



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Residential Development,
Bentley Street, Rochdale**

Koplar Group Ltd

August 2024

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CONTENTS

1.0 INTRODUCTION2

2.0 EXISTING CONDITIONS5

3.0 PROPOSED DEVELOPMENT8

4.0 ACCESSIBILITY11

5.0 TRIP GENERATION18

6.0 SUMMARY AND CONCLUSIONS20

APPENDICES

A PROPOSED SITE LAYOUT

B ACCESS ARRANGEMENT PLAN – DRAWING NUMBER SCP/230797/D01 Rev A

C TRICS OUTPUTS

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Koplar Group Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 23 apartments, on land located to the north of Bentley Street, Rochdale.

Planning Background

- 1.2 An outline planning application (Application Reference: 12/55738/OUT) was submitted to Rochdale Borough Council (RBC) in 2012 for the access and siting of 9 dwellings on the application site, with access provided from Bentley Street immediately to the east of the adjacent car repair garage, as shown on **Figure 1** below. Highways raised no objection to the application which was subsequently approved on 21st February 2013.

Figure 1 – Approved Outline Application Site Layout



- 1.3 Subsequent to the aforementioned outline approval, a reserved matters application (Application Reference: 13/01023/REM) was submitted and approved on 4th December 2013 following no highway objections. Therefore, the principle of residential development on this site, accessed off Bentley Street to the east of the adjacent car repair garage, has already been deemed acceptable to RBC.

- 1.4 A pre-application enquiry (Reference: PREAPP/00047/23) was submitted to RBC in relation to the proposed development of the site. RBC highways confirmed that the concept of residential development on this site, accessed from a new access off Bentley Street, has previously been accepted, although they did raise a number of comments which have been summarised below:
- The proposed parking provision falls below the Council's standards and any additional overspill parking on Bentley Street will interrupt the free flow of traffic and have a detrimental impact on road safety.
 - Block A will have refuse collection from a bin storage area adjacent to Bentley Street which would appear to be acceptable, however, the bin storage area for Block B is remote from the highway network and adequate internal turning space for a standard sized refuse vehicle is required.
 - Residential development on this site is likely to require the introduction of waiting restrictions from the junction of Bentley Street and Whitworth Road along the site frontage and extending into the site access.
 - Development on this site may affect existing highway infrastructure such as telecoms cabinets, telegraph poles and an existing bus stop which should be accommodated in any future development proposals.
- 1.5 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.

Structure of This Report

- 1.6 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including access, servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

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- Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

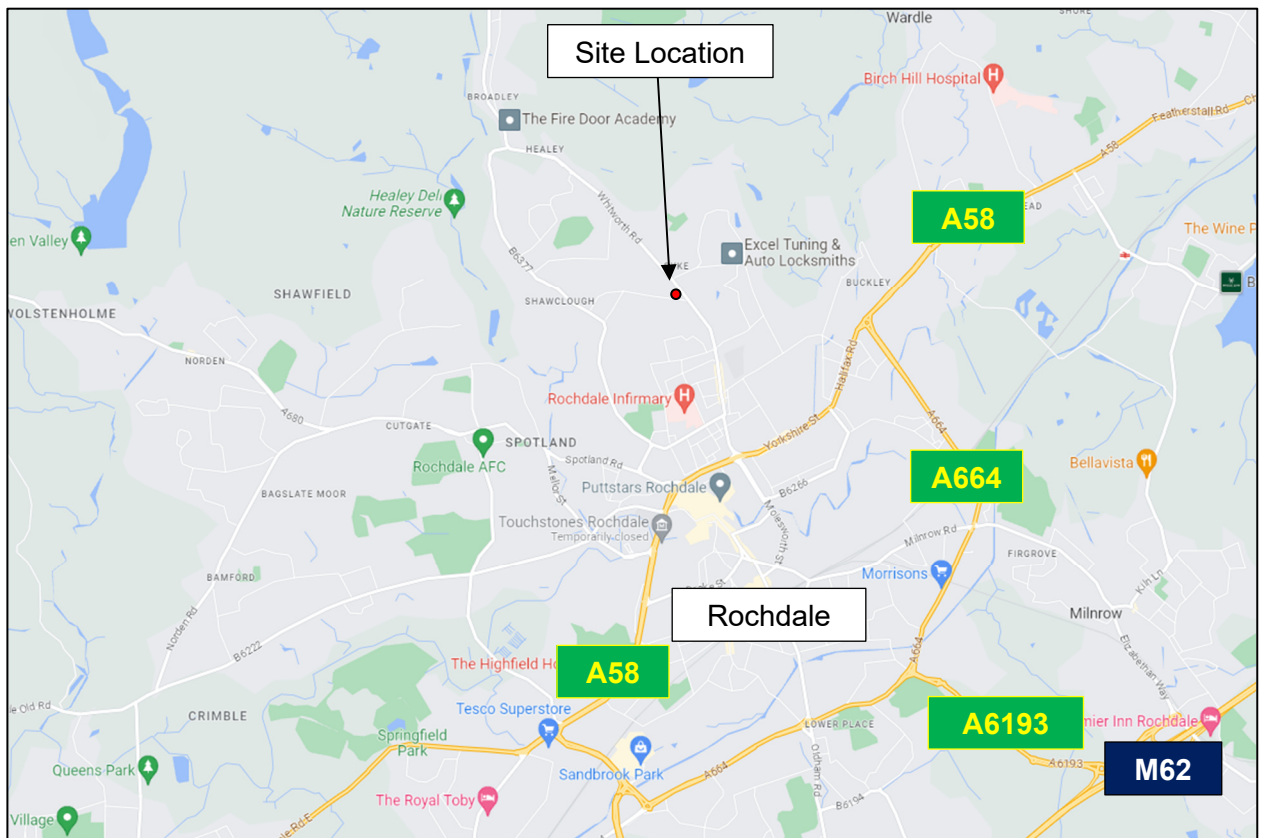
General

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

Site Location / Composition

- 2.2 The application site comprises undeveloped land and is located to the north of Bentley Street, approximately 1.5km north of Rochdale Town Centre.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



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

Figure 2.2 – Site Location Plan – Local View



Local Highway Network

- 2.5 Bentley Street fronts the southern site boundary and provides a link between the A671 Whitworth Road, to the east, and Shawclough Road to the south-west. In the vicinity of the site, Bentley Street has a carriageway width of over 6.5m, is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns and footways on both sides of the road. In addition, there are bus stops located on both sides of Bentley Street immediately opposite the site.
- 2.6 Bentley Street does not benefit from any Traffic Regulation Orders (TROs) in the vicinity of the site and is subject to on-street parking on the southern side of the road, associated with the terraced housing in this location. However, the critical sections of highway, including at the A671 Whitworth Road / Bentley Street junction, are protected by no waiting at any time restrictions which helps to ensure that parking does not result in any road safety or operational issues.

