

Transport Statement

**Proposed Residential Development,
Levenshulme Road, Gorton**

Watson Construction Ltd

October 2022

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Document Revision Control

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00	16/09/2022	Draft	AM	MD
01	18/10/2022	Draft	AM	MD

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Watson Construction Ltd to produce a Transport Statement (TS) as part of a planning application for a residential development, comprising 37 dwellings, on land to the east of Levenshulme Road, Gorton.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.

Structure of This Report

- 1.3 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

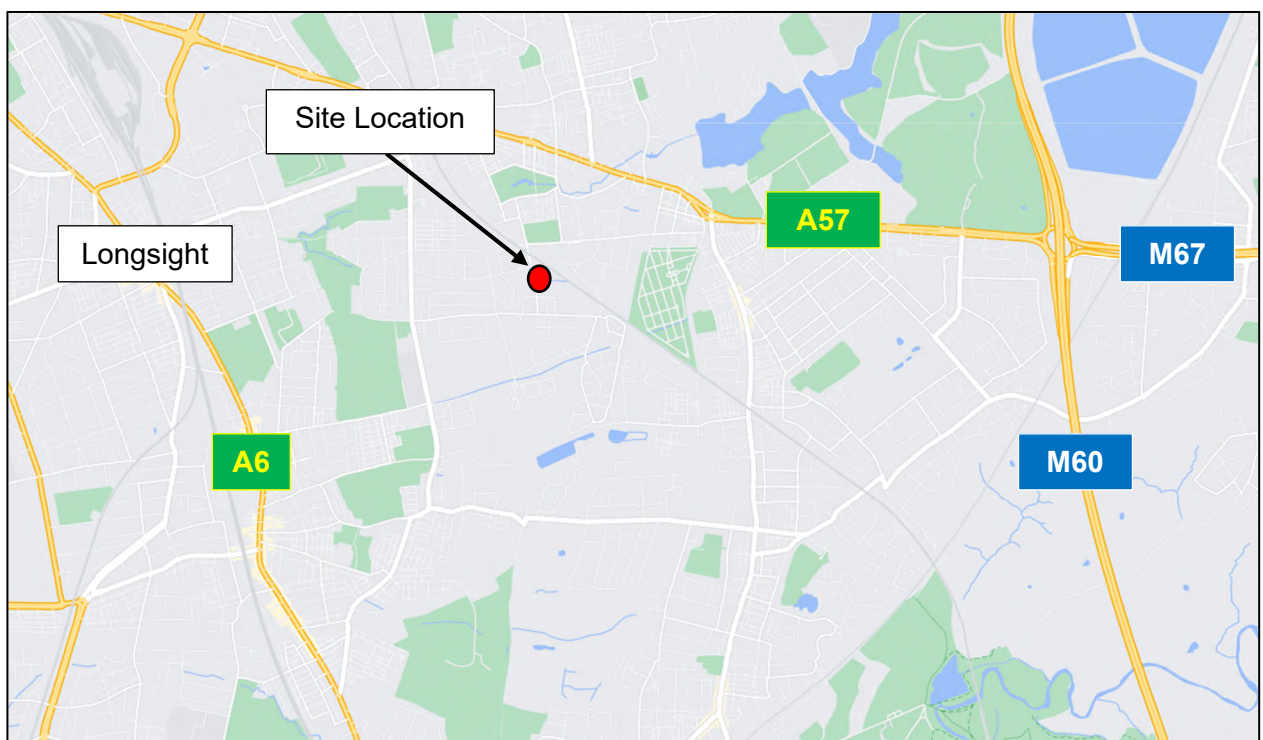
General

- 2.1 This chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

- 2.2 The application site comprises undeveloped land, which has been used to accommodate mobile homes. It is located to the east of Levenshulme Road in Gorton, approximately 1km south-west of Gorton and 6km east of Manchester city centre. There is a dropped kerb along the full length of the site frontage and an existing gated access at the southern end of this,
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 The existing site access can be seen in **Figure 2.3** below and shows a dropped kerb shared surface arrangement. An application (Ref: 111239/FO/2016/N2) was submitted to Manchester City Council on the 28th of April 2016 for 'Retrospective application for the retention of a caravan and steel storage container'. This application was approved on the 19th of July 2016. Therefore, the existing site is current used for a caravan dwelling with a single resident as well as one steel storage container.

Figure 2.3 – Existing Access off Levenshulme Road



Local Highway Network

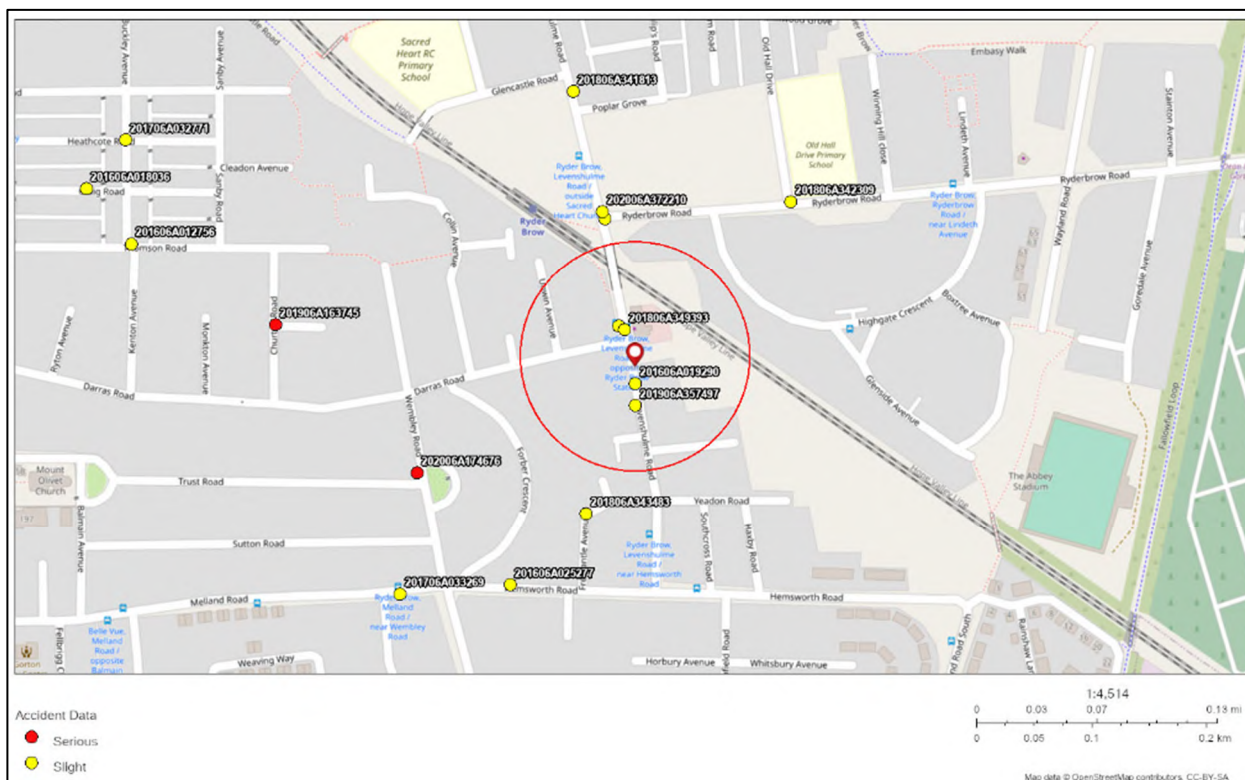
Levenshulme Road

- 2.6 Levenshulme Road is primarily a residential road that fronts the western site boundary and provides a connection between Brookhurst Road to the north and Hemsworth Road of the site. Levenshulme Road is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns and footways on both sides of the road. On street parking occurs within the vicinity of the site along Levenshulme Road.

