



TRANSPORT STATEMENT PROPOSED RESIDENTIAL DEVELOPMENT

Willow Street, Bury

September 2022

Irwell Valley Homes

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Irwell Valley Homes to prepare a Transport Statement to accompany a planning application for a residential development at Willow Street, Bury. The proposals are for 13no. 1-bed apartments.

Site Location & Development Proposals

- 1.2 The site is located approximately 2.6km east of Bury town centre and is bound by Maxwell Street to the north, Willow Street to the east, and residential dwellings to the south and west. The site location is shown in **Figure 1.1**, below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The proposal is for 13no. 1-bed apartments on the site of an industrial premises, which is to be demolished. Access to the proposed development will be taken via the existing access to the car park for the adjacent residential development, which fronts onto Maxwell Street. 13no. car parking spaces will be provided as part of the development, to be provided as an extension to the existing parking area, to the west of the proposed development.



Report Structure

1.4 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated vehicle trip generation associated with the development proposals;

Section 6 considers the parking and servicing arrangements at the site; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – MCHLG, July 2021)

- 2.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that *encourage public transport use*;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.4 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017

- 2.5 The Greater Manchester Transport Strategy outlines how TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.6 The overarching vision for Greater Manchester by 2040 is to have *“world class connections that support long-term, sustainable economic growth and access to opportunity for all”*. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- *“Supporting sustainable economic growth;*
 - *Protecting our environment;*
 - *Improving quality of life for all; and*
 - *Developing an innovative city-region.”*
- 2.7 The following policy has been acknowledged as relevant to the development proposals:
- a) **Policy 4:** *“TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.*
- 2.8 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy by providing a new amenity in a highly accessible location, supporting a reduction in the highway impact.

Bury Local Plan Policy Directions (October 2018)

- 2.9 The Bury Local Plan Policy Directions contains the strategic and non-strategic planning policies that will manage the growth and development of the Borough up to 2037.
- 2.10 Policy Direction AC1 sets out that:



“new development should be directed into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the council will focus on in seeking to achieve this.”

2.11 Policy Direction AC2 goes on to state:

“ensure that development and transport planning are coordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles.”

2.12 This Transport Statement demonstrates how the proposals are complementary to the 2040 Transport Strategy and the Bury Local Plan. Indeed, **Section 3** identifies the existing opportunities in the vicinity of the site for sustainable travel.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage future residents of the site to walk, cycle or use public transport, rather than to travel by car to the development.

Active Travel Options

Pedestrian Access

- 3.2 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 3.1**, below; for commuting to work or education, this is two kilometres.

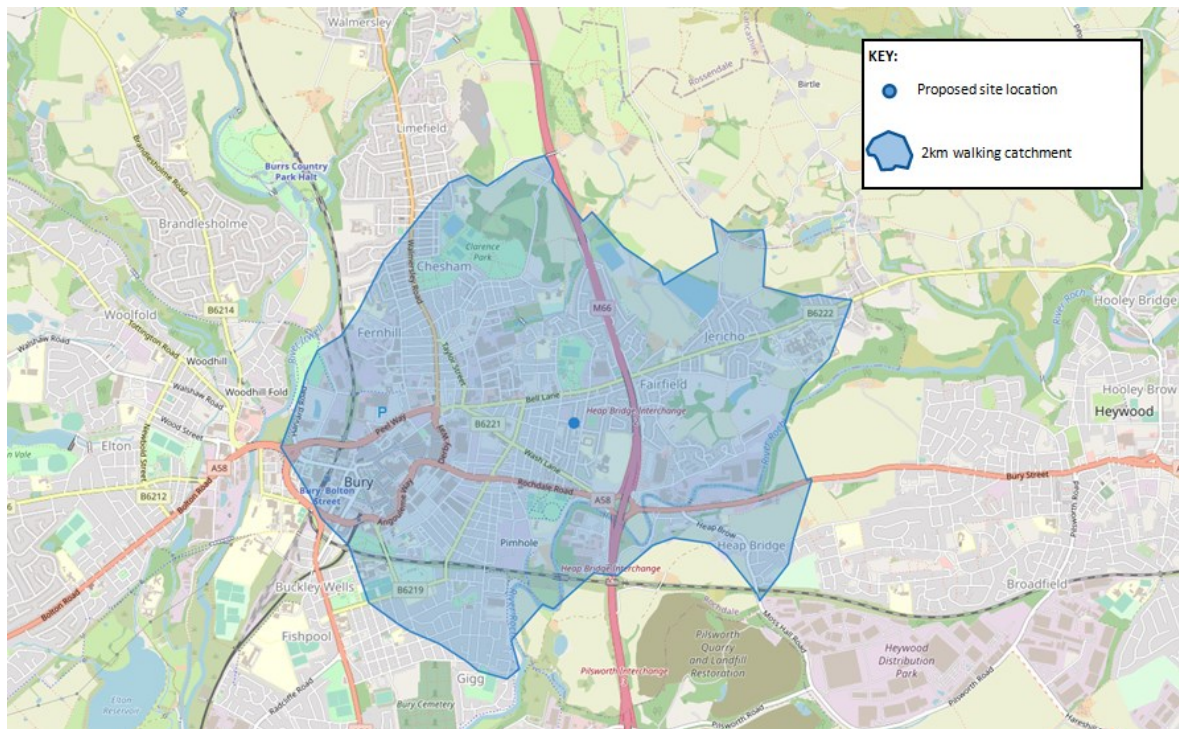
Table 3.1: Walking Distances by Journey Type

