

Aram Karim

Wood Street, Middleton

Transport Statement

240346

SEPTEMBER 2024



SCP GENERAL NOTES

Project No.: 240346-TS (1.0)

Title: Wood Street, Middleton, Transport Statement

Client: Aram Karim

Date: 27 September 2024

Office: Manchester

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Date:	<u>26.09.24</u>	Date:	<u>27.09.24</u>

Revision	Date	Status	Prepared by	Approved by
1	27.09.24	Planning	OP	MD

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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 Aram Karim to provide transport consultancy services to support a planning application for the erection of a two storey building to accommodate three commercial units on the ground floor (class E use), together with 5 residential flats on the first floor, on land to the west of Wood Street, Middleton.
- 1.2 Further details on the proposed development are provided later in this report.

Background

- 1.3 An application (Application Reference 23/01161/FUL) was submitted to Rochdale Borough Council (RBC) in January 2024, for the erection of a two storey building to accommodate three commercial units on the ground floor (class E use), together with 6 residential flats on the first floor.
- 1.4 A Transport Statement was requested as part of the application.

Purpose and Structure of Report

- 1.5 This Transport Statement (TS) has been produced as part of a planning application for the scheme and considers the proposals from a transport perspective.
- 1.6 This Transport Statement has been produced in accordance with the Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document (archived, but not fully replaced) and the National Planning Practice Guidance (NPPG) "*Transport Evidence in Plan Making*" document.
- 1.7 The structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

- Chapter 5 – presents estimates of the trip generating potential of the existing and proposed uses of the site along with a summary of impact of the development on the local network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

