

Transport Statement

**Proposed Residential Development
Earl Street, Prestwich**

Prepared for Dreams Homes Construction

March 2022

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Document Revision Control

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0	13/07/2021	Issue	LB	PT
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1.0 INTRODUCTION

General

- 1.1 SCP are instructed by Dreams Homes Construction to provide highway, traffic and transport advice in connection with a proposed residential development on land to the north-east of Earl, Street, Prestwich.
- 1.2 The application site currently comprises a former children's nursery, private garages and undeveloped land. The proposed development will provide 16 houses and further details on the proposed development are provided later in this report.

Scope and Structure of Report

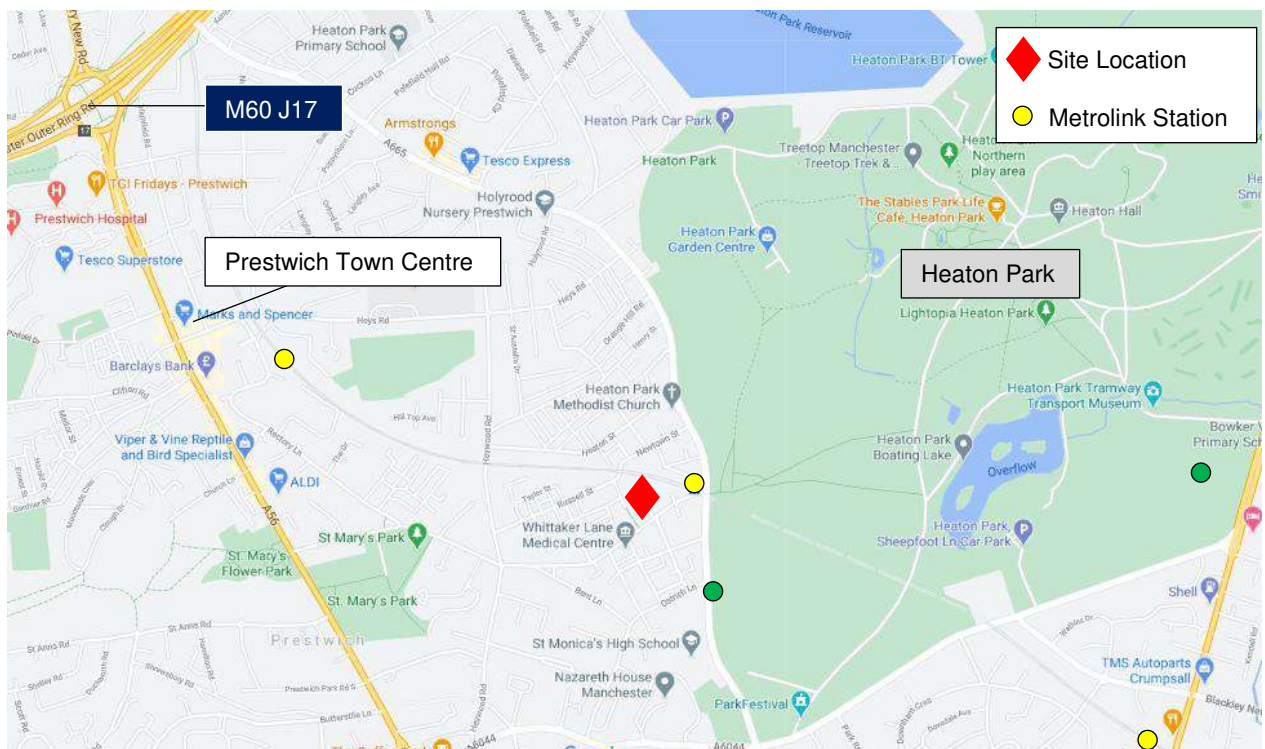
- 1.3 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.4 The TS has been prepared in accordance with the now superseded Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).
- 1.5 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.

2.0 EXISTING CONDITIONS

Site Location and Composition

- 2.1 The application site is located approximately 1.5km walking distance to the south-east of Prestwich Town Centre.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:-

Figure 2.1 – Site Location – Wider Highway Network



- 2.3 The site location in a more local context is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



- 2.4 The application site is bounded by the Bury Metrolink Line to the north-east, commercial units to the east, residential dwellings to the south, and residential dwellings and Earl Street to the south-west.
- 2.5 The site comprises a former children's nursery (Friesner Nurseries) with a GFA of approximately 380sqm, private garages and undeveloped land.
- 2.6 Vehicular access to the site is currently provided along Earl Street via a wide simple priority access. The layout of the access is show on the **Figure 2.3** below.