Criteria	Commuting / School	Town Centres
Desirable	500m	200m
Acceptable	1000m	400m
Preferred Maximum	2000m	800m

(Source: IHT)

Figure 3.1 illustrates a 2km walking catchment from the site. The 2km catchment extends into Fairfield, Chesham, Fernhill and Bury town centre.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

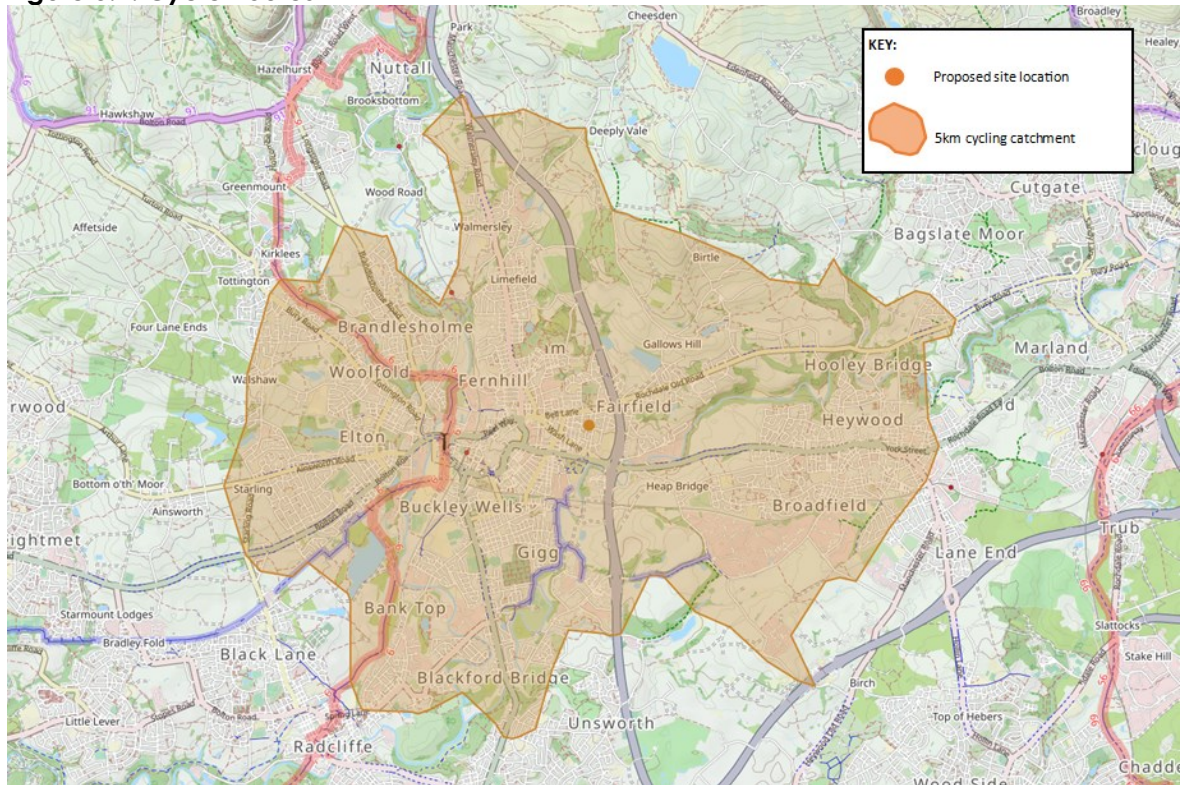
- 3.3 Pedestrian access to the site is facilitated by 2.0m wide footways to both sides of Maxwell Street, along the northern boundary and on Willow Street, to the east of the site. Maxwell Street has street lighting, dropped kerbs at minor access junctions, and is subject to a 20mph speed limit.
- 3.4 Willow Street benefits from street lighting along its length, with guardrails in proximity of East Ward Community Primary School, to the east of the site. Willow Street runs along the eastern boundary, and facilitates pedestrian movement north / south away from the site, connecting with surrounding residential areas and amenities.
- 3.5 The nearest crossing facility to the site can be found approximately 100m southeast, on Willow Street, consisting of a pedestrian refuge island, facilitating pedestrians crossing east – west.