Existing Road Safety Record

- 2.7 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data.
- 2.8 The study area analysed encompasses approximately 100m from the proposed site access on Levenshulme Road. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4**.

Figure 2.4 – Road Safety Record



2.9 Within the study area, 4 accidents occurred at various locations, all of which were categorised as 'slight'. Overall, the reported accident data available does not appear to indicate a pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals. A full accident screening report can be found in [Appendix A](#).

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of a residential development, comprising 37 dwellings, on land to the east of Levenshulme Road, Gorton.
- 3.2 The proposed site layout plan is contained in **Appendix B** and the proposed development mix is as follows:
- 11 no. 2-bed apartment dwellings
 - 20 no. 1-bed apartment dwellings
 - 6 no. 2-bed house dwellings

Proposed Access Arrangements

- 3.3 Vehicular access to the proposed development will be provided off Levenshulme Road, via a 5m wide simple priority-controlled accesses with 6m junction kerb radii and 2m footway located to the north and a 1m footway located to the south of the carriageway, as shown on drawing number SCP/220507/D01, presented in **Appendix C**.
- 3.4 As shown on drawing number SCP/220507/D01, presented in **Appendix C**, 2.4m x 43m visibility splays, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, are achievable in both directions. These splays are robust given the 20mph speed limit of Levenshulme Road.
- 3.5 Pedestrian and cycle access will be provided from the same location as vehicular access.

Servicing and Internal Arrangement

- 3.6 The access and internal road network have been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing SCP/220507/ATR01 presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site and exit in a forward gear.
- 3.7 Additionally, swept path analysis has been undertaken of the site access and internal road layout for a delivery van, as shown on drawing SCP/220507/ATR02 presented in **Appendix E**, which demonstrates that a 7.5 tonne box van can access the site and exit in a forward gear.

Parking

- 3.8 The parking standards for Manchester City Council, contained within Appendix B of the Manchester Core Strategy do not include standards for residential development. However, parking standards are referred to in the Manchester Residential Quality Guidance which specifies for new apartments, outside city centre, they will be expected to provide 100% parking provision as a starting point.
- 3.9 The same guidance notes that reduced on site provision may be justified on the basis of cycle parking, off-site capacity evidence of lower levels of demand and other design criteria.
- 3.10 As shown on the site layout plan, contained in **Appendix B**, the proposed development provides the following provisions:
- 22 spaces for the 31 apartments
 - 3 visitor parking spaces
 - 6 spaces for the 6 houses
- 3.11 This provision is below the 100% starting point at 84% and this slightly reduced provision is considered appropriate based on the following:
- The Manchester Residential Quality Guidance notes a reduced on-site provision may be justified on the basis of secure cycle parking in excess of 50% provision relative to apartment numbers. The proposed secure cycle parking is 100% provision relative to apartment numbers and therefore double the 50% referenced.
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates the location of developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a reduced number of parking spaces, will help to reduce the reliance on the use of the private car and meet these policy objectives; and
 - On-street car parking is available within the vicinity of the site on Levenshulme Road.

- Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.

4.0 ACCESSIBILITY

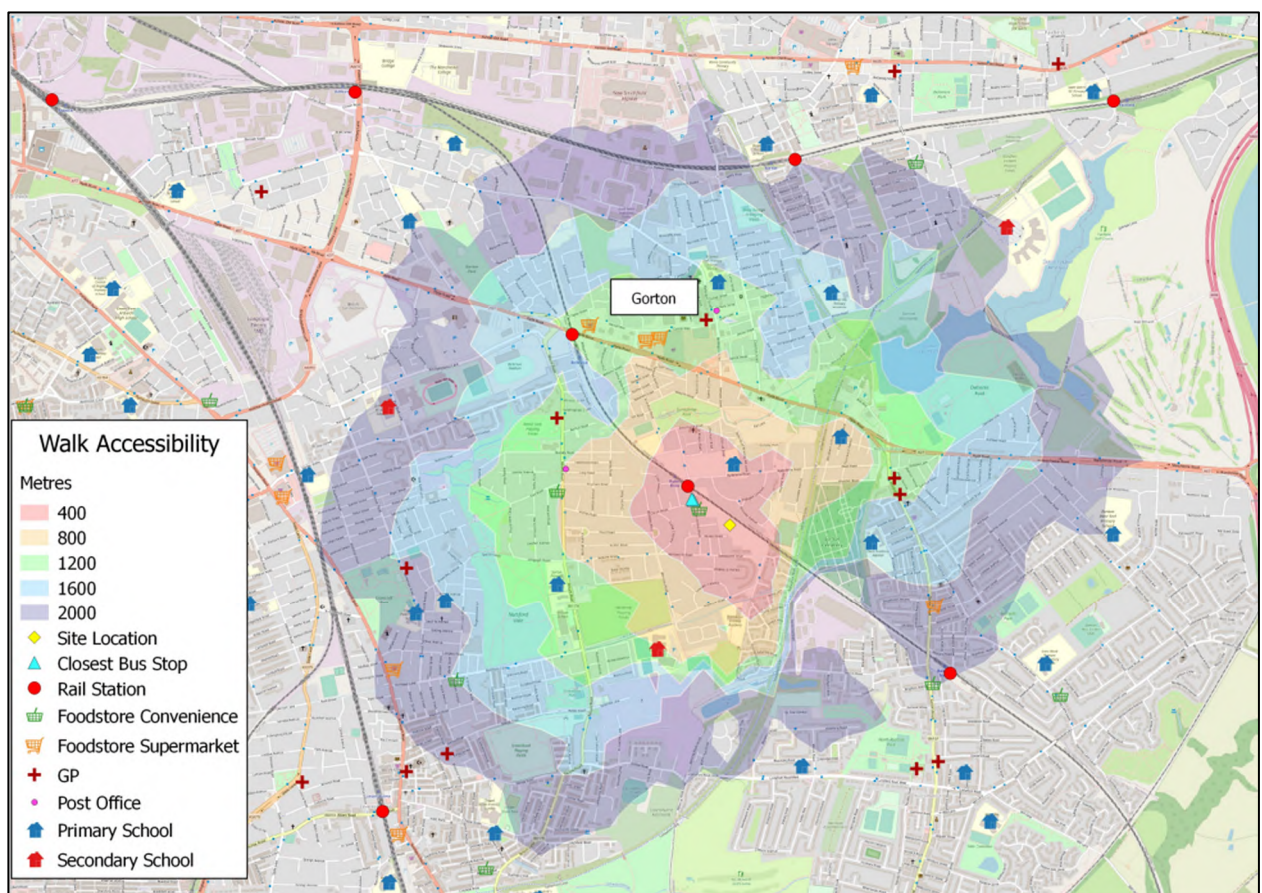
General

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 Pedestrian and cycle access to the site will be provided at the same location as the vehicular access, off Levenshulme Road.
- 4.5 The site is within an acceptable walk distance of Gorton and the local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.6 A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 4.1** below, including retail, education and healthcare.