Existing Road Safety Record

- 2.7 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.8 A review of accident data covering the most recently available 5-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Bentley Street and the A671 Whitworth Road / Bentley Street junction. The location and severity of any accidents within the study area during this period is presented in **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.9 The evidence presented above and illustrated in **Figure 2.3** 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 and that the existing on-street parking does not result in any highway safety issues for any road users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of a residential development, comprising 23 apartments, on land located to the north of Bentley Street, Rochdale.
- 3.2 The proposed site layout plan is contained in **Appendix A** and the development mix comprises 13 no. 2-bed apartments and 10 no. 1-bed apartments.

Proposed Access Arrangements

- 3.3 Vehicular access to the development will be provided via a simple priority-controlled junction off Bentley Street in broadly the same location as that previously approved on the site, as shown on drawing number SCP/230797/D01 Rev A, presented in **Appendix B**. The access measures 6m wide, benefits from a 2m footway on the eastern side of the access road which connects to the existing pedestrian infrastructure on Bentley Street, and has been designed to allow two cars to access/egress simultaneously as demonstrated through swept path analysis on drawing number SCP/230797/D01 Rev A, presented in **Appendix B**.
- 3.4 The required level of junction visibility from the site access has been calculated to be 2.4m x 25m, based on the visibility requirements set out in Manual for Streets (MfS) for a 20mph road, which is achievable in both directions as shown on drawing number SCP/230797/D01 Rev A, presented in **Appendix B**.
- 3.5 As detailed earlier, RBC highways provided pre-application comments which confirmed that a new access off Bentley Street has previously been accepted, although they did state that development on this site may affect existing highway infrastructure such as telecoms cabinets, telegraph poles and an existing bus stop which should be accommodated in any future development proposals. As shown on drawing number SCP/230797/D01 Rev A, presented in **Appendix B**, a telecoms cabinet is proposed to be relocated as part of the development proposals in order to accommodate the proposed site access, with the revised location to be determined/agreed at the detailed design stage.

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- 3.6 There are no proposals to relocate the telegraph pole, which is located at the back of the footway and will not restrict pedestrian movements. Furthermore, there are no proposals to relocate the existing bus stop given that it is located a sufficient distance (circa 25m) east of the access. The existing bus stop location is considered acceptable given that the bus service only stops at this stop every 60 minutes on average and particularly when considering the access is located in broadly the same location as that previously approved on the site where there was no requirement to relocate the bus stop as part of the approved planning application.
- 3.7 RBC also suggested in their pre-application comments that waiting restrictions are provided along the northern side of Bentley Street, between the A671 Whitworth Road / Bentley Street junction and the site access. As detailed later, the proposed level of parking is fully in accordance with the Council's parking standards and overspill parking from the development is highly unlikely. Notwithstanding this, the suggested waiting restrictions are shown on drawing number SCP/230797/D01 Rev A, presented in [Appendix B](#), and will be provided as part of the development proposals to prevent on-street parking in the vicinity of the site and maintain the free-flow of traffic.
- 3.8 Pedestrian and cycle access into the site will be provided directly from Bentley Street on the sites southern site boundary.

Servicing

- 3.9 As detailed earlier, RBC highways provided pre-application comments in relation to the proposed development which confirmed that Block A will have refuse collection from a bin storage area adjacent to Bentley Street, which would appear to be acceptable, however, the bin storage area for Block B is remote from the highway network.
- 3.10 As shown on the proposed site layout plan presented in [Appendix A](#), Block A is still proposed to have refuse collected from a bin storage area adjacent to Bentley Street, but a waste collection point for Block B is now proposed adjacent to Bentley Street in the vicinity of the proposed site access. It is proposed that a management company will transfer the bins from the Block B bin storage area to the waste collection point adjacent to Bentley Street prior to bin collection day.

Parking

- 3.11 The proposed car park will provide a total of 38 parking spaces through the introduction of 2 disabled bays and 18 no. 2-storey WOHR Parklift Systems, each of which is effectively a double height parking bay operated via a car-lift system whereby 1 car is parked underground.

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- 3.12 RBC's parking standards are set out in Appendix 5 of their Adopted Core Strategy document which sets out the following maximum parking requirement for residential development in this location:
- 1.25 spaces per dwelling for single bedroom apartments
 - 2 car parking spaces per dwelling with 2 or more-bedroom apartments/flats
- 3.13 Having regard to the above, the proposed car parking provision is fully in accordance with the Council's maximum parking standards. In addition, a secure and covered communal cycle storage facility for 24 bicycles is proposed which is well in excess of the Council's standards, which require 1 secure space per 5 dwellings, and will encourage prospective residents to travel via bicycle.
- 3.14 Given that the proposed level of parking is in accordance with the Council's standards, overspill parking as a result of the development is highly unlikely, particularly given that Census data confirms that car ownership levels in the vicinity of the site are low (54%), which is to be expected given the highly sustainable location of the site which is in close proximity to Rochdale Town Centre and public transport facilities, and given that the applicant is committed to encouraging travel by sustainable modes and reducing single occupancy car travel/parking demand through the implementation of a Travel Plan which has been submitted under separate cover.
- 3.15 Notwithstanding the above and as detailed earlier, waiting restrictions are proposed along the northern side of Bentley Street, between the A671 Whitworth Road / Bentley Street junction and the site access, as shown on drawing number SCP/230797/D01 Rev A presented in [Appendix B](#), to prevent on-street parking and maintain the free-flow of traffic.