Cycle Access

- 3.6 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the areas of

Brandlesholme, Elton, Gigg, Bank Top, Broadfield, Heywood and Hooley Bridge. **Figure 3.2** illustrates a 5km cycle isochrone and nearby cycle routes.

Figure 3.2: Cycle Routes



(Source: Open Cycle Map)

- 3.7 **Figure 3.2** shows the cycle routes in proximity to the site, including National Cycle Network (NCN) Route 6. Running through Bury, NCN Route 6 provide a route through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Sheffield, Manchester and Lancashire to Windermere. This route can be accessed on Peel Way, approximately 2.3km (9 min cycle time) west of the site.
- 3.8 From reviewing the TfGM interactive cycle map, there are no designated cycle route in the immediate vicinity of the site, however much of the surrounding highway network has a 20mph speed limit in place, which should help to promote cycling locally. There is a toucan crossing on the Wash Lane to the south of the site and a section of on-carriageway cycle route to the north west of the site, towards Bury town centre. Cycle parking will be provided as part of the development, in line with cycle parking standards, which should help to facilitate residents choosing to cycle as an alternative to the use of the private car.

Public Transport

Bus Services

- 3.9 The closest bus stops to the site are located on Willow Street, to the east of the site. The northbound stop is approximately 25m from the centre of the site on Willow Street, with the southbound stop located approximately 70m to the north. Both stops comprise a flag and pole. The B4 bus service operates on Willow Street, running between Bury and Heywood.
- 3.10 Alternatively, bus stops can be found on the B6222 Bell Lane / Rochdale Old Road, approximately 300m (3 min walk) north of the site. Both of the stops on Rochdale Old Road consist of a flag, pole and timetable information. The services operating on B6222 Bell Lane run to / from Bury, Heywood and Rochdale.
- 3.11 **Figure 3.3** illustrates the location of the closest bus stops to the site, whilst **Table 3.2**, overleaf, summarises the key bus services in the area and how frequently they stop here.

Figure 3.3: Bus Stop Locations



(Source: Google Earth)



Table 3.2 Bus Service Routes & Frequencies

Bus Service		Approximate Frequency per Hour			
		Mon – Fri Daytime	Mon-Fri Evening	Sat	Sun
B4 (Bury – Heywood)	Willow Street / B6222	60 mins	120 mins	60 mins	120 mins
467 / 468 TRAX (Bury – Rochdale)	B6222	20 mins	30 mins	20 mins	30 mins

Tram Services

- 3.12 The closest station to the site is Bury Interchange, located approximately 1.8km (23 min walk / 7 min cycle) southwest of the site in Bury town centre. Bury Interchange is served by trams operating on the Green Line and Yellow Line, served by up to 10 services per hour, providing access to destinations including Altrincham and Manchester Piccadilly.
- 3.13 Operating across 2 platforms, Bury Interchange has step free access to all platforms and has 5 cycle lockers and 8 cycle stands. Considering the frequency of tram services, from Bury Interchange, it could be expected that residents of the proposed development could commute for employment or leisure purposes.

