
Job Title

Didsbury Point, Manchester

Report Type

Transport Statement v1.1

Prepared for

Southway Housing Trust

Date

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Transport Statement v1.1

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1. Introduction

1.1 Commission

Civic Engineers has been commissioned by Southway Housing Trust to produce this Transport Statement (TS) to accompany a planning application for a residential and healthcare development in the West Didsbury area to the south of Manchester city centre.

This report provides an assessment of the transport impacts of the development to provide the necessary information to assist Manchester City Council (MCC) as the Local Planning Authority, in determining the application.

The scope of this report has been discussed through pre-application meetings with MCC. A meeting was held on 3 November 2021 with highway officers, and the minutes are included at Appendix B.

1.2 Development Proposals

The development proposals in the West Didsbury area of Manchester include the following:

- 76 Residential Units.
- GP Surgery with pharmacy.
- 76 cycle parking spaces with double stacks configuration for residents in a cycle store
- 8 internal cycle parking spaces for healthcare staff
- 10 external cycle parking spaces for visitors
- 25 Car parking spaces for the healthcare offer
- 35 Car parking spaces for the residential
- A private landscaped communal courtyard.

1.3 Report Content

This report includes a review of the existing transport networks around the site and a summary of the national and local transport planning policy, details of access by all modes, trip generation of the development, and distribution of vehicle trips on the local highway network.

This TS is accompanied by a Travel Plan, which is submitted as a separate document, and which will promote the use of sustainable forms of transport to residents and staff at the proposed development. The Car Parking Strategy is included at Appendix C.

2. Existing Site and Transport Context

2.1 Site Location

The proposed development is located within the West Didsbury area of Manchester which is approximately 5km south of the city centre. The site location is shown on Figure 1.

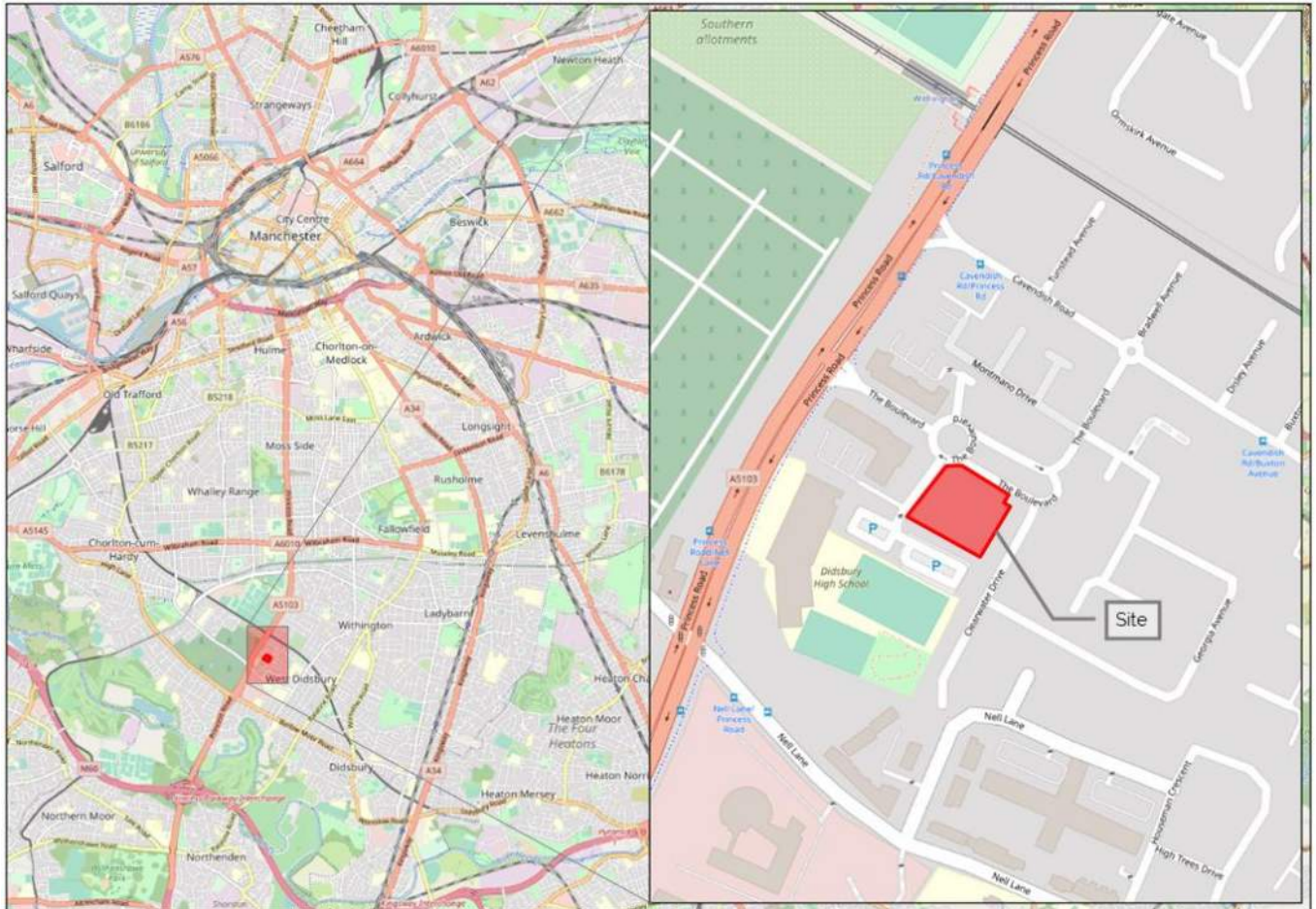


Figure 1: Site Location

2.2 Existing Land Use

The site is to the south of Manchester City Centre and approximately 3025m². It is bound by the Boulevard to the north, Didsbury High School to the south, the school access road to the west, and some residential units to the east. The land is mostly scrub land with a substation on site. The surrounding area is predominantly residential.

2.3 Pedestrian Access

The site is accessible to pedestrians from the north and west, those who are walking from public transport stops will access the site from the west along The Boulevard.

The Boulevard has footways that are around 4.5m wide, although in places there is planting so the clear width is around 2 metres, the footways around the roundabout on the Boulevard are also about 2m wide. Crossing points at the roundabout and to the east of the site are uncontrolled, however they do have dropped kerbs and tactile paving to assist those with limited mobility, visual impairment, or those with pushchairs to cross.

To the west the junction with Princess Road has signal controlled crossing on two arms, these crossings have tactile paving and dropped kerbs. The footway along the western side of Princess Road is around 2.5 metres wide and on the eastern side around 3.5 metres wide and widening to the north, where it is a shared path with cyclists. Both Princess Road and the Boulevard have street lighting.

Elsewhere near the site the footways are a minimum of 1.8m wide and the local junctions have dropped kerbs, some also have tactile paving. Analysis using google streetview shows that there are frequent incidents of cars parking on the pavements which would make the area less accessible, particularly to people with pushchairs or people who need mobility aids.

The desirable, acceptable and preferred maximum walking distances for commuting or trips associated with school or sightseeing are 500 metres, 1 kilometre and 2 kilometres, respectively. Figure 2 shows these isodistances.

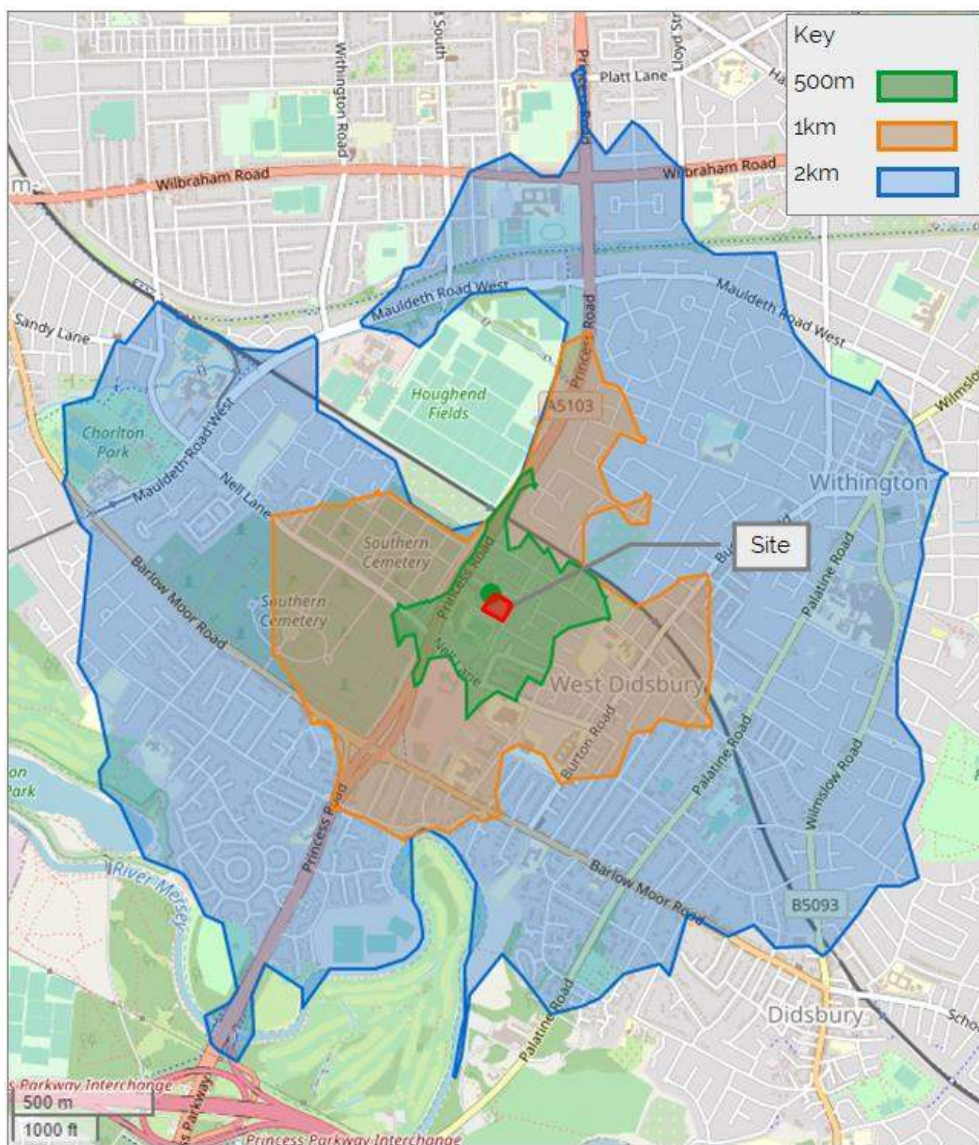


Figure 2: Walking Isodistance

Within a 2km walking distance of the development lie West Didsbury and Withington. Within this area there is also access to public transport (discussed below), schools, shops, and parks.

2.4 Cycle Access

There is a shared cycleway on Princess Road to the west of the site, which is part of the local route 85, which connects with National Cycle Route (NCR) 6 in the north that continues on to the city centre. To the south route 85 continues to Wythenshawe. Other than this are no cycle lanes on the streets close to the development, however, many of the streets in West Didsbury are subject to a 20mph speed limit, so although they do not have specific cycle infrastructure traffic speeds are low.

Transport for Greater Manchester (TfGM) have partnered with British Cycling to inspire more people to cycle and to promote enjoyable, safe and responsible cycling. They have committed to the target of increasing the total number of journeys made by bike across the city region from 2% today to 10% by 2025. This will be achieved through an investment program upgrading cycle routes, raising awareness, and by creating cycle hubs at bus, train and Metrolink stops.

The Website: <http://cycling.tfgm.com/> gives more information on upcoming events and cycling initiatives within Greater Manchester, including the Bee Network, which will see £163M invested in walking and cycling routes. The nearest Bee Network route is proposed on Barlow Moor Road, beginning at the tram stop and heading west. There will be more added to the network in the future too but their locations unknown now. The website also contains maps of cycle routes in and around greater Manchester. Figure 3 shows an extract of the Manchester cycle map.

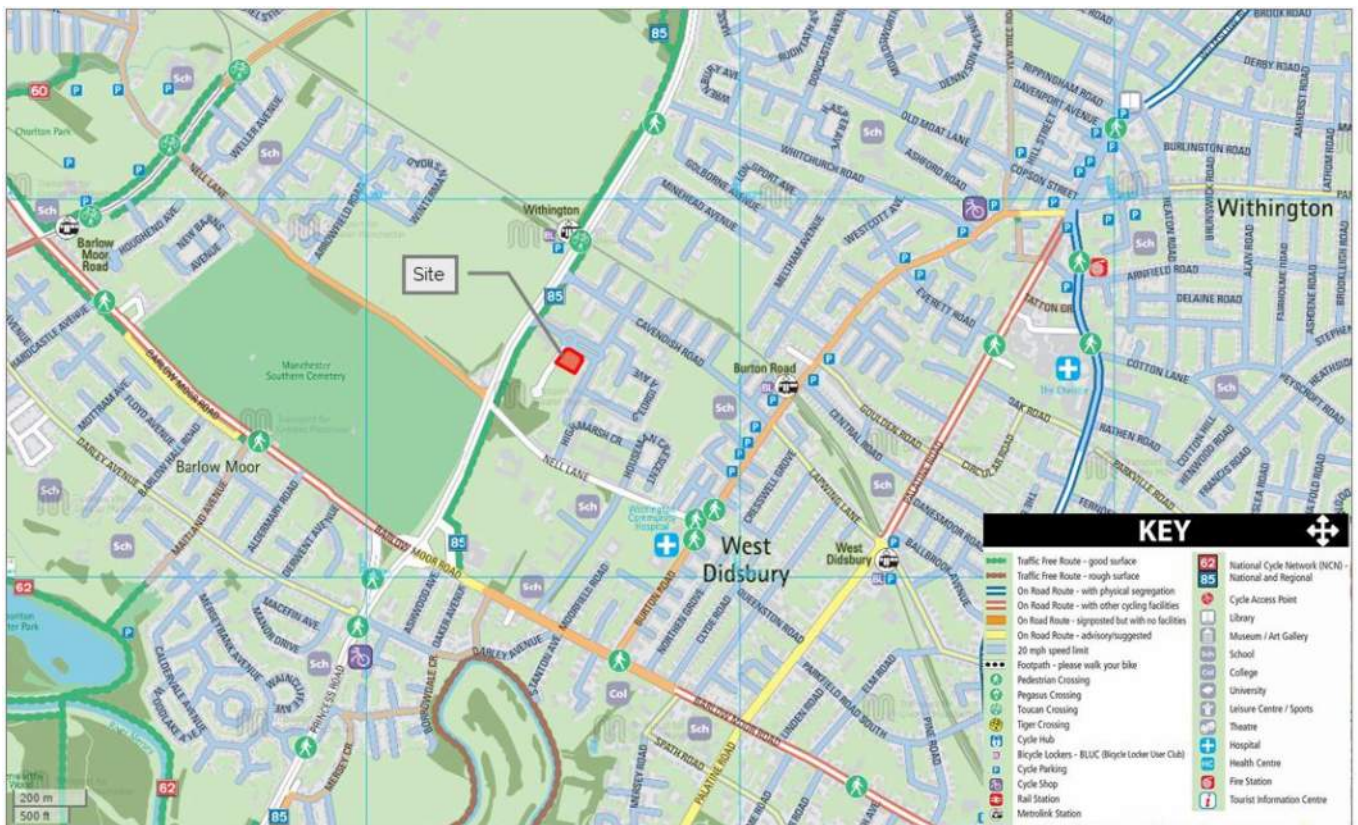


Figure 3: Extract from TfGM Cycle Route Map

Figure 3 illustrates that there are several dedicated cycle facilities around the site.

Elsewhere near the site there are on road routes on Burton Road and Barlow Moor Road. Many of the streets in West Didsbury are subject to a 20mph speed limit, so although they do not have specific cycle infrastructure the traffic speed is low enough that a confident cyclist could use these streets to get around.

There are currently three cycle stand to the north of the site on The Boulevard, with space for six cycles.

Figure 4 illustrates a 30-minute cycle isochrone around the site, equivalent to approximately 8km. This covers Manchester City Centre, Salford Quays, and Wythenshawe as well as the University of Manchester and Manchester Royal Infirmary.

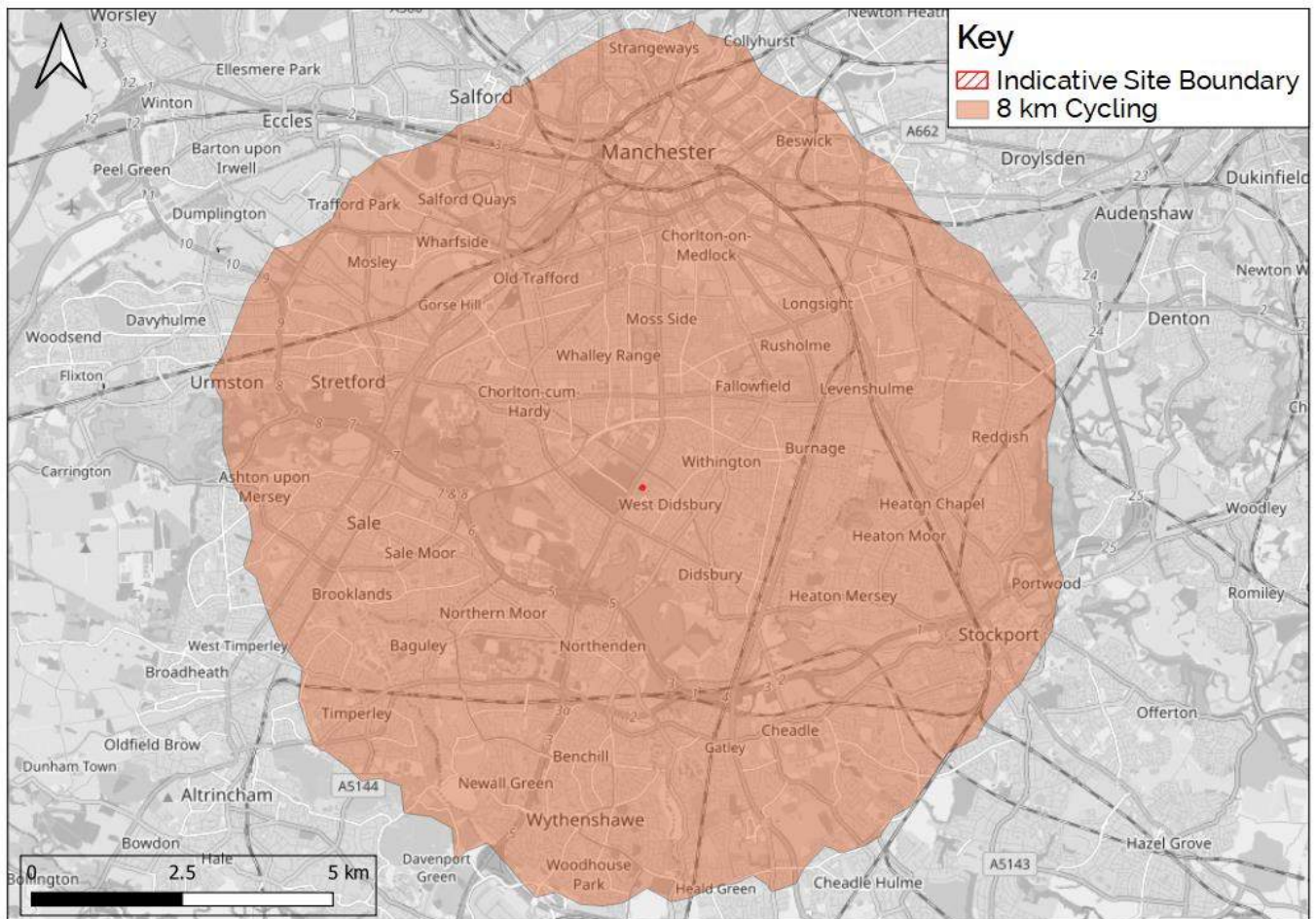


Figure 4: Cycling Isodistance

2.5 Bus Access

Figure 5 shows the locations of the bus stops within a 5-minute walk (400m) of the site.

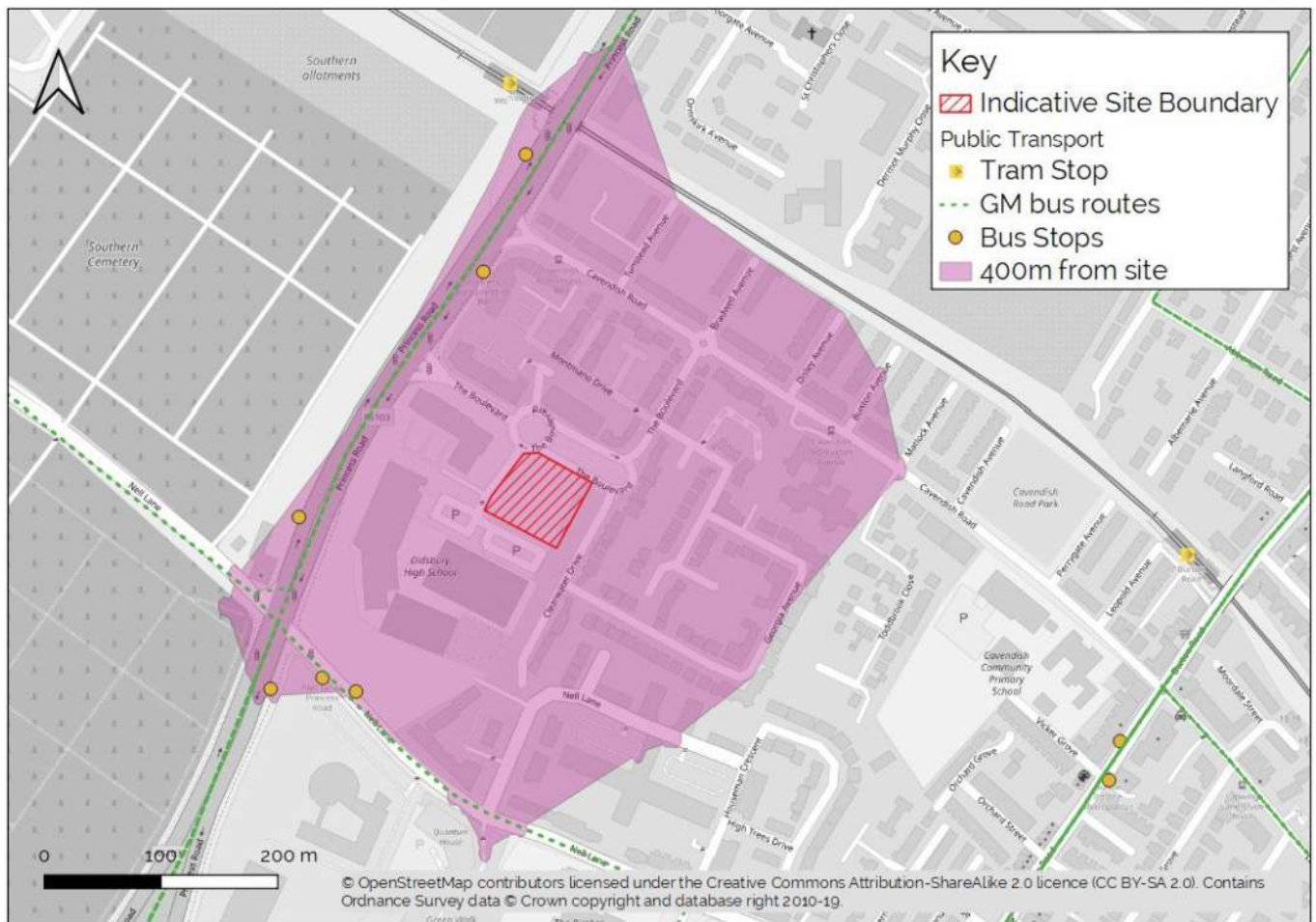


Figure 5: Bus and Tram Stop Locations

There is a bus stop to the north on Princess Road, opposite Southern Cemetery, which has bus services to Chorlton, Wythenshawe and Manchester Airport. Another bus stop is located on Princess Road adjacent to Southern Allotment, this stop has services to Piccadilly Gardens, St Georges, and Moss Side. These bus stops can be accessed by exiting the site on to The Avenue, going west on The Boulevard and going north on Princess Road. Both stops are within a 400-metre walk from the site.