Table 4.1 – Local Facilities

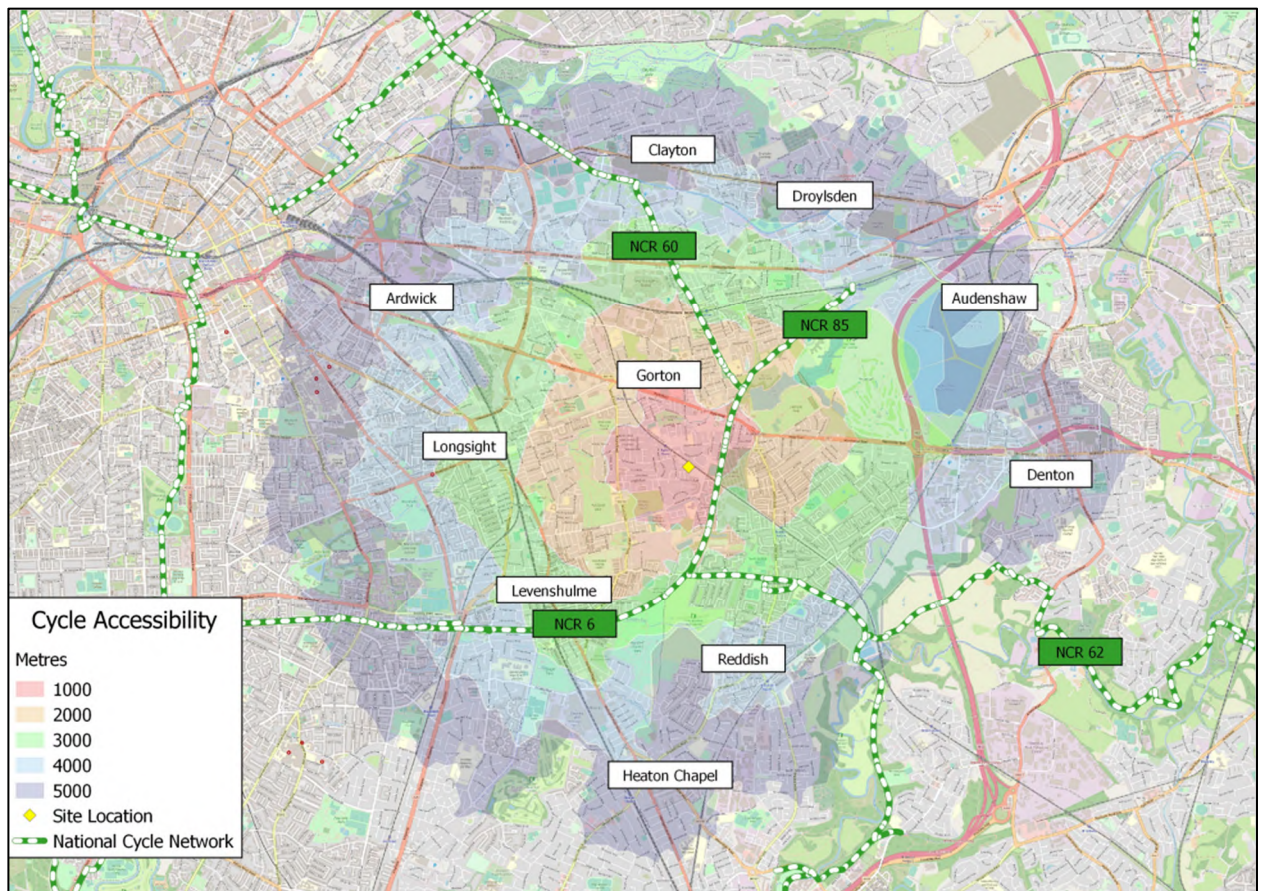
Facility	Details	Distance from Site
Bus Stop	Levenshulme Road	31m
Railway Station	Ryder Brow Railway Station	110m
Primary School	Sacred Heart Primary School, Knutsford Road	350m
Nursery	Sutton Road Nursery, Sutton Road	500m
Convenience Store	Premier Mount Convenience Store, Mount Road	650m
Post Office	Khan News, Mount Road	750m
Supermarket	Tesco Extra, Hyde Road	800m
Secondary School	Cedar Mount Academy, Wembley Road	800m
Primary School	Rushbrook Primary Academy School, Shillingford Road	800m
Secondary School	Melland High School, Wembley Road	800m
Primary School	Gorton Primary School, Mount Road	900m
GP	Gorton Medical Centre, Wellington Street	1.0km
Pharmacy	Lloyds Pharmacy, Mount Road	1.0km
Post Office	Gorton Post Office, Wellington Street	1.0km
Supermarket	ALDI, Garrett Way	1.1km
Secondary School	Grange School, Matthews Lane	1.1km
Supermarket	Asda Gorton Supermarket, Reddish Lane	1.3km
Supermarket	Asda Levenshulme Supermarket, Stockport Road	1.9km

- 4.7 Overall, the site benefits from high levels of accessibility by foot, with Gorton only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.10 The plan demonstrates that the nearby areas of Gorton, Reddish, Denton, Audenshaw, and Ardwick, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.11 **Figure 5.2** also shows the sites proximity to National Cycle Route (NCR) 6, 60 and 85. NCR 6 locally connects Manchester city centre with NCR 62 in the south-east. NCR 60 provides a connection between NCR 6 in the west, with Harpurhey and NCR 66 to the north. Additionally, NCR 85 creates a route from NCR 60 to Fairfield railway station.