Figure 2.3 – Existing Site Access



Local Transport Network

Earl Street

- 2.7 Earl Street is located along the western boundary of the site and is a residential cul-de-sac which provides a link to Russell Street to the north-west.
- 2.8 Within the vicinity of the site, Earl Street has a carriageway width of approximately 8.0m and benefits footways and street lighting on both sides of the carriageway.
- 2.9 Within the vicinity of the site, Earl Street is subject to a mandatory speed limit of 30mph.

Stanley Street

- 2.10 Stanley Street is located to the south-west of the site and is a residential road which provides a link to the Stanley Street cul-de-sac to the south-west via Egerton Street and Randlesham Street.
- 2.11 Within the vicinity of the site, Stanley Street has a carriageway width of approximately 7.3m and benefits footways and street lighting on both sides of the carriageway.
- 2.12 Within the vicinity of the site, Stanley Street is subject to a mandatory speed limit of 30mph.

- 2.13 Public Right of Way (PROW) ref 5PRE runs to the south of the site and provides a link between Earl Street and Whittaker Lane. As a result, PROW 5PRE provides a direct footway link between the application site and Heaton Park Metrolink Stop / bus stops along Whittaker Lane and the A665 Bury Old Road.

Road Safety

- 2.14 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*".
- 2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31st December 2021. The data shows that no accidents occurred along Earl Street, or the adjoining roads of Newton Street, Russell Street and Stanley Street over the five year period. As a result, no further analysis of the accident record is required.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development will provide 16 dwellings comprising 15no. 4 bedroom houses and 1no. 2 bedroom house. The development proposals are shown on the site layout plan presented in **Appendix A**.

Proposed Access Arrangements

- 3.2 Vehicular access to the development will be provided from Earl Street in the same location as the existing access and will take the form of a simple priority access. The vehicular access will be upgraded to provide typical residential standards and provide a 4.8m wide carriageway with a 2.0 wide footway along the southern side of the access road.
- 3.3 The proposed access will be gated (setback around 11m) with a parking space provided to the west of the gate in order to allow vehicles to wait along the adopted highway while the gate opens. The proposed gate will include telescopic openings will ensure visibility is maintained between the internal layout and the adopted highway.
- 3.4 The proposed site access arrangement is shown on Drawing Number SCP/200780/SK03 Rev D presented in **Appendix B**.
- 3.5 This site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of over 25m in both directions, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road. This is acceptable as traffic speeds will be well below this due to the cul-de-sac nature of Earl Street.
- 3.6 Swept path analysis of the site access is shown on Drawing Number SCP/200780/ATR01 Rev D presented in **Appendix C**.
- 3.7 Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses.

Servicing

- 3.8 The internal road will be privately maintained and will not be adopted.
- 3.9 The internal road network has been designed to ensure the movements of service and refuse vehicles can be accommodated without allowing their requirements to dominate the layout.

- 3.10 Swept path analysis of the internal site layout has been undertaken and demonstrates the movements of a large refuse vehicle can be accommodated, as shown on the drawing provided in **Appendix C**. A bin collection point will be provided on the eastern section of the site.

Car Parking

- 3.11 BMBC's maximum parking standards for residential dwellings are outlined in the 'Development Control Policy Guidance Note 11 – Parking Standards in Bury for adoption – May 2007' document and are summarised below:

Residential Dwellings in 'High Access' Areas

- 2 bedroom dwellings – Maximum of 1.5 spaces;
 - 4+ bedrooms – Maximum of 3 spaces.
- 3.12 The proposed development provides parking in accordance with the above standards via private driveways and the shared parking area on the northern section of the site. A short stay / visitor parking space will be provided to the west of the proposed access which will also allow vehicles to wait along the adopted highway while the gate opens if needed. As mentioned previously, the proposed gate will include telescopic openings will ensure visibility is maintained between the internal layout and the adopted highway.

