

G&O Securities Limited

Balholm Court, Manchester

Transport Statement

250475

OCTOBER 2025



SCP GENERAL NOTES

Project No.: 250475-TA (0.0)

Title: Balholm Court, Manchester, Transport Statement

Client: G&O Securities Limited

Date: 24 October 2025

Office: Manchester

Author	<u>Abbie Moore</u>	Reviewer	<u>Mark Devenish</u>
Date:	<u>15.10.2025</u>	Date:	<u>24.10.2025</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.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by G&O Securities Limited to produce a Transport Statement (TS) as part of a planning application for an upward extension of a single additional storey to the existing apartment block to create three new dwellings, on land to the west of the B5093 Wilmslow 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.

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 EXISTING CONDITIONS

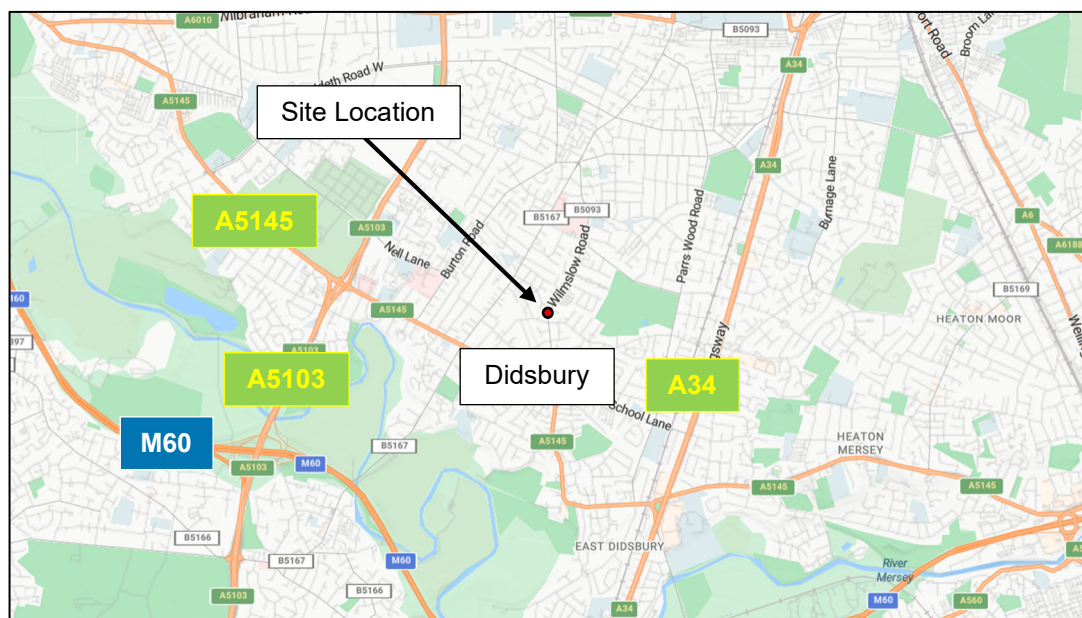
General

- 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 sites comprise an existing block of flats on land located to the west of the B5093 Wilmslow Road in Manchester, approximately 400m north from Didsbury. At present the existing building contains 9 self-contained flats (a mix of 2- and 3-bedroom dwellings).
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1: Site Location- 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- Local View



- 2.5 The existing site includes 9 garages and informal car parking spaces in front of this. The existing access to the site is provided off the B5093 Wilmslow Road via a dropped kerb priority-controlled access, is shown in **Figure 2.3**.