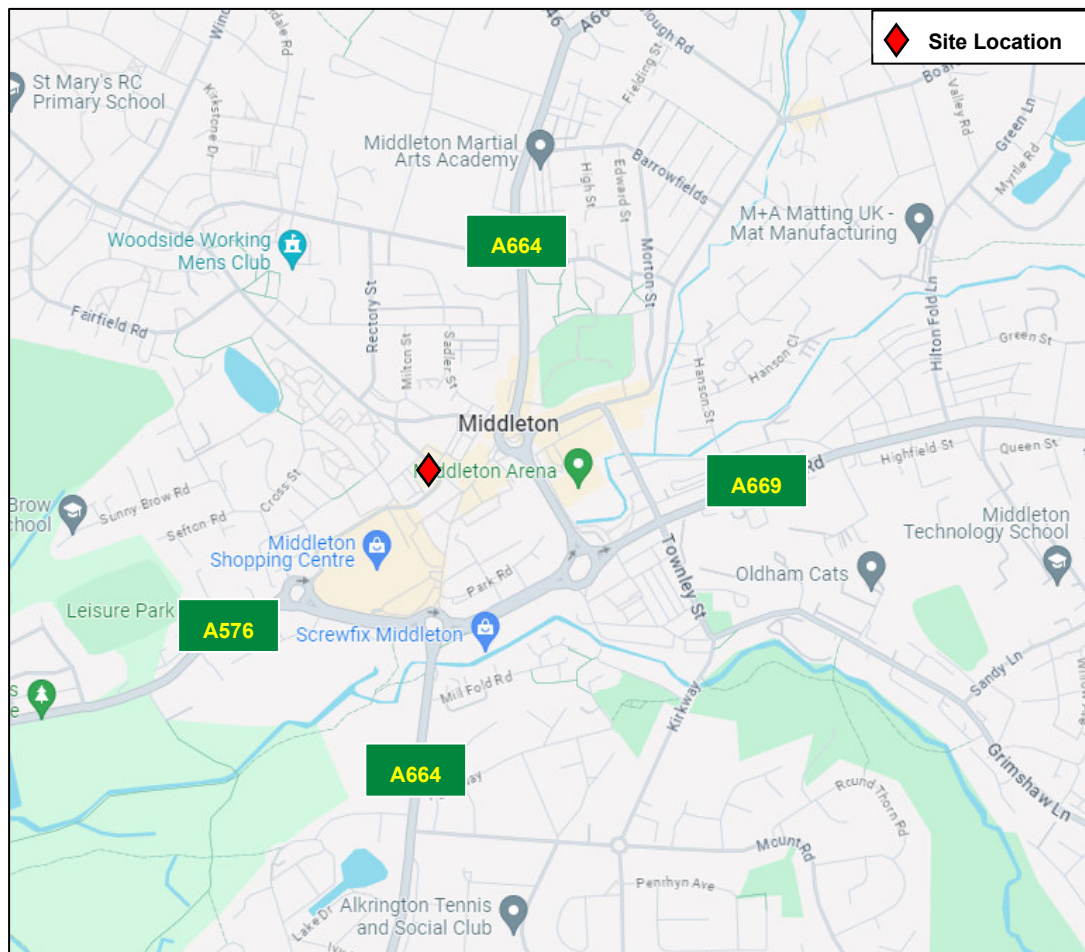
General

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

Site Location and Composition

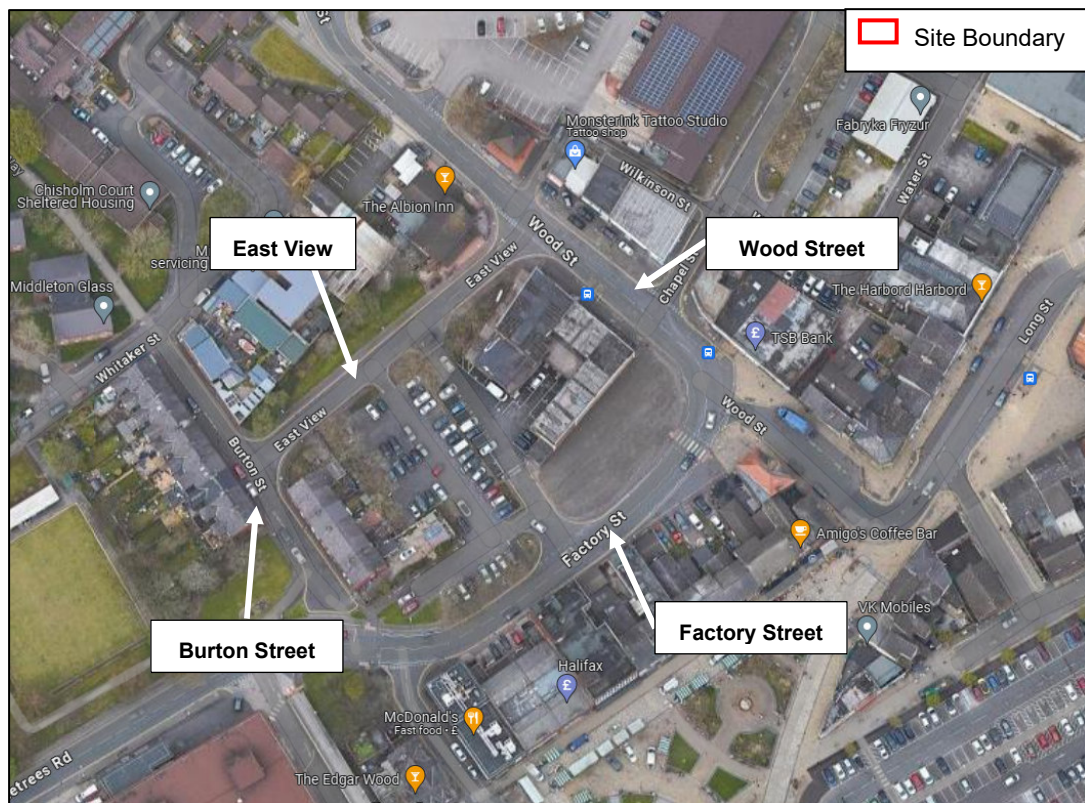
- 2.2 The application site is located on land adjacent to 5B-5C, Wood Street, within Middleton Town Centre and approximately 9.8km northeast of Manchester City Centre.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



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

Figure 2.2 – Site Location – Wider Highway Network



Local Highway Network

Wood Street

- 2.5 Wood Street is located along the eastern boundary of the site and provides a link to Eastway, north of the site.
- 2.6 Within the vicinity of the site, Wood Street has carriageway width of approximately 8m with a wide footways (between 2m and 3m) on the either side of the carriageway.
- 2.7 Within the vicinity of the site, Wood Street benefits from regularly spaced street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit. Both sides of the carriageway are subject to a 'no waiting at anytime' double yellow line traffic regulation order (TRO).

Factory Street

- 2.8 Factory Street runs along the southern site boundary and links the application site to Limetrees Road, before joining with the A576 Middleton Way roundabout.
- 2.9 Within the vicinity of the site, Factory Street has a carriageway width of approximately 7m, with 2m wide footways on both sides of the carriageway.

- 2.10 Factory Street benefits from regularly spaced street lighting columns on both sides of the carriageway and is subject to a 'no waiting at anytime' double yellow line TRO.