Local Amenities

- 3.14 **Table 3.3** details key amenities that are within walking/cycling distance of the site.

Table 3.3: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Chesham Convenience Store	150m	1 min	1 min
Coffee & Cream	200m	2 mins	1 min
Huntley Brook Post Office	280m	4 mins	1 min
Aldi	300m	4 mins	2 mins
The Spotted Cow	350m	5 mins	2 mins
Wash Lane Chip Shop	500m	6 mins	2 mins
Openshaw Park	700m	9 mins	3 mins
Iceland	1km	12 mins	4 mins
Angouleme Retail Park	1.3km	16 mins	5 mins
Asda Pharmacy	1.4km	18 mins	6 mins

(Source: Google Maps)



Summary

- 3.15 As has been demonstrated, the site is within easy reach of surrounding amenities and employment opportunities on foot, by bike or public transport. It is considered that there is good sustainable transport infrastructure within the vicinity of the proposed development site and, as such, the proposals are consistent with national and local policy objectives.

4. HIGHWAY NETWORK & ROAD SAFETY

Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)



- 4.3 The development is to take vehicular access from the northern boundary of the site, onto Maxwell Street. Maxwell Street has an approximate carriageway width of 7m and is bound by 2.0m wide footways and street lighting along its length. Running east – west for approximately 330m, Maxwell Street is subject to a 20mph speed limit and has speed humps in place. There are no parking restrictions in place on Maxwell Street.
- 4.4 To the northeast of the site, Maxwell Street forms a priority T-junction with Willow Street. Willow Street is subject to a 20mph speed limit and runs north – south for approximately 570m. Willow Street has an approximate carriageway width of 7m and is bound by approximately 2.2m wide footways and street lighting, to both sides. Traffic calming measures, in the form of speed humps, are present north and south of the site.
- 4.5 Dwellings take direct frontage access onto Willow Street, along its length, and there are no parking restrictions in place, except for in the vicinity of the primary school opposite the site, where there are School Keep Clear road markings.
- 4.6 Approximately 280m north of the site, Willow Street forms a priority crossroads junction with B6222 Rochdale Old Road. There is a signalised pedestrian crossing 10m to the west of the junction supporting pedestrian movement north – south across the B6222. Subject to a 30mph speed limit, the B6222 Rochdale Old Road runs east – west and provides a key route between Bury and Rochdale.
- 4.7 400m south of the site, Willow Street joins the B6221 Wash Lane via a priority T-junction. To the west of the junction, a signalised crossing facility supports pedestrian movement north -south across the B6221. The B6221 is bound by 2.5m footways and street lighting on both sides. This provides access east to the A58 and onto the M66, which forms part of the Strategic Road Network.

Road Safety

- 4.8 Accident data for the most recent 5-year period (2017 – 2021) has been obtained from www.crashmap.co.uk. Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown in **Figure 4.1**.

Figure 4.1: Accident Locations



(Source: Crash Map)

4.9 **Table 4.1** summarises the accident record within the study area by year and severity.

Table 4.1: Accidents by Year and Severity

Severity	2017	2018	2019	2020	2021	Total
Slight	2	0	0	0	0	2
Serious	1	0	0	0	0	1
Fatal	0	0	0	0	0	0

(Source: Crash Map)

4.10 As can be seen from **Figure 4.1** and **Table 4.1**, a total of 3 accidents have been recorded within the most recent 5-year period, which equates to an average of 0.6 accidents per year. Of the accidents recorded, 2 were slight, and 1 was serious.

4.11 On Maxwell Street, 1 slight accident involving 2 cars was recorded in 2017. On Willow Street, 1 accident involving a child pedestrian was recorded in 2017, resulting in slight injuries. The other accident recorded within the study area was on Willow Street and involved 2 vehicles, resulting in 1 casualty who suffered serious injuries.