4.0 ACCESSIBILITY OF THE SITE

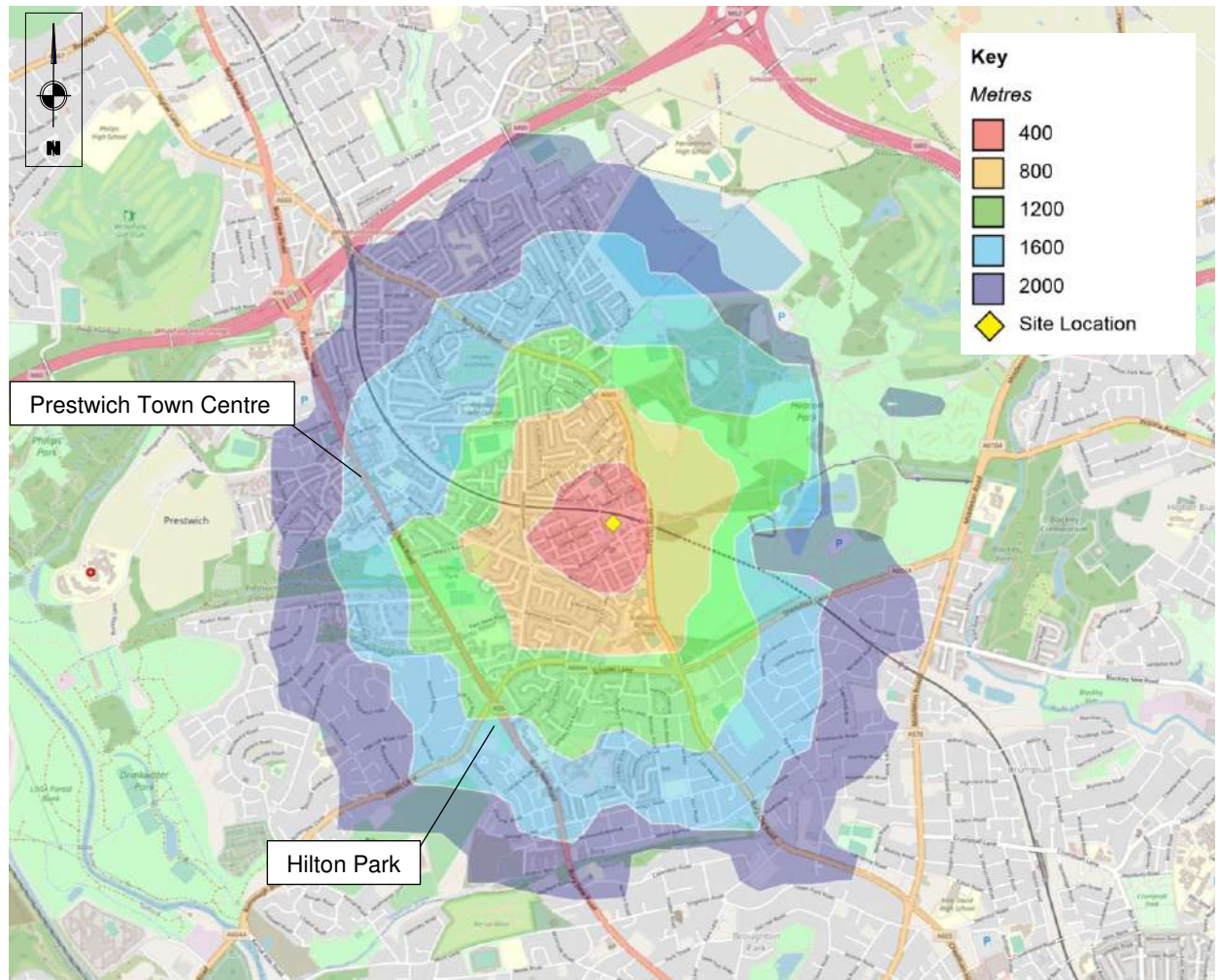
Overview

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

Pedestrians

- 4.2 The 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 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.4 The 2km walk distance isochrones is shown on **Figure 4.1** overleaf:-

Figure 4.1 – 2km Walk Accessibility



- 4.5 There are a high number of facilities within close vicinity of the application site, including a range of retail units available along Whittaker Road and Bury Old Road including Premier Multisaver convenience store and the Royal Oak Public House.
- 4.6 In addition, Prestwich Town Centre is located approximately 1.5km walking distance to the north-west of the application site which provides an exhaustive list of facilities. A summary of some of the facilities within a 2km walk distance of the site are summarised below:-

Education – St Monicas High School, St Hildas CoE Primary School, The Heys School, Prestwich Prep School, Park View Primary School, Manchester Mesivta School, Sedgeley Park Community Primary School.

Retail – Tesco Superstore, Marks and Spencer, Aldi, Iceland Foods, Prestwich Post Office, convenience stores, banks, public houses, bars, cafes, restaurants, medical centres, GPs and

various additional retail/commercial units along Bury Old Road, Bury New Road, Whittaker Lane and Prestwich Town Centre.