Figure 2.3: Existing Access



Local Highway Network

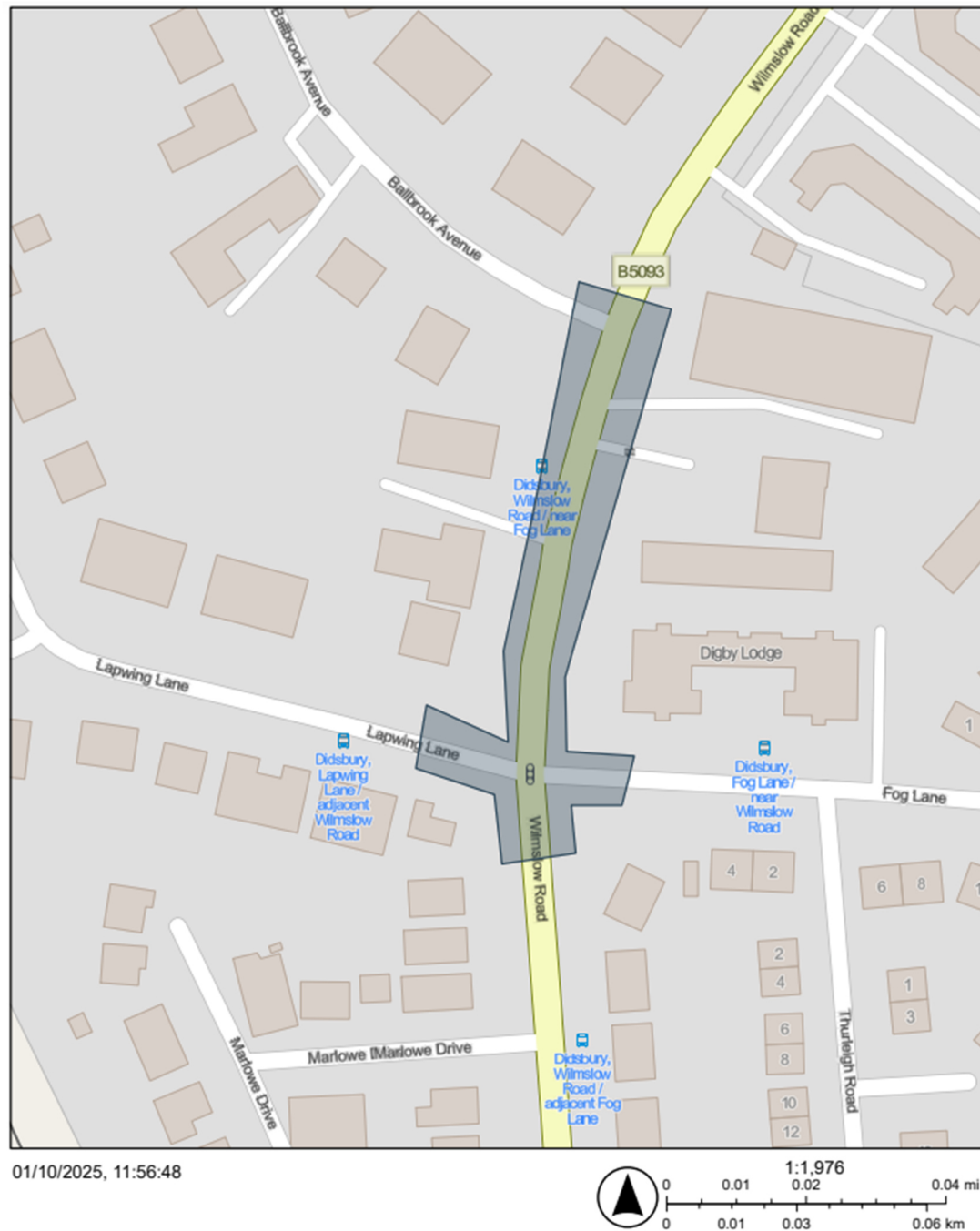
B5093 Wilmslow Road

- 2.6 B5093 Wilmslow Road is located to the east of Balholm Court and provides a connection between Palatine Road and Wilmslow Road to the north, with the B5095 to the south. It is subject to a 20mph speed limit with a carriageway width of approximately 7m. B5093 Wilmslow Road benefits from regularly spaced street lighting columns and footways on both sides of the road. Both sides of B5093 Wilmslow Road are subject to TROs in the form of double yellow lines. Cycle lanes are present on both sides of B5093 Wilmslow Road, segregated from the highway through road markings and bollards.

Existing Road Safety Record

- 2.7 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 B5093 Wilmslow Road within the vicinity of the site and the Wilmslow Road/ Lapwing Lane/ Fog Lane Junction within the vicinity of the site. The location and severity of any accidents within the study area during this period, is presented in **Figure 2.4** below.

Figure 2.4 Accident Report



- 2.8 As can be seen from the above, no accidents were recorded in the study area during the 5-year study period. The evidence presented above 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.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of an extension to a residential development by providing an additional storey, comprising 3 dwellings, on land to the west of B5093 Wilmslow Road. The proposed site layout plan is contained in **Appendix A**, and the proposed development mix comprises two 1-bedroom flats and one 2-bedroom apartment.

Proposed Access Arrangement

- 3.2 Vehicular access to the proposed development will take place from B5093 Wilmslow Road via the existing access.
- 3.3 As shown on drawing number SCP/250475/D01, presented in **Appendix B**, a 2.4m x 43m visibility splays, in accordance with the visibility requirements set out in Manual for Streets (MfS) for a 30mph road, is achievable in both directions.

Servicing Arrangements

- 3.4 Refuse collection will continue as per the existing arrangements off B5093 Wilmslow Road.

Parking

- 3.5 The parking standards for Manchester City Council 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'.

- 3.6 Based on the above, there is a recommendation for the proposed extension to provide an additional 3 car parking spaces for the 3 apartments. The proposed development will provide an additional 2 car parking spaces, as well as an enclosed cycle store for 4no. spaces. This is considered to be acceptable for the following reasons:
- The proposed cycle parking is an improvement on existing conditions and provides over 100% provision for the proposed extension.
 - If overspill were to occur, 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 Didsbury, Withington, and Burnage, as well as an array of local facilities these areas have to offer. Furthermore, there are numerous transport links, including bus stops, West Didsbury Tram station and Burnage Railway Station (1.3km cycle distance). Therefore, prospective residents will not be wholly reliant on the private car to travel to/from the site.