East View

- 2.11 East View is located to the north of the application site and provides a link between Wood Street to the east and Burton Street to the west.
- 2.12 Within the vicinity of the Wood Street, East View has a carriageway width of approximately 5.5m, with 2m wide footways either side of the carriageway.
- 2.13 Within the vicinity of the site, East View benefits from regularly spaced street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit and is subject to a 'no waiting at anytime' double yellow line TRO.

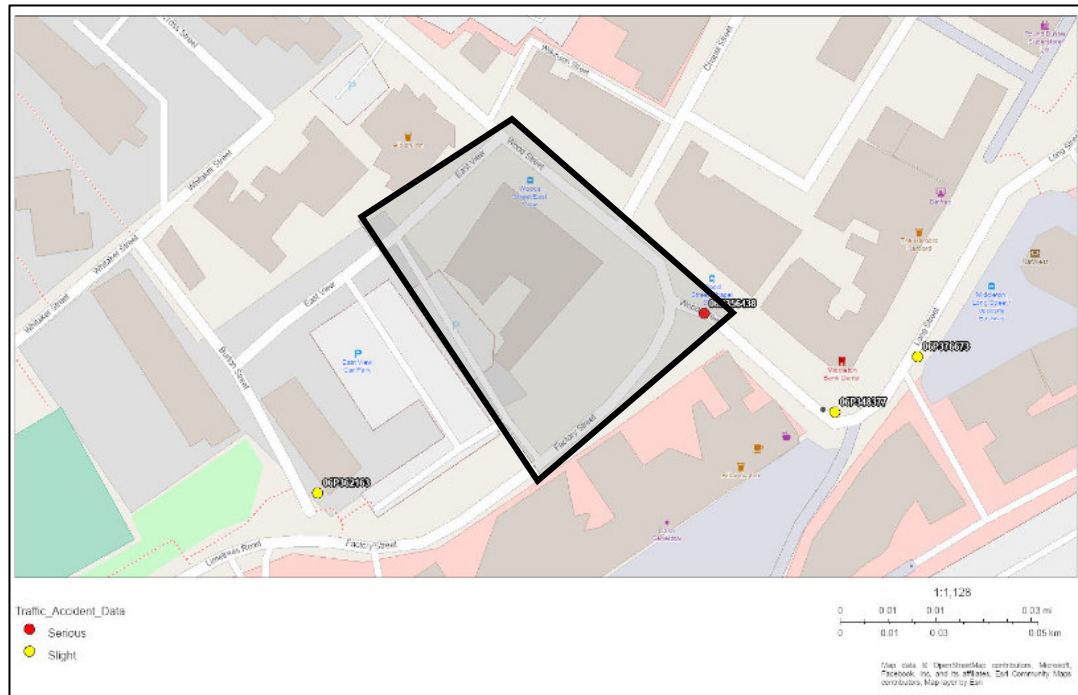
Car Parks

- 2.14 There are a number of existing car parks located within close proximity to the application site to accommodate car parking demand within the town centre. A summary of the car parks and distances from the site are listed below:-
- Chapel Street Car Park – 19 spaces (2 disabled bays) – circa 70m or a 1 minute walk from the site;
 - East View Car Park – 46 spaces (3 disabled bays) – circa 89m or 1 minute walk from the site;
 - Middleton Shopping Centre Car Park – 401 spaces – 260m or a 3 minute walk from the site;
 - Old Hall Street Car Park – 43 spaces (2 disabled bays) – 350m or a 5 minute walk from the site;
 - Limetrees Car Park – 36 spaces (2 disable bays) – 350m or 5 minute walk from the site;
 - Silk Street Car Park – 58 Spaces (4 disabled bays) – 350m or 5 minute walk from the site, and;
 - Middleton Arena North and South Car Park – 90 spaces (12 disable bays) – 350m or a 5 minute walk from the site.

Road Safety

- 2.15 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor *accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
- 2.16 In order to identify any critical locations on the network with a poor accident record, Department for Transport (DfT) personal injury accident data has been obtained for the most recently available 5-year period ending 31st December 2022 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.17 **Figure 2.3** shows that there has been 1 accident recorded close to the site at the junction of Wood Street and Factory Street. This accident has a severity rating of 'serious'.
- 2.18 Having regard to the above analysis and single accident recorded during the five-year study period with no accident clusters, the existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposals comprise the erection of a two storey building to accommodate three commercial units on the ground floor (class E use), together with 5 residential flats on the first floor.
- 3.2 There will be 4no. 2 bedroom apartments and 1no. 1 bedroom apartments. The site layout plans are included in [Appendix A](#).

