TECHNICAL NOTE

Minden Close, Burnage

TN01 – Transport Note

106 Albert Mill
10 Hulme Hall Road
Manchester,
M15 4LY

0161 4649495
info@modetransport.co.uk

Client:	Southway Housing Trust	Job No:	327263
Date:	12 June 2026	File Name:	260612 327263 TN01 v1.3
Prepared by:	LJ	Approved by:	ME

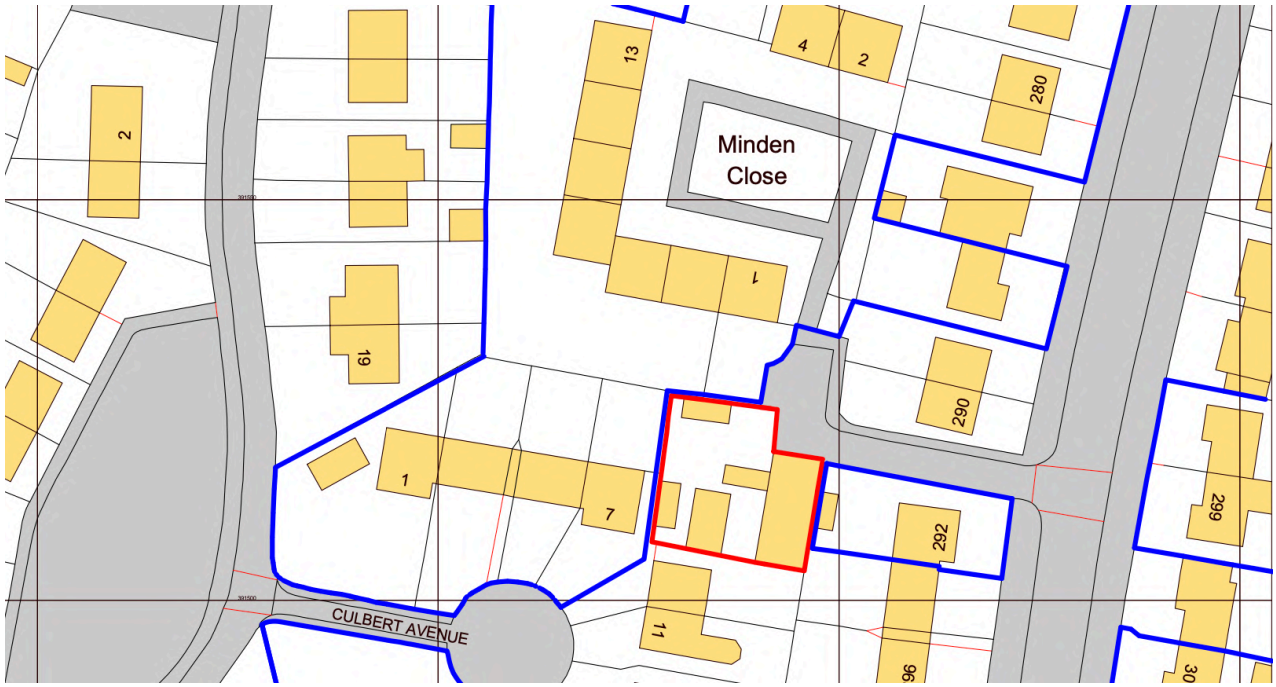
1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Southway Housing Trust (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on Minden Close in Burnage, Manchester.

1.1.2 The proposed development comprises 2no. 1-bedroom residential bungalows, with associated car parking and landscaping. The proposed development also includes cycle parking, private gardens and an external bin collection point. The indicative site boundary is shown in red in Figure 1.1.

Figure 1.1 : Indicative Site Boundary (Source: Triangle Architects)



1.1.3 This Transport Note (TN01) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, accessibility via sustainable transport modes, on-site parking provision, servicing and expected trip generation.

2. Existing Conditions

2.1 Site Location

2.1.1 The development site is located in Burnage, c.1.1km northeast of Didsbury, c.2km west of Heaton Mersey and c.1.8km southeast of West Didsbury.

2.1.2 The strategic site location is shown on Figure 2.1.

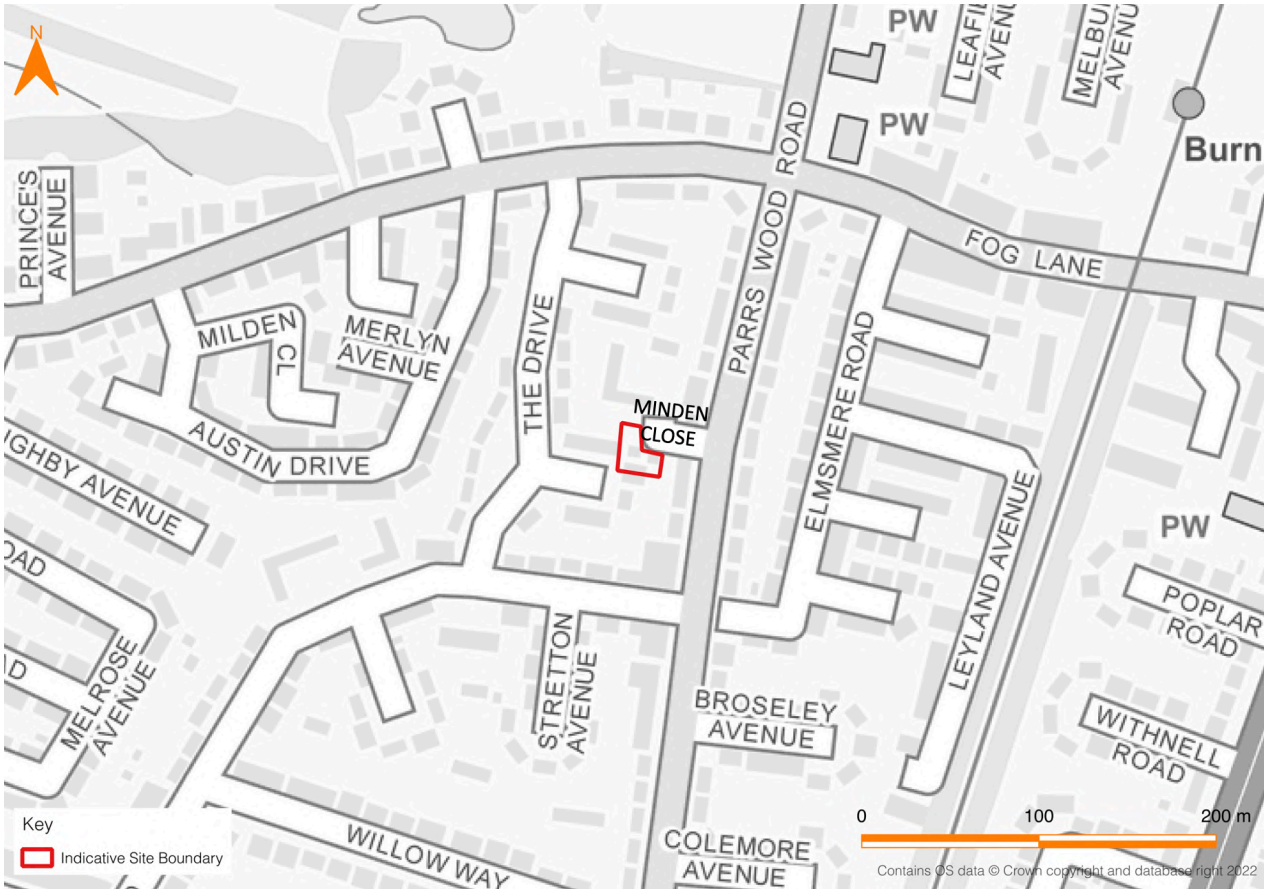
Figure 2.1 : Site Location Plan



2.2 Local Highway Network

2.2.1 The development site is accessed directly from Minden Close and is bound in all directions by existing residential dwellings. The location of the site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Minden Close

2.2.2 Minden Close is a c.3.8m wide two-way single carriageway extending in a broadly east-west alignment between the development site and Parrs Wood Road. Minden Close is subject to a 20mph speed limit.

2.2.3 Footway provision along Minden Close is limited to a c.1m wide footway on the northern side of the carriageway. However, as the route is a cul-de-sac that serves the development site and provides pedestrian access to the residential units located to the north, it is subject to very low numbers of vehicle movements and would effectively function as a shared surface road.

2.2.4 From the development site boundary, Minden Close extends for c.30m to the west before forming the minor arm of a priority junction with Parrs Wood Road. At the junction, dropped kerbs are provided and enable pedestrian access to the footway on the western side of Parrs Wood Road.