The bus stop opposite Southern Cemetery serves bus numbers 101, 102, 103, 720 and 758 which have 6-7 buses an hour to Piccadilly gardens. The bus stops adjacent to Southern Allotment serves buses 101, 102, 103 and 758 which have 2 buses an hour to Chorlton and Manchester Airport and 3 buses an hour to Wythenshawe.

2.6 Metrolink

The closest Metrolink stop to the site is Withington tram stop, located approximately 400m to the north of the site on Princess Road. Another stop near the site is Burton Road, approximately 800m east of the site. Withington and Burton Road are both served by the pink Metrolink line, providing services between Rochdale, Shaw and Crompton via the city centre, and East Didsbury. During peak times, services on the pink line run at 12-minute intervals to Rochdale or Shaw and Crompton, meaning at 6-minute intervals to the city centre, and at 6-minute intervals to East Didsbury.

2.7 Local Highway Network

The site is well located to access the local and strategic highway network.

The Avenue runs along the western boundary of the site. It has a 2-way carriageway with a width of around 7m, and there are footways on both sides of the street. The junction between The Avenue and The Boulevard is a roundabout.

The Boulevard runs along the northern boundary of the site, here it has a 2-way carriageway divided by private gardens in the centre. To the west the narrowest point of the carriageway is around 9.5m, widening towards the signalised junction with Princess Road where there are two lanes for turning south and one for turning north. To the east The Boulevard turns northward at the junction with Clearwater Drive until it meets Cavendish Road, here the carriageway is around 7m wide.

Cavendish Road is a residential street that connects to Princess Road to the west and Burton Road to the east. The carriageway is around 7m wide. The junction with Princess Road is priority-controlled and is left in left, out only. At its junction with The Boulevard and Bradwell Avenue there is a mini roundabout. There are speed cushions at regular intervals along the street and road humps outside the Cavendish Community Primary School to calm traffic.

Princess Road (A5103) is a strategic radial route into and out of Manchester city centre. Princess Road is a dual carriageway A-road. To the south of the junction with The Boulevard, Princess Road has six lanes and to the north it has four. It has streetlights and a 30mph speed limit. To the north it provides access to the A57 at the junction with Medlock Street as well as passing through suburban south Manchester. Toward the city centre it provides a connection with the Manchester ring road which connects with all the radial routes around the city, one of which is the A57 Regent Road leading to the M602, M62 and M6.

Kingsway A34, to the east of the site is a local strategic route through the south of Manchester. Kingsway connects with the M60 to the south and with Moseley Road to the north.

Strategic routes in the area have a 30mph speed limit and many of the residential streets in the surrounding area have 20mph speed limits.

2.8 On-Street Parking and Traffic Regulation Orders

To understand what on-street parking opportunities are available and what the impact this might have on the road network a review of the Traffic Regulation Orders (TRO) surrounding the site has been carried out. Figure 6 illustrates the TROs which are currently enforced within a 5-minute walk of the development.

Refer to the Car Parking Strategy at Appendix C for a more detailed review of existing parking.

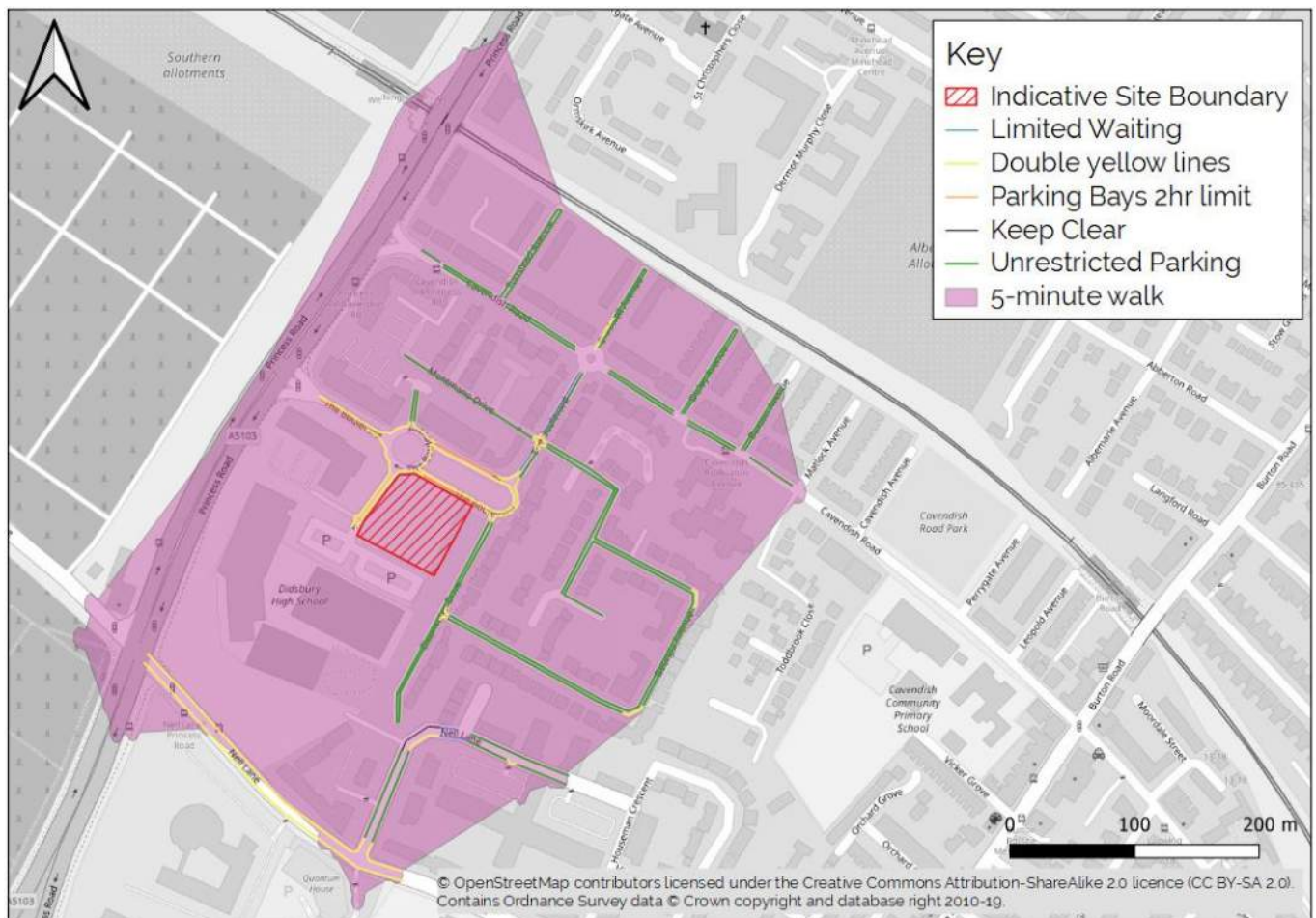


Figure 6: TROs within a 5-minute walk of the site

2.9 Off-Street Car Parking

There are no public car parks within 1km of the proposed development. Car parking is provided for the residents in the surrounding area either in the form of parking courts near the houses or limited driveways. It is considered that residents also park on street, see above.

2.10 Car Clubs

Enterprise operate a car club in Manchester, with a vehicle located at the Siemens offices off Princess Road, about 500m walk from the site. Members to the car club are able to rent this vehicle, or any other vehicle in the Enterprise Car Club network¹.

¹ Enterprise Car Club locations in Manchester

<https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>

3. Policy Context

3.1 Introduction

This section looks at local and national transport planning policies relevant to this development and considers how the development proposals respond to this.

3.2 National Planning Policy Framework

NPPF² was originally published in 2012, consolidating a number of planning documents, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The most recent version was produced in July 2021, and places greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes.

Chapter 9 is focused on promoting sustainable transport, and a summary of key paragraphs is provided below.

Paragraph 104 of the NPPF states that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. the potential impacts of development on transport networks can be addressed.*
- b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.*
- c. opportunities to promote walking, cycling and public transport use are identified and pursued.*
- d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse¹ effects, and for net environmental gains; and*
- e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

Paragraph 105: development should be focused that can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes.

Paragraph 110 states that: *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

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

² National Planning Policy Framework, July 2021.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf (Accessed 18th November, 2021)

- b. *safe and suitable access to the site can be achieved for all users;*
- c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- b. Paragraph 111 goes on to say that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

- a. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*
- c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Greater Manchester Transport Strategy 2040³

"The 2040 Vision for Transport, which was consulted on in 2015, will set the scene for the start of a radical, and ambitious, new approach to planning the transport system in support of long-term needs and aspirations. This Transport Strategy builds on the Vision, highlighting the priority interventions needed to achieve it and supported by a 5-year plan, which identifies the first steps towards its delivery.

Priority interventions build on the success of the existing transport investment programme, which is the largest outside London. This ranges from transformational investment in HS2 and new, fast east-west rail connections across the North, to establishing Greater Manchester as a modern, pedestrian and

³ Greater Manchester Transport Strategy 2040, January 2021, https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf (accessed 22nd October 2021)

cycle-friendly city region. The local road system will be much more reliable and safe for all users, including freight and commercial traffic. And, crucially, the strategy will build on the success of the commuter revolution, which Metrolink and improved local rail services have brought over the past 20 years, with the delivery of new and enhanced rapid transit links and a transformed local bus network.

This Strategy focuses on tackling the critical long-term challenges we are facing in Greater Manchester, such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in our city region. This is supported by a more holistic approach to the needs of passengers and freight, with a strong focus on integration; both in terms of transport and wider policy areas, such as spatial planning and health. Technology and innovation also have a key role to play. A consistent and long-term approach will be taken to tackling these major challenges but will also review the strategy on a regular basis to respond to changing trends and new opportunities and priorities."

3.4 Manchester Core Strategy 2012

"Policy T 1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.*
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

- 1. Pedestrians and disabled people*

2. Cyclists, public transport,
3. Commercial access,
4. General off-peak traffic,
5. General peak time traffic.

Policy T 2 Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development:

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.*
- *Particular priority will be given to providing all residents access to strategic employment sites including:*
 - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres*
 - *Areas not within the City Centre or District Centres*

- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*

3.5 Response to Policy

The site is located south of the city centre and accessible via existing public transport, cycle and pedestrian routes. Additionally, the proposed development will include facilities for cyclists, while a Travel Plan, submitted alongside the planning application under separate cover, will promote the use of sustainable modes of transport and discourage single occupancy private car journeys.

Policy	Response
National Planning Policy Framework	
Chapter 9: Promoting Sustainable Transport • Paragraph 104 • Paragraph 105 • Paragraph 110 • Paragraph 111	Potential impact on the highway network has been assessed and is deemed acceptable Provision of a loading bay Accessible by public transport Transport Statement and Travel Plan provided Impact on highway safety and road network not severe
Manchester Core Strategy 2012	
T1: Sustainable Transport	Location close to existing transport services Cycle parking provision Charge points for electric vehicles
T2: Accessible area of opportunity and need	Location easily accessible by walking, cycling, and public transport Travel plan provided

4. Proposed Development

4.1 The Development

The development proposals include the following:

- 76 Residential Units.
- GP Surgery with pharmacy.
- 76 cycle parking spaces with double stacks configuration for residents in a cycle store
- 8 internal cycle parking spaces for healthcare staff
- 10 external cycle parking spaces for visitors
- 25 Car parking spaces for the healthcare offer
- 35 Car parking spaces for the residential
- A private landscaped communal courtyard.

The development proposals are included within Appendix A.

4.2 Pedestrian Access

Pedestrians can access the site from The Avenue. A new footway will be created along the western frontage of the development. The existing footway along The Boulevard to the north will be improved.

There is an uncontrolled pedestrian crossing with dropped kerbs, tactile pavement and an island at the junction of The Avenue and The Boulevard which provides access to the development walking from the west on The Boulevard.

As set out in Section 2.5-2.6 there is very good access to the bus and tram network from the development.

4.3 Cycle Access and Cycle Parking

A total of 94 cycle storage spaces are proposed for the development.

38 cycle parking stands with double stack provision will be provided for the residential development. This is a secure covered bike store that can accommodate 76 bikes. This provides one space for every apartment, which was agreed with MCC highway officers in pre-app discussion, see Appendix B. The cycle store can be accessed from The Boulevard separate from development's main entrance and provides easy access to the internal building.

There are four cycle stands (eight cycle storage spaces) underneath the staircases in the car park assigned to the staff of the GP surgery.

There are five sheffield stands close to the main entrance on The Avenue, which will accommodate 10 cycles for visitors to the development.

4.4 Car Parking

60 car parking spaces (including four disabled spaces) will be provided on-site as follows:

- Ambulance/taxi/pick up-drop off space on The Avenue
- 4 on-street spaces on The Avenue for visitors to the development
- 21 spaces in the two-storey car park for use by healthcare staff and visitors
- 35 spaces in the two-storey car park for use by residents (a provision of 46%)
- A total of four disabled parking spaces in the two-storey car park located next to the building entrances.

The car parking provision is discussed in detail in the Car Parking Strategy at Appendix C.

Tracking to the car park is provided on drawing 1215-02-CIV-XX-XX-SK-D-40001 for the first floor and drawing 1215-02-CIV-XX-XX-SK-D-40002 for the first floor of the decked car park.

4.5 Vehicle Access, Servicing and Deliveries

The main car park will be accessed from The Avenue, with three-way traffic light controls within the site to manage the use of the ramp, which is two-way but only wide enough for one vehicle at a time.

The visibility splay of the site access is shown in drawing 1215-02-CIV-XX-XX-SK-D-40006 P01.

The access to the car park will also be used by cars and ambulances to turn around and leave the site via The Boulevard, as access to the south of The Avenue is not permitted.

Vehicle tracking drawings are provided at Appendix D and described below.

Refuse

Refuse collection will take place from The Boulevard. Bin stores are located on the east end of the residential building, with the bin store for the healthcare offer located south of this. The bins will be wheeled by site management via a secure alley route on the east end of the site onto The Boulevard where the refuse vehicles would be waiting.

Figure 7 shows the refuse collection strategy.

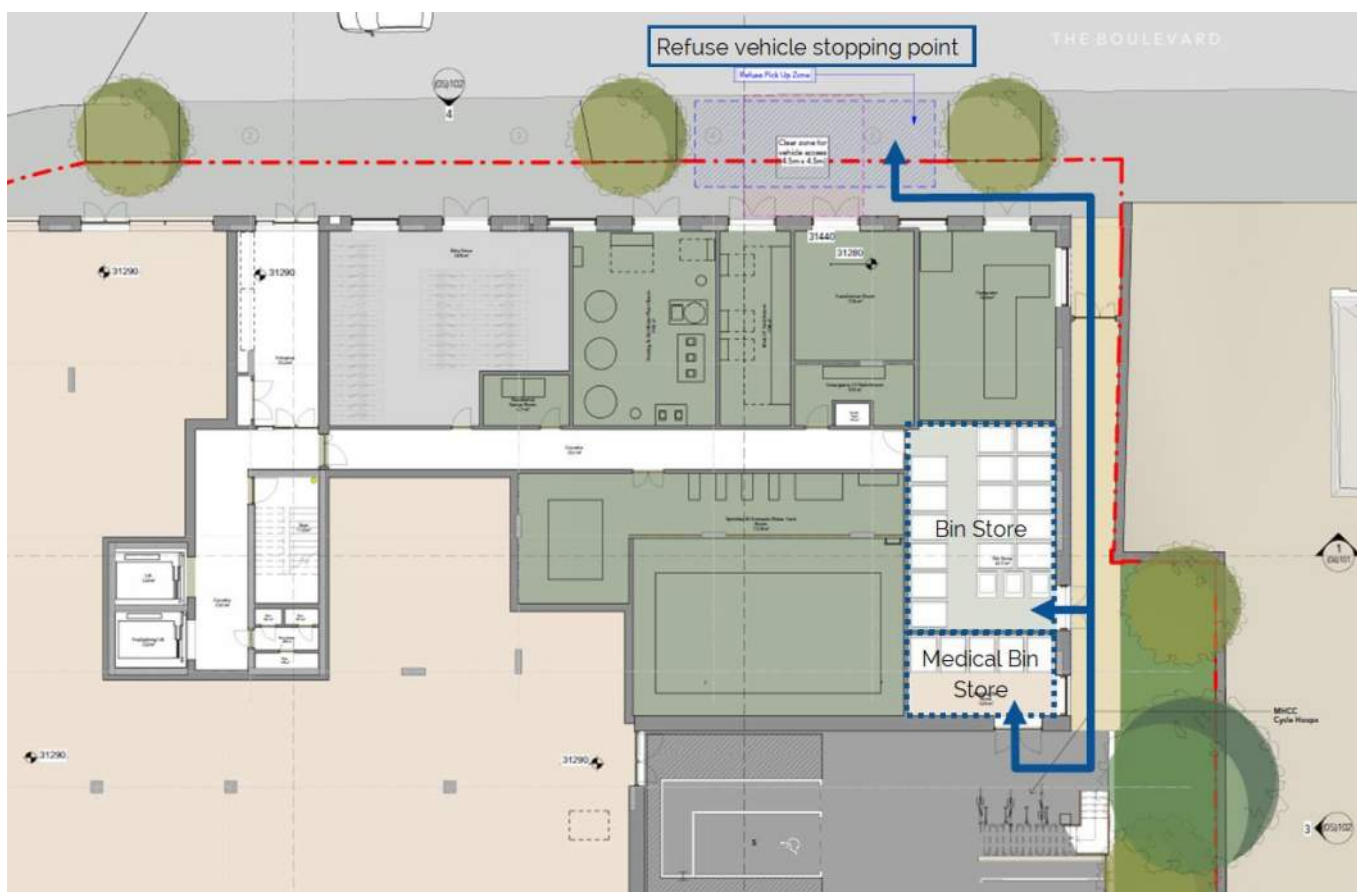


Figure 7; Refuse Strategy

Tracking of the MCC refuse collection vehicle is indicated on drawing 1215-02-CIV-XX-XX-SK-D-40004 P03. Note that 4-5 short-stay parking spaces on The Boulevard would have to be removed to accommodate this servicing area. This is preferable to serving the site from The Avenue, which would require large vehicles to reverse and turnaround where young people are walking to school. As well as this, access would still be required to the substation as below, and therefore some parking would have to be removed.

Substation

The substation is located on The Boulevard. Generally, access can be via car or van, however in the case of plant replacement being required, a HIAB truck would be used. Tracking for this is shown on drawing 1215-02-CIV-XX-XX-SK-D-40008 P01.

Emergencies

Ambulances will use the proposed layby next to the building entrance on The Avenue. Tracking is shown on drawing 1215-02-CIV-XX-XX-SK-D-40005 P03.

Fire vehicle access requirement is shown in 1215-02-CIV-XX-XX-SK-D-40007 P02. As stated on the drawing, note that this shows a standard fire tender vehicle available in the AutoCAD vehicle library. The vehicle type has not been confirmed with Manchester fire service, and therefore this drawing should not be used as an indication that the fire strategy is possible. Tracking will be updated when the fire tender vehicle specification is confirmed.

The fire tender currently tracked is shown to overrun the kerb to the north of the site access. The landscape architect, Plincke have indicated that the kerb will be flush with the site access at this location.

5. Trip Generation

This section of the report details the estimated AM and PM peak hour trip rates and trip generation for the proposed development using the TRICS database (section 7.8.3).

5.1 Apartments

There will be two types of apartment at the development – 30 affordable flats and 46 shared ownership flats. The following search criteria was used, with the full TRICS survey output provided in Appendix E.

- Categories: '03/D Affordable/Local Authority Flats' for the affordable flats, and '03/C Flats Privately Owned' (for the shared ownership flats, as the closest proximity to the proposed use).
- Location: All Regions Included in the UK
- Location Area: Edge of Town; Suburban Area
- Survey dates: 2015-present
- Surveys days: weekday
- Trip rate parameter: per flat

The survey sites were then interrogated using the site descriptions and Google Maps to omit sites that were not representative of the apartments at the proposed development. Only sites which had parking ratios of 0.3-0.7 spaces per apartment were included.

The vehicle trip rates are presented in Table 1, along with the vehicle trip generation.

Table 1: Apartments vehicle trip rates and trip generation

Land use	AM peak			PM peak		
	In	Out	Total	In	Out	Total
Trip rates						
Affordable flats	0.037	0.053	0.09	0.075	0.043	0.118
Shared ownership flats	0.019	0.093	0.112	0.081	0.054	0.135
Total vehicle trips						
30 No. Affordable flats	1	2	3	2	1	4
46 No. Shared ownership flats	1	4	5	4	2	6
Total	2	6	8	6	4	10

5.2 GP Surgery with Pharmacy

The following selection criteria was used to provide an accurate description of this proposed element of the development:

- Category: 05/G Health; GP Surgery
- Location: All Regions Included in the UK
- Location Area: Neighbourhood Centre
- Survey dates: Default
- Surveys undertaken on weekdays only.

Trip rate and resulting trips from the proposed 1,179sqm GP and pharmacy is presented in Table 2.

The survey sites were then interrogated using the site descriptions and Google Maps to omit sites that were not representative of the proposed medical centre. Civic Engineers received information from the Primary Care Trust that there would be 8 doctors based at the development, and 25 parking spaces are allocated to the health centre. This equates to 3 parking spaces per doctor, and therefore sites which had between two and three spaces per doctor were included.

Table 2: Trip generation for GP-Surgery from TRICS

	AM peak			PM peak		
	In	Out	Total	In	Out	Total
Trip rate per 100sqm	1.911	1.108	3.019	0.720	1.440	2.160
Trips (GFA: 1,179sqm)	23	13	36	8	17	25

5.3 Total Trip Generation

Total vehicle trips of the proposed development in the AM and PM peak hour. Rounding gives an error of +/-1.

Table 3: Total vehicle trips

	AM peak			PM peak		
	In	Out	Total	In	Out	Total
Apartments	2	6	8	6	4	10
Medical centre	23	13	36	8	17	25
Total	25	19	43	14	21	35

6. Trip Distribution

6.1 Residential Trips

To distribute the vehicle trips from the proposed apartments, travel to work origin-destination data was taken from the 2011 census⁴, which gives the work location of people living in the MSOA in which the development is located who drive to work.

This was analysed using routing information from google maps and the most likely routes were used to inform the trip distribution. Where more than one route choice was available, the trips were split evenly between the different routes. A diagram of the trip distribution percentages and resulting development trips on the network can be seen in Appendix F.

Route choice is presented in [see below under 6.3.

6.2 Medical Centre trips

The medical centre will replace Didsbury Medical Centre which is located at 645 Wilmslow Road, Manchester, M30 6BA. Using the catchment area of the existing medical centre as a guide, the LSOAs within the expected catchment area were selected. The population of each LSOA was taken from the 2011 census for use in a gravity model.

The distance from the site to the centroid of each LSOA was used for the gravity model.

Using directions from Google maps, the most likely routes between the site and the LSOAs were estimated. Where there was more than one possible route the likelihood of each was weighted evenly, up to a maximum of four possible routes. Using the vehicle trip generation in section 5 the number of vehicles could then be added to the distribution diagrams.