Proposed Access Arrangements

- 3.3 There will continue to be no vehicular access to the site with pedestrian access for the residential element provided from Wood Street. Pedestrian access to the 3 commercial units will be provided from Factory Street with a second access to unit 1 also shown from Wood Street.
- 3.4 Refuse and cycle storage is proposed at ground floor level to the rear of the building with a dedicated service area provided at the south-west of the site.

Parking Arrangements

- 3.5 The proposed development will be car free. This is considered acceptable in this instance for the following reasons:-
- As detailed in the following section, the site benefits from extremely high levels of accessibility, being within the town centre with easy access to local facilities, amenities and transport links;
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. As detailed in the earlier chapter, the proposed development is highly accessible, and the reduced level of parking will help to encourage travel by sustainable modes;
 - Cycle parking is proposed as part of the development.

- Any prospective purchaser or tenant of the site will be aware that the development being car free and will therefore decide whether to take up occupancy accordingly;
- Statistics show there is a reduction in the number of young people who are driving within the Greater Manchester Region (Presentation on Future of Travel Demand by TfGM, 4th September 2018) due to the costs associated with the maintenance of owning a private car. The use of ride-hailing apps such as Uber is growing rapidly, particularly for younger generations which is reducing the need for private car ownership and use;
- As previously highlighted, there are a number of existing car parks, within close proximity to the application site which can accommodate any parking demand associated with the scheme.
- The town-centre streets within the vicinity of the site are comprehensively protected by traffic regulation orders.

4 ACCESSIBILITY

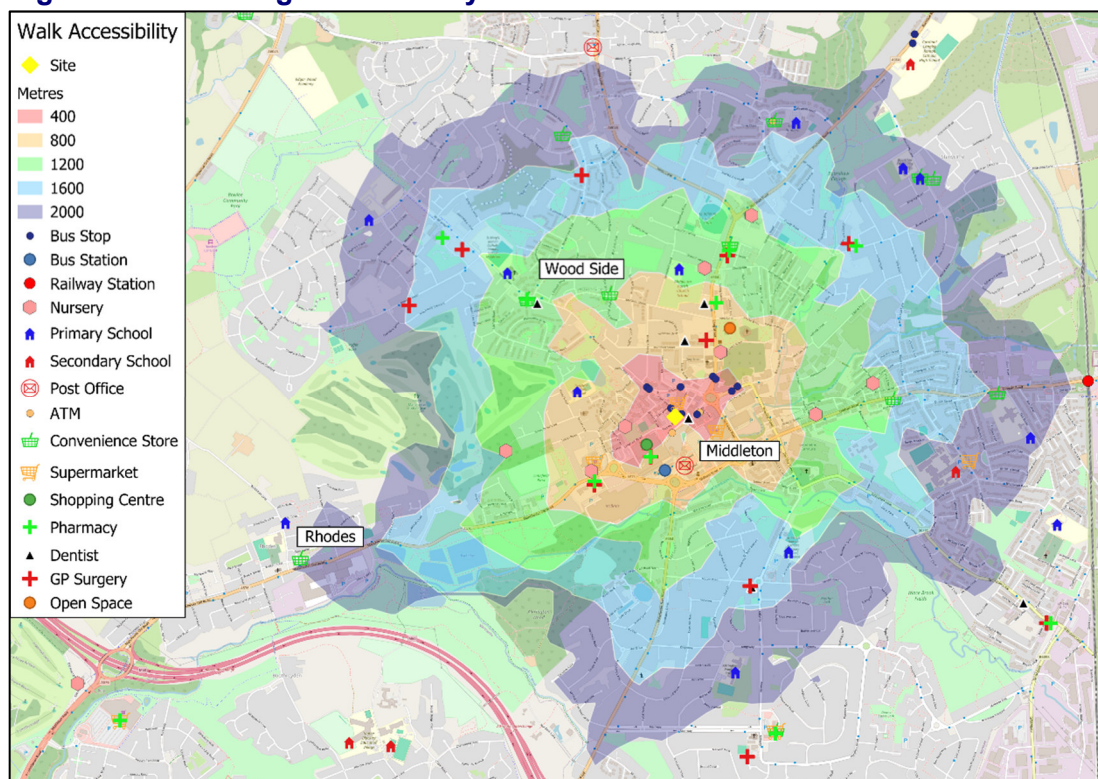
General

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

Access on foot

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

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is within an acceptable walk distance of the existing amenities of Middleton Town Centre, as well as an array of local facilities these areas have to offer. 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, education and healthcare.