Leisure – Heaton Park, St Marys Park and Phoenix Youth and Community Centre.

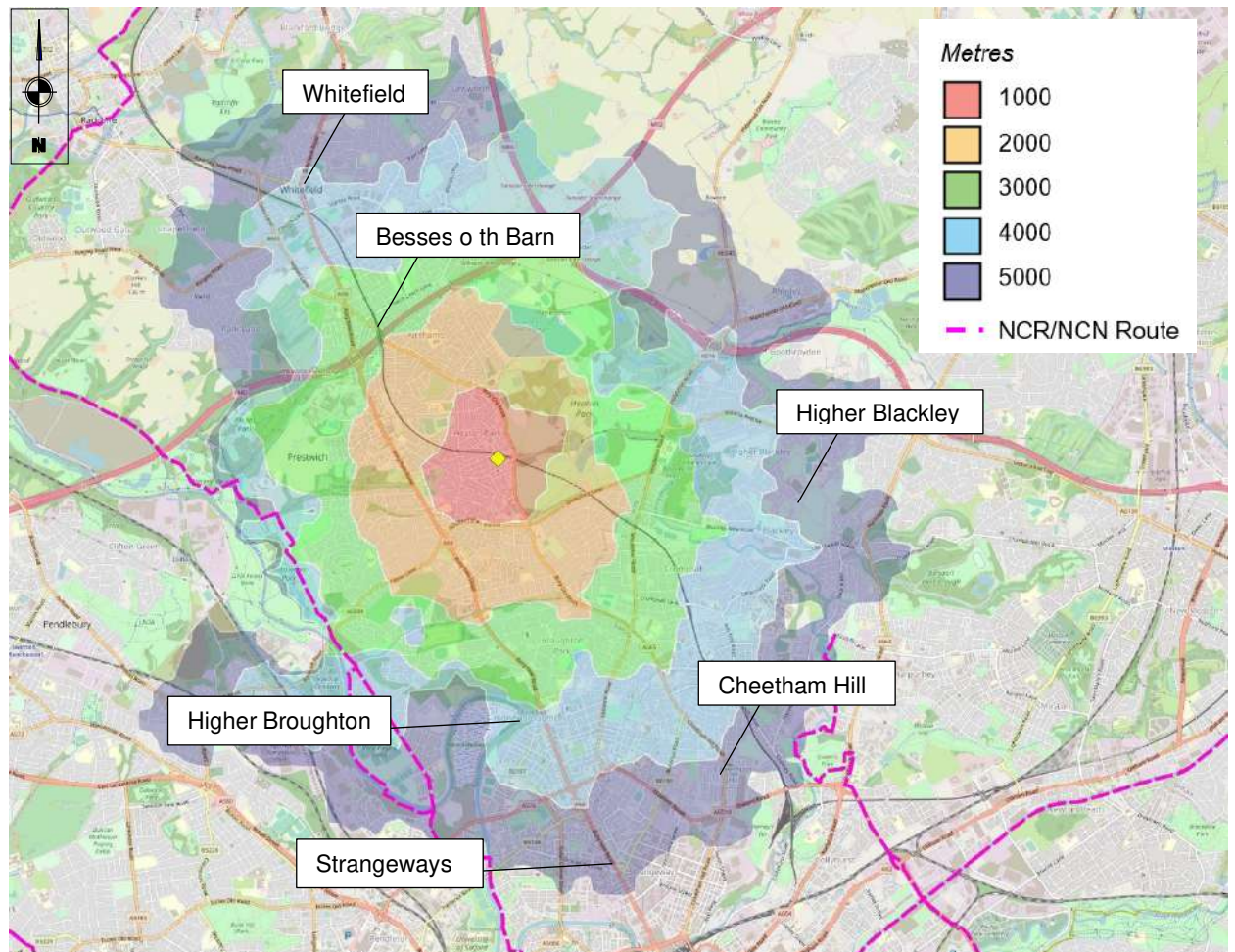
Transport – Nearby Bus Stops along Whittaker Lane and Bury Old Road, and Heaton Park Metrolink Stop.

- 4.7 Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from footways and lighting on both sides.