- 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 general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating 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 level of parking below the Council's standards, will help to reduce the reliance on the use of the private car and meet these policy objectives,
- Any prospective purchaser or tenant of the apartments 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 ACCESSIBILITY

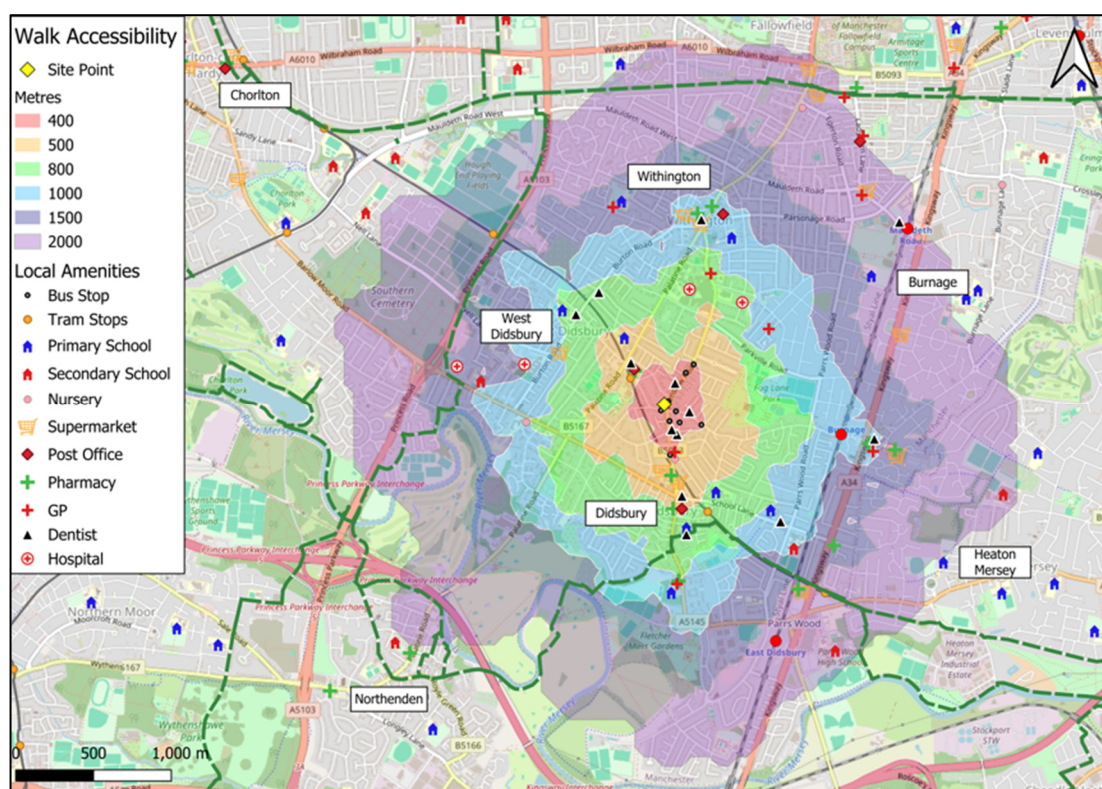
General

- 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 10th of October, 2025

- 4.4 The site is within an acceptable walking distance of the wider area of Didsbury, Withington, and Burnage, 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.
- 4.5 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
Bus Stop	Wilmslow Road	33m
Doctor	Didsbury Medical Centre, Wilmslow Road	350m
Post Office	West Didsbury Post Office, Lapwing Lane	450m
Supermarket	ALDI, Wilmslow Road	500m
Pharmacy	Didsbury Pharmacy, Wilmslow Road	500m
Pharmacy	Sterling Pharmacy, Lapwing Lane	500m
Tram Stop	West Didsbury, Manchester	500m
Convenience Store	M&S Simply Food, Wilmslow Road	650m
Post Office	Didsbury Village Post Office, Albert Hill Street	700m
Primary School	West Didsbury Primary School, Central Road	750m
Primary School	Beaver Road Primary School, Beaver Road	750m
Hospital	Christie Hospital Oak Road Treatment Centre, Oak Road	750m
Primary School	Didsbury Primary School, Elm Grove	850m
Tram Stop	Didsbury Village	850m
Primary School	Moor Allerton Preparatory School, Barlow Moor Road	1km
Parks	Fog Lane Park, Fog Lane	1km
Convenience Store	Tesco Express, Burton Road	1km
Primary School	Cavendish Community Primary School, Cavendish Road	1.1km
Primary School	St Cuthbert's Primary School, Heyscroft Road	1.2km
Primary School	St. Catherine's RC Primary School, School Lane	1.2km
Convenience Store	Sainsbury's Local, Wilmslow Road	1.2km
Convenience Store	Co-op Food - West Didsbury, Burton Road	1.2km
Railway Station	Burnage Railway Station, Fog Lane	1.3km
Hospital	Withington Community Hospital, Nell Lane	1.3km
Doctor	Barlow Medical Centre, Wilmslow Road	1.3km
Primary School	St Paul's C of E Primary School, St Pauls Road	1.3km
Convenience Store	Go Local Extra, Burton Road	1.4km
Primary School	Bridgelea Primary School, Bridgelea Road	1.4km
Convenience Store	The Co-Operative Food, Withington	1.4km
Secondary School	The Barlow RC High School, Parrs Wood Road	1.4km
Leisure	Withington Baths & Leisure Centre, Burton Road	1.5km
Sixth form college	Didsbury Sixth Form, The Avenue	1.8km
Supermarket	Tesco Superstore, Parrs Wood Lane	1.9km