Table 4.1 - Local Facilities

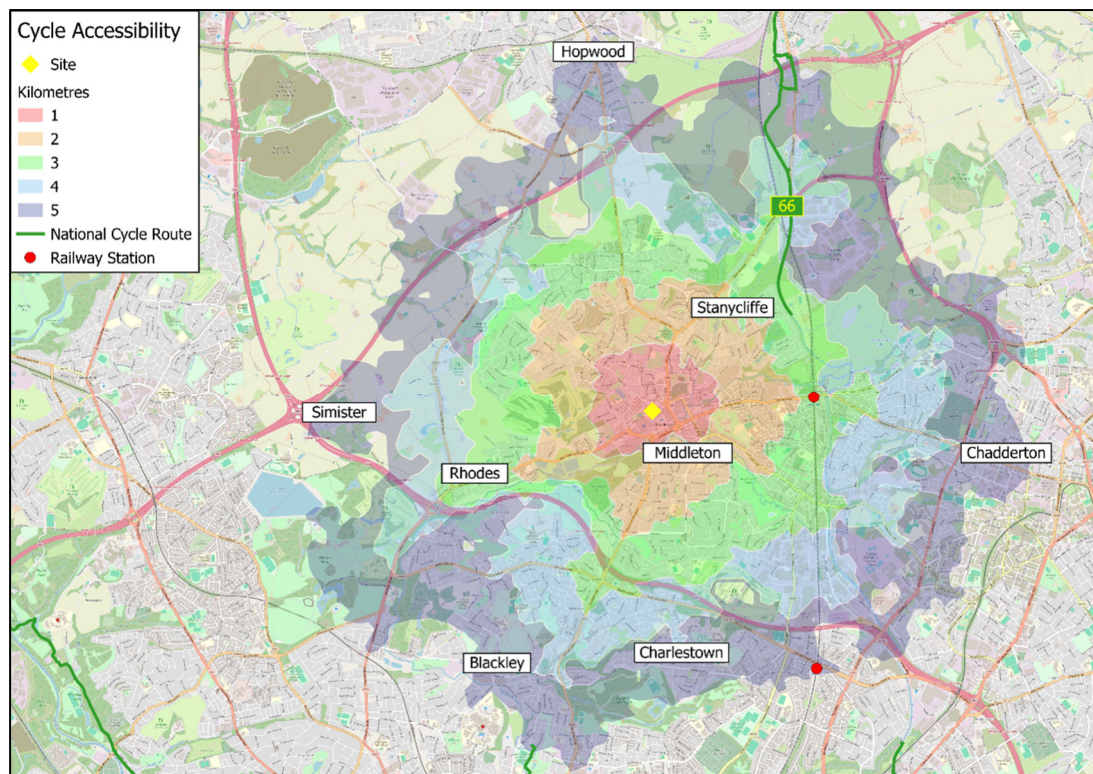
Facility	Details	Distance from Site
Bus Stop	Chapel Street, Middleton	<50m
ATM	TSB Bank, Wood Street	83m
Dentist	Middleton Bank Dental, Long Street	150m
Shopping Centre	Middleton Shopping Centre,	180m
Supermarket	Iceland, Manchester New Road	230m
Restaurant / Café	McDonalds, Middleton Gardens	240m
GP Surgery	Middleton Health Centre	240m
Supermarket	Tesco Extra, Barton Road	260m
Pharmacy	Tesco Pharmacy, Barton Road	260m
Nursery	Triumphant Kids Nursery, Wood Street	280m
Post Office	Middleton Post Office, Middleton Shopping Centre	300m
Bus Station	Middleton Bus Station	400m
Leisure	JD Gyms Middleton	400m
Supermarket	Aldi, Kemp Street	500m
Open Space	Jubilee Park, New Lane	700m
Primary School	Parkfield Primary School, Harold Street	750m
Primary School	St Peter's R.C Primary School, Kirkway	1.3km
Secondary School	Middelton Technology School, Kenyon Lane	1.8km

- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot, with Middleton Town Centre, as well as numerous local facilities only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents and employees.