Cyclists

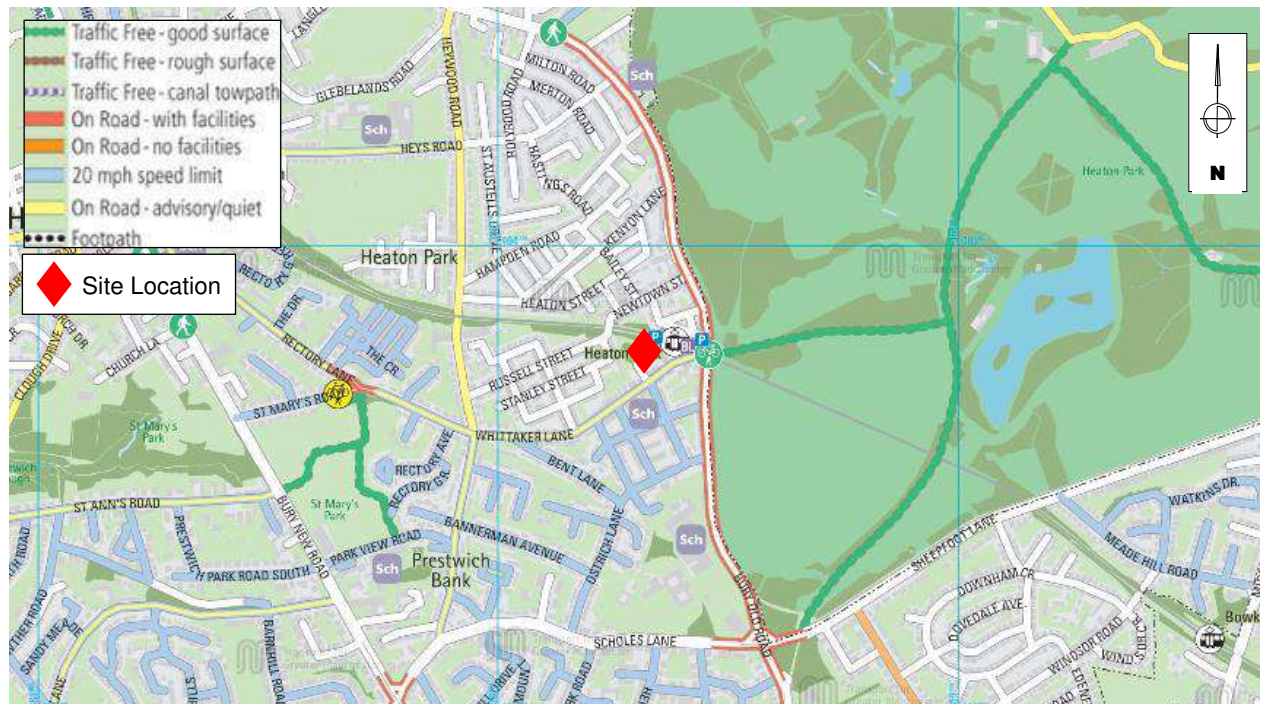
- 4.8 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
- 4.9 **Figure 4.2** below illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. This demonstrates that Besses o th Barn, Whitefield and Cheetham Hill, amongst other locations are within an acceptable cycle distance of the site.

Figure 4.2 – 5km Cycle Accessibility



- 4.10 National Cycle Route (NCR) 6 is located approximately 3.0km to the west of the application site and can be accessed safely via St Marys Park/Drinkwater Park. NCR6 is a mostly traffic free routes and provides cycle access towards Bury town centre and Manchester city centre.
- 4.11 The Greater Manchester Cycle Map on Transport for greater Manchester's (TfGM) website shows nearby local cycle routes and are shown on **Figure 4.3** below.

Figure 4.3 – TfGM’s Greater Manchester Cycle Map



- 4.12 As can be seen from **Figure 4.3**, the A665 Bury Old Road provides on-road cycle facilities which route via Sedgley Park towards the south-east.
- 4.13 Heaton Park provides traffic free cycle routes onto the surrounding highway network including Sheepfoot Lane to the south-east, Middleton Road to the east and north-east, and Heywood Road to the north.
- 4.14 The residential streets to the south and north-west of the site provide a network of 20mph roads which link onto Bury New Road to the south-west and Prestwich Town Centre to the north-west.

