

Proposed Residential Development
Miles Platting Area 7.5B, Manchester

LOVELL

Transport Statement

June 2022





REPORT

Document: Transport Statement

Project:	Proposed Residential Development, Miles Platting Area 7.5B, Manchester
Client:	Lovell
Job Number:	3771
File Origin:	Z:\projects\3771 Miles Platting Cell 7.5B\Docs\Reports\3771TS.01.docx

Document Checking:

Primary Author	GM	Initialled:
Contributor	GM	Initialled:
Review By	PW	Initialled:

Issue	Date	Status	Checked for Issue
1	01-06-22	First Draft	
2			
3			
4			



Contents

1	INTRODUCTION.....	1
1.1	Preamble	1
1.2	Scope of Report.....	1
1.3	Structure of Report	2
2	EXISTING CONDITIONS	3
2.1	Introduction	3
2.2	Site Location	3
2.3	Existing Site Information	3
2.4	Local Highway Network.....	4
3	DEVELOPMENT PROPOSALS	5
3.1	Introduction	5
3.2	Proposed Development.....	5
3.3	Car Parking and Internal Layout	5
3.4	Vehicular Access.....	6
3.5	Servicing	6
3.6	Pedestrian and Cycle Access	6
4	ACCESSIBILITY BY NON-CAR MODES.....	7
4.1	Introduction	7
4.2	Accessibility on Foot.....	8
4.3	Accessibility by Cycle.....	13
4.4	Accessibility by Bus	14
4.5	Accessibility by Rail	16
4.6	Accessibility Summary.....	16
5	TRAFFIC IMPACT ASSESSMENT	18
5.1	Introduction	18
5.2	Assessment Criteria.....	18
5.3	Proposed Development.....	18



6	ROAD SAFETY	22
6.1	Accident Analysis	22
6.2	Accident Summary	23
7	CONCLUSIONS.....	24



Contents

PLANS

Plan 1	Location Plan
Plan 2	Proposed Site Layout
Plan 3	Refuse Swept Path Analysis
Plan 4	800m & 2km Pedestrian Catchment

APPENDICES

Appendix 1	TRICS Output
Appendix 2	Accident Data



1 INTRODUCTION

1.1 Preamble

- 1.1.1 Eddisons have been instructed by Lovell to advise on the traffic and transportation issues relating to a proposed residential development on land in Miles Platting in Manchester.
- 1.1.2 The report will form supplementary information to assist in the determination of an outline planning application on a residential site for up to 28no. residential dwellings, with associated car parking and landscaping.
- 1.1.3 The Highway Authority responsible for the Miles Platting area is Manchester City Council (MCC) who are also the Local Planning Authority.

1.2 Scope of Report

- 1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the necessary assurance that the proposals can be accommodated by the local transport network.
- 1.2.2 The scope of this TS conforms to the guidance provided in the Ministry of Housing, Communities and Local Government (MHCLG) Planning Practice Guidance 'Transport Evidence Bases in Plan Making'.
- 1.2.3 The guidance covers the following issues:
- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;



- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.3 Structure of Report

- 1.3.1 Following this introduction, Section 2 of the report will detail the existing site conditions and describe the adjacent highway, while Section 3 will set out the development proposals, including vehicular access.
- 1.3.2 Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.
- 1.3.3 Section 5 will consider the trip generation and traffic impact assessment of the local highway network. A review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 6.
- 1.3.4 Section 7 will draw together the report's findings and conclusions.



2 EXISTING CONDITIONS

2.1 Introduction

- 2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Site Location

- 2.2.1 The site is located within an existing residential area of Miles Platting, bounded to the north-west by Sandal Street and to the north-east by Stracey Street and Sabden Street. Sabden Street also runs through the site and forms a turning head within the site boundary. Bradford Road bounds the site to the south-east whilst Varley Street bounds the site to the south-west.

- 2.2.2 The location of the site in a local context is presented in **Plan 1**.

2.3 Existing Site Information

- 2.3.1 The site was historically occupied by residential development, however, this has been demolished and the site now comprises an open grassed area together with a footpath connecting Varley Street to the disused turning head of Sabden Close.
- 2.3.2 The site forms part of the Miles Platting Regeneration Masterplan area.



2.4 Local Highway Network

- 2.4.1 In the vicinity of the site, Bradford Road has a carriageway width of approximately 7.9 metres with footways of approximately 3 metres wide along its northern side and 2 metres wide along its southern side. Bradford Road runs north-east to south-west along the site's southern boundary, connecting the A6010 with Great Ancoats Street/Ring Road. To the south-west it provides access to Manchester city centre whilst to the north-east to Newton Heath.
- 2.4.2 Varley Street has an approximately 7 metre wide carriageway with 2 metre wide footways running along both sides of the carriageway. To the north, Varley Street forms an arm of the A62 Oldham Road/Varley Street/Collyhurst Street signal junction, whilst to the south, it forms the minor arm of the Bradford Road/Varley Street priority junction.
- 2.4.3 The speed limit is 20mph along Varley Street, enforced with raised tables.
- 2.4.4 Sandal Street has an approximate 6.7 metre wide carriageway with 2 metre footways along both sides of the carriageway and runs in an approximate south-east/north-west alignment. To the south-east it forms a minor arm of the Varley Street/Sandal Street priority junction whilst to the north-east it forms a turning head.
- 2.4.5 Stracey Street has an approximate 7 metre wide carriageway with 2 metre footways along both sides of the carriageway and runs in an approximate north-south alignment. At its southern end, it connects to Sabden Close, which extends into the site.



3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and car parking.