- 4.12 Given the scale of the accident study area, it is considered that an average of 0.6 accidents per year does not signify an existing road safety issue. Furthermore, as will be discussed further in **Section 5**, the development proposals are expected to generate a negligible amount of vehicular traffic and will not, therefore, result in a material impact on the existing road safety record.

5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Statement sets out the likely vehicle trip generation associated with the proposed residential units. It is recognised that the site is currently occupied by an industrial premises and, therefore, is likely to be generating trips on the highway network. However, for the purposes of a robust assessment, the trip generation of the development is considered to be new.

Trip Generation

- 5.2 In order to determine the likely level of vehicle trip generation, associated with the proposed residential dwellings, the TRICS database has been interrogated. The following TRICS parameters have been selected:

- Land Use: Residential (Flats, privately owned)
- Dwelling Range: 9-26 units
- Date Range: 01/01/14 to 09/06/21; and
- Location: Edge of Town Centre, Suburban Area, Edge of Town, Neighbourhood Centre.

- 5.3 **Table 5.1** summarises the vehicle trip rates and resultant trip generation, whilst the full TRICS output is provided at **Appendix B**.

Table 5.1: Vehicle Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.127	0.284	0.411	0.216	0.149	0.365
Trip Generation	2	4	5	3	2	5

(Source: TRICS)

- 5.4 As can be seen in **Table 5.1**, the proposed residential units are anticipated to generate 5 two-way vehicle trips in both the AM and PM peak hour. This level of trip generation is not expected to have a material impact on the operation of the highway network.

6. PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the proposed access, parking and servicing arrangements for the development.

Access

- 6.2 The proposed development is to take vehicular access from Maxwell Street, to the north of the site, via the existing access associated with the adjacent residential development. This will provide access into the proposed parking area, which will be provided as an extension to the existing parking arrangements for the aforementioned residential development.

Parking

- 6.3 Residential parking standards are set out for Bury Metropolitan Borough Council in the 'Development Control Policy Guidance Note 11 – Parking Standards in Bury' document and, for ease, are summarised in **Table 6.1**.

Table 6.1: BMBC Parking Standards

Size of Dwelling	Maximum Car Parking Spaces per Dwelling	Minimum Standards for Cycle Parking Provision
1 bedroom	1	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.
2 bedroom	1.5	
3 bedroom	2	
4 bedroom +	3	

(Source: Bury Metropolitan Borough Council)

- 6.4 It is proposed to provide parking at a ratio of 1 space per dwelling (13 spaces total), as an extension to the car park associated with the adjacent residential development. The existing 10 spaces associated with the adjacent development will be maintained. Access to the car park on foot will be provided from the western elevation of the site, via a short flight of stairs or via an accessible ramp.
- 6.5 As set out in **Table 6.1**, the development should provide a minimum of 4 cycle parking spaces, based on the 13 dwellings. This will be provided in the form of a secure shelter adjacent the bin store and parking bay no. 1, as shown on the site layout attached at **Appendix A**.



Servicing

- 6.6 The bin store for the proposed development will be provided as an extension to the bin store associated with the adjacent residential development. The existing turning head associated with this site will be unaffected and it is expected the proposed development will form a short extension to an existing servicing route.

Fire Appliance Access

- 6.7 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments) Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. It is expected that in the event of a fire, a fire tender could access the site from either Willow Street or via the existing access from Maxwell Street to the north of the site.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a planning application for residential development at Willow Street, Bury. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with local amenities, with opportunities to travel to/from the site via non-car modes;
- An analysis of historic accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- The proposed residential units are likely to generate some 5 additional two-way vehicle trips in the AM and PM peaks. This level of vehicle trip generation is not considered to be material, particularly when considering that the former industrial use would have generated trips, historically;
- Car parking is to be provided in accordance with local authority standards;
- Cycle parking is to be provided at a level appropriate to the nature and location of the site, in accordance with local authority standards; and
- The servicing arrangements for the site have been considered and demonstrated to be in keeping with existing arrangements locally.