Public Transport

- 4.15 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."*
- 4.16 The nearest bus stops to the site are located less than 200m walking distance to the south of the site along Whittaker Lane. Further bus stops are provided between 300m-350m walking distance to the east of the site along the A665 Bury Old Road. A summary of the services provided from these stops are summarised in **Table 4.1** below:-

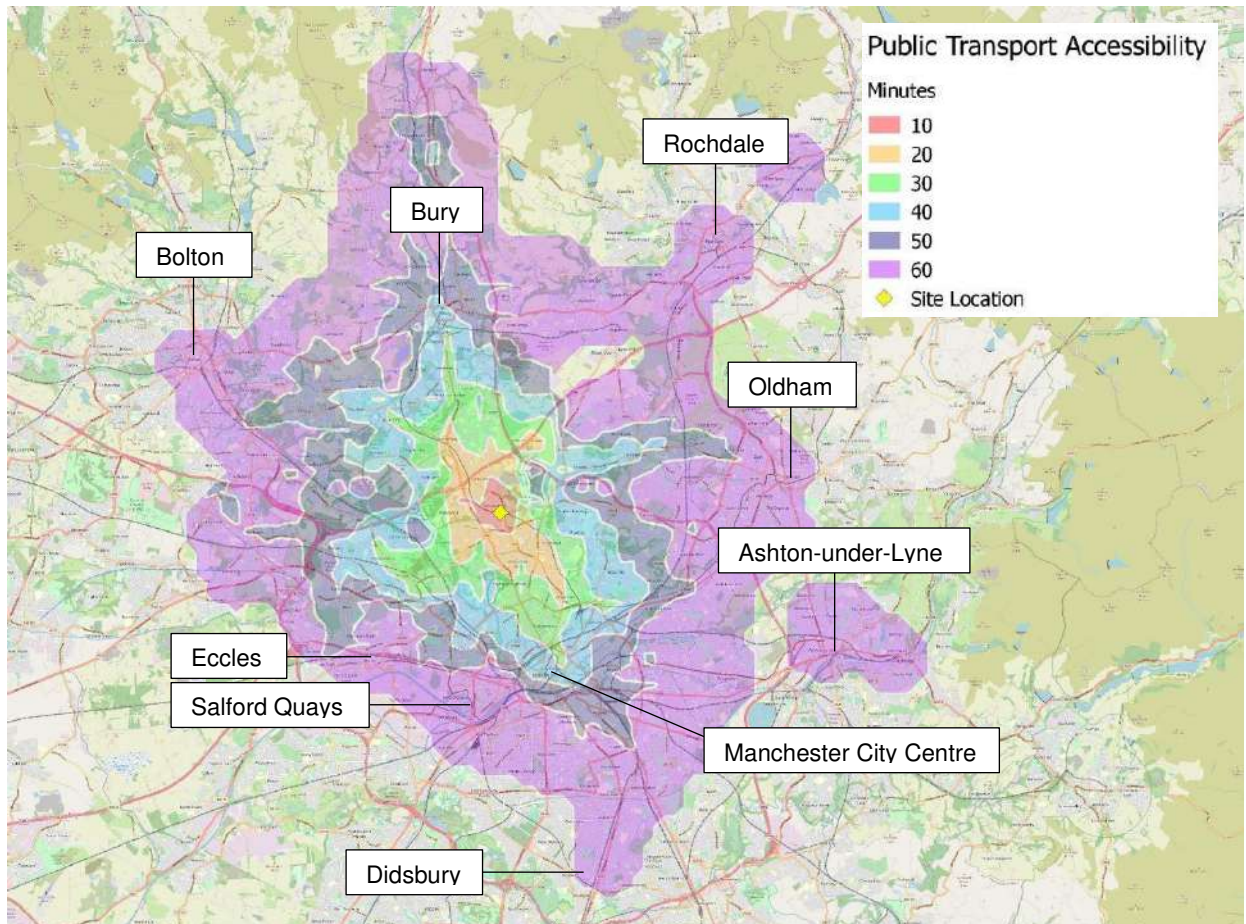
Table 4.1 – Bus Timetable Summary

Service Number	Bus Stop		Route	Average Daytime Frequency (mins)		
	A665 Bury Old Rd	Whittaker Ln		Mon-Fri	Sat	Sun
66		X	Eccles - Winton - Swinton - Pendlebury - Prestwich Hospital	60	60	120
94		X	Higher Crumpsall - Kersal - Prestwich - Hollins - Bury	60	60	No Service
135	X		Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	10	12	15
791	X		Simister - Prestwich - Bowker Vale - Higher Blackley	School Service	No Service	
798		X	Bradley Fold - St Monicas High School	School Service	No Service	
799		X	Seddon's Farm Estate - St Monicas High School	School Service	No Service	

N.B. At the time of writing this report bus services are subject to COVID-19 operational timetabling and are subject to reduced frequencies.

