

Abbeyheath Properties Ltd

Proposed Residential Development, Agnes Court, Victoria Road, Manchester

Transport Statement

251206

MARCH 2026



SCP GENERAL NOTES

Project No.: 251206-TA (0.0)

Title: Proposed Residential Development, Agnes Court, Victoria Road, Manchester, Transport Statement

Client: Abbeyheath Properties Ltd

Date: 01 March 2026

Office: Manchester

Author	<u>Abbie Moore</u>	Reviewer	<u>Mark Devenish</u>
Date:	<u>09.01.2026</u>	Date:	<u>15.01.2026</u>

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

Abbeyheath Properties Ltd

Proposed Residential Development, Agnes Court, Victoria Road, Manchester, Transport Statement

251206-TA (0.0)

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1 INTRODUCTION

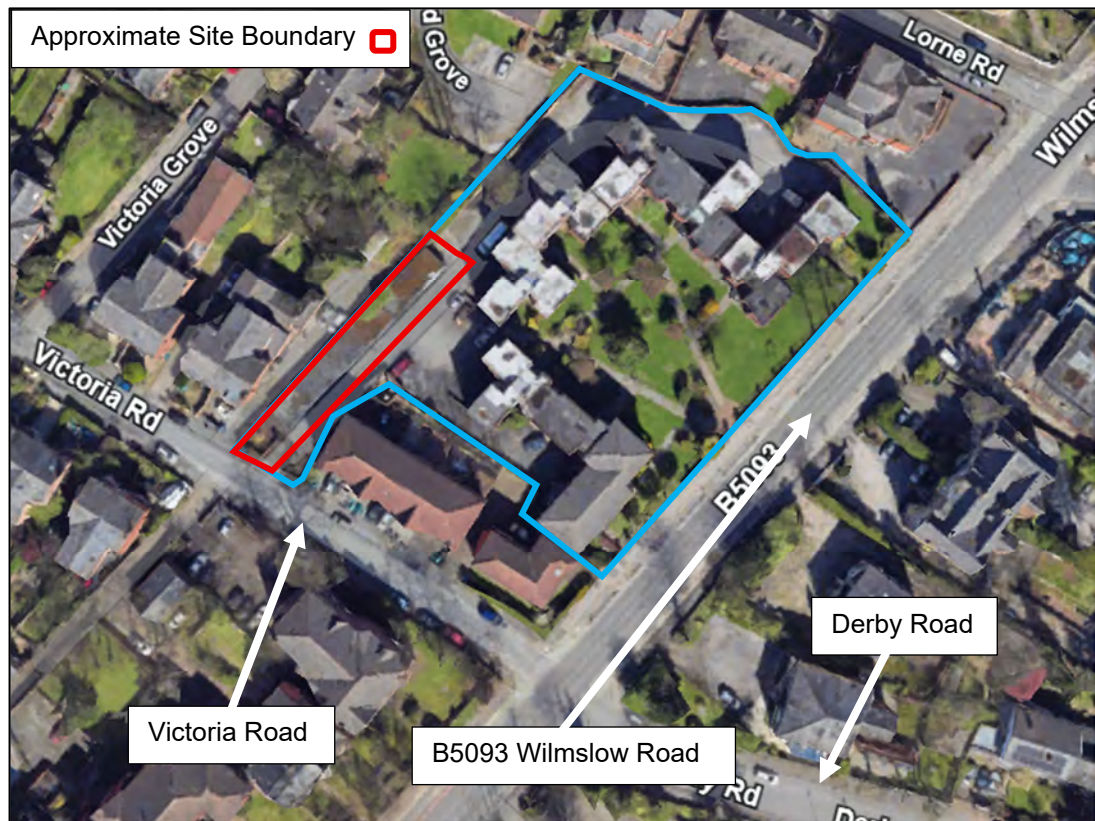
General

- 1.1 SCP have been instructed by Abbeyheath Properties Ltd to produce a Transport Statement (TS) as part of a planning application for a residential development comprises 6 dwellings on land with Agnes Court, to the northeast of Victoria Road.
- 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.
- 1.3 A pre-application enquiry has been submitted to Manchester City Council regarding the proposals; however, no response has been received to date. An informal response was received from Manchester City Council who noted that *'the lock-up garages were obviously placed there for use by the residents of Agnes Court, if no longer used as such we'll need to understand the current and future parking demand'*.
- 1.4 This report therefore seeks to address the current and future parking demand associated with both the existing site and the proposed development. This matter was the only transport issue identified during the pre-application engagement with Manchester City Council.

Structure of This Report

- 1.5 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.

Figure 2.2: Site Location Plan



- 2.4 The existing access for the site is located off Victoria Road, via a gated priority-controlled access, as shown in **Figure 2.3**.

Figure 2.3: Existing Site Access



- 2.5 Within Agnes Court, there are currently 68 flats, 60 x 1-bed, 8 x 2-bed and 16 vacant garages. The garages are currently being used for storage and are mostly unoccupied currently. At present there are currently 13 marked car parking spaces and 29 unmarked spaces.

Local Highway Network

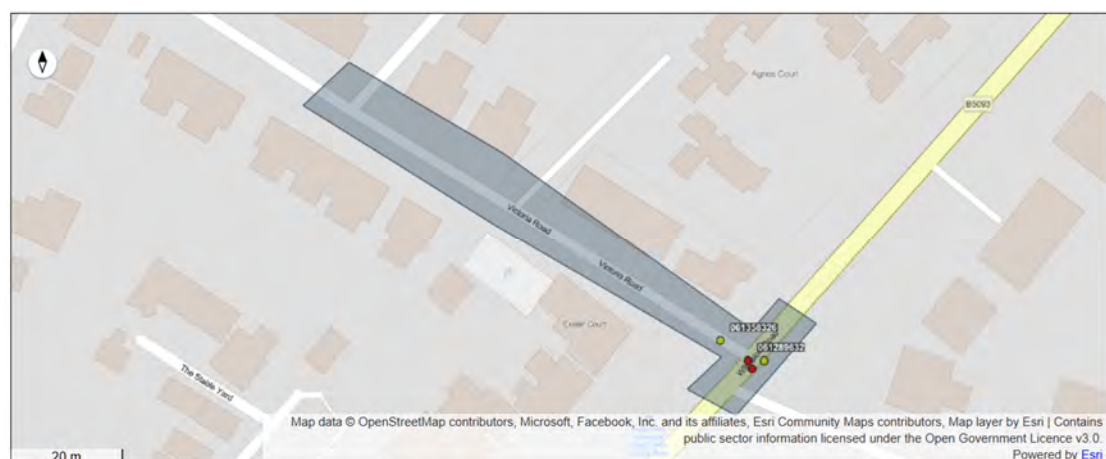
Victoria Road

- 2.6 Victoria Road is a residential road that fronts the southern site boundary and provides a connection between the B5093 Wilmslow Road to the east with Wellington Road to the west. Victoria Road is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns and pedestrian footways on both sides of the road. On street parking is present on both sides of the road.
- 2.7 Traffic Regulation Orders (TROs) in the form of double yellow lines are present at the Victoria Road/ Derby Road/ B5093 Wilmslow Road junction.

Existing Road Safety Record

- 2.8 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.9 A review of accident data covering the most recently available five-year period (2019 to mid-2024) has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Victoria Road within the vicinity of the site and the Victoria Road/ Derby Road/ B5093 Wilmslow Road junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 2.6** below.

Figure 2.4 – 5-Year Accident Record



Correct as of 19th of November 2025

- 2.10 As can be seen from the above, no accidents occurred at the existing site access or within the existing site boundary, however 4 accidents were recorded at the Victoria Road/ Derby Road/ B5093 Wilmslow Road junction. Two of these accidents were categorised as 'slight' with two categorised as 'serious'.
- 2.11 One of the 'serious' incidents occurred in 2023 and involved a car turning right colliding with a cyclist proceeding ahead through the junction. The second 'serious' incident occurred in 2021 and involved a car negotiating the right-hand bend colliding with a cyclist travelling in the same direction. The two incidents occurred two years apart under differing highway conditions, lighting levels, and weather circumstances, and involved different vehicle movements. No common contributory factors or consistent collision pattern have been identified. On this basis, the recorded collisions do not indicate a recurring highway safety issue at this location.
- 2.12 The evidence presented above and illustrated in **Figure 2.4** 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. A full accident report can be seen in **Appendix A**.

Parking Demand

- 2.13 A parking survey has been undertaken in order to identify the level of on-street parking that takes place in the vicinity of the site (200m), the level of parking on the site itself, and the amount of available parking space. Two overnight snapshot surveys were also undertaken on Thursday the 27th of November and Thursday the 4th of December at 00:30am.
- 2.14 A car parking beat was undertaken within the site at Agnes Court to identify the existing provisions and parking demand. It has been confirmed by the client that at present there are currently 13 marked car parking spaces and 29 unmarked spaces. A summary of the results from the overnight survey are displayed in **Table 2.1**.

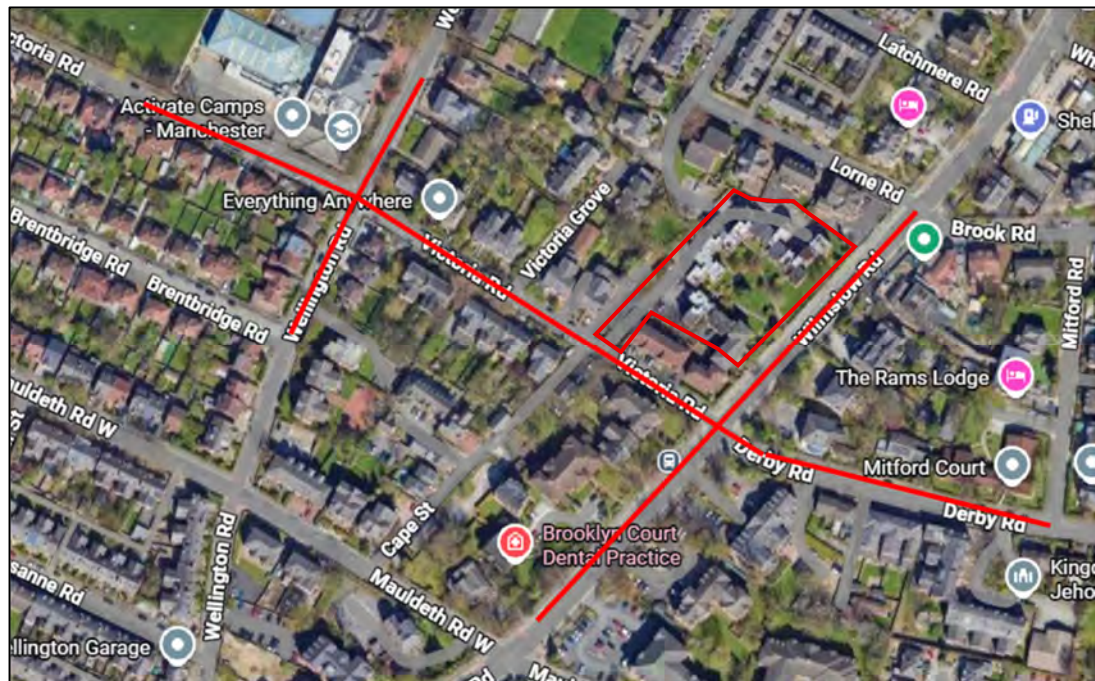
Table 2.1 – Car Parking Survey Summary, Overnight Agnes Court

	Max no. of occupied spaces		Total Spaces	Available Spaces		Total Availability
	Bay	Non-Bay		Bay	Non-Bay	
00:30am						
27.11.2025	13	14	27	0	15	15
04.12.2025	10	19	29	3	10	13

- 2.15 As shown above, during times when existing local residents are likely to be at home, approximately 45–56% of the non-bay spaces remained available. This demonstrates a notable level of spare capacity within the existing on-site parking provision. Whilst it is recognised that these spaces are not formally marked bays, this arrangement has been operating safely for existing residents.
- 2.16 It is therefore concluded that there is currently no car parking deficiency on-site, as the number of available spaces exceeds that required to accommodate existing parking demand.