4.0 ACCESSIBILITY

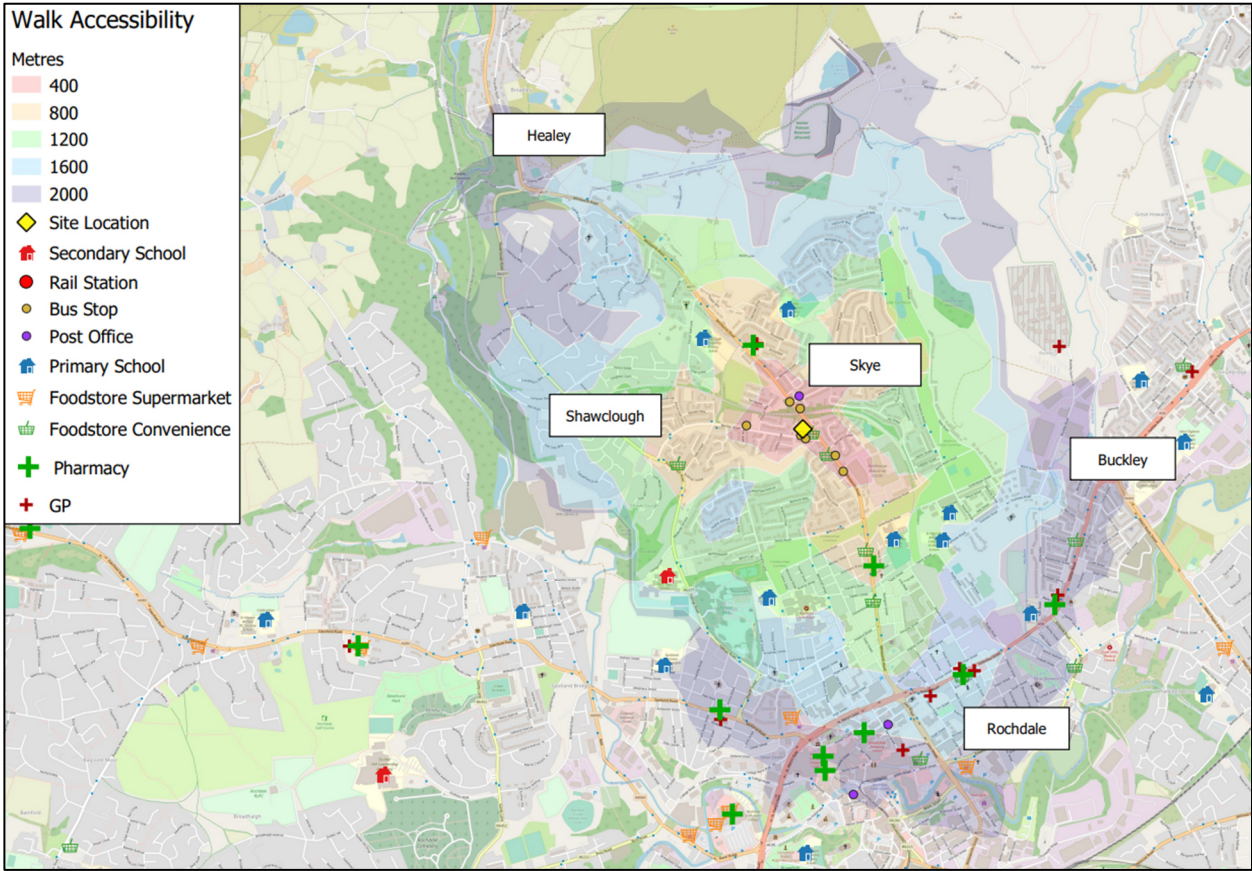
General

- 4.1 As detailed earlier, RBC raised no highway objections in relation to a planning application (Application Reference: 12/55738/OUT) for 9 residential dwellings on the application site and therefore, the sustainability of the site has inherently been considered acceptable.
- 4.2 Notwithstanding the above, this chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.3 Pedestrian and cycle access into the site will be provided directly from Bentley Street on the sites southern site boundary. The local area benefits from footways with street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.4 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.
- 4.5 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



4.6 The site is within an acceptable walk distance of Rochdale Town Centre and surrounding areas as well as the vast array of local facilities these areas have on 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 food, healthcare, education, leisure, retail and transport connections.