3.2 Proposed Development

3.2.1 The applicant is seeking planning permission to develop the site for approximately 28no. residential dwellings, with associated car parking, landscaping and public open space, comprising:

- 1no. two-bedroom dwelling;
- 13no. three-bedroom dwellings; and
- 14no. four-bedroom dwellings.

3.2.2 The proposed site layout is shown in **Plan 2**.

3.3 Car Parking and Internal Layout

3.3.1 It is proposed to provide a total of 42no. parking spaces, comprising of:

- 1-space per two-bed house, equating to 1no. space;
- 1-space per three-bed house, equating to 13no. spaces; and
- 2-spaces per four bed house, equating to 28no. spaces.



- 3.3.2 The internal layout of the site has been designed with Manual for Streets (MfS) in mind to ensure maximum permeability, as well as reduced vehicular speeds allowing for walking and cycling provision to be central to the development site.

3.4 Vehicular Access

- 3.4.1 Plots will be directly accessed from Varley Street, Sandal Street and Stacey Street. Vehicular access to the site will also be gained off Sabden Close via an extension of the existing turning head. The site access arrangements are shown in Plan 2.
- 3.4.2 On this basis, it is considered that the development proposals provide an appropriate vehicular access arrangement.

3.5 Servicing

- 3.5.1 In order to advise the local highway authority, a swept path analysis has been undertaken of a 11.347 metre refuse vehicle, which is the standard vehicle used by Manchester City Council.
- 3.5.2 The analysis is displayed on **Plan 3** and demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

3.6 Pedestrian and Cycle Access

- 3.6.1 Pedestrian and cycle access will be available directly from Varley Street, Sandal Street, Stacey Street and Sabden Close.



4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the NPPF and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.



4.2 Accessibility on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.
- 4.2.2 Footways are located along Bradford Road on either side of the carriageway which have a width of around 2 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled crossing points which facilitate access to the nearby day to day amenities within the area.
- 4.2.3 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 4.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 – IHT 'Providing for Journeys on Foot' Walk Distances



- 4.2.5 Reference to the 2,000 metres walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.
- 4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'. **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 – Manual for Streets Walk Distances

- 4.2.7 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 4.3**.



Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 4.3 – DfE Walk Distances to Schools

4.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

4.2.9 Overall, in Table 4.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.



All Journeys	85 th Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 4.4 – WYG Report/NTS Data Walk Distances

- 4.2.10 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 4.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.*
- 4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.13 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14 The 2,000-metre pedestrian catchment illustrates that the majority of Miles Platting can be accessed, such as The Bradford Inn, Park View Community School, Bargain Booze, Victoria Mill Park, Holt Town Tram Stop, Ashton New Road Post Office, Naylor Street Food Store, Haven Chemist and Abbott Community Primary School.



- 4.2.15 **Table 4.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether the amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Bradford Inn	130m	1,600m	YES
Park View Community School	240m	4,800m	YES
Bargain Booze	380m	1,600m	YES
Victoria Mill Park	550m	1,600m	YES
Holt Town Tram Stop	770m	1,600m	YES
Ashton New Road Post Office	810m	1,600m	YES
Naylor Street Food Store	1,170m	1,600m	YES
Haven Chemist	1,180m	1,600m	YES
Abbott Community Primary School	1,600m	3,200m	YES

Table 4.5 - Distance from Site to Local Facilities

- 4.2.16 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.
- 4.2.17 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, pharmacy and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.



- 4.2.18 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Accessibility by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.3 This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Prestwich, Middleton, Ashton-under-Lyne, Old Trafford, Withington, Gorton, Denton and Manchester city centre.
- 4.3.4 National Network Cycle Route (NCN) 60 passes along the A6010 Hulme Hall Lane approximately 460 metres to the northeast of the site, linking Peel Street to the south-west, with NCN 66, passing along the Rochdale Canal towpath approximately 270-metres to the south of the proposed development site, connecting central Manchester to Hull and Spurn Head.
- 4.3.5 Additionally, there is also an on-road cycle route passing along the site frontage along the A62 Oldham Road, connecting the site with Manchester city centre.
- 4.3.6 The site can therefore be considered as being accessible by cycle.



4.4 Accessibility by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located approximately 40 metres to the south on Bradford Road. Additional bus stops are located further along Bradford Road. All of these bus stops are within 400 metres of the centre of the application site and are shown on Plan 4.
- 4.4.3 The bus stop on the Bradford Road a bus stop pole with timetable information. The bus stops can be accessed via the pedestrian infrastructure located on Bradford Road.
- 4.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
74	Hollinwood - Piccadilly Gardens	2	0	2	0	0	0
76	Piccadilly Gardens - Hollinwood	5	6	6	2	4	2
76A	Piccadilly Gardens - Oldham	0	1	0	1	1	0

Table 4.6 - Existing Bus Services



- 4.4.5 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Piccadilly Gardens, Hollingsworth, Failsworth and Oldham.
- 4.4.6 The above services operate from around 04:55am to 01:10am, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.7 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Piccadilly Gardens	6 minutes
Hollingworth	13 minutes
Failsworth	17 minutes
Oldham	36 minutes

Table 4.7 - Example Bus Journey Times from the Site

- 4.4.8 The above table demonstrates that Piccadilly Gardens is an approximate 6-minute bus journey from the site and Oldham is a 36-minute bus journey.
- 4.4.9 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the proposed development site.



4.5 Accessibility by Rail

The proposed development is located approximately 770 metres from Holt Town Metrolink stop, from where direct Metrolink tram services are available to Ashton-under-Lyne, Manchester city centre, Eccles and Media City on a 6-minute frequency between 05:26 and 00:42.