Source: Google Maps, correct as of 01th of October, 2025

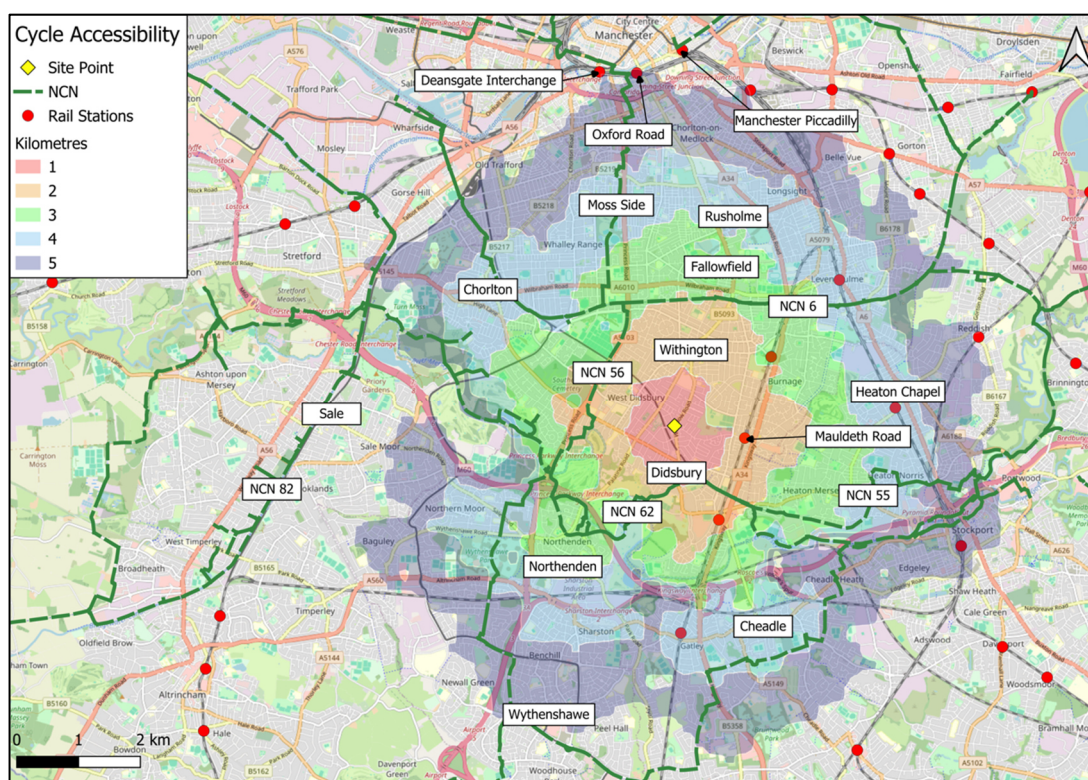
- 4.6 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.

- 4.7 Overall, the site benefits from high levels of accessibility by foot, with Didsbury 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

- 4.8 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



Source: TRACC, correct as of 10th of October, 2025

- 4.10 The plan demonstrates that the nearby areas Lower Didsbury, Heaton Chapel, Manchester Piccadilly and Cheadle, amongst others, are all located within the 5km catchment area from the development site.
- 4.11 **Figure 4.2** also shows the sites proximity to National Cycle Routes (NCR), such as NCR 62, 6 and 56.
- 4.12 National Cycle Route (NCR) 62 is located approximately 750m south of the application site. Locally this network provides a direct cycle route between NCR 82 to the west in Ashton upon Mersey, with Stockport Town Centre to the east.

- 4.13 National Cycle Route (NCR) 56 is located approximately 2.9km west of the site and locally provides a connection with NCR 62 to the south, with NCR 6 to the north within Fallowfield.
- 4.14 National Cycle Route (NCR) 6 is located approximately 2.9km north of the site and locally provide a connection with NCR 62 to the east, with Manchester City Centre to the north.
- 4.15 The proposals include provision for 4no. cycle parking spaces which will be within a secure enclosed store. 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

- 4.16 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."
- 4.17 The closest bus stops to the application sites are located on both sides of the B5093 Wilmslow Road, less than 33m north from the site. Further bus stops are located on both sides of Lapwing Lane within 150m of the site, to the south, offering additional services.
- 4.18 A summary of bus services that serve these bus stops is shown in [Table 4.2](#) below.