Access by cycle

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

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Simister, Rhodes, Hopwood, Blackley, Charlestown and Chadderton, amongst others, are all located within the 5km catchment area from the development site.
- 4.10 **Figure 4.2** also shows the sites proximity to a number of National Cycle Route (NCR) 66.
- 4.11 NCR 66 is located to the northeast of the application site and Middleton Town Centre, to Castleton, Rochdale and Littleborough in the north, and connects with NCR 92 in Rochdale.

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

Access by public transport

Bus

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.14 The closest bus stops to the application site are located on the Wood Street, less than 50m walking distance to the north and east of the application site which is well within an acceptable walk distance. This stop is served by bus services 18 and 63.
- 4.15 In addition to this Middleton Bus Station is located 400m to the southwest of the application site. There are a range of services that serve the local area, as well as the wider area. A summary of bus services that operate within the area are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

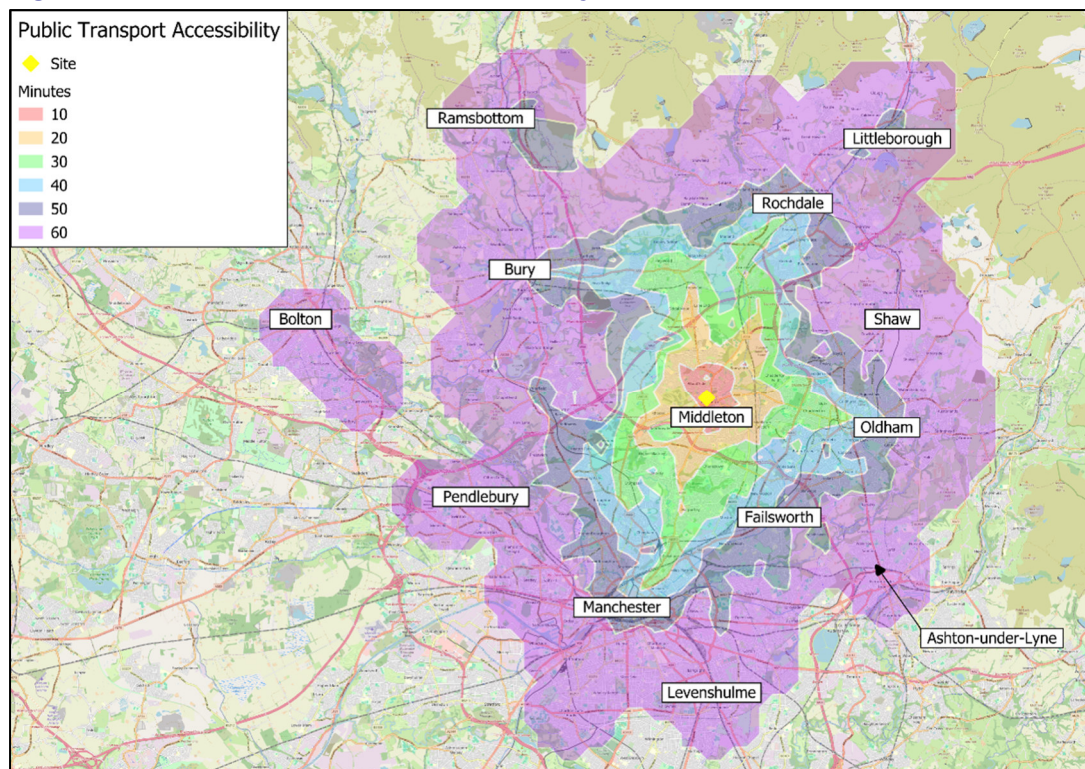
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
17	Manchester - Rochdale	10	10	15	15
18	MRI - Langley	10	10	15	15
41	Middleton - Sale	60	60	60	60
59	Manchester - Oldham	10	10	20	30
112	Manchester - Middleton	15	15	20	30
113	Manchester - Middleton	07:02 & 07:16	-	-	-
115	Middleton – North Manchester General Hospital	60	-	60	-
116	Middleton – North Manchester General Hospital	60	-	60	-
125	Middleton - Heywood	60	60	60	-
129	Middleton - Hollin	60	60	60	60
156	Manchester - Middleton	30	30	30	60
159	Middleton - Oldham	60	-	60	-
163	Manchester - Bury	12	12	12	15
396	Ashton - Middleton	60	60	-	-
415	Oldham - Middleton	60	60	60	60
434	Rochdale - Middleton	60	60	60	60
809 (schl)	Crompton House School – Middleton	07:40	14:50 & 15:35	-	-

- 4.16 Having regard to the above, prospective residents and staff of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

National rail

- 4.17 In terms of rail services, Mills Hill train station is located approximately 2.1km east of the application site and is therefore within an acceptable cycling (6 minute) distance. Mills Hill is managed by Northern and offers regular direct services throughout the week to Rochdale, Blackburn and Clitheroe, as well as other destinations. Services to these areas run every 30 minutes to every hour.
- 4.18 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.19 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Rochdale, Littleborough, Oldham, Failsworth, Levenshulme, Manchester, Bury and Bolton, amongst others, are all within an acceptable 60-minute commute time.