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

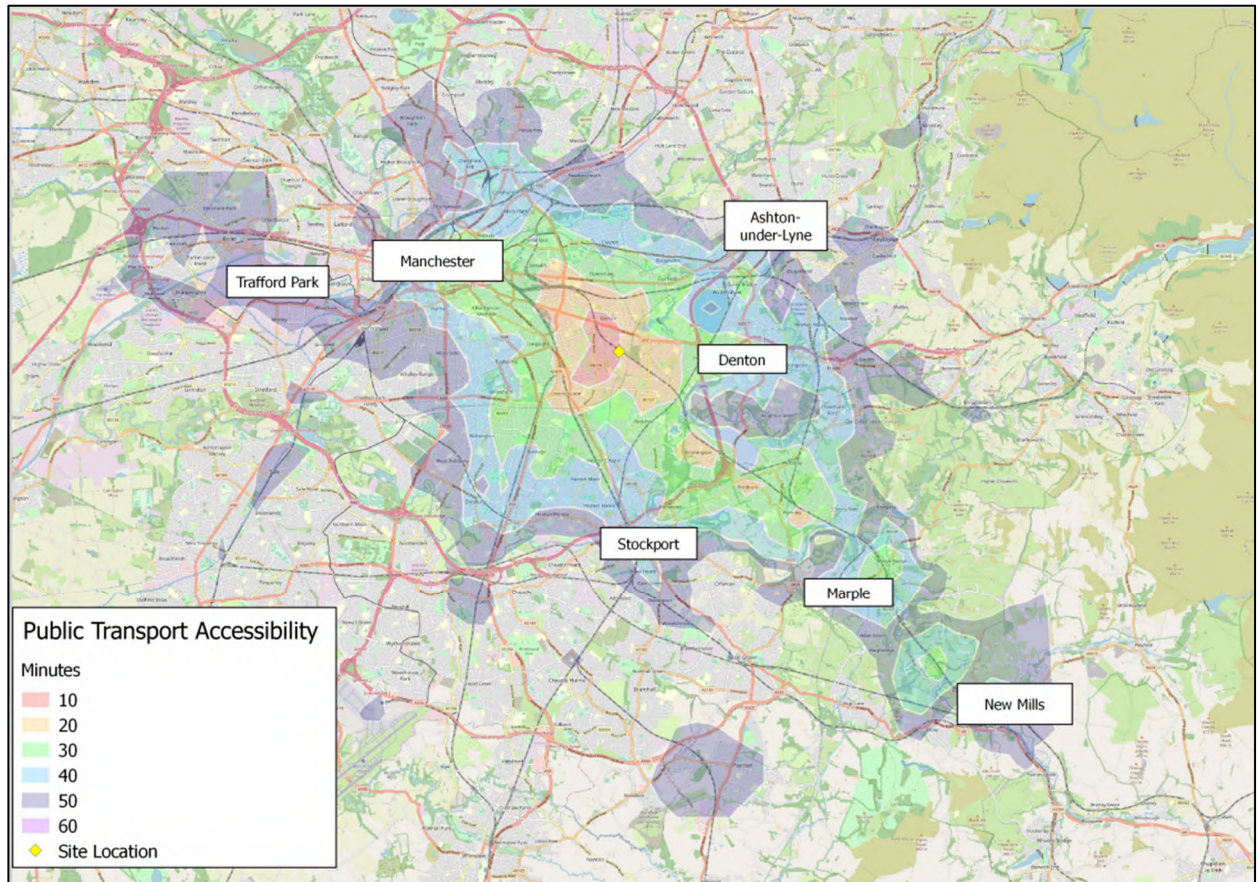
Public Transport

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.14 The closest bus stops to the site are located on both sides of Levenshulme Road, approximately 31m north of the site and are therefore within the recommended walk distance. These bus stops provide the following services for prospective residents:

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
171	Newton Heath - East Didsbury	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins
172	Newton Heath - Southern Cemetery	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins

- 4.15 Having regard to the above, prospective residents of the site will have access to regular bus services stopping within a reasonable walking distance from the site.
- 4.16 In terms of rail services, Ryder Brow Railway Station can be accessed in under a 1-minute walk time (or <110m walk distance) and is therefore well within an acceptable walking and cycling distance. Furthermore, residents can conveniently access Ryder Brow Railway Station via bus, as detailed above. The railway station offers regular direct services throughout the week including services to Manchester Piccadilly, and New Mills Central, amongst others.
- 4.17 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.18 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester Piccadilly, New Mills, Marple, Stockport, and Sale, amongst others, are all within an acceptable 60-minute commute time.

Summary

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

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.

Trip Generation – Proposed Development

- 5.2 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Houses and Flats Privately Owned;
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings;
 - v) Weekday surveys only; and
 - vi) Only sites in 'Suburban Area', 'Neighbourhood Centre' and 'Edge of Town' locations have been selected.
- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix F** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Houses Privately Owned				
Vehicles	0.129	0.358	0.334	0.153
Cycles	0.004	0.013	0.01	0.006
Pedestrians	0.031	0.092	0.042	0.028
Pub. Trans.	0.002	0.033	0.022	0.004
Flats Privately Owned				
Vehicles	0.063	0.193	0.169	0.075
Cycles	0.001	0.029	0.011	0.005
Pedestrians	0.029	0.145	0.104	0.044
Pub. Trans.	0.002	0.111	0.084	0.004

5.4 The estimated trip generation associated with the proposed 37 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 37 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Houses Privately Owned (6)				
Vehicles	1	2	2	1
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0
Flats Privately Owned (31)				
Vehicles	2	6	5	2
Cycles	0	1	0	0
Pedestrians	1	4	3	1
Pub. Trans.	0	3	3	0
Total Vehicles	3	8	7	3

- 5.5 As detailed above, it is estimated that the scheme will generate 11 two-way vehicle movements in the AM peak hour and 10 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 5-6 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Watson Construction Ltd to produce a Transport Statement (TS) in as part of a planning application for a residential development, comprising 37 dwellings, on land to the east of Levenshulme Road, Gorton.
- 6.2 Vehicular access to the proposed development will be provided off Levenshulme Road via the minor arm of a simple major / minor junction.
- 6.3 31 car parking spaces are proposed, which is considered appropriate in the context of the sustainable location of the proposed development, proposed cycle parking and likely demand.
- 6.4 The proposed site layout has been designed to accommodate the refuse collection and delivery vehicles, which will be able to turn within the site, entering and exiting in forward gear.
- 6.5 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.6 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
- 6.7 It is estimated that the scheme will generate 11 two-way vehicle movements in the AM peak hour and 10 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 5-6 minutes in both the AM and PM peak hours. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.8 Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

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APPENDIX A

Screening Report

Area of Interest (AOI) Information

Area : 31,345.09 m²

Sept 16 2022 12:13:47 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accident Data	4	N/A	N/A
Vehicle Data	8	N/A	N/A
Casualty Data	4	N/A	N/A

Accident Data

#	Crash Reference	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date
1	201606A019290	388635	395438	2016	Slight	3	1	08-Aug-16
2	201806A341445	388621	395488	2018	Slight	1	1	12-Mar-18
3	201806A349393	388626	395485	2018	Slight	1	1	05-Oct-18
4	201906A357497	388635	395419	2019	Slight	3	1	24-May-19

#	Day of Week	Time	Local Authority District	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit
1	Monday	6:33 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30
2	Monday	10:00 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30
3	Friday	6:30 AM	Manchester	Manchester	Unclassified	0	Single carriageway	30
4	Friday	10:15 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30

#	Junction Detail	Junction Control	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site
1	Not at junction or within 20 metres	Data missing or out of range			Daylight	Fine no high winds	Dry	None
2	Not at junction or within 20 metres	Data missing or out of range			Darkness - lights lit	Fine no high winds	Wet or damp	None
3	T or staggered junction	Give way or uncontrolled			Darkness - lights lit	Fine no high winds	Dry	None
4	Not at junction or within 20 metres	Data missing or out of range			Darkness - lights lit	Fine no high winds	Dry	None

#	Carriageway Hazards	Urban or Rural Area	Did Police Officer Attend Scene of Accident	Count
1	None	Urban		1
2	None	Urban		1
3	None	Urban		1
4	None	Urban		1

Vehicle Data

#	Accident Index	Driver Home Area Type	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane
1								

#	Junction Location	Skidding and Overturning	Vehicle Leaving Carriageway	Hit Object off Carriageway	1st Point of Impact	Was Vehicle Left Hand Drive?	Journey Purpose of Driver	Sex of Driver
1								

#	Age Band of Driver	Engine Capacity (CC)	Age of Vehicle	Hit Object in Carriageway	Count
1					8

Casualty Data

#	Accident Index	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1								

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Casualty Home Area Type	Count
1								4