Table 4.2 – Bus Service Summary

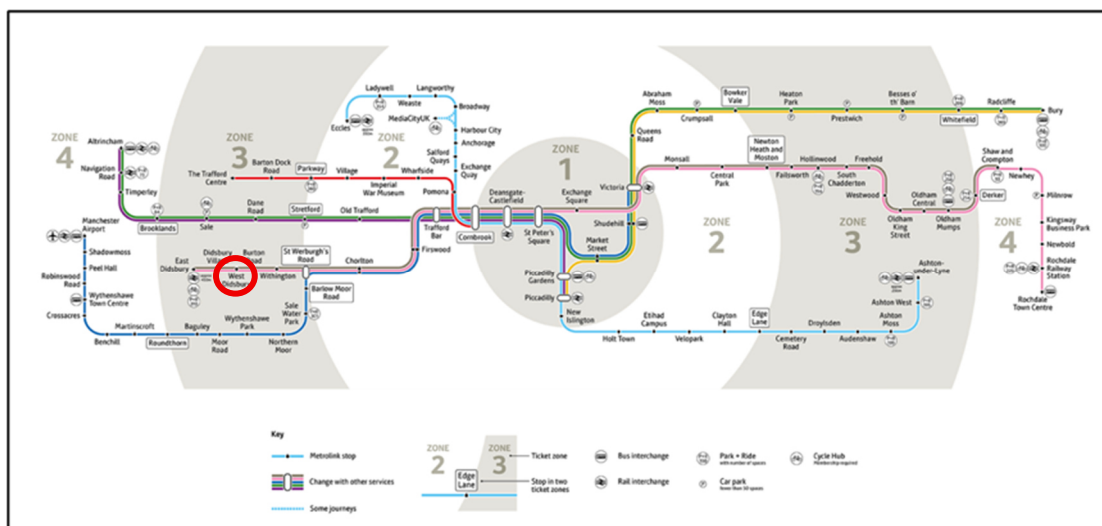
Bus Services	Route	Frequency (Mins)		
		Mon-Fri	Saturday	Sunday
42	Manchester - Stockport	Approx. every 30 mins	Approx. every 30 mins	Approx. every 30 mins
42A	Manchester - Reddish	Approx. every 30 mins	Approx. every 30 mins	Approx. every 60 mins
42B	Manchester - Woodford	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins
42C	Manchester - Handforth Dean	Approx. every 60 mins	Approx. every 60 mins	-
142	Manchester - Parrs Wood	Approx. every 10 mins	Approx. every 10 mins	Approx. every 10 mins
172	Newton Heath - East Didsbury	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins
743	Loreto College - Heald Green	<i>Schl</i>	-	-
796	Moss Side - Sale Grammar School	<i>Schl</i>	-	-

- 4.19 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

- 4.20 In terms of tram services, West Didsbury tram stop is the closest to the site. It is located approximately 500m or a 7-minute walk distance. From here users can access a variety of destinations across Greater Manchester, including regular services to Piccadilly, Bury and Altrincham. West Didsbury tram stop is part of the Greater Manchester Tram Network, located on the brown, and pink 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.

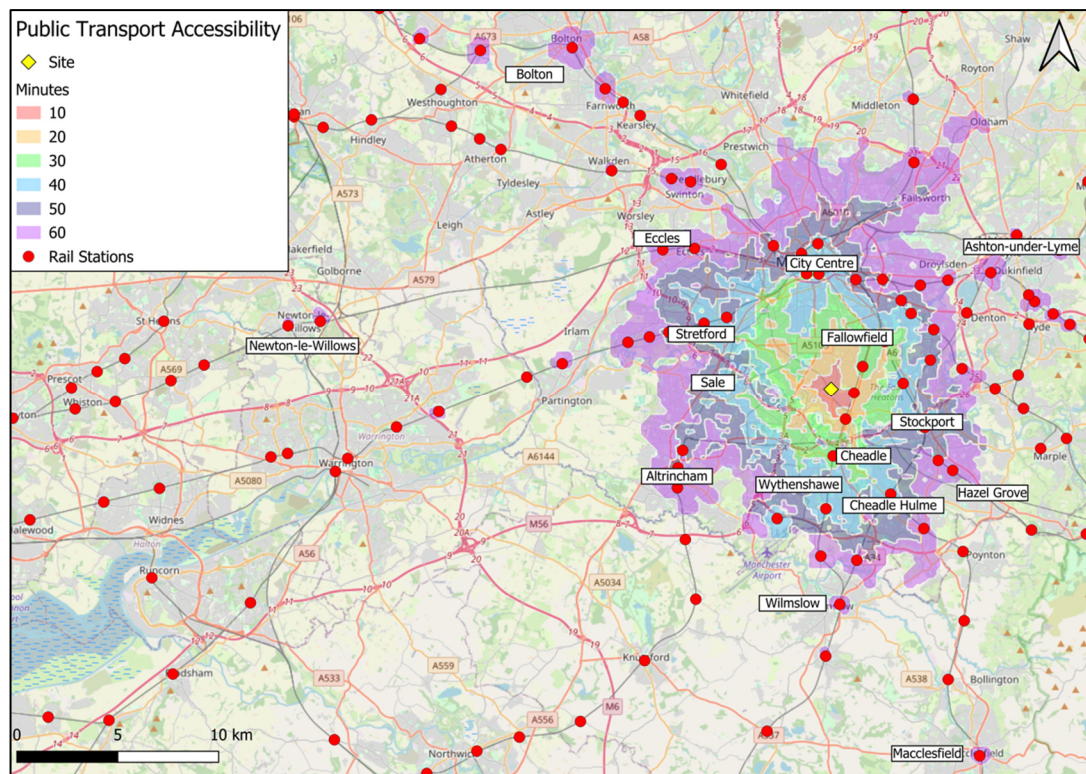
Figure 4.3: Greater Manchester Tram Network Map