As this exercise aimed to find the distribution of vehicle trips to the development, the LSOA in which the site is located was not included, as it is assumed that the majority of people travelling from this LSOA would walk or cycle,

6.3 Route Choice

Table 4 shows the route choices used for the trip distribution exercise. The AM peak is the time between 08:00-09:00 and the PM peak the time between 17:00-18:00. The number of vehicles includes both the arrivals and departures for each route choice. Rounding of trips give an error of +/-1.

⁴ Census 2011 dataset WU03EW/ - Location of usual residence and place of work by method of travel to work (MSOA level) for Manchester 039 in which the development is located.

Table 4: Two-way vehicle trips and % route choice

Route	Residential	Medical centre	AM two-way trips	PM two-way trips
1. Princess Road North	3%	30%	3	4
2. Princess Road South	4%	34%	4	4
3. A5145 West	8%	7%	3	3
4. A5145 East	11%	11%	5	4
5. A6010 West	4%	3%	2	1
6. A6010 East	4%	8%	2	2
7. Mauldeth Road West	5%	0%	2	1
8. Mauldeth Road East	4%	0%	2	1
9. Nell Lane West	7%	1%	2	2
10. Nell Lane East	4%	1%	2	1
11. Cavendish Road	0%	0%	0	0
12. Burton Road North	16%	2%	8	6
13. Burton Road South	11%	1%	4	3
14. Whitechurch Road	14%	1%	3	2
15. Clearwater Drive	0%	0%	0	0
16. Moorgate Avenue	0%	0%	0	0
17. Lapwing Lane	5%	0%	2	1
Total	100%	100%	43	35

* Number of vehicles are those arriving and departing at each route choice.

6.4 Local Highway Impact

Combining the trips for the medical centre and residential element of the development shows that 43 vehicles are estimated to be added to the network during the morning peak hour (08:00-09:00) and 35 vehicles during the afternoon peak (17:00-18:00). All these vehicles will use the roundabout at The Boulevard and The Avenue before dispersing across the local highway network. Distribution diagrams can be found in Appendix F.

Spread out over the AM peak hour, 43 vehicles equate to an additional vehicle at the roundabout approximately every 90 seconds, likely to already be within the day-to-day fluctuations experienced at this junction.

At the next junctions, i.e. Princess Road/The Boulevard to the west and The Boulevard/Clearwater Drive to the east, the impact will be less than 30 vehicles.

It is therefore concluded that further assessment is not required.

7. Conclusion

This document provides the Transport Statement for a proposed residential and healthcare development in the West Didsbury area to the south of Manchester city centre. The development consists of 76 one- and two-bedroom apartments, with space on the ground floor for a healthcare facility and pharmacy.

Within 2km of the development are West Didsbury and Withington where there are local shops, schools, and parks. The site is well located for access to public transport with both bus and tram stops within 400m. There are local cycle routes nearby that provide links to the city centre and to National Cycle Route 6. The area surrounding the development is largely residential.

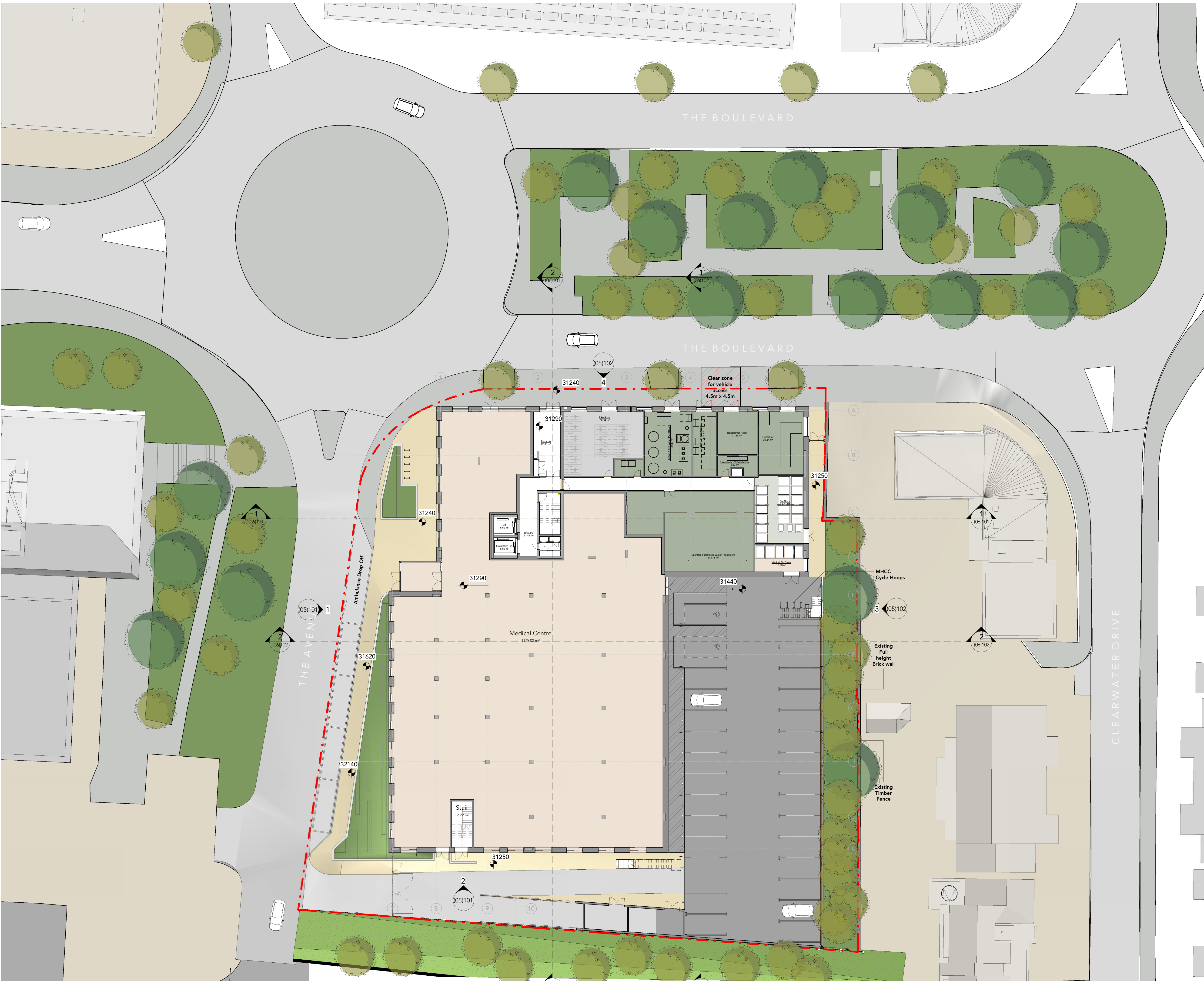
The development will provide 76 cycle parking spaces for the residential properties in a secure cycle store. Additionally, eight spaces will be provided for staff of the healthcare centre and 10 spaces will be provided within the landscaping for visitors to the development.

There is a 60 car parking spaces proposed at the development, 56 of these in a two-storey car park to the rear of the property and four on-street spaces on The Avenue. 35 of the spaces in the car park will be for use by residents and the remaining 25 spaces for uses associated with the healthcare facility.

Trip generation and distribution exercises were undertaken to assess what vehicle traffic the development will generate and what impact it might have on the local highway network. During the AM peak, eight vehicle movements are estimated in relation to the residential use while 36 are estimated at the healthcare facility. During the PM peak, 10 vehicle movements related to the residential development and 25 to the healthcare facility are estimated. Using a gravity model to distribute these trips on the local highway network, the report concludes that during the AM peak hour the roundabout at The Avenue and The Boulevard will see an additional vehicle approximately every 90 seconds which is likely within day-to-day fluctuations at this junction. The impact at the next junctions on the network (Princess Road/The Boulevard to the west and The Boulevard/Clearwater Drive to the east) will be less than 30 vehicles. Therefore, no further assessment has been undertaken regarding the impact on junctions in the area.

Considering the local amenities, the sustainable transport options nearby, and the minimal impact anticipated on the highway network, this development should be supported from a transport perspective.

Appendix A – Development Layout



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

SCALE 1:200

Planning Application
Boundary

Note
Refer to Landscape Architects drawings for
landscape arrangement

P1	26/01/22	JL	Draft Issue
Rev	Date	Ints	Details

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Project Title	Didsbury Point
Client	Southway Housing
Location	West Didsbury, Manchester

Drawing ref	Proposed Site Plan
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Date	26/01/2022 20:02:38	Scale	As indicated
Checker	AH	Orig Paper Size	A1

Job No:	8845	Status	Planning
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Project:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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8845-BA-XX-GF-DR-A- (04)101- P1

Appendix B: MCC Meeting Minutes

Project Name:	Didsbury Point, Manchester		
Subject:	Highway/parking discussion	Job number:	1215/02
Location:	Microsoft Teams	Held on:	3 November 2021
Attendees:	Emily Ingham and Marie-Rose Benjamin (Civic Engineers), Andy Connell (MCC highway officer), Ellie Philcox (Euan Kellie Property Solutions)		
	Cc:	Project team	

Ref	Item	Action
1.0	EV charging	
1.1	AC confirmed the following requirement, which differs from previously advised: 20% active supply for all parking spaces (health centre and apartments) - Remaining spaces must be passive, with ducting supplied - Spaces can be standard size 2.4m x 4.8m - Understood that energy supply may not be available from day one for the passive spaces, AC just needs to know that the ducting will be in place so that car park doesn't have to be dug up to add more chargers in the future.	Team to note
2.0	Car Parking	
2.1	El set out that 5% of car parking is proposed to be disabled parking. This is acceptable to AC.	Note
2.2	Current proposal is 55% provision for residential parking and 25 parking spaces for the GP, including 5 on-street.	Note
2.3	AC: This is a highly accessible and sustainable location.	Note
2.4	Civic Engineers to develop Parking Strategy note to set out car ownership and car use in the area and to explain the parking provision.	Civic Engineers
2.5	AC will expect a detailed Travel Plan with practical initiatives to encourage residents and staff to not travel.	Client team to note Travel Plan requirement
2.6	The cars parking in the 5 on-street spaces will need to turn around in the site access (see 3.0 below). These can only be considered disabled spaces if they are 6.6m x 2.7m	Note

Ref	Item	Action
3.0	Vehicle Access including Refuse	
3.1	AC is of the opinion that The Boulevard should not be used for refuse collection as some of the new time-limited parking bays would need reallocating. AC asked the team to explore whether the proposed layby on The Avenue could be used for refuse. Civic Engineers will progress this. Points to note: • Civic will track the refuse vehicle using the proposed layby, however it is likely the layby will need extending to join with the back of the proposed parking. • The Avenue is under private ownership, however AC stated we should treat as highway and assume there are access rights to the proposed development as highway rights have been established. • Access is not available south of the school gate, so vehicle refuse vehicle would need to use the site access itself to turn around so that it doesn't have to reverse into The Boulevard. • AC stated that bins would need taking back onto site asap to avoid blocking footway. • Layby needs to be south of pedestrian crossing (this is as currently shown) and as refuse vehicles are high-sided, visibility needs to be checked to deduce the impact of the refuse vehicle on visibility when it is parked in the layby. AC requested that a Stage 1 Road Safety Audit (RSA) Report accompany the planning application.	Team to work on access strategy Civic Engineers to progress RSA
4.0	Cycle Parking	
4.1	El asked if 100% parking provision could be reduced to allow for some disabled/accessible/cargo cycle parking. AC said 100% provision required. Team to explore option to locate accessible cycle parking elsewhere if possible.	Team
4.2	Cycle parking provision for health centre/visitors to residential was acceptable to AC – 12 for residential visitors/health centre visitors in landscaping and 12 for staff of the health centre.	Note

Appendix C: Car Parking Strategy

Job Title

Didsbury Point

Report Type

Car Parking Strategy v2.0

Prepared for

Southway Housing Trust

Date

13 October 2022

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Appendix A: February 2021 Parking Survey Results

Car Parking Strategy v2.0

Prepared by Michael Cameron

Reviewed by Emily Ingham

Civic Job No. 1215-02

Issued Version 2.0 issued on 13 October 2022

Revised V0.1 draft on 11.01.2022; V1.0 issue on 02.02.2022; Version 1.1 issued on 20 September 2022

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1. Introduction

Civic Engineers have been commissioned by Southway Housing Trust to provide transport consultancy advice for the planning application for Didsbury Point, which will comprise:

- 76 Residential Units. of which 46 will be shared ownership and 30 will be affordable.
- 1,179 sqm GP Surgery with pharmacy.
- 76 cycle parking spaces with double stacks configuration for residents in a cycle store
- 8 internal cycle parking spaces for healthcare staff
- 10 external cycle parking spaces for visitors
- 25 Car parking spaces for the healthcare offer
- 35 Car parking spaces for the residential
- A private landscaped communal courtyard.

Proposals are shown at Appendix A.

This note is the Car Parking Strategy for the proposed development, forming an appendix to the Transport Assessment for the development, and sets out the rationale for the proposed parking provision.

The development is in a good location for cycling, with easy access onto the regional cycle route which connects with national cycle routes to the north. Cycle parking will be provided. The development is located close to bus stops on Princess Road and the Withington tram stop. There are many amenities within a 20-minute walking distance such as Burton Road where there are food shops, restaurants, pubs, and other amenities. Also nearby are the Southern Allotments, Albermarle Allotments, the green space of the Southern Cemetery, and access to the footpath along the River Mersey.

2. Context for Parking Proposals

2.1 Sustainable Transport Accessibility

As set out in the accompanying Transport Assessment, also produced by Civic Engineers, West Didsbury is within walking distance of the proposed development. Manchester city centre is approximately 5km to the north of the site. There are several bus stops and the Withington tram stop within 500m of the site.

The GMAL score for the development is 5, just on the border with areas that score 6.

Near to the development there are open spaces, primary schools, high schools, supermarkets, and a selection of bars and restaurants. For people who cannot walk for 20 minutes there are parking spaces close to these amenities.

Interestingly, good provision of local amenities within a 20-minute walk is the subject of the aptly named '20-minute neighbourhoods' movement¹, which reduces reliance on cars by trying to meet normal daily needs of residents within a 20-minute walk. The amenities within walking distance of the proposed development indicate that many daily needs can be satisfied on foot. Indeed, the development will play its own role in enhancing the 20-minute neighbourhood by providing a medical centre and new pharmacy to the surrounding residential areas.

There are bus stops on Princess Road which have services to Chorlton, Wythenshawe, Manchester Airport, and Piccadilly Gardens. In each direction there are 8 buses an hour. It should be noted that there is a shelter with somewhere to sit while waiting for the bus

Also within 500m is the Withington tram stop where there are 10 trams in each direction every hour. The stop is on the pink line which provides journeys between East Didsbury and Rochdale via Manchester city centre. Within the city centre zone transfers can be made onto any of the other lines.

In summary the development is well connected for local walking trips and public transport trips.

2.2 The Climate Crisis

The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.

In July 2019 Manchester City Council announced a Climate Emergency, with the target for Manchester to become a zero carbon city by 2038. Manchester has a Climate Change Action Plan 2020-25 which sits alongside a citywide framework produced by Manchester Climate Change Partnership.

¹ Z.P. (2015) The 20 Minute Neighbourhood. *The Culture Vulture*. [online] Available at: <https://theculturevulture.co.uk/all/the-20-minute-neighbourhood/> (Accessed 15 November 2021)

2.3 Existing Parking Situation in Vicinity

The streets in the immediate vicinity of the site have Traffic Regulation Orders (TROs) to limit the parking that takes place on them, including some relatively new TROs on The Boulevard.

The Avenue has double yellow lines for its full length, and The Boulevard has double yellow lines on one side of the road and parking on the other. Recently (within the last 2 years) the parking on The Boulevard has been limited to 2-hour maximum. It is considered this is to retain it as parking for people visiting the area, rather than people parking long-stay to access the Withington tram stop at Princess Road, 200m away.

The current TROs are shown on Figure 1. Information received from MCC on 22 December 2021 by email indicated that the TROs were now in place.

In the surrounding area there are no resident parking schemes that require permits. Many of the streets nearby therefore have unrestricted parking that is likely used primarily by people who live in the area but could also be used by people accessing the tram.

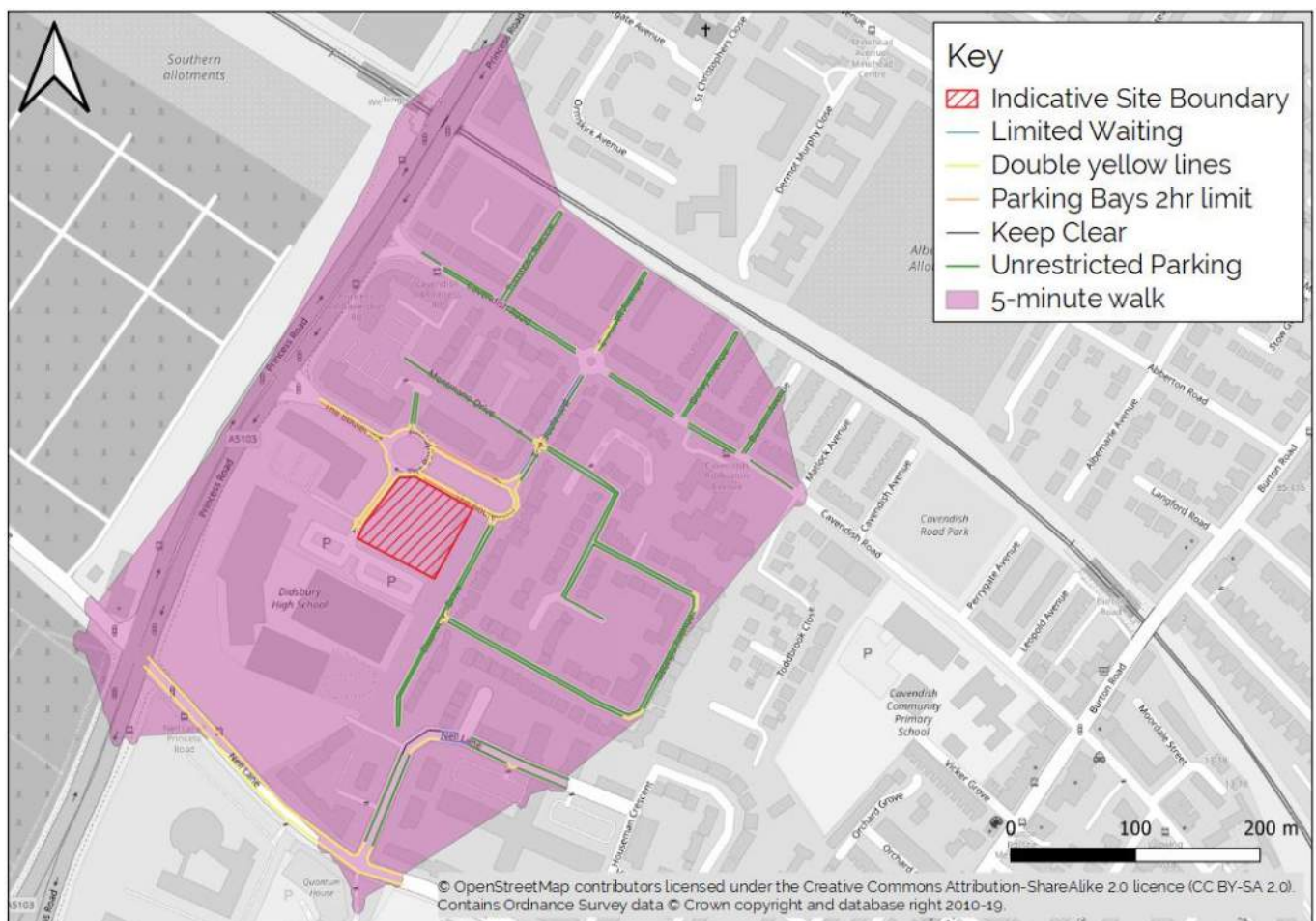


Figure 1: Current TROs surrounding the site

A parking survey was carried out on Wednesday 24 February 2021, the results of which can be seen in Appendix A. During this time there were still some restrictions related to the Covid-19 pandemic and as such further surveys may be useful. Also note that the TROs mentioned above were not yet in place: parking on The Boulevard was unrestricted.

Nevertheless, the survey showed that the maximum occupancy rate on The Boulevard was 44% during the period 13:30-15:30 with lower rates the rest of the day and that no parking occurred on The Avenue.

In the surrounding area most streets were below capacity all day, however, Clearwater Drive was continually at or over capacity and a few other streets (Tunstead Avenue, Disley Avenue, Buxton Avenue, and Highmarsh Crescent) had at least one period during the day over capacity.

2.4 Focus on Other Travel Modes – Travel Planning

Section 5 will look at strategies for managing the low parking provision at Didsbury Point, but in the spirit of not always prioritising car use, this section looks at all the ways the Travel Plan at the development can support low car and sustainable travel lifestyles.

A Travel Plan has been produced for the development. This provides information for the future Travel Plan Coordinator to include in communication to prospective residents and people working at the medical centre, and reminders to residents once they have moved in. It will also set out the measures which will be implemented to support sustainable travel choice such as:

- Communication – sustainable travel information to be incorporated into the Home User Guide. A travel pack containing sustainable travel information to be produced for the staff at the healthcare centre.
- Walking – detailed information about what amenities are available within walking distance. Incentives could be provided to shop locally.
- Cycling – ample cycle storage will be provided, including private and communal. Information provided about local bike mechanics and cycle confidence training. The provision of pool bikes for residents to hire will be explored by the Southway Housing Trust. Provision of pool bike(s) for staff at the healthcare centre.
- Public transport – information about nearby services included in the sustainable travel information will be provided to residents. Funding for free or discounted public transport tickets for staff at the healthcare centre.
- Car Club - An Enterprise Car Club vehicle is currently located at the Siemens offices off Princess Road, about 500m walk from the site. Southway Housing Trust will also investigate with reputable car club providers options for car club at the development.
- Car Share - Encouraging residents and staff who do bring a car to site to offer to drive their neighbours or colleagues that are heading to the same place. Residents should also be encouraged to join peer-to-peer car lending schemes such as Hiyacar.
- Considerations for how the school run can be managed to be less car dependent than in other residential areas.
- Lockers are available for parcel deliveries, for use by residents only.
- New electric vehicle chargers.
- Showers, lockers, and changing facilities for staff included in the design of the healthcare centre.

- The medical centre management will promote non-car travel to their staff.

These measures will give confidence to residents or staff who are moving to site without a car, especially if they are not used to living without access to a car. More details are set out in the accompanying Travel Plan and Transport Statement documents.

3. Residential Car Parking Provision and Rationale

This section sets out the rationale for providing low car parking at the Didsbury Point development specifically.

3.1 Parking Proposals

35 parking bays in the off-street car park are proposed for residents. This is a ratio of just under one space for every 2 apartments (46%). MCC does not have parking standards for residential developments and assesses each on a case-by-case basis.

This proposal is accepted in principle by MCC highway officers pending further evidence and information on the appropriateness of this level of provision, which is contained in this document.

3.2 2011 Data: Car Ownership in the Vicinity

There are several ways to derive car availability² information from the most recent available Census data:

- Apartments in the area had 0.85 car for each of the apartments (considering house type only)³
- People living in homes they owned or had shared ownership of had 1.27 cars for every 1 home.⁴
- People living in social rented homes had 0.45 cars for every 1 home.⁴

This data is from the 2011 Census, which is now 10 years old. Since then, the Metrolink has arrived in Didsbury, which is likely to have changed car ownership.

It is noted that there is a downward trend of car ownership since the 90s, and therefore this data may no longer be representative. People are learning to drive later, and car ownership and miles driven are both falling⁵. There are many reasons for these trends including: 'more precarious employment, rising car insurance costs, starting families later, staying in education longer, living at home longer due to housing costs, shift to more urban living, preferences have changed. This is not just 'car later' but 'car less'. As young people start families, they do use cars but not to the same degree as previous generations.'