4.5.1 Trams from Ashton-under-Lyne connect with other services to Bury, Rochdale, Altrincham and Manchester Airport at Piccadilly Gardens/Market Street and St. Peters Square.

4.5.2 Alternatively, Manchester Piccadilly train station can be accessed by a 6 minute bus journey. This station is managed by Network Rail and has 14 platforms, offering 29 services to destinations such as Crewe, London Euston, Chester, Norwich and Liverpool Lime Street.

4.5.3 It is therefore concluded that the site is highly accessible by rail.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

4.6.2 The above section has demonstrated that the proposed development can be accessed by a variety of travel modes, and as such would accord with local and national planning policy guidance.

4.6.3 The following conclusions can be drawn from this section of the report:

- It has been demonstrated that there are numerous amenities within a short walk of the proposed development site;



- Pedestrian and cycle access to the site can be considered as being good with extensive existing infrastructure located in the vicinity of the site;
- The site is highly accessible by bus, with access to up to 8 bus services per hour operating in the immediate vicinity of the site;
- Additionally, Holt Town and New Islington Metrolink stops are accessible, providing opportunities for tram travel to and from the development site.
- Manchester Piccadilly station is also located just a short bus journey from the site.

4.6.4 In light of the above, it is considered the site is highly accessible by non-car modes, which would assist in promoting a choice of travel modes other than the private car.



5 TRAFFIC IMPACT ASSESSMENT

5.1 Introduction

- 5.1.1 Having established that the development site is accessible by modes of transport other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

- 5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the weekday AM and PM peak hours, as being those with the greatest impact on the local highway network.

5.3 Proposed Development

- 5.3.1 As previously stated, it is proposed to develop the site for approximately 28 dwellings.
- 5.3.2 In order to forecast the number of trips that the new residential development is forecast to generate, the TRICS database has been utilised for all 'Houses – privately owned' sites of between 6 and 40 houses, excluding those sites in Greater London and Ireland. The TRICS outputs are contained within **Appendix 1**.
- 5.3.3 The peak hour trip rates and forecast people-trip generation based on the provision of 28 dwellings are summarised within **Table 5.1**.



Dwelling	Time	Person Trip Rate		Person Trip Generation		
		Arr	Dep	Arr	Dep	2-Way
Houses	08:00-09:00	0.198	0.744	6	21	27
	17:00-18:00	0.592	0.258	17	6	23

Table 5.1 Forecast Person -Trip Generation of Proposed Residential Development (28 units)

- 5.3.4 It can be seen that the development is forecast to generate up to 27 two-way person trips during the morning peak and 23 two-way person-trips during the evening peak, equating to approximately one person-trip every two minutes.
- 5.3.5 In order to convert the person-trips listed in Table 5.1 into vehicle trips, National Census Journey to Work (JtW) data has been used. Data for E02001057: Manchester 013 (2011 super output area - middle layer (MSOA)) has been manipulated and has been summarised in **Table 5.2** below.



Mode of Travel	Manchester 013	
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	97	3%
Train	200	6%
Bus, minibus or coach	663	20%
Taxi	19	1%
Motorcycle, scooter or moped	11	0%
Driving a car or van	1017	30%
Passenger in a car or van	116	3%
Bicycle	125	4%
On foot	1116	33%
Other method of travel to work	5	0%
TOTAL	3369	

Table 5.2 Manchester 013 MSOA Modal Split Data

- 5.3.6 It can be seen in the above table that 30% of people travelling to the work at the site, will drive a car.
- 5.3.7 **Table 5.3** below applies the percentage 'Driving a car' to derive the vehicle trips generated by the proposed development.



Dwelling	Time	Person Trips		Vehicle Trip Generation		
		Arr	Dep	Arr	Dep	2-Way
Houses	08:00-09:00	6	21	2	6	8
	17:00-18:00	17	6	5	2	7

Table 5.3 Proposed Development Vehicle Trips

- 5.3.8 Table 5.3 demonstrates the proposed development will generate 8 two-way vehicle trips during the morning and 7 two-way trips during the evening peak hours, equating to an average of one trip every seven minutes during the peak periods.
- 5.3.9 The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 5.3.10 Therefore, once dispersed from the development site, the levels of proposed development trips predicted would not exceed these values and the impact is not considered material.

6 ROAD SAFETY

6.1 Accident Analysis

6.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2017 to 2021 in the vicinity of the development site. The Crashmap personal injury accident data is contained within **Appendix 2**.

6.1.2 According to the data provided there have been two recorded accidents within the study area, as identified in **Figure 6.1** below.

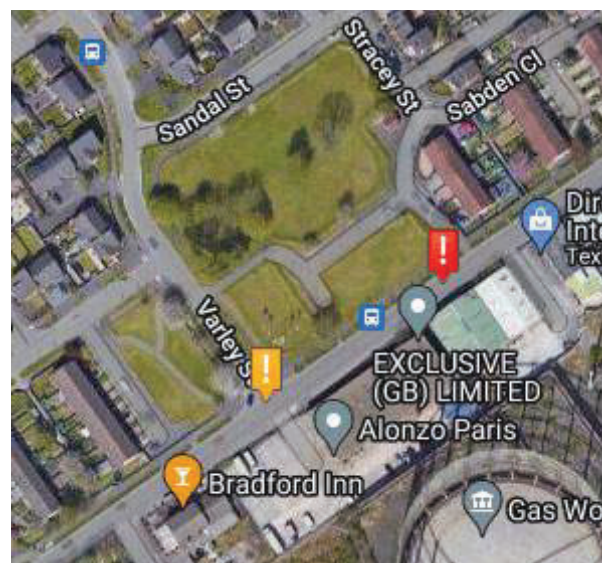


Figure 6.1 – Location of Accidents in the Vicinity of the Site

6.1.3 As shown in the Figure 6.1, only two accident has been recorded in the vicinity of the site between 2017 and 2021.



- 6.1.4 The accident occurred at the Varley Street/Bradford Road priority junction when a vehicle in the act of turning right has collided with a vehicle proceeding normally along the carriageway. This accident was classified as slight severity and was a result of driver error.
- 6.1.5 The second accident occurred further along Bradford Road when a vehicle has been proceeding normally and has collided with a pedestrian in the carriageway. This accident was classified as serious severity and was a result of driver error.