- 2.17 Since this is a residential development within a predominantly residential area, an overnight parking survey was carried out when demand would typically be greatest. This snapshot reflects the on-street parking situation when local residents are most likely to be at home, providing a clear picture of overnight parking demand.
- 2.18 A plan of the parking survey study area is presented in **Figure 2.5** and the raw survey data is presented in **Appendix B**.

Figure 2.5- Parking Survey Study Area



- 2.19 A summary of the estimated on-street car parking spaces within the 200m study area are presented in **Table 2.2** below.

Table 2.2 – Car Parking Context

Road	No. of standard spaces	Single Yellow Spaces	Disabled Spaces	Total Spaces
Wellington Road	0	15	0	15
Victoria Road	52	0	0	52
Wilmslow Road	0	0	0	0
Derby Road	40	0	1	41
Total	92	15	1	-

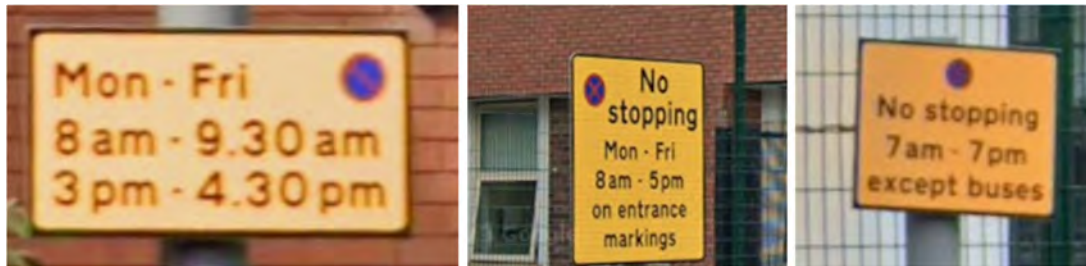
- 2.20 It should be noted that for several areas within the study area there are traffic regulation orders (TROs) in the form of single lines. The following streets in the study area are affected:

- Wellington Roads: *Monday-Friday 0800-0930 & 1500-1630*

- Northern side of Victoria Road in the vicinity of Withington Girls' School: *No Stopping 0700-1900 except buses & No Stopping Monday-Friday 0800- 1700 on entrance markings.*

2.21 Whilst it is acknowledged that some of these spaces are restricted at certain times of day, these spaces are still useful for residents parking overnight. The signs in place at these locations are show in **Figure 2.6**.

Figure 2.6: Existing Parking Restrictions Signs



2.22 Within the parking beat analysis, instances where vehicles were observed parking on single yellow lines have been included to provide a robust assessment. This is because parking restrictions were not in force during the survey period, when most residents were expected to be at home. Vehicles parked on double yellow lines or on an 'access point' have also been included to demonstrate that, if parked legally, these vehicles could still be accommodated within the existing highway network within a 200-metre radius of the site. A summary of the results from the overnight surveys are displayed in **Table 2.3**

Table 2.3 – Car Parking Survey Summary, Overnight

Road	Max no. of occupied spaces		Available Spaces	
	27.11.2025	04.12.2025	27.11.2025	04.12.2025
00:30am				
Wellington Road	2	3	13	12
Victoria Road	32	31	20	21
Wilmslow Road	0	0	0	0
Derby Road	30	26	11	15
Total	64	60	44	48

2.23 As shown above, during periods when existing local residents are likely to be at home, approximately 69–80% of the estimated on-street spaces (circa 44–48 spaces) remained available in close proximity to the site on both survey dates. Excluding streets where single yellow lines are in place, there is still capacity for parking during the TRO periods, with around 31–36 spaces remaining available. This demonstrates that there is significant spare capacity within the local on-street parking provision.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of a residential development, comprising 6 dwellings, on land to the north of Victoria Road. The proposed site layout plan is contained in **Appendix C**, and each of the proposed units comprise 1-bedroom apartments.

Proposed Access Arrangement

- 3.2 The existing vehicular access will be retained off Victoria Road as part of the development proposals.

Servicing Arrangements

- 3.3 Refuse vehicles will continue as per the existing arrangements off Victoria Road.

Parking

- 3.4 The parking standards for Manchester City Council (MCC) are set out in the Manchester Residential Quality Guidance. The recommended parking standards for outside the city centre is as follows:

‘new apartment development will be expected to provide 100% parking provision as a starting point’.

- 3.5 The proposed development includes 6 additional car parking bays on the ground floor within the undercroft to serve the development, in line with the above guidance. In addition to this, there is already sufficient reserve capacity within the site to accommodate the required provision with secure covered cycle storage is proposed on the ground floor. This is considered to be acceptable for the following reasons:
- The key critical areas and junctions within the vicinity of the site are protected by TROs.
 - As detailed in Chapter 4, the site benefits from good levels of accessibility, being within easy access of the wider area of Withington, Fallowfield, Levenshulme, and Rusholme, as well as an array of local facilities these areas have to offer. Furthermore, there are numerous transport links, including bus stops, Burton Road tram stop and Mauldeth Road Railway Station (1.3km cycle distance). Therefore, prospective residents will not be reliant on the private car to travel to/from the site.
 - To further encourage sustainable travel, secure and covered cycle parking is proposed in the area beneath the apartments. This provision will offer residents a convenient alternative to car use, supporting active travel and aligning with local sustainability objectives.
 - This is further demonstrated by the site’s Greater Manchester Accessibility Level (GMAL) of 7 out of 8, indicating a high level of accessibility, as detailed in Chapter 4.

- The proposed development comprises six apartments and six parking spaces, thereby delivering a parking provision of 100% in line with MCC guidance. This level of provision is considered sufficient to accommodate the parking demand generated by the development. Notwithstanding this, circa 13--15 spaces are available overnight off-street within the existing site. Furthermore, as indicated by the car parking surveys, any potential overflow parking can be comfortably accommodated within the local highway network. Approximately 44-48 on-street car parking spaces are available overnight, when the proposed residents are expected to be at home.

3.6 The evidence presented above indicates that the existing parking availability on site, and on the local highway network, along with the proposed provision, would be sufficient to accommodate any additional vehicle trips generated by the development, although the generation of such trips is unlikely, and it would not place undue pressure on the surrounding parking infrastructure.

4 ACCESSIBILITY

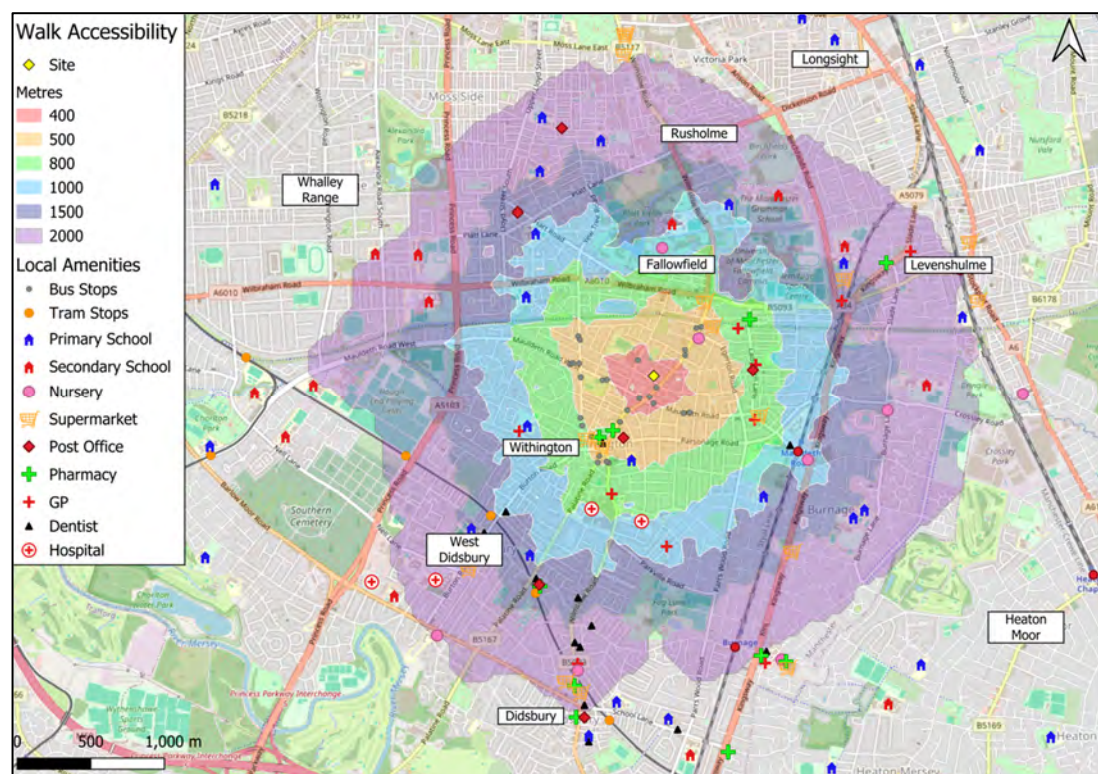
General

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

Access on foot

- 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



Source: TRACC, correct as of 25th of November, 2025

- 4.4 The site is within an acceptable walk distance of the wider area of Withington, Fallowfield, Levenshulme, and Rusholme, as well as an array of local facilities these areas have to offer. The site is also within walking distance of tram and bus stops providing access to wider destinations as part of multi-modal trips. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, retail, and healthcare.

