



VINCENT STREET, CHORLTON

TRANSPORT STATEMENT

Client
12/23 Architecture Design
11-23 Bridgewater Place
Manchester
M4 1QF



VINCENT STREET, CHORLTON

TRANSPORT STATEMENT

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Job No.	IPD-21-558
Report No.	001
Prepared By	DS
Checked By	CP
Approved By	RNP
Status	FINAL
Issue No.	b
Date	15.12.2022

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1 Introduction

- 1.1 Infrastructure Planning & Design Ltd (IPaD) has been commissioned by 12/23 Architecture Design to prepare a highways and transport technical evidence base to support a planning application for the redevelopment of land currently occupied by a commercial car garage and existing residential properties located off Vincent Avenue in Chorlton, South Manchester.
- 1.2 The developer intends to redevelop the site as purely residential achieved via removal of the garage, renovation of existing residential properties located off Vincent Avenue, and with the addition of 8 new dwellings, bringing the total level of on-site land uses up to a total of 17 residential dwellings.
- 1.3 This document provides details on how the site currently sits within its surrounding physical highways and transport policy context and how the site will be accessed off the public highway. It will also demonstrate what likely net impact will be generated from the site in vehicle traffic generation terms as compared to the sites former use.
- 1.4 The report also determines the demand for travel by non-vehicle modes of travel likely to be generated by residents from the site, and how this demand may be facilitated by existing available public transport, and non-motorised user networks.

Contents of Report

- 1.5 This report will consist of the following chapters:
 - **Chapter 2 will describe the surrounding site context in highways and transport terms to include details of existing highways and sustainable transport infrastructure and networks in the vicinity of the site.**
 - **Chapter 3 will provide an overview of the proposals including details of proposed vehicle, non-vehicle, and servicing access and egress routes.**
 - **Chapter 4 will set out the likely vehicle traffic generation associated with the sites existing use.**
 - **Chapter 5 will set out the likely vehicle traffic generation associated with the sites redevelopment proposals and will include both an assessment of what net overall impact can be expected to be generated in vehicle traffic generation terms on the surrounding highway network by subtraction of vehicle trips associated with the sites current and former use from vehicle trips associated with the proposed development.**
 - **Chapter 6 will set out the likely total person trip generation that will arise from the site redevelopment proposals split down by individual mode of transport.**

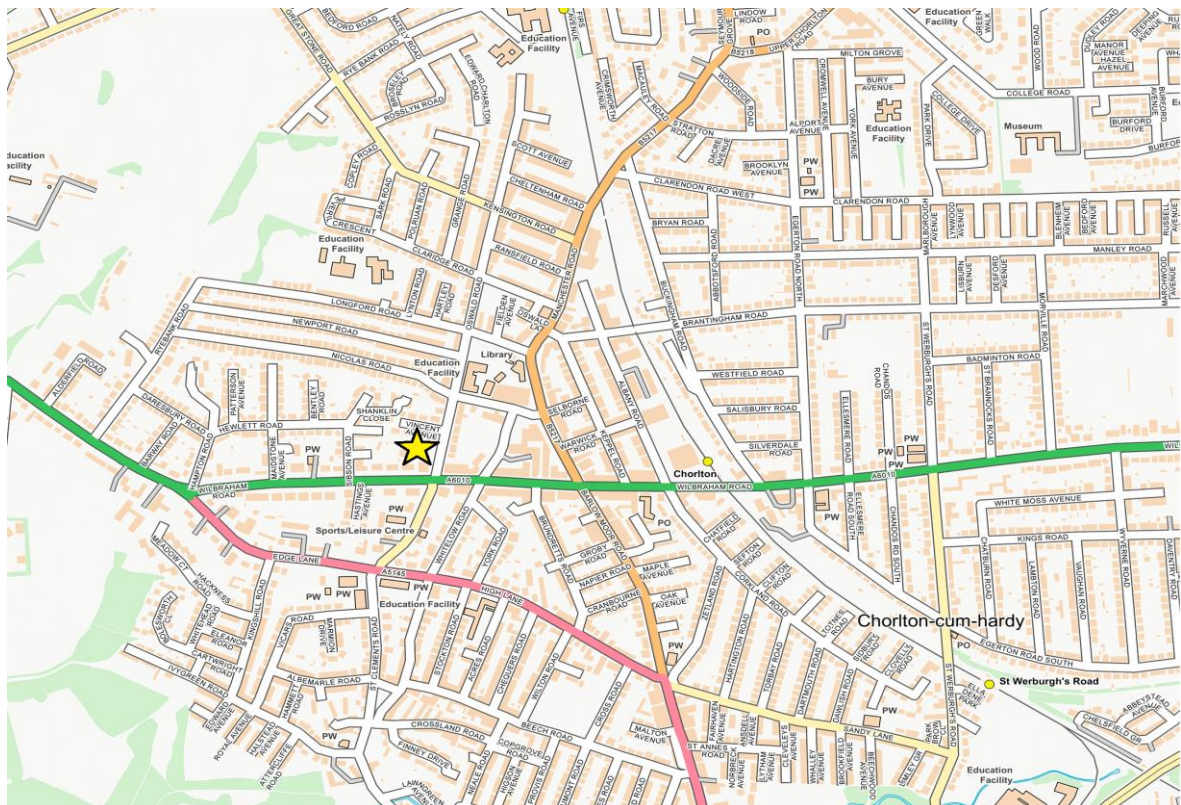
- **Chapter 7 will summarise the findings from the analysis and provide key conclusions and recommendations for planning.**

2 Site Context

Site Location

- 2.1 The site is located in the residential area of Chorlton which is a local district located to the south-west of the extended Greater Manchester urban conurbation.
- 2.2 The site as currently bounded within the red line application area is currently bounded by existing residential and commercial development.
- 2.3 The existing land use is comprised of a mix of both residential and commercial properties that includes an existing car mechanic garage. Access to the site is currently served by a narrow driveway access that connects to Oswald Road that bounds the site along its eastern edge.
- 2.4 The site boundary along its northern edge also abuts directly with existing public highway off Vincent Avenue. Vincent Avenue currently provides the sole means of access to four existing residential units that fall within the site's application boundary area, and which will be retained. A gap between these properties currently provides access to a hard standing parking area and garages to the rear of these properties.
- 2.5 The site is bounded along its western and southern boundaries by existing residential properties located off Sibson Road and Wilbraham Road respectively.
- 2.6 Figure 3.1 below is a site location plan showing how the site sits within its surrounding local context.

Figure 3.1: Site Location Plan



Surrounding Road Network

- 2.7 The site currently abuts the existing highway network at two points. The first being via a connection at the northern end of Vincent Avenue that bounds the site to the north.
- 2.8 Vincent Avenue is a residential cul-de-sac that serves 13 existing residential properties. Four of these properties fall within the planning application red line boundary and will be retained with access to the frontage of these properties being maintained directly from Vincent Avenue.
- 2.9 The second point of abutment is via an existing driveway access off Oswald Road that connects to the south-eastern corner of the site plot. This driveway currently provides as a means of access to the existing site commercial uses but is comprised of a narrow (3.5 metres width) route that does not accommodate two-way vehicle running.
- 2.10 Oswald Road is a residential street with a 20mph speed limit in force along its length and which contains road features that limit vehicle speeds such as raised speed tables and humps. The road in the vicinity of the site is largely comprised of residential frontage and on-road vehicle parking.
- 2.11 Vincent Avenue connects directly with Oswald Road via a three-armed priority t junction with Vincent Avenue being the minor approach giving way to vehicles on Oswald Road.
- 2.12 Oswald Road connects with the A6010 Wilbraham Road approximately 55 metres to the south of the existing site driveway entrance off Oswald Road and approximately 95 metres to the south of the existing Oswald Road/ Vincent Avenue junction. This connection is formed of a three-armed priority t-junction with Oswald Road forming the minor road approach giving way to vehicles on Wilbraham Road.
- 2.13 The A6010 Wilbraham Road provides forms one of the main arterial routes through Chorlton connecting the metropolitan districts to the south side of Central Manchester between Stretford at its western end with Fallowfield and Levenshulme at its eastern end. To the east of its connection with Oswald Road, the A6010 is largely comprised of commercial land use frontage and routes through the Chorlton main commercial high street located immediately to the east, whereas to the west of Oswald Road, the route is fronted by residential properties as it routes away from the town centre towards Stretford.

Existing Pedestrian Infrastructure

- 2.14 The site is surrounded by an extensive pedestrian footway network and with its proximity to the commercial centre of Chorlton provides an attractive environment for walking, with amenable access to key services and facilities.
- 2.15 Footways are present along both sides of Vincent Avenue which continue in an unbroken connection onto the pedestrian footways that operate along both sides of Oswald Road, and from that point onto the A6010

Wilbraham Road. All routes are amply lit and sufficiently wide to accommodate high volumes of pedestrian movement.

- 2.16 Other road features such as 20mph home zone speed restrictions and speed tables are provided along Oswald Road to ensure a safe environment for pedestrians and amenable crossing. Oswald Road will form part of the primary pedestrian route away from the development site; either to the south towards the Chorlton commercial high street; or to the north towards Old Trafford and Central Manchester.
- 2.17 Extensive footways are provided along the A6010 Wilbraham Road. These include signal-controlled pedestrian crossings located along the central high street.
- 2.18 The site has high levels of access for pedestrians with an extensive range of services and facilities being within a 2 kilometre walk distance from the site which is sited as being the maximum distance by the Institute for Highways and Transportation to encourage walk-based trips within their best practice guidelines document “Providing for Journeys on Foot”.
- 2.19 Some of the key services and facilities available within a 2 kilometre walk distance to the site are detailed in the table below.

Figure 2.1 Walk Distances to Key Local Services & Facilities

Amenity	Walk Distance (Time)
Spread Eagle Public House	60 metres (1 min)
Chorlton commercial centre / high street	100 metres (1 min)
Wilbraham Rd Bus Stops (Westbound Services)	130 metres (2 mins)
Wilbraham Rd Bus Stops (Eastbound Services)	140 metres (2 mins)
Oswold Road Primary School	190 metres (2 mins)
Chorlton Unitarian Church	290 metres (4 mins)
St Clements Parish Church	350 metres (4 mins)
Chorlton Library	400 metres (5mins)
St Johns Primary School	450 metres (6 mins)
Islamic High School for Girls	450 metres (6 mins)
Chorlton Bus Station & Metrolink (Navy and Pink Lines)	550 metres (7 mins)
Morrisons Supermarket	550 metres (7 mins)
Coop Convenience Store	650 metres (8 mins)
Longford Park Recreational Grounds	950 metres (12 mins)
Tesco Express / M&S Food	1.1 kilometres (14 mins)
Turn Moss Playing Fields	1.2 kilometres (15 mins)
Firwood Metrolink Stops (Navy & Pink Lines)	1.2 kilometres (15 mins)
Stretford Grammar School	1.4 kilometres (17 mins)
Old Trafford Metrolink Stops (Green & Purple Lines)	1.6 kilometres (20 mins)
Chorlton High School	1.6 kilometres (20 mins)

Loreto High School	1.9 kilometres (24 mins)
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- 2.20 The table above demonstrates that the site lies within easy walking distance to key services and facilities which includes a wide array of employment, shopping, travel, education, and worship locations. The site can therefore be considered as having high levels of accessibility for journeys undertaken on foot, and walk based journey modes are likely to form a high proportion of trips made to and from the site.

Existing Cycle Infrastructure

- 2.21 The streets that surround the development site are well suited to on-road cycling given that they are predominantly enforced with 20mph speed restrictions. In addition, Oswald Road also forms part of a sign posted on-road cycle route that connects Chorley town centre high street to the south with the designated National Cycle Route 55 to the north.
- 2.22 The cycle route connection along Oswald Road provides a connection to the designated cycle route that operates through Chorlton town centre high street, routing to the east along the A6010 Wilbraham Road towards Fallowfield and Levenshulme.
- 2.23 Additional cycle route connections can be made from Chorlton high street to the south along Barlow Moor Road that connects through to Barlow Moor and Didsbury.
- 2.24 Oswald Road provides a short connection through to a spur of National Cycle Network Route 55 to the east of the development site that routes along Albany Road and Kensington Road. The spur of Route 55 that routes immediately past the site continues towards Central Manchester via Moss Side to the north and provides a mix of on-road and off-road sections through to Trafford and Salford Keys.
- 2.25 To the south of the development site, NCN Route 55 connects with NCN Route 6 which in turn provides on-road and off-road cycle lane connections with Central Manchester to the north and districts to the southeast of the Greater Manchester conurbation including Fallowfield, Levenshulme, and Reddish.
- 2.26 NCN Route 6 provides further additional connections through to NCN Route 85 which in turn provides a long-distance connection down through the south of the conurbation through Didsbury.
- 2.27 The site is located within the maximum recommended distance as set out by the Institute for Highways and Transportation guidelines of 5 kilometres to encourage journeys by cycle to key destinations such as Didsbury, Trafford, Salford, Fallowfield, Moss Side, Stretford, and Sale. The site can therefore be considered as highly accessible for journeys undertaken by bike and cycle-based journey modes are likely to form a high proportion of trips made to and from the site.

Existing Bus Infrastructure

- 2.28 Within their guidelines, the Chartered Institute of Highways and Transportation suggest a maximum walk distance to a bus service stop of 400 metres to encourage journeys to be made by bus-based transport. Within

this distance from the development site there are a number of existing bus services that service stops located along the A6010 Wilbraham Road to the south of the development site.

- 2.29 The closest stops to the site are located at a walk distance of 130 metres (for westbound services) and 140 metres (for eastbound services). These are comprised of sheltered flagpole stops with raised kerbs to provide level access for passengers entering and alighting bus vehicles. The stops also have seating and are fully lit. Timetable information is also provided.
- 2.30 Details of the services that serve these stops on Wilbraham Road are set out within the following table. All services are operated by Stagecoach Greater Manchester.

Figure 2.2 Bus Services at Local Stops off Wilbraham Road

Service No	Route	Frequency Peak	Frequency Off-Peak	First Bus	Last Bus
23	The Trafford Centre – Stockport (via Davyhulme; Urmston; Stretford; Chorlton; Didsbury; Heaton Mersey)	Every 20 mins	Every 20 mins	05:18	23:36
25	The Trafford Centre – Stockport (via Davyhulme; Lostock; Stretford; Chorlton; Burnage; Green End; Heaton Manor)	Every 30 mins	Every 30 mins	06:06	00:09
150	The Trafford Centre – Gorton (via Stretford; Chorlton; Fallowfield; Levenshulme; Longsight; Belle Vue)	Every 30 mins	Every 30 mins	05:54	00:03

- 2.31 The 150 service route also provides key connections to other public transport interchange stations which include Chorlton Metrolink (for bus and rail connections into Central Manchester), Levenshulme Train Station (for Northern Train services into Manchester Piccadilly) and branch lines to Buxton; Alderley Edge; Hazel Grove; and Crewe).
- 2.32 In addition to the closet stops located off Wilbraham Road, there are additional stops located within 400 metres walk distance from the development site located off Barlow Moor Road. Walk distances to these stops from the development site are 350 metres (for southbound services) and 400 metres (for northbound services) respectively. These stops are also comprised of shelter stops with lighting, seating, raised kerb, and timetable facilities.
- 2.33 Details of the services that serve these stops on Barlow Moor Road are set out within the following table. All services are operated by Stagecoach Greater Manchester.

Figure 2.3 Bus Services at Local Stops off Barlow Moor Road

Service No	Route	Frequency Peak	Frequency Off-Peak	First Bus	Last Bus
84	Chorlton Green – Withington (via Chorlton; Chorltonville; Merseybank; West Didsbury)	Hourly	Hourly	09:17	14:53
85, 85a	Chorlton – Manchester (via Alexandra Park; Whalley Range; Brooks Bar; Hulme; Manchester Met University; University of Manchester)	Every 10 mins	5 per hour	05:38	22:38
86	Chorlton – Manchester (via Brooks Bar)	5 per hour	5 per hour	05:02	23:35

- 2.34 The above demonstrates that there is a wide array of available existing bus services within easy walking distance from the development site that each service direct connections to key shopping, employment, and education destinations located in the Greater Manchester area.
- 2.35 The site can therefore be considered to have high levels of accessibility to existing bus services, and bus-based journey modes are likely to form a high proportion of trips made to and from the site.

Existing Rail and Light Rail Infrastructure

- 2.36 The site is within close proximity to a number of rail based and Metrolink transport services. The closest Metrolink light rail interchange to the site is the Chorlton tram stop located off Wilbraham Road, being a walk distance of 550 metres (7 min walk) from the development site. This sits well within the maximum recommended walking distance of 800 metres to a rail station as suggested by the Chartered Institute of Highways and Transportation to encourage journeys by rail.
- 2.37 Chorlton tram stop is currently served by Metrolink Navy and Pink line services and is located in ticket zone 2.
- 2.38 The Navy line provides a north south corridor link between Manchester Victoria central rail station at its northern terminus, through to Manchester Airport at its southern terminus. The frequency of service along is line is one tram every 12 minutes between the times of 05:50 and 23:14. The total journey time length between Chorlton and Manchester Victoria is approximately 13 minutes, and for journeys between Chorlton and Manchester Airport it is circa 38 minutes.
- 2.39 The Pink line provides cross district services to a number of key destinations through Greater Manchester which includes Central Manchester, Oldham, and Rochdale to the north and between Chorlton and Didsbury to the south. The frequency of service is approximately one tram every 12 minutes and operates on a 24 hour basis. The total journey time length between Chorlton and the following key destinations is as follows:
- **East Didsbury Rail Station (11 minutes)**
 - **Manchester Deansgate (13 minutes)**
 - **Manchester Victoria (20 minutes)**
 - **Oldham (43 minutes)**
 - **Rochdale (1 hour 4 minutes)**
- 2.40 Both Pink and Navy Metrolink services offer connections to all other Metrolink Services that radiate out from Manchester central areas via interchange at either Trafford Bar (Purple & Green lines); Cornbrook (Light Blue & Red lines); and Victoria (Yellow line). This brings most destinations in the Greater Manchester area to within 1 hour journey time by tram from the development site.

- 2.41 The nearest mainline rail station to the site is Trafford Park which being 3 kilometres walk distance from the site is located well outside the maximum recommended 800 metres walk distance to encourage journeys to the station to be made solely by foot.
- 2.42 All mainline rail stations within Central Manchester can however all be easily reached from the development site via bus or tram interchange. These connections include access to all regional and national mainline services which include the regional Northern Train operator; Trans Pennine express services; and national West Coast services operated by Cross Country.
- 2.43 In conclusion, it is shown that the site has very high levels of accessibility and connectivity to existing light rail and rail-based transport services that operate throughout the Greater Manchester area and further afield. It can therefore be considered likely that journeys undertaken by rail-based journey modes will form a high proportion of trips made to and from the site.

Accident Data

- 2.44 A review of the incidents that have occurred in the vicinity of the site has been undertaken using the website CrashMap which contains all recorded Personal Injury Accident (PIA) data across all UK roads. The latest available 5-year period dataset has been reviewed which is between the years of 2017-2021. Full accident reports are presented in **Appendix C**.
- 2.45 The entire stretch of both Oswald Road and Vincent Avenue has been included within this review, specifically at the points at which the developments sites access and egress are proposed. This review has indicated that no accident has occurred along Oswald Road or Vincent Avenue in the vicinity of the site during this time.
- 2.46 The closest accidents to have occurred in the vicinity of the development site are in the vicinity of the A6010 Wilbraham Road/ Oswald Road junction where two accidents have been recorded. Both incidents are categorised as being as of 'slight' severity.
- 2.47 The first of the two incidents occurred in 2017 during the morning commuter peak period and involved a collision between a car and a cyclist at the junction with the car emerging from the side road failing to stop fully at the give way and colliding with the cyclist going past the junction on the main carriageway. The cause for this incident is considered as driver error with wet weather conditions likely to be a contributory factor.
- 2.48 The second incident occurred in 2020 and outside of peak times. It involved a collision with two vehicles with a car travelling straight ahead through the junction colliding with a car slowing down in the act of making a left turn into the side road. Wet weather conditions are again likely to have been a contributory factor.
- 2.49 The only other accident to have occurred in the past five years in the vicinity of the site is to the north at the crossroads junction between Oswald Road and Nicolas Road. This involved a single vehicle colliding off-carriageway in the act of making a right turn. No other vehicle or road user was involved, and the incident can be put down entirely to driver error.

- 2.50 The analysis of the road accident data indicates that the road network in the vicinity of the site is safe, with no incidents reported in the immediate vicinity and a small number of incidents occurring elsewhere along Oswald Road. None of the incidents can be attributed directly to either insufficient existing road carriageway arrangements, poor highways design, or excessive congestion.

3 Proposed Development

Overview of Existing Use

- 3.1 The development proposals are for the redevelopment of a site that was formerly in operation as a commercial car repairs garage which currently contains a repair shop facility, together with a number of container storage and garage storage units associated with both the garage commercial operation and used by other parties for a mix of uses some as vehicle lock up parking and other domestic uses.
- 3.2 The former garage was accessed by both inbound and outbound vehicles by an existing narrow driveway access route that connected directly with Oswald Road to the east. The narrow 3.5 metre width of the driveway means that it is unable to accommodate two-way vehicle passing flows in and out of the site. Notwithstanding this, the driveway was operational as both an access and egress throughout the garages entire period of operation. This driveway entrance is included within the application redline boundary and will be retained as part of the development proposals as part of a one-way egress only route out from the development site as described in the section below.
- 3.3 The commercial garage sits along the southern end of the site. Along the sites northern edge there are two existing buildings that are allocated for residential use. These two existing buildings are further sub-divided into 11 residential flats. These flats currently front onto Vincent Avenue with associated informal parking located both at the front and rear.

Overview of Proposed Use

- 3.4 The two sub-divided residential buildings located off Vincent Avenue are included within the application red line boundary, and it is proposed to retain and renovate the buildings which will include formalising the parking arrangements to maximise available space.
- 3.5 As part of this renovation, one of the buildings will be converted into a semi-detached property consisting of two residential house units. The other building will remain subdivided and will comprise of 7 flat apartments.
- 3.6 The renovated units will continue to be accessed directly off the frontage of Vincent Avenue as currently.
- 3.7 In addition to the renovation of the existing two residential buildings located directly off Vincent Road, the development proposals also include for the creation of an additional 8 residential house units located on the land that is currently occupied by the commercial garage. A masterplan of the site is shown on drawing ref: PL002 contained within **Appendix A**.
- 3.8 This will result in a total development proposal consisting of the following residential land uses:
- 10 semi-detached houses.
 - 7 residential apartments/ flats.

- **Total 17 residential dwellings.**

- 3.9 The proposed redevelopment of the site also includes for the creation of a one-way shared surface access route that will connect via a new access driveway connection off Vincent Avenue that will ramp down to service the proposed new units and which then will lead out via an egress route via an enhancement to the existing driveway access with Oswald Road. The entirety of this route will be designated as a one-way operation which will be enforced by signage, narrow width construction, and road markings. This route is shown on drawing ref: IPD-21-558-108 in **Appendix A**.
- 3.10 The proposed driveway route through the development site will remain unadopted.
- 3.11 To facilitate access/ egress for both cars and non-car users, the driveway access route will for the most part be formed of a shared surface construction as per recommendations as set out within the Department for Transport Manual for Streets. This will have a natural speed limiting effect on vehicles and will be of benefit to the amenity of other road users.
- 3.12 The only section where a formal footway construction is considered appropriate to separate out pedestrians and vehicles is along the existing driveway egress from the site due to the narrow width of this section of the route to ensure outbound vehicles and inbound pedestrians can pass one another without conflict.
- 3.13 Pedestrians and cyclists will be able to both enter and exit the site from the direction of both Vincent Avenue and Oswald Road.
- 3.14 Site servicing vehicle tracking plans are contained within **Appendix A** as shown on drawing refs: IPD-21-558-110a and IPD-21-558-111a. This shows tracking of the largest servicing vehicle that will be required to enter and exit the site, that being a fire tender vehicle at 8.6 metres in length. Due to the narrow nature of the site egress, it will not be possible to utilise a large (11.5 metre) local authority contracted refuse vehicle to service the site. The site will therefore be serviced by private contract arrangement and servicing will be undertaken by vehicles no larger than 8 metres in length.
- 3.15 The proposed vehicular access and egress route below has been designed in line with comments received from highways case officers at Manchester City Council Highways Authority who wanted to ensure that the site was brought forward to ensure minimal traffic impact along Vincent Avenue was generated as it was considered a sensitive location due to the presence of on-road parking.
- 3.16 Whilst on-road parking is typically the rule rather than the exception for the majority of residential streets in the vicinity of the site, this has nevertheless been taken into account. The proposed one-way route therefore reduces the traffic impact on Vincent Avenue by half the amount of vehicle trips than would otherwise be the case if it were to be utilised as the sole means of access. Furthermore, inbound and outbound traffic generated would match with the tidal flow of movements already undertaken from Vincent Avenue at peak times and this would therefore minimise the amount of potential conflict associated with opposing vehicles being required to pass one another along Vincent Avenue.

- 3.17 Given land availability constraints it is not possible to utilise the existing driveway onto Oswald Road as the sole means of access and egress to the site as this driveway cannot be widened to accommodate two way passing vehicles. Despite the Oswald Road driveway entrance being used historically as a two-way access, it is unlikely that any proposal to continue this informal shuttle operation would pass current design and safety standards due to a lack of forward visibility through the driveway and subsequent potential for vehicles to meet one another within the narrow channel resulting in forced reversal manoeuvres.
- 3.18 The opening up of the proposed one-way route therefore represents the best available option in terms of minimising the traffic impact on Vincent Avenue.