6.2 Accident Summary

- 6.2.1 The data reviewed has not identified any untypical accidents.
- 6.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.2.3 The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.
- 6.2.4 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.



7 CONCLUSIONS

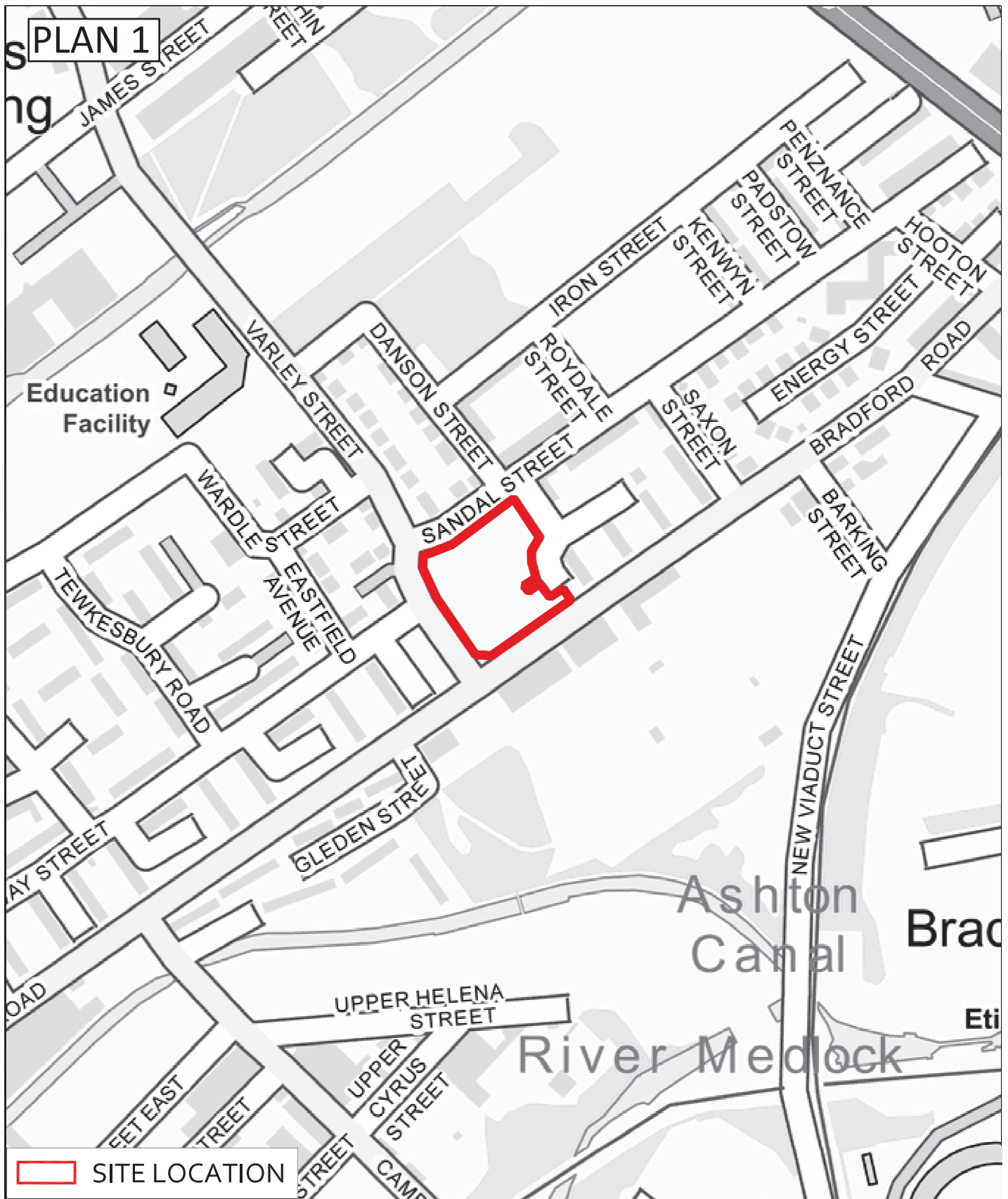
7.1.1 Croft have been instructed to advise on the traffic and transport aspects of a proposed residential development on land in Miles Platting in Manchester.