Table 4.1 – Local Facilities

Facility	Details	Distance from Site
Dentist	Brooklyn Court Dental Practice, Wilmslow Road	190m
Secondary School	Withington Girls' School, Wellington Road	190m
Methodist Church	Withington Methodist Church, Wilmslow Road	450m
Convenience Store	One stop convenience shop limited, Wilmslow Road	500m
Place of Worship	Kingdom Hall of Jehovah's Witnesses, Beaconsfield	550m
Convenience Store	Go local premier store Withington, Wilmslow Road	600m
Post Office	Post Office, Egerton Cres	650m
Pharmacy	Withington Pharmacy, Copson Street	650m
Supermarket	Sainsbury's, Wilmslow Road	650m
Hindu Temple	Radha Krishna Mandir, Brunswick Road	650m
Convenience Store	Co-op Food - Withington - Copson Street	750m
Church	St Paul's Church, Wilmslow Road	750m
Primary School	St Paul's C of E Primary School, Withington, Pauls Road	800m
Primary School	Bridgelea Primary School, Bridgelea Road	850m
Post Office	Ladybarn Lane Post Office, Ladybarn Lane	1km
Convenience Store	Co-op Food - Ladybarn - Mauldeth Road	1km
GP	Fallowfield Medical Centre, Ladybarn Lane	1km
GP	Withington Medical Practice, Wilmslow Road	1km
Pharmacy	Ladybarn Lane Chemist, Ladybarn Lane	1km
Primary School	St Cuthbert's Primary School	1.1km
GP	Borchardt Medical Centre, Whitchurch Road	1.3km
Primary School	Mauldeth Road Primary School, Mauldeth Road	1.4km
Hospital	Christie Hospital Oak Road Treatment Centre, Oak Road	1.4km
Pharmacy	Cohens Chemist, Withington, Briarfield Road	1.5km
Post Office	West Didsbury Post Office, Post Office	1.7km
General Education School	Manchester High School for Girls, Grangethorpe Road	1.7km
Pharmacy	Cohens Chemist, Withington, Princess Road	1.7km
Pharmacy	Sterling Pharmacy, Lapwing Lane	1.7km
Grammar School	Manchester Grammar School, Old Hall Lane	1.9km
Supermarket	ALDI, Kingsway	2km

Source: Google Maps

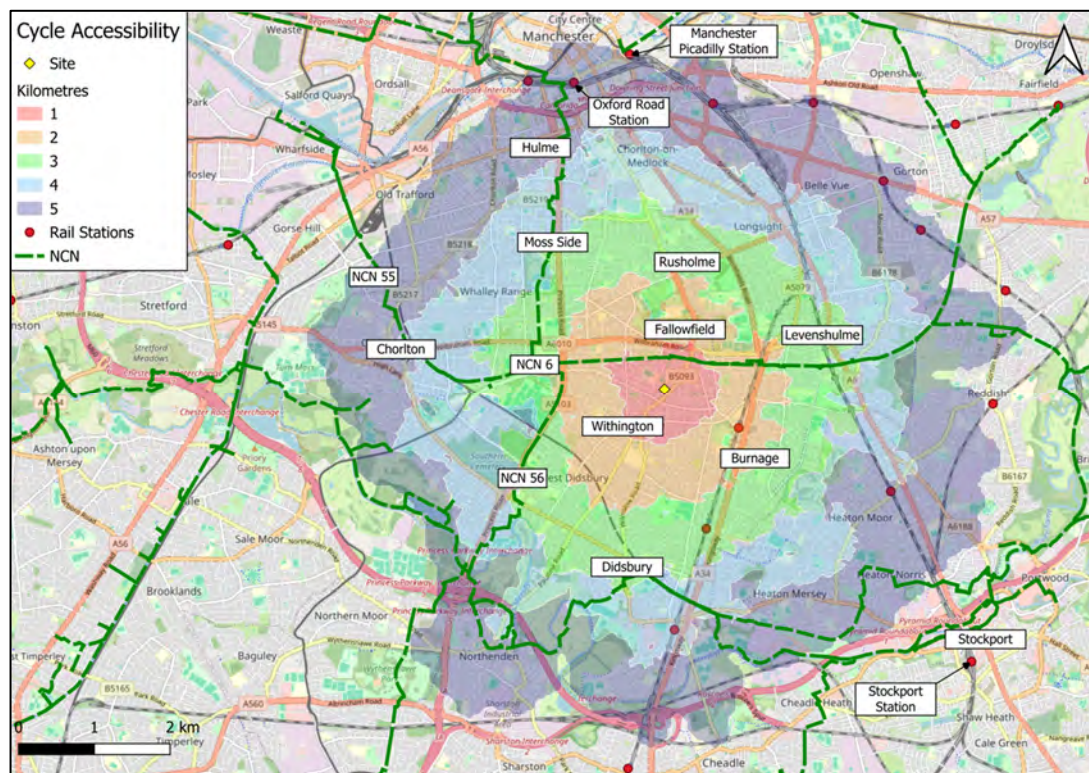
- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.

- 4.6 Overall, the site benefits from good levels of accessibility by foot, with several areas of Withington within a 2-km walk distance, as well as numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by Cycle

- 4.7 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.
- 4.8 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



Source: TRACC, correct as of 25th of November, 2025

- 4.9 The plan demonstrates that the nearby areas Withington, Fallowfield, Didsbury and the southern areas of Manchester City Centre, amongst others, are all located within the 5km catchment area from the development site.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Routes (NCR), such as NCR 6. National Cycle Route (NCR) 6 is located approximately 550m north of the application site. This network provides a direct cycle route between Fallowfield and NCR 85 or 60.

- 4.11 The proposals include provision for 8no. cycle parking spaces which will be within a secure enclosed store, using Sheffield-style Cycle stands. This provision will support and encourage residents to travel via sustainable modes of transport. 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.

Access by Public Transport

Bus

- 4.12 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."
- 4.13 The closest bus stops to the application sites are located on both sides of Wilmslow Road, less than 96m east from the site. Further bus stops are located on both sides of Mauldeth Road west, within 350m of the site, to the southwest, offering additional services.
- 4.14 A summary of bus services that serve these bus stops is shown in **Table 4.2** below.

Table 4.2 – Bus Service Summary

Bus Services	Route	Frequency (Mins)		
		Mon-Fri	Saturday	Sunday
25	Stockport - Heaton Moor - Stretford - The Trafford Centre	Approx every 30 mins	Approx every 30 mins	Approx every 30 mins
41	Middleton - Sale	Approx every 20 mins	Approx every 20 mins	-
42	Manchester - Stockport	Approx every 20 mins	Approx every 20 mins	Approx every hour
42A	Manchester - Reddish	Approx every 30 mins	Approx every 30 mins	Approx every hour
42B	Manchester - Woodford	Approx every hour	Approx every hour	Approx every hour
42C	Manchester - Handforth Dean	Approx every hour	Approx every hour	-
43	Manchester - Manchester Airport	Approx every 10 mins	Approx every 10-15 mins	Approx every 15 mins
142	Manchester - Parrs Wood	Approx every 10 mins	Approx every 10 mins	Approx every 10 mins
143	Manchester - Fallowfield	Approx every 10 mins	-	-
147	Manchester - West Didsbury	Approx every 30 mins	-	-
728	Barlow RC High School - Moss Side	<i>Schl</i>	-	-
730	Levenshulme - Altrincham Schools	<i>Schl</i>	-	-
763	St Ambrose College - Burnage Academy	<i>Schl</i>	-	-
796	Moss Side - Sale Grammar School	<i>Schl</i>	-	-

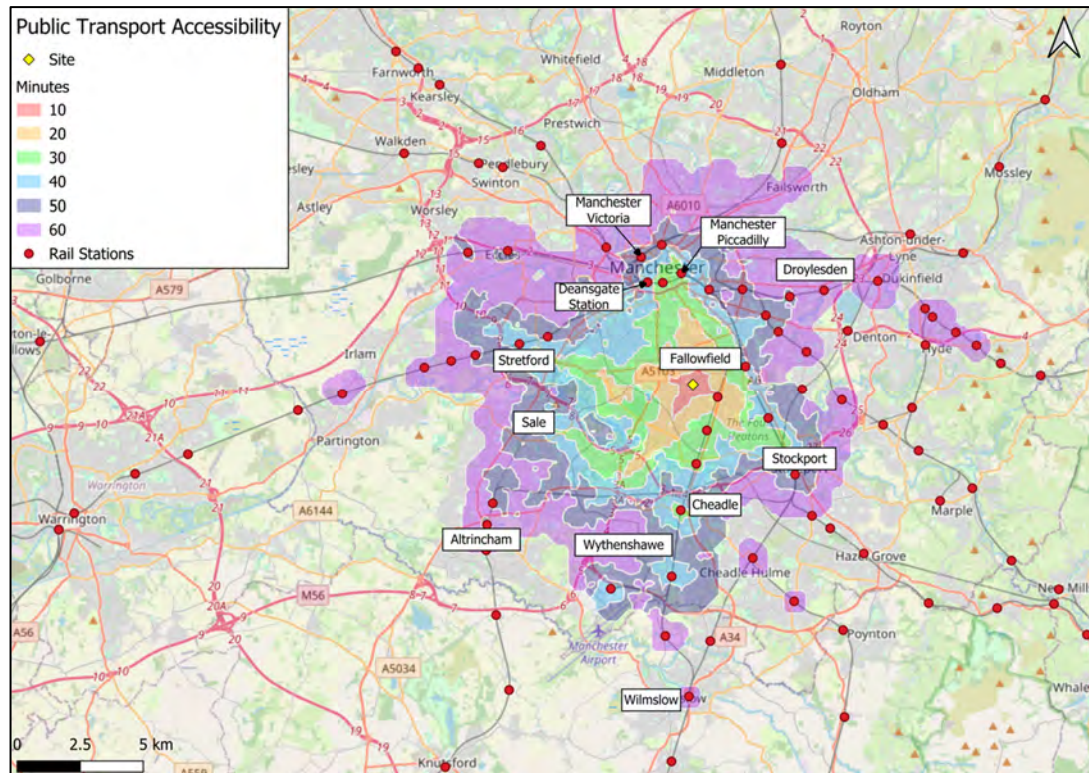
Source: Bustimes.org, correct as of 19TH of November, 2025

- 4.15 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the sites.

Tram

- 4.16 In terms of tram services, Burton Road tram stop is the closest to the site. It is located approximately 1.6km or a 23-minute walk distance. From here users can access a variety of destinations across Greater Manchester including regular services to Piccadilly, Bury and Altrincham. Crumpsall tram stop is part of the Greater Manchester Tram Network, located on the green, and pink/brown line within Zone 3, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

Figure 4.4 – Public Transport Accessibility



Source: TRACC, correct as of 25th of November, 2025

- 4.20 The above demonstrates that the sites are within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester City Centre, Stockport, Wilmslow, Altrincham and Stretford amongst others, are all within an acceptable 60-minute commute time.

GM Accessibility Levels (GMAL)

- 4.21 Greater Manchester Accessibility Levels (GMAL) are a detailed measure of how accessible a location is by public transport within Greater Manchester. They consider factors such as:
- Access to buses, Metrolink, rail, and Local Link services
 - Walking time to transport stops
 - Frequency and availability of services
- 4.22 GMAL evaluates how dense and convenient the public transport options are at any given point in the region.
- 4.23 The site has been assessed as having a Greater Manchester Accessibility Level (GMAL) of 7 out of 8, indicating a very highly accessible location within Manchester.

4.24 A GMAL rating of 7 has the reasonable expectations of:

- Short walk times (e.g. under 5 minutes) to multiple public transport stops.
- High service frequency (buses, Metrolink trams, and/or rail) throughout the day.
- Access to multiple routes connecting to key centres such as Manchester City Centre, Stockport, Bolton, etc.
- Good integration between different modes (e.g. tram + bus, or bus + rail).
- Frequent off-peak services, not just peak-hour ones

Summary

4.25 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes and has a range of local amenities within walking distance. Access to the site on foot and by cycle is of a high standard and there are passenger transport services within close proximity providing access to a range of local destinations.

5 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) Flats Privately Owned.
 - iii) Multi modal surveys.
 - iv) Selection by number of dwellings.
 - v) Weekday surveys only; and
 - vi) Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected.
- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** 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
Vehicles	0.127	0.235	0.196	0.088
Cycles	0	0.02	0.01	0.01
Pedestrians	0.029	0.206	0.118	0.118
Pub. Trans.	0.02	0.225	0.118	0.01

- 5.4 The estimated trip generation associated with the proposed 6 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2- Estimated Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	1	1	1
Cycles	0	0	0	0
Pedestrians	0	1	1	1
Pub. Trans.	0	1	1	0

- 5.5 As detailed above, the site will generate approximately 2 two-way vehicle movements in both the AM peak hour and in the PM peak. Volumetrically, this equates to around 1 additional two-way vehicle movement every 60 minutes in both the AM and PM peak hours.