4 Vehicle Trip Generation – Existing Use

- 4.1 Before considering the likely total person and vehicle trip generation associated with the sites proposed use going forward, a first step is to consider the likely levels of trip making that can potentially be generated by the site in its existing form.

Vehicle Trip Generation: Commercial Garage

- 4.2 The commercial garage is now no longer in full operational use and as such observations of trips by mode type from the site is not possible as observations are not likely to show the maximum extent of trips that could be generated given the sites full extant planning consent.
- 4.3 To determine the likely level of trip making from the development, the TRICS online database has been utilised. This database contains a repository of trip surveys that have been undertaken on sites located throughout the UK. By careful selection of sites within the database by similar geographic type and composition to the proposed development site, trip generation calculations can be estimated for new as-yet undeveloped or vacant sites via analogous comparison to the selected TRICS sample sites.
- 4.4 The TRICS user is responsible in ensuring that calculations of likely trip rates for developments are based upon a best fit of comparative sites in the TRICS online repository that have similar geographic and operational characteristics to the proposed development site.
- 4.5 The commercial garage is a small-scale operation and when fully operational was staffed at any one time by up to three mechanic employees.
- 4.6 Unfortunately given the limitations in the TRICS database it has not been possible to directly extract multi modal trip rates for this land use due to the lack of any available multi-modal survey types for this land use available in the database.
- 4.7 For the existing commercial garage use, the following sampling criteria has been utilised to ensure that the TRICS sample is as close a match as possible to the former sites use: -
- **Land Use Type 15 – Vehicle Services, A – Vehicle Repair Garage (Slow Fit).**
 - **All geographic locations except Greater London and Northern Ireland were selected.**
 - **Weekday surveys only were selected.**
 - **‘Vehicle Only’ Surveys were selected.**
 - **Sample size range selected as sites with approximately 2 – 6 employees.**
 - **‘Suburban Area’ & ‘Edge of Town’ sites only available in sample.**

4.8 Whilst the site has many of the characteristics of a 'Town Centre' or 'Edge of Town Centre' in terms of its proximity to Chorlton centre and the availability and range of public and sustainable transport options, there were unfortunately no sample sites available for this land use type that fell within these geographic selection categories, hence the available 'Suburban area' and 'Edge of town' area categories were utilised which are acknowledged to potentially overestimate the level of vehicle trips generated, albeit less so for this land use type than for other employment based land use types given the nature of its use.

4.9 Given the nature of the land use proposals, person trip rates have been extracted for the conventional worst case weekday commuter peak periods as it is during these periods that development traffic levels will be at their highest. The morning and afternoon development traffic peak periods are as follows:

- **AM Peak – Between 08:00 to 09:00**
- **PM Peak – Between 17:00 to 18:00**

4.10 Using the above selection criteria, the TRICS database returned the following trip rates (per employee) for the commercial garage land use type. Full TRICS output files are also contained within **Appendix D**.

Table 4.1 TRICS Derived Peak Hour Vehicle Trip Rates: Existing Commercial Garage Land Use

Vehicle Trip Rate	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Commercial Garage (per employee)	1.273	0.727	2.000	0.91	0.545	0.636

4.11 Using the vehicle trip rates shown above, an estimate of the likely total peak hour traffic generation levels associated with the extant commercial garage land use is presented in the table below:

Table 4.2 TRICS Derived Peak Hour Vehicle Trip Generation: Existing Commercial Garage Land Use

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Commercial Garage (3 employee site)	4	2	6	3	2	5

4.12 The table above demonstrates that the extant commercial garage land use is likely to generate approximately in the region of 6 vehicle trip movements during the morning commuter peak period and 5 vehicle trip movements during the evening commuter peak period.

4.13 In addition to the peak period rates, daily vehicle trip rates have also been extrapolated for this land use type and these are set out within the following table:

Table 4.3 TRICS Derived Daily Vehicle Trip Rates: Existing Commercial Garage Land Use

Vehicle Trip Rate	Daily Rates (0600 – 1900)		
	Arrive	Depart	2-Way
Commercial Garage (per employee)	8.986	9.091	18.077

- 4.14 Using the vehicle trip rates shown above, an estimate of the likely total traffic generation levels associated with the extant commercial garage land use is presented in the table below:

Table 4.4 TRICS Derived Daily Vehicle Trip Generation: Existing Commercial Garage Land Use

Vehicle Trip Generation	Daily Generation (0600 – 1900)		
	Arrive	Depart	2-Way
Commercial Garage (per employee)	27	27	54

- 4.15 The table above demonstrates that the extant commercial garage over the course of a typical day's operation is likely to generate approximately in the region of 54 vehicle trip movements (27 arrivals and 27 departures).
- 4.16 All of the vehicle movements associated with the commercial garage peak hour and daily timescales of operation as per the tables above will utilise the existing single track driveway access/ egress point in and out of the site off Oswald Road.

Vehicle Trip Generation: Existing Residential Properties

- 4.17 In addition to the commercial garage land use that is currently accessed off the single-track access off Oswald Road, the site also contains two buildings that are designated for residential use, and which are currently subdivided into 11 apartment dwellings. These units currently front onto and are accessed directly off Vincent Avenue.
- 4.18 Vehicle traffic associated with these units has also been accommodated within the analysis below utilising broadly the same methodology as utilised for the commercial garage as above. Given the differences in the land use types and the availability of a much broader sample range of residential sites within TRICS, the following selection criteria has been utilised:
- 4.19 For the existing residential use, the following sampling criteria has therefore been utilised to ensure that the TRICS sample is as close a match as possible to the former sites use: -
- **Land Use Type 03 – Residential, C – Flats Privately Owned.**
 - **All geographic locations except Greater London and Northern Ireland were selected.**
 - **Weekday surveys only were selected.**
 - **'Multi-Modal' Surveys were selected.**
 - **Sample size range selected for sites between 6 – 30 dwellings.**

- 'Edge of Town Centre' 'Suburban' and 'Edge of Town' sites.

- 4.20 Using the above selection criteria, the TRICS database returned the following trip rates (per dwelling) for the existing residential land use type. Full TRICS output files are also contained within **Appendix D**.

Table 4.5 TRICS Derived Peak Hour Vehicle Trip Rates: Existing Residential Land Use (Flats)

Vehicle Trip Rate	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (per flat dwelling)	0.099	0.255	0.354	0.211	0.099	0.310

- 4.21 Using the vehicle trip rates shown above, an estimate of the likely total peak hour traffic generation levels associated with the existing residential land use located off Vincent Avenue is presented in the table below:

Table 4.6 TRICS Derived Peak Hour Vehicle Trip Generation: Existing Residential Land Use

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (11 flat dwellings)	1	3	4	2	1	3

- 4.22 The table above demonstrates that the existing residential land use contained within the application site is likely to generate approximately in the region of 4 vehicle trip movements during the morning commuter peak period and 3 vehicle trip movements during the evening commuter peak period.
- 4.23 In addition to the peak period rates, daily vehicle trip rates have also been extrapolated for this land use type and these are set out within the following table:

Table 4.7 TRICS Derived Daily Vehicle Trip Rates: Existing Residential Land Use

Vehicle Trip Rate	Daily Rates (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (per dwelling)	1.435	1.516	2.951

- 4.24 Using the vehicle trip rates shown above, an estimate of the likely total traffic generation levels associated with the existing residential land use is presented in the table below:

Table 4.8 TRICS Derived Daily Vehicle Trip Generation: Existing Residential Land Use

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (11 flat dwellings)	16	17	33

- 4.25 The table above demonstrates that over the course of a typical daily period the existing residential land use contained within the application site is likely to generate approximately in the region of 33 vehicle trip movements (16 arrivals and 17 departures).

- 4.26 As stated above, all of the vehicle movements associated with the existing residential land use will utilise Vincent Road as the sole means of access.

Vehicle Trip Generation: All Existing Uses

- 4.27 A total level of vehicle traffic generation for the existing site as a whole can be extrapolated from the analysis of the individual existing land use types as per the above. This is set out within the following tables:

Table 4.9 TRICS Derived Peak Period Vehicle Trip Generation: Total Existing Land Uses

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Garage Use (via Oswald Road)	4	2	6	3	2	5
Residential Use (via Vincent Avenue)	1	3	4	2	1	3
Total Site Vehicle Generation	5	5	10	5	3	8

Table 4.10 TRICS Derived Daily Vehicle Trip Generation: Total Existing Land Uses

Vehicle Trip Generation	Daily Generation (0600 – 1900)		
	Arrive	Depart	2-Way
Garage Use (via Oswald Road)	27	27	54
Residential Use (via Vincent Avenue)	16	17	33
Total Site Vehicle Generation	43	44	87

- 4.28 The analysis above demonstrates that the existing site land uses contained within the current application site has the potential to generate up to 87 vehicle movements in a typical daily period of operation. Of which 10 vehicle movements will occur during the morning commuter peak period and 8 will occur during the evening peak period.
- 4.29 Of the above, approximately 33 daily vehicle movements will utilise Vincent Avenue and 54 vehicle movements will utilise the existing commercial garage single track driveway access off Oswald Road.
- 4.30 The vehicle traffic calculations for the existing site land uses as per Tables 4.9 and 4.10 above can be compared directly against the estimated traffic generation of the proposed new site uses as set out within the following chapter.

5 Vehicle Trip Generation – Proposed Use

- 5.1 As set out within Chapter 3, the proposal associated with the current application is to replace the existing on-site commercial garage land use with a residential development totalling up to an additional 9 new individual dwellings. These dwellings will be comprised of semi-detached houses.
- 5.2 The existing two residential buildings that are located on the northern side of the application site currently accessed directly off Vincent Avenue will be retained and renovated as part of the application proposals. This renovation will account for the conversion of one of the buildings into two semi-detached houses, and the renovation of the other building into a unit that contains 7 apartment/ flat dwellings.
- 5.3 This will result in a development consisting of the following uses:
- **10 semi-detached houses.**
 - **7 residential apartments/ flats.**
- 5.4 The vehicle trip generation associated with the above proposed land use position has been set out in the following section.

Vehicle Trip Generation: Proposed Residential Housing Units

- 5.5 To calculate the likely level of vehicular traffic that will arise from the proposed 10 semi-detached house units, the TRICS database has again been utilised with a sample of survey sites generated using the sampling criteria that best matched the proposed development site as per the below:
- **Land Use Type 03 – Residential, A – Houses Privately Owned.**
 - **All geographic locations except Greater London and Northern Ireland were selected.**
 - **Weekday surveys only were selected.**
 - **‘Multi-Modal’ Surveys were selected.**
 - **Sample size range selected for sites between 8 – 18 dwellings.**
 - **‘Edge of Town’ sites only available in sample based on above selection parameters.**
- 5.6 Using the above selection criteria, the TRICS database returned the following trip rates (per dwelling) for the existing residential land use type. Full TRICS output files are also contained within **Appendix D**.

Table 5.1 TRICS Derived Peak Hour Vehicle Trip Rates: Proposed Residential Land Use (Houses)

Vehicle Trip Rate	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (per house dwelling)	0.141	0.308	0.449	0.295	0.205	0.500

- 5.7 Using the vehicle trip rates shown above, an estimate of the likely total peak hour traffic generation levels associated with the existing residential land use located off Vincent Avenue is presented in the table below:

Table 5.2 TRICS Derived Peak Hour Vehicle Trip Generation: Proposed Residential Land Use (Houses)

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (10 house dwellings)	1	3	4	3	2	5

- 5.8 The table above demonstrates that the proposed on-site residential land use of 10 new house units contained within the application site is likely to generate approximately in the region of 4 vehicle trip movements during the morning commuter peak period and 5 vehicle trip movements during the evening commuter peak period.
- 5.9 In addition to the peak period rates, daily vehicle trip rates have also been extrapolated for this land use type and these are set out within the following table:

Table 5.3 TRICS Derived Daily Vehicle Trip Rates: Proposed Residential Land Use (Houses)

Vehicle Trip Rate	Daily Rates (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (per dwelling)	2.321	2.461	4.782

- 5.10 Using the vehicle trip rates shown above, an estimate of the likely total traffic generation levels associated with the proposed 10 house units is presented in the table below:

Table 5.4 TRICS Derived Daily Vehicle Trip Generation: Proposed Residential Land Use (Houses)

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (10 house dwellings)	23	25	48

- 5.11 The table above demonstrates that over the course of a typical daily period the proposed on-site 10 house units contained within the application site are likely to generate approximately in the region of 48 vehicle trip movements (23 arrivals and 25 departures).

Vehicle Trip Generation: Proposed Residential Flat Units

- 5.12 To calculate the trip generating potential of the proposed 7 residential apartments, the TRICS derived calculated peak period and daily residential trip rates for residential flat type uses as contained in tables 4.5 and 4.7 in the preceding chapter have again been utilised.
- 5.13 Using these rates, an estimate of the traffic generating potential of the proposed site use can be estimated as per the tables below:

Table 5.5 TRICS Derived Peak Period Vehicle Trip Generation: Proposed Residential Land Use (Flats)

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (7 flat/apartment dwellings)	1	2	3	1	1	2

Table 5.6 TRICS Derived Daily Vehicle Trip Generation: Proposed Residential Land Use (Flats)

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (7 flat/apartment dwellings)	10	10	20

- 5.14 The table above demonstrates that the proposed 7 apartments are likely to generate in the region of 20 vehicle movements over the course of a typical day (consisting of 10 arrivals and 10 departures). Of which these units are likely to generate 3 total vehicle movements during the morning peak period and 2 vehicle movements during the evening peak.

Vehicle Trip Generation: Total Proposed Residential Land Uses

- 5.15 To calculate the trip generating potential of the proposed site in its entirety, the vehicle traffic calculation for both the proposed on-site residential houses (10 dwellings) and flats (7 dwellings) have been combined as per the tables below:

Table 5.7 TRICS Derived Peak Period Vehicle Trip Generation: All Proposed Residential Uses

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Residential Use (10 house dwellings)	1	3	4	3	2	5
Residential Use (7 flat/apartment dwellings)	1	2	3	1	1	2
Total On Site Residential Uses	2	5	7	4	3	7

Table 5.8 TRICS Derived Daily Vehicle Trip Generation: All Proposed Residential Uses

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (10 house dwellings)	23	25	48
Residential Use (7 flat/apartment dwellings)	10	10	20
Total On Site Residential Uses	33	35	68

- 5.16 The analysis presented in the tables above demonstrate that the site in its entirety is anticipated to generate in the region of 73 vehicle movements over the course of a typical day, of which 8 movements are anticipated to occur during the morning peak hour, and 7 are anticipated to occur during the evening peak period.

Vehicle Trip Generation: Total Proposed Residential Land Uses

- 5.17 To determine the overall impact that the proposed development is likely to incur on the off-site highway network, it is important to establish the net position in terms of overall traffic generation generated by the site. That is to compare the total traffic as predicted to be generated by the proposed development site uses as set out in tables 5.7 and 5.8 above, against that related to the sites existing/ extant land uses as shown within tables 4.9 and 4.10 of the preceding chapter.
- 5.18 The traffic associated with the sites existing/ extant use should then be deducted from the traffic associated with the sites proposed use in order to identify an overall daily and peak hour net trip generation for the site as set out in the following tables:

Table 5.9 TRICS Derived Peak Period Vehicle Trip Generation: Net Trips (Proposed – Existing Use)

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Proposed Use	2	5	7	4	3	7
Existing/ Extant Use	5	5	10	5	3	8
Net Trip Impact (Proposed – Existing)	-3	0	-3	-1	0	-1

Table 5.10 TRICS Derived Daily Vehicle Trip Generation: Net Trips (Proposed – Existing Use)

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Proposed Use	33	35	68
Existing/ Extant Use	43	44	87
Net Trip Impact (Proposed – Existing)	-10	-9	-19

- 5.19 The results in the tables above demonstrate that when considering likely trip generation associated with the proposed site use as directly compared to that associated with the sites existing land uses, in overall terms the proposals will generate a marginally lower net trip impact in terms of total traffic generated during the

peak periods (-3 vehicle trips during the AM and -1 additional trips during the PM), and will generate significantly fewer trips across a typical day (-19 trips).

- 5.20 The proposed development uses therefore represent betterment as compared to the existing site land use position in terms of it being associated with a likely overall reduction in vehicular traffic movements over the course of a typical day.

Net Impact on Vincent Avenue

- 5.21 Of key consideration to highways case officers is the resulting overall net impact of additional vehicular traffic that will route along Vincent Avenue as part of the development proposals.
- 5.22 In terms of the sites current traffic impact on Vincent Avenue, this refers to all traffic movements (access and egress) associated with the existing two residential buildings that are both currently accessed directly off Vincent Avenue and which together are subdivided into 11 apartment/ flat dwelling units. The traffic associated with these units was calculated in Tables 4.6 and 4.8 above.
- 5.23 In terms of the sites proposed traffic impact on Vincent Avenue going forward, this relates to all traffic movements (access and egress) associated with the two renovated residential buildings that currently front onto Vincent Avenue (consisting of 2 house units and 7 apartments), and arriving/ accessing traffic movements associated with the 8 additional house units located on the remainder of the development site.
- 5.24 In accordance with the one-way access egress proposals as set out within Chapter 3, only the arriving vehicle trips associated with the proposed 8 houses not fronting onto Vincent Avenue need to be counted insofar as being additional to Vincent Avenue as all departing movements associated with these units will egress out from the site directly onto Oswald Road, avoiding use of Vincent Avenue.
- 5.25 The peak period and daily vehicle trip impact position on Vincent Avenue in accordance with the above routing strategy for the proposed site going forward is therefore quantified in the tables below:

Table 5.11 Proposed Site Peak Hour Vehicle Trip Impact on Vincent Avenue

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
8 houses (Egress via Oswald Rd)	1	0	1	2	0	2
2 houses (Access/ Egress via Vincent Ave)	0	1	1	1	0	1
7 flat/apartments (Access/ Egress Vincent Ave)	1	2	3	1	1	2
Total Vehicle Impact on Vincent Avenue	2	3	5	4	1	5

Table 5.12 Proposed Site Daily Vehicle Trip Impact on Vincent Avenue

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
8 houses (Egress via Oswald Rd)	19	0	19
2 houses (Access/ Egress via Vincent Ave)	5	5	10
7 flat/apartments (Access/ Egress Vincent Ave)	10	10	20
Total Vehicle Impact on Vincent Avenue	34	15	49

- 5.26 To determine the net traffic vehicle impact likely to be generated along Vincent Avenue, the total traffic figures associated with the sites existing use (11 flat dwellings) that current utilise Vincent Avenue as a means of access/egress (as per tables 4.6 & 4.8) has been subtracted from the traffic levels that are likely to impact on Vincent Avenue going forward as part of the site redevelopment (as per tables 5.11 & 5.12). This is shown in the following tables:

Table 5.13 Net Peak Hour Vehicle Trip Impact on Vincent Avenue (Proposed – Existing Uses)

Vehicle Trip Generation	AM Peak			PM Peak		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Existing Site	1	3	4	2	1	3
Proposed Site	2	3	5	4	1	5
Total Net Vehicle Impact on Vincent Avenue	+1	0	+1	+2	0	+2

Table 5.14 Net Daily Vehicle Trip Impact on Vincent Avenue (Proposed – Existing Uses)

Vehicle Trip Generation	Daily Generation (0700 – 1900)		
	Arrive	Depart	2-Way
Existing Site	16	17	33
Proposed Site	34	15	49
Total Net Vehicle Impact on Vincent Avenue	+18	+2	+20

- 5.27 The analysis in the tables above demonstrate that the proposals will generate an almost imperceptible impact in terms of additional trips generated along Vincent Avenue with a worst-case hourly impact of an additional +2 vehicles during the evening peak and typically on average fewer than 2 additional vehicle trips generated every hour between the times of 0700-1900 (20 trips / 12 hours = 1.7 trips per hour).
- 5.28 Additional trips of this order of magnitude and rate of arrival will not exacerbate any existing patterns of vehicle conflict along this relatively short section of public highway associated with carriageway narrowing due to on-road parking, nor can these additional trips be considered to be detrimental to the operation of the carriageway along this route and therefore there can be no justification for grounds under current national policy as per the National Planning Policy Framework to object to the proposals on the basis of off-site highway impact.

- 5.29 It should also be borne in mind that the TRICS derived vehicle trip rates for the residential properties upon which the above traffic analysis is based was derived from a sample of sites that did not match entirely the locational characteristics of the application site. Whilst the application site is located on the edge of Chorlton Town Centre and as a result has excellent levels of accessibility to public transport and is of a walkable distance to key local facilities, the sample sites within TRICS upon which traffic estimates have been calculated are based on 'Edge of Town' sites as being the closest available match within TRICS due to a lack of availability of 'Town Centre' survey sites. The TRICS survey sites do not have the same levels of accessibility to non-car modes of transport as compared to the application site and therefore the traffic calculation estimates as provided above are likely to be representative of a worst-case situation, with vehicle trip levels experienced for this site actually being lower in reality than that predicted herein.
- 5.30 Furthermore, as explained above the proposals also represent an opportunity to better formalise the off-road parking arrangements for the four existing properties that sit within the application redline boundary and which will be renovated as part of the development proposals. This may assist in reducing on-road parking at the top of Vincent Road along the frontage of these properties and provide betterment in that respect.

6 Total Person Trip Generation by Mode

- 6.1 The final stage towards the quantification of the overall trip impact arising from the development proposals is to consider the total generated person trip impact spread across all available modes of transport.
- 6.2 Conventionally this can be achieved through use of TRICS multi modal surveys alone which returns results expressed as individual trip rates for all transport modes of differing type. However, it is considered that the TRICS derived individual mode trip rates may not be the most accurate representation of mode share in the case of the application site given a lack of available comparable survey sites used in the TRICS sample that have similar levels of accessibility by non-car modes.
- 6.3 The TRICS multi modal survey outputs that were used to define the traffic impact analysis as within the preceding chapters are therefore likely to return proportionally higher total vehicle trip rates and lower trip rates for other non-vehicular modes of transport than would likely be the case for the given application site.
- 6.4 Whilst the use of the TRICS derived vehicle rates can acceptably be used as a means to estimate the vehicle traffic impact assessments for the site on the basis it is likely to return a worst case, and therefore robust result, use of the TRICS derived individual mode share rates for other transport modes will be less acceptable for the purpose of defining a spread of impact across all other non-vehicle modes as conversely any impact defined under these mode share categories is likely to be underestimated and therefore not robust.
- 6.5 To overcome this issue, an alternative methodology has been employed. The starting point for which is to estimate the total number of person trips generated for the site across all modes of transport as calculated directly from the TRICS sample rates and defined in the output file as the 'Total Person Trips' rate category. This trip rate category remains acceptable for use as a starting point to define trip share by individual transport mode as it refers to a total estimate of both vehicle and non-vehicle modes so is unimpacted by issues associated with the potential under/ over estimation of one category type impacting proportionally upon the other.
- 6.6 The total person daily trip rates as extracted from the TRICS database for each of the proposed residential land use types using the site selection criteria as defined in the preceding chapters is set out within the following table:

Table 6.1 TRICS Derived Daily Total Person Trip Rates: Proposed Residential Land Use

Total Person Trip Rate	Daily Rates (0700 – 1900)		
	Arrive	Depart	2-Way
Residential Use (per house dwelling)	4.217	4.462	8.679
Residential Use (per flat dwelling)	3.393	3.657	7.050

- 6.7 Using the above total person trip rates, an estimate of the total person (all mode) trip generation for the proposed residential development site can be calculated. The figures below are shown for the total extent of the site proposals going forward equating to a total of 17 dwellings (10 houses and 7 flats).

Table 6.2 TRICS Derived Daily Total Person Trip Generation: Proposed Residential Land Use

Total Person Trip Generation	Daily Rates (0700 – 1900)		
	Arrive	Depart	2-Way
Houses (10 dwellings)	42	45	87
Flats (7 dwellings)	24	26	50
Total Proposed Residential	66	71	137

- 6.8 The results from the analysis in the table above demonstrates that the site proposals will likely generate in the region of 145 total person trip movements over the course of a typical day.
- 6.9 The next stage of the analysis is to define the breakdown of the person trip generation figures as shown in table 6.2 by individual transport mode. Rather than using the TRICS defined individual mode trip rates to determine this, use has instead been made of the 2011 Census via the dataset WU03EW “Location of usual residence and place of travel to work (MSOA level)”.
- 6.10 A profile mode share breakdown for resident travel to work for journeys made has been extracted from the local super output area wherein the development site is located (ref: Manchester 029). This is shown in the table below. Full outputs from the 2011 Census are contained within **Appendix E**.