² Note that, although this dataset is often shortened to 'car ownership', it actually is defined as 'the number of cars or vans that are owned, or available for use, by one or more members of a household. This includes company cars and vans that are available for private use'² and therefore includes some work vans/cars.

³ 2011 Census data. LC4415EW Accommodation type by car or van availability by number of usual residents aged 17 or over in household. MSOA Manchester 039.

⁴ 2011 Census data. LC4416EW Tenure by car or van availability by number of usual residents aged 17 or over in household. MSOA Manchester 039

⁵ Marsden, G. et al. (2018) All Change? The future of travel demand and the implications for policy and planning, First Report of the Commission on Travel Demand, ISBN: 978-1-899650-83-5. Infographic available at http://www.demand.ac.uk/wp-content/uploads/2018/05/FutureTravelDemand_infographic.pdf

3.3 Car Use in the Vicinity and the Role of Car Club

Car Use and Car Ownership are different things. 44% of people in the area are going out to work and travelling there by car/van (see Table 1).

There is a high level of employment in the area and a low proportion of people working from home, at the time of the 2011 census. It is expected that the proportion of people working from home will have increased during the 2021 census. It should be noted that at the time of the 2011 Census the Withington tram stop and the tram line to Didsbury were not complete or operational, therefore it is anticipated that the mode share for this area will be different when the results of the 2021 census are made available.

Of course, there are other places people need to take a car than to work, but it may be that cars are kept for occasional use e.g. evenings and weekends, education escort, shopping trips and visiting friends and family. Because of the cost of owning a car, for people who only use their car occasionally, it can sometimes be more economical and just as convenient to join a car club, and there is one conveniently located close by at Siemens. Southway Housing Trust will also investigate with reputable car club providers options for car club at the development.

Table 1: Census mode split – travel to work⁶

Mode	Mode Share
Working mainly at/from home	3%
Underground, metro, light rail, tram*	0%
Train	1%
Bus, minibus, coach	16%
Taxi	0%
Motorcycle, scooter, moped	0%
Driving a car or van	44%
Passenger in a car or van	2%
Bicycle	4%
On foot	5%
Not in employment	23%

*Note: the tram line to Didsbury was not open at the time of the 2011 census.

⁶ Census 2011 QS701EW – Method of Travel to Work for MSOA Manchester 039

3.4 Recent Precedents in Greater Manchester and Elsewhere

Recent planning applications have been approved or are going through the planning process which propose similar or lower residential parking provision, such as:

- The Kellogg's development of up to 750 homes and a local centre with a mix of uses including a primary school, office, hotel and leisure on land south of Talbot Road, Trafford (application reference 99795/OUT/20) was approved in September 2020, with a parking ratio of 25%.
- The Aaben development on Leaf Street, Hulme, comprises 85 apartments and 20 houses, with the provision of 55 parking spaces, a ratio of 0.52 spaces per dwelling. This was approved in January 2016 (application reference 110180/FO/2015/S1) and first occupation is imminent.
- The Climate Innovation District in Leeds has 255 car parking spaces for the 312 homes at Phase 1 of its development and proposes 90 parking spaces for 249 new homes (formed of apartments and houses) at Phase 2, a ratio of 0.36-0.82 spaces per home. Parking spaces and homes are sold separately, with parking spaces costing £15,000. Engagement before occupation establishes that households are not able to buy more than one space, to ensure low car ownership.
- City of York Council are currently proposing low car parking provision for their own residential developments such as Ordnance Lane, where there will be 28 parking spaces for 87 1-4 bed homes (parking ratio of 0.32), as well as at Duncombe Barracks (ref: 20/01902/FULM) for which planning approval was granted in April 2021. This development will have a very good supply of cycle parking, 34 homes, and 19 car parking spaces, a ratio of 0.56.

3.5 Promoting Low Car Ownership to Residents

When marketing and letting the apartments Southway will ensure that practical non-car options and how they can be accessed are fully described. It will be explained to prospective residents when they express interest in the development that parking is limited and on what basis spaces will be allocated. When all the parking provision is fully let/sold, so far as it is practicable and to protect nearby streets from parking by residents of the development, it will be made clear to other individual prospective residents who own a car that they will need to balance the benefits of the location and the quality of the homes provided against the advantages and disadvantages of car ownership prior to purchase or letting.

4. Health Care Centre Parking Provision and Rationale

25 spaces are proposed for use by the health care centre. It should be noted that the health care centre is replacing existing provision at Didsbury Medical Centre, which also has good public transport links but far fewer car parking spaces. The existing health care centre has 6 off street spaces meaning that the proposed development is significantly increasing the car parking provision.

Parking Accumulation

The Transport Statement submitted alongside this Car Parking Strategy includes details of how the trip generation of the development has been estimated. Using the TRICS output, but looking at car movements only, it is possible to look at the likely parking demand of the health centre over the course of a day. This is presented in Table 2.

The maximum parking demand for the health centre is 21 parking spaces in the hour 10:00-11:00. This can be accommodated on site in the 25 available parking spaces. There are also some limited-stay (2-hour) parking bays on The Boulevard which will be suitable for use by people visiting the medical centre, without using up any of the unrestricted parking in the area, which is valuable to local residents.

It is therefore considered that the parking proposed for the health centre is adequate, and will be an improvement on the current situation for patients of the relocating health centre.

Table 2: Parking Accumulation of Proposed Health Centre

Hour begin	Trip rate		Trips		Parking demand
	In	Out	In	Out	
06:00	0.071	0	1	0	1
07:00	0.692	0.111	8	1	8
08:00	1.717	0.969	20	11	17
09:00	2.16	1.911	25	23	19
10:00	2.16	2.049	25	24	21
11:00	1.966	2.243	23	26	17
12:00	1.108	1.662	13	20	11
13:00	1.302	1.468	15	17	9
14:00	1.8	1.551	21	18	12
15:00	1.634	1.412	19	17	15
16:00	1.883	1.634	22	19	17
17:00	0.72	1.357	8	16	10

Hour begin	Trip rate		Trips		Parking demand
	In	Out	In	Out	
18:00	0.443	0.858	5	10	5
19:00	0.096	0.337	1	4	2
20:00	0	0	0	0	2
21:00	0	0	0	0	2
22:00	0	0	0	0	2

5. Parking Management at Didsbury Point

The proposals have been developed to take account of MCC policy in providing and managing car parking to a scale which is proportionate to the needs of residents of the home and staff/users of a local medical centre and reflective of a move to greater use of public transport, cycling and walking as an alternative to car ownership. Southway will continue to monitor the effectiveness of the solutions provided and will work proactively within the local community on any future measures which may be required. The initial survey carried out in February 2021 (see section 2.3) provides a baseline for future analysis/survey required to identify any other mitigation measures to be put in place to discourage car use/on-street parking in the area., This could include:

- Enhanced travel plan measures to discourage medical centre staff driving to work
- Information to patients on how to access the medical centre without driving, and to communicate the location of the car park and discourage them from parking on surrounding streets
- Revised parking strategy for residents and communication when moving in, e.g. strengthen the message to residents on alternatives to car ownership
- Enhance travel plan measures to support residents to give up car ownership and travel by other modes

This can be progressed in agreement with MCC highway officers.

6. Summary

This note has set out the rationale for the proposed car parking levels at Didsbury Point, with a parking space available for 35 of the 76 homes, a ratio of 46%. This has been proposed taking into account the existing car use and car ownership in the area, recent precedents, and the aspiration to limit car use to address the climate crisis.

25 car parking spaces are proposed for the health centre. A parking accumulation study has been carried out, indicating that a maximum of 22 parking spaces will be in demand at any one time. There is some short-stay parking available on The Boulevard if needed.

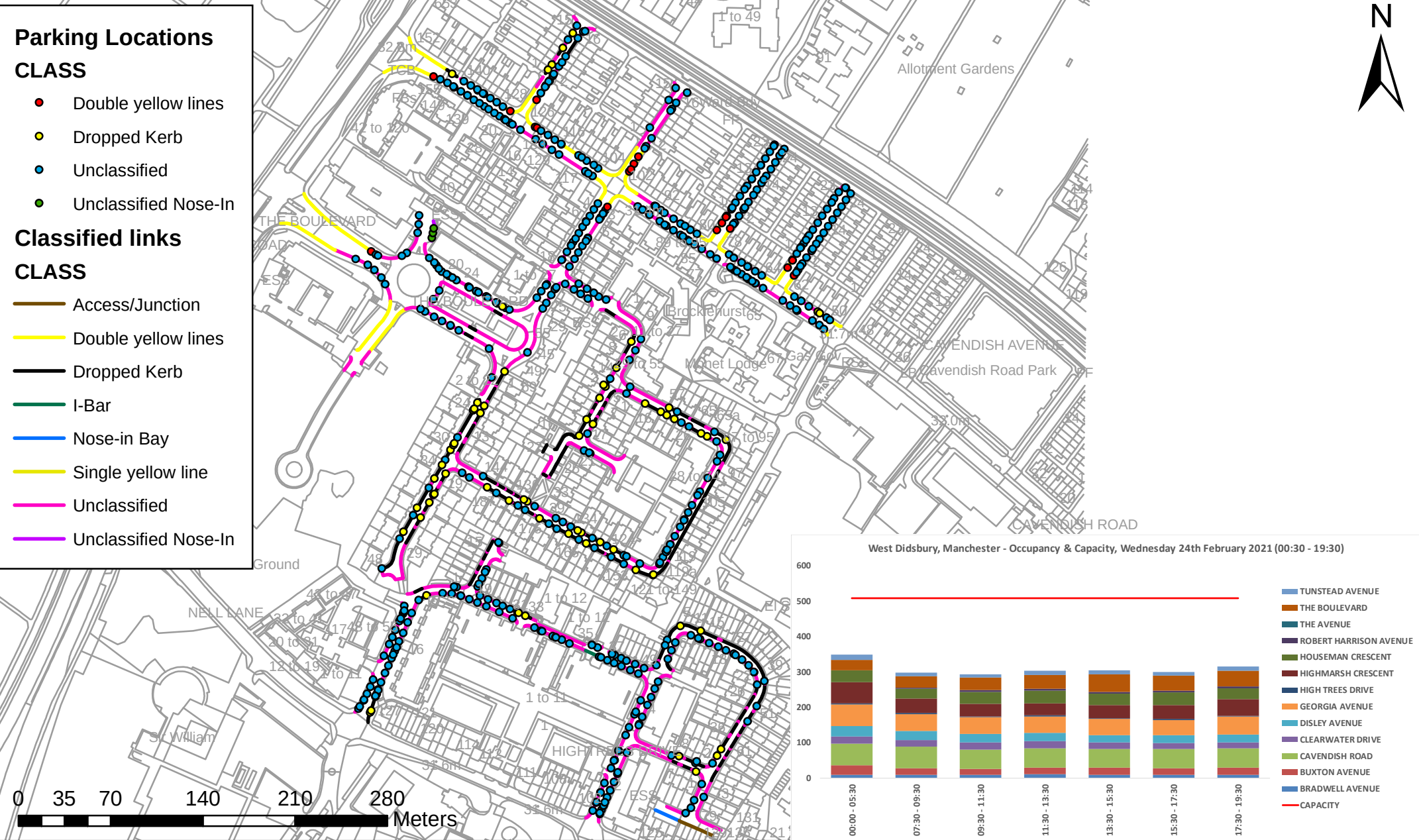
The development will be marketed to residents with low car ownership and will have a proactive Travel Plan aimed at staff of the medical centre and the residents, with measures in place to encourage and enable low car lifestyles.

It is considered that the parking proposals address the climate crisis; support less car dependent lifestyles; prioritise walking, cycling and other sustainable modes; improve air quality; and provide a framework and precedent for other developers.

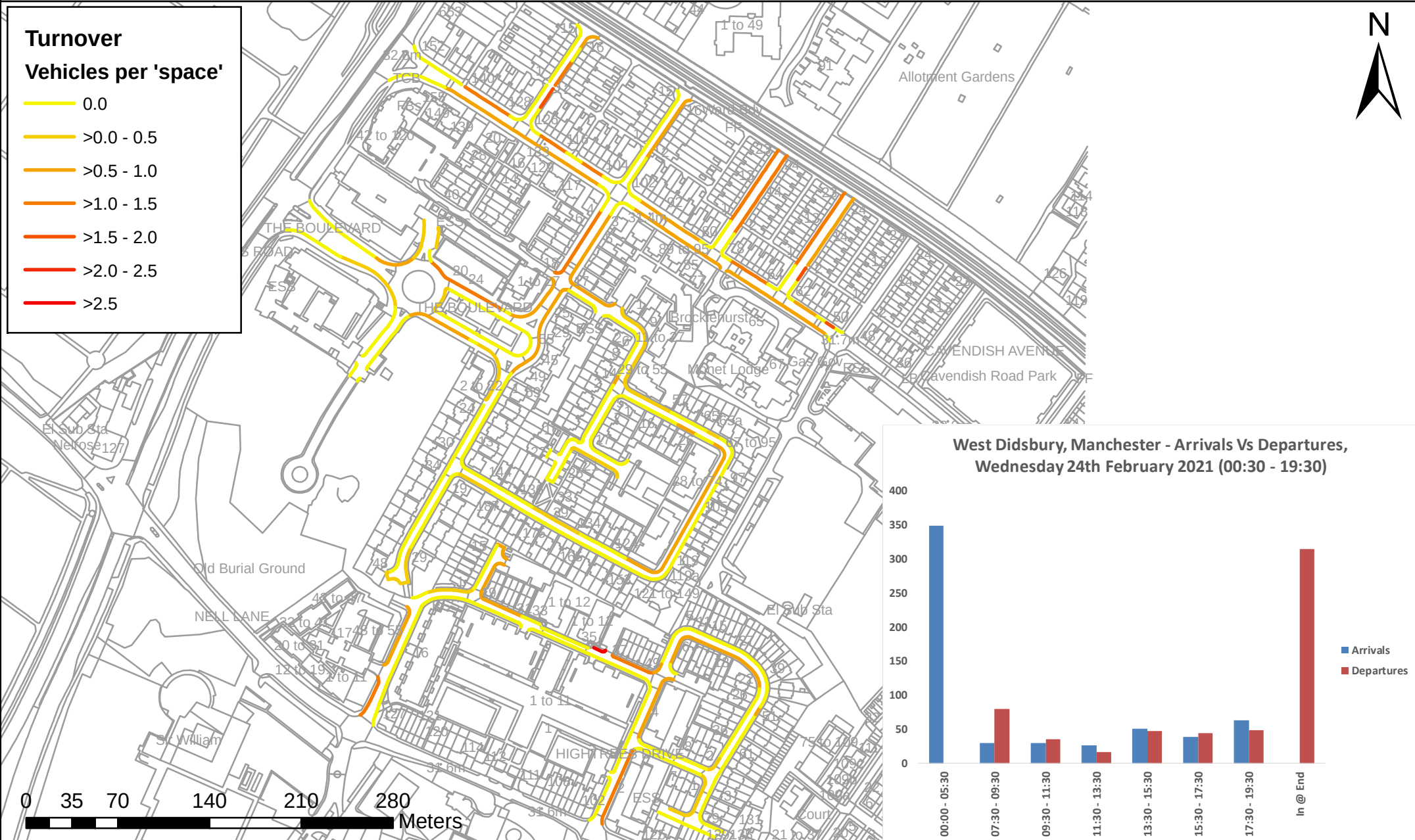
West Didsbury, Manchester - Wednesday 24th February 2021 (00:30 - 19:30)
Duration of Stay



West Didsbury, Manchester - Wednesday 24th February 2021 (00:30 - 19:30)
Occupancy



Turnover & Arrivals Vs Departures



Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Lloyds Wharf
2 Mill Street
London SE1 2BD
+44 (0)20 7253 2977

Leeds

Unit 02/01 Tower Works
Globe Road
Leeds LS11 5QG
+44 (0)113 2025 130

Glasgow

Gresham Chambers
45 West Nile Street
Glasgow G1 2PT
+44 (0)141 370 1829

Appendix D: Vehicle Tracking Drawings



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
2. This drawing should not be scaled.
3. All dimensions are to be verified by the contractor on site.
4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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LOCATION PLAN

NOTES

1. SITE LAYOUT PROVIDED BY BUTTRESS. RECEIVED 14TH DECEMBER 2021.
2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- VEHICLE CHASSIS ENVELOPE (FORWARD)
- VEHICLE CHASSIS ENVELOPE (REVERSE)
- VEHICLE BODY ENVELOPE (FORWARD)
- VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)

DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.332m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.005m
Kerb to Kerb Turning Radius 5.780m

26.01.22	P02	ISSUED FOR INFORMATION	MC	EI
11.01.22	P01	ISSUED FOR INFORMATION	MB	EI
Date	Rev	Description	Drawn	Chkd

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Rexley Wharf, 33 Mill Street, London SE1 2AA. Tel: 020 7263 2977
Foster Works, Unit G1 G3, Glaze Road, Leeds, LS11 2JH. Tel: 0113 2025 130
Gardiner Chambers, 45 West Market, Glasgow, G2 3PP. Tel: 0141 570 3408

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Project

DIDSBURY POINT

Title

VEHICLE TRACKING
FIRST FLOOR CAR PARK
PRIVATE CAR

Status

DRAFT

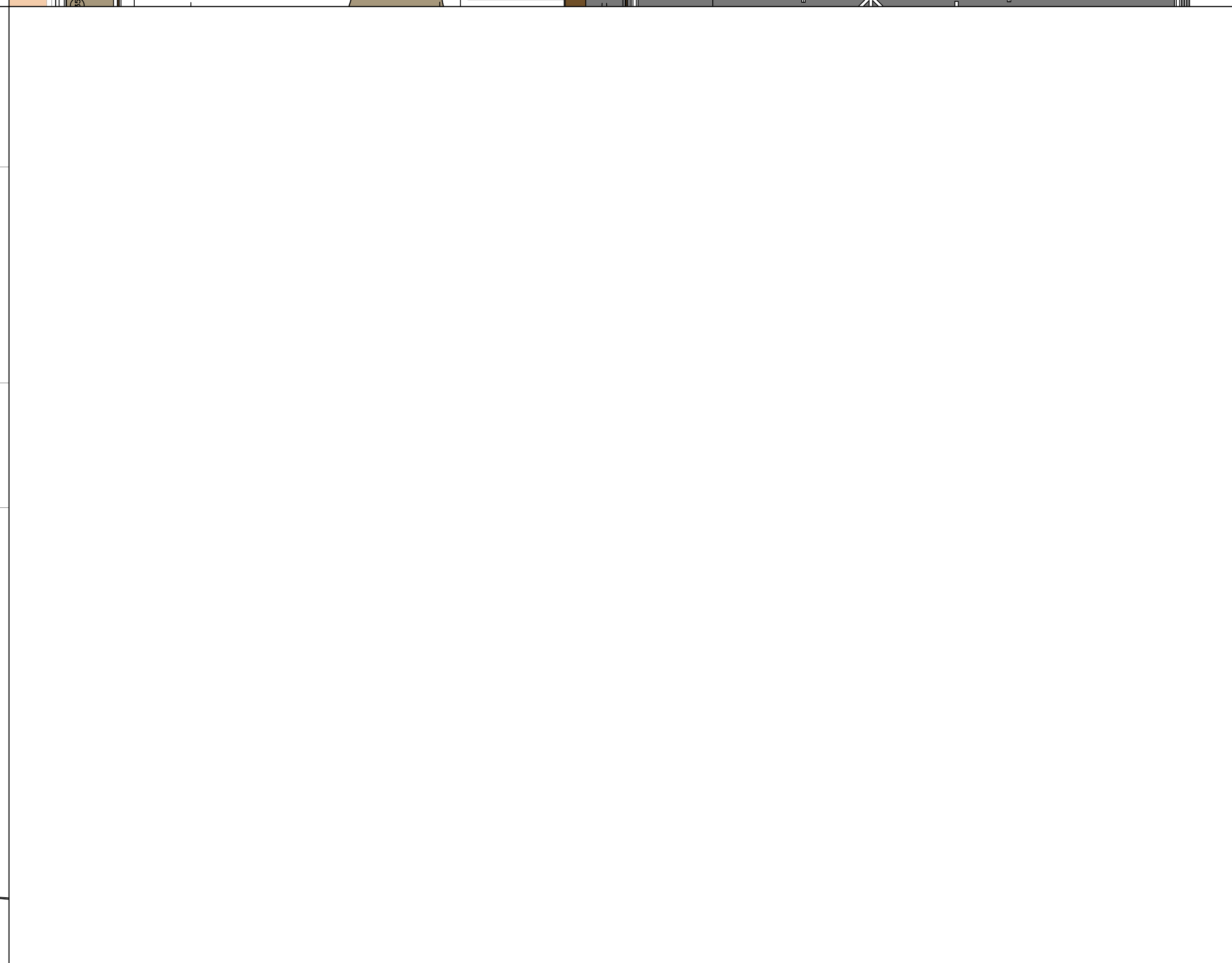
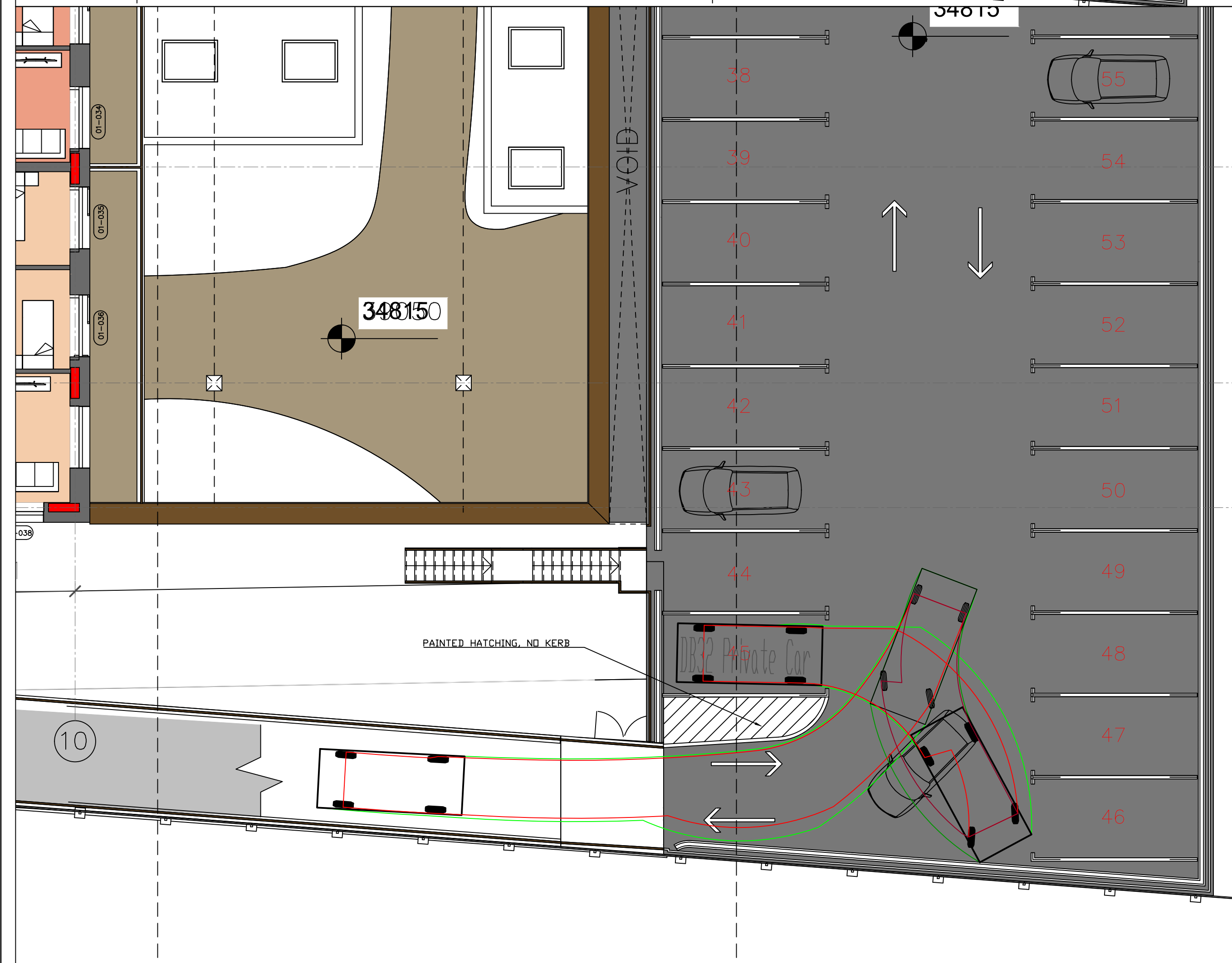
Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1215-01	1:100	11.01.22	MB	EI	--