Railway Station

- 4.21 In terms of rail services, Burnage Railway Station is located approximately 1.3km east of the site or a 19-minute cycle of the site.
- 4.22 Burnage Railway Station is managed by Northern and offers regular and direct services to Manchester Airport, Manchester Piccadilly, Liverpool Lime Street, and Crewe, amongst others.
- 4.23 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the sites and is shown on **Figure 4.4** below. The figures illustrate 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 4.4 – Public Transport Accessibility



Source: TRACC, correct as of 10th of October, 2025

- 4.24 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, Altrincham, Eccles, Ashton-under-Lyne and Macclesfield amongst others, are all within an acceptable 60-minute commute time.

GM Accessibility Levels (GMAL)

- 4.25 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
- 4.26 GMAL evaluates how dense and convenient the public transport options are at any given point in the region.
- 4.27 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.
- 4.28 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

- 4.29 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. This was also confirmed by the council in the pre-application where it was agreed that the site is moderately accessible. 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 C** 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	0.066	0.218	0.223	0.107
Cycles	0.002	0.017	0.008	0.005
Pedestrians	0.026	0.121	0.102	0.051
Pub. Trans.	0.002	0.066	0.045	0.003

- 5.4 The estimated trip generation associated with the proposed 3 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	0	1	1	0
Cycles	0	0	0	0
Pedestrians	0	0	0	0
Pub. Trans.	0	0	0	0

- 5.5 As detailed above, the site will generate approximately 1 two-way vehicle movements in the AM and in the PM peak.
- 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 G&O Securities Limited to produce a Transport Statement (TS) as part of a planning application for an upward extension of a single additional storey to the existing block to create three new dwellings, on land to the west of the B5093 Wilmslow Road.
- 6.2 Vehicular access to the proposed development will take place from B5093 Wilmslow Road via the existing access.
- 6.3 Two additional car parking spaces are proposed together with a cycle store with capacity for 4 bicycles. This is considered appropriate in the context of the sustainable site location, which is protected by traffic regulation orders and demand likely to result from the proposed apartments.
- 6.4 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 recorded highway safety problems that could be affected by the development proposals.
- 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. The site received a high GMAL level of 7 (out of 8) suggesting very high levels of accessibility.
- 6.6 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 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