Figure 6.3 Journey to Work Mode Share Profile Extracted from 2011 Census (Manchester 029)

Mode Type	%
Underground/ Metro/ Light Rail/ Tram	1%
Train	2%
Bus or Coach	24%
Car or Van (Driver)	52%
Car or Van (Passenger)	4%
Bicycle	10%
On Foot	7%
Motorcycle/ Taxi/ Other	1%
Total	100%

- 6.11 By applying the mode share breakdown percentages as extracted from the Census above to the calculated total person trip generation (all modes) figures as derived from TRICS as shown in table 6.2, a total breakdown of daily total trips by mode share for the site as a whole can be extrapolated as shown in the following table:

Table 6.2 Daily Total Person Trip Generation by Mode: Proposed Residential Site (18 dwellings)

Mode Share	Daily Rates (0700 – 1900)		
	Arrive	Depart	2-Way
Underground/ Metro/ Light Rail/ Tram	1	1	2
Train	1	1	2
Bus or Coach	15	17	32
Car or Van (Driver)	33	36	69
Car or Van (Passenger)	3	3	6
Bicycle	7	7	14
On Foot	5	5	10
Motorcycle/ Taxi/ Other	1	1	2
Total	66	71	137

- 6.12 The table above shows how the total person trips likely to be generated by the development proposals are likely to be distributed across all modes of transport.
- 6.13 By comparing the calculated daily car driver person trips as derived using the alternative census methodology as shown in the table above with the daily vehicle trip generation figures derived using the TRICS 'total vehicle' trip rates as set out within table 5.2, it can be seen that there is a close match, with 69 calculated daily vehicle trips using the census methodology, and 68 calculated daily vehicle trips using the direct TRICS method. This demonstrates that the analysis of vehicle impact on the surrounding highway network is robust.

7 Summary and Conclusions

- 7.1 This report has been prepared to support the proposals for redevelopment of an existing commercial garage site located off Oswald Road in Chorlton, Greater Manchester. The site will be redeveloped for residential land use and will comprise of an additional 8 entirely new residential house dwellings and the retainment and renovation of 2 existing buildings that will provide an additional 2 residential house dwellings and 7 apartment/ flat residential dwellings.
- 7.2 This report has demonstrated that the site has a high degree of accessibility by existing public and non-car modes of transport, being within walking distance to existing bus and tram stops; local services and facilities located along Chorlton high street; and lies within close proximity to a range of designated cycle routes. The available public transport services provide direct, frequent, and quick connections to key urban centres and major sites of employment located throughout Greater Manchester.
- 7.3 A review of the road traffic accident statistics for Oswald Road and Vincent Avenue which are proposed as the key routes that will service the site indicates that there is no historic accident issue along these routes that traffic associated with this development may otherwise prove detrimental to.
- 7.4 This report has demonstrated that the site can be accessed via a shared surface one-way driveway route, with traffic arrivals in via Vincent Avenue and traffic departures out via the existing commercial garage driveway right of access onto Oswald Road.
- 7.5 This report has demonstrated that in highways design terms, the proposed access route offers a much safer route for vehicles as compared with the sites existing access/ egress whereby two way vehicle traffic is required to shuttle into the site bringing about risk of vehicle conflict.
- 7.6 This report demonstrates that in overall traffic terms, the proposed residential site will have a net neutral impact in terms of total vehicle traffic generated onto the off-site highway network as compared to that associated with the sites existing/ extant permitted use for a commercial garage, and in some cases will result in an overall reduction in traffic levels at certain times of the day.
- 7.7 This report has shown that the additional traffic impact along Vincent Avenue as generated by the development proposals and as a result of opening up an access connection with Vincent Avenue is de-minimis, with a likely worst case traffic impact in the order of 3 vehicles during peak periods and less than 2 vehicle impact per hour on average throughout the rest of the day.
- 7.8 The report makes the case that the proposals will offer betterment in terms of addressing some of the issues with on-road parking along Vincent Avenue as a result of formalising some of the off-road parking spaces associated with the retained four dwellings that are currently accessed from Vincent Road.

- 7.9 Given all of the above, it is therefore concluded that the site is acceptable on transportation and highways grounds and that the proposals satisfy all grounds for transport as set out within the National Planning Policy Framework.

Appendix A

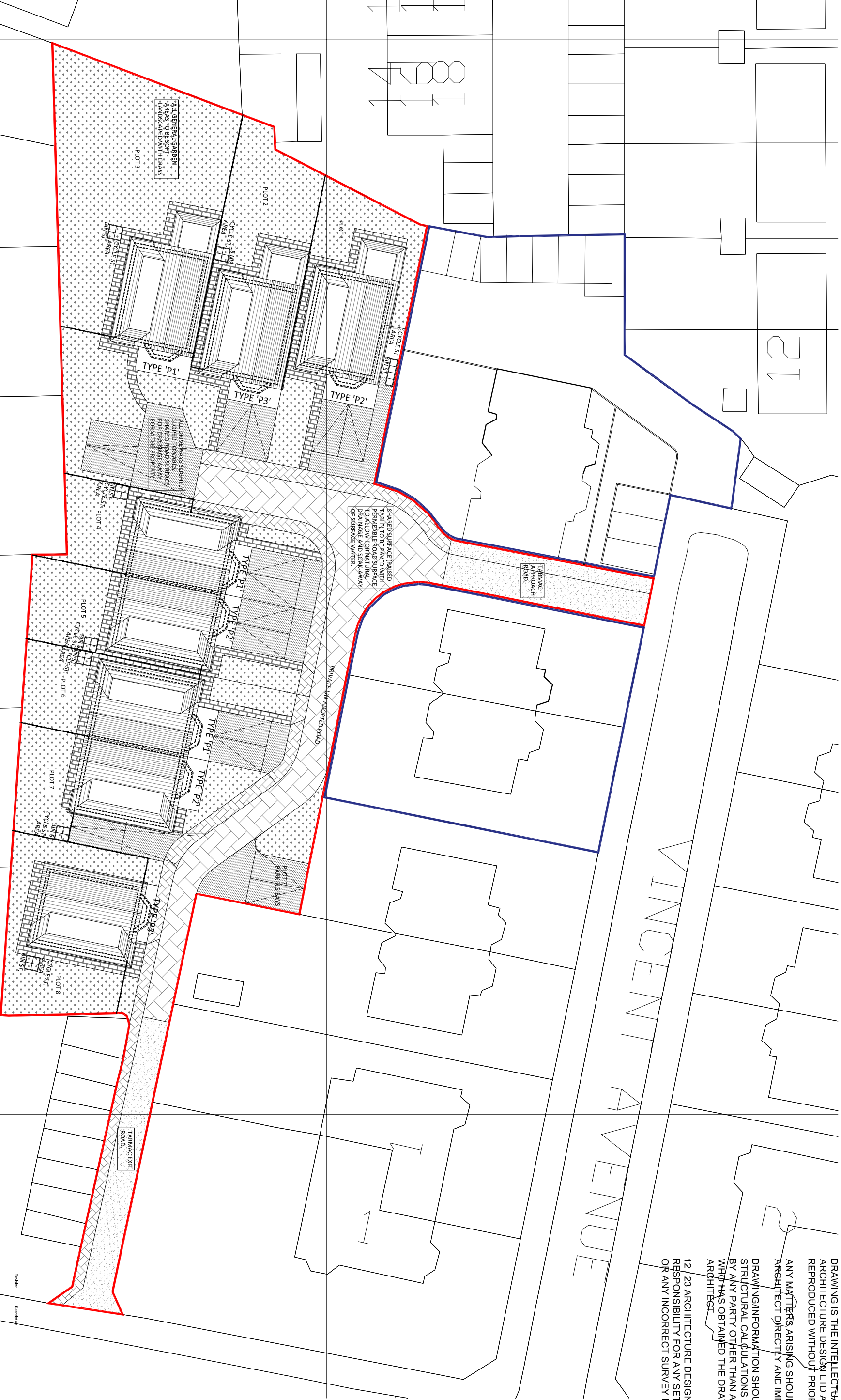
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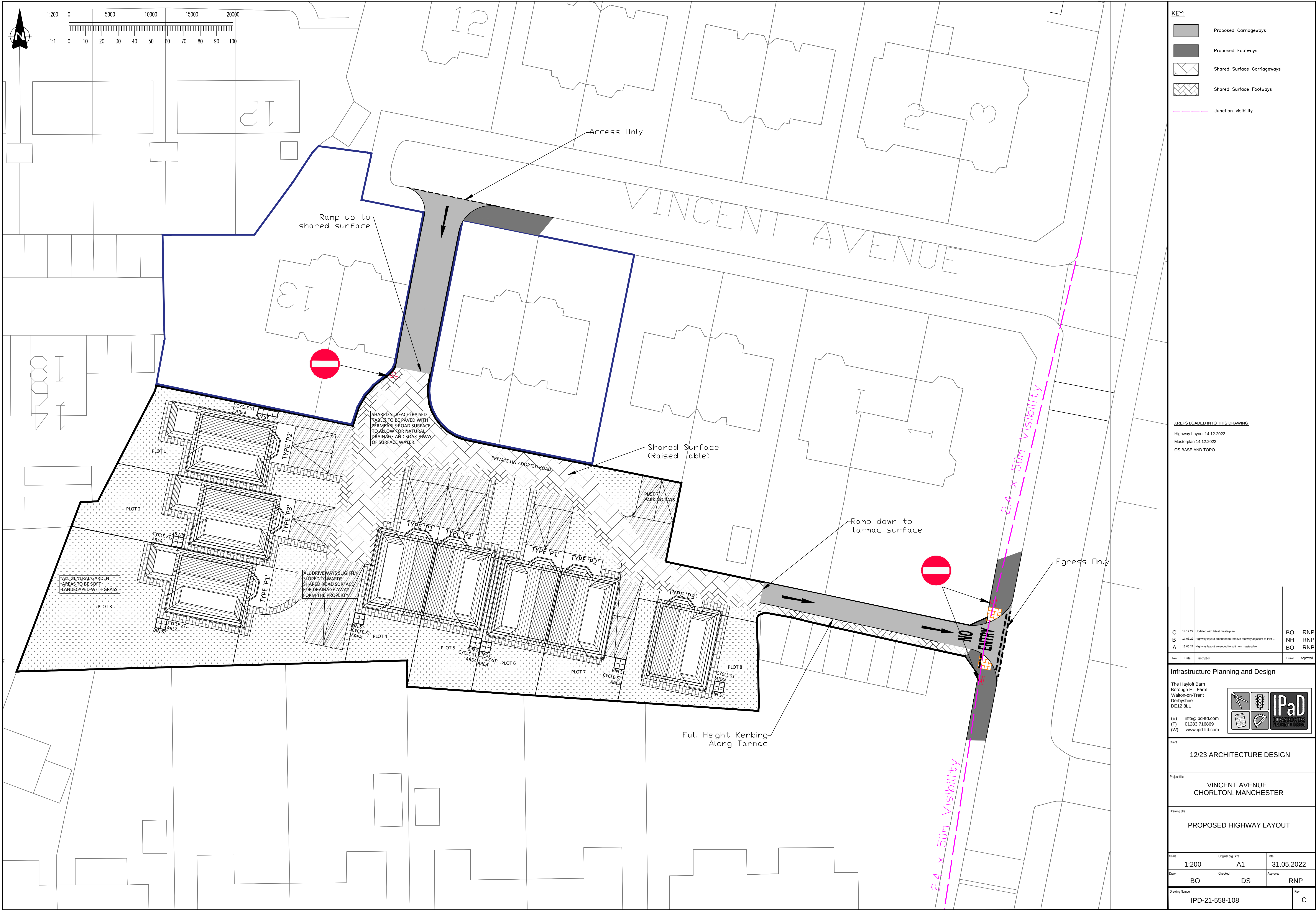
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12/23 ARCHITECTURE DESIGN LTD DO NOT TAKE RESPONSIBILITY FOR ANY SETTING OUT INFORMATION OR ANY INCORRECT SURVEY INFORMATION.



Client	PRIVATE CLIENT
Project	220 VINCENT AVENUE
Site	SITE PLAN
Drawing No.	PL 003
Revision	-
Scale	1:250@A2
Drawn	LW
Date	13.05.2022





KEY:
Junction visibility

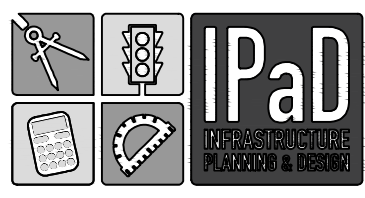
XREFS LOADED INTO THIS DRAWING.
Highway Layout 14.12.2022
OS BASE AND TOPO
Masterplan 14.12.2022

B A	14.12.22	Updated with latest masterplan.	BO NH	RNP RNP
	17.06.22	Highway layout amended to remove footway adjacent to Plot 2.		
Rev.	Date	Description	Drawn	Approved

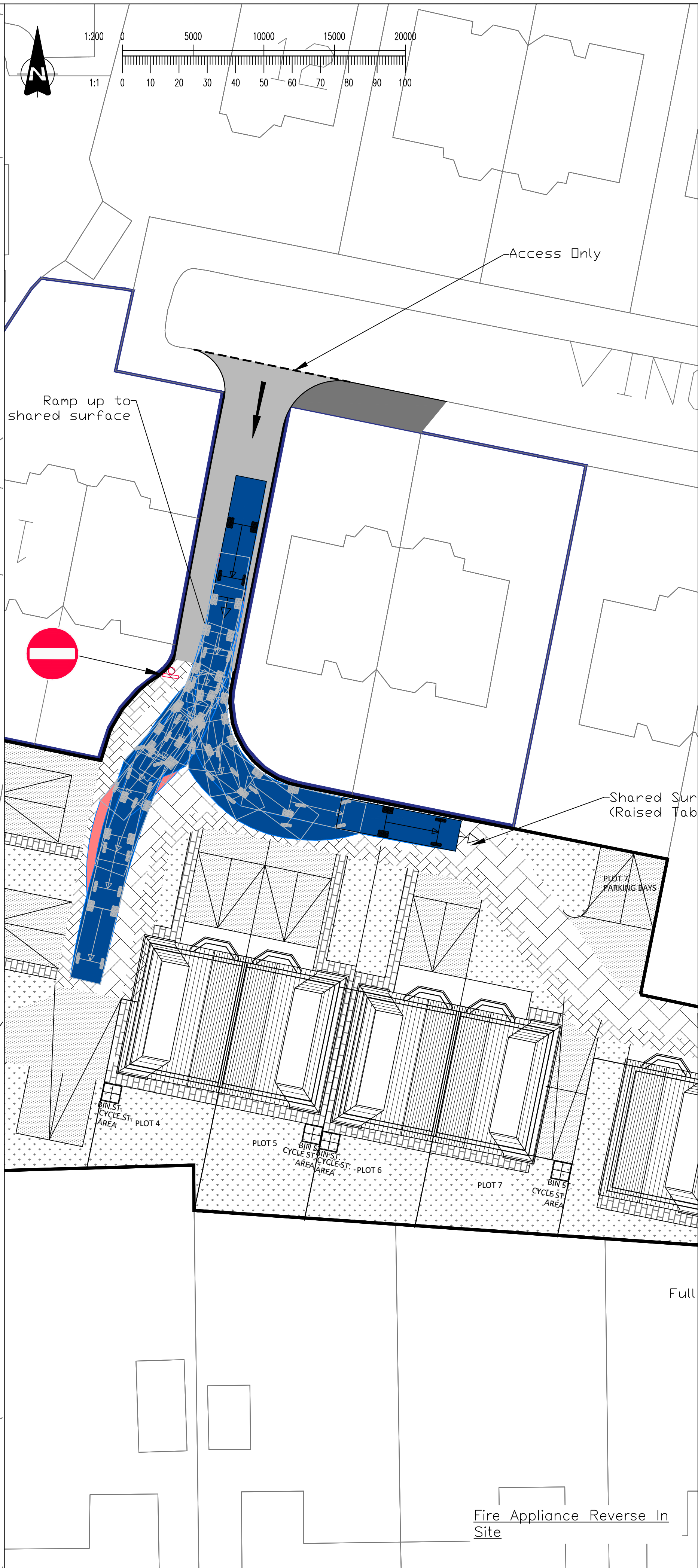
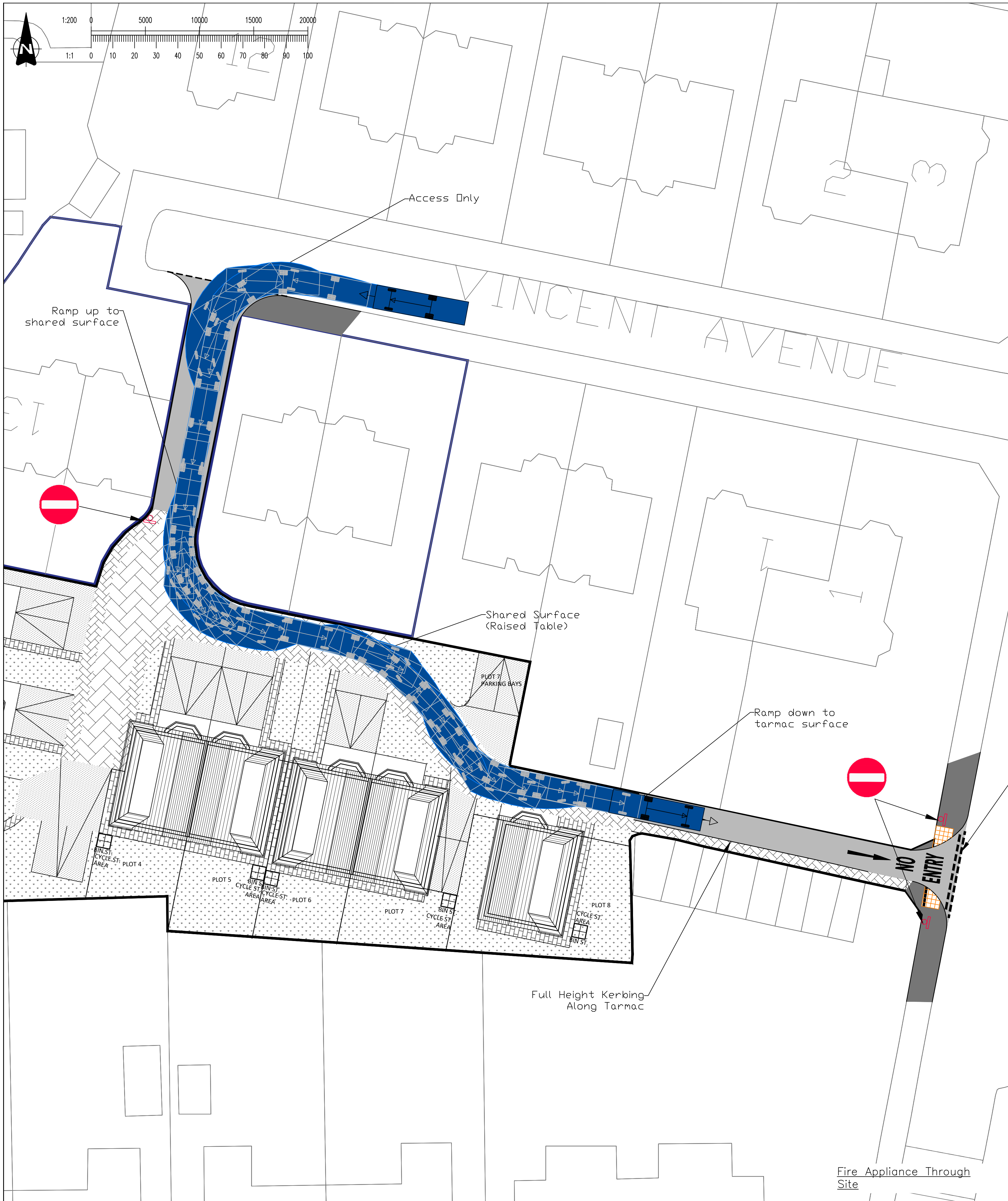
Infrastructure Planning and Design

The Hayloft Barn
Borough Hill Farm
Walton-on-Trent
Derbyshire
DE12 8LL

(E) info@ipd-td.com
(T) 01283 716869
(W) www.ipd-td.com



Client 12/23 ARCHITECTURE DESIGN				
Project title VINCENT AVENUE CHORLTON, MANCHESTER				
Drawing title JUNCTION VISIBILITY				
Scale	1:200	Original dtp. size	A1	Date 15.06.2022
Drawn	BO	Checked	DS	Approved RNP
Drawing Number IPD-21-558-109				Rev B



Vehicle name

Fire Appliance

Description

Design Bulletin 32

Overall length (m)

8.600

Overall width (m)

2.180

Maximum track width (m)

2.121

Wheelpath to kerb radius (m)

7.910

8.600

2.180

3.810

3.390

1.440

XREFS LOADED INTO THIS DRAWING

Autotracks 14.06.2022

Highway Layout 14.12.2022

Masterplan 14.12.2022

OS BASE AND TOPO

C	14.12.22	Updated with latest masterplan	BO	RNP
B	17.06.22	Highway layout amended to remove footway adjacent to Plot 2	NH	RNP
A	14.06.22	Autotracks amended to suit new highway layout and masterplan	BO	RNP
Rev	Date	Description	Drawn	Approved

Infrastructure Planning and Design

The Hayloft Barn
Borough Hill Farm
Walton-on-Trent
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Client

12/23 ARCHITECTURE DESIGN

Project title

VINCENT AVENUE
CHORLTON, MANCHESTER

Drawing title

AUTOTRACKS
SHEET 2 OF 2

Scale	1:200	Original dtp size	A1	Date	31.05.2022
Drawn	BO	Checked	DS	Approved	RNP

Drawing Number

IPD-21-558-111

Rev

C

Appendix B

Public Transport Timetables



From 24 April

23

Monday to Saturday daytime times are
changed

Bus

Replacement

23



Easy access on all buses

The Trafford Centre
Davyhulme
Urmston
Stretford
Chorlton
Southern Cemetery
West Didsbury
Didsbury
East Didsbury
Heaton Mersey
Stockport

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

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Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

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Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

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Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office
Hyde Road
Ardwick
Manchester
M12 6JS
Telephone 0161 273 3377

Travelshops

Stockport Mersey Square

Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

*Including public holidays

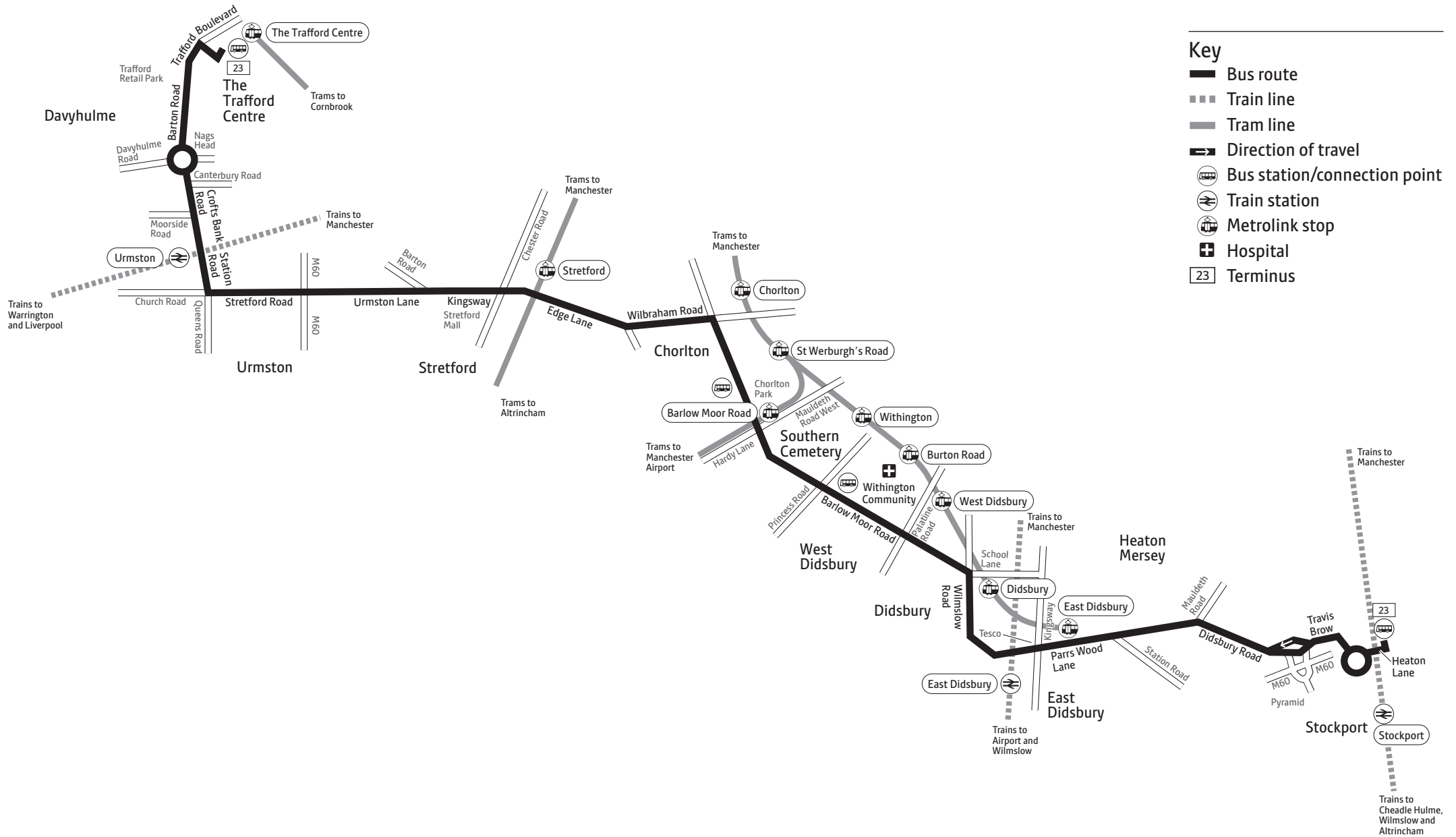
The Trafford Centre, Bus Station		a	0557	0617	0632	0652	0707	0727	0747	0807	0827	0847		1307	1327	1347	1407	1427	1447
Urmston, Queens Road		0546	0606	0626	0641	0701	0716	0736	0756	0816	0836	0856		1316	1336	1356	1416	1436	1456
Stretford Mall arr		0554	0614	0634	0649	0709	0726	0746	0806	0825	0845	0904	and	1324	1344	1404	1424	1444	1504
Stretford Mall dep	0511	0554	0614	0634	0649	0709	0728	0748	0808	0827	0847	0906	every	1326	1346	1406	1426	1446	1506
Chorlton, Cundiff Road	0518	0601	0621	0641	0656	0718	0741	0801	0821	0840	0858	0917	20	1337	1357	1417	1437	1458	1518
Southern Cemetery	0523	0606	0626	0646	0702	0727	0750	0811	0831	0848	0906	0924	mins	1344	1404	1425	1446	1507	1527
Didsbury, School Lane	0528	0611	0631	0651	0708	0733	0759	0820	0840	0856	0913	0931	until	1351	1411	1433	1454	1515	1535
East Didsbury, Parris Wood	0532	0615	0636	0656	0714	0739	0805	0827	0847	0902	0919	0937		1357	1417	1440	1501	1523	1543
Stockport, Heaton Lane Bus Station	0544	0627	0649	0709	0727	0754	0819	0839	0859	0914	0931	0949		1409	1431	1454	1515	1539	1601