Drawing Number

1215-01-CIV-XX-XX-SK-D-40001

Revision

P02

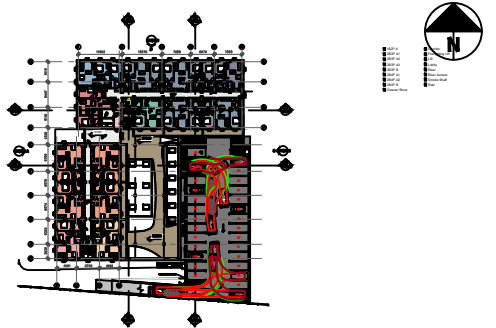


Standard Notes

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LOCATION PLAN



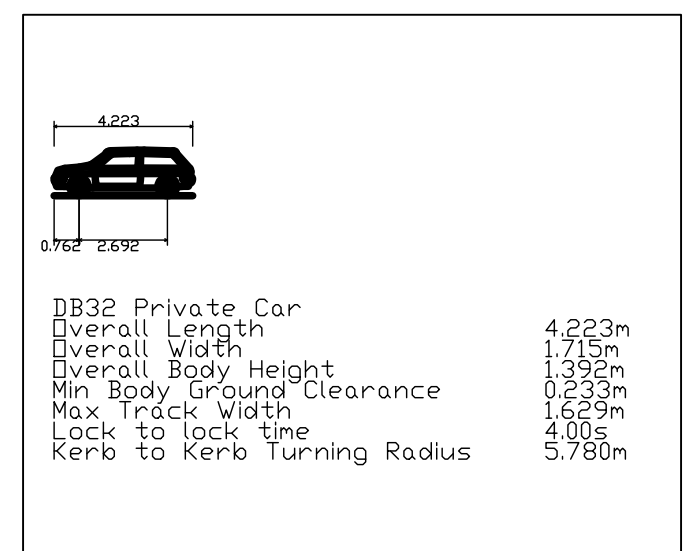
NOTES

1. SITE LAYOUT PROVIDED BY BUTTRESS. RECEIVED 14TH DECEMBER 2021.
2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- - VEHICLE CHASSIS ENVELOPE (FORWARD)
- - VEHICLE CHASSIS ENVELOPE (REVERSE)
- - VEHICLE BODY ENVELOPE (FORWARD)
- - VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)



26.01.22	P02	ISSUED FOR INFORMATION	MC	El
11.01.22	P01	ISSUED FOR INFORMATION	MB	El
Date	Rev	Description	Drawn	Chk



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LEEDS Tower Works, Unit 02-01, Globe Road, Leeds, LS11 5QG. Tel: 0113 2025 130
GLASGOW Gresham Chambers, 45 West Nile St, Glasgow, G1 2PT. Tel: 0141 370 1829

Project

DIDSBURY POINT

Title

VEHICLE TRACKING
FIRST FLOOR CAR PARK
PRIVATE CAR

Status

DRAFT

Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1215-01	1:100	11.01.22	MB	EI	--

Drawing Number	Revision
1215-01-CIV-XX-XX-SK-D-40001	P02



- Standard Notes
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LOCATION PLAN



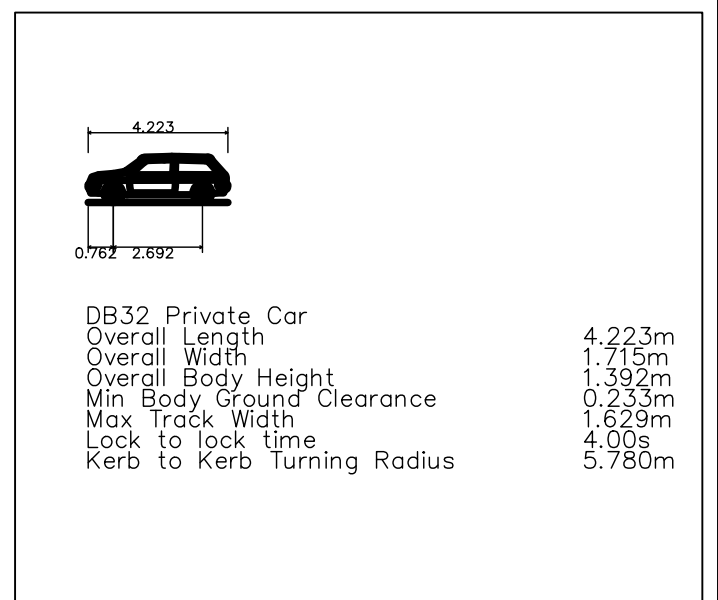
NOTES

1. SITE LAYOUT PROVIDED BY BUTTRESS. RECEIVED 14th DECEMBER 2021.
2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- VEHICLE CHASSIS ENVELOPE (FORWARD)
- VEHICLE CHASSIS ENVELOPE (REVERSE)
- VEHICLE BODY ENVELOPE (FORWARD)
- VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)



*FROM SPEC SHEET FOR OLYMPUS TWIN PACK - 6x2RS WIDE - SMOOTH BODY RCV TURNING CIRCLE ON SHEET ASSUMED DIAMETER & KERB-TO-KERB

13.01.22	P01	ISSUED FOR INFORMATION	MB	EI
Date	Rev	Description	Drawn	Chkd



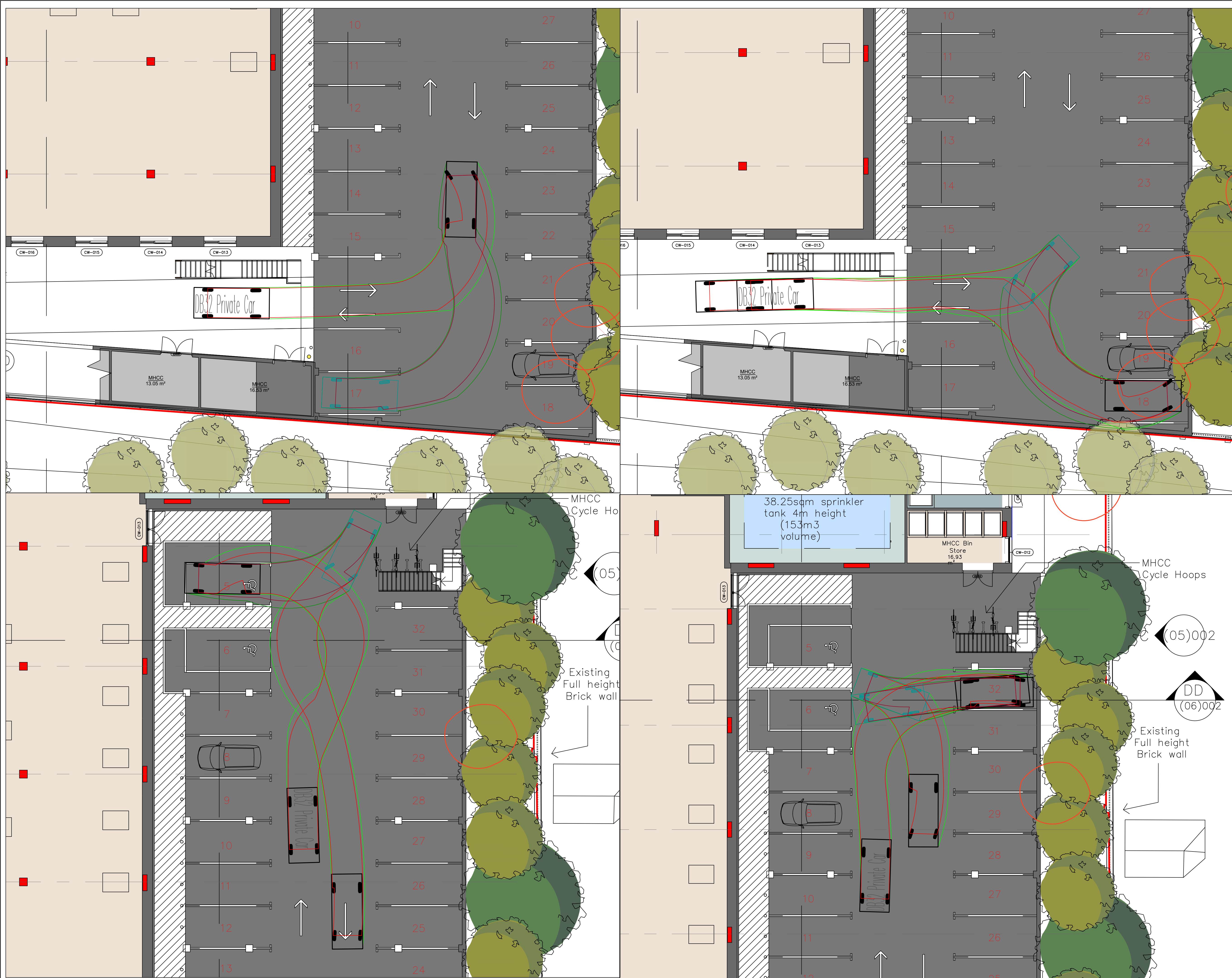
MANCHESTER: Carron's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 258 6701
LONDON: Rovers Wharf, 33 Mill Street, London SE1 2AA. Tel: 020 7203 2977
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Project
DIDSBURY POINT

Title
**VEHICLE TRACKING
GROUND FLOOR CAR PARK
PRIVATE CAR**

Status
DRAFT

Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1596-01	1:200	13.01.22	MB	EI	--
Drawing Number					Revision
1215-01-CIV-XX-XX-SK-D-0001					P01



- Standard Notes
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
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LOCATION PLAN



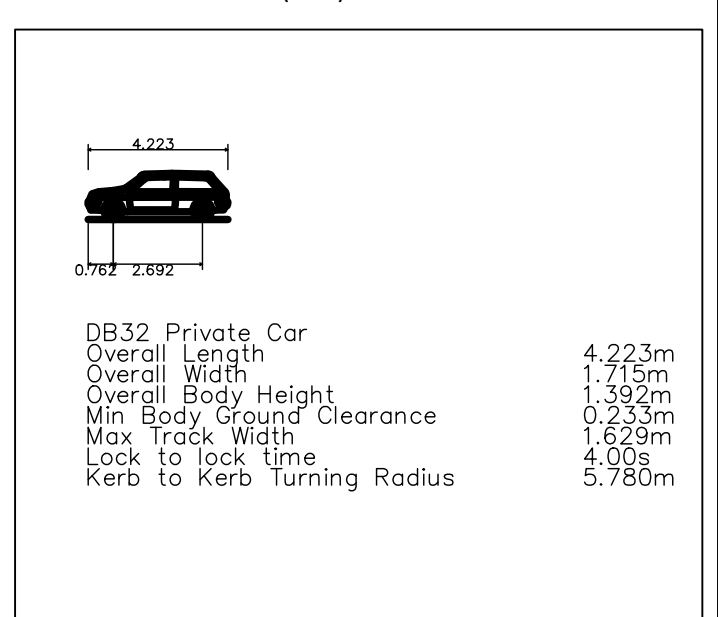
NOTES

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KEY

- VEHICLE CHASSIS ENVELOPE (FORWARD)
- VEHICLE CHASSIS ENVELOPE (REVERSE)
- VEHICLE BODY ENVELOPE (FORWARD)
- VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)



*FROM SPEC SHEET FOR OLYMPUS TWIN PACK - 6x2RS WIDE - SMOOTH BODY RCV TURNING CIRCLE ON SHEET ASSUMED DIAMETER & KERB-TO-KERB

13.01.22	P01	ISSUED FOR INFORMATION			MB	EI
Date	Rev	Description			Drawn	Chkd



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Tower Works, Unit G1 G2, Glaze Road, Leeds, LS11 2JH. Tel: 0113 2025 130
Gardens Chambers, 45 West Works, Glasgow, G2 3PF. Tel: 0141 370 3808

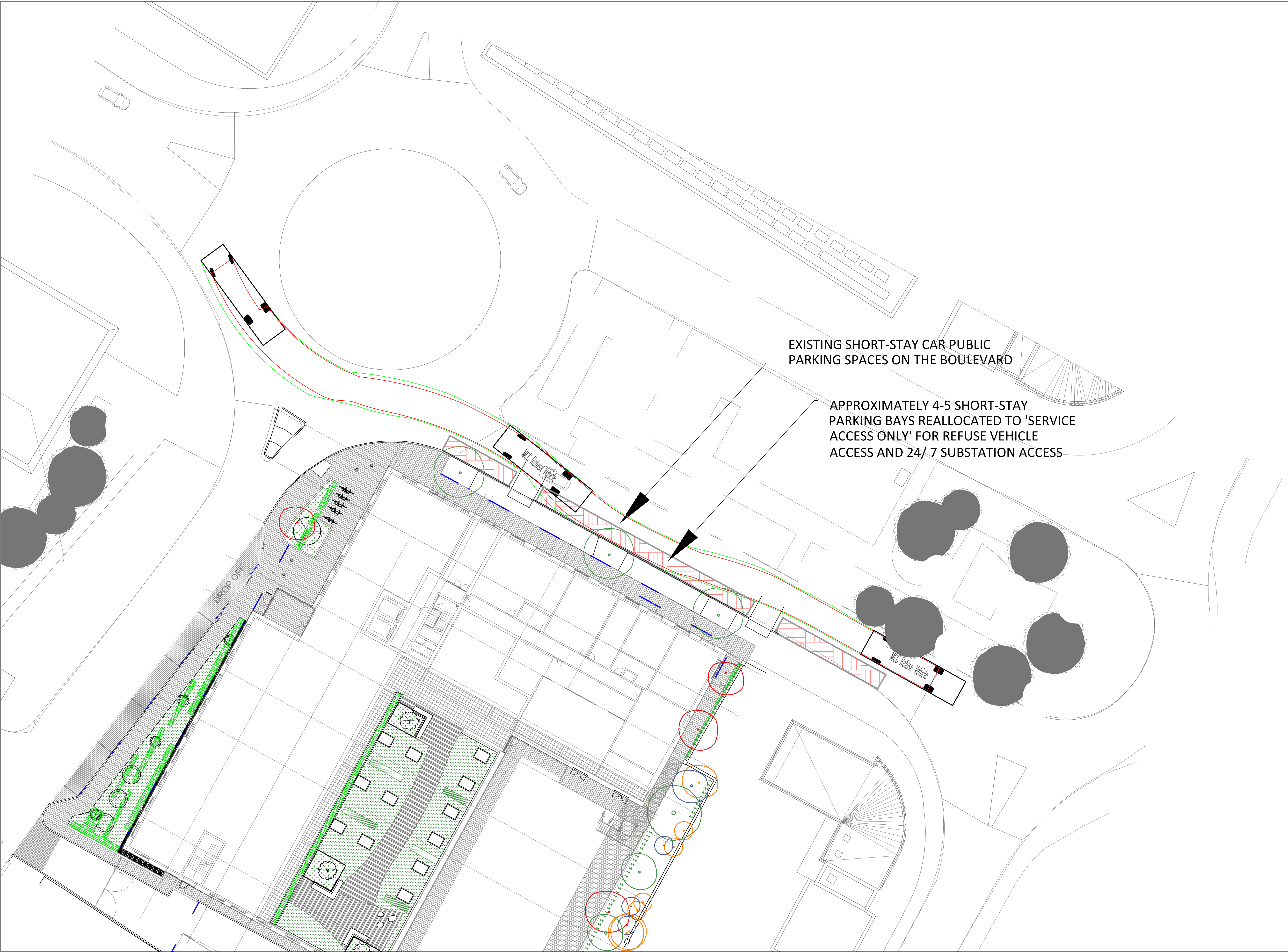
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Project
DIDSBURY POINT

Title
**VEHICLE TRACKING
GROUND FLOOR CAR PARK
PRIVATE CAR**

Status
DRAFT

Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1596-01	1:200	13.01.22	MB	EI	--
Drawing Number					Revision
1215-01-CIV-XX-XX-SK-D-4001					P01



REFUSE VEHICLE

Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.

2. This drawing should not be scaled.

3. All dimensions are to be verified by the contractor on site.

4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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LOCATION PLAN

NOTES

1. SITE LAYOUT PROVIDED BY PLINKCE. RECEIVED 21ST DECEMBER 2021.

2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

—

VEHICLE CHASSIS ENVELOPE (FORWARD)

—

VEHICLE CHASSIS ENVELOPE (REVERSE)

—

VEHICLE BODY ENVELOPE (FORWARD)

—

VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)

MCC Refuse Vehicle

Overall Length11.520m

Overall Width3.000m

Overall Body Height3.004m

Min Body Ground Clearance3.000m

Track Width1.800m

Lock to lock time6.000s

Kerb to Kerb Turning Radius8.940m

11.01.22	P03	ISSUED FOR INFORMATION	MB	--
02.12.21	P02	ISSUED FOR INFORMATION	MB	LS
10.11.21	P01	ISSUED FOR INFORMATION	MB	EI
Date	Rev	Description	Drawn	Chkd

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Tower Works, Unit G2 G3, Globe Road, Leeds, LS11 5DA. Tel: 0113 2025 130

Granston Chambers, 45 West Works, Glasgow, G2 3PF. Tel: 0141 370 3809

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Project

DIDSBURY POINT

Title

VEHICLE TRACKING

REFUSE VEHICLE

Status

DRAFT

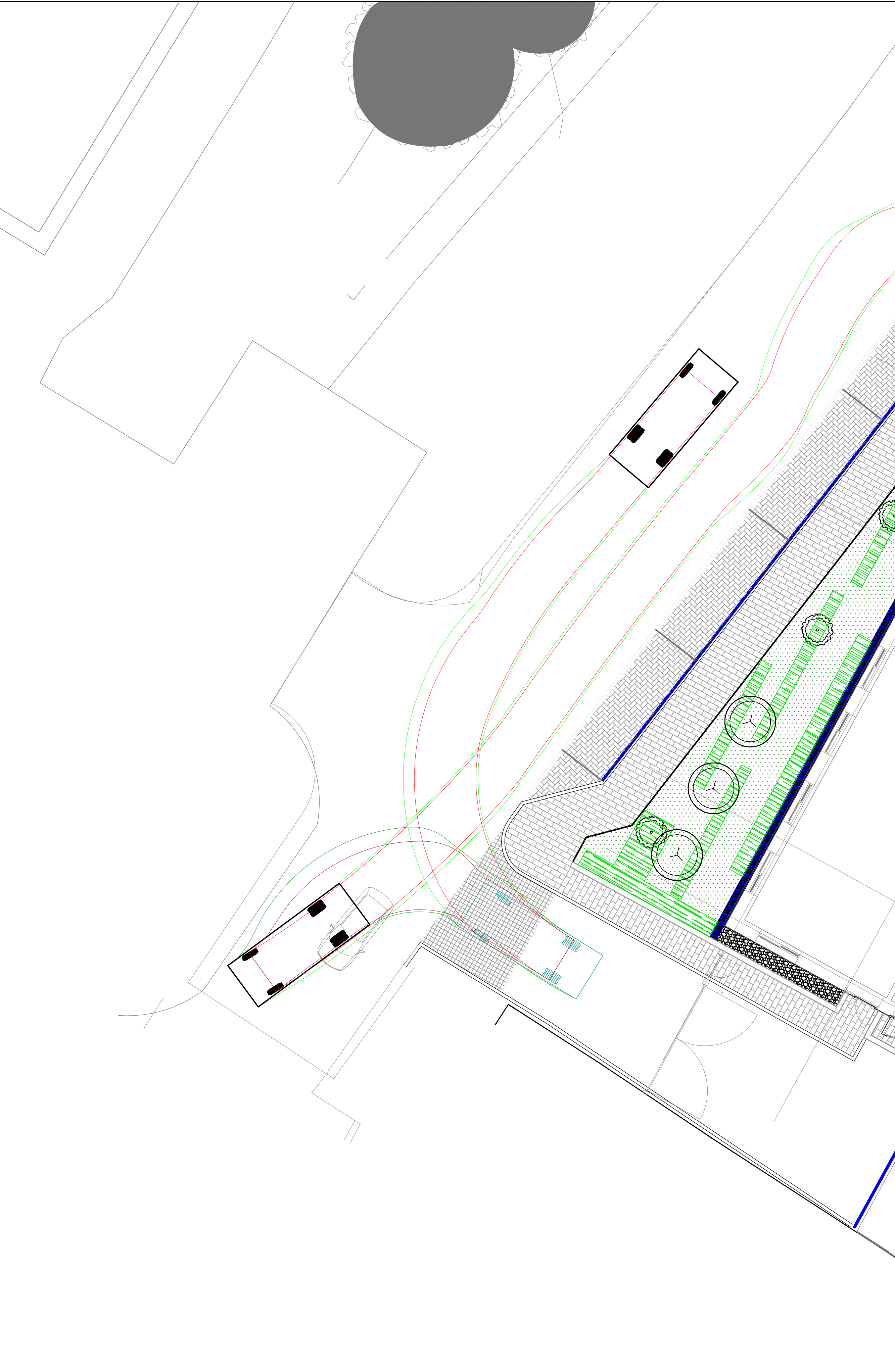
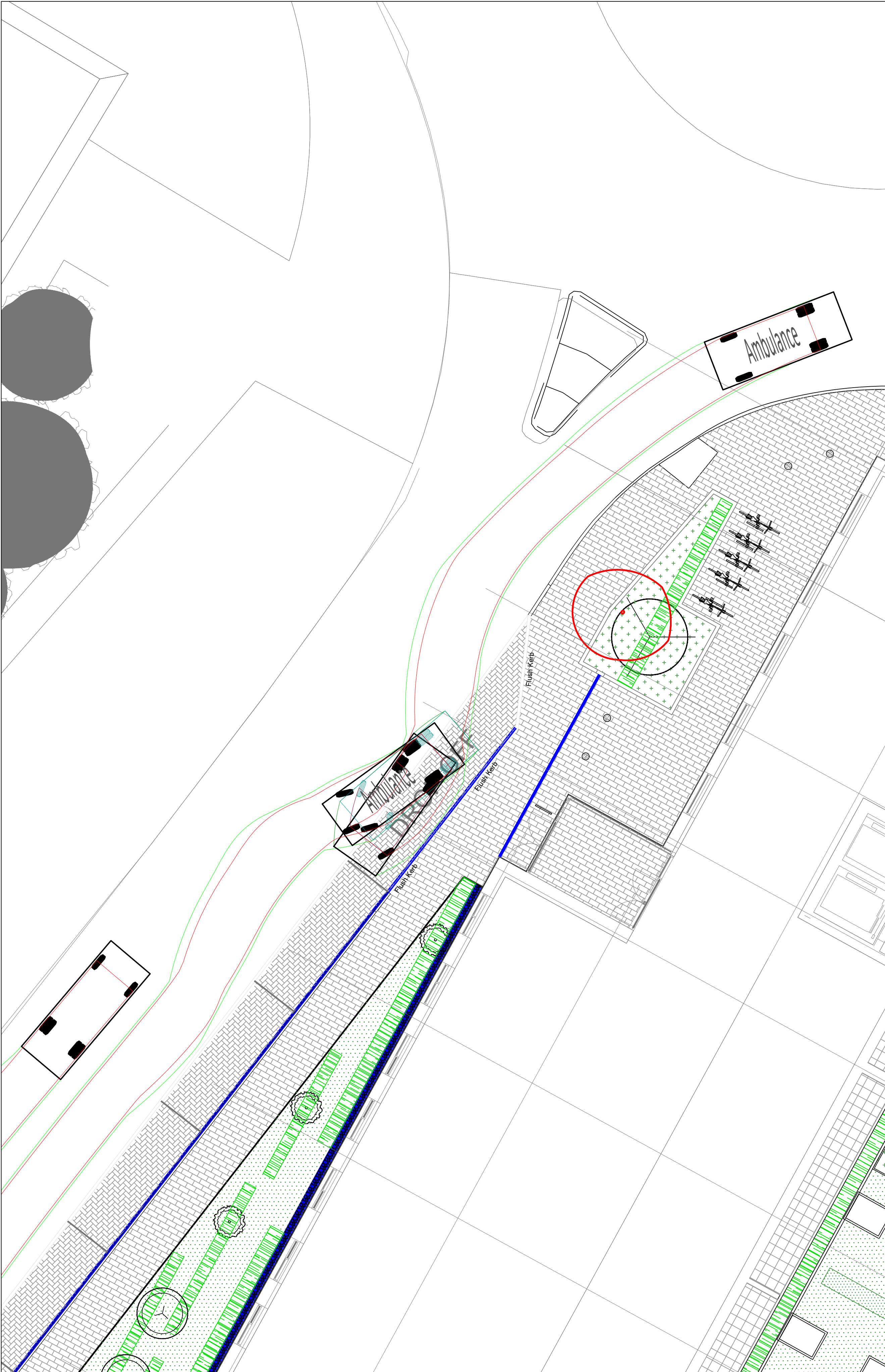
Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1215-02	1:200	11.01.22	MB	LS	--