Table 4.1 – Local Facilities

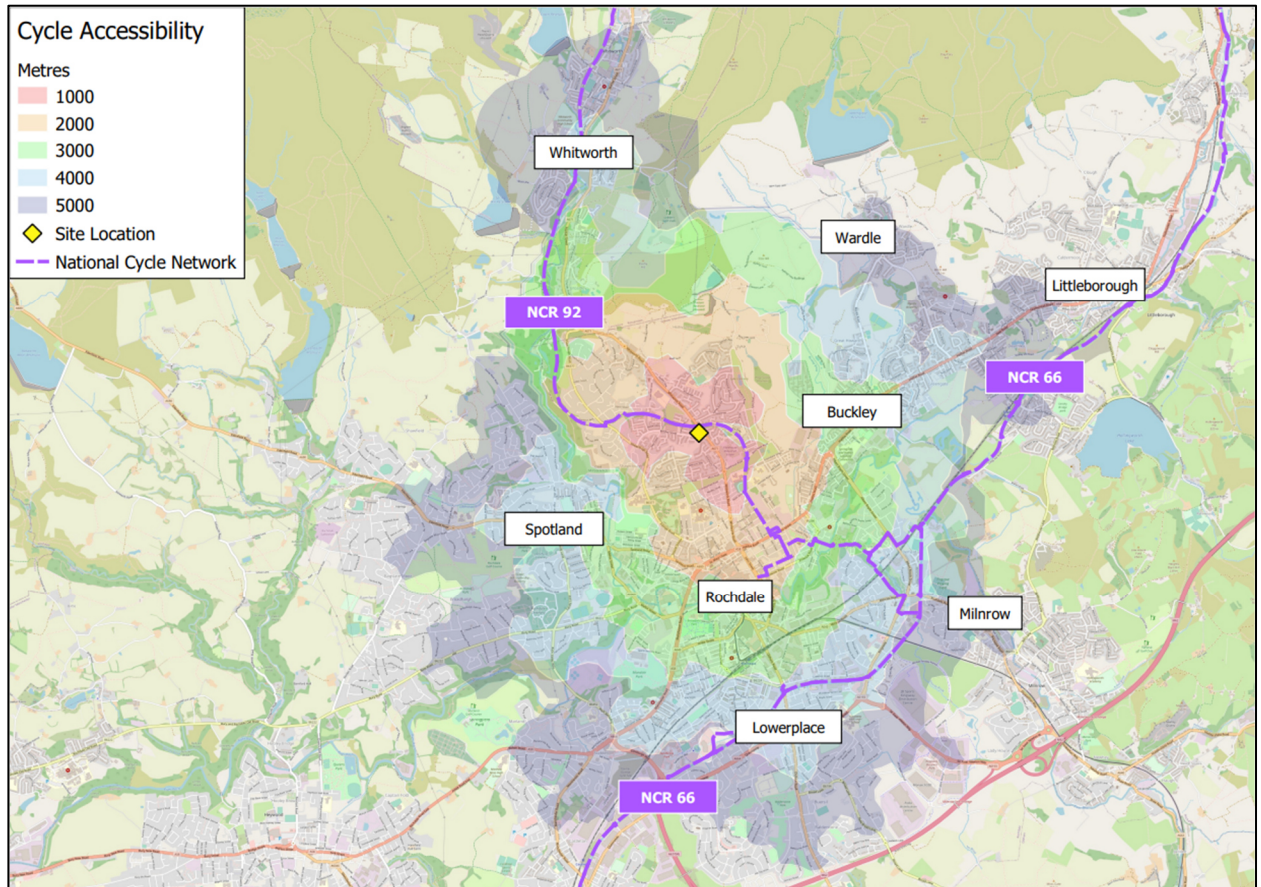
Facility	Details	Distance from Site
Bus Stop	Bus Stop, Bentley Street	<50m
Convenience Store	Tesco Express, Whitworth Road	170m
Post Office	Gale Street Post Office, Gale Street	300m
Secondary School	Rochdale Islamic Academy - Girls School, Greenbank Road	600m
Pharmacy	Healey Pharmacy, Whitworth Road	600m
Convenience Store	Nisa Local, Shawclough Road	650m
Primary School	Greenbank Primary School, Greenbank Road	750m
Primary School	Shawclough Community Primary School, Thrum Hall Lane	900m
Primary School	All Saints C Of E Primary School, Maud Street	950m
Secondary School	Rochdale Islamic Academy - Boys' Division, Taylor Street	1.0km
Primary School	Brownhill Learning Community, Heights Lane	1.1km
Hospital	Rochdale Infirmary, Whitehall Street	1.2km
Secondary School	Falinge Park High School, Falinge Road	1.2km
Convenience Store	Premier, Hope Street	1.2km
Doctors	Yorkshire Street Surgery, Yorkshire Street	1.4km
Pharmacy	Yorkshire Street Pharmacy, Yorkshire Street	1.4km
Tram Stop	Rochdale Town Centre Metro Link	1.8km
Retail Hub	Rochdale Town Centre	1.8km
Supermarket	Lidl, Spotland Road	1.6km
Leisure	Rochdale Leisure Centre	1.9km

- 4.7 Overall, the site benefits from good levels of accessibility by foot, with Rochdale 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.

Cycle Accessibility

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

Figure 4.2 - Cycle Accessibility 5km Isochrone

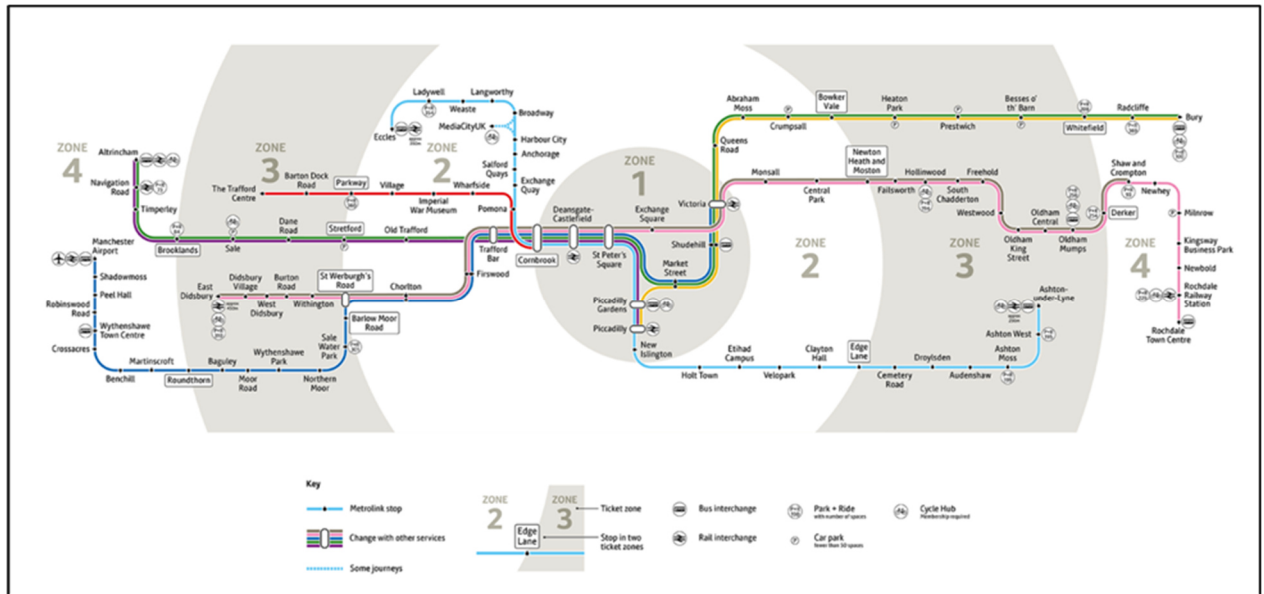


- 4.10 The plan demonstrates that the nearby areas of Rochdale, Milnrow, Spotland, Lowerplace and Whitworth, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.11 **Figure 4.2** also shows the sites proximity to National Cycle Route 92 which provides a route between Rochdale Town Centre and National Cycle Route 66, to the south-east, with Whitworth and Bacup to the north. National Cycle Route 66 locally connects Littleborough, to the north-east, with Middleton to the south-west.
- 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, particularly given that secure cycle parking is also proposed.