Parrs Wood Road

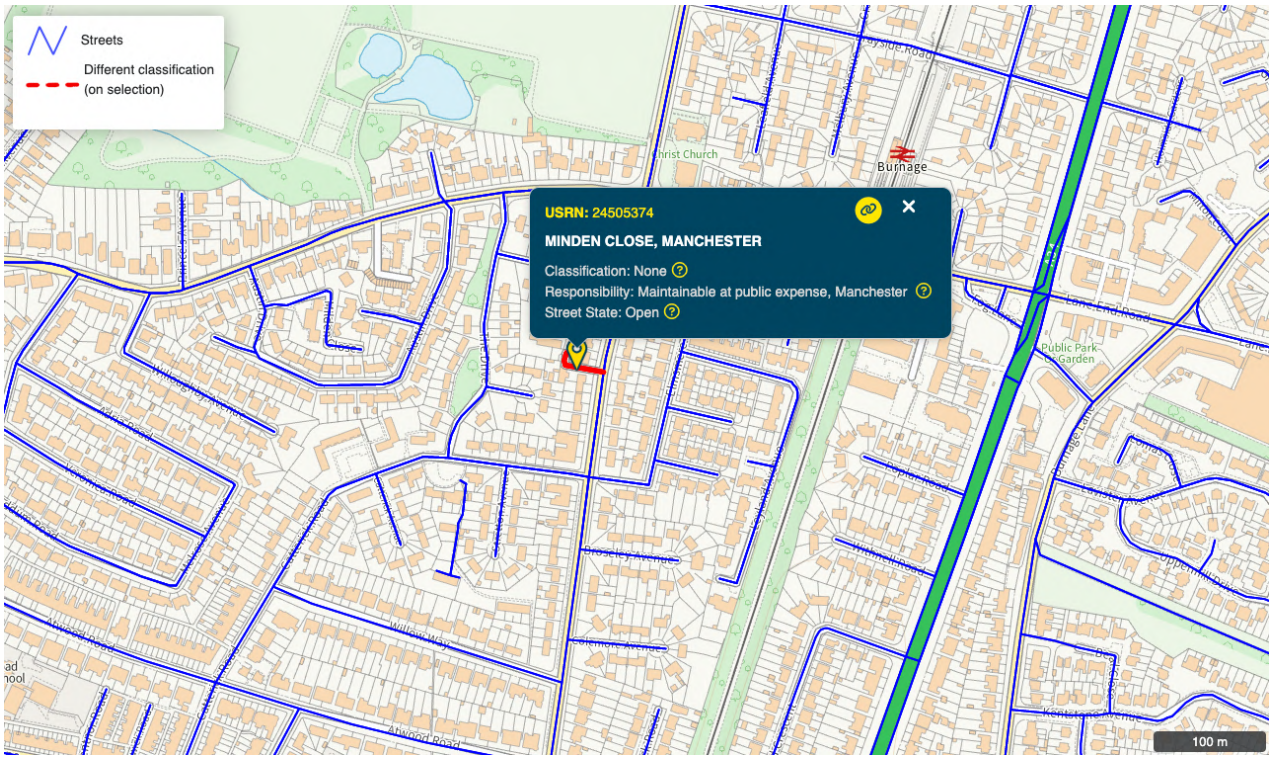
2.2.5 In the site vicinity, Parrs Wood Road is a c.7.3m wide two-way single carriageway with a single lane in each direction, extending in a broadly north-south alignment to the east of Minden Close. Parrs Wood Road is subject to a 30mph speed limit.

2.2.6 Parrs Wood Road provides c.3m wide footways and a network of street lighting columns on both sides of the carriageway. Parrs Wood Road connects with Fog Lane to the north and School Lane and benefits from the presence of bus stops that provide access to both northbound and southbound services.

2.3 Adopted Highway

2.3.1 As shown in Figure 2.3, both Minden Close and Parrs Wood Road form part of the adopted highway boundary and are maintainable at the public's expense

Figure 2.3 : Adopted Highway Information (Source: GeoPlace)



2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoW) within the site boundary.

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed affordable residential development consists of 2no. 1-bedroom bungalows. The proposed development also includes 2no. on-site parking spaces, external cycle storage, private gardens and an external bin collection point.

3.1.2 The proposed site layout is shown in Figure 3.1, with full plans attached in Appendix A.

Figure 3.1 : Proposed Site Layout (Source: Triangle Architects)



3.2 Site Access Arrangement

3.2.1 Both bungalows will have direct frontage onto Minden Close. The pedestrian and vehicular access route via the existing priority access between Minden Close / Parrs Wood Road will remain unchanged. Minden close currently serves the existing storage facility and provides pedestrian access to / from the existing residential dwellings to the north.

3.3 Proposed Parking Provision

3.3.1 The proposed development includes 2no. 3m x 6m on-site car parking spaces, with 1no. space allocated to each dwelling. Each unit will be provided with an Electric Vehicle Charging Point (EVCP).

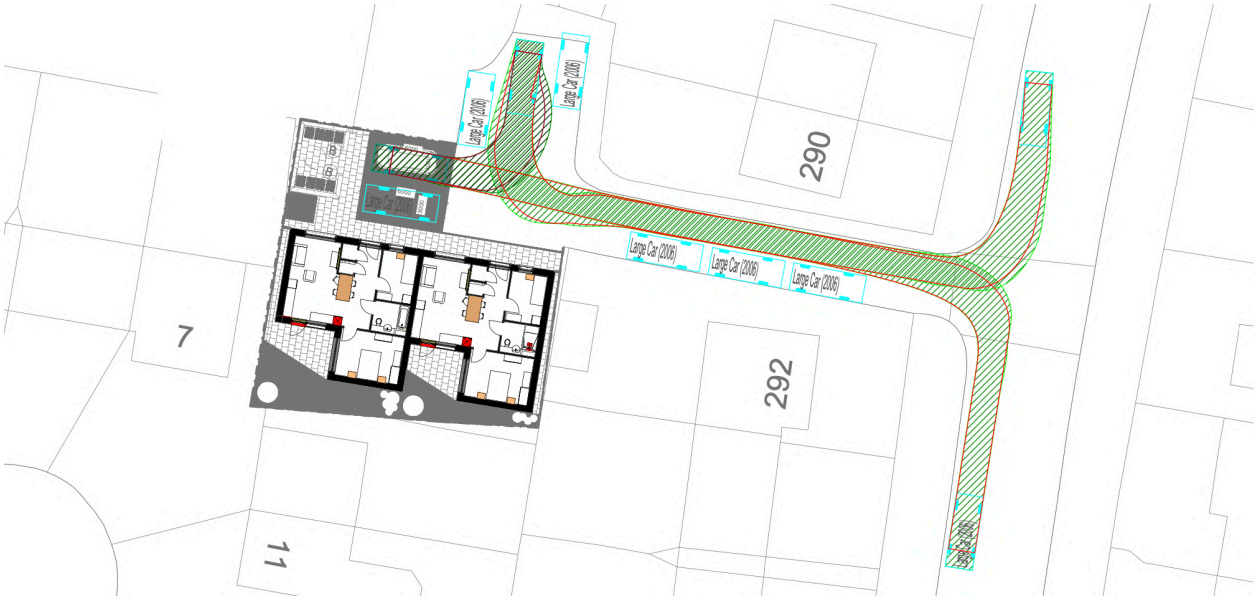
3.3.2 100% cycle provision will also be provided at the site, and this will be provided in the form of a secure covered external cycle store.

3.4 Swept Path Analysis

3.4.1 To demonstrate that the proposed car parking spaces can be accessed by residents of the proposed development when on-street parking occurs along Minden Close, MCC requested that swept path anlaysis was undertaken for a large car. This is shown in Figure 3.2 and on **Drawing J32-7263-PS-001**, attached in Appendix B.

3.4.2 Despite the presence of parked cars along Minden Close, the analysis shows that a large car can access the proposed parking spaces and manoeuvre safely along Minden Close.

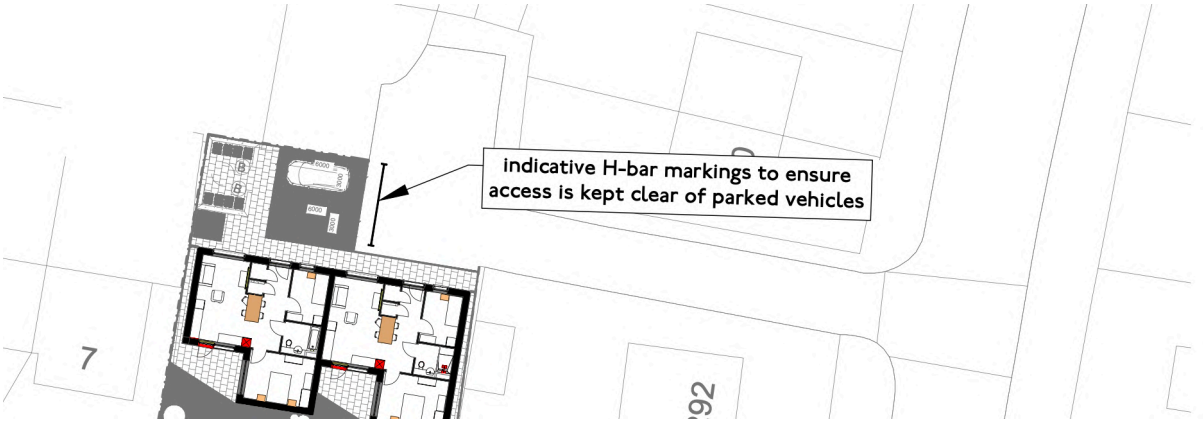
Figure 3.2 : Swept Path Analysis



3.5 Indicative Mitigation Measures

3.5.1 H-bar markings are proposed along Minden Close to the east of the proposed parking spaces. This was requested by MCC during scoping to prevent inconsiderate parking. The indicative arrangement is shown in Figure 3.3 and on **Drawing J32-7263-PS-001**, attached in Appendix B.