Proposed Site Plan
Scale 1:200 @ A3

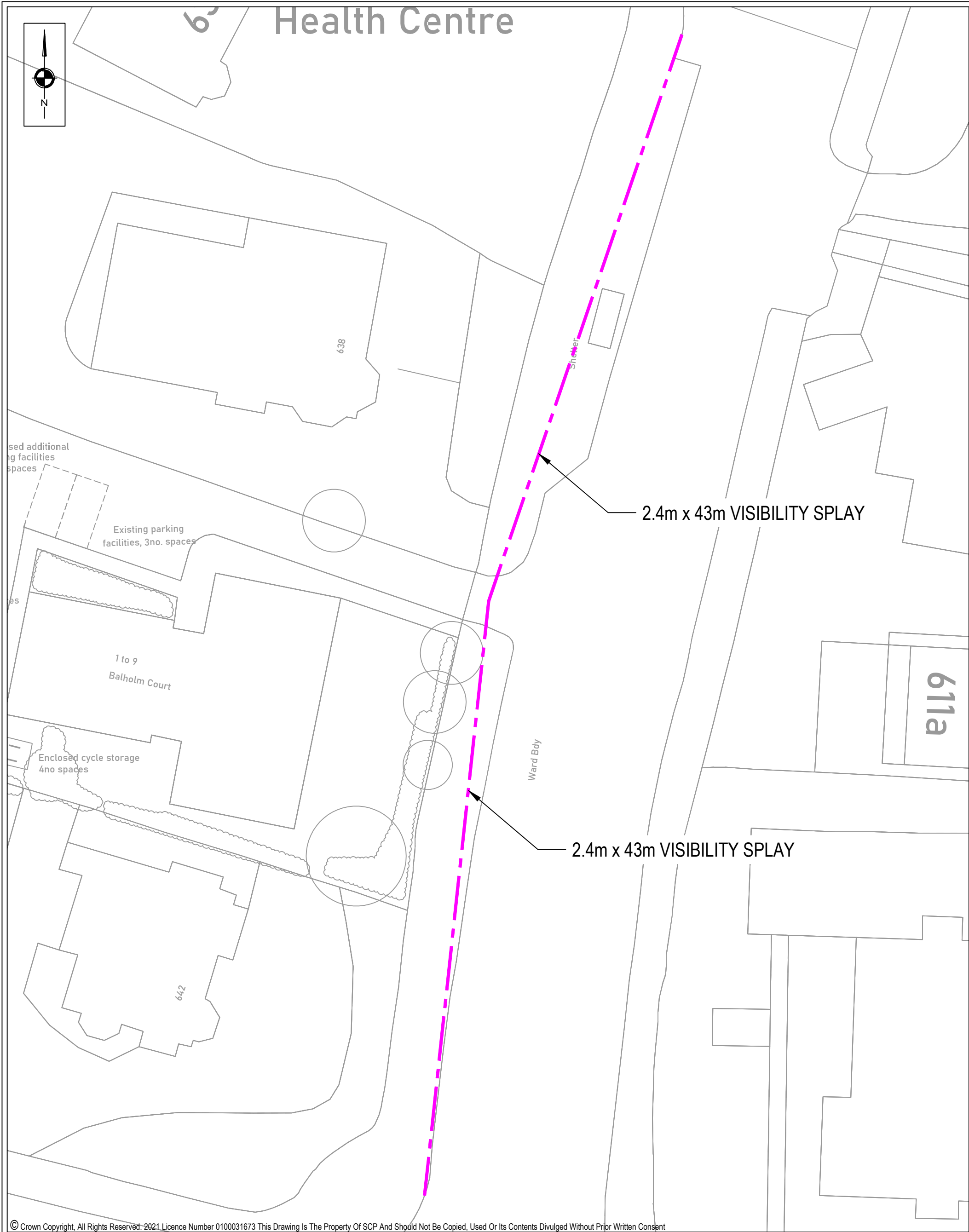


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							Project Balholm Court, Manchester M20 6AH									
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APPENDIX B

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APPENDIX C

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-250623-0629

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	3 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	NG NOTTINGHAM	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	OT STOKE ON TRENT	1 days
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	FU WESTMORLAND & FURNESS	2 days
	TV TEES VALLEY	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

SCP York Street Manchester

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 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: 01/01/00 to 02/10/23

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	7 days
Tuesday	7 days
Wednesday	9 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	30 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)	25
Edge of Town	5

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	18
Built-Up Zone	1
No Sub Category	9

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 Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	22 days - Selected

Secondary Filtering selection:**Use Class:**

C3	30 days
----	---------

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:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	11 days
25,001 to 50,000	8 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	8 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	12 days
1.1 to 1.5	18 days

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

Travel Plan:

Yes	2 days
No	28 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	30 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD BRISTOL	FLATS & TERRACED		BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 102 Survey date: MONDAY 09/11/09 Survey Type: MANUAL			
2	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			
3	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			
4	DY-03-C-01 DRAGE STREET DERBY LITTLE CHESTER	BLOCK OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 8 Survey date: THURSDAY 25/06/09 Survey Type: MANUAL			
5	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	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	FU-03-C-01 BRIDGE LANE PENRITH	BLOCK OF FLATS		WESTMORLAND & FURNESS
	Edge of Town No Sub Category Total No of Dwellings: 35 Survey date: WEDNESDAY 11/06/14 Survey Type: MANUAL			

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LIST OF SITES relevant to selection parameters (Cont.)

8	FU-03-C-02 LOUND STREET KENDAL	FLATS & BUNGALOWS		WESTMORLAND & FURNESS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 Survey date: MONDAY 09/06/14			Survey Type: MANUAL
9	HC-03-C-02 WORTING ROAD BASINGSTOKE	FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 21/10/10			Survey Type: MANUAL
10	HF-03-C-02 BRIDGE ROAD EAST WELWYN GARDEN CITY	FLATS		HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 86 Survey date: WEDNESDAY 16/07/08			Survey Type: MANUAL
11	HF-03-C-06 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: THURSDAY 08/06/23	BLOCKS OF FLATS		HERTFORDSHIRE
12	HF-03-C-08 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 06/06/23	BLOCKS OF FLATS		HERTFORDSHIRE
13	MS-03-C-02 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	BLOCKS OF FLATS		MERSEYSIDE
14	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18	BLOCK OF FLATS		MERSEYSIDE
				Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

15	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
16	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	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
17	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	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
18	NN-03-C-01	BLOCK OF FLATS	NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL
19	NY-03-C-01	BLOCKS OF FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	NORTHALLERTON		
	ROMANBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	30	
	Survey date: MONDAY	22/09/03	Survey Type: MANUAL
20	OT-03-C-01	BLOCKS OF FLATS	STOKE ON TRENT
	ETRURIA COURT		
	STOKE-ON-TRENT		
	HUMBERT ROAD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	33	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
21	OX-03-C-01	BLOCK OF FLATS	OXFORDSHIRE
	OXFORD ROAD		
	OXFORD		
	COWLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
22	PB-03-C-02	BLOCK OF FLATS	PETERBOROUGH
	WESTFIELD ROAD		
	PETERBOROUGH		
	NETHERTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