Public Transport

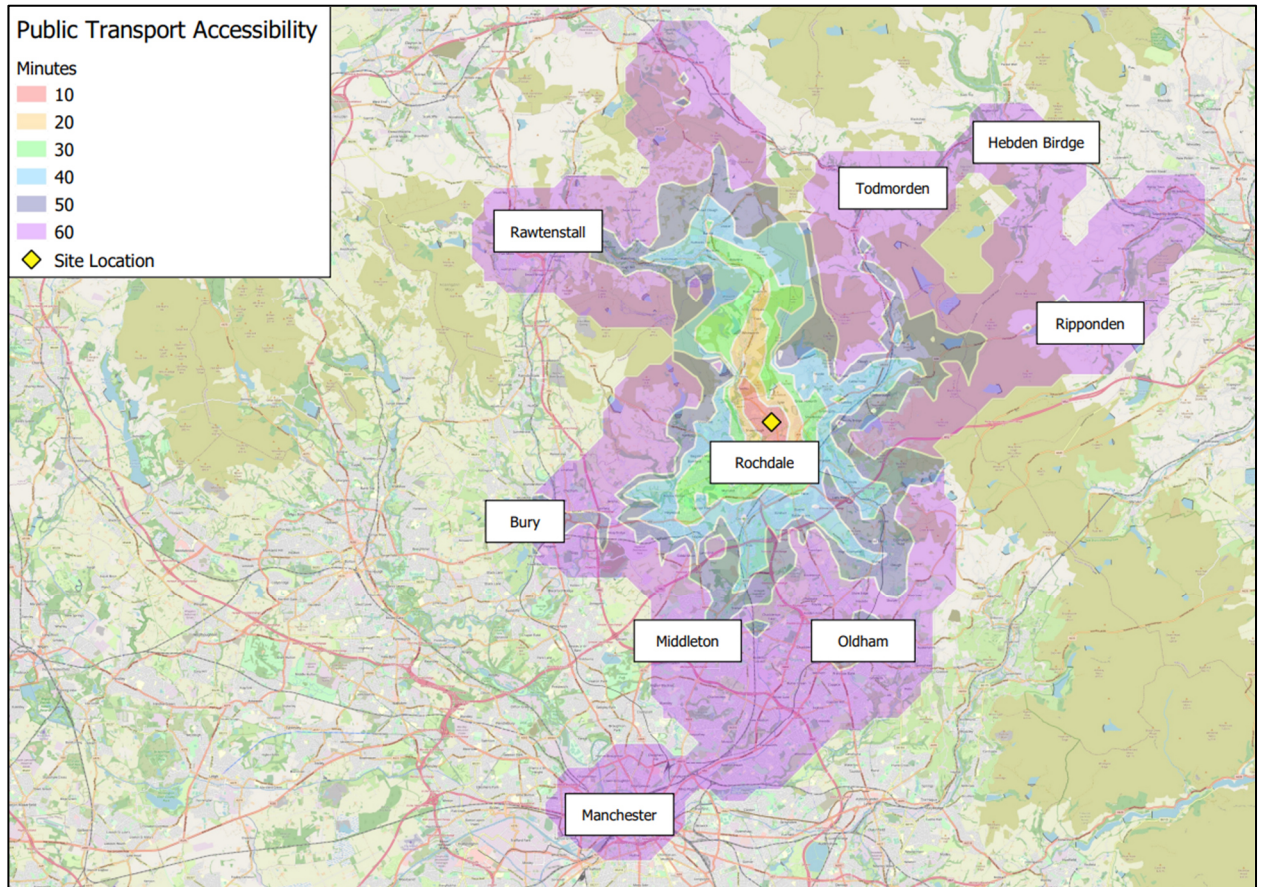
- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.14 Bus stops are present on both sides of Bentley Street immediately opposite the site, providing bus services in both directions. In addition, there are bus stops on both sides of the A671 Whitworth Road, located less than 300m from the site, which offer an additional service. These bus stops are served by the 447 bus service which provide regular services, 7 days a week, to numerous locations including Rochdale, Whitworth and Shawclough, amongst others. These bus stops are also served by school buses which provide access to Falinge Park High School.
- 4.15 Additionally, Rochdale Bus Station/Interchange is located approximately 1.8km south of the site. This bus stop provides frequent services to destinations including Ashton-under-Lyne, Bolton, Stansfield, Shaw, Shudehill and Accrington, amongst others.
- 4.16 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provide access to key destinations at a good frequency.
- 4.17 In terms of rail services, Rochdale Railway Station is located approximately 2.7km (39-minute walk and 12-minute cycle) south of the site and is therefore well within an acceptable cycling distance. Rochdale Railway Station offers regular direct services throughout the week including services to Leeds, Rainford, Manchester Victoria, Blackburn, Clitheroe, Wigan Wallgate and Chester, amongst others.
- 4.18 In addition to the above, Rochdale Town Centre Metrolink Stop is located approximately 1.8km south of the site and therefore within an acceptable walking and cycle distance. Rochdale Town Centre Metrolink Stop is part of the Greater Manchester Tram Network, located on the pink line within Zone 4, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00, to destinations including Oldham, Manchester City Centre and East Didsbury etc. Connecting routes can be made to Bury, The Trafford Centre, Ashton-under-Lyne, Eccles, Altrincham and Manchester Airport amongst others.
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Figure 4.3: Greater Manchester Tram Network Map



4.19 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 4.4** 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 4.4 – Public Transport Accessibility



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

Summary

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

5.0 TRIP GENERATION

General

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

Trip Generation – Proposed Development

- 5.2 In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Residential;
- ii) Flats Privately Owned;
- iii) Multi modal surveys;
- iv) Selection by number of dwellings (6 to 60);
- v) Weekday surveys only; and
- vi) Only sites in ‘Suburban Area’, ‘Edge of Town’ and ‘Edge of Town Centre’ locations have been selected.

- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix C** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.066	0.213	0.197	0.1
Cycles	0.003	0.015	0.007	0.004
Pedestrians	0.027	0.118	0.104	0.056
Pub. Trans.	0.004	0.085	0.054	0.005

- 5.4 The estimated trip generation associated with the proposed 23 apartments is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 23 Apartments

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	5	5	2
Cycles	0	0	0	0
Pedestrians	1	3	2	1
Pub. Trans.	0	2	1	0

- 5.5 As detailed above, it is estimated that the scheme will generate 7 two-way vehicle movements in both the AM and PM peak hours. Volumetrically, this equates to around 1 additional two-way vehicle movement every 8-9 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Koplar Group Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 23 apartments, on land located to the north of Bentley Street, Rochdale.
- 6.2 Vehicular access to the development will be provided via a simple priority-controlled junction off Bentley Street in broadly the same location as that previously approved on the site. The access measures 6m wide, benefits from a 2m footway on the eastern side of the access road which connects to the existing pedestrian infrastructure on Bentley Street and has been designed to allow two cars to access/egress simultaneously.
- 6.3 The proposed development will provide a total of 38 parking spaces, including 2 disabled bays, which is fully in accordance with the Council's maximum parking standards.
- 6.4 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.5 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple public transport services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
- 6.6 It is estimated that the scheme will generate 7 two-way vehicle movements in both the AM and PM peak hours. Volumetrically, this equates to around 1 additional two-way vehicle movement every 8-9 minutes in both the AM and PM peak hours. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.7 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore recommended to Rochdale Borough Council for approval.