- 5.6 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.
- 5.7 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

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Abbeyheath Properties Ltd to produce a Transport Statement (TS) as part of a planning application for a residential development comprising 6 no. 1-bed apartments on land to the northeast of Victoria Road.
- 6.2 The existing vehicular access will be retained off Victoria Road as part of the development proposals.
- 6.3 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.
- 6.4 The proposed 100% car parking provision is in line with MCC design guidance, whilst the car parking survey indicates that sufficient on-site parking capacity is available to accommodate the additional apartments. In the event of any overspill, this could be accommodated comfortably on the surrounding street network, where necessary.
- 6.5 It has been demonstrated that the development benefits from good 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.
- 6.6 It is estimated that the site will generate approximately 2 two-way vehicle movements in both the AM peak hour and in the PM peak. Volumetrically, this equates to around 1 additional two-way vehicle movement every 60 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.
- 6.7 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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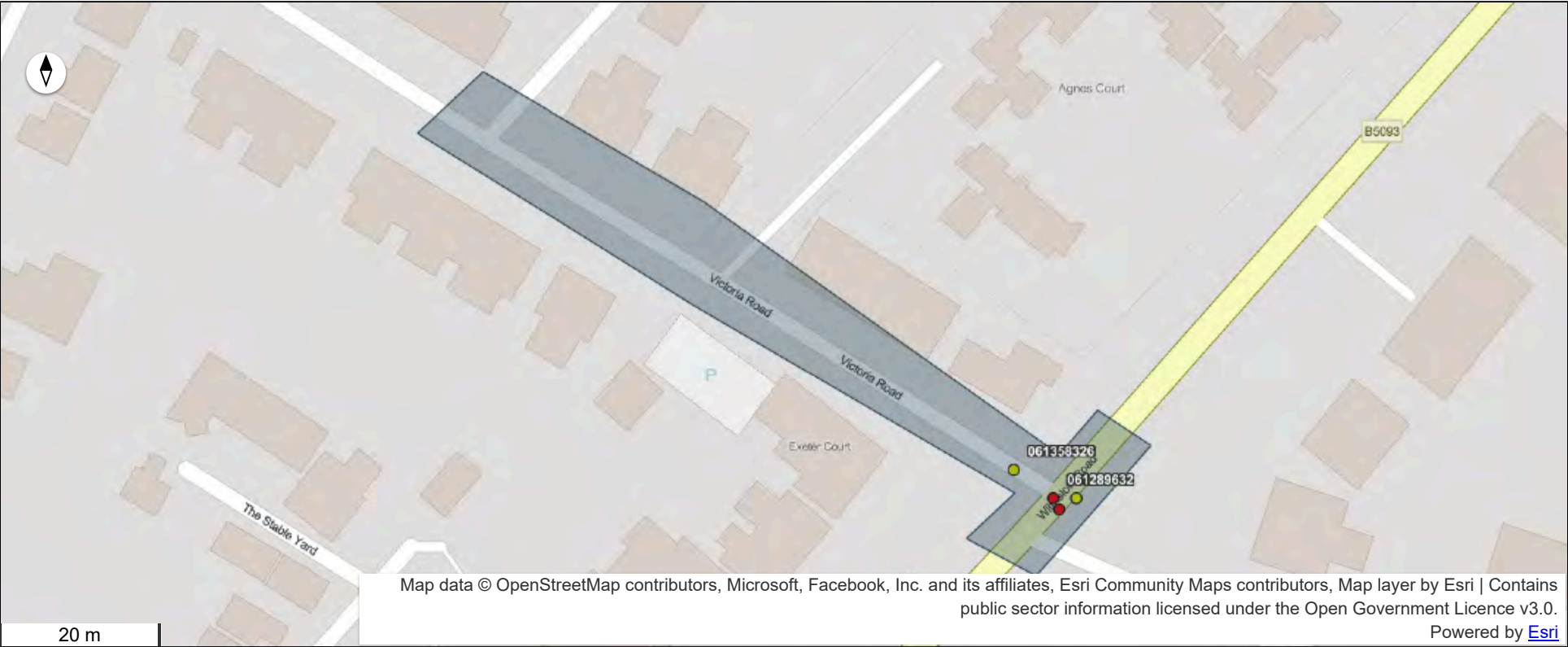
APPENDIX A

Accident Report

Area of Interest (AOI) Information

Area:

Date: Wed Nov 19 2025 10:32:49 GMT+0000 (Greenwich Mean Time)



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity

Collisions 2019 - mid 2024 | Total count: 4

#	Collision index	Collision reference	Date and time
1	201906E262799	06E262799	05/10/2019, 11:43
2	2021061109542	061109542	05/11/2021, 18:00
3	2023061289632	061289632	22/03/2023, 17:38
4	2023061358326	061358326	30/09/2023, 17:50

#	Collision severity	Number of vehicles	Number of casualties
1	Slight	2	1
2	Serious	2	1
3	Serious	2	1
4	Slight	2	1

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Saturday	B
2	Less Serious	Friday	B
3	Less Serious	Wednesday	B
4	Slight	Saturday	Unclassified

#	Light conditions	Road type	Speed limit
1	Daylight	Single carriageway	30
2	Darkness - lights lit	Single carriageway	30
3	Daylight	Single carriageway	30
4	Daylight	Single carriageway	30

#	Junction detail	Junction control	Pedestrian crossing human control
1	Crossroads	Give way or uncontrolled	None within 50 metres
2	Other junction	Give way or uncontrolled	None within 50 metres
3	Crossroads	Auto traffic signal	None within 50 metres
4	Crossroads	Give way or uncontrolled	None within 50 metres

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions	Collision year
1	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp	2019
2	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp	2021
3	No physical crossing facilities within 50 metres	Fine + high winds	Wet or damp	2023
4	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp	2023

Vehicles 2019 - mid 2024 | Total count: 8

#	Collision index	Collision reference	Vehicle reference
1	201906E262799	06E262799	1
2	201906E262799	06E262799	2
3	2021061109542	061109542	1
4	2021061109542	061109542	2
5	2023061289632	061289632	1
6	2023061289632	061289632	2
7	2023061358326	061358326	1
8	2023061358326	061358326	2

#	Vehicle type	Generic make model	Vehicle manoeuvre
1	Car	VAUXHALL CORSA	Turning left
2	Pedal cycle	Data missing or out of range	Going ahead other
3	Car	SEAT IBIZA	Turning right
4	Pedal cycle	Data missing or out of range	Going ahead other
5	Pedal cycle	Data missing or out of range	Going ahead other
6	Car	Data missing or out of range	Going ahead right-hand bend
7	Car	NISSAN NOTE	Going ahead other
8	Pedal cycle	Data missing or out of range	Going ahead other

#	First point of impact	Junction location	Skidding and overturning
1	Nearside	Leaving main road	None
2	Front	Mid Junction - on roundabout or on main road	None
3	Nearside	Mid Junction - on roundabout or on main road	None
4	Front	Mid Junction - on roundabout or on main road	None
5	Front	Entering main road	None
6	Front	Approaching junction or waiting/parked at junction approach	None
7	Front	Entering main road	None
8	Front	Mid Junction - on roundabout or on main road	None

#	Vehicle location restricted lane	Hit object in carriageway	Hit object off carriageway
1	On main c'way - not in restricted lane	None	None
2	Tram/Light rail track	None	None
3	On main c'way - not in restricted lane	None	None
4	On main c'way - not in restricted lane	None	None
5	On main c'way - not in restricted lane	None	None
6	On main c'way - not in restricted lane	None	None
7	On main c'way - not in restricted lane	None	None
8	On main c'way - not in restricted lane	None	None

#	Vehicle leaving carriageway	Vehicle direction from	Vehicle direction to
1	Did not leave carriageway	North East	East
2	Did not leave carriageway	North East	South West
3	Did not leave carriageway	South West	East
4	Did not leave carriageway	North East	South West
5	Did not leave carriageway	North West	South East
6	Did not leave carriageway	North East	South West
7	Did not leave carriageway	North West	South East
8	Did not leave carriageway	South West	North East

#	Journey purpose of driver	Driver distance banding	Location easting OSGR
1	Not known	Collision occurred between 5.001 and 10km of drivers home postcode	385261
2	Not known	Collision occurred within 5km of drivers home postcode	385261
3	Not known	Collision occurred within 5km of drivers home postcode	385258
4	Not known	Collision occurred within 5km of drivers home postcode	385258
5	Not known	Collision occurred within 5km of drivers home postcode	385257
6	Not known	Data missing or out of range	385257
7	Other	Collision occurred within 5km of drivers home postcode	385250
8	Journey as part of work	Collision occurred within 5km of drivers home postcode	385250

#	Location northing OSGR	Collision year	Collision severity
1	393397	2019	Slight
2	393397	2019	Slight
3	393395	2021	Serious
4	393395	2021	Serious
5	393397	2023	Serious
6	393397	2023	Serious
7	393402	2023	Slight
8	393402	2023	Slight

Casualties 2019 - mid 2024 | Total count: 4

#	Collision index	Collision reference	Vehicle reference
1	201906E262799	06E262799	2
2	2021061109542	061109542	2
3	2023061289632	061289632	1
4	2023061358326	061358326	2

#	Casualty reference	Casualty severity	Casualty class
1	1	Slight	Driver or rider
2	1	Serious	Driver or rider
3	1	Serious	Driver or rider
4	1	Slight	Driver or rider

#	Casualty type	Enhanced casualty severity	Car passenger
1	Cyclist	Data missing or out of range	Not car passenger
2	Cyclist	Less Serious	Not car passenger
3	Cyclist	Less Serious	Not car passenger
4	Cyclist	Slight	Not car passenger

#	Bus or coach passenger	Pedestrian location	Pedestrian movement
1	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
2	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
3	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
4	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian

#	Casualty distance banding	Collision year	OBJECTID
1	Collision occurred within 5km of casualties home postcode	2019	38961
2	Collision occurred within 5km of casualties home postcode	2021	305201
3	Collision occurred within 5km of casualties home postcode	2023	566618
4	Collision occurred within 5km of casualties home postcode	2023	568289

S|C|P

APPENDIX B

SURVEY CONTROL

Client: SCP

Client Contact: Abbie Moore

Survey Location: Fallowfield, Manchester

Date(s) of Survey: Thursday 27th November 2025
Thursday 4th December 2025

Notes:

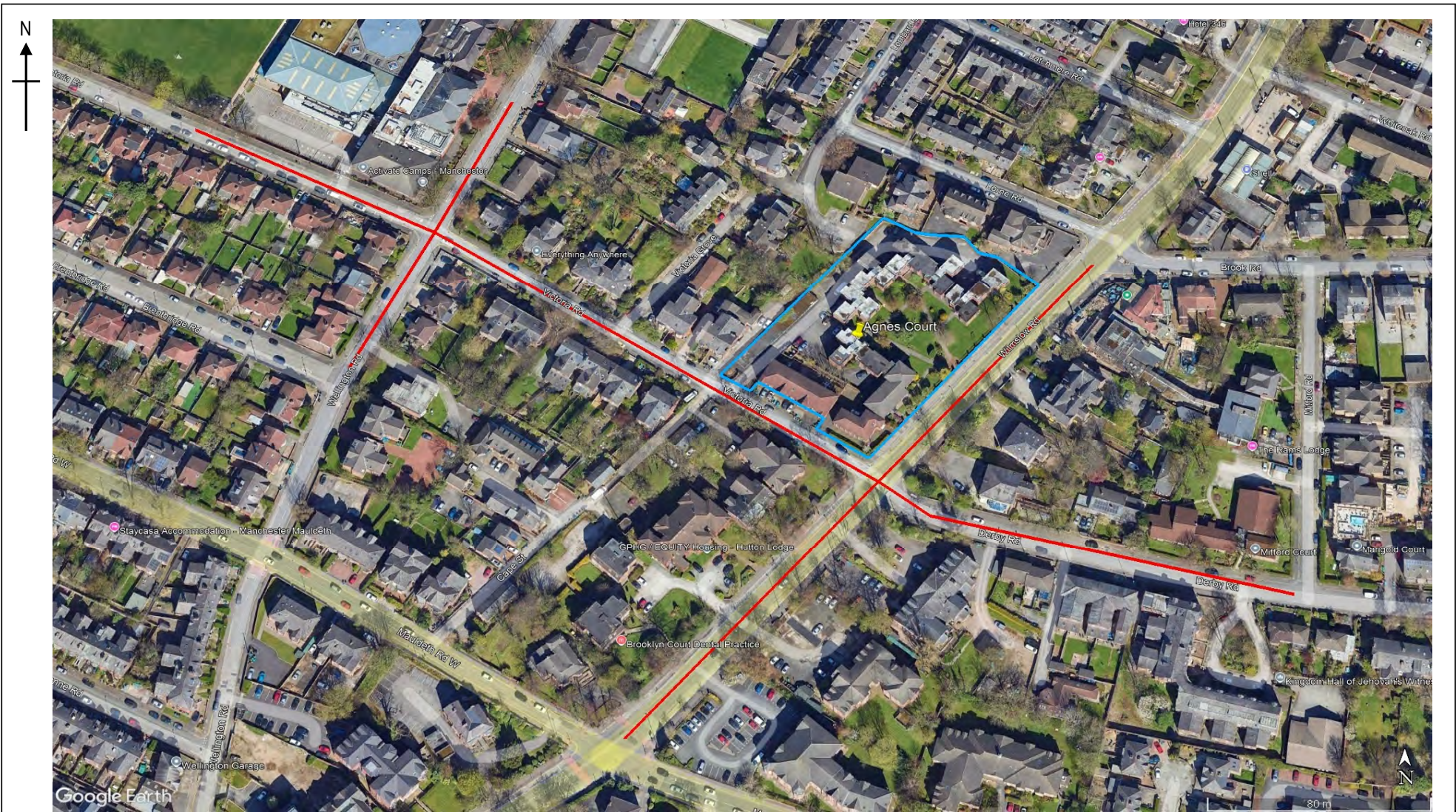
On Site Supervisor(s): David Cheng

Data Checking: David Cheng

Survey Reference: 25.160 Agnes Court, Manchester

Status: Final

Date of Issue: 5th December 2025



DRAWING TITLE

MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY
DC

DATE
NOV 2025

SCALE
NTS

REF
FIGURE 1

**Transport Data
Specialists Ltd**

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E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

25.160 Agnes Court, Manchester - TOTAL NUMBER OF SPACES

Zone	Total Number of Spaces					Total	
	S	D	SY	B	NB		
Wellington Road	0	0	15	0	0	15	*Spaces estimated: Single Yellow - Monday-Friday 0800-0930; 1500-1630
Victoria Road	52	0	0	0	0	52	*Spaces estimated:
Wilmslow Road	0	0	0	0	0	0	
Derby Road	40	1	0	0	0	41	*Spaces estimated
Agnes Court	0	0	0	13	19	32	*Non Bay Spaces estimated
Total	92	1	15	13	19	140	

S - Standard Spaces

D - Disabled Spaces

SY - Single Yellow Spaces

B - Bay Spaces

NB - Non Bay Spaces

NB See Map for Locations of Zones

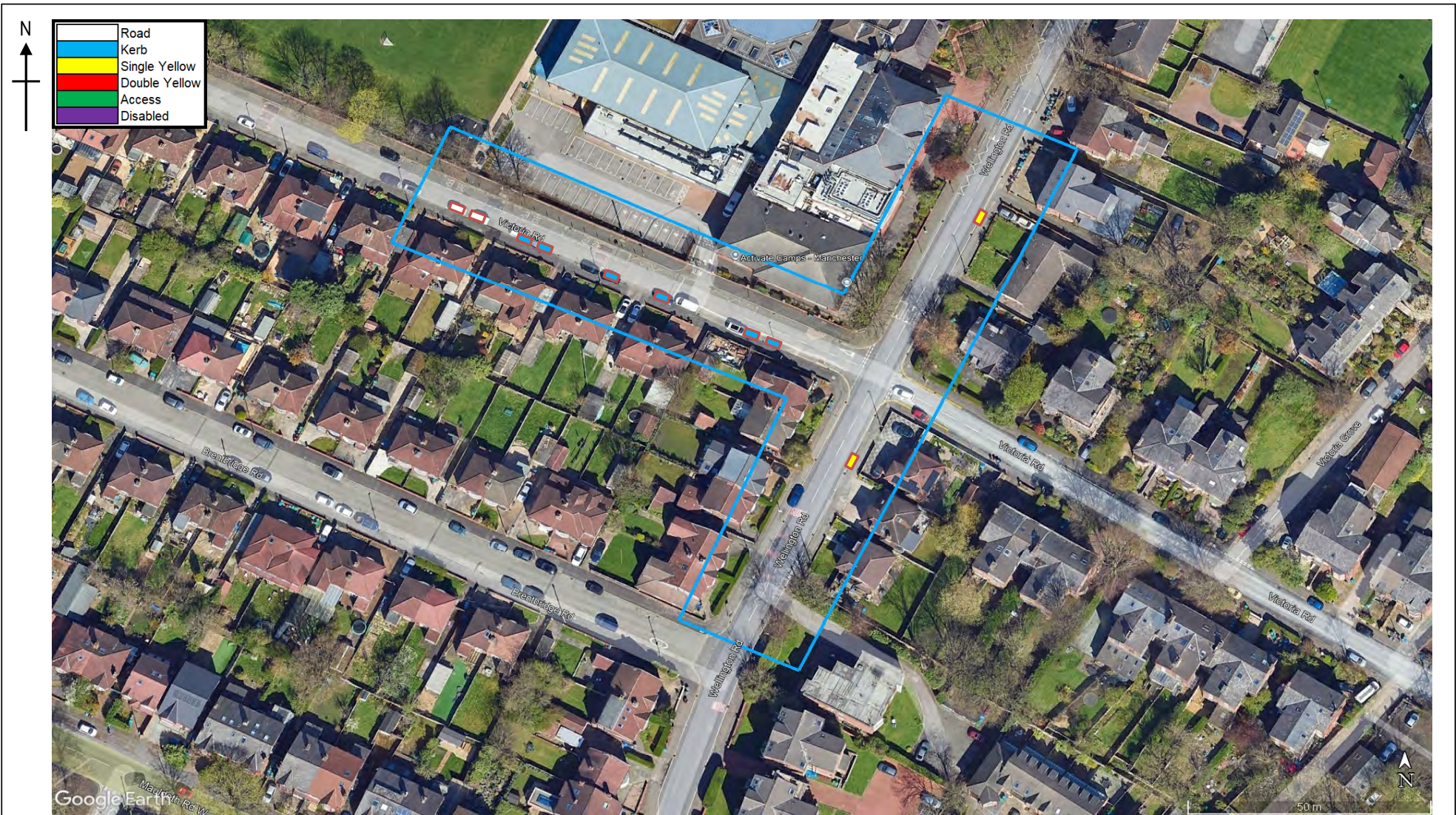
* All spaces estimated and based on the following:

without obstructing private points of access

without impacting access to/from any parking spaces that may be located on the opposing side of the road (for example, forecourt or layby parking, or where an 'inset' parking area is provided)

without restricting the flow of traffic

Time Beginning	Agnes Court, Manchester - Thursday 27th November 2025										
	Number of Occupied Spaces										
	Zone										Total
	Wellington Road		Victoria Road			Wilmslow Road	Derby Road		Agnes Court		
	Single Yellow	Double Yellow	Road	Kerb	Access	Road	Kerb	Disabled	Bay	Non Bay	
0030	2	0	3	29	0	0	29	1	13	14	91
Time Beginning	Agnes Court, Manchester - Thursday 4th December 2025										
	Number of Occupied Spaces										
	Zone										Total
	Wellington Road		Victoria Road			Wilmslow Road	Derby Road		Agnes Court		
	Single Yellow	Double Yellow	Road	Kerb	Access	Road	Kerb	Disabled	Bay	Non Bay	
0030	2	1	2	27	2	0	25	1	10	19	89