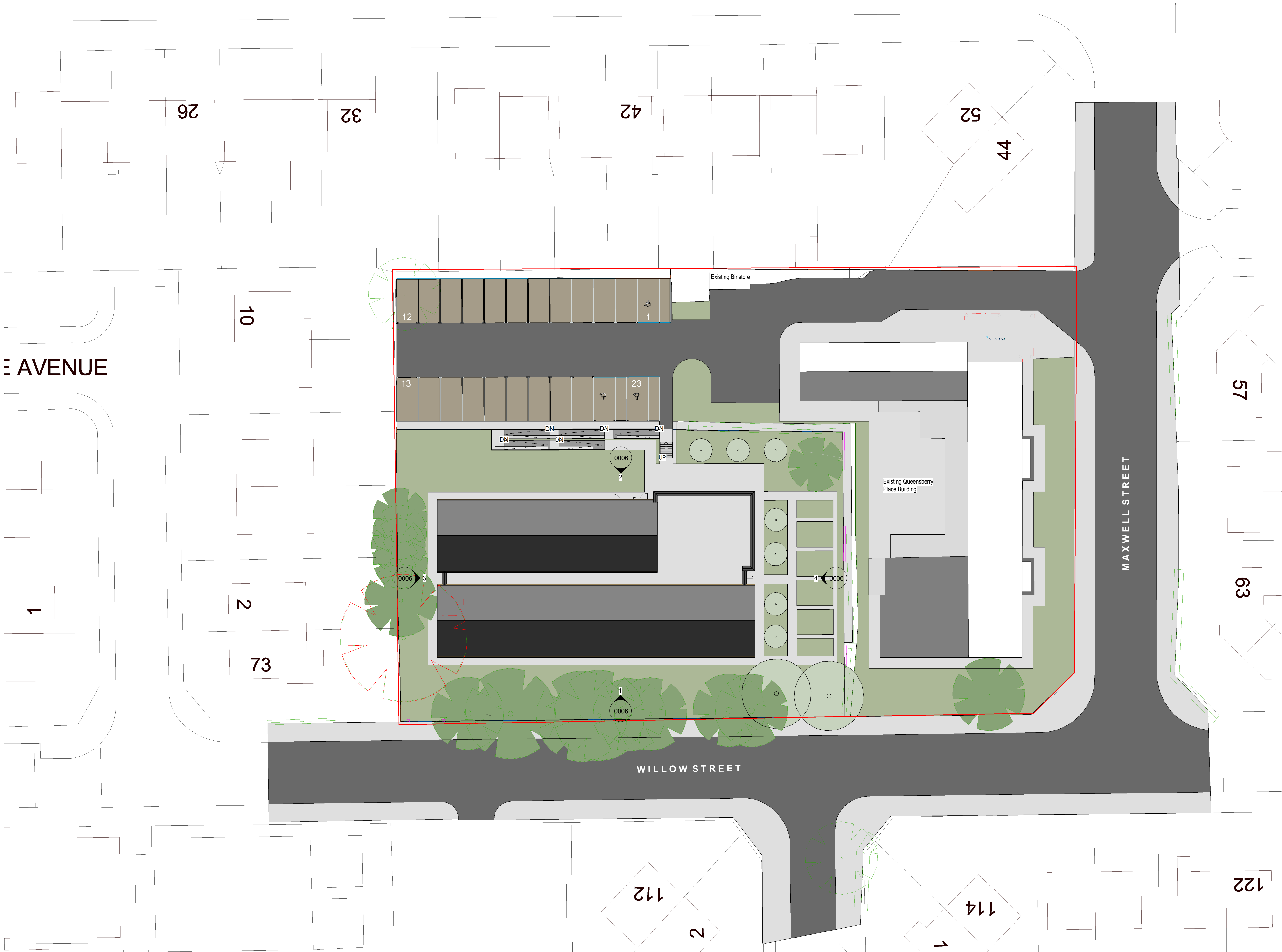
Conclusion

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Site Layout



Notes

Jennings Design Associates take no responsibility for any dimensions obtained by scaling from this drawing. If no dimension is shown the recipient must ascertain the dimension specifically from the Architect or by site measurement. Supplying this drawing in digital form is solely for convenience and no reliance may be placed on digital data. All data must be checked against hard copy. Dimensions must be checked on site. Any discrepancies must be reported to the Architect immediately. This drawing is copyright of Jennings Design Associates