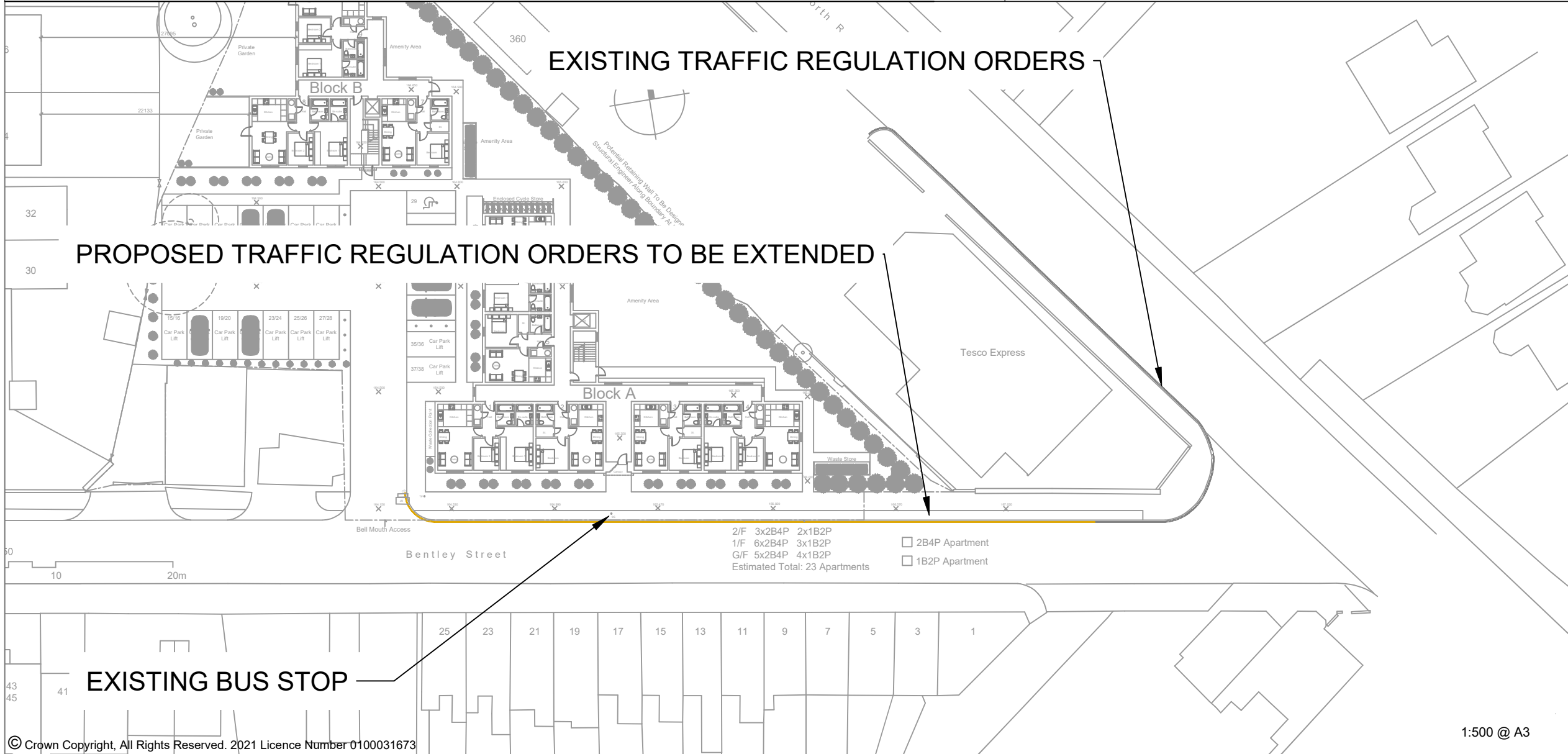
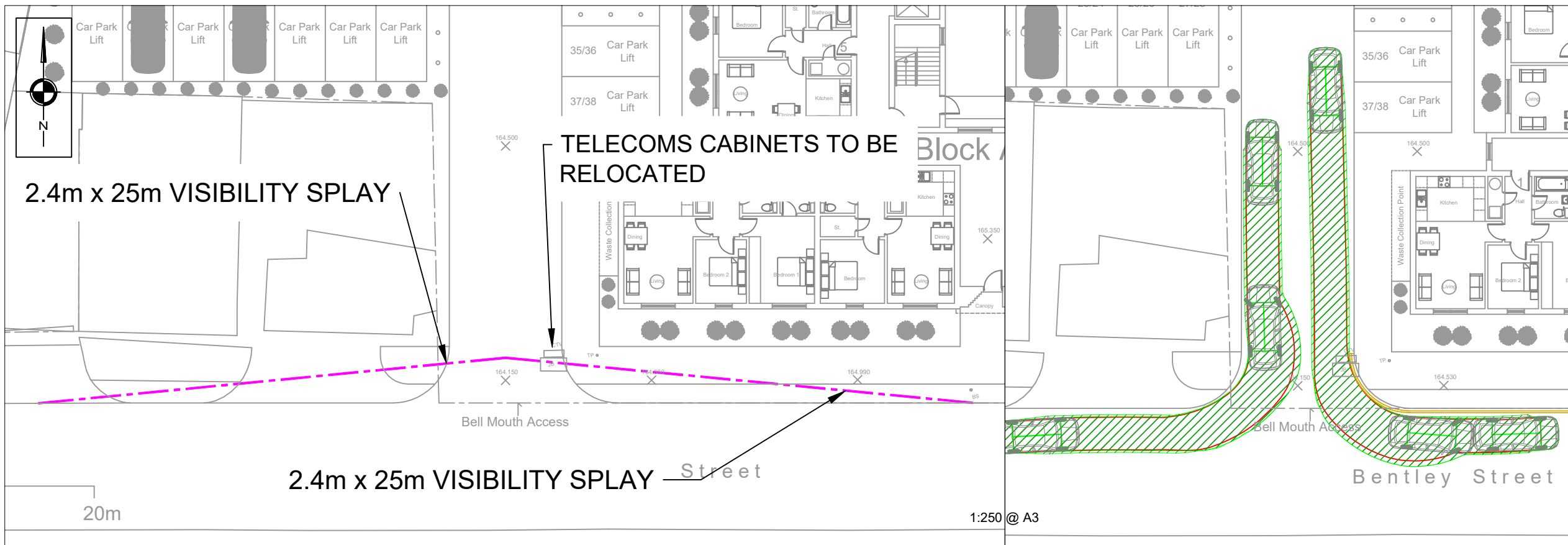
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APPENDIX A