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APPENDIX B



Boundary /Wall Types

- TYPE A**
(Boundary wall at access road junction with Levenshulme Road)
New 1.2m high boundary consisting of 600mm high brick wall, topped with 600mm high black powder coated metal railings
- TYPE B**
(Separation of rear gardens)
1.8 m high boundary comprising 1.5m high close boarded timber fence infill panel on 300mm concrete base panel between concrete posts. Concrete base panels to allow for passage of hedgehogs, as per latest landscape plan.
- height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.
- TYPE C**
(Rear/side private gardens adjacent to railway)
2.1 m high boundary comprising Jakoustic absorptive acoustic 1.8m high close boarded timber fence panel (with min surface density 33 kg/m²) on 300mm concrete base panel between concrete posts - height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.
- TYPE D**
(Boundary fence adjacent to site perimeter)
2.1 m high boundary comprising 1.8m high close boarded timber fence infill panel (with min surface density 10 kg/m²) on 300mm concrete base panel between concrete posts - height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.
- TYPE E**
(Boundary fence fronting properties on Lowfell Walk)
2.1 m high boundary comprising 2.1m high black powder coated metal railings, with shrubs/planting - Refer to latest landscape drawing for planting specification
- TYPE F**
(Boundary fence fronting Plots 3-6)
1.2 m high boundary comprising 1.2m high black powder coated metal railings
- TYPE G**
Existing metal wired fencing to be made good where required

Existing metal wired fencing to be made good where required

Refer to landscaping plan for tree planting specification
7 metre No Build Zone from boundary
maintenance access

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Schedule of Accommodation

- 11no. 2B3P apartments at 61sqm each
 - 20no. 1B2P apartments at 50sqm each
 - 6no. 2B3P two storey houses at 70sqm each
- Total 37 units**

Legend

- Development site boundary
- Surface Finishes**
 - Grassed Area (200mm mowing strip where lawn meets buildings)
 - Footpaths, pavements and paved areas
 - Block paving to parking bays and raised crossings / rumble strips on access road.
 - Tarmac to adopted road and parking courtyards
- Refer to Landscape Plan by Trevor Bridge Associates for landscaping proposals
- EVCP Electric vehicle charging point

DESIGN CONSIDERATIONS

- Plots 1 to 6 - 2 storey 2b3p houses.
- Plot 7 - Plot 37 - 3 storey apartment block
- Single apartment building split into two blocks, each with separate main entrances and single stair arrangement
- Site boundary to be confirmed
- Apartment sizes comply with NDSS sizes
- Apartment block respects overlooking distances with surrounding properties
- Apartment block to be predominantly brick elevations
- Access into development for pedestrians and cars via new road crossing off Levenshulme Road
- New access road to be adopted up to rumble strip
- It is assumed refuse vehicles will access the site for bin collections
- 84% parking provision (including visitor spaces)
- Secure communal bike store provided
- A number of existing trees to be removed to enable development
- Generally timber fencing and metal railings to site boundary in line with SBD standards

P16	Planning application submission	07.10.22	KM	MH
P15	Apartment buildings combined into single block	22.08.22	KM	MH
P14	House types amended. Apartments separated into two blocks	17.08.22	KM	MH
P13	House types and apartment mix updated	16.08.22	KM	MH
P12	Site plan updated.	12.07.22	KM	MH
P11	Site plan updated. Boundary treatments indicated	08.07.22	KM	MH
P10	No of units reduced following LPA comments	04.07.22	KM	MH
P9	Boundary treatment notes added at site boundary separating development from Lowfell Walk	14.06.22	KM	MH
P8	House sizes amended	11.05.22	AM	MH
P7	Mix of houses and apartments amended	11.05.22	AM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

tadw architects

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Client **Watson Construction Ltd**

Job **Levenshulme Road Gorton**

Title **Proposed Site Plan**

Scale **1:250 @ A1**

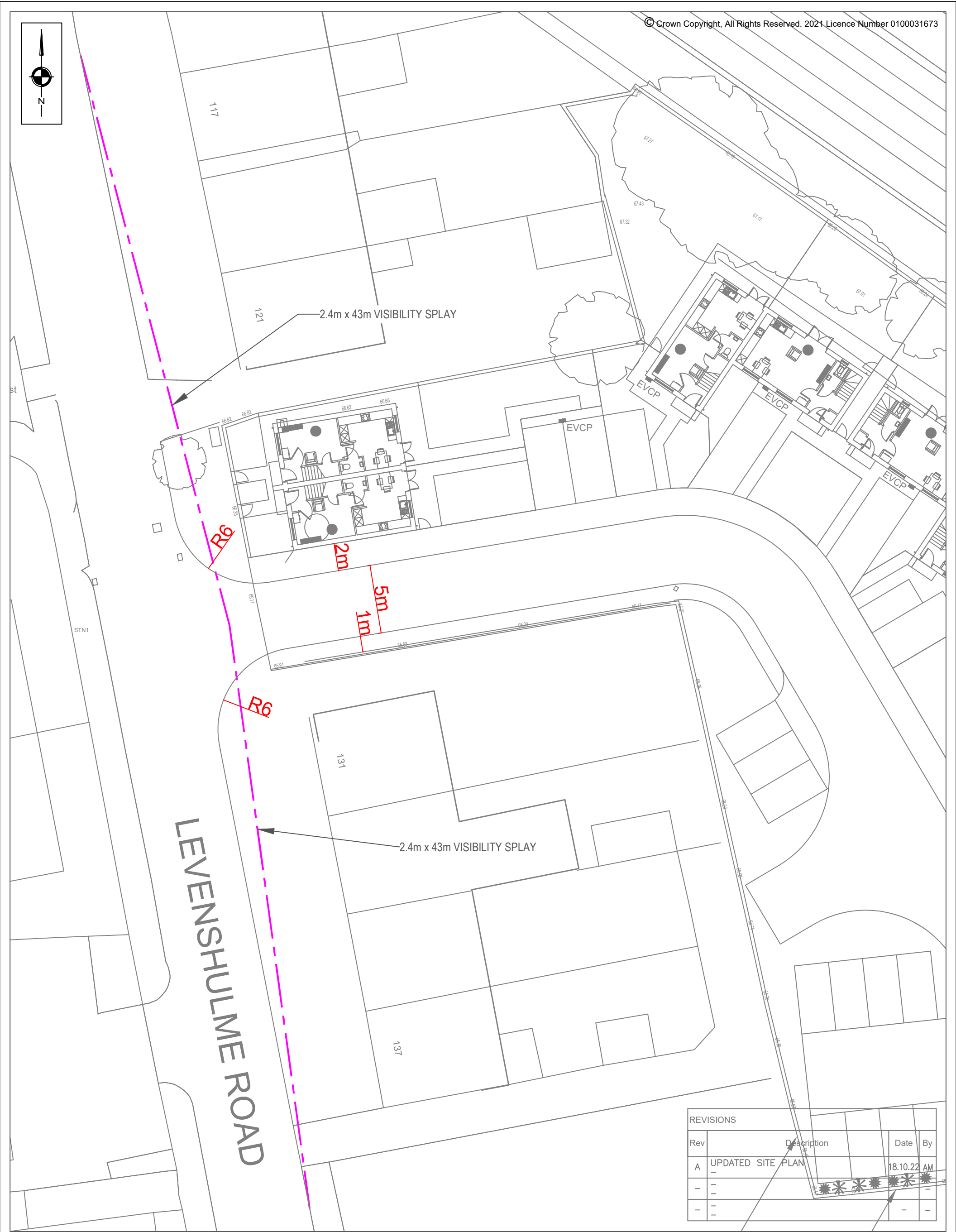
Note - Prints from PDF files may not be to scale, check accuracy against scale