Figure 3.3 : Indicative H-bar Markings



3.6 Servicing and Delivery Arrangements

3.6.1 Refuse collection will be undertaken in accordance with the existing arrangement for the storage unit and bungalow units located directly to the north of Minden Close. It is assumed that these units are serviced from Parr's Wood Road and waste operators collect the bins on foot.

3.6.2 MCC indicated at scoping that they would accept two more units being serviced in this manner.

4. Sustainable Accessibility

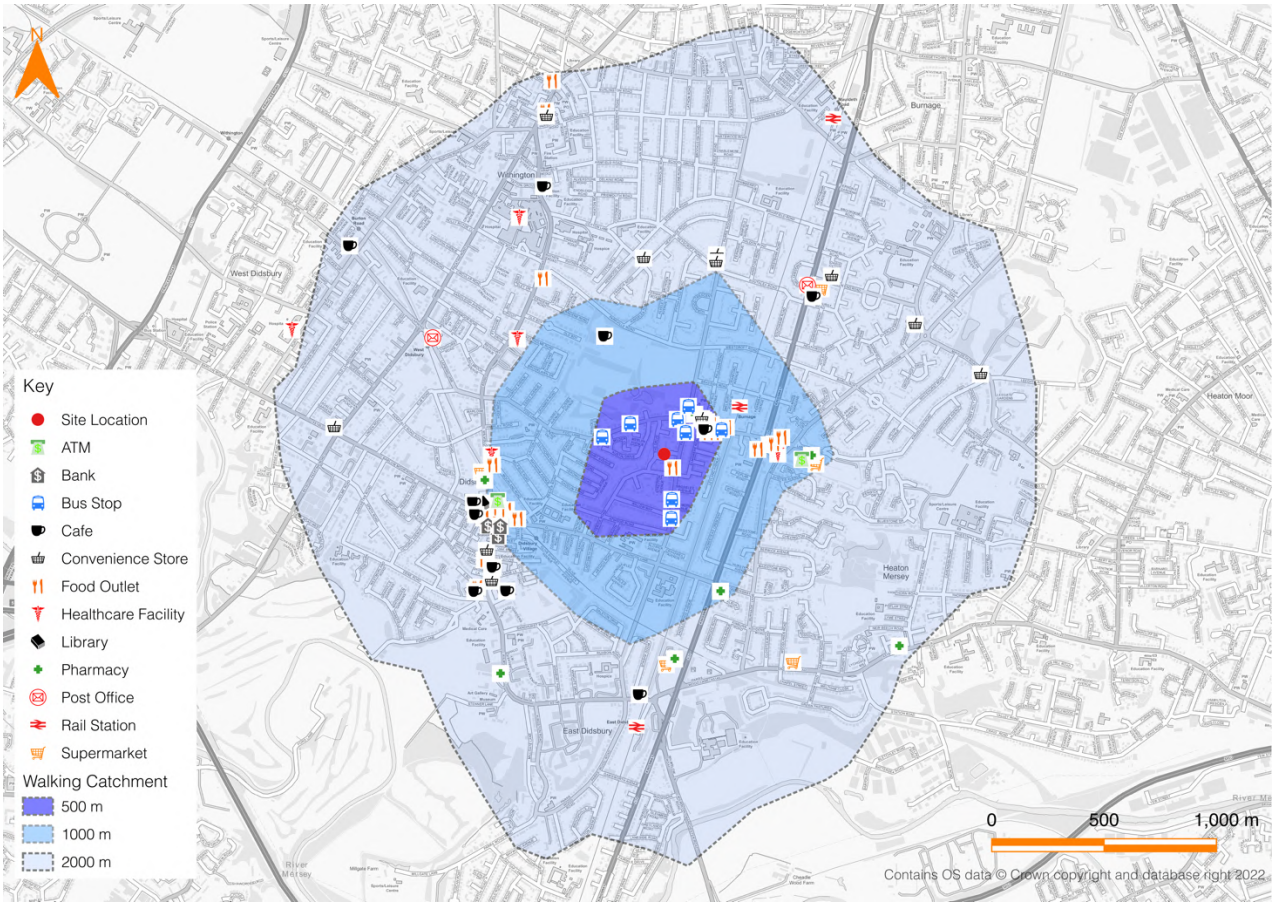
4.1 Pedestrian Accessibility

4.1.1 Current Government policy and guidance places great emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 As described previously, a network of existing footways is provided on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.1.3 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Local Amenities Catchment Plan



4.1.4 As shown in Figure 4.1, the development site is located in a predominantly residential area and a range of local amenities are accessible within a 500m walking catchment, including, several bus stop, a café's and food outlets. Further amenities including a railway station, banks, a doctor's surgery and a pharmacy are also accessible within a 1000m walking catchment of the site.

4.1.5 Based on the site's proximity to both local public transport services and good quality footways on the local highway network, walking can be considered to be a realistic method of travel as an alternative to private car trips.

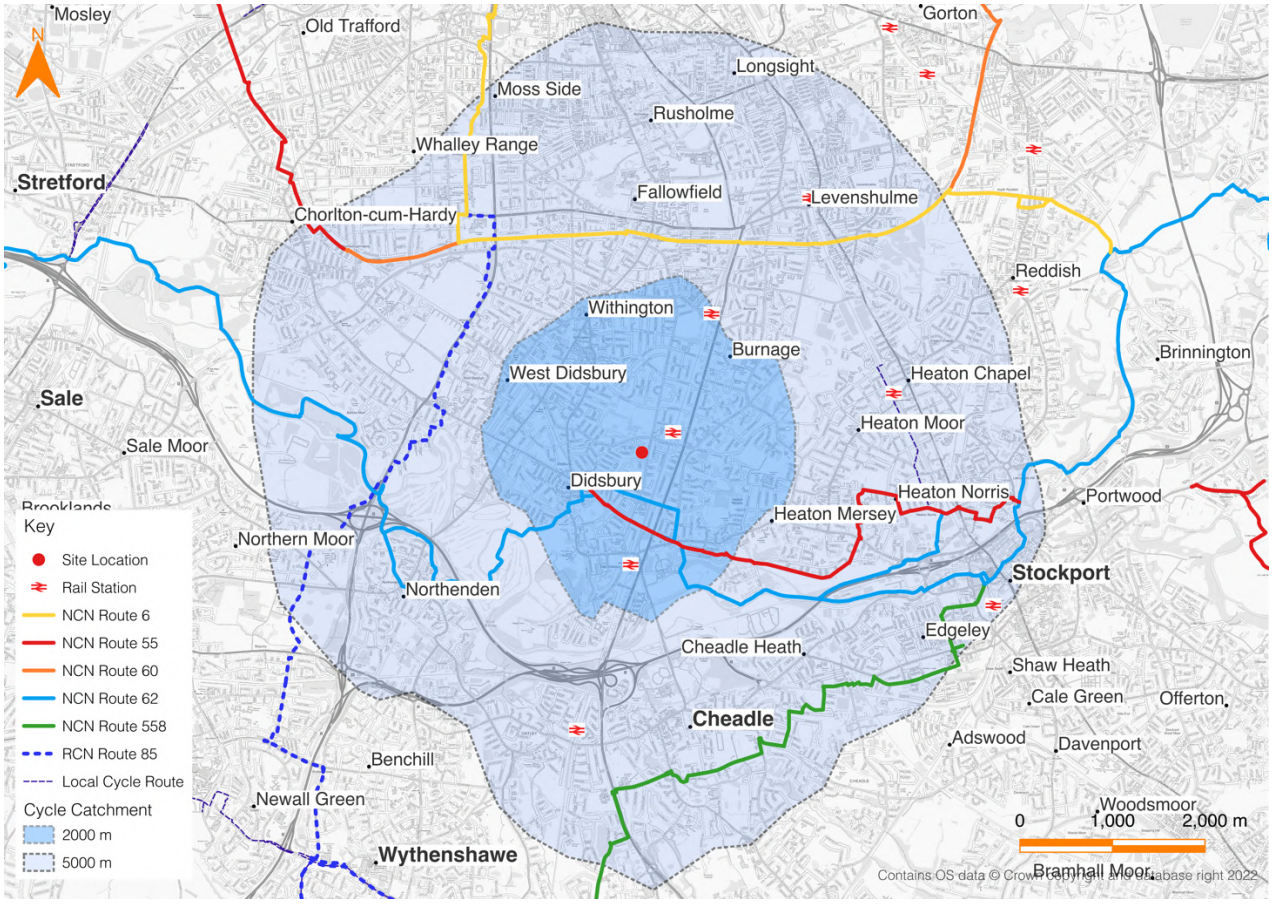
4.2 Cycle Accessibility

4.2.1 Cycle accessibility is dependent on both the proximity of local amenities and presence of quality infrastructure, as with pedestrian accessibility. Such infrastructure, it must be noted, can be shared with both pedestrians and vehicles, alongside dedicated cycle infrastructure.