Summary

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

5 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation - Proposed Residential Element

- 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 (6 to 50);
- v) Weekday surveys only; and
- vi) Only sites in 'Town Centre' and 'Edge of Town Centre' locations have been selected.

- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix B** 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	0.094	0.262	0.141	0.136
Cycles	0.005	0.021	0.021	0.005
Pedestrians	0.058	0.225	0.236	0.105
Pub. Trans.	0	0.094	0.136	0.021

- 5.4 The estimated trip generation associated with the proposed 5 apartments is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 5 Apartments				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0	1	1	1
Cycles	0	0	0	0
Pedestrians	0	1	1	1
Pub. Trans.	0	1	1	0

- 5.5 As detailed above, it is estimated that the scheme will generate 2 two-way vehicle movements in the AM peak hour and 2 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every every 30 minutes. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Given the highly sustainable site location and lack of vehicle access or car parking provision the above trip generation numbers are likely to represent an over-estimation and are considered to be robust.
- 5.7 With regard to the trips associated with the proposed Class E units; the vast majority of trips generated will be linked with other existing visits to the town centre and the number of new trips generated would be negligible.
- 5.8 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.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Saleem Architects to provide transport consultancy services to support a planning application for the erection of a two storey building to accommodate three commercial units on the ground floor (class E use), together with 5 residential flats on the first floor, on land to the west of Wood Street, Middleton.
- 6.2 The development will be car free, with pedestrian access provided from Factory Street and Wood Street.
- 6.1 Refuse and cycle storage is proposed at ground floor level to the rear of the building with a dedicated service area provided at the south-west of the site.
- 6.2 Being within the town centre, the site benefits from high levels of accessibility by sustainable modes and has a large range of local facilities and amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are bus services within close proximity providing access to a range of local destinations.
- 6.3 The car free scheme is considered appropriate given the sustainable town centre location and parking controls on the streets surrounding the site.
- 6.4 Given the highly sustainable site location and lack of vehicle access or car parking provision the vehicle trip generation numbers are likely to be negligible and would not have a material impact on the highway network.
- 6.5 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.6 It is therefore concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

Dimensioning

Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.



PROPOSED GROUND FLOOR PLAN
1:100 @ A1

Rev	Description	Date
A	Issued for Planning	04/01/24
B	Revised drawing	01/05/24
C	Revised drawing	30/06/24
D	Revised drawing	09/07/24



SALEEM
ARCHITECTS

Client
Mr Farazan Karim

Address
Land at Wood Street,
Heywood,
M24 4DH

Title
Proposed 00 Plan

Scale
1:100 @ A1

Date
Jan 2024

Drawing No. :
Sheet 5

Dimensioning

Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.



Rev	Description	Date
A	Issued for Planning	04/01/24
B	Revised drawing	01/05/24
C	Revised drawing	30/06/24



Client
Mr Farazan Karim

Address
Land at Wood Street,
Heywood,
M24 4DH

Title
Proposed 01 Plan

Scale 1:100 @ A1	Date Jan 2024
---------------------	------------------

Drawing No. :
Sheet 6

S|C|P

APPENDIX B

Calculation Reference: AUDIT-726001-240611-0601

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	
	SS SOUTHEND ON SEA	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	SR STIRLING	1 days

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

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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: 6 to 48 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/10 to 19/06/23

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	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:

Residential Zone	4
Built-Up Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:Use Class:

C3	7 days
----	--------

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

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 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:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

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

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY LLANDUDNO			
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
2	CU-03-C-01	BLOCK OF FLATS		CUMBERLAND
	KING STREET CARLISLE			
	Town Centre Built-Up Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
3	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET MANCHESTER			
	Town Centre Built-Up Zone			
	Total No of Dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
4	HI-03-C-02	BLOCK OF FLATS		HIGHLAND
	KING STREET NAIRN			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	16		
	Survey date: WEDNESDAY	19/04/23		Survey Type: MANUAL
5	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21		Survey Type: MANUAL
6	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE STIRLING			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
7	SS-03-C-01	FLATS		SOUTHEND ON SEA
	WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		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.

