	41	0.003	7	41	0.000	7	41	0.003
15:00 - 16:00	7	41	0.003	7	41	0.007	7	41	0.010
16:00 - 17:00	7	41	0.003	7	41	0.003	7	41	0.006
17:00 - 18:00	7	41	0.014	7	41	0.000	7	41	0.014
18:00 - 19:00	7	41	0.010	7	41	0.000	7	41	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.049			0.095

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL COACH PASSENGERS

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	7	41	0.000	7	41	0.000	7	41	0.000
08:00 - 09:00	7	41	0.000	7	41	0.000	7	41	0.000
09:00 - 10:00	7	41	0.000	7	41	0.000	7	41	0.000
10:00 - 11:00	7	41	0.000	7	41	0.000	7	41	0.000
11:00 - 12:00	7	41	0.000	7	41	0.000	7	41	0.000
12:00 - 13:00	7	41	0.000	7	41	0.003	7	41	0.003
13:00 - 14:00	7	41	0.000	7	41	0.000	7	41	0.000
14:00 - 15:00	7	41	0.000	7	41	0.000	7	41	0.000
15:00 - 16:00	7	41	0.000	7	41	0.000	7	41	0.000
16:00 - 17:00	7	41	0.000	7	41	0.000	7	41	0.000
17:00 - 18:00	7	41	0.000	7	41	0.000	7	41	0.000
18:00 - 19:00	7	41	0.000	7	41	0.000	7	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.003			0.003

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	7	41	0.000	7	41	0.035	7	41	0.035
08:00 - 09:00	7	41	0.003	7	41	0.010	7	41	0.013
09:00 - 10:00	7	41	0.003	7	41	0.021	7	41	0.024
10:00 - 11:00	7	41	0.007	7	41	0.049	7	41	0.056
11:00 - 12:00	7	41	0.007	7	41	0.021	7	41	0.028
12:00 - 13:00	7	41	0.010	7	41	0.021	7	41	0.031
13:00 - 14:00	7	41	0.028	7	41	0.021	7	41	0.049
14:00 - 15:00	7	41	0.010	7	41	0.017	7	41	0.027
15:00 - 16:00	7	41	0.028	7	41	0.014	7	41	0.042
16:00 - 17:00	7	41	0.038	7	41	0.028	7	41	0.066
17:00 - 18:00	7	41	0.042	7	41	0.003	7	41	0.045
18:00 - 19:00	7	41	0.031	7	41	0.007	7	41	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.247			0.454

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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): 3.45

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	7	41	0.059	7	41	0.147	7	41	0.206
08:00 - 09:00	7	41	0.154	7	41	0.395	7	41	0.549
09:00 - 10:00	7	41	0.164	7	41	0.199	7	41	0.363
10:00 - 11:00	7	41	0.238	7	41	0.294	7	41	0.532
11:00 - 12:00	7	41	0.192	7	41	0.206	7	41	0.398
12:00 - 13:00	7	41	0.217	7	41	0.224	7	41	0.441
13:00 - 14:00	7	41	0.224	7	41	0.283	7	41	0.507
14:00 - 15:00	7	41	0.217	7	41	0.196	7	41	0.413
15:00 - 16:00	7	41	0.350	7	41	0.224	7	41	0.574
16:00 - 17:00	7	41	0.332	7	41	0.185	7	41	0.517
17:00 - 18:00	7	41	0.290	7	41	0.196	7	41	0.486
18:00 - 19:00	7	41	0.199	7	41	0.168	7	41	0.367
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.636			2.717			5.353

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.