Drawing Number

1215-02-CIV-XX-XX-SK-D-40004

Revision

P03



AMBULANCE

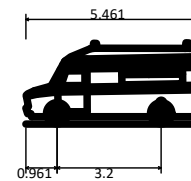
- Standard Notes
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 2. This drawing should not be scaled.
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Location Plan



Notes and Keys



Ambulance	5.461m
Overall length	2.020m
Overall width	2.498m
Min Body Ground Clearance	1.860m
Track width	4.005m
Lock to lock time	6.500m
Kerb to Kerb Turning Radius	

- NOTES
1. SITE LAYOUT PROVIDED BY PLINCKE, RECEIVED 21ST DECEMBER 2021.
 2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY	CHASSIS ENVELOPE
	BODY ENVELOPE

11.01.22	P03	FOR INFORMATION	MB	EI
02.12.21	P02	FOR INFORMATION	MB	LS
23.11.21	P01	FOR INFORMATION	MC	EI
Date	Rev	Description	Drawn	Chkd

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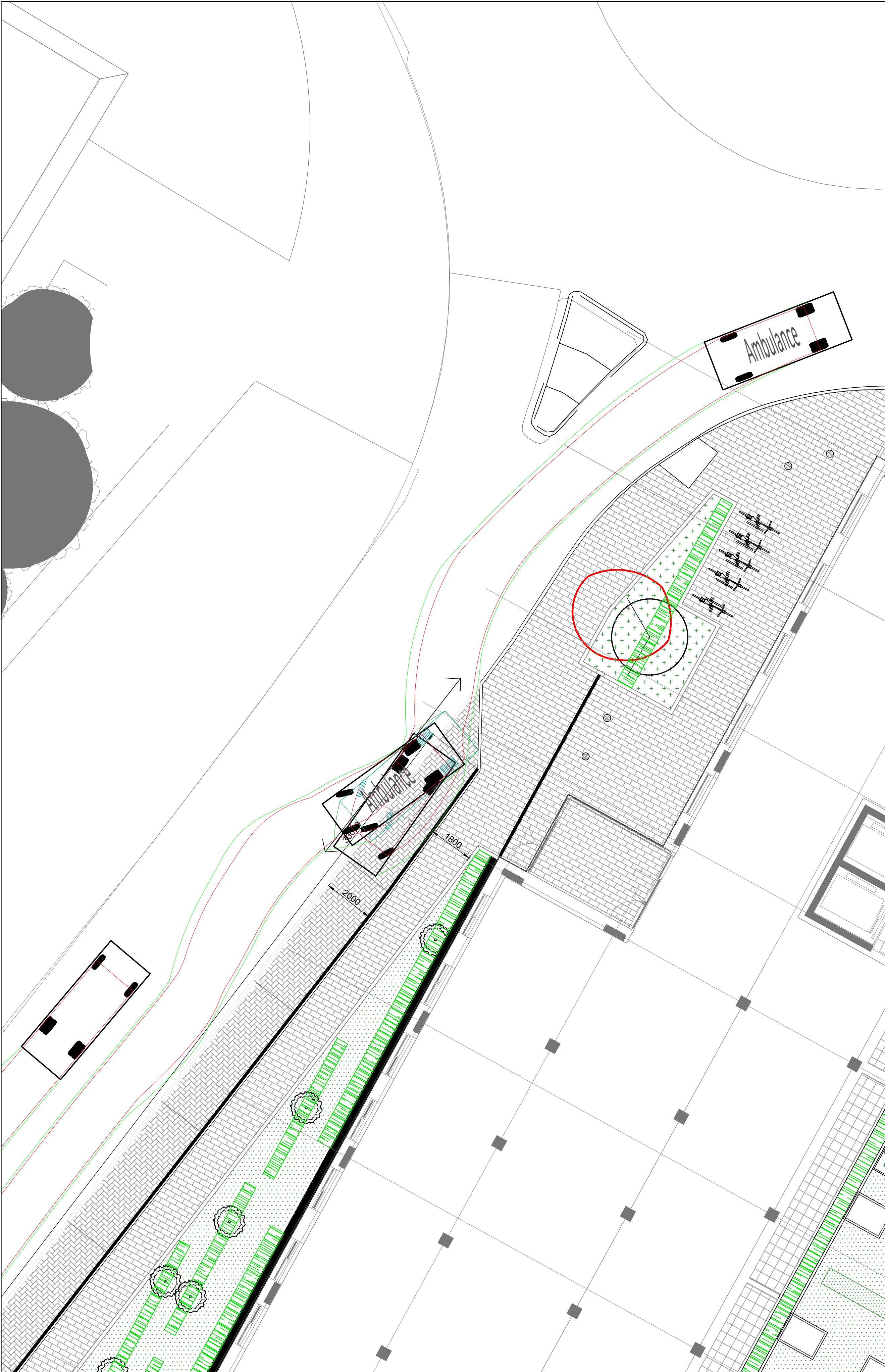
MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 228 6701
LONDON Rivers Wharf, 21 Mill Street, London SE1 2AA. Tel: 020 7253 2977
LEEDS Lower Woods, Lane 02 05, Cliffe Road, Leeds LS1 5QB. Tel: 0113 2025 130
GLASGOW Greenham Chambers, 45 West Nile St, Glasgow, G1 2PT. Tel: 0141 370 1829

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Project
DIDSBURY POINT

Title
**VEHICLE TRACKING
AMBULANCE**

Status FOR INFORMATION				
Scale @ A1 1:100	Date Created 11/01/22	Drawn MB	Checked EI	
Project Number 1215-02	Originator CIVIC	Discipline TR	Drawing Number 40005	Revision P03



AMBULANCE



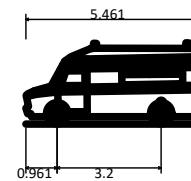
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Location Plan



Notes and Keys



Ambulance	5.461m
Overall length	2.020m
Overall width	2.498m
Overall body height	0.225m
Min body ground clearance	1.860m
Track width	4.90s
Lock to lock time	6.500m
Kerb to kerb turning radius	

- NOTES
1. SITE LAYOUT PROVIDED BY PLINCKE, RECEIVED 29th NOVEMBER 2021.
 2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

CHASSIS ENVELOPE
BODY ENVELOPE

10.01.22	P03	FOR INFORMATION	MC	EI
02.12.21	P02	FOR INFORMATION	MB	LS
23.11.21	P01	FOR INFORMATION	MC	EI
Date	Rev	Description	Drawn	Chkd

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GLASGOW Greenham Chambers, 45 West Nile St, Glasgow, G1 3PT. Tel: 0141 370 1829

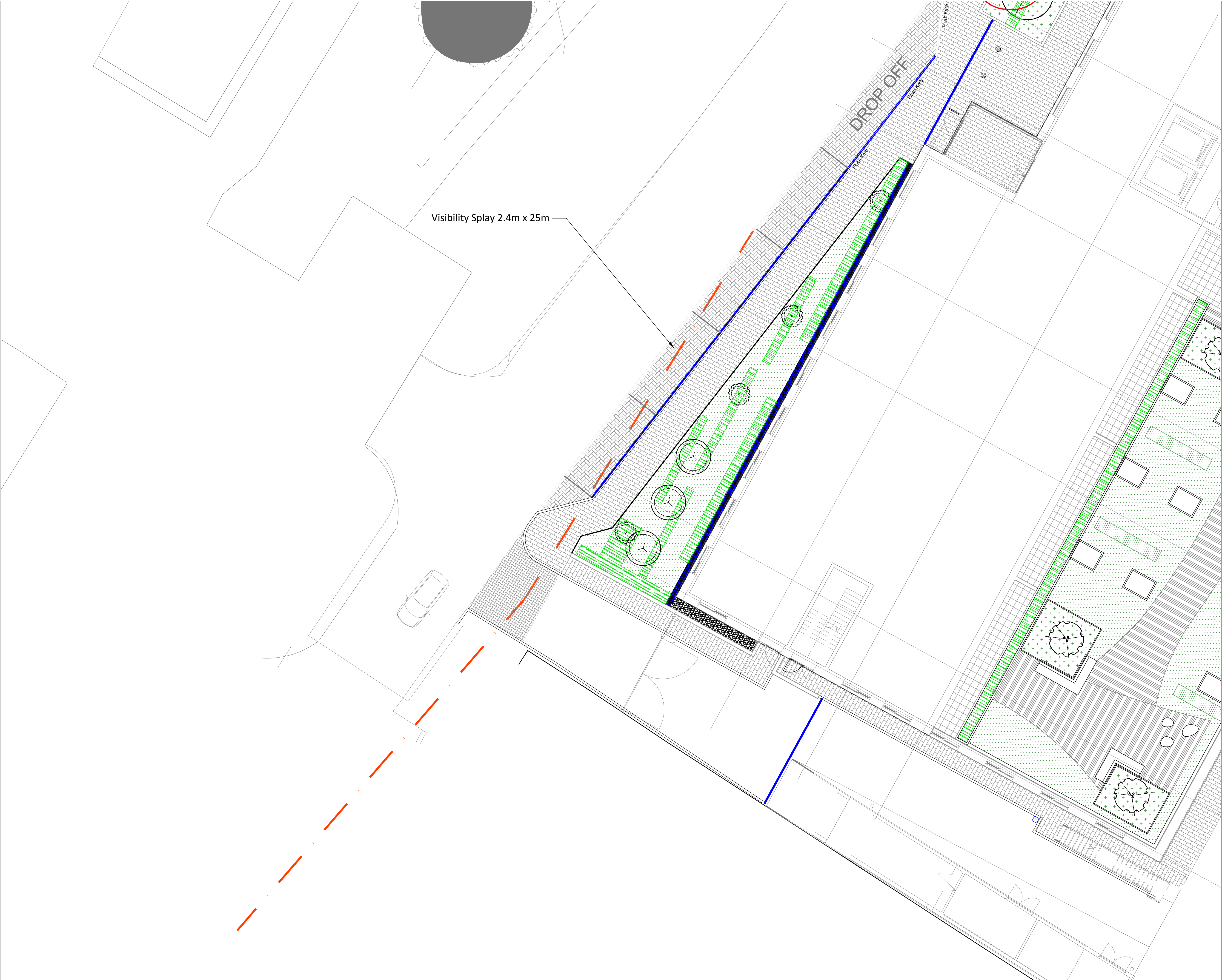
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Project
DIDSBURY POINT

Title
**VEHICLE TRACKING
AMBULANCE**

Status
FOR INFORMATION

Scale @ A1	Date Created	Drawn	Checked
1:100	02/12/21	MC	EI
Project Number	Originator	Discipline	Drawing Number
1215-02	CIVIC	TR	40005
			Revision
			P03



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Location Plan



Notes and Keys

- NOTES
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KEY

13.01.22	P02	FOR INFORMATION	MB	--
03.12.21	P01	FOR INFORMATION	MB	LS
Date	Rev	Description	Drawn	Chkd



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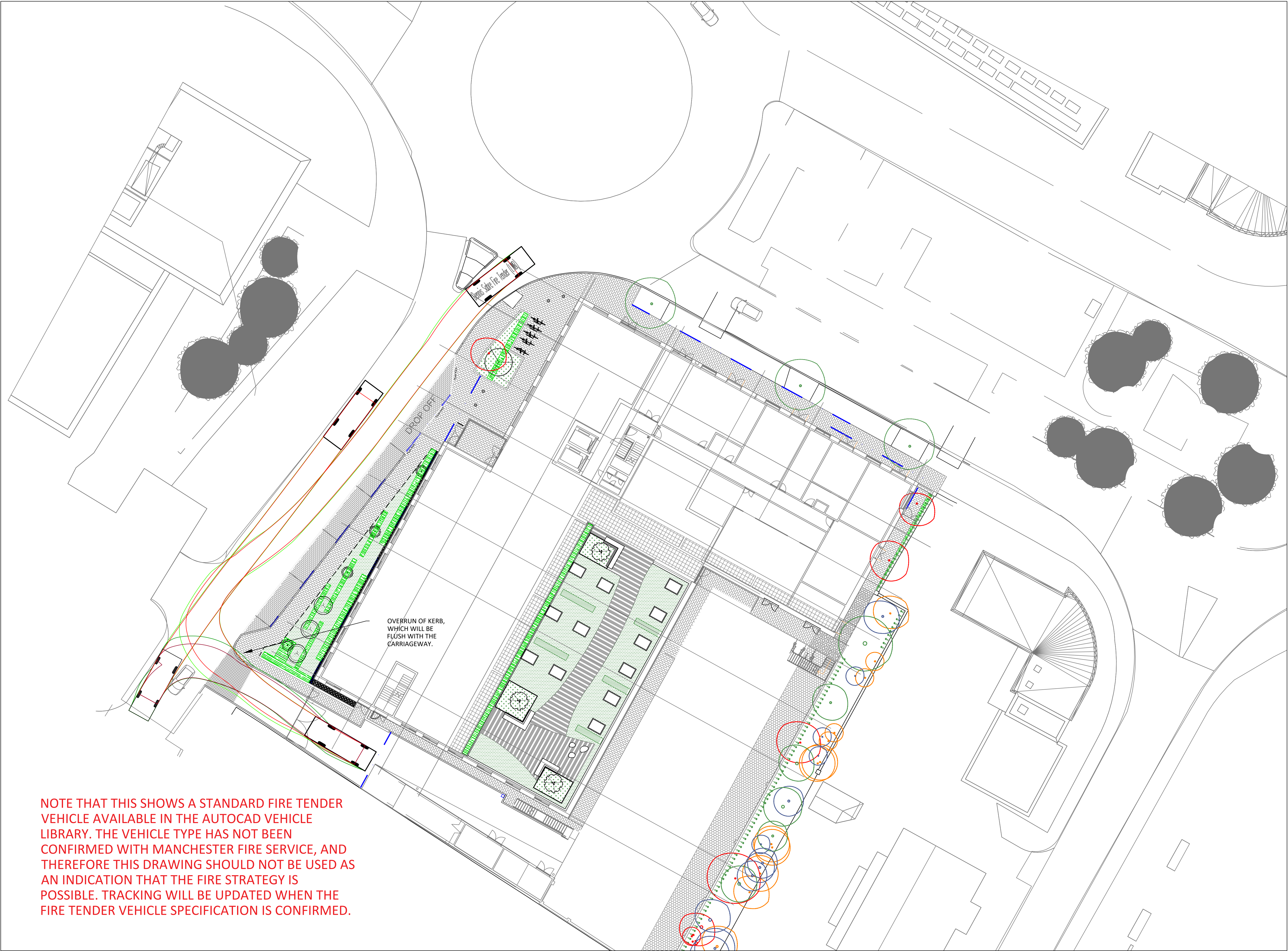
Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG. Tel: 0161 226 6701
Rivers Wharf, 21 Mill Street, London SE1 2AA. Tel: 020 7253 2977
Lower Works, Unit G2-05, Globe Road, Leeds LS11 5SD. Tel: 0113 2025 130
Gresham Chambers, 45 West Nile St, Glasgow, G1 2PT. Tel: 0141 370 1829

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Project
DIDSBURY POINT

Title
**VISIBILITY SPLAY
CAR PARK ENTRANCE**

Status FOR INFORMATION				
Scale @ A1 1:100	Date Created 03/12/21	Drawn MB	Checked LS	
Project Number 1215-02	Originator CIVIC	Discipline TR	Drawing Number 40006	Revision P02



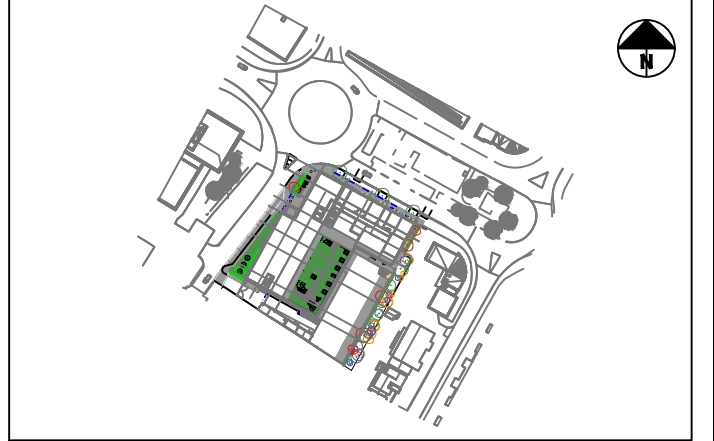
FIRE TENDER

Standard Notes

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LOCATION PLAN



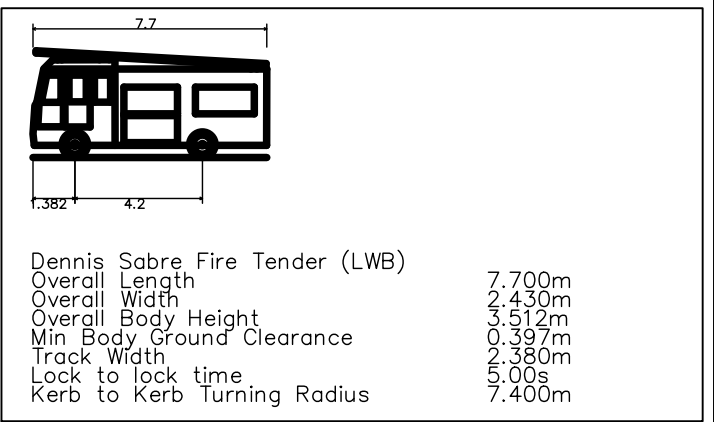
NOTES

1. SITE LAYOUT PROVIDED BY PLINKCE. RECEIVED 21ST DECEMBER 2021.
2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.
3. FIRE TENDER VEHICLE SPECIFICATIONS (LENGTH, NUMBER OF AXLES, AND DISTANCE BETWEEN AXLES) TO BE CONFIRMED WITH MANCHESTER FIRE SERVICE. THIS TRACKING REPRESENTS A STANDARD VEHICLE FROM THE AUTOTRACK LIBRARY AND SHOULD NOT BE ASSUMED TO REPRESENT THE VEHICLES USED IN THIS LOCATION.