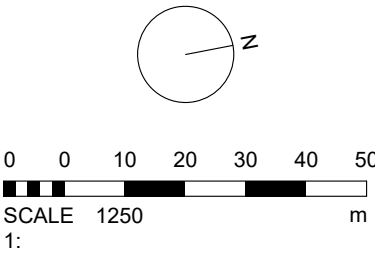
Proposed Tree Amendments

- Tree to be retained
- Tree planted as part of the proposal
- Tree to be removed

Note: See landscaping proposal for full details

Proposed Boundary Treatment Details

- 1100mm Metal Railing
- 1800mm Timber Fence



Rev	Description	Date	By
Revision Schedule			

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manchester: 0161 336 6011
liverpool: 0151 685 0112

Project Details:		1264 - Willow Street, Bury	
Client:		Irwell Valley	
RIBA Workstage:		Preliminary	
Scale:		1: 200	
Date:		14/09/22	
Drawn by:		SD	
Checked By:		KOR	
Project Code:		1264-JDA-Z1-00-DR-A-0004	
Description:		Proposed Site Plan	
Originator:		Vol/Sys	
Level:		Type	
Role:		Number	
Revision:		Rev	

Z:\1264 - Willow Street, Bury\Drawings\Level\Site Plan\1264-Site Plan.dwg



Appendix B

TRICS Outputs

Calculation Reference: AUDIT-640801-220809-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 9 to 26 (units:)
 Range Selected by User: 6 to 26 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/06/21

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Friday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6

Secondary Filtering selection:

Use Class:

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	5 days

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

Travel Plan:

Yes	2 days
No	5 days

PTAL Rating:

No PTAL Present	7 days
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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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LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:			14
	Survey date: FRIDAY			28/03/14
2	HF-03-C-01	BLOCKS OF FLATS		Survey Type: MANUAL
	HERTFORDSHIRE			
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:			22
	Survey date: WEDNESDAY			09/06/21
3	HF-03-C-05	BLOCKS OF FLATS		Survey Type: MANUAL
	HERTFORDSHIRE			
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:			26
	Survey date: MONDAY			07/06/21
4	LE-03-C-01	BLOCK OF FLATS		Survey Type: MANUAL
	LEICESTERSHIRE			
	NEW STREET			
	LEICESTER			
	OADBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:			19
	Survey date: FRIDAY			16/10/20
5	MS-03-C-03	BLOCK OF FLATS		Survey Type: MANUAL
	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
6	MS-03-C-04	BLOCK OF FLATS		Survey Type: MANUAL
	MERSEYSIDE			
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:			24
	Survey date: MONDAY			12/04/21
7	RI-03-C-01	FLATS		Survey Type: MANUAL
	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			

Northern Transport Planning LEEDS WEST YORKSHIRE

Licence No: 640801

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	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	19	0.060	7	19	0.209	7	19	0.269
08:00 - 09:00	7	19	0.127	7	19	0.284	7	19	0.411
09:00 - 10:00	7	19	0.201	7	19	0.157	7	19	0.358
10:00 - 11:00	7	19	0.097	7	19	0.172	7	19	0.269
11:00 - 12:00	7	19	0.127	7	19	0.097	7	19	0.224
12:00 - 13:00	7	19	0.104	7	19	0.097	7	19	0.201
13:00 - 14:00	7	19	0.127	7	19	0.127	7	19	0.254
14:00 - 15:00	7	19	0.097	7	19	0.127	7	19	0.224
15:00 - 16:00	7	19	0.119	7	19	0.097	7	19	0.216
16:00 - 17:00	7	19	0.216	7	19	0.149	7	19	0.365
17:00 - 18:00	7	19	0.224	7	19	0.097	7	19	0.321
18:00 - 19:00	7	19	0.119	7	19	0.112	7	19	0.231
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.618			1.725			3.343

Parameter summary

Trip rate parameter range selected: 9 - 26 (units:)
 Survey date range: 01/01/14 - 09/06/21
 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