SCP York Street Manchester

Licence No: 726001

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

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

Total People to Total Vehicles ratio (all time periods and directions): 2.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	27	0.047	7	27	0.136	7	27	0.183
08:00 - 09:00	7	27	0.094	7	27	0.262	7	27	0.356
09:00 - 10:00	7	27	0.126	7	27	0.110	7	27	0.236
10:00 - 11:00	7	27	0.084	7	27	0.115	7	27	0.199
11:00 - 12:00	7	27	0.141	7	27	0.131	7	27	0.272
12:00 - 13:00	7	27	0.110	7	27	0.094	7	27	0.204
13:00 - 14:00	7	27	0.094	7	27	0.120	7	27	0.214
14:00 - 15:00	7	27	0.058	7	27	0.115	7	27	0.173
15:00 - 16:00	7	27	0.147	7	27	0.094	7	27	0.241
16:00 - 17:00	7	27	0.215	7	27	0.126	7	27	0.341
17:00 - 18:00	7	27	0.141	7	27	0.136	7	27	0.277
18:00 - 19:00	7	27	0.173	7	27	0.120	7	27	0.293
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.430			1.559			2.989

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:	6 - 48 (units:)
Survey date date range:	01/01/10 - 19/06/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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	7	27	0.005	7	27	0.010	7	27	0.015
08:00 - 09:00	7	27	0.005	7	27	0.021	7	27	0.026
09:00 - 10:00	7	27	0.005	7	27	0.016	7	27	0.021
10:00 - 11:00	7	27	0.000	7	27	0.021	7	27	0.021
11:00 - 12:00	7	27	0.000	7	27	0.005	7	27	0.005
12:00 - 13:00	7	27	0.000	7	27	0.010	7	27	0.010
13:00 - 14:00	7	27	0.005	7	27	0.000	7	27	0.005
14:00 - 15:00	7	27	0.005	7	27	0.005	7	27	0.010
15:00 - 16:00	7	27	0.016	7	27	0.016	7	27	0.032
16:00 - 17:00	7	27	0.010	7	27	0.000	7	27	0.010
17:00 - 18:00	7	27	0.021	7	27	0.005	7	27	0.026
18:00 - 19:00	7	27	0.005	7	27	0.005	7	27	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.114			0.191

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.*

SCP York Street Manchester

Licence No: 726001

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	7	27	0.016	7	27	0.084	7	27	0.100
08:00 - 09:00	7	27	0.058	7	27	0.225	7	27	0.283
09:00 - 10:00	7	27	0.073	7	27	0.099	7	27	0.172
10:00 - 11:00	7	27	0.073	7	27	0.136	7	27	0.209
11:00 - 12:00	7	27	0.105	7	27	0.157	7	27	0.262
12:00 - 13:00	7	27	0.110	7	27	0.126	7	27	0.236
13:00 - 14:00	7	27	0.105	7	27	0.126	7	27	0.231
14:00 - 15:00	7	27	0.141	7	27	0.120	7	27	0.261
15:00 - 16:00	7	27	0.157	7	27	0.136	7	27	0.293
16:00 - 17:00	7	27	0.157	7	27	0.131	7	27	0.288
17:00 - 18:00	7	27	0.236	7	27	0.105	7	27	0.341
18:00 - 19:00	7	27	0.157	7	27	0.094	7	27	0.251
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.388			1.539			2.927

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	7	27	0.000	7	27	0.052	7	27	0.052
08:00 - 09:00	7	27	0.000	7	27	0.094	7	27	0.094
09:00 - 10:00	7	27	0.021	7	27	0.052	7	27	0.073
10:00 - 11:00	7	27	0.042	7	27	0.047	7	27	0.089
11:00 - 12:00	7	27	0.037	7	27	0.042	7	27	0.079
12:00 - 13:00	7	27	0.079	7	27	0.058	7	27	0.137
13:00 - 14:00	7	27	0.037	7	27	0.047	7	27	0.084
14:00 - 15:00	7	27	0.042	7	27	0.031	7	27	0.073
15:00 - 16:00	7	27	0.047	7	27	0.031	7	27	0.078
16:00 - 17:00	7	27	0.084	7	27	0.026	7	27	0.110
17:00 - 18:00	7	27	0.136	7	27	0.021	7	27	0.157
18:00 - 19:00	7	27	0.058	7	27	0.005	7	27	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.583			0.506			1.089

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.