23	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	20		
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL	
24	SC-03-C-02 CONSTITUTION HILL WOKING	FLATS		SURREY
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:	36		
	Survey date: WEDNESDAY	23/07/08	Survey Type: MANUAL	
25	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL	
26	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	47		
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL	
27	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	12		
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL	
28	TV-03-C-01 OXFORD ROAD MIDDLESBROUGH LINTHORPE	APARTMENTS BLOCKS		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	85		
	Survey date: MONDAY	06/10/08	Survey Type: MANUAL	
29	TV-03-C-02 ACKLAM ROAD MIDDLESBROUGH LINTHORPE	FLATS		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	85		
	Survey date: WEDNESDAY	29/06/11	Survey Type: MANUAL	
30	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS		TYNE & WEAR
	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): 1.98

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	30	48	0.044	30	48	0.157	30	48	0.201
08:00 - 09:00	30	48	0.066	30	48	0.218	30	48	0.284
09:00 - 10:00	30	48	0.082	30	48	0.110	30	48	0.192
10:00 - 11:00	30	48	0.081	30	48	0.100	30	48	0.181
11:00 - 12:00	30	48	0.077	30	48	0.087	30	48	0.164
12:00 - 13:00	30	48	0.093	30	48	0.097	30	48	0.190
13:00 - 14:00	30	48	0.088	30	48	0.095	30	48	0.183
14:00 - 15:00	30	48	0.090	30	48	0.094	30	48	0.184
15:00 - 16:00	30	48	0.126	30	48	0.081	30	48	0.207
16:00 - 17:00	30	48	0.127	30	48	0.089	30	48	0.216
17:00 - 18:00	30	48	0.223	30	48	0.107	30	48	0.330
18:00 - 19:00	30	48	0.158	30	48	0.109	30	48	0.267
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.821			1.677			3.498

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 - 184 (units:)
 Survey date range: 01/01/00 - 02/10/23
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL 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	30	48	0.003	30	48	0.009	30	48	0.012
08:00 - 09:00	30	48	0.002	30	48	0.017	30	48	0.019
09:00 - 10:00	30	48	0.002	30	48	0.005	30	48	0.007
10:00 - 11:00	30	48	0.002	30	48	0.002	30	48	0.004
11:00 - 12:00	30	48	0.004	30	48	0.005	30	48	0.009
12:00 - 13:00	30	48	0.004	30	48	0.003	30	48	0.007
13:00 - 14:00	30	48	0.005	30	48	0.006	30	48	0.011
14:00 - 15:00	30	48	0.006	30	48	0.006	30	48	0.012
15:00 - 16:00	30	48	0.006	30	48	0.003	30	48	0.009
16:00 - 17:00	30	48	0.008	30	48	0.004	30	48	0.012
17:00 - 18:00	30	48	0.008	30	48	0.005	30	48	0.013
18:00 - 19:00	30	48	0.010	30	48	0.003	30	48	0.013
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.068			0.128

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	30	48	0.017	30	48	0.070	30	48	0.087
08:00 - 09:00	30	48	0.026	30	48	0.121	30	48	0.147
09:00 - 10:00	30	48	0.034	30	48	0.065	30	48	0.099
10:00 - 11:00	30	48	0.038	30	48	0.043	30	48	0.081
11:00 - 12:00	30	48	0.037	30	48	0.041	30	48	0.078
12:00 - 13:00	30	48	0.056	30	48	0.049	30	48	0.105
13:00 - 14:00	30	48	0.040	30	48	0.045	30	48	0.085
14:00 - 15:00	30	48	0.040	30	48	0.051	30	48	0.091
15:00 - 16:00	30	48	0.074	30	48	0.043	30	48	0.117
16:00 - 17:00	30	48	0.074	30	48	0.045	30	48	0.119
17:00 - 18:00	30	48	0.102	30	48	0.051	30	48	0.153
18:00 - 19:00	30	48	0.068	30	48	0.040	30	48	0.108
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.831			1.537

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 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	30	48	0.001	30	48	0.037	30	48	0.038
08:00 - 09:00	30	48	0.002	30	48	0.066	30	48	0.068
09:00 - 10:00	30	48	0.004	30	48	0.017	30	48	0.021
10:00 - 11:00	30	48	0.005	30	48	0.015	30	48	0.020
11:00 - 12:00	30	48	0.004	30	48	0.014	30	48	0.018
12:00 - 13:00	30	48	0.008	30	48	0.010	30	48	0.018
13:00 - 14:00	30	48	0.006	30	48	0.011	30	48	0.017
14:00 - 15:00	30	48	0.011	30	48	0.012	30	48	0.023
15:00 - 16:00	30	48	0.022	30	48	0.009	30	48	0.031
16:00 - 17:00	30	48	0.026	30	48	0.006	30	48	0.032
17:00 - 18:00	30	48	0.045	30	48	0.003	30	48	0.048
18:00 - 19:00	30	48	0.042	30	48	0.006	30	48	0.048
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.206			0.382

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.