- 4.17 In summary, the bus services at the nearby bus stops provide connections to destinations throughout to Prestwich town centre, Bury town centre and Manchester city centre.
- 4.18 The combined frequency of the commuter services within the vicinity of the site is up to 8 services per hour during the weekday peak hours.
- 4.19 In terms of tram services, the nearest Metrolink Stop is Heaton Park which is located less than 300m walking distance to the east of the application site and can be accessed via PROW 5PRE/Whittaker Lane.
- 4.20 Heaton Park Metrolink Stop is on the Bury to Manchester Piccadilly and Bury to Altrincham lines and provides direct services to locations including Radcliffe, Sale and Manchester city centre, amongst others.
- 4.21 Trams run on the Metrolink network run between approximately 0600 to 0000 Mondays to Saturdays and 0700 to 2300 Sundays. Trams from Heaton Park Metroink Stop run up to 10 services per hour in either direction during peak hour periods.
- 4.22 **Figure 4.4** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stop or Metrolink stop or train station. The analysis demonstrates that it is possible to reach areas Bolton, Bury, Rochdale, Oldham, Salford Quays and Manchester City Centre, amongst others, in an acceptable 60 minute commute time.

Figure 4.4 – Public Transport Accessibility



4.23 In summary the application site is extremely well located to encourage other modes of travel other than the private car. The site has a number of local facilities within short walking distance including a convenience store, bus stops Heaton Park Metrolink stop which provide direct frequent services throughout the week between Bury and Manchester City Centre. Prestwich town centre is also within walking distance of the site which provides numerous additional facilities.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

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

Trip Generation - Existing Use of the Site

- 5.2 As set out earlier in Chapter 2, the application site currently former children's nursery (Friesner Nurseries) with a GFA of approximately 380sqm.
- 5.3 In order to estimate the trip generating potential of the existing uses of the site, average trip rates from the industry-standard TRICS Database have been obtained. The search criteria for the TRICS based trip rates is as follows:-
- i) Education;
 - ii) Nursery;
 - iii) Multi-modal surveys;
 - iv) Sites in Greater London and Ireland excluded;
 - v) Selection by GFA;
 - vi) Weekday surveys only; and
 - vii) 'Town Centre', 'Edge of Town Centre' and 'Free Standing' locations excluded.
- 5.4 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100 sqm) Associated with the Existing Nursery

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3.652	3.156	2.270	2.908
Cycles	0.071	0.035	0.035	0.071
Pedestrians	1.809	0.887	1.206	1.950
Pub. Trans.	0.390	0.106	0.106	0.106

- 5.5 The estimated trip generation associated with the existing nursery is therefore as summarised in **Table 5.2** below.

Table 5.2 – Estimated Trip Generation – Based on Existing Nursery GFA of 380sqm

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	14	12	9	11
Cycles	0	0	0	0
Pedestrians	7	3	5	7
Pub. Trans.	1	0	0	0

Trip Generation - Proposed Use of the Site

- 5.6 In order to estimate the trip generating potential of the proposed residential use, 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) Houses Privately Owned;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of dwellings;
- vi) Weekday surveys only; and
- viii) 'Town Centre', 'Edge of Town Centre' and 'Free Standing' locations excluded.

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

Table 5.3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Residential Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.198	0.397	0.282	0.151
Cycles	0.000	0.034	0.022	0.017
Pedestrians	0.112	0.201	0.084	0.067
Pub. Trans.	0.006	0.025	0.014	0.014

- 5.8 The estimated trip generation associated with the proposed development is therefore as summarised in **Table 5.4** below.

Table 5.4 – Estimated Trip Generation – Based on 16 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	6	5	2
Cycles	0	1	0	0
Pedestrians	2	3	1	1
Pub. Trans.	0	0	0	0

Net Trip Generation

- 5.9 The net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing uses subtracted from the number of trips that could be generated by the proposed development. This is summarised in **Table 5.5** below:

Table 5.5 – Net Development Trip Generation (Vehicles)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Existing Nursery	14	12	9	11
Proposed Residential Use	3	6	5	2
Net Trip Generation	-11	-6	-4	-9

- 5.10 Based on the trip net trip generation, the proposed development will result in a decrease of 17 two-way vehicles during the AM peak hour and an increase of 13 two-way vehicles during the PM peak hour.
- 5.11 Volumetrically, this equates to a reduction in vehicle movements by once every 3-4 minutes or so during the AM peak hour and once every 5-6 minutes or so during the PM peak hours.