7.1.2 The following conclusions can be drawn with regard to the proposed development:

- The application site is highly accessible by non-car travel modes, such as walking and cycling;
- The site is also highly accessible by public transport with bus and Metrolink tram stops within easy walking distance of the site, offering direct services to a range of destinations including Manchester city centre, Hollingworth, Newton Heath and Oldham.
- Opportunities also exist for residents to travel by rail with Manchester Piccadilly station tram link located just a short bus journey from the site.
- The site can be accessed in a safe and efficient manner;
- The traffic impact assessment indicates that the proposed development would be able to be accommodated on the local highway network and would not result in a material impact on the local highway network; and
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

7.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

PLAN 1



 SITE LOCATION

CLIENT:

LOVELL

DRAWING TITLE:

PROPOSED RESIDENTIAL DEVELOPMENT,
 MILESD PLATTING AREA 7.5B, MANCHESTER
 SITE LOCATION

Croft Transport Planning & Design
 340 Deansgate
 Manchester
 M3 4LY

Email: info@crofts.co.uk
 Tel: 0161 837 7380
 Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3771-01

REVISION:

-

DRAWN:

LG

DATE:

31.05.22

CHECKED:

MC

DATE:

31.05.22

SCALES:

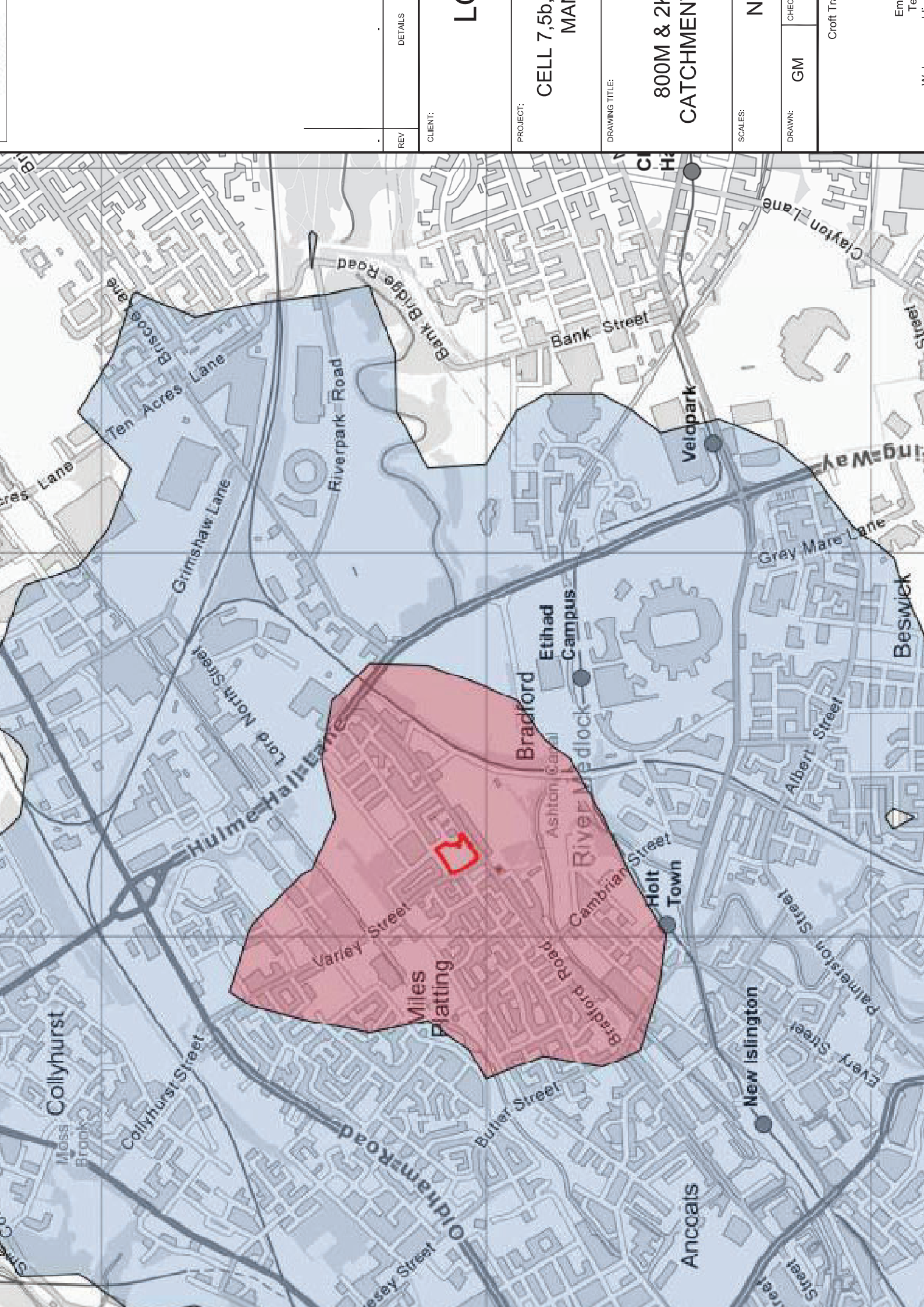
NTS @ A4

Eddisons | Incorporating
 Croft



Large Refuse Vehicle <





REV
DETAILS

CLIENT:

CELL 7,5b
MA

PROJECT:

DRAWING TITLE:

800M & 2P
CATCHMEN

SCALES:

DRAWN: GM

CHECK: N

Croft Tr

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	6 days
	SC SURREY	2 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 7 to 1817 (units:)
 Range Selected by User: 6 to 40 (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: 01/01/12 to 19/11/19

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	20 days
Tuesday	20 days
Wednesday	16 days
Thursday	17 days
Friday	10 days

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

Selected survey types:

Manual count	83 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	8
Suburban Area (PPS6 Out of Centre)	28
Edge of Town	36
Neighbourhood Centre (PPS6 Local Centre)	10
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	71
Village	8
Out of Town	1
No Sub Category	3

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 83 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	12 days
5,001 to 10,000	20 days
10,001 to 15,000	20 days
15,001 to 20,000	13 days
20,001 to 25,000	7 days
25,001 to 50,000	9 days