4.2.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

4.2.3 Figure 4.2 shows the cycling catchment area around the proposed development site for 2km and 5km catchments.

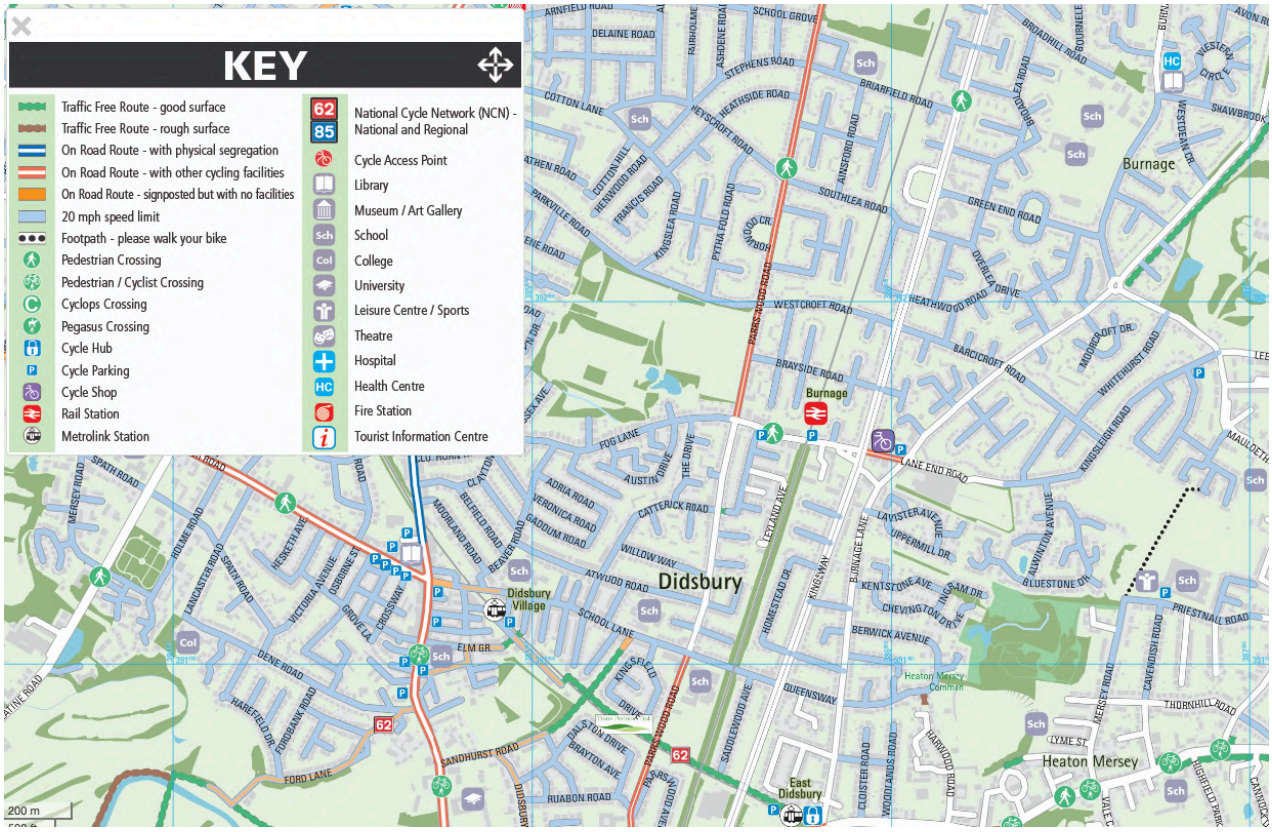
Figure 4.2 : Cycle Catchment Plan



4.2.4 As shown on Figure 4.2, the local centres of Burnage, Didsbury and West Didsbury are located within the 2km cycle catchment. NCN Routes 55 and 62 are also accessible within a 2km cycle catchment and both of which connect with further National and Regional Cycle routes to the east and west of the site.

4.2.5 In addition to the national cycle routes available within the vicinity of the site, local cycle routes are available around in Burnage to the north and Didsbury to the south . These are shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes (Source : TfGM)



4.2.6 As shown in Figure 4.3, there is a network of local on and off-road cycle routes within a close proximity of the site .

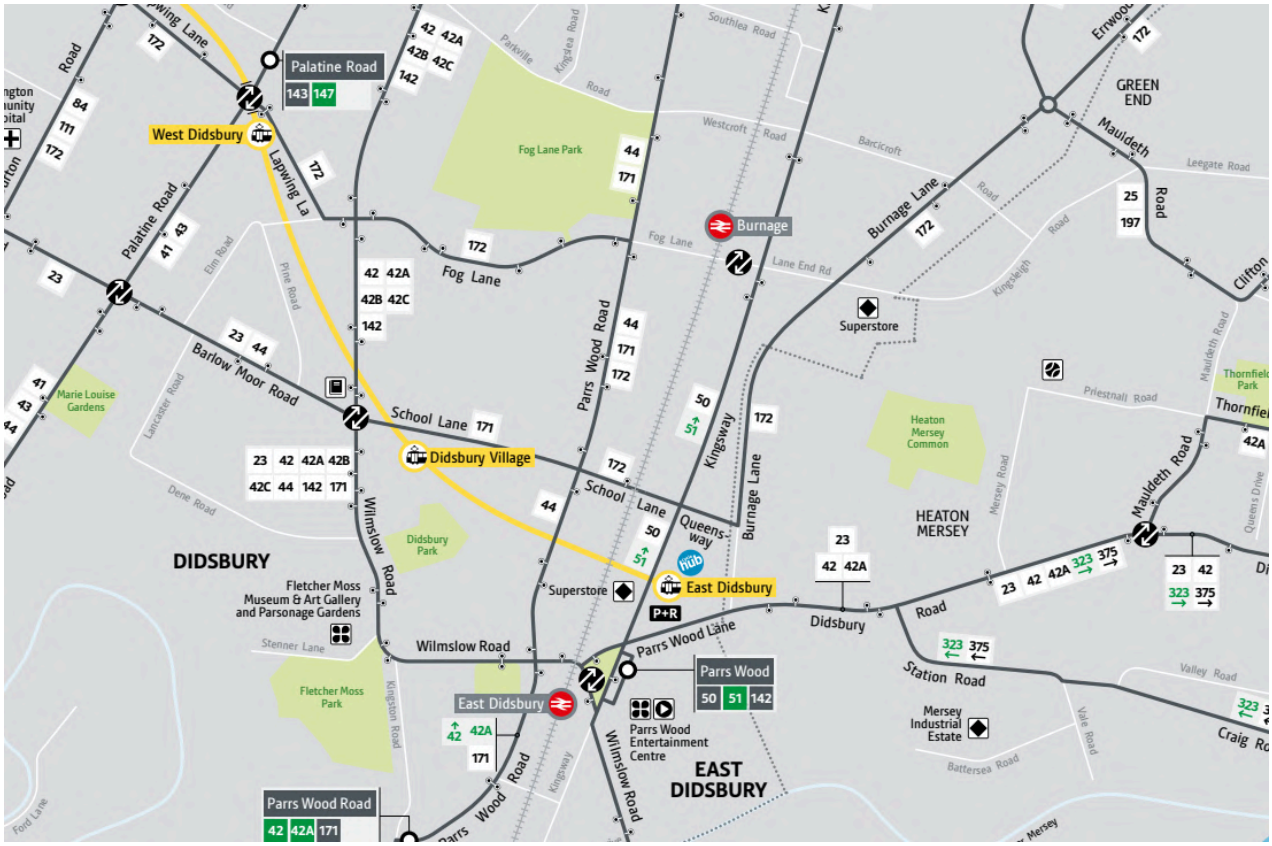
4.2.7 Considering the close proximity of local cycle routes and accessibility to local areas, as well as the presence of serval national cycle routes within the cycling catchment, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

4.3 Public Transport

Local Bus Services

4.3.1 Figure 4.4 shows a map of the local bus routes operating within close the proximity of the development site.

Figure 4.4 : Map of Local Bus Routes (Source: TfGM)



4.3.2 Figure 4.4 shows that several services operate along Parrs Wood Road, accessible at 2no. bus stops located within a 250m walking catchment of the site.