The Trafford Centre, Bus Station	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807		1907	1927	1947	2016		2316	0003
Urmston, Queens Road	1516	1536	1556	1616	1636	1656	1716	1736	1756	1815		1915	1934	1954	2023		2323	0010
Stretford Mall arr	1524	1544	1604	1624	1644	1704	1724	1744	1804	1822	and	1922	1941	2001	2030	and	2330	0017
Stretford Mall dep	1526	1546	1606	1626	1646	1706	1726	1746	1806	1824	every	1924	1941	2001	2030	every	2330	0017
Chorlton, Cundiff Road	1538	1558	1618	1638	1658	1717	1737	1755	1815	1831	20	1931	1948	2008	2037	hour	2337	0024
Southern Cemetery	1547	1607	1627	1647	1707	1725	1745	1803	1823	1837	mins	1937	1953	2013	2042	until	2342	0029
Didsbury, School Lane	1555	1615	1635	1655	1715	1733	1753	1810	1830	1843	until	1943	1958	2018	2047		2347	0033
East Didsbury, Parrs Wood	1603	1623	1643	1703	1723	1741	1801	1816	1836	1848		1948	2002	2022	2051		2351	0037
Stockport, Heaton Lane Bus Station	1621	1645	1705	1720	1740	1756	1816	1828	1848	1900		2000	2014	2034	2103		0003	0046

a – Starts from Barton Road/Rivers Lane 7 minutes earlier

 – All bus 23 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details



Saturdays

The Trafford Centre, Bus Station	a	0732	a	0832	0902	0927	0947	1007	1027	1047		1607	1627	1647	1707		1847	1912
Urmston, Queens Road	0710	0740	0810	0840	0910	0937	0957	1017	1037	1057		1617	1637	1657	1717		1857	1922
Stretford Mall arr	0718	0748	0818	0848	0917	0945	1005	1025	1045	1105	and	1625	1645	1705	1725	and	1905	1930
Stretford Mall dep	0618	0718	0748	0818	0848	0917	0945	1007	1027	1047	every	1627	1647	1707	1727	every	1907	1932
Chorlton, Cundiff Road	0625	0725	0755	0825	0855	0924	0953	1016	1037	1057	20	1638	1657	1717	1736	20	1916	1941
Southern Cemetery	0630	0730	0800	0830	0900	0929	0958	1021	1043	1103	mins	1645	1703	1723	1741	mins	1921	1946
Didsbury, School Lane	0635	0735	0805	0835	0905	0934	1004	1027	1050	1110	until	1652	1709	1729	1747	until	1927	1952
East Didsbury, Parrs Wood	0639	0739	0809	0839	0909	0939	1009	1032	1055	1115		1657	1714	1734	1752		1932	1957
Stockport, Heaton Lane Bus Station	0651	0751	0821	0851	0921	0951	1021	1044	1107	1127	1149		1709	1726	1746	1804	1944	2009

																		
The Trafford Centre, Bus Station	1942	2016		2316	0003													
Urmston, Queens Road	1949	2023		2323	0010													
Stretford Mall	1956	2030	and	2330	0017													
Chorlton, Cundiff Road	2003	2037	every	2337	0024													
Southern Cemetery	2008	2042	hour	2342	0029													
Didsbury, School Lane	2013	2047	until	2347	0033													
East Didsbury, Parrs Wood	2017	2051		2351	0037													
Stockport, Heaton Lane Bus Station	2029	2103		0003	0046													

Sundays and public holidays (except Christmas and New Year period)

											
The Trafford Centre, Bus Station	0847	0947		1747	1817	1844	1916		2316		
Urmston, Queens Road	0855	0955	and	1755	1824	1851	1923		2323		
Stretford Mall	0803	0903	1003	every	1803	1831	1858	1930	and	2330	
Chorlton, Cundiff Road	0813	0913	1013	30	1813	1838	1905	1937	every	2337	
Southern Cemetery	0819	0919	1019	mins	1819	1843	1910	1942	hour	2342	
Didsbury, School Lane	0826	0926	1026	until	1826	1848	1915	1947	until	2347	
East Didsbury, Parrs Wood	0833	0933	1033		1833	1852	1919	1951		2351	
Stockport, Heaton Lane Bus Station	0845	0945	1045		1845	1904	1931	2003		0003	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

a – Starts from Barton Road/Rivers Lane 7 minutes earlier

 – All bus 23 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Stockport, Heaton Lane Bus Station	0530	0550	0610	0630	0645	0705	0722	0742	0802	0820	0840		1340	1400	1420		1540	1600	1620
East Didsbury, Parrs Wood	0541	0601	0621	0641	0659	0719	0739	0759	0818	0836	0853		1353	1413	1433		1553	1616	1636
Didsbury, School Lane	0546	0606	0626	0646	0705	0725	0745	0805	0824	0842	0859	and	1359	1419	1440	and	1600	1623	1643
Southern Cemetery	0552	0613	0634	0654	0713	0733	0754	0814	0833	0850	0905	every	1405	1426	1448	every	1608	1631	1651
Chorlton, Bus Station	0557	0619	0643	0703	0723	0743	0804	0824	0843	0900	0912	20	1412	1436	1459	20	1619	1642	1702
Stretford Mall arr	0604	0627	0652	0712	0734	0754	0815	0835	0854	0911	0923	mins	1423	1447	1510	mins	1630	1653	1713
Stretford Mall dep	0604	0627	0652	0712	0734	0754	0815	0835	0854	0911	0924	until	1424	1448	1511	until	1631	1654	1714
Urmston, Queens Road	0612	0635	0700	0720	0742	0802	0823	0843	0902	0919	0932		1432	1456	1519		1639	1702	1722
The Trafford Centre, Bus Station	0622	0645	0710	0730	0752	0812	0833	0853	0912	0929	0942		1442	1506	1529		1649	1712	1732

								♢	♢		♢								
Stockport, Heaton Lane Bus Station	1640	1700	1720	1740	1800	1820	1840	1910	2010		2310								
East Didsbury, Parrs Wood	1656	1716	1735	1755	1815	1835	1853	1923	2021		2321								
Didsbury, School Lane	1703	1723	1742	1802	1821	1841	1858	1928	2026	and	2326								
Southern Cemetery	1711	1731	1749	1808	1827	1847	1904	1934	2031	every	2331								
Chorlton, Bus Station	1722	1742	1800	1815	1834	1854	1911	1941	2036	hour	2336								
Stretford Mall arr	1733	1753	1811	1826	1845	1905	1918	1948	2043	until	2343								
Stretford Mall dep	1734	1754	1812	1827	1846	1906	1918	1948	2043		2343								
Urmston, Queens Road	1742	1802	1820	1835	1854	1914	1925	1955	2050		2350								
The Trafford Centre, Bus Station	1752	1812	1830	1845	1904	1924	1933	2003	2058		2358								

♢ – Journey provided with the financial support of Transport for Greater Manchester

♢ – All bus 23 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays

																				🕒
Stockport, Heaton Lane Bus Station	0640	0740	0810	0840	0900	0920	0940	1000			1600	1620	1640	1700	1720	1740	1800	1820	1840	1910
East Didsbury, Parrs Wood	0651	0751	0821	0851	0911	0931	0951	1013			1613	1633	1653	1711	1731	1751	1811	1831	1851	1921
Didsbury, School Lane	0656	0756	0826	0856	0916	0936	0956	1019	and		1619	1639	1659	1717	1737	1757	1817	1836	1857	1926
Southern Cemetery	0701	0801	0831	0901	0921	0942	1002	1025	every		1625	1645	1705	1724	1744	1803	1823	1841	1903	1931
Chorlton, Bus Station	0706	0806	0836	0906	0926	0947	1007	1032	20		1632	1652	1712	1730	1750	1808	1828	1846	1908	1936
Stretford Mall arr	0713	0813	0843	0913	0934	0956	1016	1043	mins		1643	1702	1722	1740	1800	1817	1837	1853	1917	1943
Stretford Mall dep	0713	0813	0843	0913	0934	0957	1017	1044	until		1644	1703	1723	1741	1801	1818	1838	1853	1918	1943
Urmston, Queens Road	0720	0820	0850	0920	0941	1005	1025	1052			1652	1711	1731	1749	1809	1826	1846	1900	1926	1950
The Trafford Centre, Bus Station	0728	0828	0858	0930	0951	1015	1035	1102			1702	1721	1741	1759	1819	1836	1856	1908	1936	1958

		🕒		🕒
Stockport, Heaton Lane Bus Station	1940	2010		2310
East Didsbury, Parrs Wood	1951	2021		2321
Didsbury, School Lane	1957	2026	and	2326
Southern Cemetery	2003	2031	every	2331
Chorlton, Bus Station	2008	2036	hour	2336
Stretford Mall arr	2017	2043	until	2343
Stretford Mall dep	2018	2043		2343
Urmston, Queens Road	2026	2050		2350
The Trafford Centre, Bus Station	2036	2058		2358

Sundays and public holidays (except Christmas and New Year period)

									🕒	🕒	🕒
Stockport, Heaton Lane Bus Station	0840		1710	1740	1810	1840	1910		2210	2310	
East Didsbury, Parrs Wood	0853	and	1723	1753	1823	1853	1923		2221	2321	
Didsbury, School Lane	0858	every	1728	1758	1828	1858	1928	and	2226	2326	
Southern Cemetery	0906	30	1736	1805	1835	1901	1931	every	2231	2331	
Chorlton, Bus Station	0911	mins	1741	1810	1840	1908	1938	hour	2236	2336	
Stretford Mall	0921	until	1751	1817	1847	1913	1943	until	2243	2343	
Urmston, Queens Road	0929		1759	1824	1854	1920	1950		2250		
The Trafford Centre, Bus Station	0939		1809	1832	1902	1928	1958		2258		

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

🕒 – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 23 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 24 April
25
Times are changed

Bus

25



Easy access on all buses

The Trafford Centre
Davyhulme
Lostock
Stretford
Chorlton
Burnage
Green End
Heaton Moor
Stockport

From 24 April 2022

For public transport information
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7am – 8pm Mon to Fri

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Operated by
Stagecoach

Additional information

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0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Eccles Church Street

Mon to Fri 7.30am to 4pm

Sat 8am to 11.45am and 12.30pm to 3.30pm

Sunday* Closed

Stockport Mersey Square

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

The Trafford Centre, Bus Station	0555	0620	0646	0713	0743	0818	0854	0924		1354	1424	1454	1529	1604	1639	1714	1749	1824	1849
Lostock, Moss Vale Crescent	0602	0629	0656	0723	0753	0828	0904	0934	and	1404	1434	1505	1540	1615	1650	1725	1759	1834	1859
Stretford Mall	0609	0636	0704	0731	0801	0836	0912	0942	every	1412	1442	1513	1548	1623	1658	1733	1807	1842	1907
Chorlton, Bus Station	0617	0645	0713	0740	0812	0847	0921	0951	30	1421	1452	1523	1558	1633	1708	1742	1816	1851	1916
Fallowfield, Princess Road	0622	0651	0720	0748	0822	0856	0928	0958	mins	1428	1503	1534	1608	1643	1718	1751	1823	1858	1923
Burnage, Kingsway	0628	0657	0728	0759	0834	0907	0939	1009	until	1439	1514	1547	1621	1656	1731	1802	1830	1905	1930
Green End	0634	0703	0734	0805	0840	0913	0945	1015		1445	1520	1553	1627	1702	1737	1808	1836	1911	1935
Stockport, Wellington Road North	0647	0716	0747	0818	0853	0926	0957	1027		1457	1533	1606	1640	1715	1750	1822	1850	1925	1949

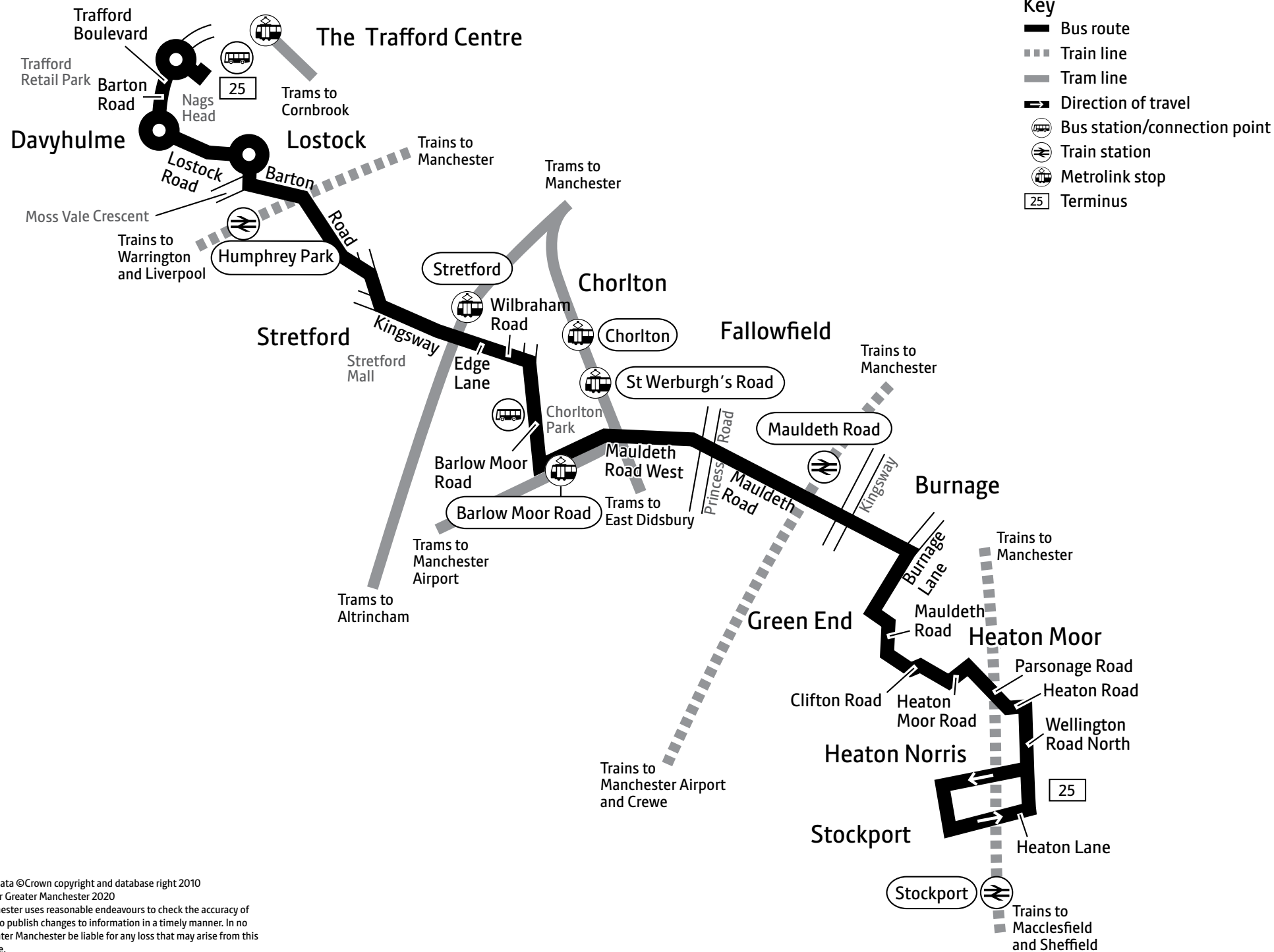


The Trafford Centre, Bus Station	1919	1949	2049	2144	2244	2344
Lostock, Moss Vale Crescent	1929	1959	2059	2154	2254	2354
Stretford Mall	1936	2006	2106	2201	2301	0001
Chorlton, Bus Station	1944	2014	2114	2209	2309	0009
Fallowfield, Princess Road	1951	2020	2120	2215	2315	0015
Burnage, Kingsway	1957	2026	2126	2221	2321	0021
Green End	2002	2031	2131	2226	2326	0026
Stockport, Wellington Road North	2015	2044	2144	2239	2339	0039

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 25 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details



Saturdays

															♢	♢	♢
The Trafford Centre, Bus Station	0633	0732	0758	0826	0855	0924		1724	1754	1824	1849	1919	1949	2049	2144	2244	2344
Lostock, Moss Vale Crescent	0643	0742	0808	0836	0905	0934	and	1734	1804	1834	1859	1929	1959	2059	2154	2254	2354
Stretford Mall	0647	0746	0814	0844	0913	0942	every	1742	1812	1842	1906	1936	2006	2106	2201	2301	0001
Chorlton, Bus Station	0656	0755	0823	0853	0922	0951	30	1751	1820	1850	1914	1944	2014	2114	2209	2309	0009
Fallowfield, Princess Road	0703	0802	0830	0900	0929	0958	mins	1758	1827	1856	1920	1950	2020	2120	2215	2315	0015
Burnage, Kingsway	0709	0809	0839	0909	0939	1009	until	1809	1836	1903	1926	1956	2026	2126	2221	2321	0021
Green End	0715	0815	0845	0915	0945	1015		1815	1842	1908	1931	2001	2031	2131	2226	2326	0026
Stockport, Wellington Road North	0728	0828	0858	0928	0958	1028		1828	1855	1921	1944	2014	2044	2144	2239	2339	0039

Sundays and public holidays (except Christmas and New Year period)

															♢	♢
The Trafford Centre, Bus Station	0759	0859	0959		1859	1944	2044	2144								
Lostock, Moss Vale Crescent	0809	0909	1009	and	1909	1954	2054	2154								
Stretford Mall	0816	0916	1016	every	1916	2001	2101	2201								
Chorlton, Bus Station	0824	0924	1024	30	1924	2009	2109	2209								
Fallowfield, Princess Road	0830	0930	1030	mins	1930	2015	2115	2215								
Burnage, Kingsway	0837	0937	1037	until	1937	2022	2122	2222								
Green End	0843	0943	1043		1943	2028	2128	2228								
Stockport, Wellington Road North	0858	0958	1058		1958	2043	2143	2243								

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♢ – Journey provided with the financial support of Transport for Greater Manchester

♢ – All bus 25 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Stockport, Wellington Road North	0537	0637	0702	0722	0757	0837	0912		1342	1412	1442	1512	1547	1622	1657	1727	1802	1842	1942
Green End	0548	0648	0715	0736	0811	0851	0926		1356	1426	1456	1526	1601	1636	1711	1741	1816	1855	1955
Mauldeth Road, Train Station	0553	0653	0722	0743	0818	0856	0930	and	1400	1430	1501	1533	1608	1643	1718	1748	1822	1900	2000
Fallowfield, Princess Road	0559	0659	0730	0756	0831	0904	0938	every	1408	1438	1509	1541	1616	1651	1726	1756	1829	1906	2006
Chorlton, Bus Station	0606	0706	0739	0805	0840	0913	0945	30	1415	1446	1517	1549	1624	1659	1734	1804	1836	1913	2013
Stretford Mall	0615	0715	0751	0823	0852	0924	0955	mins	1425	1459	1530	1602	1637	1712	1747	1814	1845	1921	2021
Lostock, Moss Vale Crescent	0623	0723	0759	0831	0900	0932	1003	until	1433	1507	1538	1610	1645	1720	1755	1822	1853	1928	2028
Davyhulme, Nags Head	0628	0728	0804	0836	0905	0937	1008		1438	1512	1543	1616	1651	1726	1801	1828	1858	1933	2033
The Trafford Centre, Bus Station	0634	0734	0810	0842	0910	0942	1013		1443	1517	1549	1623	1658	1732	1806	1833	1903	1938	2038



Stockport, Wellington Road North	2040	2140	2240
Green End	2053	2153	2253
Mauldeth Road, Train Station	2058	2158	2258
Fallowfield, Princess Road	2104	2204	2304
Chorlton, Bus Station	2111	2211	2311
Stretford Mall	2119	2219	2319
Lostock, Moss Vale Crescent	2126	2226	2326
Davyhulme, Nags Head	2131	2231	2331
The Trafford Centre, Bus Station	2136	2236	2336

– Journey provided with the financial support of Transport for Greater Manchester

– All bus 25 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

												🕒	🕒	🕒	
Stockport, Wellington Road North	0649	0719	0749	0816	0844	0912		1712	1742	1812	1842	1942	2040	2140	2240
Green End	0700	0730	0800	0829	0857	0925		1725	1755	1825	1855	1955	2053	2153	2253
Mauldeth Road, Train Station	0705	0735	0805	0834	0903	0931	and	1731	1800	1830	1900	2000	2058	2158	2258
Fallowfield, Princess Road	0711	0741	0811	0840	0910	0938	every	1738	1806	1836	1906	2006	2104	2204	2304
Chorlton, Bus Station	0718	0748	0818	0847	0917	0945	30	1745	1813	1843	1913	2013	2111	2211	2311
Stretford Mall	0726	0756	0826	0856	0926	0954	mins	1754	1822	1851	1921	2021	2119	2219	2319
Lostock, Moss Vale Crescent	0734	0804	0834	0904	0934	1002	until	1802	1829	1858	1928	2028	2126	2226	2326
Davyhulme, Nags Head	0739	0809	0839	0909	0939	1007		1807	1834	1903	1933	2033	2131	2231	2331
The Trafford Centre, Bus Station	0744	0814	0844	0914	0944	1012		1812	1839	1908	1938	2038	2136	2236	2336

							🕒	🕒	🕒	
Stockport, Wellington Road North	0750	0850		1720	1755	1840	1940	2040	2140	2240
Green End	0802	0902		1732	1807	1852	1952	2052	2152	2252
Mauldeth Road, Train Station	0808	0908	and	1738	1813	1858	1958	2058	2158	2258
Fallowfield, Princess Road	0814	0914	every	1744	1819	1904	2004	2104	2204	2304
Chorlton, Bus Station	0821	0921	30	1751	1826	1911	2011	2111	2211	2311
Stretford Mall	0829	0929	mins	1759	1834	1919	2019	2119		
Lostock, Moss Vale Crescent	0836	0936	until	1806	1841	1926	2026	2126		
Davyhulme, Nags Head	0841	0941		1811	1846	1931	2031	2131		
The Trafford Centre, Bus Station	0846	0946		1816	1851	1936	2036	2136		

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 25 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 24 April

84

New Monday to Saturday daytime route introduced between Chorlton Green, Chorlton, Chorltonville, Merseybank, West Didsbury and Withington, partly replacing buses 44 and 84A

Bus

84



Easy access on all buses

Chorlton Green
Chorlton
Chorltonville
Merseybank
West Didsbury
Withington

From 24 April 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Little Gem

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

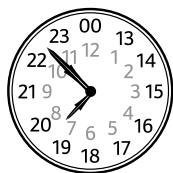
Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Little Gem