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APPENDIX B



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE LAYOUT	27.08.24	AM

SCP

Transportation Planning : Infrastructure Design

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Client Name:

KOPLAR GROUP LTD

Project Title:

LAND OPPOSITE 1-35 BENTLEY STREET, ROCHDALE

Drawing Title:

VISIBILITY SPLAY

Drawn By:	AM	Date:	29.09.2023
Checked:	CT	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/230797/D01	Rev.	A
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APPENDIX C

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-230925-0929

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	
	CT CENTRAL BEDFORDSHIRE	3 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	4 days
	OX OXFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
	SC SURREY	2 days
	SS SOUTHEAST ON SEA	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	NG NOTTINGHAM	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	OT STOKE ON TRENT	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	MS MERSEYSIDE	4 days
09	NORTH	
	FU WESTMORLAND & FURNESS	2 days
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

SCP York Street Manchester

Licence No: 726001

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 184 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 11/05/22

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	11 days
Tuesday	14 days
Wednesday	14 days
Thursday	7 days
Friday	5 days

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

Selected survey types:

Manual count	51 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:

Edge of Town Centre	23
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	5

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

Selected Location Sub Categories:

Development Zone	5
Residential Zone	26
Built-Up Zone	8
No Sub Category	12

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	14 days - Selected
Servicing vehicles Excluded	38 days - Selected

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection:

Use Class:

C3 51 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

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	1 days
10,001 to 15,000	14 days
15,001 to 20,000	4 days
20,001 to 25,000	12 days
25,001 to 50,000	16 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	12 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	13 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	17 days
1.1 to 1.5	33 days
1.6 to 2.0	1 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	4 days
No	47 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	51 days
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This data displays the number of selected surveys with PTAL Ratings.

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

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	AC-03-C-01 NEW CRANE STREET CHESTER	BLOCKS OF FLATS		CHESHIRE WEST & CHESTER
	Edge of Town Centre Residential Zone Total No of Dwellings:	60		
	Survey date: FRIDAY	17/10/08	Survey Type: MANUAL	
2	BR-03-C-01 CLARENCE ROAD BRISTOL	FLATS & TERRACED		BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	102		
	Survey date: MONDAY	09/11/09	Survey Type: MANUAL	
3	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL	
4	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL	
5	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINS LADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
6	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
7	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL	
8	DC-03-C-01 ABBOTSBURY ROAD WEYMOUTH	BLOCKS OF FLATS		DORSET
	Edge of Town Centre Residential Zone Total No of Dwellings:	27		
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL	

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	FLATS IN BLOCKS 14 28/03/14	DORSET Survey Type: MANUAL
10	DY-03-C-01 DRAGE STREET DERBY LITTLE CHESTER Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: Survey date: THURSDAY	BLOCK OF FLATS 8 25/06/09	DERBY Survey Type: MANUAL
11	DY-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 25/09/19	DERBY Survey Type: MANUAL
12	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 32 26/05/15	CITY OF EDINBURGH Survey Type: MANUAL
13	FS-03-C-01 WREXHAM STREET MOLD Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: MONDAY	BLOCK OF FLATS 30 06/07/09	FLINTSHIRE Survey Type: MANUAL
14	FU-03-C-01 BRIDGE LANE PENRITH Edge of Town No Sub Category Total No of Dwellings: Survey date: WEDNESDAY	BLOCK OF FLATS 35 11/06/14	WESTMORLAND & FURNESS Survey Type: MANUAL
15	FU-03-C-02 LOUND STREET KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	FLATS & BUNGALOWS 33 09/06/14	WESTMORLAND & FURNESS Survey Type: MANUAL
16	HC-03-C-02 WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	FLATS 16 21/10/10	HAMPSHIRE Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

17	HF-03-C-01	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
18	HF-03-C-02	FLATS	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL
19	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
20	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
21	KS-03-C-01	BLOCK OF FLATS	KIRKLEES
	KINGS MILL LANE		
	HUDDERSFIELD		
	ASPLEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	13/09/06	Survey Type: MANUAL
22	LS-03-C-01	BLOCK OF FLATS	LEEDS
	EAST STREET		
	LEEDS		
	CROWN POINT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	127	
	Survey date: THURSDAY	13/11/03	Survey Type: MANUAL
23	MS-03-C-01	BLOCKS OF FLATS	MERSEYSIDE
	WAPPING ROAD		
	LIVERPOOL		
	WAPPING DOCK		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	114	
	Survey date: THURSDAY	16/10/03	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

24	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
25	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
26	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
27	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
28	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
29	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
30	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
31	NN-03-C-01	BLOCK OF FLATS	NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	21/11/08	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

32	NY-03-C-01	BLOCKS OF FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		NORTHALLERTON		
		ROMANBY		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total No of Dwellings:	30	
		Survey date: MONDAY	22/09/03	Survey Type: MANUAL
33	OT-03-C-01	BLOCKS OF FLATS		STOKE ON TRENT
		ETRURIA COURT		
		STOKE-ON-TRENT		
		HUMBERT ROAD		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total No of Dwellings:	33	
		Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
34	OX-03-C-01	BLOCK OF FLATS		OXFORDSHIRE
		OXFORD ROAD		
		OXFORD		
		COWLEY		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total No of Dwellings:	14	
		Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
35	PB-03-C-02	BLOCK OF FLATS		PETERBOROUGH
		WESTFIELD ROAD		
		PETERBOROUGH		
		NETHERTON		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total No of Dwellings:	44	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
36	PO-03-C-01	BLOCKS OF FLATS		PORTSMOUTH
		CROSS STREET		
		PORTSMOUTH		
		Edge of Town Centre		
		Built-Up Zone		
		Total No of Dwellings:	90	
		Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
37	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
		465 PRIORY ROAD		
		HULL		
		Edge of Town		
		Residential Zone		
		Total No of Dwellings:	20	
		Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
38	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
		RACECOURSE ROAD		
		AYR		
		Edge of Town Centre		
		Residential Zone		
		Total No of Dwellings:	51	
		Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
39	SC-03-C-01	FLATS		SURREY
		HEATHCOTE ROAD		
		CAMBERLEY		
		Edge of Town Centre		
		Residential Zone		
		Total No of Dwellings:	140	
		Survey date: MONDAY	21/07/08	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