4.3.3 Table 4.1 provides a summary of local bus services accessible from the bus stops located on Parrs Wood Road. Full bus timetables are attached in Appendix B.

Table 4.1 : Local Bus Services – Parrs Wood Road

Service No.	Route	Frequency (services / hour)			
		AM	PM	Sat	Sun
44	Altrincham – Didsbury – Burnage - Manchester	2	2	2	No Service
171/172	Didsbury – Burnage – Newton Heath	4	4	2	2

4.3.4 As shown in Table 4.1, regular bus services provide the site with access to Manchester City Centre, Newton Heath, Didsbury and Altrincham with services available on both weekdays and weekends.

Rail Services

4.3.5 The closest railway station, Burnage, is c.550m (6-minute walk) from the site. Table 4.2 provides a summary of routes and durations of local rail services accessible from Burnage Station.

Table 4.2 : Direct Rail Services from Burnage Station

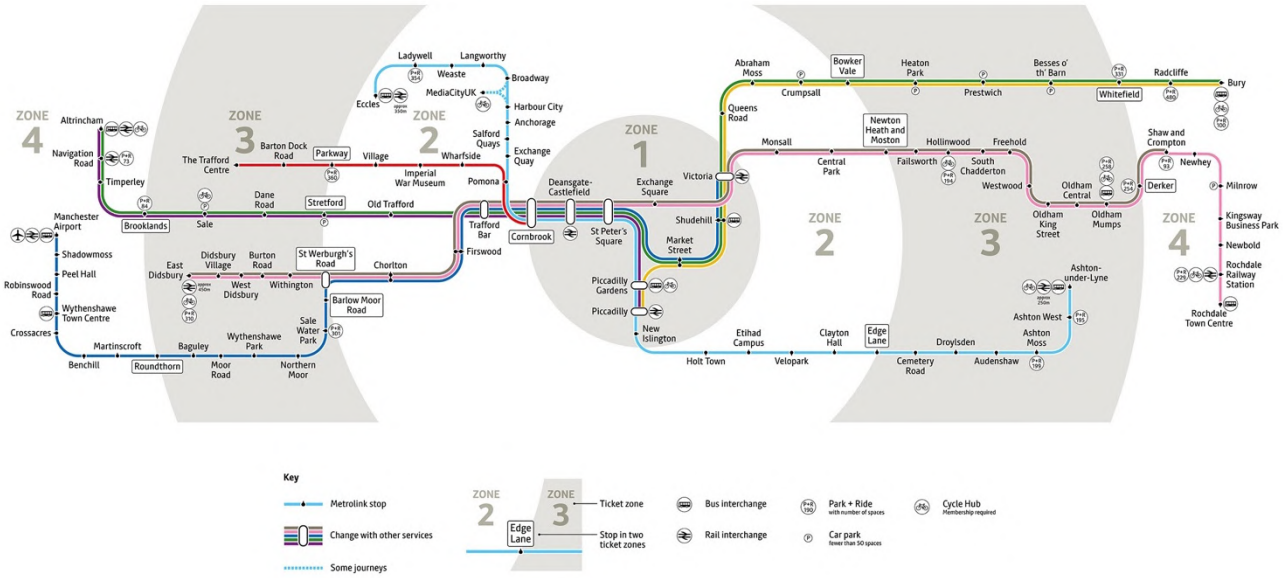
Destination	Approx. Frequency	Approx. Journey Time
Manchester Airport	1 service / hour	12 minutes
Manchester Piccadilly	1 service / hour	10 minutes
Crewe	1 service / hour	55 minutes
Liverpool Lime Street	1 service / hour	1 hour 10 minutes

4.3.6 Table 4.2 shows that direct rail services are available from Heald Green Station, including Manchester Airport, Manchester Piccadilly, Liverpool Lime Street and Crewe.

Tram Services

4.3.7 The closest tram stop is East Didsbury c.1100m (14-minute walk) to the south of the site which served by Metrolink services between Shaw and Crompton and Rochdale Town Centre (Pink Line), as shown in Figure 4.5.

Figure 4.5 : Greater Manchester Tram Network Map (source: TfGM)



4.3.8 Services to both locations are available approximately every 12 minutes.

4.3.9 The site is therefore accessible via the TfGM Metrolink network and provides access to key amenities and popular locations across Greater Manchester.

4.3.10 The accessibility and frequency of local bus, train and tram services demonstrates the site's sustainable accessibility to a wide range of destinations, particularly as an alternative to private cars trips for commuting or visitor trips.

4.4 Summary

4.4.1 In summary, it has been shown that the site benefits from excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport, thereby offering a realistic altermatic to single occupancy car trips.

4.4.2 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.4.3 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 Trip Generation

5.1.1 On the basis that the site currently operates as a storage facility for Southway Housing Trust, it is not expected that the proposed development would result in a net increase in peak hour or daily vehicle movements.

5.1.2 As a worse case, it is anticipated that the proposed development to generate no more than 2no. vehicle trips peak hour (1no. vehicle movement per dwelling in each peak).

5.1.3 However, as requested by MCC during scoping and to provide some certainty , a TRICS assessment has been undertaken.

5.2 TRICS Trip Rates

5.2.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential use. Vehicle trip rates have been derived from the TRICS database (v7.8.3) using the *'Residential –Houses Privately Owned'* land use category.

5.2.2 The TRICS Trip rates attached in Appendix C, were previously agreed between Mode and LCC for a similar residential scheme in Manchester.

5.2.3 It should also be noted that the TRICS surveys conducted after February 2020 were excluded due to the potential impact of the COVID19 pandemic on travel behaviour. Sites in Greater London were also removed.

5.2.4 The vehicle TRICS trip rates during the AM and PM peaks are summarised in Table 5.1. Full TRICS outputs are attached in Appendix E.

Table 5.1 : TRICS Trip Rates (per dwelling) – Vehicles

TRICS Land Use Category	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential – Houses Privately Owned	0.151	0.453	**0.604**	0.366	0.201	**0.567**
Proposed Development (2no. dwellings)	0	1	**1**	1	0	**1**

5.2.5 As shown in Table 5.1, the residential development is expected to generate **1** two-way trips during the AM peak hour and **1** two-way trips during the PM peak hour.

5.3 Summary

5.3.1 The proposed development is expected to generate **1** two-way trips during the AM peak period and **1** two-way trips during the PM peak period. In terms of traffic impact on the local highway network, the proposed development is expected to generate 1 trip every 60 minutes on average during the AM and PM peak periods.

5.3.2 On this basis, the proposed development is not anticipated to have a severe impact on the local highway network, in line with the guidance set out in the National Planning Policy Framework (NPPF), which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by Southway Housing Group to provide transport planning and highways advice in relation to a planning application for a residential development on Minden Close in Burnage, Manchester.

6.1.2 The proposed development comprises 2no. 1-bedroom residential bungalows, with associated car parking and landscaping. The proposed development also includes cycle parking, private gardens and an external bin collection point.

6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results demonstrate that:

- In accordance with local and national policy and guidance, the site is accessible via a range of sustainable modes of public transport, including walking, cycling and public transport. These provide accessible and realistic alternatives to single-occupancy car travel;
- The proposed parking provision includes 2no. on-site car parking spaces, allocating 1no. spaces to each dwelling. 100% cycle provision will also be provided at the site, and this will be in the form of a secure covered external cycle store;
- Refuse collection will be undertaken in accordance with the current arrangement for the storage unit and bungalow units located directly to the north of Minden Close;
- The proposed development will produce a low number of vehicle trips during the peak hours, equating to **1** two-way trip during the AM peak hour and **1** two-way trip during the PM peak hour. This equates to 1 trip every 60 minutes on the local highway network during each peak hour; and
- Based on the expected trip generation it can be concluded that the proposed development will have a negligible impact on the local highway network, and certainly not a 'severe' impact, which is the threshold under which development should not be prevent or refused on highways grounds according to paragraph 116 of the National Planning Policy Framework (NPPF).

6.2 Summary

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transportation reasons that prevents this planning application from being approved.