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

Population within 5 miles:

5,001 to 25,000	12 days
25,001 to 50,000	8 days
50,001 to 75,000	12 days
75,001 to 100,000	16 days
100,001 to 125,000	3 days
125,001 to 250,000	22 days
250,001 to 500,000	10 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	23 days
1.1 to 1.5	55 days
1.6 to 2.0	4 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	19 days
No	64 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	83 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.	ANGUS
	KEPTIE ROAD ARBROATH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	7	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
3	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH		
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
4	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
5	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
6	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
7	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
8	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
10	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	BISHOP AUCKLAND			
	ST HELEN AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	27/03/17		Survey Type: MANUAL
11	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY			
	DURHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18		Survey Type: MANUAL
12	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	371		
	Survey date: TUESDAY	10/07/18		Survey Type: MANUAL
13	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
14	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
15	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
16	ES-03-A-03	MIXED HOUSES & FLATS		EAST SUSSEX
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	212		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
18	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
19	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
20	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
21	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
22	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
23	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
24	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
26	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
	MEDHAM FARM LANE		
	NEAR COWES		
	MEDHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total No of Dwellings:	72	
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL
27	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
28	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
29	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
30	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
31	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
32	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	LC-03-A-30	SEMI-DETACHED	LANCASHIRE
	WATSON ROAD BLACKPOOL		
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
34	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
35	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
36	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	EGERTON ROAD LINCOLN		
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
37	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
38	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
39	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD SCUNTHORPE		
	Edge of Town Centre Residential Zone Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
40	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
42	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
43	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
44	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
45	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
46	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	1817	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
47	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY NORWICH CRINGLEFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL
48	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
49	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD RIPON	
		Edge of Town No Sub Category Total No of Dwellings: 71 Survey date: TUESDAY 17/09/13	Survey Type: MANUAL
51	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
		HORSEFAIR BOROUGHBRIDGE	
		Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 18/09/13	Survey Type: MANUAL
52	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
		RACECOURSE LANE NORTHALLERTON	
		Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16	Survey Type: MANUAL
53	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
		CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	Survey Type: MANUAL
54	PS-03-A-01	MIXED HOUSES	POWYS
		BRYN GLAS WELSHPOOL	
		Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15	Survey Type: MANUAL
55	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
		GUNROG ROAD WELSHPOOL	
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15	Survey Type: MANUAL
56	SC-03-A-04	DETACHED & TERRACED	SURREY
		HIGH ROAD BYFLEET	
		Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14	Survey Type: MANUAL
57	SC-03-A-05	MIXED HOUSES	SURREY
		REIGATE ROAD HORLEY	
		Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19	Survey Type: MANUAL
58	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
		NORMANSTON DRIVE LOWESTOFT	
		Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 Survey date: TUESDAY 23/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

59	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
60	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
61	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19		Survey Type: MANUAL
62	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
63	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY		
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
64	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
65	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
66	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
67	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD WOLVERHAMPTON BLAKENHALL Edge of Town Centre No Sub Category Total No of Dwellings: 17 Survey date: FRIDAY 09/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

68	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
69	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
70	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
71	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
72	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
73	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
74	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
75	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

76	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	COUNDON ROAD COVENTRY		
	Edge of Town Centre Residential Zone Total No of Dwellings:	89	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
77	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
78	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
79	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
80	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
81	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
82	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
83	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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

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

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	83	123	0.066	83	123	0.298	83	123	0.364
08:00 - 09:00	83	123	0.125	83	123	0.356	83	123	0.481
09:00 - 10:00	83	123	0.136	83	123	0.161	83	123	0.297
10:00 - 11:00	83	123	0.114	83	123	0.137	83	123	0.251
11:00 - 12:00	83	123	0.119	83	123	0.127	83	123	0.246
12:00 - 13:00	83	123	0.141	83	123	0.138	83	123	0.279
13:00 - 14:00	83	123	0.145	83	123	0.139	83	123	0.284
14:00 - 15:00	83	123	0.153	83	123	0.162	83	123	0.315
15:00 - 16:00	83	123	0.224	83	123	0.160	83	123	0.384
16:00 - 17:00	83	123	0.255	83	123	0.153	83	123	0.408
17:00 - 18:00	83	123	0.329	83	123	0.152	83	123	0.481
18:00 - 19:00	83	123	0.282	83	123	0.156	83	123	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.089			2.139			4.228		

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 7 - 1817 (units:)
Survey date range: 01/01/12 - 19/11/19
Number of weekdays (Monday-Friday): 83
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 5
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	83	123	0.002	83	123	0.002	83	123	0.004
08:00 - 09:00	83	123	0.003	83	123	0.003	83	123	0.006
09:00 - 10:00	83	123	0.002	83	123	0.002	83	123	0.004
10:00 - 11:00	83	123	0.002	83	123	0.002	83	123	0.004
11:00 - 12:00	83	123	0.001	83	123	0.001	83	123	0.002
12:00 - 13:00	83	123	0.001	83	123	0.001	83	123	0.002
13:00 - 14:00	83	123	0.002	83	123	0.001	83	123	0.003
14:00 - 15:00	83	123	0.002	83	123	0.002	83	123	0.004
15:00 - 16:00	83	123	0.003	83	123	0.003	83	123	0.006
16:00 - 17:00	83	123	0.002	83	123	0.002	83	123	0.004
17:00 - 18:00	83	123	0.002	83	123	0.002	83	123	0.004
18:00 - 19:00	83	123	0.002	83	123	0.002	83	123	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.024			0.023			0.047		