KEY

- VEHICLE CHASSIS ENVELOPE (FORWARD)
- VEHICLE CHASSIS ENVELOPE (REVERSE)
- VEHICLE BODY ENVELOPE (FORWARD)
- VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)



02.02.22	P02	ISSUED FOR INFORMATION	MC	EI
11.01.22	P01	ISSUED FOR INFORMATION	MB	--
Date	Rev	Description	Drawn	Chkd



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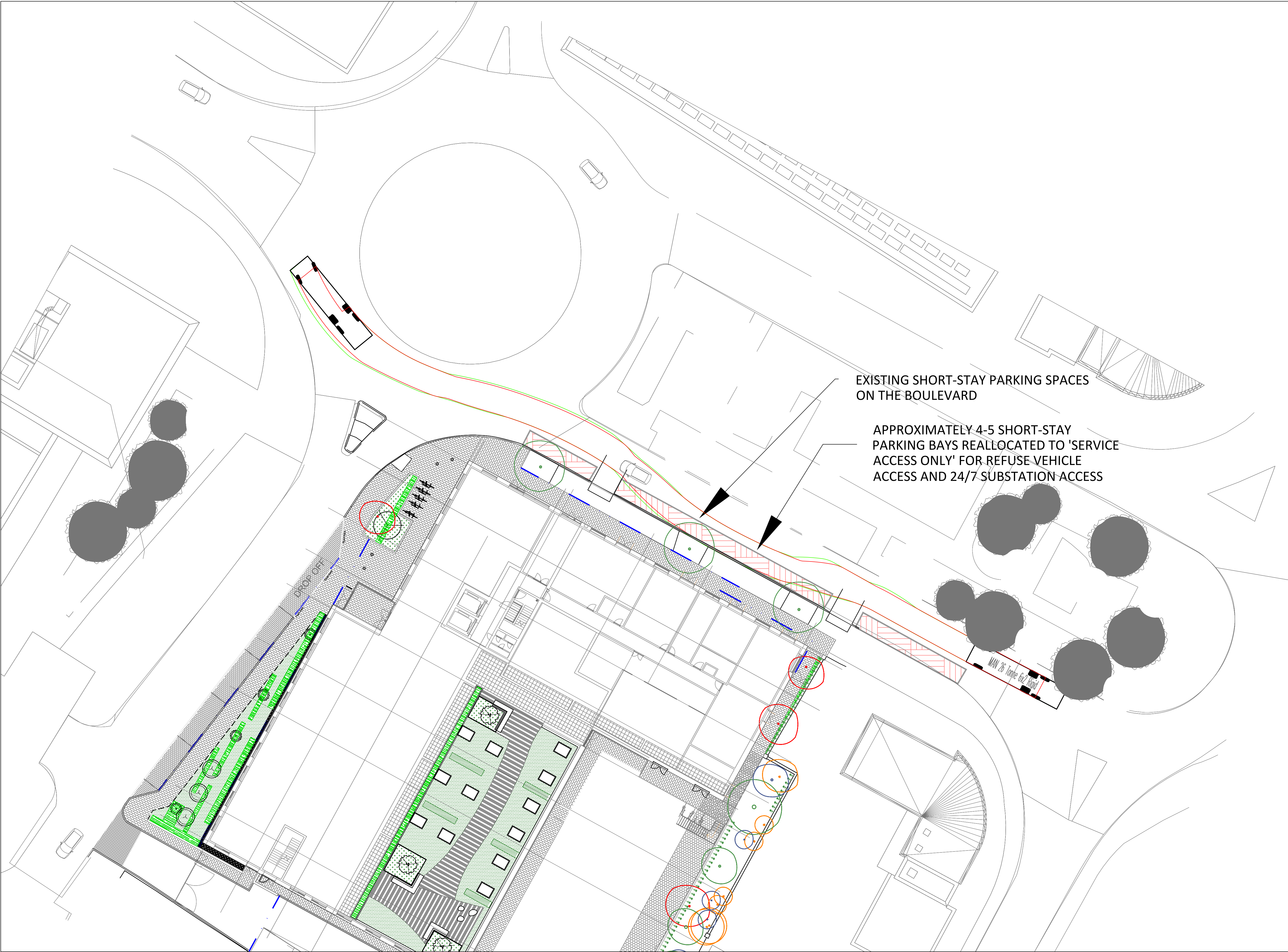
Carver's Warehouse, 77 Dale Street, Manchester, M1 2HD. Tel: 0161 226 6701
Riverside Wharf, 33 Mill Street, London SE1 2AA. Tel: 020 7253 2977
Tower Works, Unit G2 G3, Glade Road, Leeds, LS11 5DU. Tel: 0113 2025 130
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Project
DIDSBUYR POINT

Title
VEHICLE TRACKING
FIRE TENDER

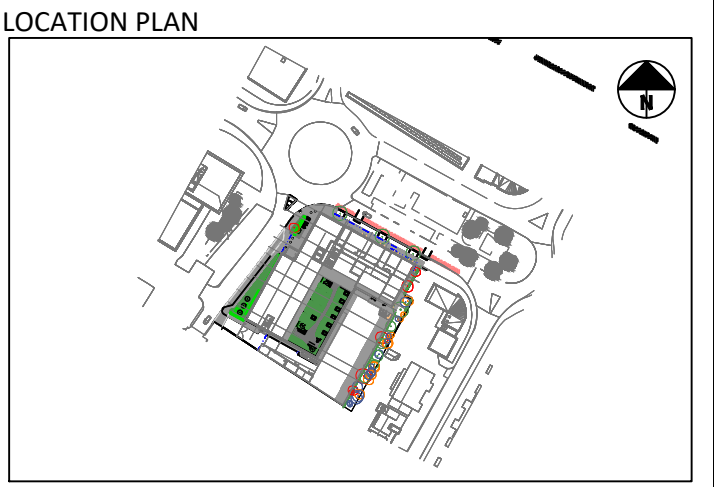
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1215-02	1:200	11.01.22	MB	--	--
Drawing Number					Revision
1215-02-CIV-XX-XX-SK-D-40007					P02



SUBSTATION ACCESS

- Standard Notes
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
 2. This drawing should not be scaled.
 3. All dimensions are to be verified by the contractor on site.
 4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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- NOTES
1. SITE LAYOUT PROVIDED BY PLINKCE. RECEIVED 21ST DECEMBER 2021.
 2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

- KEY
- VEHICLE CHASSIS ENVELOPE (FORWARD)
 - VEHICLE CHASSIS ENVELOPE (REVERSE)
 - VEHICLE BODY ENVELOPE (FORWARD)
 - VEHICLE BODY ENVELOPE (REVERSE)

VEHICLE DIMENSIONS (NTS)

MAN 26 Tonne 6x2 Rigid	11.200m
Overall Length	2.490m
Overall Width	2.490m
Overall Body Height	0.200m
Min Body Ground Clearance	0.200m
Max Track Width	5.008m
Lock to lock time	5.008m
Wall to Wall Turning Radius	10.550m

11.01.22	P01	ISSUED FOR INFORMATION	MB	--
Date	Rev	Description	Drawn	Chkd

Civic Engineers

MANCHESTER
LONDON
LEEDS
GLASGOW

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Project					
DIDSBURY POINT					
Title					
VEHICLE TRACKING					
SUB STATION ACCESS					
Status					
DRAFT					
Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability
1215-02	1:200	11.01.22	MB	--	--
Drawing Number					Revision
1215-02-CIV-XX-XX-SK-D-40008					P01

Appendix E: TRICS Output

Calculation Reference: AUDIT-758701-211201-1213

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	FI FIFE	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 215 to 1400 (units: sqm)
 Range Selected by User: 40 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 26/11/19

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	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	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:

Neighbourhood Centre (PPS6 Local Centre)	7
--	---

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	4
Village	2
High Street	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:

E(e) 7 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 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	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days
2.1 to 2.5	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 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	DL-05-G-03	GP SURGERY	DUBLIN
	THE DUNES		
	PORTMARNOCK		
	BURROW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	230 sqm	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
2	ES-05-G-02	MEDICAL CENTRE	EAST SUSSEX
	JUZIERS DRIVE		
	EAST HOATHLY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	215 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
3	FI-05-G-03	GP SURGERY	FIFE
	IZATT AVENUE		
	DUNFERMLINE		
	HOSPITAL HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	425 sqm	
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL
4	LE-05-G-02	GP SURGERY	LEICESTERSHIRE
	THE SANDS		
	NEAR MELTON MOWBRAY		
	LONG CLAWSON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	363 sqm	
	Survey date: TUESDAY	29/11/16	Survey Type: MANUAL
5	TW-05-G-03	GP SURGERY	TYNE & WEAR
	CHURCH ROAD		
	NEWCASTLE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	678 sqm	
	Survey date: MONDAY	29/04/19	Survey Type: MANUAL
6	TW-05-G-04	GP SURGERY	TYNE & WEAR
	MANOR WALK		
	NEWCASTLE UPON TYNE		
	BENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
7	WL-05-G-01	GP SURGERY	WILTSHIRE
	CRICKDALE ROAD		
	SWINDON BOROUGH C.		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CH-05-G-05	07/06/19	parking
FI-05-G-02	29/05/15	parking
GC-05-G-01	26/11/19	parking
GM-05-G-02	21/06/19	parking
HK-05-G-01	05/11/19	parking
NF-05-G-03	08/11/19	parking
TW-05-G-02	13/11/15	parking

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
WM-05-G-01	10/11/15	parking
WM-05-G-04	21/11/17	parking

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	516	0.831	7	516	0.138	7	516	0.969
08:00 - 09:00	7	516	1.911	7	516	1.108	7	516	3.019
09:00 - 10:00	7	516	2.575	7	516	2.215	7	516	4.790
10:00 - 11:00	7	516	2.492	7	516	2.326	7	516	4.818
11:00 - 12:00	7	516	2.215	7	516	2.631	7	516	4.846
12:00 - 13:00	7	516	1.357	7	516	1.966	7	516	3.323
13:00 - 14:00	7	516	1.579	7	516	1.717	7	516	3.296
14:00 - 15:00	7	516	2.105	7	516	1.717	7	516	3.822
15:00 - 16:00	7	516	1.689	7	516	1.606	7	516	3.295
16:00 - 17:00	7	516	2.049	7	516	1.745	7	516	3.794
17:00 - 18:00	7	516	0.720	7	516	1.440	7	516	2.160
18:00 - 19:00	7	516	0.415	7	516	0.942	7	516	1.357
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.105			19.888			39.993

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: 215 - 1400 (units: sqm)
 Survey date range: 01/01/13 - 26/11/19
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.028	7	516	0.028	7	516	0.056
08:00 - 09:00	7	516	0.028	7	516	0.000	7	516	0.028
09:00 - 10:00	7	516	0.166	7	516	0.111	7	516	0.277
10:00 - 11:00	7	516	0.111	7	516	0.138	7	516	0.249
11:00 - 12:00	7	516	0.111	7	516	0.138	7	516	0.249
12:00 - 13:00	7	516	0.138	7	516	0.111	7	516	0.249
13:00 - 14:00	7	516	0.028	7	516	0.055	7	516	0.083
14:00 - 15:00	7	516	0.055	7	516	0.055	7	516	0.110
15:00 - 16:00	7	516	0.028	7	516	0.055	7	516	0.083
16:00 - 17:00	7	516	0.083	7	516	0.028	7	516	0.111
17:00 - 18:00	7	516	0.055	7	516	0.083	7	516	0.138
18:00 - 19:00	7	516	0.000	7	516	0.028	7	516	0.028
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.831			0.830			1.661

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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.000	7	516	0.000	7	516	0.000
08:00 - 09:00	7	516	0.028	7	516	0.028	7	516	0.056
09:00 - 10:00	7	516	0.000	7	516	0.000	7	516	0.000
10:00 - 11:00	7	516	0.000	7	516	0.000	7	516	0.000
11:00 - 12:00	7	516	0.028	7	516	0.000	7	516	0.028
12:00 - 13:00	7	516	0.000	7	516	0.028	7	516	0.028
13:00 - 14:00	7	516	0.000	7	516	0.000	7	516	0.000
14:00 - 15:00	7	516	0.000	7	516	0.000	7	516	0.000
15:00 - 16:00	7	516	0.000	7	516	0.000	7	516	0.000
16:00 - 17:00	7	516	0.000	7	516	0.000	7	516	0.000
17:00 - 18:00	7	516	0.000	7	516	0.000	7	516	0.000
18:00 - 19:00	7	516	0.000	7	516	0.000	7	516	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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 05 - HEALTH/G - GP SURGERIES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.000	7	516	0.000	7	516	0.000
08:00 - 09:00	7	516	0.000	7	516	0.000	7	516	0.000
09:00 - 10:00	7	516	0.000	7	516	0.000	7	516	0.000
10:00 - 11:00	7	516	0.028	7	516	0.028	7	516	0.056
11:00 - 12:00	7	516	0.000	7	516	0.000	7	516	0.000
12:00 - 13:00	7	516	0.000	7	516	0.000	7	516	0.000
13:00 - 14:00	7	516	0.000	7	516	0.000	7	516	0.000
14:00 - 15:00	7	516	0.000	7	516	0.000	7	516	0.000
15:00 - 16:00	7	516	0.000	7	516	0.000	7	516	0.000
16:00 - 17:00	7	516	0.000	7	516	0.000	7	516	0.000
17:00 - 18:00	7	516	0.000	7	516	0.000	7	516	0.000
18:00 - 19:00	7	516	0.000	7	516	0.000	7	516	0.000
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.000	7	516	0.000	7	516	0.000
08:00 - 09:00	7	516	0.028	7	516	0.000	7	516	0.028
09:00 - 10:00	7	516	0.028	7	516	0.028	7	516	0.056
10:00 - 11:00	7	516	0.028	7	516	0.000	7	516	0.028
11:00 - 12:00	7	516	0.000	7	516	0.000	7	516	0.000
12:00 - 13:00	7	516	0.055	7	516	0.055	7	516	0.110
13:00 - 14:00	7	516	0.000	7	516	0.028	7	516	0.028
14:00 - 15:00	7	516	0.028	7	516	0.055	7	516	0.083
15:00 - 16:00	7	516	0.028	7	516	0.000	7	516	0.028
16:00 - 17:00	7	516	0.028	7	516	0.055	7	516	0.083
17:00 - 18:00	7	516	0.028	7	516	0.000	7	516	0.028
18:00 - 19:00	7	516	0.000	7	516	0.028	7	516	0.028
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.249			0.500

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.

Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	516	0.692	7	516	0.111	7	516	0.803
08:00 - 09:00	7	516	1.717	7	516	0.969	7	516	2.686
09:00 - 10:00	7	516	2.160	7	516	1.911	7	516	4.071
10:00 - 11:00	7	516	2.160	7	516	2.049	7	516	4.209
11:00 - 12:00	7	516	1.966	7	516	2.243	7	516	4.209
12:00 - 13:00	7	516	1.108	7	516	1.662	7	516	2.770
13:00 - 14:00	7	516	1.302	7	516	1.468	7	516	2.770
14:00 - 15:00	7	516	1.800	7	516	1.551	7	516	3.351
15:00 - 16:00	7	516	1.634	7	516	1.412	7	516	3.046
16:00 - 17:00	7	516	1.883	7	516	1.634	7	516	3.517
17:00 - 18:00	7	516	0.720	7	516	1.357	7	516	2.077
18:00 - 19:00	7	516	0.443	7	516	0.858	7	516	1.301
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.752			17.562			35.314

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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Civic Engineers Dale Street Manchester

Licence No: 758701

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.028	7	516	0.000	7	516	0.028
08:00 - 09:00	7	516	0.111	7	516	0.111	7	516	0.222
09:00 - 10:00	7	516	0.166	7	516	0.194	7	516	0.360
10:00 - 11:00	7	516	0.166	7	516	0.111	7	516	0.277
11:00 - 12:00	7	516	0.166	7	516	0.222	7	516	0.388
12:00 - 13:00	7	516	0.166	7	516	0.138	7	516	0.304
13:00 - 14:00	7	516	0.138	7	516	0.166	7	516	0.304
14:00 - 15:00	7	516	0.166	7	516	0.111	7	516	0.277
15:00 - 16:00	7	516	0.166	7	516	0.138	7	516	0.304
16:00 - 17:00	7	516	0.000	7	516	0.055	7	516	0.055
17:00 - 18:00	7	516	0.000	7	516	0.000	7	516	0.000
18:00 - 19:00	7	516	0.000	7	516	0.028	7	516	0.028
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.273			1.274			2.547

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 05 - HEALTH/G - GP SURGERIES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	516	0.000	7	516	0.000	7	516	0.000
08:00 - 09:00	7	516	0.000	7	516	0.000	7	516	0.000
09:00 - 10:00	7	516	0.000	7	516	0.000	7	516	0.000
10:00 - 11:00	7	516	0.000	7	516	0.000	7	516	0.000
11:00 - 12:00	7	516	0.055	7	516	0.028	7	516	0.083
12:00 - 13:00	7	516	0.028	7	516	0.028	7	516	0.056
13:00 - 14:00	7	516	0.000	7	516	0.028	7	516	0.028
14:00 - 15:00	7	516	0.000	7	516	0.000	7	516	0.000
15:00 - 16:00	7	516	0.028	7	516	0.000	7	516	0.028
16:00 - 17:00	7	516	0.000	7	516	0.028	7	516	0.028
17:00 - 18:00	7	516	0.028	7	516	0.000	7	516	0.028
18:00 - 19:00	7	516	0.028	7	516	0.028	7	516	0.056
19:00 - 20:00	2	1039	0.000	2	1039	0.000	2	1039	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.140			0.307

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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Calculation Reference: AUDIT-758701-211201-1215

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 15 to 84 (units:)
 Range Selected by User: 6 to 339 (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: 01/01/13 to 26/09/19

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	2 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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)	3
Edge 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	4
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 4 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:

25,001 to 50,000 2 days

50,001 to 100,000 2 days

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

Population within 5 miles:

250,001 to 500,000 3 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 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:

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 3 days

2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

1	EN-03-D-01 CHURCHILL COURT EDMONTON	BLOCKS OF FLATS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 66 Survey date: MONDAY 16/11/15 Survey Type: MANUAL		
2	ES-03-D-06 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 Survey date: THURSDAY 16/10/14 Survey Type: MANUAL		
3	NT-03-D-02 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 23/06/15 Survey Type: MANUAL		
4	WM-03-D-02 BRANCH ROAD BIRMINGHAM KINGS NORTON Edge of Town Residential Zone Total No of Dwellings: 84 Survey date: MONDAY 09/11/15	BLOCKS OF FLATS	WEST MIDLANDS
	Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-D-01	more than 0.7 parking
HC-03-D-06	more than 0.7 parking
HG-03-D-03	more than 0.7 parking
IS-03-D-03	less than 0.3 parking
LN-03-D-02	more than 0.7 parking
WY-03-D-03	more than 0.7 parking

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

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	4	47	0.021	4	47	0.043	4	47	0.064
08:00 - 09:00	4	47	0.037	4	47	0.053	4	47	0.090
09:00 - 10:00	4	47	0.064	4	47	0.064	4	47	0.128
10:00 - 11:00	4	47	0.059	4	47	0.091	4	47	0.150
11:00 - 12:00	4	47	0.102	4	47	0.064	4	47	0.166
12:00 - 13:00	4	47	0.059	4	47	0.059	4	47	0.118
13:00 - 14:00	4	47	0.059	4	47	0.048	4	47	0.107
14:00 - 15:00	4	47	0.032	4	47	0.070	4	47	0.102
15:00 - 16:00	4	47	0.048	4	47	0.059	4	47	0.107
16:00 - 17:00	4	47	0.075	4	47	0.048	4	47	0.123
17:00 - 18:00	4	47	0.075	4	47	0.043	4	47	0.118
18:00 - 19:00	4	47	0.064	4	47	0.021	4	47	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.695			0.663			1.358

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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Parameter summary

Trip rate parameter range selected:	15 - 84 (units:)
Survey date range:	01/01/13 - 26/09/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

Civic Engineers Dale Street Manchester

Licence No: 758701

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

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	4	47	0.005	4	47	0.005	4	47	0.010
08:00 - 09:00	4	47	0.005	4	47	0.005	4	47	0.010
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.000	4	47	0.000	4	47	0.000
11:00 - 12:00	4	47	0.000	4	47	0.000	4	47	0.000
12:00 - 13:00	4	47	0.000	4	47	0.000	4	47	0.000
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.005	4	47	0.005	4	47	0.010
16:00 - 17:00	4	47	0.000	4	47	0.000	4	47	0.000
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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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Civic Engineers Dale Street Manchester

Licence No: 758701

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

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	4	47	0.000	4	47	0.000	4	47	0.000
08:00 - 09:00	4	47	0.005	4	47	0.005	4	47	0.010
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.005	4	47	0.005	4	47	0.010
11:00 - 12:00	4	47	0.000	4	47	0.000	4	47	0.000
12:00 - 13:00	4	47	0.000	4	47	0.000	4	47	0.000
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.005	4	47	0.005	4	47	0.010
16:00 - 17:00	4	47	0.000	4	47	0.000	4	47	0.000
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

PSVS

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	4	47	0.000	4	47	0.000	4	47	0.000
08:00 - 09:00	4	47	0.000	4	47	0.000	4	47	0.000
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.000	4	47	0.000	4	47	0.000
11:00 - 12:00	4	47	0.000	4	47	0.000	4	47	0.000
12:00 - 13:00	4	47	0.000	4	47	0.000	4	47	0.000
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.000	4	47	0.000	4	47	0.000
16:00 - 17:00	4	47	0.005	4	47	0.005	4	47	0.010
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

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

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	4	47	0.000	4	47	0.005	4	47	0.005
08:00 - 09:00	4	47	0.000	4	47	0.000	4	47	0.000
09:00 - 10:00	4	47	0.000	4	47	0.000	4	47	0.000
10:00 - 11:00	4	47	0.000	4	47	0.000	4	47	0.000
11:00 - 12:00	4	47	0.000	4	47	0.000	4	47	0.000
12:00 - 13:00	4	47	0.000	4	47	0.000	4	47	0.000
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.000	4	47	0.000	4	47	0.000
15:00 - 16:00	4	47	0.000	4	47	0.000	4	47	0.000
16:00 - 17:00	4	47	0.000	4	47	0.000	4	47	0.000
17:00 - 18:00	4	47	0.000	4	47	0.000	4	47	0.000
18:00 - 19:00	4	47	0.000	4	47	0.000	4	47	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			0.005			0.005

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

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

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

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	4	47	0.016	4	47	0.032	4	47	0.048
08:00 - 09:00	4	47	0.027	4	47	0.043	4	47	0.070
09:00 - 10:00	4	47	0.059	4	47	0.053	4	47	0.112
10:00 - 11:00	4	47	0.053	4	47	0.080	4	47	0.133
11:00 - 12:00	4	47	0.086	4	47	0.053	4	47	0.139
12:00 - 13:00	4	47	0.053	4	47	0.053	4	47	0.106
13:00 - 14:00	4	47	0.059	4	47	0.048	4	47	0.107
14:00 - 15:00	4	47	0.027	4	47	0.064	4	47	0.091
15:00 - 16:00	4	47	0.037	4	47	0.048	4	47	0.085
16:00 - 17:00	4	47	0.059	4	47	0.032	4	47	0.091
17:00 - 18:00	4	47	0.059	4	47	0.043	4	47	0.102
18:00 - 19:00	4	47	0.053	4	47	0.021	4	47	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.570			1.158

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

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

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

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	4	47	0.000	4	47	0.005	4	47	0.005
08:00 - 09:00	4	47	0.000	4	47	0.000	4	47	0.000
09:00 - 10:00	4	47	0.005	4	47	0.011	4	47	0.016
10:00 - 11:00	4	47	0.000	4	47	0.005	4	47	0.005
11:00 - 12:00	4	47	0.016	4	47	0.011	4	47	0.027
12:00 - 13:00	4	47	0.005	4	47	0.005	4	47	0.010
13:00 - 14:00	4	47	0.000	4	47	0.000	4	47	0.000
14:00 - 15:00	4	47	0.005	4	47	0.005	4	47	0.010
15:00 - 16:00	4	47	0.000	4	47	0.000	4	47	0.000
16:00 - 17:00	4	47	0.011	4	47	0.011	4	47	0.022
17:00 - 18:00	4	47	0.016	4	47	0.000	4	47	0.016
18:00 - 19:00	4	47	0.011	4	47	0.000	4	47	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.053			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.

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Calculation Reference: AUDIT-758701-211201-1231

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BT BRENT	2 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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: 9 to 493 (units:)
 Range Selected by User: 6 to 493 (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: 01/03/15 to 01/03/20

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:

Tuesday	4 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:

Suburban Area (PPS6 Out of Centre)	6
Edge 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:

Industrial Zone	1
Development Zone	3
Residential Zone	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,

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	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	4 days
2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-02 CLYDESDALE WAY BELVEDERE	BLOCKS OF FLATS	BEXLEY
	Edge of Town Industrial Zone Total No of Dwellings:	402	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
2	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	170	
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL
3	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	472	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
4	DL-03-C-16 BOTANIC AVENUE DUBLIN DRUMCONDRA	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	31	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL
5	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
6	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
7	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-03-C-03	18/09/17	parking
DS-03-C-03	25/09/19	parking
EN-03-C-01	16/11/15	parking
EN-03-C-02	10/11/17	parking
EN-03-C-03	08/11/17	parking
HV-03-C-02	22/11/16	parking
MS-03-C-03	13/11/18	parking

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
NF-03-C-02	18/11/19	parking
NT-03-C-01	08/11/16	parking
NT-03-C-02	09/11/16	parking
RD-03-C-04	15/05/19	parking
WA-03-C-01	12/05/15	parking

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	195	0.021	7	195	0.093	7	195	0.114
08:00 - 09:00	7	195	0.019	7	195	0.099	7	195	0.118
09:00 - 10:00	7	195	0.035	7	195	0.043	7	195	0.078
10:00 - 11:00	7	195	0.033	7	195	0.043	7	195	0.076
11:00 - 12:00	7	195	0.025	7	195	0.045	7	195	0.070
12:00 - 13:00	7	195	0.035	7	195	0.044	7	195	0.079
13:00 - 14:00	7	195	0.041	7	195	0.047	7	195	0.088
14:00 - 15:00	7	195	0.033	7	195	0.034	7	195	0.067
15:00 - 16:00	7	195	0.050	7	195	0.031	7	195	0.081
16:00 - 17:00	7	195	0.067	7	195	0.045	7	195	0.112
17:00 - 18:00	7	195	0.081	7	195	0.054	7	195	0.135
18:00 - 19:00	7	195	0.093	7	195	0.043	7	195	0.136
19:00 - 20:00	3	348	0.064	3	348	0.034	3	348	0.098
20:00 - 21:00	3	348	0.072	3	348	0.039	3	348	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.669			0.694			1.363

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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Parameter summary

Trip rate parameter range selected: 9 - 493 (units:)
 Survey date range: 01/03/15 - 01/03/20
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 13
 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.