APPENDIX A Proposed Site Layout



Proposed Site Plan

1 : 200

APPENDIX B Indicative Mitigation Measures and Swept Path Analysis



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Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

APPENDIX C Bus Timetables

Transport for Greater Manchester

From 24 April
44
Rerouted between Fallowfield and West Didsbury to run via Yew Tree Road, Mauldeth Road, Parrs Wood Road and Wilmslow Road and extended to Altrincham via Timperley, replacing bus 288. The section of route between West Didsbury and Withington via Burton Road and Dermot Murphy Close is replaced by new route 84. All journeys will be run by Little Gem

Bus

44

Easy access on all buses

Altrincham
Timperley
Wythenshawe Hospital
Baguley
Sharston
Northenden
West Didsbury
Didsbury
East Didsbury
Burnage
Withington
Fallowfield
Moss Side
University of Manchester
Manchester

From 24 April 2022

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

PO Box 429, Manchester, M60 1HX
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Operated by
Little Gem

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses

Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.
Main stops on the route are listed on the left.
Where no time is shown against a particular stop, the bus does not stop there on that journey.
Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Little Gem
Lyntown Trading Estate
186 Old Wellington Road
Eccles
Manchester
M30 9QG
Telephone 0161 789 4545
email info@littlegem.info

Travelshops

Altrincham Interchange
Mon to Fri 6.40am to 8.20pm
Saturday 7.10am to 8.20pm
Sunday* 9.20am to 4.50pm

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sunday 8am to 1.15pm and 2pm to 4pm
Public holidays 8am to 5.20pm

Wythenshawe Interchange
Mon to Fri 7am to 5.30pm
Saturday 8.30am to 1.15pm and 2pm to 4pm
Sunday* Closed

*Including public holidays

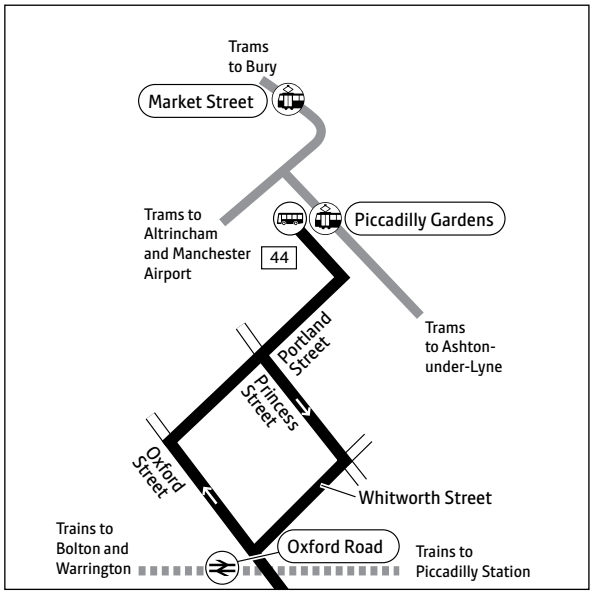
Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

44

Key

- Bus route
- Hail and ride: passengers can get on or off the bus wherever it is safe
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 44 Terminus

Route in Manchester city centre



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Mondays to Fridays

				SH	SD		
Altrincham Girls Grammar School					1545		
Loreto Grammar School					1555		
Altrincham, Interchange	0652		1452	1552	1559	1652	1755
Timperley, Stonemasons Arms	0659		1459	1559	1606	1659	1802
Wythenshawe Hospital	0709		1509	1609	1615	1709	1812
Baguley, McDonalds	0717	and	1517	1617	1623	1717	1820
Northenden, Tesco	0723	every	1523	1623	1629	1723	1826
East Didsbury, Cricket Club	0734	hour	1534	1634	1640	1734	1837
Withington, Wilmslow Road	0743	until	1543	1643	1649	1743	1846
Moss Side, Aldi	0749		1549	1649	1655	1749	1852
Manchester Royal Infirmary	0757		1557	1657	1703	1757	1900
Manchester, Piccadilly Gardens	0809		1609	1709	1715	1809	1912

Saturdays

Altrincham, Interchange		0852		1652	1755
Timperley, Stonemasons Arms		0859		1659	1802
Wythenshawe Hospital	0809	0909		1709	1812
Baguley, McDonalds	0817	0917	and	1717	1820
Northenden, Tesco	0823	0923	every	1723	1826
East Didsbury Cricket Club	0834	0934	hour	1734	1837
Withington, Wilmslow Road	0843	0943	until	1743	1846
Moss Side, Aldi	0849	0949		1749	1852
Manchester Royal Infirmary	0857	0957		1757	1900
Manchester, Piccadilly Gardens	0909	1009		1809	1912

Bus 44 does not run on Sundays or public holidays
Bus 44 is provided with the financial support of Transport for Greater Manchester
SD – Schooldays only
SH – School holidays only
♿ – All bus 44 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

		SD	SH				
Manchester, Piccadilly Gardens	0621	0701	0701	0821		1721	1821
Manchester Royal Infirmary	0636	0716	0716	0836		1736	1836
Moss Side, Aldi	0643	0723	0723	0843		1743	1843
Withington, Wilmslow Road	0649	0729	0729	0849	and	1749	1849
East Didsbury, Cricket Club	0658	0738	0738	0858	every	1758	1858
Northenden, Tesco	0709	0749	0749	0909	hour	1809	
Baguley, McDonalds	0716	0756	0756	0916	until	1816	
Wythenshawe Hospital	0722	0802	0802	0922		1822	
Timperley, Stonemasons Arms	0732	0812	0812	0932		1832	
Altrincham, Interchange	0740	0820	0820	0940		1840	
Loreto Grammar School		0825					
Altrincham Girls Grammar School		0830					

Saturdays

Manchester, Piccadilly Gardens	0821		1721
Manchester Royal Infirmary	0836		1736
Moss Side, Aldi	0843		1743
Withington, Wilmslow Road	0849	and	1749
East Didsbury Cricket Club	0858	every	1758
Northenden, Tesco	0909	hour	1809
Baguley, McDonalds	0916	until	1816
Wythenshawe Hospital	0922		1822
Timperley, Stonemasons Arms	0932		1832
Altrincham, Interchange	0940		1840

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Transport for Greater Manchester

From 30 October

172

The Monday to Friday journey at 1749 from Newton Heath is retimed to run 9 minutes earlier

Buses

171 172

Easy access on all buses

Southern Cemetery
West Didsbury
Didsbury
East Didsbury
Burnage
Levenshulme
Ryder Brow
Gorton
Openshaw
Clayton
Newton Heath

Including bus 172 journeys to/from Chorlton on Sundays and public holidays

From 30 October 2022

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

PO Box 429, Manchester, M60 1HX
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Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses

Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.
Main stops on the route are listed on the left.
Where no time is shown against a particular stop, the bus does not stop there on that journey.
Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.



0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm

Operator details

Stagecoach
Head Office
Hyde Road
Ardwick
Manchester
M12 6JS
Telephone 0345 241 8000
Email manchester.enquiries@stagecoachbus.com
Twitter @stagecoachGM

Travelshops

Ashton-under-Lyne Interchange
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sunday 8.30am to 1.15pm and 2pm to 4pm
Public hols 8am to 5.20pm

Stockport Mersey Square
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

*Including public holidays

Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

Mondays to Fridays

East Didsbury, Millgate Lane	0635	0735	0831	0935		1235	1335	1435	1535	1635	1735	1835
East Didsbury, Cricket Club	0638	0738	0834	0938		1238	1338	1438	1538	1639	1738	1838
Didsbury, School Lane	0641	0742	0838	0941		1241	1341	1441	1542	1643	1742	1841
Fog Lane Park	0646	0749	0843	0946		1246	1346	1447	1548	1650	1748	1846
Levenshulme, Train Station	0657	0804	0857	0957	and	1257	1357	1500	1602	1706	1803	1857
Matthews Lane/Mount Road	0701	0811	0903	1002	every	1302	1402	1507	1608	1712	1808	1902
Ryder Brow, Highgate Crescent	0706	0817	0907	1006	hour	1306	1406	1514	1615	1716	1812	1907
Ryder Brow, Sacred Heart Church	0708	0819	0909	1008	until	1308	1408	1516	1617	1718	1814	1910
Gorton, Tesco	0716	0829	0918	1015		1315	1415	1529	1630	1726	1822	1915
Openshaw, Lidl	0722	0836	0924	1021		1321	1421				1828	1921
Droylsden, Chatsworth Road	0734	0851	0936	1032		1332						1932
Newton Heath, Old Church Street	0743	0900	0945	1041		1341						1941