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	83	123	0.001	83	123	0.002	83	123	0.003
08:00 - 09:00	83	123	0.003	83	123	0.002	83	123	0.005
09:00 - 10:00	83	123	0.003	83	123	0.003	83	123	0.006
10:00 - 11:00	83	123	0.002	83	123	0.002	83	123	0.004
11:00 - 12:00	83	123	0.002	83	123	0.002	83	123	0.004
12:00 - 13:00	83	123	0.002	83	123	0.003	83	123	0.005
13:00 - 14:00	83	123	0.002	83	123	0.002	83	123	0.004
14:00 - 15:00	83	123	0.002	83	123	0.002	83	123	0.004
15:00 - 16:00	83	123	0.001	83	123	0.002	83	123	0.003
16:00 - 17:00	83	123	0.002	83	123	0.002	83	123	0.004
17:00 - 18:00	83	123	0.002	83	123	0.001	83	123	0.003
18:00 - 19:00	83	123	0.001	83	123	0.001	83	123	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.023			0.024			0.047		

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	83	123	0.004	83	123	0.009	83	123	0.013
08:00 - 09:00	83	123	0.004	83	123	0.014	83	123	0.018
09:00 - 10:00	83	123	0.001	83	123	0.004	83	123	0.005
10:00 - 11:00	83	123	0.003	83	123	0.004	83	123	0.007
11:00 - 12:00	83	123	0.002	83	123	0.003	83	123	0.005
12:00 - 13:00	83	123	0.004	83	123	0.003	83	123	0.007
13:00 - 14:00	83	123	0.003	83	123	0.001	83	123	0.004
14:00 - 15:00	83	123	0.004	83	123	0.003	83	123	0.007
15:00 - 16:00	83	123	0.008	83	123	0.003	83	123	0.011
16:00 - 17:00	83	123	0.010	83	123	0.005	83	123	0.015
17:00 - 18:00	83	123	0.010	83	123	0.006	83	123	0.016
18:00 - 19:00	83	123	0.008	83	123	0.006	83	123	0.014
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.061			0.122

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 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	83	123	0.082	83	123	0.448	83	123	0.530
08:00 - 09:00	83	123	0.160	83	123	0.603	83	123	0.763
09:00 - 10:00	83	123	0.178	83	123	0.240	83	123	0.418
10:00 - 11:00	83	123	0.158	83	123	0.202	83	123	0.360
11:00 - 12:00	83	123	0.167	83	123	0.182	83	123	0.349
12:00 - 13:00	83	123	0.199	83	123	0.191	83	123	0.390
13:00 - 14:00	83	123	0.204	83	123	0.195	83	123	0.399
14:00 - 15:00	83	123	0.226	83	123	0.221	83	123	0.447
15:00 - 16:00	83	123	0.385	83	123	0.225	83	123	0.610
16:00 - 17:00	83	123	0.425	83	123	0.228	83	123	0.653
17:00 - 18:00	83	123	0.516	83	123	0.220	83	123	0.736
18:00 - 19:00	83	123	0.427	83	123	0.241	83	123	0.668
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.127			3.196			6.323		

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	83	123	0.013	83	123	0.037	83	123	0.050
08:00 - 09:00	83	123	0.031	83	123	0.098	83	123	0.129
09:00 - 10:00	83	123	0.029	83	123	0.033	83	123	0.062
10:00 - 11:00	83	123	0.023	83	123	0.033	83	123	0.056
11:00 - 12:00	83	123	0.024	83	123	0.025	83	123	0.049
12:00 - 13:00	83	123	0.029	83	123	0.023	83	123	0.052
13:00 - 14:00	83	123	0.024	83	123	0.027	83	123	0.051
14:00 - 15:00	83	123	0.028	83	123	0.030	83	123	0.058
15:00 - 16:00	83	123	0.076	83	123	0.042	83	123	0.118
16:00 - 17:00	83	123	0.052	83	123	0.027	83	123	0.079
17:00 - 18:00	83	123	0.045	83	123	0.026	83	123	0.071
18:00 - 19:00	83	123	0.036	83	123	0.029	83	123	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.410			0.430			0.840		

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	83	123	0.001	83	123	0.018	83	123	0.019
08:00 - 09:00	83	123	0.002	83	123	0.022	83	123	0.024
09:00 - 10:00	83	123	0.004	83	123	0.010	83	123	0.014
10:00 - 11:00	83	123	0.006	83	123	0.007	83	123	0.013
11:00 - 12:00	83	123	0.004	83	123	0.007	83	123	0.011
12:00 - 13:00	83	123	0.007	83	123	0.007	83	123	0.014
13:00 - 14:00	83	123	0.006	83	123	0.004	83	123	0.010
14:00 - 15:00	83	123	0.008	83	123	0.004	83	123	0.012
15:00 - 16:00	83	123	0.015	83	123	0.008	83	123	0.023
16:00 - 17:00	83	123	0.018	83	123	0.004	83	123	0.022
17:00 - 18:00	83	123	0.014	83	123	0.004	83	123	0.018
18:00 - 19:00	83	123	0.013	83	123	0.003	83	123	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.098			0.196