DRAWING TITLE

ZONE 1 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY

DC

DATE

NOV 2025

SCALE

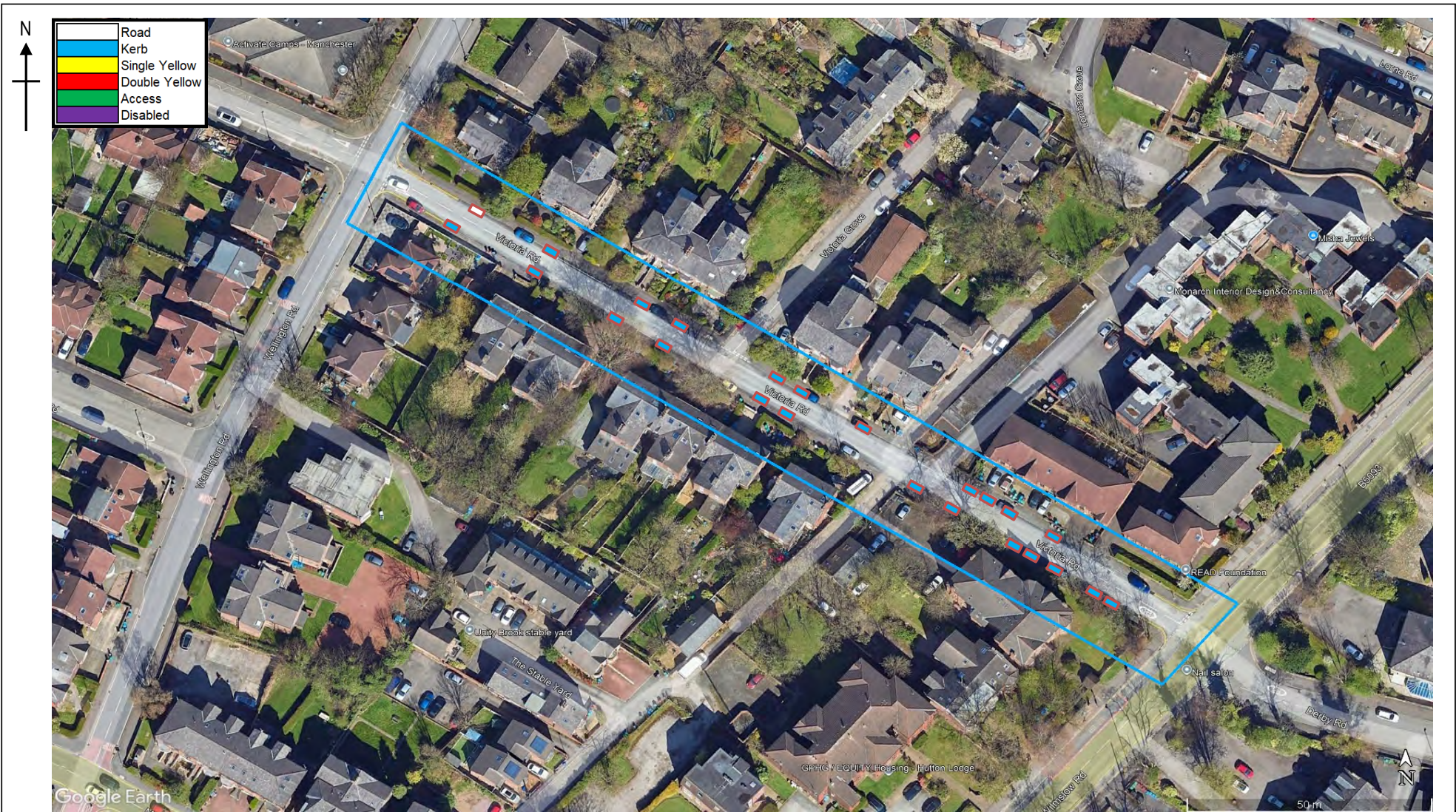
NTS

REF

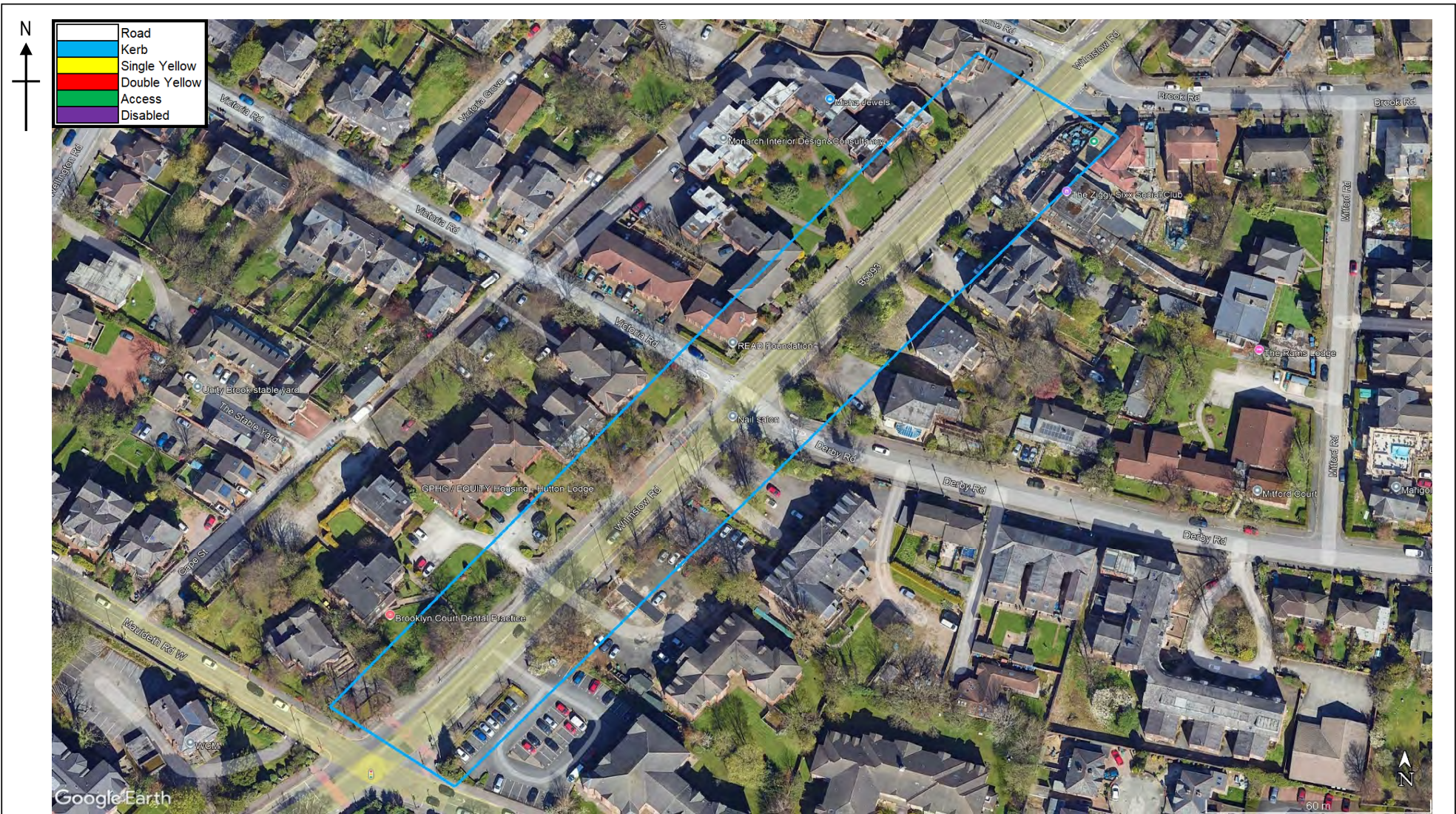
Z1 THURSDAY 27/11/25 00:30

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DRAWING TITLE				<div>Transport Data Specialists Ltd</div> <div>W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260</div>
ZONE 2 MAP REFERENCE				
JOB TITLE				
25.160 AGNES COURT, MANCHESTER				
DRAWN BY	DATE	SCALE	REF	
DC	NOV 2025	NTS	Z2 THURSDAY 27/11/25 00:30	



DRAWING TITLE

ZONE 3 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY

DC

DATE

NOV 2025

SCALE

NTS

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Z3 THURSDAY 27/11/25 00:30

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ZONE 4 MAP REFERENCE				
JOB TITLE				
25.160 AGNES COURT, MANCHESTER				
DRAWN BY	DATE	SCALE	REF	
DC	NOV 2025	NTS	Z4 THURSDAY 27/11/25 00:30	