Saturdays

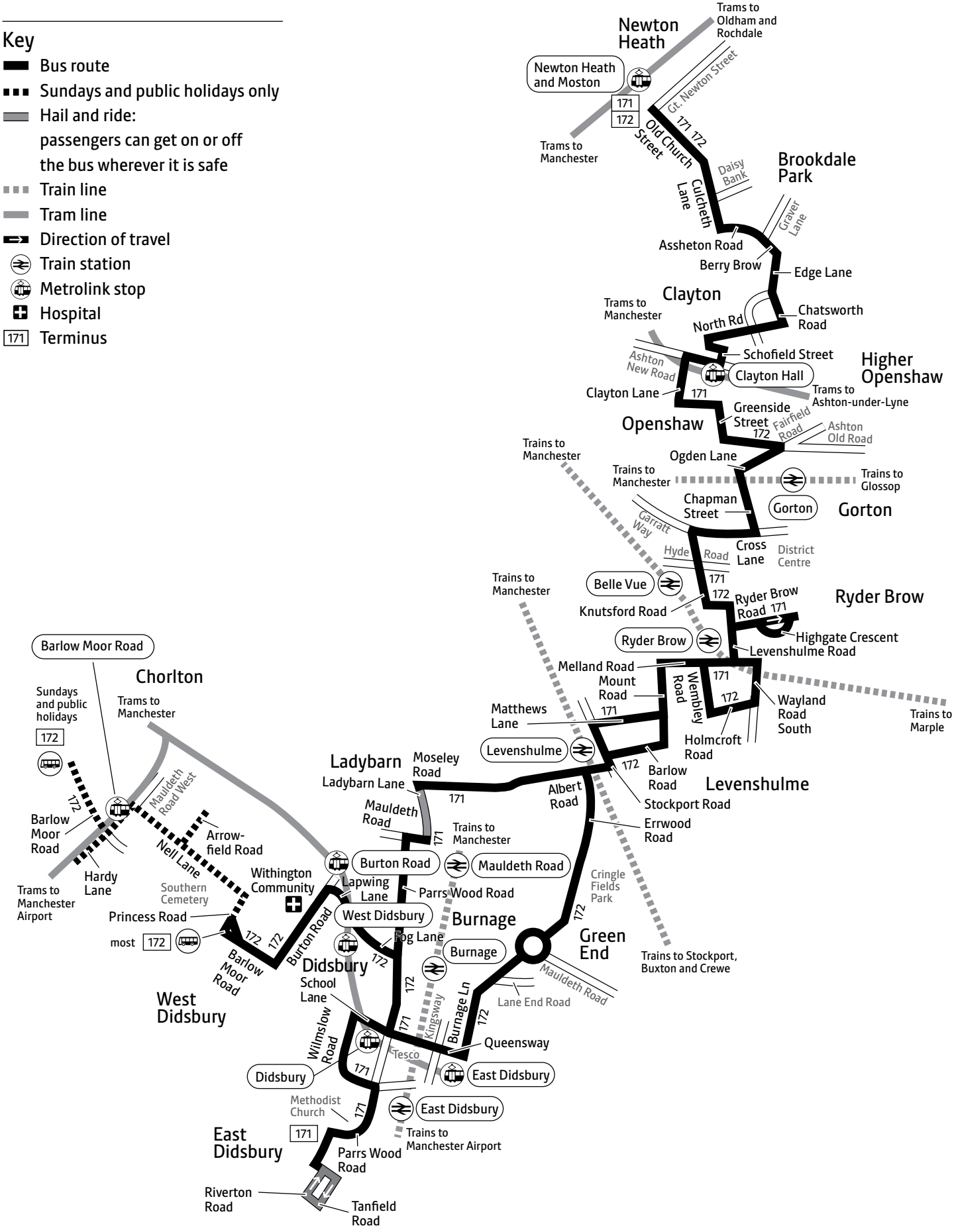
East Didsbury, Millgate Lane		0935		1735	1835
East Didsbury, Cricket Club		0938		1738	1838
Didsbury, School Lane		0941		1741	1841
Fog Lane Park		0946		1746	1846
Levenshulme, Train Station	0857	0957	and	1757	1857
Matthews Lane/Mount Road	0902	1002	every	1802	1902
Ryder Brow, Highgate Crescent	0906	1006	hour	1806	1906
Ryder Brow, Sacred Heart Church	0908	1008	until	1808	1908
Gorton, Tesco	0915	1015		1815	1915
Openshaw, Lidl	0921	1021		1821	
Droylsden, Chatsworth Road	0932	1032		1832	
Newton Heath, Old Church Street	0941	1041		1841	

Bus 171 does not run on Sundays or public holidays

Bus 171 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 171 journeys are run using easy access buses. See inside front cover of this leaflet for details

171 172



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Mondays to Fridays

Newton Heath, Old Church Street		0659	0807	0920		1320					
Clayton, North Road		0707	0815	0927		1327					
Higher Openshaw, Morrisons		0726	0832	0939		1339	1436	a			1839
Gorton, Tesco	0647	0739	0845	0950		1350	1441	1543	1641	1746	1850
Ryder Brow, Sacred Heart Church	0650	0744	0849	0953	and	1353	1446	1547	1645	1750	1853
Ryder Brow, Glenside Avenue	0652	0746	0851	0955	every	1355	1448	1549	1647	1752	1855
Matthews Lane/Mount Road	0657	0751	0856	0959	hour	1359	1456	1555	1652	1757	1859
Levenshulme, Train Station	0703	0757	0902	1004	until	1404	1503	1602	1658	1803	1904
Fog Lane Park	0713	0808	0913	1014		1414	1513	1613	1710	1813	1914
Didsbury, School Lane	0720	0816	0920	1021		1421	1520	1621	1719	1820	1921
East Didsbury, Cricket Club	0724	0820	0924	1025		1425	1524	1625	1724	1824	1925
East Didsbury, Riverton Road	0730	0826	0930	1030		1430	1530	1631	1730	1830	1930
East Didsbury, Millgate Lane	0732	0828	0932	1032		1432	1532	1633	1732	1832	1932

Saturdays

Newton Heath, Old Church Street		0920		1720	1820
Clayton, North Road		0927		1727	1827
Higher Openshaw, Morrisons		0939		1739	1839
Gorton, Tesco		0950		1750	1850
Ryder Brow, Sacred Heart Church		0953	and	1753	1853
Ryder Brow, Glenside Avenue		0955	every	1755	1855
Matthews Lane/Mount Road		0959	hour	1759	1859
Levenshulme, Train Station	0904	1004	until	1804	1904
Fog Lane Park	0914	1014		1814	
Didsbury, School Lane	0921	1021		1821	
East Didsbury, Cricket Club	0925	1025		1825	
East Didsbury, Riverton Road	0930	1030		1830	
East Didsbury, Millgate Lane	0932	1032		1832	

Bus 171 does not run on Sundays or public holidays

Bus 171 is provided with the financial support of Transport for Greater Manchester

a – On college days starts from Wright Robinson Sports College at 1535

♿ – All bus 171 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Southern Cemetery, Bus Station	0544	0704	0804	0904		1304	1404	1504	1604	1704	1804	1856	1959	2102	2205	2308
Withington Community Hospital	0546	0706	0806	0906		1306	1406	1506	1606	1706	1806	1858	2001	2104	2207	2310
West Didsbury, Metrolink Stop	0549	0709	0810	0909		1309	1409	1510	1610	1710	1809	1900	2003	2106	2209	2312
Fog Lane Park	0553	0714	0814	0913		1313	1413	1515	1615	1715	1814	1903	2006	2109	2212	2315
Errwood Road/Crossley Road	0603	0727	0828	0923	and	1323	1423	1528	1631	1730	1827	1912	2015	2118	2221	2324
Levenshulme, Train Station	0607	0731	0832	0927	every	1327	1427	1533	1635	1734	1831	1916	2019	2122	2225	2328
Matthews Lane/Mount Road	0612	0738	0839	0932	hour	1332	1433	1539	1641	1739	1836	1919	2022	2125	2228	2331
Ryder Brow, Hemsworth Road	0617	0744	0845	0937	until	1337	1440	1545	1646	1744	1841	1924	2027	2130	2233	2336
Ryder Brow, Sacred Heart Church	0620	0749	0849	0940		1340	1444	1550	1650	1747	1844	1927	2030	2133	2236	2339
Gorton, Tesco	0625	0756	0856	0945		1345	1452	1557	1656	1752	1850	1931	2034	2137	2240	2343
Openshaw, Lidl	0631	b		0951		1351	1458	1606	1704	1759	1856	1937	2040	2143	2246	
Clayton, North Road	0642			1002		1402	1512	1619	1720	1811	1907	1946	2049	2152	2255	
Newton Heath, Old Church Street	0651			1011		1411	1521	1629	1729	1819	1915	1955	2058	2201	2304	