Lyntown Trading Estate
186 Old Wellington Road
Eccles

Manchester

M30 9QG

Telephone 0161 789 4545

email info@littlegem.info

Travelshops

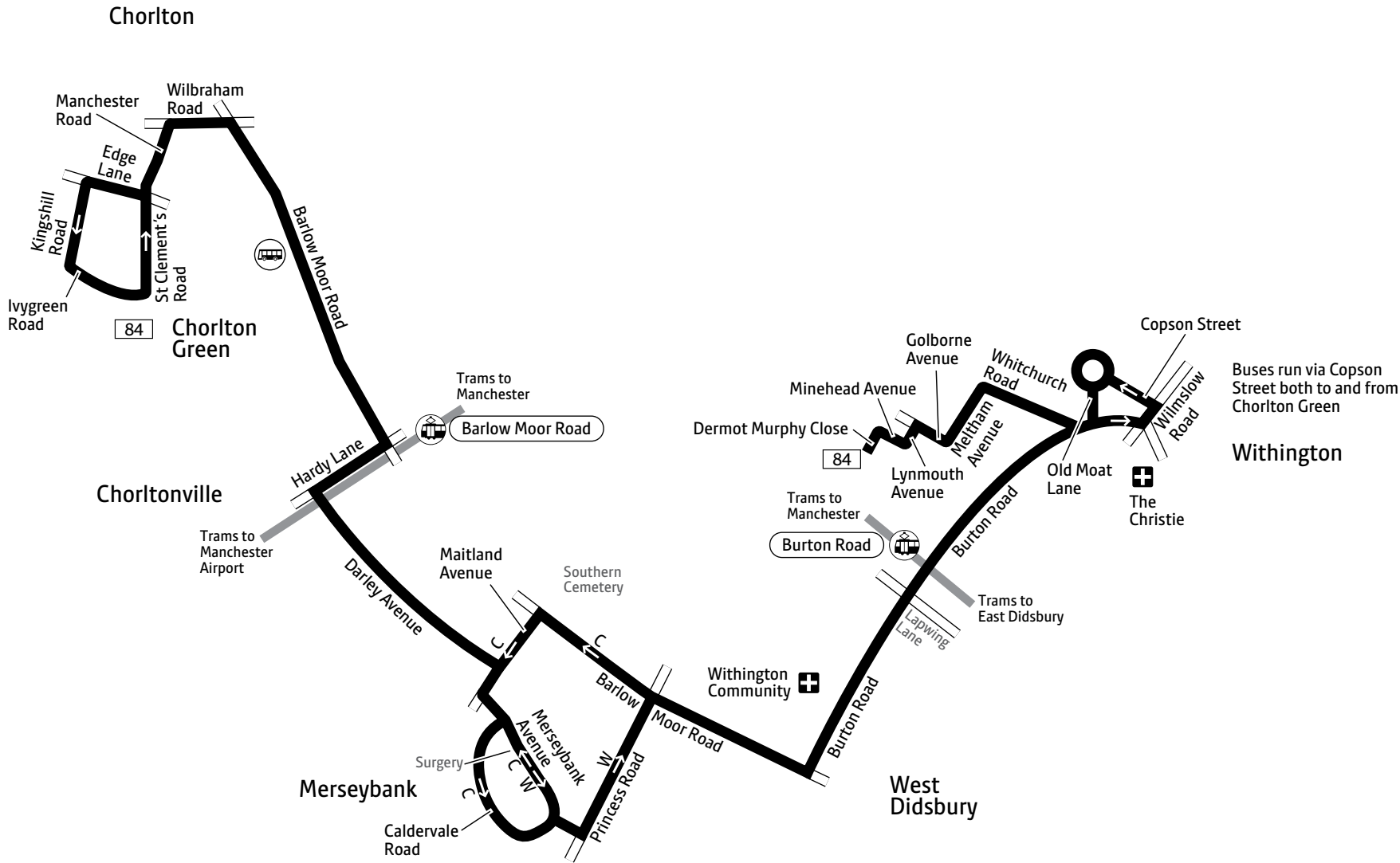
Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8.30am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

- Key**
- Bus route
 - Metrolink line
 - Direction of travel
 - Bus station/connection point
 - Metrolink stop
 - Hospital
 - 84 Terminus
 - C Towards Chorlton Green
 - W Towards Withington



Chorlton Green — Chorlton — West Didsbury — Withington

84

Mondays to Saturdays

Chorlton Green	0950	1050	1150	1250	1350	1450
Chorlton, Bus Station	0953	1053	1153	1253	1353	1453
Merseybank, Surgery	1001	1101	1201	1301	1401	1501
Southern Cemetery	0905	1005	1105	1205	1305	1405
Withington, Copson Street	0912	1012	1112	1212	1312	1412
Withington, Dermot Murphy Close	0916	1016	1116	1216	1316	1416

Withington — West Didsbury — Chorlton — Chorlton Green

84

Mondays to Saturdays

Withington, Dermot Murphy Close	0917	1017	1117	1217	1317	1417
Withington, Copson Street	0922	1022	1122	1222	1322	1422
Southern Cemetery	0928	1028	1128	1228	1328	1428
Merseybank, Surgery	0936	1036	1136	1236	1336	1436
Chorlton, Bus Station	0945	1045	1145	1245	1345	1445
Chorlton Green	0949	1049	1149	1249	1349	1449

Bus 84 does not run on Sundays or public holidays

Bus 84 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 84 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 17 January

85, 85A and 86

Monday to Saturday daytime times are
changed

Buses

85 85A 86



Easy access on all buses

Chorlton

Alexandra Park

Whalley Range

Brooks's Bar

Hulme

Manchester Metropolitan University

University of Manchester

Manchester

Includes night bus 86 and bus 86
journeys to/from Southern Cemetery
and Chorlton Green

From 17 January 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm
and 2.30pm to 5.30pm

Chorlton — Alexandra Park — Manchester

Arrowfield Road — Chorlton — Alexandra Park — Manchester

85
85A

Mondays to Fridays

	85	85	85	85A	85	85	85	85	85	85	85A	85	85	85	85	85	85A	85	85	85	85
Chorlton, Arrowfield Road				0643							0739						0843				
Chorltonville, Hardy Lane				0648							0744						0848				
Chorlton, Bus Station	0538	0608	0638	0653	0705	0717	0729	0731	0741	0753	0805	0817	0829	0841	0853	0905	0917	0929	0941		
Alexandra Park	0551	0621	0651	0707	0719	0732	0745	0747	0757	0811	0823	0835	0844	0856	0908	0920	0932	0944	0956		
Oxford Road/Booth Street West	0600	0630	0700	0716	0728	0741	0754	0756	0806	0821	0833	0845	0854	0906	0918	0929	0941	0953	1005		
Manchester, Piccadilly Gardens	0611	0641	0711	0726	0740	0753	0806	0808	0818	0833	0845	0857	0906	0918	0930	0941	0952	1003	1015		

	85A	85	85	85	85	85A	85A	85	85	85	85	85	85A	85	85	85	85	85A	
Chorlton, Arrowfield Road	0943					43	mins	1343					1434					1538	
Chorltonville, Hardy Lane	0948	then				48	past	1348					1440					1543	
Chorlton, Bus Station	0953	at	05	17	29	41	53	each	1353	1405	1417	1429	1441	1453	1505	1517	1529	1541	1553
Alexandra Park	1008		20	32	44	56	08	hour	1408	1420	1432	1444	1456	1508	1520	1532	1544	1556	1608
Oxford Road/Booth Street West	1017		29	41	53	05	17	until	1417	1429	1441	1453	1505	1517	1529	1541	1553	1605	1617
Manchester, Piccadilly Gardens	1027		39	51	03	15	27		1427	1439	1451	1503	1515	1527	1539	1551	1603	1615	1627

	85	85	85	85A	85	85	85	85	85A	85	85	85	85A	85	85	85	85A	85	85
Chorlton, Arrowfield Road				1626					1743				1843				1943		
Chorltonville, Hardy Lane				1631					1748				1848				1948		
Chorlton, Bus Station	1605	1617	1629	1641	1655	1708	1723	1738	1753	1808	1823	1838	1853	1908	1923	1938	1953	2008	2023
Alexandra Park	1620	1632	1644	1656	1710	1723	1738	1753	1807	1823	1837	1852	1904	1919	1934	1949	2004	2019	2034
Oxford Road/Booth Street West	1629	1641	1653	1705	1719	1732	1747	1802	1815	1832	1845	1900	1912	1927	1942	1957	2012	2027	2042
Manchester, Piccadilly Gardens	1639	1651	1703	1715	1729	1742	1757	1812	1825	1842	1853	1908	1920	1935	1950	2005	2020	2035	2050

	85A	85	85A	85	85A
Chorlton, Arrowfield Road	2028		2128		2228
Chorltonville, Hardy Lane	2033		2133		2233
Chorlton, Bus Station	2038	2108	2138	2208	2238
Alexandra Park	2049	2119	2149	2219	2249
Oxford Road/Booth Street West	2057	2127	2157	2227	2257
Manchester, Piccadilly Gardens	2105	2135	2205	2235	2305

CD – College days only

♿ – All bus 85 and 85A journeys are run using easy access buses. See inside front cover of this leaflet for details

Chorlton — Alexandra Park — Manchester

Arrowfield Road — Chorlton — Alexandra Park — Manchester

85
85A

Saturdays

	85	85	85	85A	85	85	85	85A	85	85	85	85	85A	85	85	85	85	85A	85
Chorlton, Arrowfield Road				0738				0838					0943					1043	
Chorltonville, Hardy Lane				0743				0843					0948					1048	
Chorlton, Bus Station	0633	0703	0735	0748	0803	0818	0835	0848	0905	0917	0929	0941	0953	1005	1017	1029	1041	1053	1105
Alexandra Park	0644	0714	0746	0759	0814	0829	0846	0900	0916	0930	0942	0956	1008	1020	1032	1044	1056	1108	1120
Oxford Road/Booth Street West	0652	0722	0754	0807	0822	0837	0854	0908	0924	0938	0950	1005	1017	1029	1041	1053	1105	1117	1129
Manchester, Piccadilly Gardens	0700	0730	0802	0815	0830	0845	0902	0917	0932	0948	1000	1015	1027	1039	1051	1103	1115	1127	1139

	85		85	85	85A	85	85		85A	85	85	85	85	85	85A	85	85	85	85
Chorlton, Arrowfield Road					43			mins	1643						1758				
Chorltonville, Hardy Lane		then			48			past	1648						1803				
Chorlton, Bus Station	1117	at	29	41	53	05	17	each	1653	1705	1719	1731	1743	1756	1808	1823	1838	1853	1908
Alexandra Park	1132		44	56	08	20	32	hour	1708	1720	1734	1746	1758	1810	1823	1837	1849	1904	1919
Oxford Road/Booth Street West	1141		53	05	17	29	41	until	1717	1729	1743	1755	1807	1818	1831	1845	1857	1912	1927
Manchester, Piccadilly Gardens	1151		03	15	27	39	51		1727	1739	1753	1805	1817	1826	1840	1853	1905	1920	1935

	85A	85	85	85	85	85A	85	85A	85	85A
Chorlton, Arrowfield Road	1913					2028		2128		2228
Chorltonville, Hardy Lane	1918					2033		2133		2233
Chorlton, Bus Station	1923	1938	1953	2008	2023	2038	2108	2138	2208	2238
Alexandra Park	1934	1949	2004	2019	2034	2049	2119	2149	2219	2249
Oxford Road/Booth Street West	1942	1957	2012	2027	2042	2057	2127	2157	2227	2257
Manchester, Piccadilly Gardens	1950	2005	2020	2035	2050	2105	2135	2205	2235	2305

Sundays and public holidays (except Christmas and New Year period)

	85	85	85	85	85	85	85		85	85	85	85	85	85	85	85	85
Chorlton, Bus Station	0835	0905	0920	0950	1020	1050	1120	and	1620	1648	1718	1748	1809	1828	1848	and	2118
Alexandra Park	0846	0916	0932	1004	1035	1105	1135	every	1635	1703	1733	1803	1824	1842	1859	every	2129
Oxford Road/Booth Street West	0854	0924	0940	1013	1044	1114	1144	20 mins	1644	1712	1742	1812	1832	1850	1907	30 mins	2137
Manchester, Piccadilly Gardens	0902	0932	0949	1023	1054	1124	1154	until	1654	1722	1752	1822	1841	1858	1915	until	2145

85

Chorlton, Bus Station	2218
Alexandra Park	2229
Oxford Road/Booth Street West	2237
Manchester, Piccadilly Gardens	2245

Bus 85A does not run on Sundays or public holidays.

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

For buses between Arrowfield Road and Chorlton town centre on Sundays and public holidays, please see bus 172

♿ – All bus 85 and 85A journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Alexandra Park — Chorlton
Manchester — Alexandra Park — Chorlton — Arrowfield Road

85
85A

Mondays to Fridays

	85	85	85	85	85A	85	85	85	85	85	85A		85	85	85	85	85A		85
									UD										
Manchester, Piccadilly Gardens	0620	0650	0720	0735	0747	0759	0811	0823		0835	0847		59	11	23	35	47	mins	1435
Oxford Road/Booth Street West	0629	0659	0730	0745	0757	0809	0821	0833	0835	0845	0857	then	09	21	33	45	57	past	1445
Alexandra Park	0638	0708	0739	0754	0806	0818	0830	0842	0844	0854	0906	at	18	30	42	54	06	each	1454
Chorlton, Bus Station	0650	0720	0753	0808	0820	0832	0844	0856	0858	0908	0920		32	44	56	08	20	hour	1508
Chorltonville, Hardy Lane					0824						0924						24	until	
Chorlton, Arrowfield Road					0830						0929						29		
	85A	85	85	85	85	85A	85	85	85	85	85A	85	85	85	85	85A	85	85	85
Manchester, Piccadilly Gardens	1447	1459	1511	1523	1535	1547	1559	1611	1623	1635	1647	1659	1711	1723	1735	1747	1759	1811	1823
Oxford Road/Booth Street West	1458	1510	1522	1535	1547	1559	1611	1623	1635	1647	1659	1711	1723	1735	1747	1759	1811	1823	1833
Alexandra Park	1507	1519	1531	1544	1556	1608	1620	1632	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1842
Chorlton, Bus Station	1521	1533	1545	1558	1610	1622	1634	1646	1658	1710	1722	1734	1746	1758	1810	1822	1834	1845	1854
Chorltonville, Hardy Lane						1626					1726					1826			
Chorlton, Arrowfield Road	1532					1634					1734					1832			
	85	85A	85	85	85	85A	85	85	85	85A	85	85	85	85A	85	85	85	85	85
Manchester, Piccadilly Gardens	1835	1847	1859	1912	1927	1942	1957	2012	2027	2042	2057	2112	2127	2142	2212	2242	2312	2342	0012
Oxford Road/Booth Street West	1845	1857	1908	1921	1935	1950	2005	2020	2035	2050	2105	2120	2135	2150	2220	2250	2320	2350	0020
Alexandra Park	1854	1906	1916	1929	1943	1958	2013	2028	2043	2058	2113	2128	2143	2158	2228	2258	2328	2358	0028
Chorlton, Bus Station	1906	1917	1927	1940	1954	2009	2024	2039	2054	2109	2124	2139	2154	2209	2239	2309	2339	0009	0039
Chorltonville, Hardy Lane		1921				2013				2113				2213					
Chorlton, Arrowfield Road		1926				2018				2118				2218					

Saturdays

	85	85	85	85	85	85A	85	85	85	85A	85		85	85	85	85A	85		85
Manchester, Piccadilly Gardens	0706	0736	0806	0821	0836	0851	0906	0921	0935	0947	0959		11	23	35	47	59	mins	1735
Oxford Road/Booth Street West	0714	0744	0814	0829	0844	0858	0914	0929	0943	0956	1009	then	21	33	45	57	09	past	1745
Alexandra Park	0722	0752	0822	0837	0852	0905	0922	0937	0951	1004	1018	at	30	42	54	06	18	each	1754
Chorlton, Bus Station	0733	0803	0833	0848	0903	0916	0933	0948	1002	1016	1032		44	56	08	20	32	hour	1808
Chorltonville, Hardy Lane						0920					1020					24		until	
Chorlton, Arrowfield Road						0925					1025					28			

	85A	85	85	85	85	85A	85	85	85	85A	85	85	85	85A	85	85	85	85A	85
Manchester, Piccadilly Gardens	1747	1759	1811	1823	1835	1847	1859	1912	1927	1942	1957	2012	2027	2042	2057	2112	2127	2142	2212
Oxford Road/Booth Street West	1757	1809	1820	1832	1844	1855	1907	1920	1935	1950	2005	2020	2035	2050	2105	2120	2135	2150	2220
Alexandra Park	1806	1818	1829	1841	1853	1903	1915	1928	1943	1958	2013	2028	2043	2058	2113	2128	2143	2158	2228
Chorlton, Bus Station	1820	1832	1841	1852	1904	1914	1926	1939	1954	2009	2024	2039	2054	2109	2124	2139	2154	2209	2239
Chorltonville, Hardy Lane	1824					1918				2013				2113				2213	
Chorlton, Arrowfield Road	1829					1923				2018				2118				2218	

	85	85	85	85	
Manchester, Piccadilly Gardens	2242	2312	2342	0012	
Oxford Road/Booth Street West	2250	2320	2350	0020	
Alexandra Park	2258	2328	2358	0028	
Chorlton, Bus Station	2309	2339	0009	0039	

Sundays and public holidays (except Christmas and New Year period)

	85	85	85	85	85		85	85	85		85	85
Manchester, Piccadilly Gardens	1005	1035	1105	1135	1205	and	1725	1750	1815	and	2245	2345
Oxford Road/Booth Street West	1015	1045	1115	1145	1215	every	1735	1759	1823	every	2253	2353
Alexandra Park	1024	1054	1124	1154	1224	20 mins	1744	1808	1831	30 mins	2301	0001
Chorlton, Bus Station	1038	1108	1138	1208	1238	until	1758	1820	1842	until	2312	0012

Bus 85A does not run on Sundays or public holidays.

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

For buses between Chorlton town centre and Arrowfield Road on Sundays and public holidays, please see bus 172

UD – University term times only

♿ – All bus 85 and 85A journeys are run using easy access buses. See inside front cover of this leaflet for details

85 85A 86

Key

Bus route

Monday to Friday peak period/late night journeys

Train line

Tram line

Some Monday to Friday journeys only

Direction of travel

Bus station/connection point

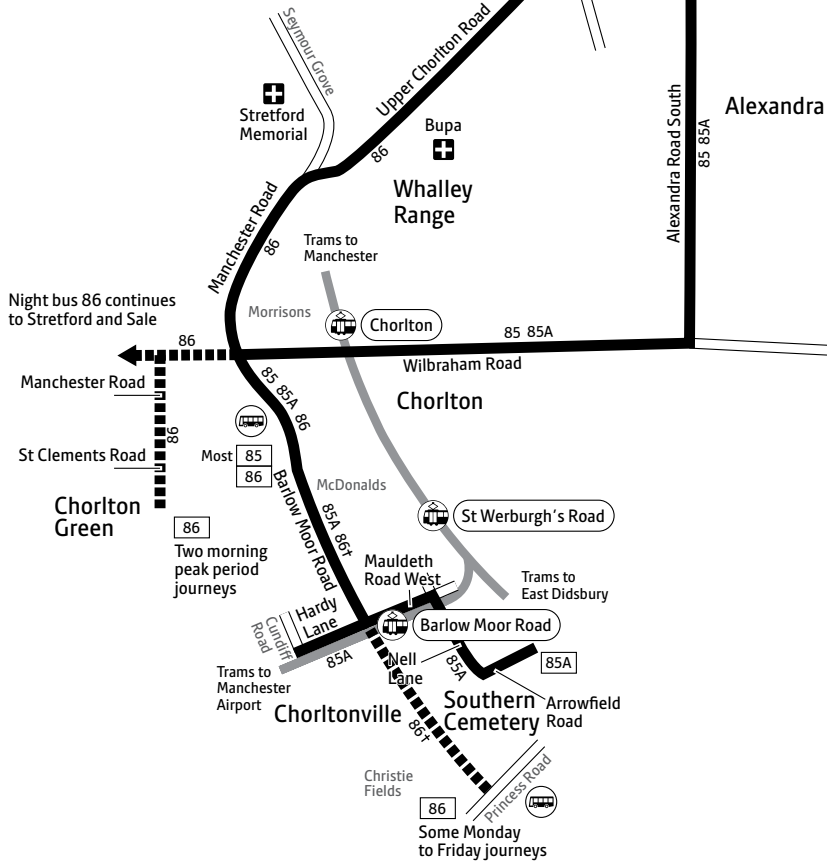
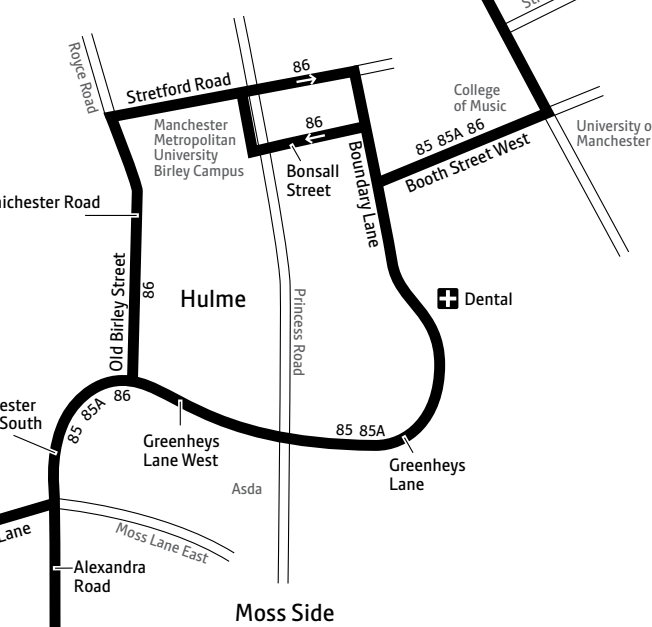
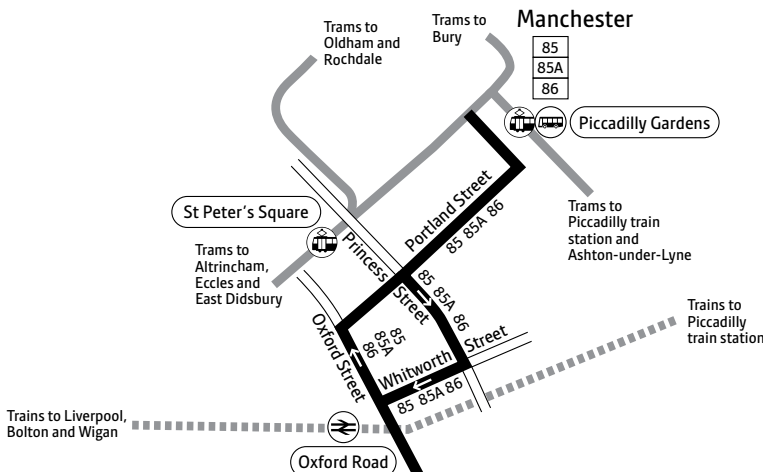
Train station

Metrolink stop

Hospital

85

Terminus



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86

Mondays to Fridays

Chorlton, Bus Station	1850	1905	1920	1935	1950	2005	and	2335
Brooks's Bar	1901	1916	1931	1945	2000	2015	every	2345
Oxford Road/Booth Street West	1911	1926	1941	1954	2008	2022	15 mins	2352
Manchester, Piccadilly Gardens	1920	1935	1950	2003	2016	2030	until	0000

Chorlton, Bus Station	1935	1950	2005	and	2335
Brooks's Bar	1945	2000	2015	every	2345
Oxford Road/Booth Street West	1955	2009	2022	15 mins	2352
Manchester, Piccadilly Gardens	2005	2018	2030	until	0000

Sundays and public holidays (except Christmas and New Year period)

Chorlton, Bus Station	0615	0645	and	0845	0905	0925	0941	0953	1004	1015	and at frequent	1605	1617	and	1729
Brooks's Bar	0623	0653	every	0853	0913	0933	0949	1002	1015	1026	intervals of not	1616	1628	every	1740
Oxford Road/Booth Street West	0632	0702	30 mins	0902	0922	0942	0958	1011	1023	1035	more than 10 mins	1625	1637	12 mins	1749
Manchester, Piccadilly Gardens	0640	0710	until	0910	0930	0950	1006	1019	1032	1044	until	1634	1646	until	1758

Chorlton, Bus Station	1741	1753	and	2308
Brooks's Bar	1751	1803	every	2318
Oxford Road/Booth Street West	1759	1810	15 mins	2325
Manchester, Piccadilly Gardens	1807	1818	until	2333

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

a – Starts from Loreto College 6 minutes earlier

SD – Schooldays only

CD – College days only

♿ – All bus 86 journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Brooks's Bar — Chorlton

Including evening peak period journeys to Southern Cemetery

Mondays to Fridays

												CD	CD		CD				
Manchester, Piccadilly Gardens	0535	0615	0631	0643	0655	0701	0719	0731	0743	0755	0807	0813	0818	0819	0820	0825	0831	0843	0855
Oxford Road/Booth Street West	0545	0625	0641	0653	0705	0717	0729	0741	0753	0805	0817	0823	0828	0829	0830	0835	0841	0853	0905
Brooks's Bar	0554	0634	0650	0702	0714	0726	0739	0751	0802	0815	0827	0833	0838	0839	0840	0845	0851	0903	0915
Chorlton, Bus Station	0605	0645	0702	0714	0726	0738	0750	0802	0814	0826	0838	0844	0849	0850	0851	0856	0902	0914	0926

												CD							
Manchester, Piccadilly Gardens	0907	and		1455	1507	1519	1531	1543	1555	1607	1619	1630	1631	1643	1655	1707	1719	1731	1743
Oxford Road/Booth Street West	0917	every		1505	1519	1531	1543	1555	1607	1619	1631	1642	1643	1655	1707	1719	1731	1743	1755
Brooks's Bar	0927	12 mins		1515	1529	1541	1554	1606	1618	1630	1642	1653	1654	1706	1718	1730	1742	1754	1806
Chorlton, Bus Station	0938	until		1526	1540	1552	1606	1618	1630	1642	1654	1705	1706	1718	1730	1742	1754	1806	1818
Southern Cemetery																1747			

Manchester, Piccadilly Gardens	1755	1807	1819	1831	1843	1855	1907	1920	1935	1950	2005	2020	2035	2050	2105	and		0005
Oxford Road/Booth Street West	1807	1819	1830	1841	1853	1905	1917	1930	1945	2000	2014	2029	2043	2058	2113	every		0013
Brooks's Bar	1818	1828	1839	1850	1902	1914	1926	1939	1954	2009	2023	2038	2052	2107	2120	15 mins		0020
Chorlton, Bus Station	1829	1839	1850	1901	1913	1925	1937	1950	2005	2020	2033	2048	2102	2117	2130	until		0030
Southern Cemetery		1844								2025								