40	SC-03-C-02 CONSTITUTION HILL WOKING	FLATS		SURREY
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 36 Survey date: WEDNESDAY 23/07/08 Survey Type: MANUAL			
41	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 85 Survey date: THURSDAY 18/12/14 Survey Type: MANUAL			
42	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14 Survey Type: MANUAL			
43	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings: 69 Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL			
44	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings: 80 Survey date: WEDNESDAY 18/06/14 Survey Type: MANUAL			
45	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings: 48 Survey date: WEDNESDAY 18/06/14 Survey Type: MANUAL			
46	SS-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		SOUTHEND ON SEA
	Edge of Town Centre Residential Zone Total No of Dwellings: 6 Survey date: TUESDAY 22/10/13 Survey Type: MANUAL			
47	SS-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		SOUTHEND ON SEA
	Edge of Town Centre Residential Zone Total No of Dwellings: 94 Survey date: TUESDAY 22/10/13 Survey Type: MANUAL			

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

48	TV-03-C-01	APARTMENTS BLOCKS	TEES VALLEY
	OXFORD ROAD		
	MIDDLESBROUGH		
	LINTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	85	
	Survey date: MONDAY	06/10/08	Survey Type: MANUAL
49	TV-03-C-02	FLATS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	LINTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	85	
	Survey date: WEDNESDAY	29/06/11	Survey Type: MANUAL
50	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
51	WM-03-C-03	FLATS	WEST MIDLANDS
	LODE LANE		
	SOLIHULL		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	60	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.13

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	51	60	0.040	51	60	0.148	51	60	0.188
08:00 - 09:00	51	60	0.066	51	60	0.213	51	60	0.279
09:00 - 10:00	51	60	0.075	51	60	0.098	51	60	0.173
10:00 - 11:00	51	60	0.077	51	60	0.094	51	60	0.171
11:00 - 12:00	51	60	0.074	51	60	0.086	51	60	0.160
12:00 - 13:00	51	60	0.092	51	60	0.092	51	60	0.184
13:00 - 14:00	51	60	0.078	51	60	0.091	51	60	0.169
14:00 - 15:00	51	60	0.081	51	60	0.089	51	60	0.170
15:00 - 16:00	51	60	0.108	51	60	0.075	51	60	0.183
16:00 - 17:00	51	60	0.129	51	60	0.083	51	60	0.212
17:00 - 18:00	51	60	0.197	51	60	0.100	51	60	0.297
18:00 - 19:00	51	60	0.168	51	60	0.103	51	60	0.271
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.751			1.605			3.356

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 - 184 (units:)
Survey date range:	01/01/00 - 11/05/22
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

SCP York Street Manchester

Licence No: 726001

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	51	60	0.003	51	60	0.009	51	60	0.012
08:00 - 09:00	51	60	0.003	51	60	0.015	51	60	0.018
09:00 - 10:00	51	60	0.003	51	60	0.003	51	60	0.006
10:00 - 11:00	51	60	0.003	51	60	0.004	51	60	0.007
11:00 - 12:00	51	60	0.004	51	60	0.004	51	60	0.008
12:00 - 13:00	51	60	0.003	51	60	0.002	51	60	0.005
13:00 - 14:00	51	60	0.004	51	60	0.004	51	60	0.008
14:00 - 15:00	51	60	0.005	51	60	0.004	51	60	0.009
15:00 - 16:00	51	60	0.005	51	60	0.003	51	60	0.008
16:00 - 17:00	51	60	0.005	51	60	0.002	51	60	0.007
17:00 - 18:00	51	60	0.007	51	60	0.004	51	60	0.011
18:00 - 19:00	51	60	0.006	51	60	0.002	51	60	0.008
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.056			0.107

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	51	60	0.018	51	60	0.074	51	60	0.092
08:00 - 09:00	51	60	0.027	51	60	0.118	51	60	0.145
09:00 - 10:00	51	60	0.040	51	60	0.071	51	60	0.111
10:00 - 11:00	51	60	0.046	51	60	0.050	51	60	0.096
11:00 - 12:00	51	60	0.039	51	60	0.051	51	60	0.090
12:00 - 13:00	51	60	0.058	51	60	0.055	51	60	0.113
13:00 - 14:00	51	60	0.051	51	60	0.051	51	60	0.102
14:00 - 15:00	51	60	0.047	51	60	0.055	51	60	0.102
15:00 - 16:00	51	60	0.075	51	60	0.046	51	60	0.121
16:00 - 17:00	51	60	0.079	51	60	0.050	51	60	0.129
17:00 - 18:00	51	60	0.104	51	60	0.056	51	60	0.160
18:00 - 19:00	51	60	0.077	51	60	0.054	51	60	0.131
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.761				0.898	1.659	

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 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	51	60	0.001	51	60	0.054	51	60	0.055
08:00 - 09:00	51	60	0.004	51	60	0.085	51	60	0.089
09:00 - 10:00	51	60	0.004	51	60	0.026	51	60	0.030
10:00 - 11:00	51	60	0.008	51	60	0.014	51	60	0.022
11:00 - 12:00	51	60	0.010	51	60	0.011	51	60	0.021
12:00 - 13:00	51	60	0.016	51	60	0.013	51	60	0.029
13:00 - 14:00	51	60	0.009	51	60	0.017	51	60	0.026
14:00 - 15:00	51	60	0.014	51	60	0.010	51	60	0.024
15:00 - 16:00	51	60	0.036	51	60	0.010	51	60	0.046
16:00 - 17:00	51	60	0.032	51	60	0.007	51	60	0.039
17:00 - 18:00	51	60	0.054	51	60	0.005	51	60	0.059
18:00 - 19:00	51	60	0.046	51	60	0.007	51	60	0.053
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234				0.259	0.493	

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.