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	83	123	0.001	83	123	0.006	83	123	0.007
08:00 - 09:00	83	123	0.000	83	123	0.007	83	123	0.007
09:00 - 10:00	83	123	0.000	83	123	0.003	83	123	0.003
10:00 - 11:00	83	123	0.001	83	123	0.002	83	123	0.003
11:00 - 12:00	83	123	0.001	83	123	0.001	83	123	0.002
12:00 - 13:00	83	123	0.002	83	123	0.001	83	123	0.003
13:00 - 14:00	83	123	0.001	83	123	0.000	83	123	0.001
14:00 - 15:00	83	123	0.001	83	123	0.000	83	123	0.001
15:00 - 16:00	83	123	0.002	83	123	0.000	83	123	0.002
16:00 - 17:00	83	123	0.003	83	123	0.000	83	123	0.003
17:00 - 18:00	83	123	0.006	83	123	0.001	83	123	0.007
18:00 - 19:00	83	123	0.006	83	123	0.001	83	123	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.024			0.022			0.046		

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

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	83	123	0.101	83	123	0.517	83	123	0.618
08:00 - 09:00	83	123	0.198	83	123	0.744	83	123	0.942
09:00 - 10:00	83	123	0.213	83	123	0.291	83	123	0.504
10:00 - 11:00	83	123	0.190	83	123	0.247	83	123	0.437
11:00 - 12:00	83	123	0.199	83	123	0.218	83	123	0.417
12:00 - 13:00	83	123	0.240	83	123	0.226	83	123	0.466
13:00 - 14:00	83	123	0.237	83	123	0.228	83	123	0.465
14:00 - 15:00	83	123	0.267	83	123	0.259	83	123	0.526
15:00 - 16:00	83	123	0.487	83	123	0.279	83	123	0.766
16:00 - 17:00	83	123	0.507	83	123	0.265	83	123	0.772
17:00 - 18:00	83	123	0.592	83	123	0.258	83	123	0.850
18:00 - 19:00	83	123	0.490	83	123	0.280	83	123	0.770
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.721			3.812			7.533		

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 2

Accident Data



crashmap.co.uk

Validated Data

Crash Date: Saturday, January 20, 2018 **Time of Crash:** 10:59:00 AM **Crash Reference:** 201806A339848

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 2
Highway Authority: Manchester **Number of Vehicles:** 2
Local Authority: Manchester City **OS Grid Reference:** 386199 399008

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

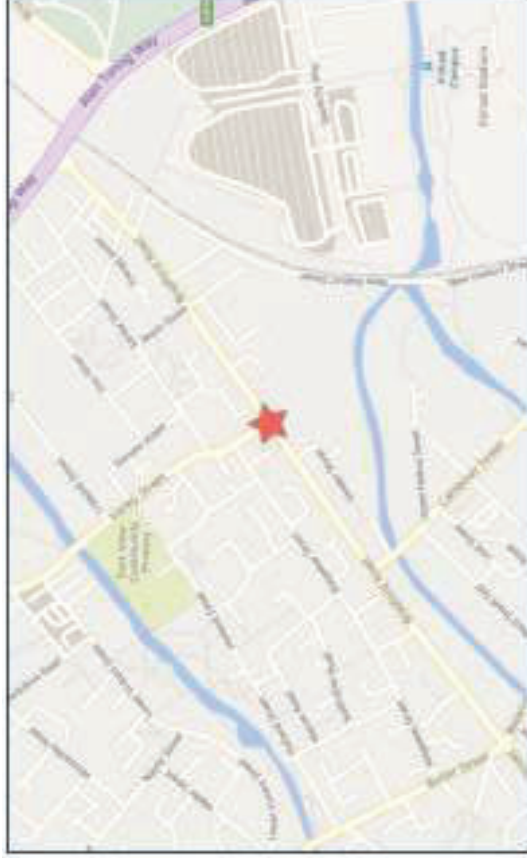
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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)	6	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	3	Male	46 - 55	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
2	1	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other



crashmap.co.uk

Validated Data

Crash Date: Tuesday, March 19, 2019 **Time of Crash:** 11:50:00 AM **Crash Reference:** 201906A355005

Highest Injury Severity: Serious **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Manchester **Number of Vehicles:** 1
Local Authority: Manchester City **OS Grid Reference:** 386262 399050

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

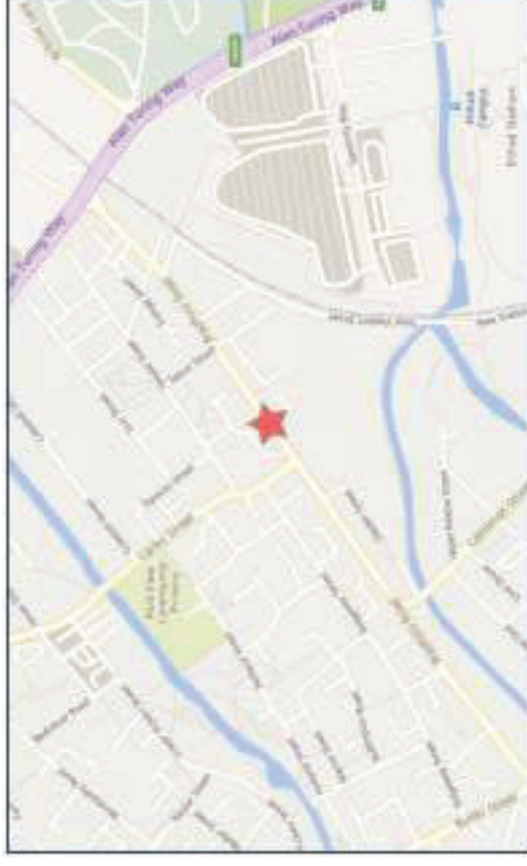
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



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



crashmap.co.uk

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)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

eddisons.com



Offices across the UK

Eddisons is a trading name of Eddisons Commercial Limited.
Registered in England 3280893. Registered Office: Toronto Square, Toronto Street, Leeds, LS1 2HJ