Saturdays

Manchester, Piccadilly Gardens	0625	0650	0712	and		0842	0855	0907	0919	0931	0943	and		1755	1807	1819	1831	1843	1855
Oxford Road/Booth Street West	0633	0658	0720	every		0850	0903	0915	0927	0939	0953	every		1805	1817	1829	1841	1853	1905
Brooks's Bar	0641	0706	0728	15 mins		0858	0911	0923	0935	0948	1003	12 mins		1815	1826	1838	1850	1902	1914
Chorlton, Bus Station	0650	0715	0737	until		0907	0920	0933	0945	0959	1014	until		1826	1837	1849	1901	1913	1925

Manchester, Piccadilly Gardens	1907	1921	1935	1950	2005	2020	2035	2050	and		0005								
Oxford Road/Booth Street West	1917	1931	1945	2000	2015	2028	2043	2058	every		0013								
Brooks's Bar	1926	1940	1954	2009	2024	2037	2051	2105	15 mins		0020								
Chorlton, Bus Station	1937	1951	2005	2020	2034	2047	2101	2115	until		0030								

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens	0645	0715	0745	0815	0845	0915	0935	0955	1015	1030	and at frequent	1710	1722	1734	1746	1758	1810
Oxford Road/Booth Street West	0653	0723	0753	0823	0853	0923	0943	1003	1023	1038	intervals of not	1718	1730	1742	1754	1806	1818
Brooks's Bar	0701	0731	0801	0831	0901	0931	0951	1011	1031	1046	more than 10 mins	1727	1739	1751	1803	1815	1825
Chorlton, Bus Station	0710	0740	0810	0840	0910	0940	1000	1020	1040	1055	until	1738	1750	1802	1814	1826	1835

Manchester, Piccadilly Gardens	1823	1838	and	2338
Oxford Road/Booth Street West	1831	1846	every	2346
Brooks's Bar	1838	1853	15 mins	2353
Chorlton, Bus Station	1848	1903	until	0003

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

CD – College days only

♿ – All bus 86 journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Brooks's Bar — Chorlton — Stretford — Sale

Night Bus 86

Friday nights/Saturday mornings and Saturday nights/Sunday mornings (except public holidays)

Manchester, Piccadilly Gardens	0025	0055	0125	0155	0225	0255
Oxford Road/Booth Street West	0034	0104	0134	0204	0234	0304
Brooks's Bar	0041	0111	0141	0211	0241	0311
Chorlton, Town Centre	0046	0116	0146	0216	0246	0316
Stretford Mall	0051	0121	0151	0221	0251	0321
Sale, Ashfield Road	0055	0125	0155	0225	0255	0325

Night bus 86 does not run from Sunday night/Monday morning to Thursday night/Friday morning or on public holidays

♿ – All bus 86 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 15 October

150

Additional college day journeys are
introduced

Bus

150



Easy access on all buses

Gorton
Belle Vue
Longsight
Levenshulme
Fallowfield
Chorlton
Stretford
The Trafford Centre

From 15 October 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Hyde Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

	CD																		
Gorton, Tesco	0513	0613	0703		0744	0814	0844	0908	0928	0953	1018	1048	1118	1148	1216	1243	1314	1349	1417
Belle Vue	0518	0618	0708	0717	0749	0819	0849	0913	0933	0958	1023	1053	1123	1153	1221	1248	1319	1354	1422
Longsight, Slade Lane	0533	0633	0725	0734	0805	0835	0905	0929	0949	1014	1039	1109	1139	1209	1237	1304	1339	1414	1442
Levenshulme, Train Station	0543	0643	0735	0746	0811	0841	0911	0935	0955	1020	1045	1115	1145	1215	1243	1313	1348	1424	1452
Chorlton, Alexandra Road South	0554	0654	0748	0801	0824	0853	0923	0947	1007	1032	1057	1127	1157	1227	1255	1325	1405	1441	1509
Chorlton, Metrolink Stop	0558	0658	0752	0806	0828	0858	0928	0952	1012	1037	1102	1132	1202	1232	1300	1330	1410	1446	1514
Stretford Mall	0607	0707	0802		0838	0908	0938	1002	1022	1047	1112	1142	1212	1242	1310	1340	1424	1501	1529
The Trafford Centre, Bus Station	0618	0718	0814		0850	0920	0950	1014	1034	1059	1124	1154	1224	1254	1322	1354	1439	1516	1544
	a																		
Gorton, Tesco	1450	1530	1604	1638	1712	1753	1823	1853	1925	2025	2125	2225	2325						
Belle Vue	1455	1535	1609	1643	1717	1758	1828	1858	1928	2028	2128	2228	2328						
Longsight, Slade Lane	1515	1555	1629	1701	1735	1811	1841	1911	1941	2041	2141	2241	2341						
Levenshulme, Train Station	1527	1605	1639	1711	1744	1817	1847	1917	1947	2047	2147	2247	2347						
Chorlton, Alexandra Road South	1543	1621	1655	1723	1756	1828	1858	1928	1958	2058	2158	2258	2358						
Chorlton, Metrolink Stop	1548	1624	1658	1726	1759	1830	1900	1930	2000	2100	2200	2300	0000						
Stretford Mall	1600	1635	1709	1735	1807	1837	1907	1937	2007	2107	2207	2307	0007						
The Trafford Centre, Bus Station	1615	1649	1723	1748	1820	1849	1919	1949	2019	2119	2219	2319	0019						

 – Journey provided with the financial support of Transport for Greater Manchester

a – Starts from Wright Robinson Sports College at 1525

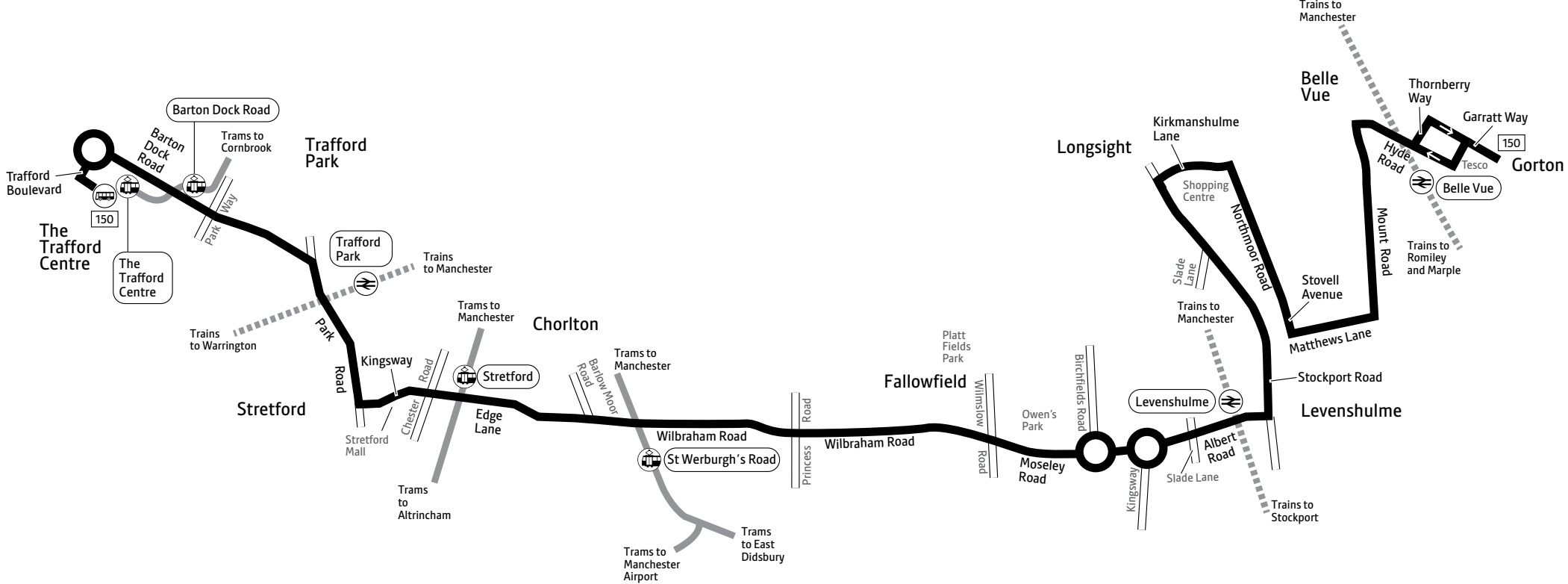
CD – College days only

 – All bus 150 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Terminus



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Saturdays

Gorton, Tesco	0642	0742	0844	0914	0946	1016	1046	1117	1147	1218	1249	1319	1349	1418	1448	1518	1546	1616	1650
Belle Vue	0647	0747	0849	0919	0951	1021	1051	1122	1152	1223	1254	1324	1354	1423	1453	1523	1551	1621	1655
Longsight, Slade Lane	0703	0803	0905	0935	1007	1037	1107	1138	1208	1239	1310	1340	1410	1439	1509	1539	1607	1637	1709
Levenshulme, Train Station	0710	0810	0912	0942	1014	1044	1114	1145	1215	1246	1316	1346	1416	1445	1515	1545	1613	1643	1715
Chorlton, Alexandra Road South	0722	0822	0924	0954	1026	1056	1126	1157	1227	1258	1328	1358	1428	1457	1527	1557	1625	1655	1727
Chorlton, Metrolink Stop	0726	0826	0928	0958	1030	1100	1130	1201	1231	1302	1332	1402	1432	1501	1531	1601	1629	1659	1730
Stretford Mall	0736	0836	0938	1008	1040	1110	1140	1211	1241	1312	1342	1412	1442	1511	1541	1611	1639	1709	1739
The Trafford Centre, Bus Station	0746	0846	0950	1020	1052	1122	1152	1223	1253	1324	1354	1424	1454	1523	1553	1623	1651	1721	1751







Gorton, Tesco	1730	1800	1830	1930	2030	2130	2230	2330											
Belle Vue	1733	1803	1833	1933	2033	2133	2233	2333											
Longsight, Slade Lane	1746	1816	1846	1946	2046	2146	2246	2346											
Levenshulme, Train Station	1752	1822	1852	1952	2052	2152	2252	2352											
Chorlton, Alexandra Road South	1803	1833	1903	2003	2103	2203	2303	0003											
Chorlton, Metrolink Stop	1805	1835	1905	2005	2105	2205	2305	0005											
Stretford Mall	1812	1842	1912	2012	2112	2212	2312	0012											
The Trafford Centre, Bus Station	1824	1854	1924	2024	2124	2224	2324	0024											

Sundays and public holidays (except Christmas and New Year period)

																			
Gorton, Tesco		0841	0943		1543	1643	1743	1843	1933	2033	2133	2233	2330						
Belle Vue		0846	0948		1548	1648	1746	1846	1936	2036	2136	2236	2333						
Longsight, Slade Lane		0901	1003	and	1603	1703	1759	1859	1949	2049	2149	2249	2346						
Levenshulme, Train Station	0751	0908	1010	every	1610	1710	1806	1906	1955	2055	2155	2255	2352						
Chorlton, Alexandra Road South	0802	0920	1022	hour	1622	1722	1818	1918	2006	2106	2206	2306							
Chorlton, Metrolink Stop	0805	0924	1026	until	1626	1725	1821	1921	2008	2108	2208	2308							
Stretford Mall	0814	0933	1035		1635	1734	1828	1928	2015	2115	2215	2315							
The Trafford Centre, Bus Station	0824	0944	1046		1646	1745	1838	1938	2025	2125	2225	2325							

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 150 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

	CD																		
The Trafford Centre, Bus Station	0545	0615	0645	0715	0750	0825	0900		1330	1400	1430		1500	1530	1600	1630	1700	1730	1800
Stretford Mall	0557	0627	0657	0728	0803	0838	0911	and	1341	1411	1442		1513	1543	1613	1643	1713	1743	1813
Chorlton, Metrolink Stop	0603	0633	0703	0738	0814	0848	0920	every	1350	1420	1451	1503	1523	1554	1626	1656	1724	1753	1822
Chorlton, Alexandra Road South	0607	0637	0707	0743	0819	0852	0924	30	1354	1424	1456	1508	1528	1559	1631	1700	1728	1757	1826
Levenshulme, Train Station	0622	0652	0725	0801	0838	0907	0938	mins	1408	1443	1518	1528	1551	1621	1653	1719	1746	1812	1841
Longsight, Slade Lane	0629	0659	0733	0808	0844	0913	0944	until	1414	1451	1526	1536	1558	1628	1700	1726	1753	1819	1848
Belle Vue	0647	0717	0753	0828	0902	0930	1000		1430	1507	1543	1553	1618	1650	1722	1746	1811	1835	1904
Gorton, Tesco	0652	0722	0758	0833	0909	0937	1007		1437	1514	1550		1625	1657	1729	1753	1818	1842	1911
	b																		

	♠	♠	♠	♠	♠	
The Trafford Centre, Bus Station	1830	1924	2024	2124	2224	2324
Stretford Mall	1842	1936	2036	2136	2236	2336
Chorlton, Metrolink Stop	1850	1944	2044	2144	2244	2344
Chorlton, Alexandra Road South	1854	1947	2047	2147	2247	2347
Levenshulme, Train Station	1907	1958	2058	2158	2258	2358
Longsight, Slade Lane	1913	2004	2104	2204	2304	0004
Belle Vue	1927	2017	2117	2217	2317	0017
Gorton, Tesco	1932	2020	2120	2220	2320	

♢ – Journey provided with the financial support of Transport for Greater Manchester

b – Continues to Wright Robinson Sports College arriving at 0803

CD – College days only

♢ – All bus 150 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays

The Trafford Centre, Bus Station	0800	0830	0900		1700	1730	1830	1930	2030	2130	2230	2330		
Stretford Mall	0811	0841	0911	and	1711	1741	1841	1941	2041	2141	2241	2341		
Chorlton, Metrolink Stop	0751	0821	0851	0921	every	1721	1751	1849	1949	2049	2149	2249	2349	
Chorlton, Alexandra Road South	0755	0825	0855	0925	30	1725	1755	1852	1952	2052	2152	2252	2352	
Levenshulme, Train Station	0806	0836	0906	0939	mins	1739	1809	1903	2003	2103	2203	2303	0003	
Longsight, Slade Lane	0810	0840	0910	0945	until	1745	1815	1909	2009	2109	2209	2309	0009	
Belle Vue	0825	0855	0925	1001		1801	1830	1922	2022	2122	2222	2322	0022	
Gorton, Tesco	0830	0900	0930	1006		1806	1835	1925	2025	2125	2225	2325		

Sundays and public holidays (except Christmas and New Year period)

The Trafford Centre, Bus Station	0730	0830	0930		1630	1730	1830	1930	2030	2130	2230			
Stretford Mall	0741	0841	0941		1641	1741	1841	1941	2041	2141	2241			
Chorlton, Metrolink Stop	0750	0851	0951	and	1651	1751	1850	1949	2049	2149	2249			
Chorlton, Alexandra Road South	0754	0855	0955	every	1655	1755	1854	1952	2052	2152	2252			
Levenshulme, Train Station	0805	0907	1008	hour	1708	1807	1905	2003	2103	2203	2303			
Longsight, Slade Lane	0811	0913	1014	until	1714	1813	1911	2009	2109	2209	2309			
Belle Vue	0825	0929	1030		1730	1829	1924	2022	2122	2222	2322			
Gorton, Tesco	0829	0934	1035		1735	1834	1928	2025	2125	2225	2325			

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 150 journeys are run using easy access buses. See inside front cover of this leaflet for details

Appendix C

Accident Reports



Validated Data

Crash Date: Monday, July 10, 2017 **Time of Crash:** 8:45:00 AM **Crash Reference:** 201706E033014

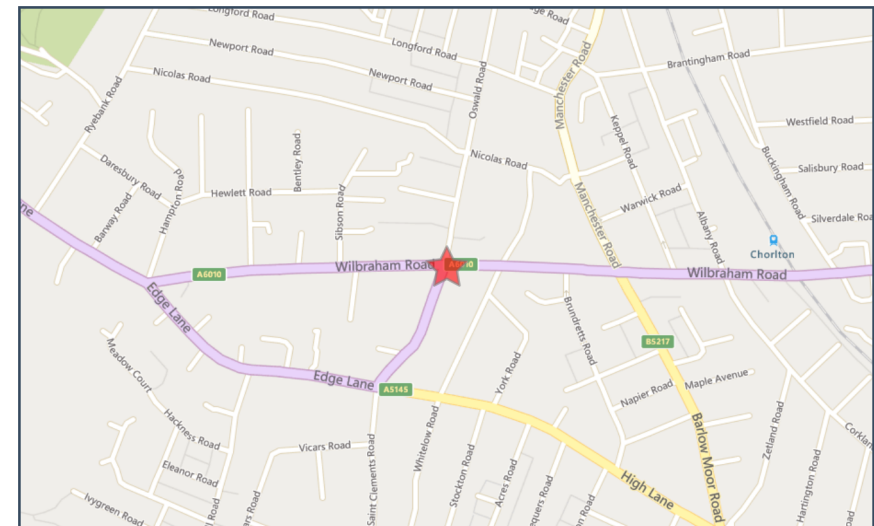
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A6010

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 381415 394016



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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	5	Male	46 - 55	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	Female	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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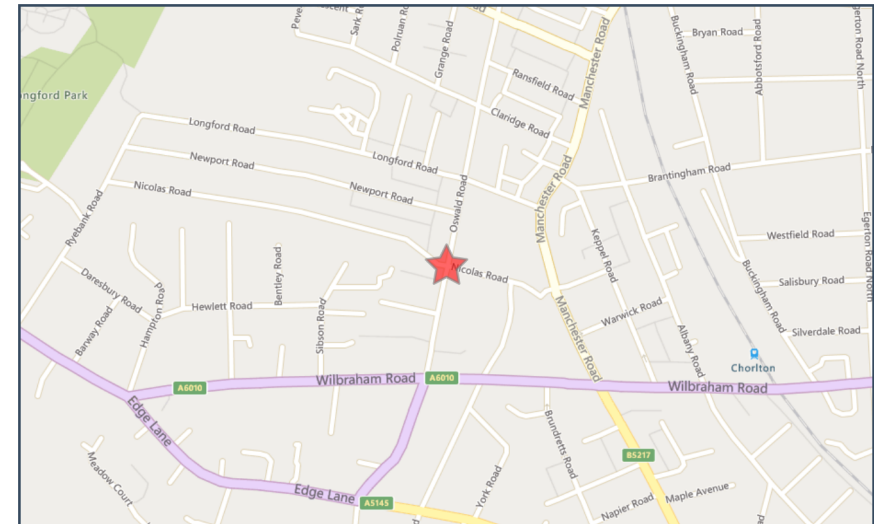


crashmap.co.uk

Validated Data

Crash Date: Thursday, June 13, 2019 **Time of Crash:** 9:00:00 AM **Crash Reference:** 201906E358249

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	381445 394191
Local Authority:	Manchester City				
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
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:	Authorised person				



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	Female	26 - 35	Vehicle is in the act of turning right	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, not crossing	In carriageway, stationary - not crossing (standing or playing)

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

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Validated Data

Crash Date: Thursday, December 17, 2020 **Time of Crash:** 2:00:00 PM **Crash Reference:** 202006E378875

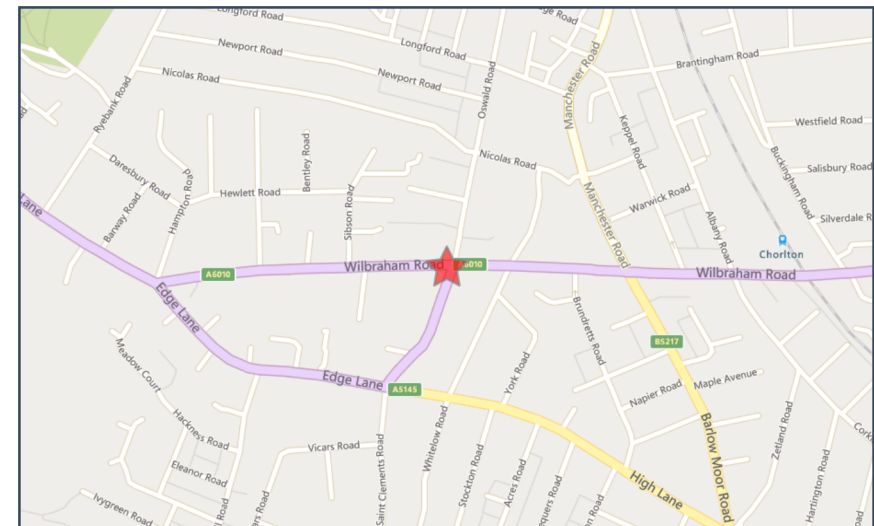
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A6010

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 381401 394015



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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)	3	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	11	Female	56 - 65	Vehicle is in the act of turning left	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	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 D

TRICS Output Files

Calculation Reference: AUDIT-852401-220608-0658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
09	NORTH	
	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: No of Employees
 Actual Range: 2 to 6 (units:)
 Range Selected by User: 2 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/11/21

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

Selected survey days:

Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 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)	1
Edge of Town	2

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	2
Residential 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, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 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	2 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:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	BR-15-A-01 PEN PARK ROAD BRISTOL SOUTHMEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees: 2 Survey date: WEDNESDAY 03/11/21	GARAGE	BRISTOL CITY	Survey Type: MANUAL
2	HF-15-A-01 LEYDEN ROAD STEVENAGE Edge of Town Industrial Zone Total No of Employees: 3 Survey date: FRIDAY 28/06/19	GARAGE	HERTFORDSHIRE	Survey Type: MANUAL
3	TW-15-A-01 HENDON STREET SUNDERLAND HENDON Edge of Town Industrial Zone Total No of Employees: 6 Survey date: FRIDAY 24/05/19	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR	Survey Type: MANUAL

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.167	1	6	0.000	1	6	0.167
07:00 - 08:00	3	4	0.364	3	4	0.091	3	4	0.455
08:00 - 09:00	3	4	1.273	3	4	0.727	3	4	2.000
09:00 - 10:00	3	4	2.000	3	4	1.455	3	4	3.455
10:00 - 11:00	3	4	0.727	3	4	0.364	3	4	1.091
11:00 - 12:00	3	4	1.091	3	4	1.091	3	4	2.182
12:00 - 13:00	3	4	0.818	3	4	0.818	3	4	1.636
13:00 - 14:00	3	4	0.455	3	4	0.818	3	4	1.273
14:00 - 15:00	3	4	1.273	3	4	1.182	3	4	2.455
15:00 - 16:00	3	4	0.545	3	4	0.909	3	4	1.454
16:00 - 17:00	3	4	0.182	3	4	1.091	3	4	1.273
17:00 - 18:00	3	4	0.091	3	4	0.545	3	4	0.636
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.986			9.091			18.077

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:	2 - 6 (units:)
Survey date range:	01/01/14 - 20/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.000	1	6	0.000	1	6	0.000
07:00 - 08:00	3	4	0.000	3	4	0.000	3	4	0.000
08:00 - 09:00	3	4	0.091	3	4	0.091	3	4	0.182
09:00 - 10:00	3	4	0.000	3	4	0.000	3	4	0.000
10:00 - 11:00	3	4	0.000	3	4	0.000	3	4	0.000
11:00 - 12:00	3	4	0.000	3	4	0.000	3	4	0.000
12:00 - 13:00	3	4	0.000	3	4	0.000	3	4	0.000
13:00 - 14:00	3	4	0.000	3	4	0.000	3	4	0.000
14:00 - 15:00	3	4	0.000	3	4	0.000	3	4	0.000
15:00 - 16:00	3	4	0.000	3	4	0.000	3	4	0.000
16:00 - 17:00	3	4	0.000	3	4	0.000	3	4	0.000
17:00 - 18:00	3	4	0.000	3	4	0.000	3	4	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.091			0.182

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.000	1	6	0.000	1	6	0.000
07:00 - 08:00	3	4	0.000	3	4	0.000	3	4	0.000
08:00 - 09:00	3	4	0.091	3	4	0.091	3	4	0.182
09:00 - 10:00	3	4	0.182	3	4	0.182	3	4	0.364
10:00 - 11:00	3	4	0.000	3	4	0.000	3	4	0.000
11:00 - 12:00	3	4	0.000	3	4	0.000	3	4	0.000
12:00 - 13:00	3	4	0.000	3	4	0.000	3	4	0.000
13:00 - 14:00	3	4	0.000	3	4	0.000	3	4	0.000
14:00 - 15:00	3	4	0.000	3	4	0.000	3	4	0.000
15:00 - 16:00	3	4	0.091	3	4	0.091	3	4	0.182
16:00 - 17:00	3	4	0.000	3	4	0.000	3	4	0.000
17:00 - 18:00	3	4	0.000	3	4	0.000	3	4	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.364			0.364			0.728

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.000	1	6	0.000	1	6	0.000
07:00 - 08:00	3	4	0.000	3	4	0.000	3	4	0.000
08:00 - 09:00	3	4	0.000	3	4	0.000	3	4	0.000
09:00 - 10:00	3	4	0.000	3	4	0.000	3	4	0.000
10:00 - 11:00	3	4	0.000	3	4	0.000	3	4	0.000
11:00 - 12:00	3	4	0.000	3	4	0.000	3	4	0.000
12:00 - 13:00	3	4	0.000	3	4	0.000	3	4	0.000
13:00 - 14:00	3	4	0.000	3	4	0.000	3	4	0.000
14:00 - 15:00	3	4	0.000	3	4	0.000	3	4	0.000
15:00 - 16:00	3	4	0.000	3	4	0.000	3	4	0.000
16:00 - 17:00	3	4	0.000	3	4	0.000	3	4	0.000
17:00 - 18:00	3	4	0.091	3	4	0.091	3	4	0.182
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.091			0.182

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

CARS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.000	1	6	0.000	1	6	0.000
07:00 - 08:00	3	4	0.182	3	4	0.000	3	4	0.182
08:00 - 09:00	3	4	0.818	3	4	0.364	3	4	1.182
09:00 - 10:00	3	4	1.182	3	4	0.545	3	4	1.727
10:00 - 11:00	3	4	0.455	3	4	0.182	3	4	0.637
11:00 - 12:00	3	4	0.545	3	4	0.455	3	4	1.000
12:00 - 13:00	3	4	0.273	3	4	0.182	3	4	0.455
13:00 - 14:00	3	4	0.182	3	4	0.545	3	4	0.727
14:00 - 15:00	3	4	0.818	3	4	0.909	3	4	1.727
15:00 - 16:00	3	4	0.364	3	4	0.545	3	4	0.909
16:00 - 17:00	3	4	0.091	3	4	1.000	3	4	1.091
17:00 - 18:00	3	4	0.091	3	4	0.545	3	4	0.636
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.001			5.272			10.273

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

LGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.167	1	6	0.000	1	6	0.167
07:00 - 08:00	3	4	0.182	3	4	0.091	3	4	0.273
08:00 - 09:00	3	4	0.273	3	4	0.182	3	4	0.455
09:00 - 10:00	3	4	0.636	3	4	0.727	3	4	1.363
10:00 - 11:00	3	4	0.182	3	4	0.182	3	4	0.364
11:00 - 12:00	3	4	0.545	3	4	0.636	3	4	1.181
12:00 - 13:00	3	4	0.545	3	4	0.545	3	4	1.090
13:00 - 14:00	3	4	0.273	3	4	0.273	3	4	0.546
14:00 - 15:00	3	4	0.455	3	4	0.273	3	4	0.728
15:00 - 16:00	3	4	0.091	3	4	0.273	3	4	0.364
16:00 - 17:00	3	4	0.091	3	4	0.091	3	4	0.182
17:00 - 18:00	3	4	0.000	3	4	0.000	3	4	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.440			3.273			6.713

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

MOTOR CYCLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	1	6	0.000	1	6	0.000	1	6	0.000
07:00 - 08:00	3	4	0.000	3	4	0.000	3	4	0.000
08:00 - 09:00	3	4	0.000	3	4	0.000	3	4	0.000
09:00 - 10:00	3	4	0.000	3	4	0.000	3	4	0.000
10:00 - 11:00	3	4	0.091	3	4	0.000	3	4	0.091
11:00 - 12:00	3	4	0.000	3	4	0.000	3	4	0.000
12:00 - 13:00	3	4	0.000	3	4	0.091	3	4	0.091
13:00 - 14:00	3	4	0.000	3	4	0.000	3	4	0.000
14:00 - 15:00	3	4	0.000	3	4	0.000	3	4	0.000
15:00 - 16:00	3	4	0.000	3	4	0.000	3	4	0.000
16:00 - 17:00	3	4	0.000	3	4	0.000	3	4	0.000
17:00 - 18:00	3	4	0.000	3	4	0.000	3	4	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.091			0.182

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.