Civic Engineers Dale Street Manchester

Licence No: 758701

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

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	195	0.001	7	195	0.001	7	195	0.002
08:00 - 09:00	7	195	0.002	7	195	0.002	7	195	0.004
09:00 - 10:00	7	195	0.004	7	195	0.004	7	195	0.008
10:00 - 11:00	7	195	0.002	7	195	0.002	7	195	0.004
11:00 - 12:00	7	195	0.001	7	195	0.001	7	195	0.002
12:00 - 13:00	7	195	0.001	7	195	0.001	7	195	0.002
13:00 - 14:00	7	195	0.004	7	195	0.004	7	195	0.008
14:00 - 15:00	7	195	0.002	7	195	0.002	7	195	0.004
15:00 - 16:00	7	195	0.003	7	195	0.003	7	195	0.006
16:00 - 17:00	7	195	0.001	7	195	0.001	7	195	0.002
17:00 - 18:00	7	195	0.002	7	195	0.002	7	195	0.004
18:00 - 19:00	7	195	0.004	7	195	0.004	7	195	0.008
19:00 - 20:00	3	348	0.003	3	348	0.003	3	348	0.006
20:00 - 21:00	3	348	0.001	3	348	0.001	3	348	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062

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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Civic Engineers Dale Street Manchester

Licence No: 758701

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	195	0.001	7	195	0.001	7	195	0.002
08:00 - 09:00	7	195	0.000	7	195	0.000	7	195	0.000
09:00 - 10:00	7	195	0.000	7	195	0.000	7	195	0.000
10:00 - 11:00	7	195	0.004	7	195	0.003	7	195	0.007
11:00 - 12:00	7	195	0.000	7	195	0.001	7	195	0.001
12:00 - 13:00	7	195	0.001	7	195	0.001	7	195	0.002
13:00 - 14:00	7	195	0.000	7	195	0.000	7	195	0.000
14:00 - 15:00	7	195	0.001	7	195	0.001	7	195	0.002
15:00 - 16:00	7	195	0.000	7	195	0.000	7	195	0.000
16:00 - 17:00	7	195	0.001	7	195	0.001	7	195	0.002
17:00 - 18:00	7	195	0.000	7	195	0.000	7	195	0.000
18:00 - 19:00	7	195	0.000	7	195	0.000	7	195	0.000
19:00 - 20:00	3	348	0.000	3	348	0.000	3	348	0.000
20:00 - 21:00	3	348	0.000	3	348	0.000	3	348	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

PSVS

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	195	0.000	7	195	0.000	7	195	0.000
08:00 - 09:00	7	195	0.000	7	195	0.000	7	195	0.000
09:00 - 10:00	7	195	0.000	7	195	0.000	7	195	0.000
10:00 - 11:00	7	195	0.000	7	195	0.000	7	195	0.000
11:00 - 12:00	7	195	0.000	7	195	0.000	7	195	0.000
12:00 - 13:00	7	195	0.000	7	195	0.000	7	195	0.000
13:00 - 14:00	7	195	0.000	7	195	0.000	7	195	0.000
14:00 - 15:00	7	195	0.001	7	195	0.001	7	195	0.002
15:00 - 16:00	7	195	0.000	7	195	0.000	7	195	0.000
16:00 - 17:00	7	195	0.001	7	195	0.001	7	195	0.002
17:00 - 18:00	7	195	0.000	7	195	0.000	7	195	0.000
18:00 - 19:00	7	195	0.000	7	195	0.000	7	195	0.000
19:00 - 20:00	3	348	0.000	3	348	0.000	3	348	0.000
20:00 - 21:00	3	348	0.000	3	348	0.000	3	348	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	195	0.000	7	195	0.004	7	195	0.004
08:00 - 09:00	7	195	0.001	7	195	0.011	7	195	0.012
09:00 - 10:00	7	195	0.001	7	195	0.001	7	195	0.002
10:00 - 11:00	7	195	0.001	7	195	0.002	7	195	0.003
11:00 - 12:00	7	195	0.001	7	195	0.001	7	195	0.002
12:00 - 13:00	7	195	0.002	7	195	0.003	7	195	0.005
13:00 - 14:00	7	195	0.007	7	195	0.006	7	195	0.013
14:00 - 15:00	7	195	0.001	7	195	0.001	7	195	0.002
15:00 - 16:00	7	195	0.004	7	195	0.001	7	195	0.005
16:00 - 17:00	7	195	0.004	7	195	0.001	7	195	0.005
17:00 - 18:00	7	195	0.007	7	195	0.002	7	195	0.009
18:00 - 19:00	7	195	0.005	7	195	0.001	7	195	0.006
19:00 - 20:00	3	348	0.004	3	348	0.001	3	348	0.005
20:00 - 21:00	3	348	0.001	3	348	0.000	3	348	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.035			0.074

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

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	195	0.018	7	195	0.087	7	195	0.105
08:00 - 09:00	7	195	0.016	7	195	0.092	7	195	0.108
09:00 - 10:00	7	195	0.026	7	195	0.035	7	195	0.061
10:00 - 11:00	7	195	0.023	7	195	0.032	7	195	0.055
11:00 - 12:00	7	195	0.021	7	195	0.038	7	195	0.059
12:00 - 13:00	7	195	0.027	7	195	0.040	7	195	0.067
13:00 - 14:00	7	195	0.032	7	195	0.037	7	195	0.069
14:00 - 15:00	7	195	0.026	7	195	0.028	7	195	0.054
15:00 - 16:00	7	195	0.045	7	195	0.026	7	195	0.071
16:00 - 17:00	7	195	0.059	7	195	0.039	7	195	0.098
17:00 - 18:00	7	195	0.075	7	195	0.046	7	195	0.121
18:00 - 19:00	7	195	0.083	7	195	0.037	7	195	0.120
19:00 - 20:00	3	348	0.058	3	348	0.029	3	348	0.087
20:00 - 21:00	3	348	0.066	3	348	0.036	3	348	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.575			0.602			1.177

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

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	195	0.001	7	195	0.002	7	195	0.003
08:00 - 09:00	7	195	0.001	7	195	0.004	7	195	0.005
09:00 - 10:00	7	195	0.004	7	195	0.002	7	195	0.006
10:00 - 11:00	7	195	0.004	7	195	0.007	7	195	0.011
11:00 - 12:00	7	195	0.003	7	195	0.004	7	195	0.007
12:00 - 13:00	7	195	0.005	7	195	0.002	7	195	0.007
13:00 - 14:00	7	195	0.005	7	195	0.006	7	195	0.011
14:00 - 15:00	7	195	0.002	7	195	0.001	7	195	0.003
15:00 - 16:00	7	195	0.002	7	195	0.002	7	195	0.004
16:00 - 17:00	7	195	0.005	7	195	0.004	7	195	0.009
17:00 - 18:00	7	195	0.004	7	195	0.004	7	195	0.008
18:00 - 19:00	7	195	0.001	7	195	0.001	7	195	0.002
19:00 - 20:00	3	348	0.000	3	348	0.001	3	348	0.001
20:00 - 21:00	3	348	0.002	3	348	0.001	3	348	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.041			0.080

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

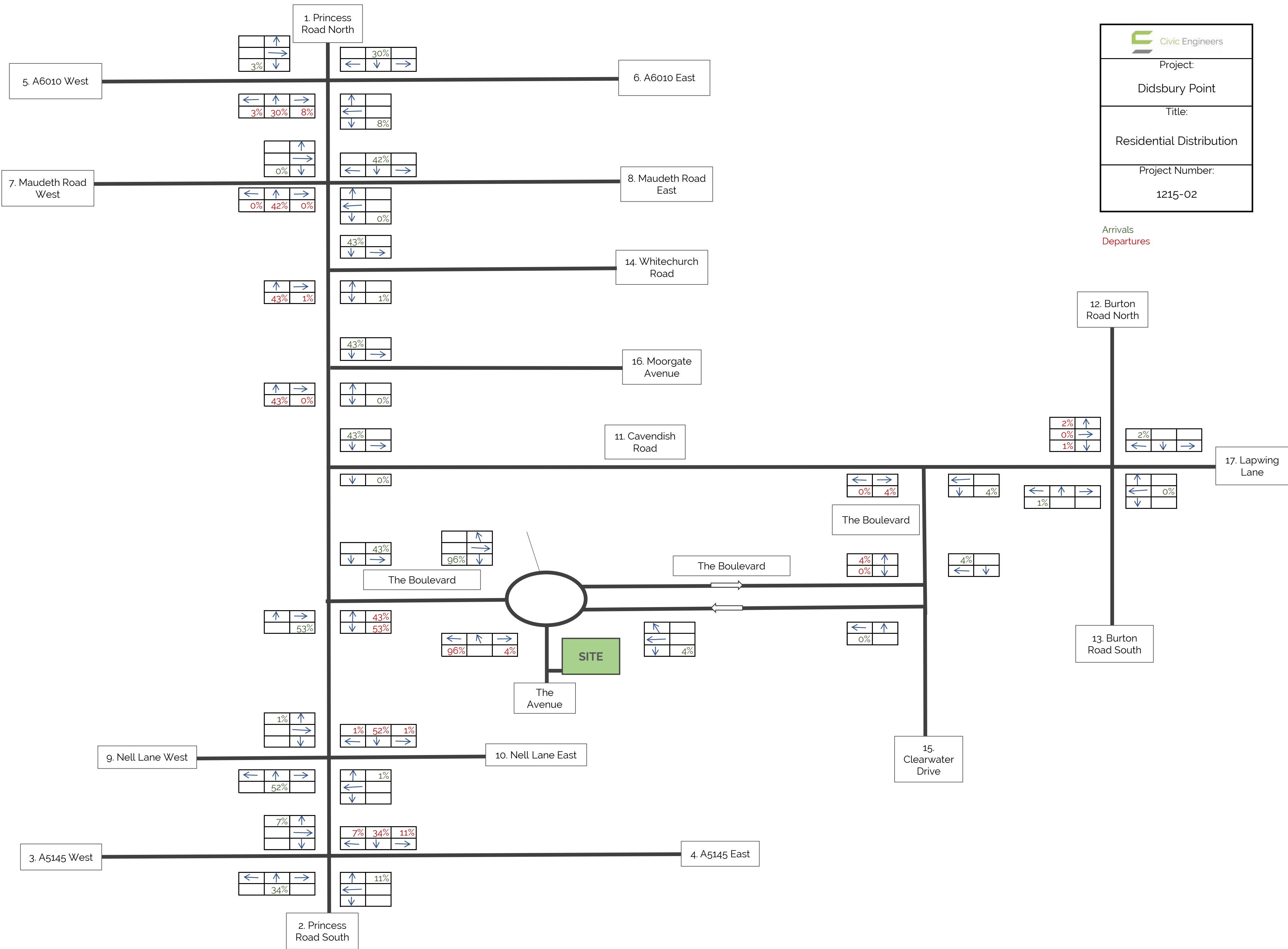
BOLD print indicates peak (busiest) period

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	195	0.000	7	195	0.001	7	195	0.001
08:00 - 09:00	7	195	0.000	7	195	0.001	7	195	0.001
09:00 - 10:00	7	195	0.000	7	195	0.003	7	195	0.003
10:00 - 11:00	7	195	0.000	7	195	0.000	7	195	0.000
11:00 - 12:00	7	195	0.000	7	195	0.001	7	195	0.001
12:00 - 13:00	7	195	0.001	7	195	0.001	7	195	0.002
13:00 - 14:00	7	195	0.001	7	195	0.001	7	195	0.002
14:00 - 15:00	7	195	0.001	7	195	0.000	7	195	0.001
15:00 - 16:00	7	195	0.000	7	195	0.000	7	195	0.000
16:00 - 17:00	7	195	0.001	7	195	0.000	7	195	0.001
17:00 - 18:00	7	195	0.001	7	195	0.001	7	195	0.002
18:00 - 19:00	7	195	0.004	7	195	0.001	7	195	0.005
19:00 - 20:00	3	348	0.003	3	348	0.002	3	348	0.005
20:00 - 21:00	3	348	0.003	3	348	0.001	3	348	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

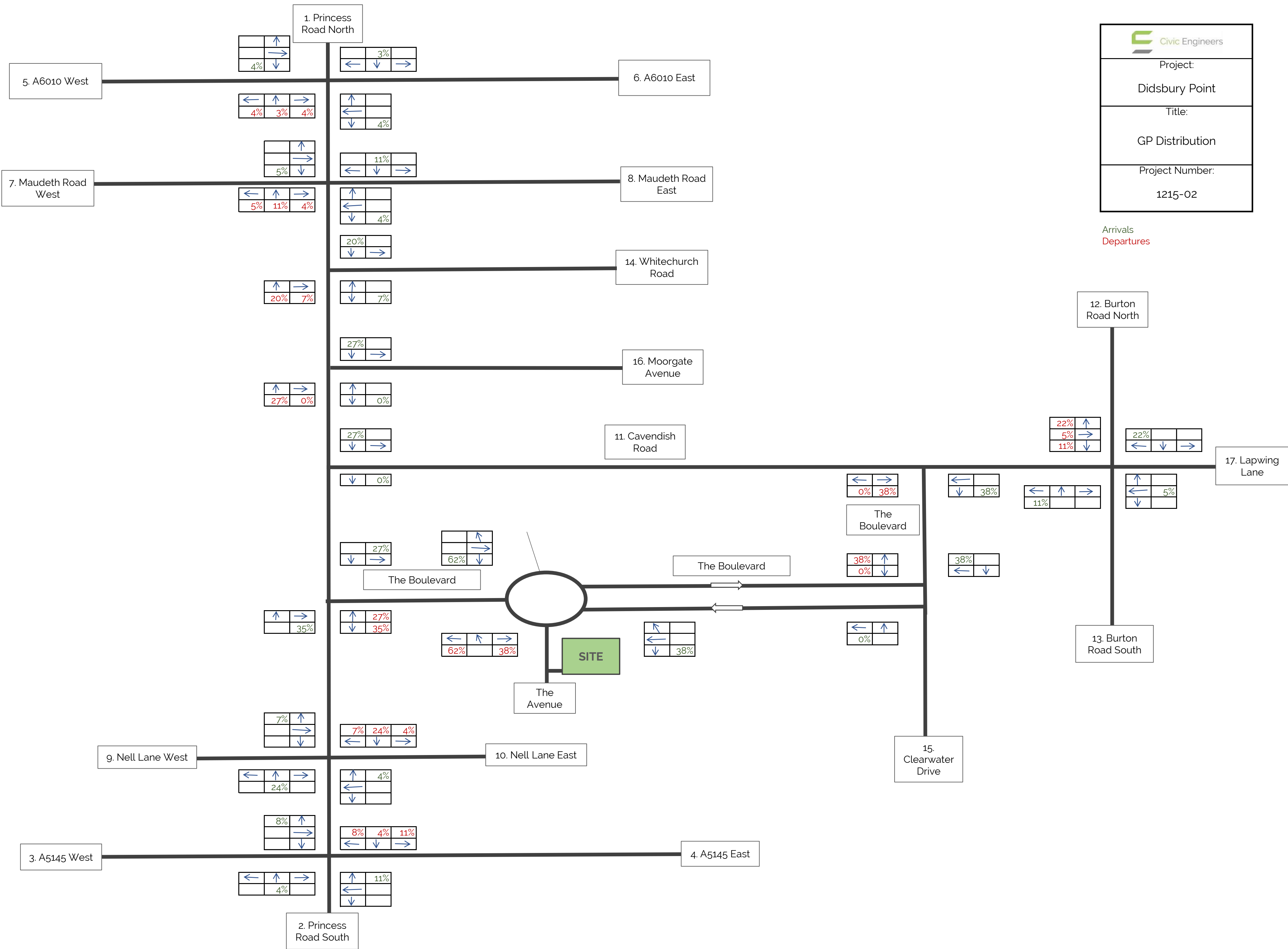
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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 F: Traffic Flow Diagrams



 Civic Engineers
Project: Didsbury Point
Title: Residential Distribution
Project Number: 1215-02

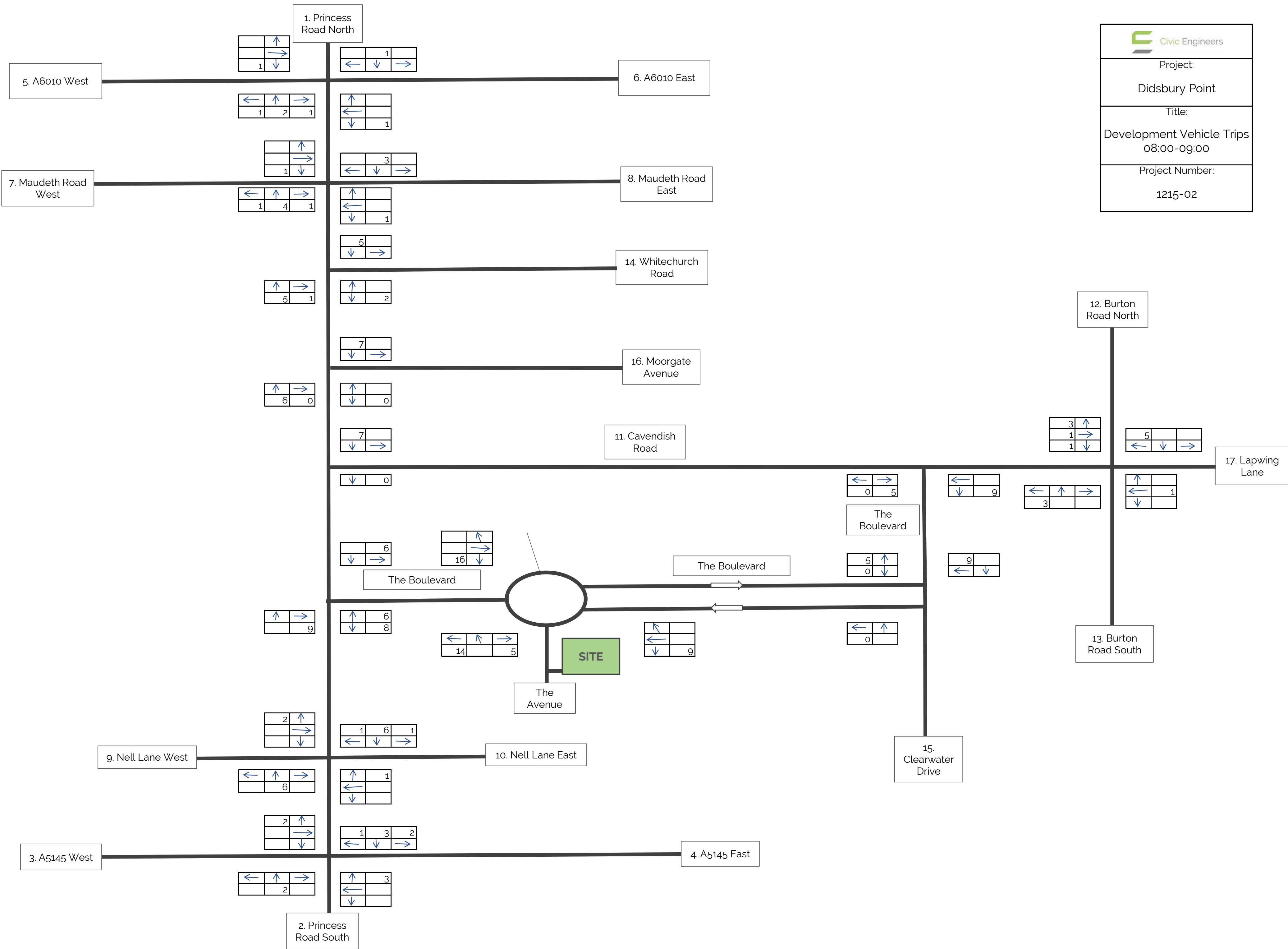


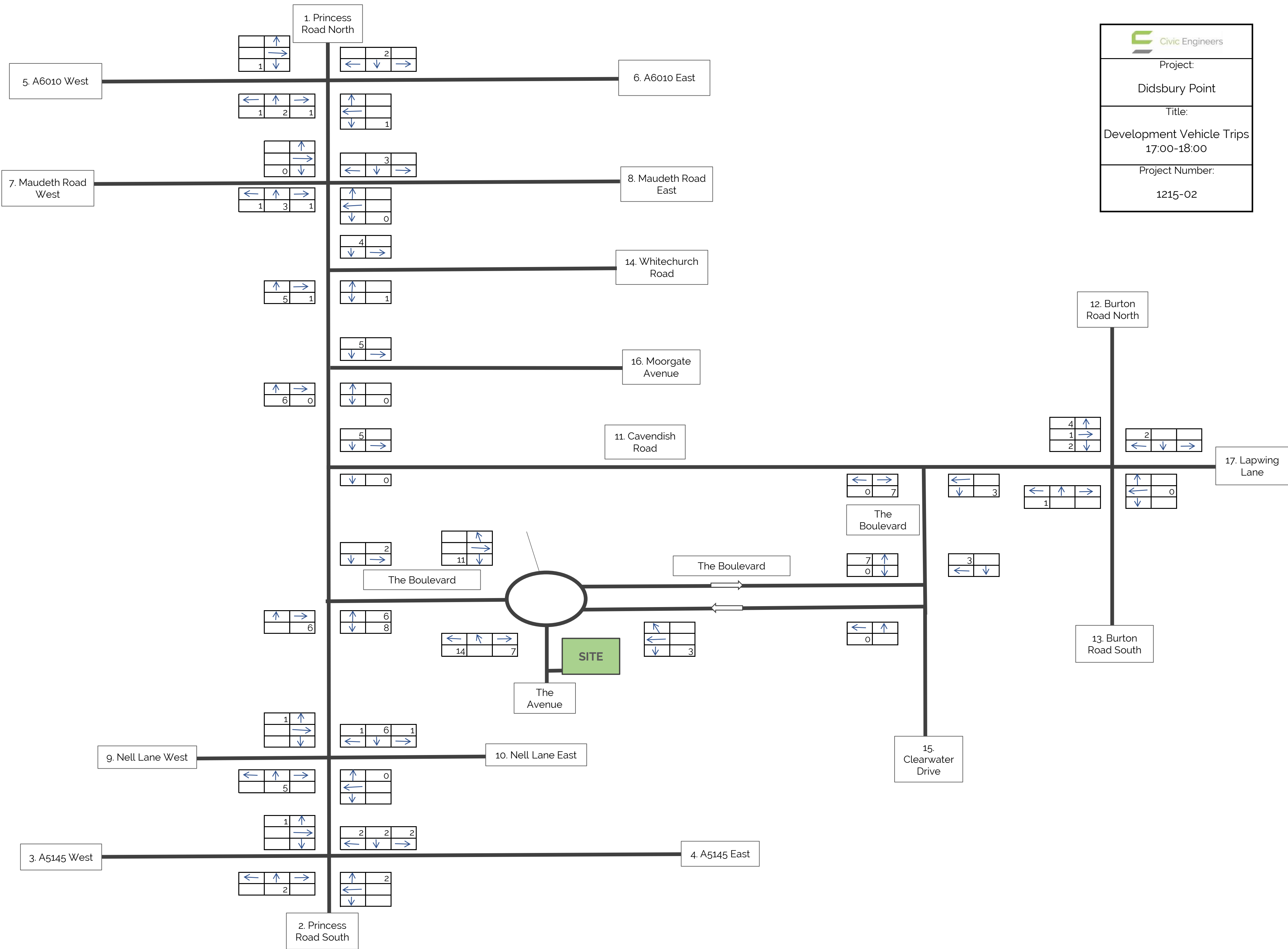
 Civic Engineers

Project:
Didsbury Point

Title:
GP Distribution

Project Number:
1215-02





 Civic Engineers

Project:
Didsbury Point

Title:
Development Vehicle Trips
17:00-18:00

Project Number:
1215-02

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