Job Number 221310	Drawing Number 02	Issue P16
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01 **Proposed Site Plan**
02 Scale 1:250 @ A1

S|C|P

APPENDIX C

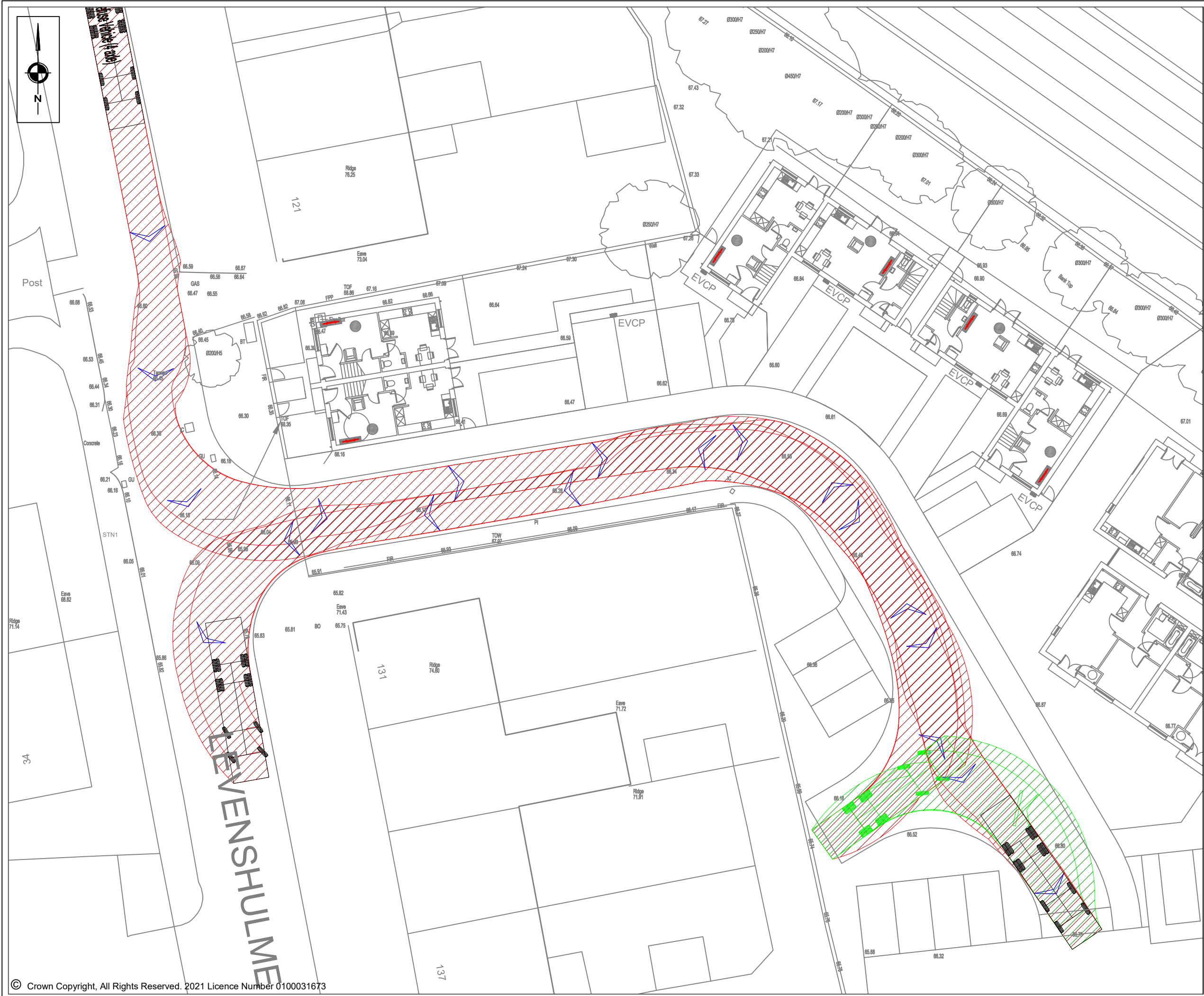


REVISIONS			
Rev	Description	Date	By
A	UPDATED SITE PLAN	18.10.22 AM	
-	-	*	*
-	-	*	*
-	-	*	*

SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client WATSON CONSTRUCTION LTD	Drawing Title VISIBILITY SPLAYS	Scale 1:250 @ A3	By AM	Drawing No. SCP/220507/D01
	Project Title PROPOSED RESIDENTIAL DEVELOPMENT, 123 LEVENSHULME ROAD, GORTON		Date 30.08.2022	Checked MD	
			Approved/ Unapproved -	Status PLANNING	Revision A

S|C|P

APPENDIX D



NOTES

11.347

1.82

1.75

3.352

0.304

Large Refuse Vehicle (4 axle)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to Wall Turning Radius

11.347m

2.500m

3.751m

0.304m

2.500m

6.00s

11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	18/10/22	AM

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Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

WATSON CONSTRUCTION LTD

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT, 123 LEVENSHULME ROAD, GORTON

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

AM

Date:

30.08.2022

Checked:

MD

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

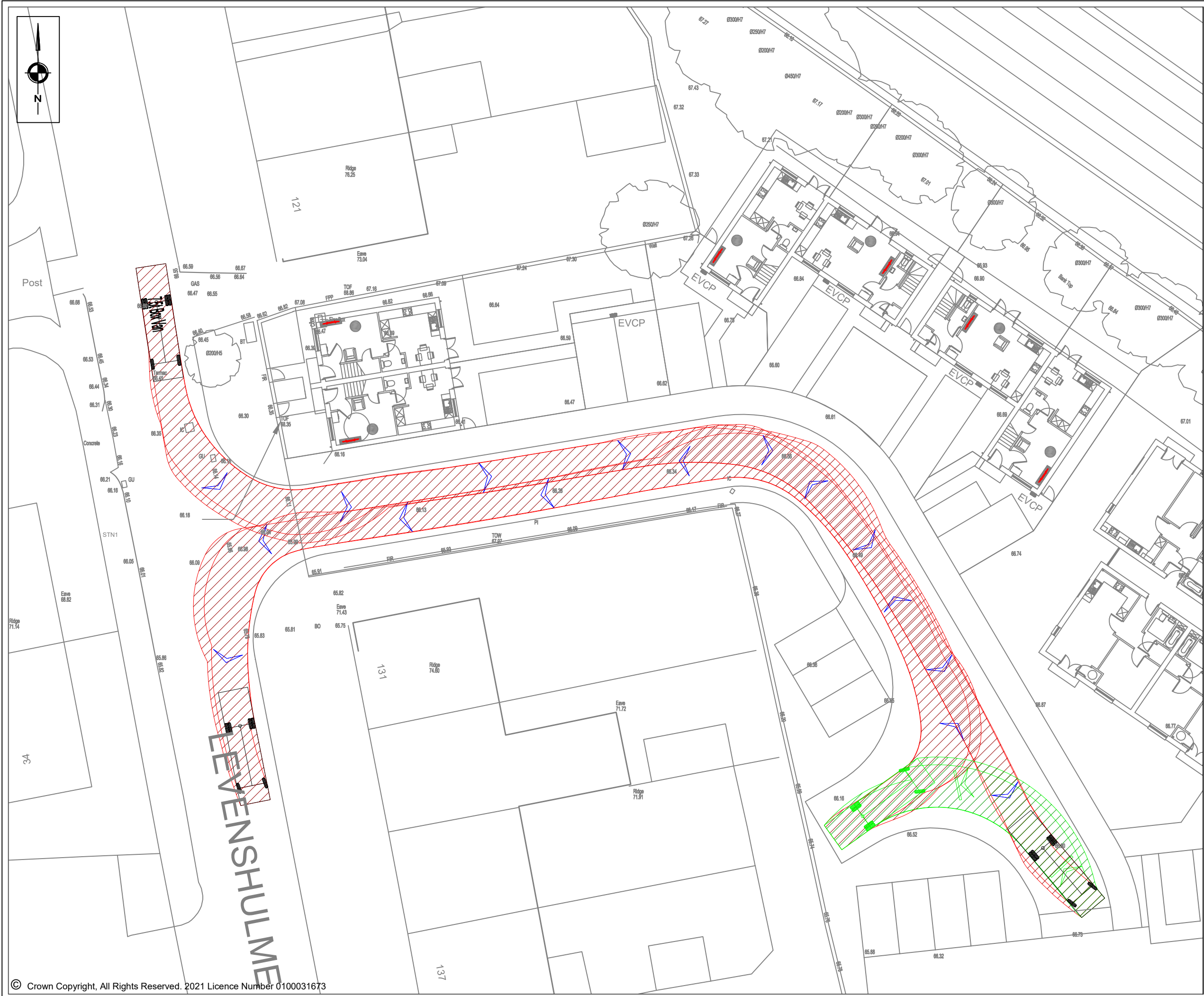
SCP/220507/ATR01

Rev.

A

S|C|P

APPENDIX E



NOTES

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.01m

2.100m

3.556m

0.351m

2.064m

4.00s

7.400m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	18/10/22	AM

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

WATSON CONSTRUCTION LTD

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT, 123 LEVENSHULME ROAD, GORTON

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

AM

Date:

30.08.2022

Checked:

MD

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/220507/ATR02

Rev.

A

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APPENDIX F

Calculation Reference: AUDIT-726001-220830-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	5 days
	EX ESSEX	1 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	2 days
	KC KENT	7 days
	SC SURREY	3 days
	WS WEST SUSSEX	8 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	10 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
09	NORTH	
	DH DURHAM	3 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

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Licence No: 726001

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 1817 (units:)
 Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	16 days
Tuesday	16 days
Wednesday	18 days
Thursday	19 days
Friday	9 days

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

Selected survey types:

Manual count	78 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)	14
Edge of Town	48
Neighbourhood Centre (PPS6 Local Centre)	16

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	58
Village	15
Out of Town	3
No Sub Category	2

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

Secondary Filtering selection:Use Class:

C3 78 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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	12 days
5,001 to 10,000	20 days
10,001 to 15,000	19 days
15,001 to 20,000	11 days
20,001 to 25,000	9 days
25,001 to 50,000	5 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	8 days
25,001 to 50,000	13 days
50,001 to 75,000	14 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	23 days
250,001 to 500,000	6 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	17 days
1.1 to 1.5	55 days
1.6 to 2.0	6 days

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

Travel Plan:

Yes	35 days
No	43 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	78 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
4	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
5	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
6	CH-03-A-12	SEMI DETACHED HOUSES	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
7	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
8	DC-03-A-09	MIXED HOUSES	DORSET
	A350		
	SHAFTESBURY		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	50	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

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

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

16	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
17	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
18	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
19	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
20	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
21	EX-03-A-03	MIXED HOUSES	ESSEX
	KESTREL GROVE		
	RAYLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
22	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL

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Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

23	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
24	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
25	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
26	HC-03-A-25	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
27	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE
	BOTLEY ROAD		
	WHITELEY		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
28	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD		
	ANDOVER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
29	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

30	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
31	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
32	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
33	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
34	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
35	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
36	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

37	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD HERNE BAY		
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
38	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
39	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK FAVERSHAM DAVINGTON		
	Edge of Town Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
40	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
41	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
42	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
43	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
44	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

45	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
46	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	1817	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
47	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	22/09/19	Survey Type: MANUAL
48	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
49	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
50	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL
51	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

52	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
53	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
54	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
55	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
56	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
57	SC-03-A-06	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	116	
	Survey date: THURSDAY	08/10/20	Survey Type: MANUAL
58	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
59	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

60	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21		Survey Type: MANUAL
61	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings: 149 Survey date: TUESDAY 22/06/21	TERRACED & SEMI-DETACHED	SUFFOLK
62	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
63	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15	DETACHED & SEMI	SOMERSET
64	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET
65	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET
66	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
67	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

68	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
69	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
70	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
71	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH		
	Edge of Town Residential Zone Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
72	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
73	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
74	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH		
	Edge of Town Residential Zone Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

75	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
76	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
77	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
78	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	380	
	Survey date: TUESDAY	23/11/21	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.75

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	78	157	0.071	78	157	0.302	78	157	0.373
08:00 - 09:00	78	157	0.129	78	157	0.358	78	157	0.487
09:00 - 10:00	78	157	0.130	78	157	0.161	78	157	0.291
10:00 - 11:00	78	157	0.118	78	157	0.141	78	157	0.259
11:00 - 12:00	78	157	0.123	78	157	0.133	78	157	0.256
12:00 - 13:00	78	157	0.139	78	157	0.142	78	157	0.281
13:00 - 14:00	78	157	0.147	78	157	0.136	78	157	0.283
14:00 - 15:00	78	157	0.153	78	157	0.164	78	157	0.317
15:00 - 16:00	78	157	0.232	78	157	0.161	78	157	0.393
16:00 - 17:00	78	157	0.259	78	157	0.153	78	157	0.412
17:00 - 18:00	78	157	0.334	78	157	0.153	78	157	0.487
18:00 - 19:00	78	157	0.282	78	157	0.150	78	157	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.117			2.154			4.271

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 1817 (units:)
Survey date range:	01/01/14 - 23/11/21
Number of weekdays (Monday-Friday):	78
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	157	0.003	78	157	0.008	78	157	0.011
08:00 - 09:00	78	157	0.004	78	157	0.013	78	157	0.017
09:00 - 10:00	78	157	0.001	78	157	0.003	78	157	0.004
10:00 - 11:00	78	157	0.002	78	157	0.003	78	157	0.005
11:00 - 12:00	78	157	0.002	78	157	0.003	78	157	0.005
12:00 - 13:00	78	157	0.003	78	157	0.003	78	157	0.006
13:00 - 14:00	78	157	0.003	78	157	0.002	78	157	0.005
14:00 - 15:00	78	157	0.003	78	157	0.002	78	157	0.005
15:00 - 16:00	78	157	0.007	78	157	0.004	78	157	0.011
16:00 - 17:00	78	157	0.010	78	157	0.006	78	157	0.016
17:00 - 18:00	78	157	0.010	78	157	0.006	78	157	0.016
18:00 - 19:00	78	157	0.007	78	157	0.005	78	157	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.058			0.113