Saturdays

Chorlton, Bus Station										0823		1823				
Chorltonville, Hardy Lane										0827		1827				
Chorlton, Arrowfield Road										0832		1832				
Southern Cemetery, Bus Station		0704		1804	1856	1959	2102	2205	2308	0837		1837	1959	2102	2205	
Withington Community Hospital		0706		1806	1858	2001	2104	2207	2310	0839		1839	2001	2104	2207	
West Didsbury, Metrolink Stop		0709		1809	1900	2003	2106	2209	2312	0841		1841	2003	2106	2209	
Fog Lane Park		0713		1813	1903	2006	2109	2212	2315	0845	and	1845	2006	2109	2212	
Errwood Road/Crossley Road		0723	and	1823	1912	2015	2118	2221	2324	0853	every	1853	2015	2118	2221	
Levenshulme, Train Station	0627	0727	every	1827	1916	2019	2122	2225	2328	0858	hour	1858	2019	2122	2225	
Matthews Lane/Mount Road	0632	0732	hour	1832	1919	2022	2125	2228	2331	0903	until	1903	2022	2125	2228	
Ryder Brow, Hemsworth Road	0637	0737	until	1837	1924	2027	2130	2233	2336	0908		1908	2027	2130	2233	
Ryder Brow, Sacred Heart Church	0640	0740		1840	1927	2030	2133	2236	2339	0911		1911	2030	2133	2236	
Gorton, Tesco	0645	0745		1845	1931	2034	2137	2240	2343	0915		1915	2034	2137	2240	
Openshaw, Lidl	0651	0751		1851	1937	2040	2143	2246		0921		1921	2040	2143	2246	
Clayton, North Road	0702	0802		1902	1946	2049	2152	2255		0932		1932	2049	2152	2255	
Newton Heath, Old Church Street	0711	0811		1911	1955	2058	2201	2304		0941		1941	2058	2201	2304	

Sundays and public holidays (except Christmas and New Year period)

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus 172 is provided with the financial support of Transport for Greater Manchester. b – On college days continues to Wright Robinson Sports College arriving at 0803

♿ – All bus 172 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Newton Heath, Old Church Street		0556	0635			0950	1050	1150	1250	1345	1438	1537	1640	1740	1855	1958	2101	2204
Clayton, North Road		0601	0642			0957	1057	1157	1257	1352	1445	1544	1647	1746	1901	2004	2107	2210
Higher Openshaw, Morrisons		0612	0656			1009	1109	1209	1309	1405	1501	1601	1704	1759	1911	2014	2117	2220
Gorton, Tesco		0621	0707	0810	0917	1020	1120	1220	1320	1416	1514	1613	1716	1810	1921	2024	2127	2230
Ryder Brow, Sacred Heart Church		0624	0711	0814	0920	1023	1123	1223	1323	1419	1518	1617	1719	1813	1923	2026	2129	2232
Ryder Brow, Wayland Road South		0626	0714	0817	0923	1025	1125	1225	1325	1422	1521	1620	1722	1815	1925	2028	2131	2234
Matthews Lane/Leybourne Avenue		0630	0720	0823	0928	1029	1129	1229	1329	1426	1526	1625	1727	1819	1929	2032	2135	2238
Levenshulme, Train Station	0514	0634	0728	0831	0934	1034	1134	1234	1334	1432	1533	1632	1733	1825	1933	2036	2139	2242
Errwood Road/Crossley Road	0518	0638	0732	0835	0938	1038	1138	1238	1338	1436	1537	1636	1737	1829	1937	2040	2143	2246
Fog Lane Park	0526	0646	0741	0845	0946	1046	1146	1246	1346	1445	1546	1645	1746	1837	1944	2047	2150	2253
West Didsbury, Metrolink Stop	0530	0650	0747	0849	0950	1050	1150	1250	1350	1449	1550	1649	1750	1841	1947	2050	2153	2256
Withington Community Hospital	0535	0655	0753	0854	0955	1055	1155	1255	1355	1454	1555	1654	1755	1845	1951	2054	2157	2300
Southern Cemetery, Bus Station	0539	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1852	1955	2058	2201	2304

Saturdays

Newton Heath, Old Church Street		0650		1750	1855	1958	2101	2204
Clayton, North Road		0657		1757	1901	2004	2107	2210
Higher Openshaw, Morrisons		0709		1809	1911	2014	2117	2220
Gorton, Tesco		0720		1820	1921	2024	2127	2230
Ryder Brow, Sacred Heart Church		0723	and	1823	1923	2026	2129	2232
Ryder Brow, Wayland Road South		0725	every	1825	1925	2028	2131	2234
Matthews Lane/Leybourne Avenue		0729	hour	1829	1929	2032	2135	2238
Levenshulme, Train Station	0634	0734	until	1834	1933	2036	2139	2242
Errwood Road/Crossley Road	0638	0738		1838	1937	2040	2143	2246
Fog Lane Park	0646	0746		1846	1944	2047	2150	2253
West Didsbury, Metrolink Stop	0650	0750		1850	1947	2050	2153	2256
Withington Community Hospital	0655	0755		1855	1951	2054	2157	2300
Southern Cemetery, Bus Station	0659	0759		1859	1955	2058	2201	2304

Sundays and public holidays (except Christmas and New Year period)

Newton Heath, Old Church Street				0855		1755	1855	1958	2101							
Clayton, North Road				0901		1801	1901	2004	2107							
Higher Openshaw, Morrisons				0913		1813	1911	2014	2117							
Gorton, Tesco		0823	0923			1823	1921	2024	2127							
Ryder Brow, Sacred Heart Church		0826	0926			1826	1923	2026	2129							
Ryder Brow, Wayland Road South		0828	0928			1828	1925	2028	2131							
Matthews Lane/Leybourne Avenue		0832	0932	and		1832	1929	2032	2135							
Levenshulme, Train Station	0736	0836	0936	every		1836	1933	2036	2139							
Errwood Road/Crossley Road	0740	0840	0940	hour		1840	1937	2040	2143							
Fog Lane Park	0748	0848	0948	until		1848	1944	2047	2150							
West Didsbury, Metrolink Stop	0752	0852	0952			1852	1947	2050	2153							
Withington Community Hospital	0756	0856	0956			1856	1951	2054	2157							
Southern Cemetery, Bus Station	0800	0900	1000			1900	1955	2058	2201							
Chorlton, Arrowfield Road	0805	0905	1005			1905										
Chorltonville, Hardy Lane	0809	0909	1009			1909										
Chorlton, Bus Station	0814	0914	1014			1914										

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus 172 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 172 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX D TRICS Outputs

Calculation Reference: AUDIT-754101-220831-0804

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
10	**WALES**		
	PS	POWYS	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 days
14	**LEINSTER**		
	WX	WEXFORD	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 73 (units:)
Range Selected by User: 4 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	4 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	15 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

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

Selected Location Sub Categories:

Residential Zone	14
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	12 days

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

Travel Plan:

Yes	3 days
No	12 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	15 days

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

LIST OF SITES relevant to selection parameters

1 **CA-03-A-05** **DETACHED HOUSES** **CAMBRIDGESHIRE**
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 **CH-03-A-11** **TOWN HOUSES** **CHESHIRE**
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

3 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

4 **DV-03-A-01** **TERRACED HOUSES** **DEVON**
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

5 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

6 **HC-03-A-23** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

7 **HI-03-A-14** **SEMI-DETACHED & TERRACED** **HIGHLAND**
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

9 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

10 **PS-03-A-02** **DETACHED/SEMI-DETACHED** **POWYS**
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

11 **RO-03-A-04** **SEMI DET. & BUNGALOWS** **ROSCOMMON**
EAGLE COURT
ROSCOMMON
ARDNANAGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

12 **SF-03-A-07** **MIXED HOUSES** **SUFFOLK**
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

13 **WK-03-A-03** **DETACHED HOUSES** **WARWICKSHIRE**
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

14 **WL-03-A-02** **SEMI DETACHED** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

15 **WX-03-A-01** **SEMI-DETACHED** **WEXFORD**
CLONARD ROAD
WEXFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 34
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-A-11	COVID
DN-03-A-08	COVID
MG-03-A-01	COVID

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	15	40	0.059	15	40	0.282	15	40	0.341
08:00 - 09:00	15	40	0.151	**15**	**40**	**0.453**	**15**	**40**	**0.604**
09:00 - 10:00	15	40	0.186	15	40	0.201	15	40	0.387
10:00 - 11:00	15	40	0.144	15	40	0.193	15	40	0.337
11:00 - 12:00	15	40	0.149	15	40	0.168	15	40	0.317
12:00 - 13:00	15	40	0.218	15	40	0.178	15	40	0.396
13:00 - 14:00	15	40	0.188	15	40	0.205	15	40	0.393
14:00 - 15:00	15	40	0.201	15	40	0.228	15	40	0.429
15:00 - 16:00	15	40	0.290	15	40	0.211	15	40	0.501
16:00 - 17:00	15	40	0.339	15	40	0.188	15	40	0.527
17:00 - 18:00	**15**	**40**	**0.366**	15	40	0.201	15	40	0.567
18:00 - 19:00	15	40	0.289	15	40	0.176	15	40	0.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.580			2.684			5.264

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:	10 - 73 (units:)
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	3

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.