DRAWING TITLE

ZONE 5 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY
DC

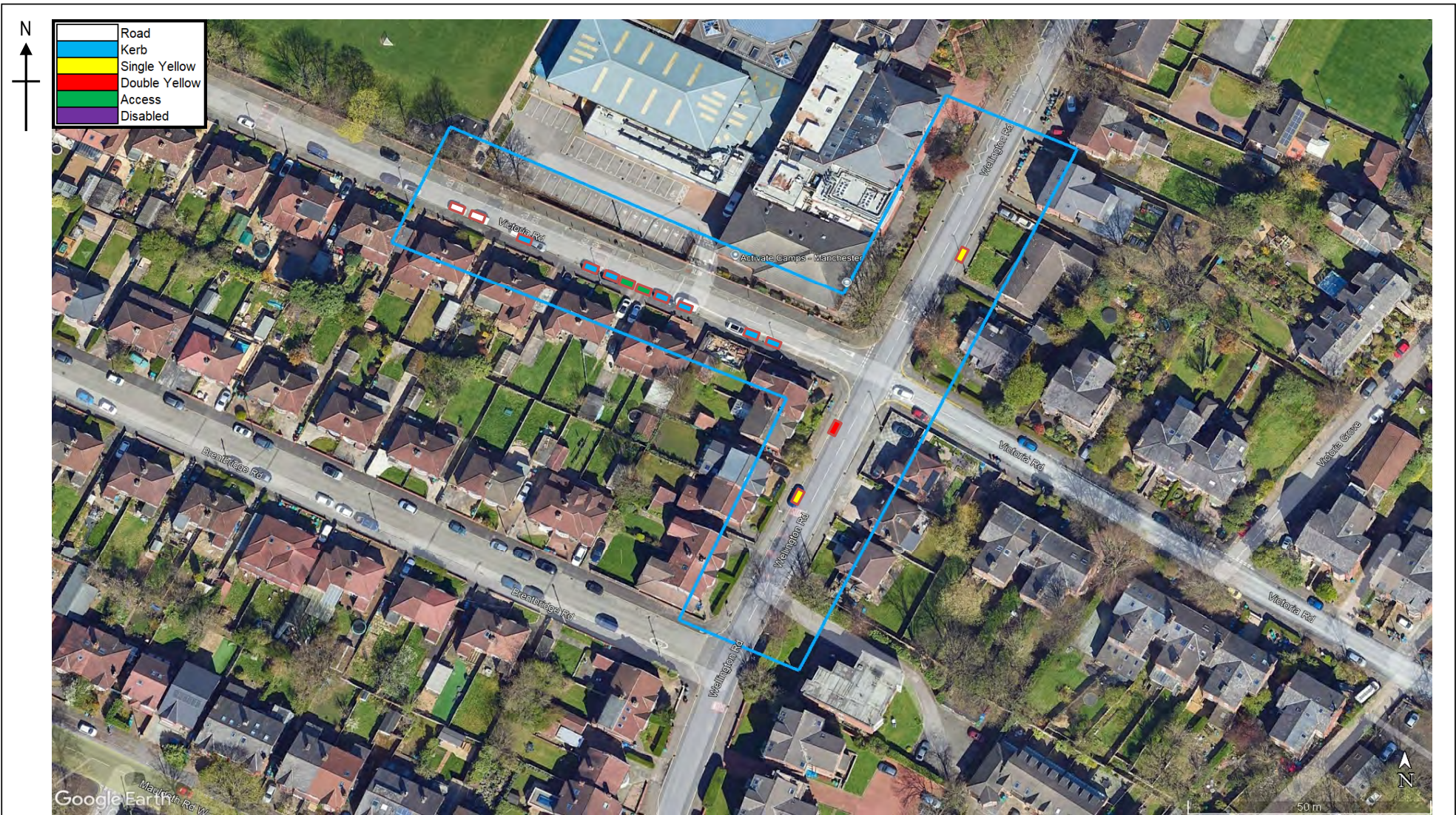
DATE
NOV 2025

SCALE
NTS

REF
Z5 THURSDAY 27/11/25 00:30

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DRAWING TITLE

ZONE 1 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

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DC

DATE

NOV 2025

SCALE

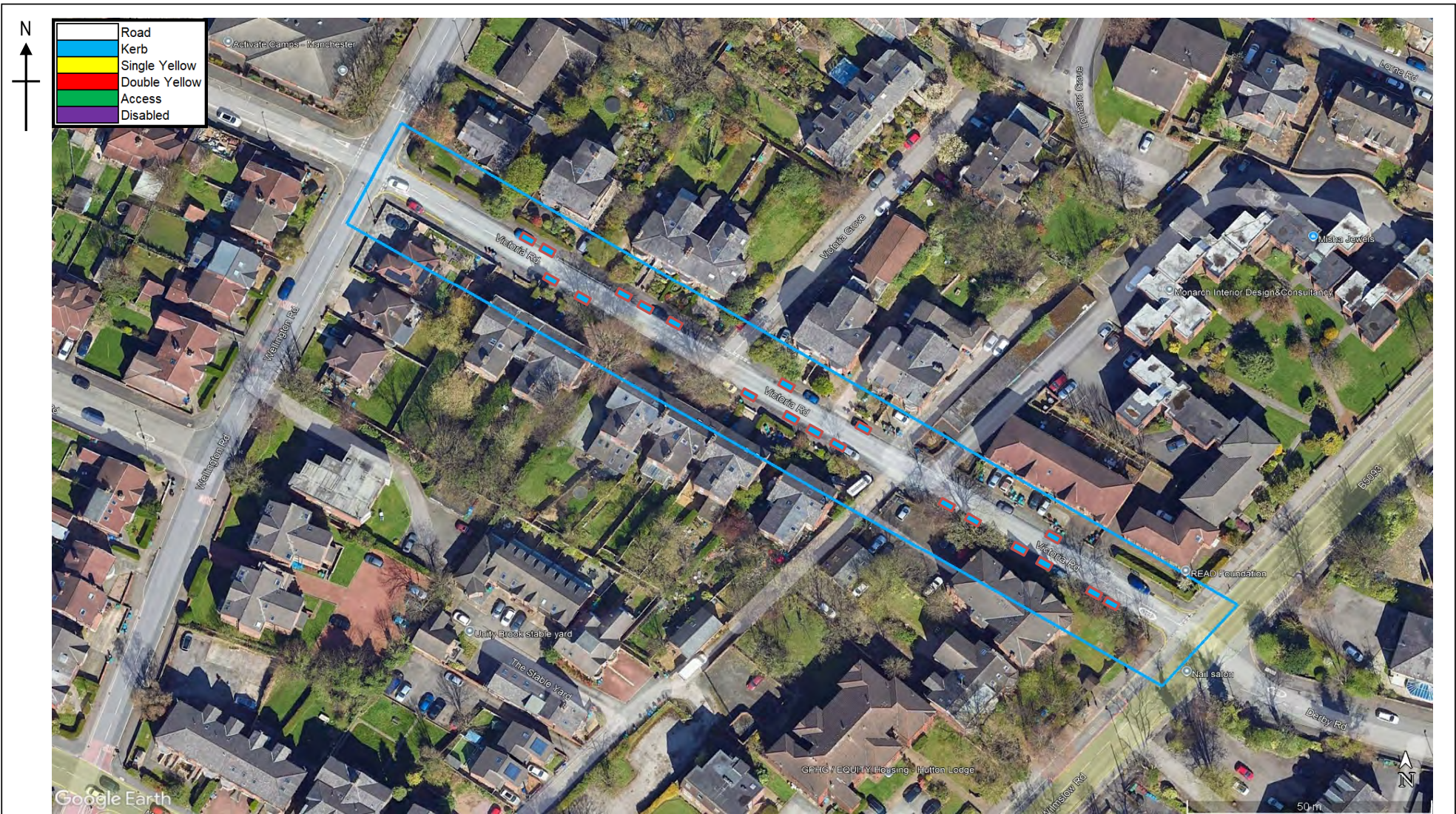
NTS

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Z1 THURSDAY 4/12/25 00:45

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DRAWING TITLE

ZONE 2 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY

DC

DATE

NOV 2025

SCALE

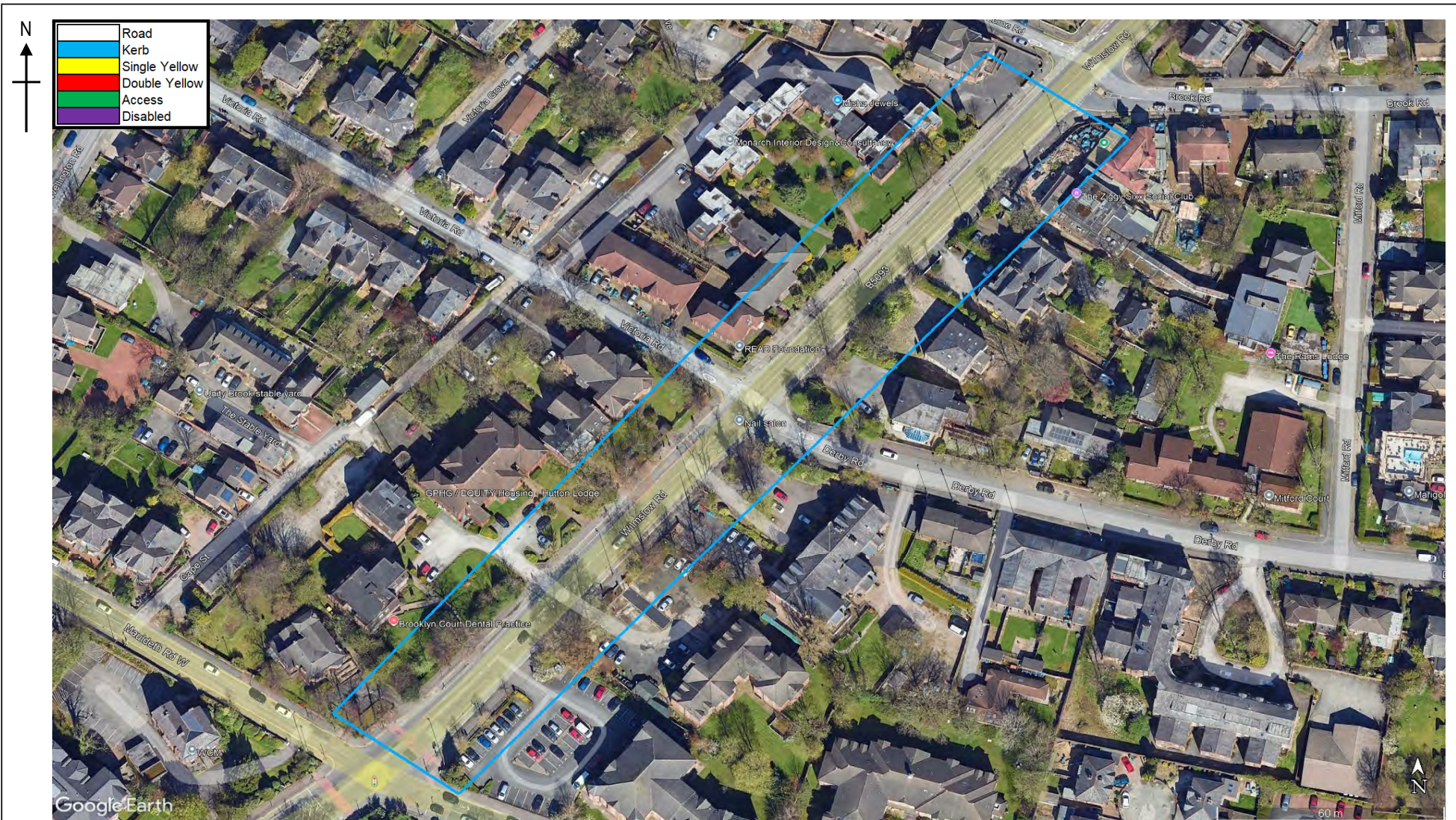
NTS

REF

Z2 THURSDAY 4/12/25 00:45

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DRAWING TITLE

ZONE 3 MAP REFERENCE

JOB TITLE

25.160 AGNES COURT, MANCHESTER

DRAWN BY
DC

DATE
NOV 2025

SCALE
NTS

REF
Z3 THURSDAY 4/12/25 00:45

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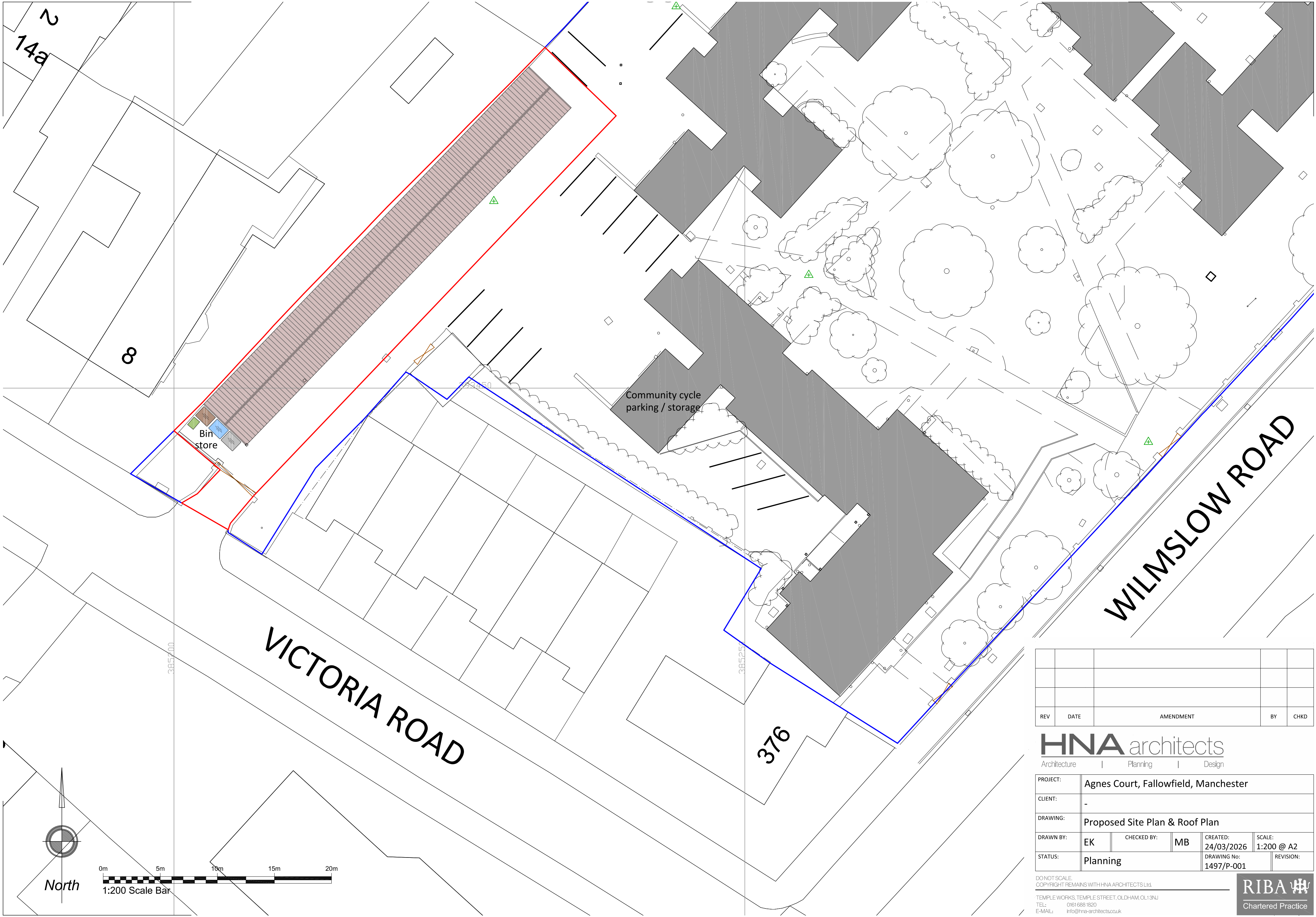
DRAWING TITLE				<div>Transport Data Specialists Ltd</div> <div>W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260</div>
ZONE 4 MAP REFERENCE				
JOB TITLE				
25.160 AGNES COURT, MANCHESTER				
DRAWN BY	DATE	SCALE	REF	
DC	NOV 2025	NTS	Z4 THURSDAY 4/12/25 00:45	