Calculation Reference: AUDIT-852401-220614-0623

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 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: 9 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/06/21

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6

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,

Secondary Filtering selection:

Use Class:

C3	7 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	5 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
125,001 to 250,000	3 days
250,001 to 500,000	1 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:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	5 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
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
2	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		09/06/21	Survey Type: MANUAL
3	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: MONDAY		07/06/21	Survey Type: MANUAL
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		9	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL
5	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS		MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:		24	
	Survey date: MONDAY		12/04/21	Survey Type: MANUAL
6	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	Survey date: TUESDAY		13/05/14	Survey Type: MANUAL
7	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		03/12/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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): 2.39

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	23	0.068	7	23	0.168	7	23	0.236
08:00 - 09:00	7	23	0.099	7	23	0.255	7	23	0.354
09:00 - 10:00	7	23	0.168	7	23	0.143	7	23	0.311
10:00 - 11:00	7	23	0.087	7	23	0.149	7	23	0.236
11:00 - 12:00	7	23	0.106	7	23	0.106	7	23	0.212
12:00 - 13:00	7	23	0.081	7	23	0.068	7	23	0.149
13:00 - 14:00	7	23	0.106	7	23	0.118	7	23	0.224
14:00 - 15:00	7	23	0.093	7	23	0.106	7	23	0.199
15:00 - 16:00	7	23	0.093	7	23	0.087	7	23	0.180
16:00 - 17:00	7	23	0.193	7	23	0.130	7	23	0.323
17:00 - 18:00	7	23	0.211	7	23	0.099	7	23	0.310
18:00 - 19:00	7	23	0.130	7	23	0.087	7	23	0.217
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.435			1.516			2.951

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:	9 - 30 (units:)
Survey date range:	01/01/14 - 09/06/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.006	7	23	0.006	7	23	0.012
08:00 - 09:00	7	23	0.012	7	23	0.012	7	23	0.024
09:00 - 10:00	7	23	0.012	7	23	0.012	7	23	0.024
10:00 - 11:00	7	23	0.006	7	23	0.006	7	23	0.012
11:00 - 12:00	7	23	0.006	7	23	0.006	7	23	0.012
12:00 - 13:00	7	23	0.019	7	23	0.012	7	23	0.031
13:00 - 14:00	7	23	0.000	7	23	0.006	7	23	0.006
14:00 - 15:00	7	23	0.000	7	23	0.000	7	23	0.000
15:00 - 16:00	7	23	0.000	7	23	0.000	7	23	0.000
16:00 - 17:00	7	23	0.012	7	23	0.012	7	23	0.024
17:00 - 18:00	7	23	0.000	7	23	0.000	7	23	0.000
18:00 - 19:00	7	23	0.012	7	23	0.012	7	23	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.084			0.169

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.006	7	23	0.006	7	23	0.012
08:00 - 09:00	7	23	0.000	7	23	0.006	7	23	0.006
09:00 - 10:00	7	23	0.006	7	23	0.006	7	23	0.012
10:00 - 11:00	7	23	0.000	7	23	0.000	7	23	0.000
11:00 - 12:00	7	23	0.006	7	23	0.006	7	23	0.012
12:00 - 13:00	7	23	0.000	7	23	0.000	7	23	0.000
13:00 - 14:00	7	23	0.000	7	23	0.000	7	23	0.000
14:00 - 15:00	7	23	0.012	7	23	0.012	7	23	0.024
15:00 - 16:00	7	23	0.000	7	23	0.000	7	23	0.000
16:00 - 17:00	7	23	0.000	7	23	0.000	7	23	0.000
17:00 - 18:00	7	23	0.000	7	23	0.000	7	23	0.000
18:00 - 19:00	7	23	0.000	7	23	0.000	7	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.036			0.066

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.006	7	23	0.025	7	23	0.031
08:00 - 09:00	7	23	0.000	7	23	0.062	7	23	0.062
09:00 - 10:00	7	23	0.019	7	23	0.000	7	23	0.019
10:00 - 11:00	7	23	0.006	7	23	0.000	7	23	0.006
11:00 - 12:00	7	23	0.012	7	23	0.006	7	23	0.018
12:00 - 13:00	7	23	0.006	7	23	0.000	7	23	0.006
13:00 - 14:00	7	23	0.012	7	23	0.012	7	23	0.024
14:00 - 15:00	7	23	0.012	7	23	0.006	7	23	0.018
15:00 - 16:00	7	23	0.000	7	23	0.000	7	23	0.000
16:00 - 17:00	7	23	0.000	7	23	0.000	7	23	0.000
17:00 - 18:00	7	23	0.037	7	23	0.006	7	23	0.043
18:00 - 19:00	7	23	0.006	7	23	0.006	7	23	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.123			0.239

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.081	7	23	0.211	7	23	0.292
08:00 - 09:00	7	23	0.093	7	23	0.366	7	23	0.459
09:00 - 10:00	7	23	0.267	7	23	0.193	7	23	0.460
10:00 - 11:00	7	23	0.118	7	23	0.174	7	23	0.292
11:00 - 12:00	7	23	0.118	7	23	0.137	7	23	0.255
12:00 - 13:00	7	23	0.081	7	23	0.062	7	23	0.143
13:00 - 14:00	7	23	0.130	7	23	0.143	7	23	0.273
14:00 - 15:00	7	23	0.118	7	23	0.143	7	23	0.261
15:00 - 16:00	7	23	0.118	7	23	0.093	7	23	0.211
16:00 - 17:00	7	23	0.248	7	23	0.130	7	23	0.378
17:00 - 18:00	7	23	0.242	7	23	0.143	7	23	0.385
18:00 - 19:00	7	23	0.168	7	23	0.118	7	23	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.782			1.913			3.695

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.037	7	23	0.168	7	23	0.205
08:00 - 09:00	7	23	0.043	7	23	0.137	7	23	0.180
09:00 - 10:00	7	23	0.081	7	23	0.137	7	23	0.218
10:00 - 11:00	7	23	0.068	7	23	0.056	7	23	0.124
11:00 - 12:00	7	23	0.043	7	23	0.031	7	23	0.074
12:00 - 13:00	7	23	0.050	7	23	0.050	7	23	0.100
13:00 - 14:00	7	23	0.068	7	23	0.037	7	23	0.105
14:00 - 15:00	7	23	0.062	7	23	0.075	7	23	0.137
15:00 - 16:00	7	23	0.075	7	23	0.043	7	23	0.118
16:00 - 17:00	7	23	0.124	7	23	0.043	7	23	0.167
17:00 - 18:00	7	23	0.093	7	23	0.031	7	23	0.124
18:00 - 19:00	7	23	0.081	7	23	0.062	7	23	0.143
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.825			0.870			1.695

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.000	7	23	0.062	7	23	0.062
08:00 - 09:00	7	23	0.000	7	23	0.099	7	23	0.099
09:00 - 10:00	7	23	0.006	7	23	0.068	7	23	0.074
10:00 - 11:00	7	23	0.000	7	23	0.012	7	23	0.012
11:00 - 12:00	7	23	0.006	7	23	0.031	7	23	0.037
12:00 - 13:00	7	23	0.012	7	23	0.006	7	23	0.018
13:00 - 14:00	7	23	0.000	7	23	0.006	7	23	0.006
14:00 - 15:00	7	23	0.025	7	23	0.019	7	23	0.044
15:00 - 16:00	7	23	0.037	7	23	0.012	7	23	0.049
16:00 - 17:00	7	23	0.112	7	23	0.012	7	23	0.124
17:00 - 18:00	7	23	0.075	7	23	0.006	7	23	0.081
18:00 - 19:00	7	23	0.031	7	23	0.000	7	23	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.304			0.333			0.637

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.000	7	23	0.118	7	23	0.118
08:00 - 09:00	7	23	0.006	7	23	0.180	7	23	0.186
09:00 - 10:00	7	23	0.000	7	23	0.037	7	23	0.037
10:00 - 11:00	7	23	0.006	7	23	0.025	7	23	0.031
11:00 - 12:00	7	23	0.012	7	23	0.012	7	23	0.024
12:00 - 13:00	7	23	0.031	7	23	0.019	7	23	0.050
13:00 - 14:00	7	23	0.012	7	23	0.012	7	23	0.024
14:00 - 15:00	7	23	0.025	7	23	0.006	7	23	0.031
15:00 - 16:00	7	23	0.043	7	23	0.000	7	23	0.043
16:00 - 17:00	7	23	0.031	7	23	0.000	7	23	0.031
17:00 - 18:00	7	23	0.106	7	23	0.000	7	23	0.106
18:00 - 19:00	7	23	0.087	7	23	0.000	7	23	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.359			0.409			0.768

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.000	7	23	0.000	7	23	0.000
08:00 - 09:00	7	23	0.000	7	23	0.006	7	23	0.006
09:00 - 10:00	7	23	0.000	7	23	0.000	7	23	0.000
10:00 - 11:00	7	23	0.000	7	23	0.000	7	23	0.000
11:00 - 12:00	7	23	0.000	7	23	0.000	7	23	0.000
12:00 - 13:00	7	23	0.000	7	23	0.000	7	23	0.000
13:00 - 14:00	7	23	0.000	7	23	0.000	7	23	0.000
14:00 - 15:00	7	23	0.000	7	23	0.000	7	23	0.000
15:00 - 16:00	7	23	0.000	7	23	0.000	7	23	0.000
16:00 - 17:00	7	23	0.000	7	23	0.000	7	23	0.000
17:00 - 18:00	7	23	0.000	7	23	0.000	7	23	0.000
18:00 - 19:00	7	23	0.000	7	23	0.000	7	23	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			0.006			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	23	0.000	7	23	0.180	7	23	0.180
08:00 - 09:00	7	23	0.006	7	23	0.286	7	23	0.292
09:00 - 10:00	7	23	0.006	7	23	0.106	7	23	0.112
10:00 - 11:00	7	23	0.006	7	23	0.037	7	23	0.043
11:00 - 12:00	7	23	0.019	7	23	0.043	7	23	0.062
12:00 - 13:00	7	23	0.043	7	23	0.025	7	23	0.068
13:00 - 14:00	7	23	0.012	7	23	0.019	7	23	0.031
14:00 - 15:00	7	23	0.050	7	23	0.025	7	23	0.075
15:00 - 16:00	7	23	0.081	7	23	0.012	7	23	0.093
16:00 - 17:00	7	23	0.143	7	23	0.012	7	23	0.155
17:00 - 18:00	7	23	0.180	7	23	0.006	7	23	0.186
18:00 - 19:00	7	23	0.118	7	23	0.000	7	23	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.664			0.751			1.415

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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): 2.39

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	23	0.124	7	23	0.584	7	23	0.708
08:00 - 09:00	7	23	0.143	7	23	0.851	7	23	0.994
09:00 - 10:00	7	23	0.373	7	23	0.435	7	23	0.808
10:00 - 11:00	7	23	0.199	7	23	0.267	7	23	0.466
11:00 - 12:00	7	23	0.193	7	23	0.217	7	23	0.410
12:00 - 13:00	7	23	0.180	7	23	0.137	7	23	0.317
13:00 - 14:00	7	23	0.224	7	23	0.211	7	23	0.435
14:00 - 15:00	7	23	0.242	7	23	0.248	7	23	0.490
15:00 - 16:00	7	23	0.273	7	23	0.149	7	23	0.422
16:00 - 17:00	7	23	0.516	7	23	0.186	7	23	0.702
17:00 - 18:00	7	23	0.553	7	23	0.186	7	23	0.739
18:00 - 19:00	7	23	0.373	7	23	0.186	7	23	0.559
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.393			3.657			7.050

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

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	23	0.043	7	23	0.143	7	23	0.186
08:00 - 09:00	7	23	0.087	7	23	0.217	7	23	0.304
09:00 - 10:00	7	23	0.106	7	23	0.106	7	23	0.212
10:00 - 11:00	7	23	0.068	7	23	0.106	7	23	0.174
11:00 - 12:00	7	23	0.075	7	23	0.081	7	23	0.156
12:00 - 13:00	7	23	0.062	7	23	0.043	7	23	0.105
13:00 - 14:00	7	23	0.087	7	23	0.106	7	23	0.193
14:00 - 15:00	7	23	0.081	7	23	0.087	7	23	0.168
15:00 - 16:00	7	23	0.087	7	23	0.075	7	23	0.162
16:00 - 17:00	7	23	0.161	7	23	0.106	7	23	0.267
17:00 - 18:00	7	23	0.199	7	23	0.087	7	23	0.286
18:00 - 19:00	7	23	0.112	7	23	0.068	7	23	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.168			1.225			2.393

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

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	23	0.012	7	23	0.012	7	23	0.024
08:00 - 09:00	7	23	0.000	7	23	0.019	7	23	0.019
09:00 - 10:00	7	23	0.043	7	23	0.019	7	23	0.062
10:00 - 11:00	7	23	0.012	7	23	0.037	7	23	0.049
11:00 - 12:00	7	23	0.019	7	23	0.012	7	23	0.031
12:00 - 13:00	7	23	0.000	7	23	0.012	7	23	0.012
13:00 - 14:00	7	23	0.012	7	23	0.006	7	23	0.018
14:00 - 15:00	7	23	0.000	7	23	0.006	7	23	0.006
15:00 - 16:00	7	23	0.006	7	23	0.006	7	23	0.012
16:00 - 17:00	7	23	0.019	7	23	0.012	7	23	0.031
17:00 - 18:00	7	23	0.012	7	23	0.006	7	23	0.018
18:00 - 19:00	7	23	0.006	7	23	0.006	7	23	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.153			0.294

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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	23	0.000	7	23	0.000	7	23	0.000
08:00 - 09:00	7	23	0.000	7	23	0.000	7	23	0.000
09:00 - 10:00	7	23	0.000	7	23	0.000	7	23	0.000
10:00 - 11:00	7	23	0.000	7	23	0.000	7	23	0.000
11:00 - 12:00	7	23	0.000	7	23	0.000	7	23	0.000
12:00 - 13:00	7	23	0.000	7	23	0.000	7	23	0.000
13:00 - 14:00	7	23	0.006	7	23	0.000	7	23	0.006
14:00 - 15:00	7	23	0.000	7	23	0.000	7	23	0.000
15:00 - 16:00	7	23	0.000	7	23	0.006	7	23	0.006
16:00 - 17:00	7	23	0.000	7	23	0.000	7	23	0.000
17:00 - 18:00	7	23	0.000	7	23	0.006	7	23	0.006
18:00 - 19:00	7	23	0.000	7	23	0.000	7	23	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.012			0.018

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

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

Calculation Reference: AUDIT-852401-220608-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 18 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/06/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
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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	6
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

4 days

15,001 to 20,000

1 days

20,001 to 25,000

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

50,001 to 75,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

3 days

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

Travel Plan:

Yes

2 days

No

4 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

6 days

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

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 Survey date: TUESDAY 08/06/21	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
2	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
3	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
4	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15	DETACHED HOUSES	SUFFOLK	Survey Type: MANUAL
5	SH-03-A-06 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14	BUNGALOWS	SHROPSHIRE	Survey Type: MANUAL
6	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.82

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	6	13	0.077	6	13	0.256	6	13	0.333
08:00 - 09:00	6	13	0.141	6	13	0.308	6	13	0.449
09:00 - 10:00	6	13	0.064	6	13	0.179	6	13	0.243
10:00 - 11:00	6	13	0.218	6	13	0.231	6	13	0.449
11:00 - 12:00	6	13	0.141	6	13	0.154	6	13	0.295
12:00 - 13:00	6	13	0.244	6	13	0.218	6	13	0.462
13:00 - 14:00	6	13	0.192	6	13	0.179	6	13	0.371
14:00 - 15:00	6	13	0.103	6	13	0.141	6	13	0.244
15:00 - 16:00	6	13	0.269	6	13	0.218	6	13	0.487
16:00 - 17:00	6	13	0.295	6	13	0.167	6	13	0.462
17:00 - 18:00	6	13	0.295	6	13	0.205	6	13	0.500
18:00 - 19:00	6	13	0.282	6	13	0.205	6	13	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.461			4.782

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 18 (units:)
Survey date range:	01/01/14 - 16/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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	6	13	0.000	6	13	0.000	6	13	0.000
08:00 - 09:00	6	13	0.000	6	13	0.000	6	13	0.000
09:00 - 10:00	6	13	0.013	6	13	0.013	6	13	0.026
10:00 - 11:00	6	13	0.013	6	13	0.013	6	13	0.026
11:00 - 12:00	6	13	0.000	6	13	0.000	6	13	0.000
12:00 - 13:00	6	13	0.000	6	13	0.000	6	13	0.000
13:00 - 14:00	6	13	0.013	6	13	0.013	6	13	0.026
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.013	6	13	0.013	6	13	0.026
17:00 - 18:00	6	13	0.000	6	13	0.000	6	13	0.000
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

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

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

MULTI-MODAL 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	6	13	0.000	6	13	0.000	6	13	0.000
08:00 - 09:00	6	13	0.000	6	13	0.000	6	13	0.000
09:00 - 10:00	6	13	0.000	6	13	0.000	6	13	0.000
10:00 - 11:00	6	13	0.026	6	13	0.000	6	13	0.026
11:00 - 12:00	6	13	0.000	6	13	0.013	6	13	0.013
12:00 - 13:00	6	13	0.000	6	13	0.000	6	13	0.000
13:00 - 14:00	6	13	0.000	6	13	0.000	6	13	0.000
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.000	6	13	0.000	6	13	0.000
17:00 - 18:00	6	13	0.013	6	13	0.013	6	13	0.026
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.026			0.065

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

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

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

MULTI-MODAL 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	6	13	0.000	6	13	0.013	6	13	0.013
08:00 - 09:00	6	13	0.000	6	13	0.000	6	13	0.000
09:00 - 10:00	6	13	0.000	6	13	0.000	6	13	0.000
10:00 - 11:00	6	13	0.000	6	13	0.000	6	13	0.000
11:00 - 12:00	6	13	0.000	6	13	0.026	6	13	0.026
12:00 - 13:00	6	13	0.026	6	13	0.013	6	13	0.039
13:00 - 14:00	6	13	0.000	6	13	0.000	6	13	0.000
14:00 - 15:00	6	13	0.013	6	13	0.000	6	13	0.013
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.000	6	13	0.000	6	13	0.000
17:00 - 18:00	6	13	0.026	6	13	0.000	6	13	0.026
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.052			0.117

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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	6	13	0.090	6	13	0.359	6	13	0.449
08:00 - 09:00	6	13	0.141	6	13	0.462	6	13	0.603
09:00 - 10:00	6	13	0.064	6	13	0.231	6	13	0.295
10:00 - 11:00	6	13	0.269	6	13	0.308	6	13	0.577
11:00 - 12:00	6	13	0.192	6	13	0.205	6	13	0.397
12:00 - 13:00	6	13	0.295	6	13	0.308	6	13	0.603
13:00 - 14:00	6	13	0.205	6	13	0.218	6	13	0.423
14:00 - 15:00	6	13	0.128	6	13	0.167	6	13	0.295
15:00 - 16:00	6	13	0.449	6	13	0.372	6	13	0.821
16:00 - 17:00	6	13	0.385	6	13	0.167	6	13	0.552
17:00 - 18:00	6	13	0.423	6	13	0.282	6	13	0.705
18:00 - 19:00	6	13	0.359	6	13	0.256	6	13	0.615
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.000			3.335			6.335

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	13	0.051	6	13	0.077	6	13	0.128
08:00 - 09:00	6	13	0.115	6	13	0.115	6	13	0.230
09:00 - 10:00	6	13	0.013	6	13	0.051	6	13	0.064
10:00 - 11:00	6	13	0.090	6	13	0.077	6	13	0.167
11:00 - 12:00	6	13	0.064	6	13	0.051	6	13	0.115
12:00 - 13:00	6	13	0.038	6	13	0.038	6	13	0.076
13:00 - 14:00	6	13	0.051	6	13	0.038	6	13	0.089
14:00 - 15:00	6	13	0.064	6	13	0.090	6	13	0.154
15:00 - 16:00	6	13	0.154	6	13	0.090	6	13	0.244
16:00 - 17:00	6	13	0.141	6	13	0.038	6	13	0.179
17:00 - 18:00	6	13	0.077	6	13	0.141	6	13	0.218
18:00 - 19:00	6	13	0.077	6	13	0.077	6	13	0.154
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.935			0.883			1.818

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

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

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

MULTI-MODAL 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	6	13	0.000	6	13	0.000	6	13	0.000
08:00 - 09:00	6	13	0.000	6	13	0.038	6	13	0.038
09:00 - 10:00	6	13	0.000	6	13	0.038	6	13	0.038
10:00 - 11:00	6	13	0.013	6	13	0.013	6	13	0.026
11:00 - 12:00	6	13	0.000	6	13	0.013	6	13	0.013
12:00 - 13:00	6	13	0.013	6	13	0.000	6	13	0.013
13:00 - 14:00	6	13	0.000	6	13	0.000	6	13	0.000
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.013	6	13	0.000	6	13	0.013
16:00 - 17:00	6	13	0.090	6	13	0.013	6	13	0.103
17:00 - 18:00	6	13	0.026	6	13	0.013	6	13	0.039
18:00 - 19:00	6	13	0.000	6	13	0.013	6	13	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.141			0.296

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

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

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

MULTI-MODAL 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	6	13	0.000	6	13	0.013	6	13	0.013
08:00 - 09:00	6	13	0.000	6	13	0.026	6	13	0.026
09:00 - 10:00	6	13	0.000	6	13	0.000	6	13	0.000
10:00 - 11:00	6	13	0.000	6	13	0.000	6	13	0.000
11:00 - 12:00	6	13	0.000	6	13	0.000	6	13	0.000
12:00 - 13:00	6	13	0.000	6	13	0.000	6	13	0.000
13:00 - 14:00	6	13	0.013	6	13	0.013	6	13	0.026
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.013	6	13	0.000	6	13	0.013
17:00 - 18:00	6	13	0.038	6	13	0.000	6	13	0.038
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.052			0.116

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	6	13	0.000	6	13	0.013	6	13	0.013
08:00 - 09:00	6	13	0.000	6	13	0.064	6	13	0.064
09:00 - 10:00	6	13	0.000	6	13	0.038	6	13	0.038
10:00 - 11:00	6	13	0.013	6	13	0.013	6	13	0.026
11:00 - 12:00	6	13	0.000	6	13	0.013	6	13	0.013
12:00 - 13:00	6	13	0.013	6	13	0.000	6	13	0.013
13:00 - 14:00	6	13	0.013	6	13	0.013	6	13	0.026
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.013	6	13	0.000	6	13	0.013
16:00 - 17:00	6	13	0.103	6	13	0.013	6	13	0.116
17:00 - 18:00	6	13	0.064	6	13	0.013	6	13	0.077
18:00 - 19:00	6	13	0.000	6	13	0.013	6	13	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.219			0.193			0.412