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	157	0.015	78	157	0.036	78	157	0.051
08:00 - 09:00	78	157	0.031	78	157	0.092	78	157	0.123
09:00 - 10:00	78	157	0.029	78	157	0.030	78	157	0.059
10:00 - 11:00	78	157	0.022	78	157	0.029	78	157	0.051
11:00 - 12:00	78	157	0.022	78	157	0.023	78	157	0.045
12:00 - 13:00	78	157	0.023	78	157	0.022	78	157	0.045
13:00 - 14:00	78	157	0.024	78	157	0.020	78	157	0.044
14:00 - 15:00	78	157	0.027	78	157	0.029	78	157	0.056
15:00 - 16:00	78	157	0.081	78	157	0.039	78	157	0.120
16:00 - 17:00	78	157	0.048	78	157	0.027	78	157	0.075
17:00 - 18:00	78	157	0.042	78	157	0.028	78	157	0.070
18:00 - 19:00	78	157	0.036	78	157	0.032	78	157	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.407			0.807

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	157	0.002	78	157	0.026	78	157	0.028
08:00 - 09:00	78	157	0.002	78	157	0.033	78	157	0.035
09:00 - 10:00	78	157	0.003	78	157	0.012	78	157	0.015
10:00 - 11:00	78	157	0.006	78	157	0.008	78	157	0.014
11:00 - 12:00	78	157	0.005	78	157	0.007	78	157	0.012
12:00 - 13:00	78	157	0.007	78	157	0.007	78	157	0.014
13:00 - 14:00	78	157	0.006	78	157	0.005	78	157	0.011
14:00 - 15:00	78	157	0.009	78	157	0.005	78	157	0.014
15:00 - 16:00	78	157	0.021	78	157	0.008	78	157	0.029
16:00 - 17:00	78	157	0.021	78	157	0.004	78	157	0.025
17:00 - 18:00	78	157	0.022	78	157	0.004	78	157	0.026
18:00 - 19:00	78	157	0.020	78	157	0.004	78	157	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.123			0.247

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

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

Calculation Reference: AUDIT-726001-220901-0937

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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 184 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	17 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)	11
Edge of Town	5

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	11
No Sub Category	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	17 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	8 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	8 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	3 days
No	14 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	17 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		82	
	Survey date: MONDAY		18/09/17	Survey Type: MANUAL
2	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		33	
	Survey date: MONDAY		09/06/14	Survey Type: MANUAL
4	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	Survey date: FRIDAY		28/03/14	Survey Type: MANUAL
5	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
6	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
7	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		09/06/21	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-04	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE		
	WATFORD		
	SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	84	
	Survey date: THURSDAY	10/06/21	Survey Type: MANUAL
9	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
10	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
12	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
13	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
14	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
15	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
17	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.27

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	17	54	0.052	17	54	0.155	17	54	0.207
08:00 - 09:00	17	54	0.063	17	54	0.193	17	54	0.256
09:00 - 10:00	17	54	0.097	17	54	0.118	17	54	0.215
10:00 - 11:00	17	54	0.076	17	54	0.097	17	54	0.173
11:00 - 12:00	17	54	0.070	17	54	0.073	17	54	0.143
12:00 - 13:00	17	54	0.078	17	54	0.083	17	54	0.161
13:00 - 14:00	17	54	0.065	17	54	0.091	17	54	0.156
14:00 - 15:00	17	54	0.076	17	54	0.084	17	54	0.160
15:00 - 16:00	17	54	0.108	17	54	0.063	17	54	0.171
16:00 - 17:00	17	54	0.127	17	54	0.072	17	54	0.199
17:00 - 18:00	17	54	0.169	17	54	0.075	17	54	0.244
18:00 - 19:00	17	54	0.121	17	54	0.077	17	54	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.102			1.181			2.283

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	54	0.003	17	54	0.018	17	54	0.021
08:00 - 09:00	17	54	0.001	17	54	0.029	17	54	0.030
09:00 - 10:00	17	54	0.007	17	54	0.008	17	54	0.015
10:00 - 11:00	17	54	0.004	17	54	0.001	17	54	0.005
11:00 - 12:00	17	54	0.009	17	54	0.002	17	54	0.011
12:00 - 13:00	17	54	0.004	17	54	0.000	17	54	0.004
13:00 - 14:00	17	54	0.007	17	54	0.004	17	54	0.011
14:00 - 15:00	17	54	0.011	17	54	0.004	17	54	0.015
15:00 - 16:00	17	54	0.007	17	54	0.001	17	54	0.008
16:00 - 17:00	17	54	0.005	17	54	0.001	17	54	0.006
17:00 - 18:00	17	54	0.011	17	54	0.005	17	54	0.016
18:00 - 19:00	17	54	0.007	17	54	0.003	17	54	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	54	0.020	17	54	0.095	17	54	0.115
08:00 - 09:00	17	54	0.029	17	54	0.145	17	54	0.174
09:00 - 10:00	17	54	0.053	17	54	0.094	17	54	0.147
10:00 - 11:00	17	54	0.036	17	54	0.050	17	54	0.086
11:00 - 12:00	17	54	0.037	17	54	0.048	17	54	0.085
12:00 - 13:00	17	54	0.051	17	54	0.046	17	54	0.097
13:00 - 14:00	17	54	0.049	17	54	0.046	17	54	0.095
14:00 - 15:00	17	54	0.055	17	54	0.057	17	54	0.112
15:00 - 16:00	17	54	0.077	17	54	0.041	17	54	0.118
16:00 - 17:00	17	54	0.083	17	54	0.030	17	54	0.113
17:00 - 18:00	17	54	0.104	17	54	0.044	17	54	0.148
18:00 - 19:00	17	54	0.076	17	54	0.035	17	54	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.670			0.731			1.401

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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Licence No: 726001

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	54	0.001	17	54	0.069	17	54	0.070
08:00 - 09:00	17	54	0.002	17	54	0.111	17	54	0.113
09:00 - 10:00	17	54	0.005	17	54	0.041	17	54	0.046
10:00 - 11:00	17	54	0.005	17	54	0.022	17	54	0.027
11:00 - 12:00	17	54	0.007	17	54	0.024	17	54	0.031
12:00 - 13:00	17	54	0.017	17	54	0.013	17	54	0.030
13:00 - 14:00	17	54	0.010	17	54	0.014	17	54	0.024
14:00 - 15:00	17	54	0.023	17	54	0.018	17	54	0.041
15:00 - 16:00	17	54	0.037	17	54	0.014	17	54	0.051
16:00 - 17:00	17	54	0.039	17	54	0.007	17	54	0.046
17:00 - 18:00	17	54	0.084	17	54	0.004	17	54	0.088
18:00 - 19:00	17	54	0.061	17	54	0.009	17	54	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.291			0.346			0.637

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

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