DRAWING TITLE				<div>Transport Data Specialists Ltd</div> <div>W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260</div>
ZONE 5 MAP REFERENCE				
JOB TITLE				
25.160 AGNES COURT, MANCHESTER				
DRAWN BY	DATE	SCALE	REF	
DC	NOV 2025	NTS	Z5 THURSDAY 4/12/25 00:45	

S|C|P

APPENDIX C



REV	DATE	AMENDMENT	BY	CHKD

HNAarchitects

Architecture | Planning | Design

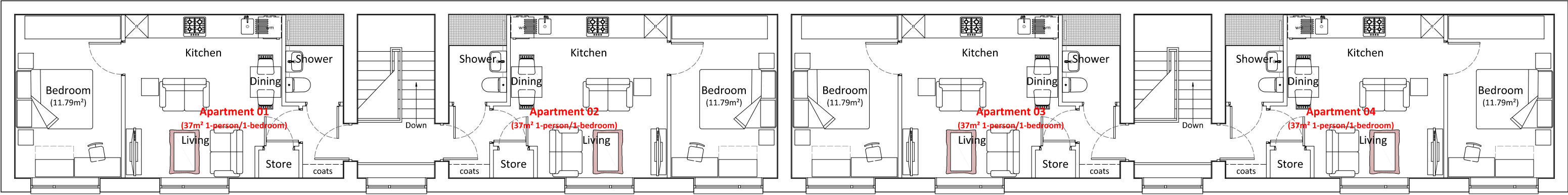
PROJECT:	Agnes Court, Fallowfield, Manchester			
CLIENT:	-			
DRAWING:	Proposed Site Plan & Roof Plan			
DRAWN BY:	EK	CHECKED BY:	MB	CREATED: 24/03/2026 SCALE: 1:200 @ A2
STATUS:	Planning		DRAWING No: 1497/P-001	REVISION:

DO NOT SCALE.
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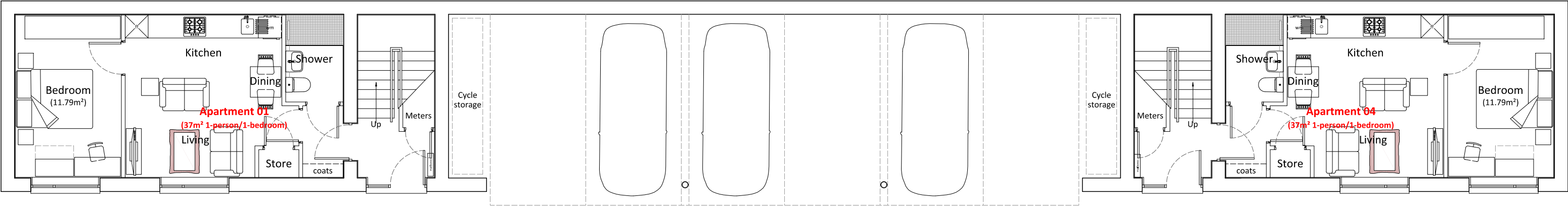
TEMPLE WORKS, TEMPLE STREET, OLDHAM, OL1 3NJ
TEL: 0161 688 1820
E-MAIL: info@hna-architects.co.uk

RIBA

Chartered Practice



Proposed Garages Conversion - First Floor Plan



Proposed Garages Conversion - Ground Floor Plan

A	24/03/2026	Cycling storage provision added	EK	MB
REV	DATE	AMENDMENT	BY	CHKD

PROJECT:	Agnes Court, Wilmslow Rd/Victoria Rd, Manchester			
CLIENT:	-			
DRAWING:	Garages Conversion - Proposed Floor Plans			
DRAWN BY:	EK	CHECKED BY:	MB	CREATED: 25/03/2026 SCALE: 1:100 @ A3
STATUS:	Planning		DRAWING No: 1497-P-101	REVISION: A

S|C|P

APPENDIX D

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	CN	CAMDEN
	HK	HACKNEY
	HO	HOUNSLOW
	IS	ISLINGTON
02	SOUTH EAST	
	OX	OXFORDSHIRE
03	SOUTH WEST	
	DC	DORSET
05	EAST MIDLANDS	
	DY	DERBY
06	WEST MIDLANDS	
	SH	SHROPSHIRE
08	NORTH WEST	
	MS	MERSEYSIDE

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

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

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:	DWELLS
Actual Range:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 15 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/08 to 24/06/25

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:	
Friday	4 days
Thursday	2 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:	
Manual count	9
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	1 days
Suburban Area	8 days

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

Selected Location Sub Categories:	
Development Zone	1 days
No Sub Category	1 days
Residential Zone	7 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	5 days
Servicing vehicles Included	4 days

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Secondary Filtering Selection:

Use Class:

C3	9 surveys
----	-----------

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

Population within 500m Range:

600 - 11610

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
100,001 or More	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	5 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	6 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys
----	-----------

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:

2 - Poor	1 surveys
6a - Excellent	2 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

1	CN-03-C-01	BLOCK OF FLATS	CAMDEN
OVAL ROAD REGENTS PARK Suburban Area Residential Zone Site area: 0.09000000357627869 hect Survey date: Friday 07/11/2008			
			Survey Type: Manual
2	DC-03-C-02	FLATS IN BLOCKS	DORSET
PALM COURT WEYMOUTH SPA ROAD Suburban Area Residential Zone Site area: 0.14000000059604645 hect Survey date: Friday 28/03/2014			
			Survey Type: Manual
3	DY-03-C-01	BLOCK OF FLATS	DERBY
DRAGE STREET DERBY LITTLE CHESTER Suburban Area No Sub Category Site area: 0.18000000715255737 hect Survey date: Thursday 25/06/2009			
			Survey Type: Manual
4	HK-03-C-03	BLOCK OF FLATS	HACKNEY
GREEN LANES FINSBURY PARK MANOR HOUSE Suburban Area Residential Zone Site area: 0.10000000149011612 hect Survey date: Wednesday 24/09/2014			
			Survey Type: Manual
5	HO-03-C-05	BLOCK OF FLATS	HOUNSLOW
PARK LANE HOUNSLOW CRANFORD Edge of Town Residential Zone Site area: 0.07999999821186066 hect Survey date: Friday 06/03/2020			
			Survey Type: Manual
6	IS-03-C-03	BLOCK OF FLATS	ISLINGTON
FLORENCE STREET ISLINGTON Suburban Area Residential Zone Site area: 0.05000000074505806 hect Survey date: Thursday 21/11/2013			
			Survey Type: Manual
7	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area Development Zone Site area: 0.11900000274181366 hect Survey date: Tuesday 13/11/2018			
			Survey Type: Manual
8	OX-03-C-01	BLOCK OF FLATS	OXFORDSHIRE
OXFORD ROAD			

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

OXFORD
COWLEY
Suburban Area
Residential Zone
Site area: 0.12999999523162842 hect
Survey date: Wednesday 20/10/2010

Survey Type: Manual

9	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
---	------------	----------------	------------

ABBAY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Site area: 0.15000000596046448 hect
Survey date: Friday 16/06/2023

Survey Type: Manual

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	11	0.078	0.176	0.254
08:00-09:00	9	11	0.127	0.235	0.362
09:00-10:00	9	11	0.108	0.147	0.255
10:00-11:00	9	11	0.098	0.137	0.235
11:00-12:00	9	11	0.127	0.098	0.225
12:00-13:00	9	11	0.098	0.108	0.206
13:00-14:00	9	11	0.098	0.078	0.176
14:00-15:00	9	11	0.098	0.088	0.186
15:00-16:00	9	11	0.108	0.088	0.196
16:00-17:00	9	11	0.186	0.157	0.343
17:00-18:00	9	11	0.196	0.088	0.284
18:00-19:00	9	11	0.098	0.069	0.167
19:00-20:00	2	14	0.250	0.143	0.393
20:00-21:00	2	14	0.071	0.036	0.107
21:00-22:00	1	14	0.000	0.071	0.071
22:00-23:00					
23:00-00:00					
Total Rates:			1.741	1.719	3.460

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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Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Parameter Summary:

Trip rate parameter range selected:	6 - 15 (units: DWELLS)
Survey date date range:	07/11/2008 - 16/06/2023
Number of weekdays (Monday-Friday):	9
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	11	0.010	0.039	0.049
08:00-09:00	9	11	0.000	0.020	0.020
09:00-10:00	9	11	0.010	0.010	0.020
10:00-11:00	9	11	0.000	0.010	0.010
11:00-12:00	9	11	0.020	0.000	0.020
12:00-13:00	9	11	0.010	0.010	0.020
13:00-14:00	9	11	0.020	0.010	0.030
14:00-15:00	9	11	0.000	0.000	0.000
15:00-16:00	9	11	0.000	0.000	0.000
16:00-17:00	9	11	0.010	0.000	0.010
17:00-18:00	9	11	0.010	0.010	0.020
18:00-19:00	9	11	0.010	0.000	0.010
19:00-20:00	2	14	0.036	0.000	0.036
20:00-21:00	2	14	0.000	0.000	0.000
21:00-22:00	1	14	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.136	0.109	0.245

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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Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Parameter Summary:

Trip rate parameter range selected:	6 - 15 (units: DWELLS)
Survey date date range:	25/06/2009 - 16/06/2023
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	11	0.059	0.078	0.137
08:00-09:00	9	11	0.029	0.206	0.235
09:00-10:00	9	11	0.098	0.137	0.235
10:00-11:00	9	11	0.127	0.098	0.225
11:00-12:00	9	11	0.069	0.059	0.128
12:00-13:00	9	11	0.098	0.039	0.137
13:00-14:00	9	11	0.069	0.078	0.147
14:00-15:00	9	11	0.088	0.078	0.166
15:00-16:00	9	11	0.127	0.088	0.215
16:00-17:00	9	11	0.196	0.127	0.323
17:00-18:00	9	11	0.118	0.118	0.236
18:00-19:00	9	11	0.167	0.069	0.236
19:00-20:00	2	14	0.036	0.107	0.143
20:00-21:00	2	14	0.071	0.143	0.214
21:00-22:00	1	14	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			1.352	1.425	2.777

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Parameter Summary:

Trip rate parameter range selected:	6 - 15 (units: DWELLS)
Survey date date range:	07/11/2008 - 16/06/2023
Number of weekdays (Monday-Friday):	9
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.

Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	11	0.010	0.196	0.206
08:00-09:00	9	11	0.020	0.225	0.245
09:00-10:00	9	11	0.039	0.069	0.108
10:00-11:00	9	11	0.039	0.069	0.108
11:00-12:00	9	11	0.039	0.059	0.098
12:00-13:00	9	11	0.000	0.029	0.029
13:00-14:00	9	11	0.020	0.020	0.040
14:00-15:00	9	11	0.049	0.049	0.098
15:00-16:00	9	11	0.088	0.029	0.117
16:00-17:00	9	11	0.078	0.020	0.098
17:00-18:00	9	11	0.118	0.010	0.128
18:00-19:00	9	11	0.157	0.020	0.177
19:00-20:00	2	14	0.036	0.000	0.036
20:00-21:00	2	14	0.000	0.000	0.000
21:00-22:00	1	14	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.693	0.795	1.488

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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Audit Code: 41faa4c7-afe1-4cfd-9642-16258d5115f9

Parameter Summary:

Trip rate parameter range selected:	6 - 15 (units: DWELLS)
Survey date date range:	07/11/2008 - 16/06/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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