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.82

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	6	13	0.141	6	13	0.462	6	13	0.603
08:00 - 09:00	6	13	0.256	6	13	0.641	6	13	0.897
09:00 - 10:00	6	13	0.077	6	13	0.321	6	13	0.398
10:00 - 11:00	6	13	0.372	6	13	0.397	6	13	0.769
11:00 - 12:00	6	13	0.256	6	13	0.295	6	13	0.551
12:00 - 13:00	6	13	0.372	6	13	0.359	6	13	0.731
13:00 - 14:00	6	13	0.269	6	13	0.269	6	13	0.538
14:00 - 15:00	6	13	0.205	6	13	0.256	6	13	0.461
15:00 - 16:00	6	13	0.615	6	13	0.462	6	13	1.077
16:00 - 17:00	6	13	0.628	6	13	0.218	6	13	0.846
17:00 - 18:00	6	13	0.590	6	13	0.436	6	13	1.026
18:00 - 19:00	6	13	0.436	6	13	0.346	6	13	0.782
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.217			4.462			8.679

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

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

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

MULTI-MODAL CARS

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	6	13	0.064	6	13	0.231	6	13	0.295
08:00 - 09:00	6	13	0.141	6	13	0.295	6	13	0.436
09:00 - 10:00	6	13	0.038	6	13	0.154	6	13	0.192
10:00 - 11:00	6	13	0.154	6	13	0.205	6	13	0.359
11:00 - 12:00	6	13	0.141	6	13	0.128	6	13	0.269
12:00 - 13:00	6	13	0.218	6	13	0.205	6	13	0.423
13:00 - 14:00	6	13	0.115	6	13	0.115	6	13	0.230
14:00 - 15:00	6	13	0.103	6	13	0.128	6	13	0.231
15:00 - 16:00	6	13	0.269	6	13	0.218	6	13	0.487
16:00 - 17:00	6	13	0.256	6	13	0.141	6	13	0.397
17:00 - 18:00	6	13	0.244	6	13	0.192	6	13	0.436
18:00 - 19:00	6	13	0.282	6	13	0.192	6	13	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.025			2.204			4.229

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

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

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

MULTI-MODAL LGVS

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	6	13	0.013	6	13	0.013	6	13	0.026
08:00 - 09:00	6	13	0.000	6	13	0.013	6	13	0.013
09:00 - 10:00	6	13	0.013	6	13	0.013	6	13	0.026
10:00 - 11:00	6	13	0.026	6	13	0.013	6	13	0.039
11:00 - 12:00	6	13	0.000	6	13	0.013	6	13	0.013
12:00 - 13:00	6	13	0.026	6	13	0.013	6	13	0.039
13:00 - 14:00	6	13	0.064	6	13	0.051	6	13	0.115
14:00 - 15:00	6	13	0.000	6	13	0.013	6	13	0.013
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.013	6	13	0.013	6	13	0.026
17:00 - 18:00	6	13	0.038	6	13	0.013	6	13	0.051
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.193			0.168			0.361

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

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

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

MULTI-MODAL MOTOR CYCLES

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	6	13	0.000	6	13	0.013	6	13	0.013
08:00 - 09:00	6	13	0.000	6	13	0.000	6	13	0.000
09:00 - 10:00	6	13	0.000	6	13	0.000	6	13	0.000
10:00 - 11:00	6	13	0.000	6	13	0.000	6	13	0.000
11:00 - 12:00	6	13	0.000	6	13	0.000	6	13	0.000
12:00 - 13:00	6	13	0.000	6	13	0.000	6	13	0.000
13:00 - 14:00	6	13	0.000	6	13	0.000	6	13	0.000
14:00 - 15:00	6	13	0.000	6	13	0.000	6	13	0.000
15:00 - 16:00	6	13	0.000	6	13	0.000	6	13	0.000
16:00 - 17:00	6	13	0.013	6	13	0.000	6	13	0.013
17:00 - 18:00	6	13	0.000	6	13	0.000	6	13	0.000
18:00 - 19:00	6	13	0.000	6	13	0.000	6	13	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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.

Appendix E

2011 Census Output Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02001073 : Manchester 029 (2011 super output area - middle layer)

place of work : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
TOTAL	4,670	61	85	1,098	15	20	2,396	200	450	337	8
MODE SPLIT	100%	1%	2%	24%	0%	0%	51%	4%	10%	7%	0%
Stockport	224	0	4	31	0	0	163	10	13	3	0
Cheshire East	148	1	3	3	0	0	127	8	4	2	0
E02006902 : Manchester 054	383	7	2	208	2	1	88	5	55	13	2
E02001062 : Manchester 018	208	0	1	76	2	2	84	6	34	3	0
E02001184 : Salford 028	115	5	0	7	2	0	72	7	10	12	0
E02006912 : Manchester 055	290	3	0	164	0	0	64	10	38	11	0
Warrington	77	0	10	1	0	0	62	4	0	0	0
E02001073 : Manchester 029	225	2	1	27	0	0	62	8	14	111	0
E02001260 : Trafford 002	113	1	0	33	0	0	60	9	3	4	3
Oldham	79	0	2	10	0	1	59	3	4	0	0
E02001095 : Manchester 051	68	0	0	5	0	0	53	1	8	1	0
E02001063 : Manchester 019	127	0	0	46	0	0	48	8	21	4	0
E02001066 : Manchester 022	89	0	0	29	1	0	48	4	5	2	0
E02006917 : Manchester 060	166	7	2	83	1	0	45	4	23	1	0
Tameside	58	0	4	4	0	1	43	5	1	0	0
E02001261 : Trafford 003	104	0	0	9	1	3	43	4	13	31	0
Bolton	50	0	3	3	0	0	42	2	0	0	0
Bury	52	4	0	3	0	1	41	2	1	0	0
E02001259 : Trafford 001	59	1	0	6	0	1	40	4	2	5	0
E02001177 : Salford 021	45	1	1	1	0	0	37	2	1	2	0
E02006914 : Manchester 057	158	5	0	80	0	1	36	6	29	1	0
E02001089 : Manchester 045	53	0	0	13	0	1	33	2	4	0	0
E02001264 : Trafford 006	61	0	0	7	0	0	33	4	12	5	0
Cheshire West and Chester	36	0	1	0	0	0	31	3	0	1	0
E02001178 : Salford 022	67	1	0	15	0	0	31	3	16	1	0
E02001082 : Manchester 038	58	0	0	16	0	1	30	1	8	2	0
Rochdale	39	0	2	6	0	0	29	1	1	0	0
E02001083 : Manchester 039	34	0	0	3	1	0	26	1	2	1	0
E02001269 : Trafford 011	43	0	1	7	1	0	24	5	1	3	1
E02001096 : Manchester 052	34	0	0	4	0	0	23	1	5	1	0
E02001097 : Manchester 053	33	0	0	4	0	0	23	2	3	1	0
Liverpool	35	0	4	1	0	0	21	9	0	0	0
E02006915 : Manchester 058	29	0	0	3	0	0	21	2	1	2	0
E02001273 : Trafford 015	29	0	0	5	0	0	19	0	5	0	0
Wigan	23	0	0	0	0	0	18	3	2	0	0
E02001069 : Manchester 025	33	0	3	5	0	0	18	2	4	1	0
E02001077 : Manchester 033	73	0	0	7	0	0	17	5	6	38	0
E02001090 : Manchester 046	30	0	0	11	1	0	17	1	0	0	0
E02001059 : Manchester 015	24	0	0	3	0	0	16	1	4	0	0
E02001070 : Manchester 026	32	0	0	10	0	0	15	1	3	3	0
E02001270 : Trafford 012	27	0	1	2	0	0	15	1	8	0	0
E02001064 : Manchester 020	26	0	0	6	0	0	14	1	5	0	0
E02001079 : Manchester 035	28	0	0	6	0	0	14	1	2	5	0
E02001081 : Manchester 037	41	1	0	5	0	0	14	1	3	17	0
E02001168 : Salford 012	18	0	1	3	0	0	14	0	0	0	0
E02001173 : Salford 017	19	0	0	0	0	0	14	1	3	1	0
E02001057 : Manchester 013	21	0	0	5	0	0	13	0	3	0	0
E02001262 : Trafford 004	38	0	0	1	0	1	13	2	4	17	0
E02001094 : Manchester 050	18	0	0	4	0	0	12	1	1	0	0
E02001180 : Salford 024	13	0	0	1	0	0	12	0	0	0	0
Hallton	11	0	0	0	0	0	11	0	0	0	0
E02001050 : Manchester 006	15	1	0	1	0	0	11	1	1	0	0
E02001068 : Manchester 024	17	0	0	2	0	0	11	2	1	1	0
E02001072 : Manchester 028	23	1	0	1	0	0	11	1	1	8	0
E02006916 : Manchester 059	15	0	0	3	0	0	11	1	0	0	0
Chorley	14	0	0	0	0	0	10	4	0	0	0
Preston	11	0	0	0	0	0	10	0	1	0	0
E02001283 : Trafford 025	21	8	0	1	0	0	10	0	2	0	0
E02001176 : Salford 020	14	0	0	4	0	0	10	0	0	0	0
Bath and North East Somerset	22	0	0	6	0	0	9	0	7	0	0
E02001086 : Manchester 042	16	0	0	6	0	0	9	0	1	0	0
E02001263 : Trafford 005	14	0	0	1	0	0	9	0	4	0	0
E02001266 : Trafford 008	11	0	0	1	0	0	9	0	0	1	0
Blackburn with Darwen	9	0	0	1	0	0	8	0	0	0	0
South Ribble	10	0	0	1	0	0	8	0	1	0	0
E02001061 : Manchester 017	15	0	0	3	0	1	8	0	3	0	0
E02001074 : Manchester 030	23	0	0	5	0	0	8	1	6	3	0
E02006913 : Manchester 056	14	0	0	1	0	1	8	0	2	2	0
E02001285 : Trafford 027	8	0	0	0	0	0	8	0	0	0	0
E02001084 : Manchester 040	8	0	0	0	0	0	7	0	1	0	0
E02001085 : Manchester 041	11	0	0	2	0	0	7	1	1	0	0
E02001093 : Manchester 049	14	0	0	6	0	0	7	1	0	0	0
E02001267 : Trafford 009	14	0	0	2	1	0	7	0	4	0	0
E02001091 : Manchester 047	6	0	0	0	0	0	6	0	0	0	0
E02001278 : Trafford 020	11	2	0	0	0	0	6	0	3	0	0
E02001282 : Trafford 024	13	3	0	1	0	0	6	1	2	0	0
E02001163 : Salford 007	6	0	0	0	0	0	6	0	0	0	0
Ribble Valley	6	0	0	0	0	1	5	0	0	0	0
West Lancashire	7	0	1	1	0	0	5	0	0	0	0
St. Helens	7	0	1	0	0	1	5	0	0	0	0
Bradford	6	0	0	0	0	0	5	1	0	0	0
Calderdale	7	0	2	0	0	0	5	0	0	0	0
Stoke-on-Trent	6	0	1	0	0	0	5	0	0	0	0
E02001052 : Manchester 008	9	0	0	1	0	0	5	2	0	1	0
E02001055 : Manchester 011	7	0	0	1	0	0	5	1	0	0	0
E02001071 : Manchester 027	8	0	0	3	0	0	5	0	0	0	0
E02001075 : Manchester 031	11	0	0	3	0	0	5	0	2	1	0
E02001165 : Salford 009	11	0	0	6	0	0	5	0	0	0	0
E02001174 : Salford 018	5	0	0	0	0	0	5	0	0	0	0
E02001185 : Salford 029	5	0	0	0	0	0	5	0	0	0	0
Rossendale	4	0	0	0	0	0	4	0	0	0	0
Knowsley	4	0	0	0	0	0	4	0	0	0	0
Wirral	4	0	0	0	0	0	4	0	0	0	0
Sheffield	8	0	4	0	0	0	4	0	0	0	0
Leeds	14	0	8	1	0	0	4	1	0	0	0
Hillingdon	5	0	0	0	0	0	4	0	0	0	1
Flintshire	4	0	0	0	0	0	4	0	0	0	0
E02001065 : Manchester 021	5	0	0	1	0	0	4	0	0	0	0
E02001078 : Manchester 034	8	0	0	2	0	0	4	1	1	0	0
E02001080 : Manchester 036	12	0	0	5	0	0	4	0	3	0	0
E02001087 : Manchester 043	15	0	0	5	0	1	4	0	2	3	0
E02001265 : Trafford 007	5	0	0	1	0	0	4	0	0	0	0
E02001272 : Trafford 014	7	0	0	1	0	0	4	0	0	2	0
E02001275 : Trafford 017	6	0	0	1	0	0	4	0	0	1	0
E02001186 : Salford 030	6	0	0	0	0	0	4	1	1	0	0
Blackpool	8	0	3	0	0	0	3	0	1	1	0
Barrow-in-Furness	3	0	0	0	0	0	3	0	0	0	0
Burnley	3	0	0	0	0	0	3	0	0	0	0
Pendle	3	0	0	0	0	0	3	0	0	0	0
Sefton	6	0	0	2	0	0	3	0	0	1	0
Kirklees	5	0	1	1	0	0	3	0	0	0	0
Leicester	3	0	0	0	0	0	3	0	0	0	0
West Berkshire	3	0	0	0	0	0	3	0	0	0	0
Slough	3	0	0	0	0	0	3	0	0	0	0
E02001045 : Manchester 001	5	0	1	0	0	0	3	1	0	0	0
E02001053 : Manchester 009	11	0	0	5	0	1	3	1	1	0	0
E02001076 : Manchester 032	14	1	0	8	0	0	3	1	1	0	0
E02001271 : Trafford 013	5	0	0	0	0	0	3	0	2	0	0
E02001274 : Trafford 016	6	0	0	1	0	0	3	2	0	0	0
E02001277 : Trafford 019	10	1	0	5	0	0	3	0	1	0	0
E02001162 : Salford 006	3	0	0	0	0	0	3	0	0	0	0
E02001164 : Salford 008	5	0	0	0	0	0	3	0	1	1	0
E02001171 : Salford 015	4	0	0	0	0	0	3	0	1	0	0
E02001182 : Salford 026	4	0	0	0	0	0	3	1	0	0	0
Fylde	2	0	0	0	0	0	2	0	0	0	0
Lancaster	2	0	0	0	0	0	2	0	0	0	0
Wyre	3	0	0	0	0	0	2	1	0	0	0
High Peak	4	0	0	0	0	0	2	2	0	0	0
Blaby	2	0	0	0	0	0	2	0	0	0	0
Shropshire	2	0	0	0	0	0	2	0	0	0	0
Newcastle-under-Lyme	2	0	0	0	0	0	2	0	0	0	0
Milton Keynes	4	0	2	0	0	0	2	0	0	0	0
West Somerset	2	0	0	0	0	0	2	0	0	0	0
E02001046 : Manchester 002	3	0	0	0	0	0	2	0	1	0	0
E02001051 : Manchester 007	2	0	0	0	0	0	2	0	0	0	0
E02001067 : Manchester 023	5	0	0	2	0	0	2	1	0	0	0
E02001088 : Manchester 044	3	0	0	1	0	0	2				

E02001172 : Salford 016	2	0	0	0	0	0	2	0	0	0
E02001179 : Salford 023	2	0	0	0	0	0	2	0	0	0
E02001181 : Salford 025	5	0	0	1	0	0	2	2	0	0
Eden	1	0	0	0	0	0	1	0	0	0
South Lakeland	1	0	0	0	0	0	1	0	0	0
Hyndburn	1	0	0	0	0	0	1	0	0	0
East Riding of Yorkshire	1	0	0	0	0	0	1	0	0	0
Selby	1	0	0	0	0	0	1	0	0	0
Doncaster	1	0	0	0	0	0	1	0	0	0
Chesterfield	1	0	0	0	0	0	1	0	0	0
North West Leicestershire	1	0	0	0	0	0	1	0	0	0
Stafford	1	0	0	0	0	0	1	0	0	0
Warwick	1	0	0	0	0	0	1	0	0	0
Birmingham	2	0	0	0	1	0	1	0	0	0
Solihull	1	0	0	0	0	0	1	0	0	0
Walsall	1	0	0	0	0	0	1	0	0	0
Luton	2	0	1	0	0	0	1	0	0	0
Harlow	1	0	0	0	0	0	1	0	0	0
Dacorum	1	0	0	0	0	0	1	0	0	0
St Albans	1	0	0	0	0	0	1	0	0	0
Enfield	1	0	0	0	0	0	1	0	0	0
Kensington and Chelsea	1	0	0	0	0	0	1	0	0	0
Sutton	1	0	0	0	0	0	1	0	0	0
Bracknell Forest	1	0	0	0	0	0	1	0	0	0
Basingstoke and Deane	2	0	0	0	0	0	1	0	0	1
Cherwell	1	0	0	0	0	0	1	0	0	0
Elmbridge	1	0	0	0	0	0	1	0	0	0
Reigate and Banstead	1	0	0	0	0	0	1	0	0	0
Wiltshire	1	0	0	0	0	0	1	0	0	0
South Gloucestershire	1	0	0	0	0	0	1	0	0	0
Swindon	1	0	0	0	0	0	1	0	0	0
Tewkesbury	1	0	0	0	0	0	1	0	0	0
South Somerset	1	0	0	0	0	0	1	0	0	0
Denbighshire	1	0	0	0	0	0	1	0	0	0
Wrexham	1	0	0	0	0	0	1	0	0	0
E02001047 : Manchester 003	2	0	0	0	0	0	1	0	0	1
E02001048 : Manchester 004	2	0	0	1	0	0	1	0	0	0
E02001056 : Manchester 012	1	0	0	0	0	0	1	0	0	0
E02001092 : Manchester 048	2	0	0	1	0	0	1	0	0	0
E02001279 : Trafford 021	1	0	0	0	0	0	1	0	0	0
E02001284 : Trafford 026	2	0	0	0	0	0	1	0	0	0
E02001158 : Salford 002	1	0	0	0	0	0	1	0	0	0
E02001160 : Salford 004	1	0	0	0	0	0	1	0	0	0
E02001167 : Salford 011	1	0	0	0	0	0	1	0	0	0
E02001170 : Salford 014	1	0	0	0	0	0	1	0	0	0
E02001175 : Salford 019	1	0	0	0	0	0	1	0	0	0
E02001183 : Salford 027	1	0	0	0	0	0	1	0	0	0
Hartlepool	0	0	0	0	0	0	0	0	0	0
Middlesbrough	0	0	0	0	0	0	0	0	0	0
Redcar and Cleveland	0	0	0	0	0	0	0	0	0	0
Stockton-on-Tees	0	0	0	0	0	0	0	0	0	0
Darlington	0	0	0	0	0	0	0	0	0	0
County Durham	0	0	0	0	0	0	0	0	0	0
Northumberland	1	0	0	1	0	0	0	0	0	0
Gateshead	0	0	0	0	0	0	0	0	0	0
Newcastle upon Tyne	1	0	1	0	0	0	0	0	0	0
North Tyneside	0	0	0	0	0	0	0	0	0	0
South Tyneside	0	0	0	0	0	0	0	0	0	0
Sunderland	0	0	0	0	0	0	0	0	0	0
Allerdale	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0
Copeland	0	0	0	0	0	0	0	0	0	0
Kingston upon Hull, City of	1	0	0	0	0	0	0	0	0	1
North East Lincolnshire	0	0	0	0	0	0	0	0	0	0
North Lincolnshire	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0
Craven	0	0	0	0	0	0	0	0	0	0
Hambleton	0	0	0	0	0	0	0	0	0	0
Harrogate	0	0	0	0	0	0	0	0	0	0
Richmondshire	0	0	0	0	0	0	0	0	0	0
Ryedale	0	0	0	0	0	0	0	0	0	0
Scarborough	0	0	0	0	0	0	0	0	0	0
Barnsley	0	0	0	0	0	0	0	0	0	0
Rotherham	1	0	1	0	0	0	0	0	0	0
Wakefield	0	0	0	0	0	0	0	0	0	0
Derby	3	2	1	0	0	0	0	0	0	0
Rutland	0	0	0	0	0	0	0	0	0	0
Nottingham	1	0	0	0	0	0	0	0	0	1
Amber Valley	0	0	0	0	0	0	0	0	0	0
Bolsover	0	0	0	0	0	0	0	0	0	0
Derbyshire Dales	0	0	0	0	0	0	0	0	0	0
Erewash	0	0	0	0	0	0	0	0	0	0
North East Derbyshire	0	0	0	0	0	0	0	0	0	0
South Derbyshire	0	0	0	0	0	0	0	0	0	0
Charnwood	0	0	0	0	0	0	0	0	0	0
Harborough	0	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth	0	0	0	0	0	0	0	0	0	0
Melton	0	0	0	0	0	0	0	0	0	0
Oadby and Wigston	0	0	0	0	0	0	0	0	0	0
Boston	0	0	0	0	0	0	0	0	0	0
East Lindsey	0	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0	0
North Kesteven	0	0	0	0	0	0	0	0	0	0
South Holland	0	0	0	0	0	0	0	0	0	0
South Kesteven	0	0	0	0	0	0	0	0	0	0
West Lindsey	0	0	0	0	0	0	0	0	0	0
Corby	0	0	0	0	0	0	0	0	0	0
Daventry	0	0	0	0	0	0	0	0	0	0
East Northamptonshire	0	0	0	0	0	0	0	0	0	0
Kettering	0	0	0	0	0	0	0	0	0	0
Northampton	0	0	0	0	0	0	0	0	0	0
South Northamptonshire	0	0	0	0	0	0	0	0	0	0
Wellingborough	0	0	0	0	0	0	0	0	0	0
Ashfield	0	0	0	0	0	0	0	0	0	0
Bassetlaw	0	0	0	0	0	0	0	0	0	0
Broxtowe	0	0	0	0	0	0	0	0	0	0
Gedling	0	0	0	0	0	0	0	0	0	0
Mansfield	0	0	0	0	0	0	0	0	0	0
Newark and Sherwood	0	0	0	0	0	0	0	0	0	0
Rushcliffe	0	0	0	0	0	0	0	0	0	0
Herefordshire, County of	0	0	0	0	0	0	0	0	0	0
Telford and Wrekin	0	0	0	0	0	0	0	0	0	0
Cannock Chase	0	0	0	0	0	0	0	0	0	0
East Staffordshire	1	0	0	0	1	0	0	0	0	0
Lichfield	0	0	0	0	0	0	0	0	0	0
South Staffordshire	0	0	0	0	0	0	0	0	0	0
Staffordshire Moorlands	0	0	0	0	0	0	0	0	0	0
Tamworth	0	0	0	0	0	0	0	0	0	0
North Warwickshire	0	0	0	0	0	0	0	0	0	0
Nuneaton and Bedworth	0	0	0	0	0	0	0	0	0	0
Rugby	0	0	0	0	0	0	0	0	0	0
Stratford-on-Avon	0	0	0	0	0	0	0	0	0	0
Bromsgrove	0	0	0	0	0	0	0	0	0	0
Malvern Hills	0	0	0	0	0	0	0	0	0	0
Redditch	0	0	0	0	0	0	0	0	0	0
Worcester	0	0	0	0	0	0	0	0	0	0
Wychavon	0	0	0	0	0	0	0	0	0	0
Wyre Forest	0	0	0	0	0	0	0	0	0	0
Coventry	0	0	0	0	0	0	0	0	0	0
Dudley	0	0	0	0	0	0	0	0	0	0
Sandwell	0	0	0	0	0	0	0	0	0	0
Wolverhampton	0	0	0	0	0	0	0	0	0	0
Peterborough	1	0	1	0	0	0	0	0	0	0
Southend-on-Sea	0	0	0	0	0	0	0	0	0	0
Thurrock	0	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	0	0	0	0
Central Bedfordshire	0	0	0	0	0	0	0	0	0	0
Cambridge	0	0	0	0	0	0	0	0	0	0
East Cambridgeshire	0	0	0	0	0	0	0	0	0	0
Fenland	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	0	0	0	0	0	0	0	0	0	0
South Cambridgeshire	1	0	0	0	0	0	0	0	1	0
Basildon	0	0	0	0	0	0	0	0	0	0
Braintree	0	0	0	0	0	0	0	0	0	0
Brentwood	0	0	0	0	0	0	0	0	0	0
Castle Point	0	0	0	0	0	0	0	0	0	0
Chelmsford	0	0	0	0	0	0	0	0	0	0
Colchester	0	0	0	0	0	0	0	0	0	0
Epping Forest	0	0	0	0	0	0	0	0	0	0
Maldon	0	0	0	0	0	0	0	0	0	0
Rochford	0	0	0	0	0	0	0	0	0	0
Tendring	0	0	0	0	0	0	0	0	0	0
Uttlesford	0	0	0	0	0	0	0	0	0	0
Broxbourne	0	0	0	0	0	0	0	0	0	0
East Hertfordshire	0	0	0	0	0	0	0	0	0	0
Hertsmere	0	0	0	0	0	0	0	0	0	0
North Hertfordshire	0	0	0	0	0	0	0	0	0	0
Stevenage	0	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0	0
Watford	0	0	0	0	0	0	0	0	0	0
Welwyn Hatfield	0	0	0	0	0	0	0	0	0	0

[illegible]