6.0 SUMMARY AND CONCLUSION

- 6.1 SCP are instructed by Dreams Homes Construction to provide highway, traffic and transport advice in connection with a proposed residential development on land to the north-east of Earl, Street, Prestwich.
- 6.2 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.3 The application site currently comprises a former children's nursery, private garages and undeveloped land. The proposed development will provide 16 houses comprising 15no. 4 bedroom houses and 1no. 2 bedroom house.
- 6.4 Vehicular access to the development will be provided from Earl Street in the same location as the existing access and will take the form of a simple priority access. Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses.
- 6.5 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed. The data shows that no accidents occurred along Earl Street, or the adjoining roads of Newton Street, Russell Street and Stanley Street over the five year period. As a result, no further analysis of the accident record is required.
- 6.6 The proposed development has been found to be very well located to encourage travel by sustainable modes. In particular, the site has a number of local facilities within short walking distance including a convenience store, bus stops Heaton Park Metrolink stop which provide direct frequent services throughout the week between Bury and Manchester City Centre. Prestwich town centre is also within walking distance of the site which provides numerous additional facilities.
- 6.7 Based on the trip net trip generation, the proposed development will result in a decrease of 16 two-way vehicles during the AM peak hour and an increase of 12 two-way vehicles during the PM peak hour. Volumetrically, this equates to a reduction in vehicle movements by once every 3-4 minutes or so during the AM peak hour and once every 5-6 minutes or so during the PM peak hours.
- 6.8 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX A

PROGRESS DRAWING

This drawing is not intended to be used for contract pricing or fabrication purposes. All content is subject to change



TOWNHOUSE UNIT

4B/8P 140 SQMT	1
4B/6P 114 SQMT	2
4B/6P 108SQMT	3
2B/4P 82SQMT	4

4

DWELLINGS UNIT

3 Storey 4B/6P 140 SQMT	12
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TOTAL UNITS **16**

Site Plan (No. of Units) - As Proposed

F	SIXTH ISSUE	EJG/II
E	FIFTH ISSUE E2 sixth ISSUE EJG/II 15/03/21	EJG/II 14/02/21
D	FOURTH ISSUE	EJG/II 9/12/21
C	THIRD ISSUE	EJG/II 21/06/21
B	FIRST ISSUE	EJG/II 16/06/21
A	FIRST ISSUE	VK 25/05/21
Rev	DESCRIPTION	By Date



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Project
 PROPOSED RESIDENTIAL
 DEVELOPMENT LAND TO REAR OF
 EARL STREET PRESTWICH M25 1GQ

Client
 Mr. MEDHDI YAZDANPANA

Title
 Site Plan (No. of Units)
 As Proposed

Drawn EGJ/II	DRG no. 14,347
Date 22/03/22	07
Scale 1:500(A3)	Amendment F



Site Plan with Car Parking - As Proposed

E2	sixth ISSUE	EJG/II	15/03/21
E	FIFTH ISSUE	EJG/II	14/02/21
D	FOURTH ISSUE	EJG/II	9/12/21
C	THIRD ISSUE	EJG/II	21/06/21
B	FIRST ISSUE	EJG/II	16/06/21
A	FIRST ISSUE	VK	25/05/21
Rev	DESCRIPTION	By	Date



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PROPOSED RESIDENTIAL
DEVELOPMENT LAND TO REAR OF
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Client
Mr. MEDHDI YAZDANPANA

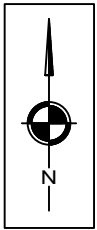
Title
Site Plan (with car
parking) - As Proposed

Drawn
EGJ/II
Date
15/03/22
Scale
1:360(A3)

DRG no.
14,347
08
Amendment
E 2

S|C|P

APPENDIX B



1:250

2.4m x 25m VISIBILITY SPLAY
(MEASURED 1m INTO THE CARRIAGEWAY)

2.4m x 25m
VISIBILITY SPLAY

WP2HOS.5

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SIT LAYOUT UNDERLAID	26.05.21	MC
C	NEW SITE LAYOUT PLAN UNDERLAID	05.07.21	BA
D	NEW SITE LAYOUT PLAN UNDERLAID	23.03.22	BH

S|C|P

Transportation Planning : Infrastructure Design

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Client Name:

DREAMS HOMES CONSTRUCTION

Project Title:

EARL STREET,
PRESTWICH

Drawing Title:

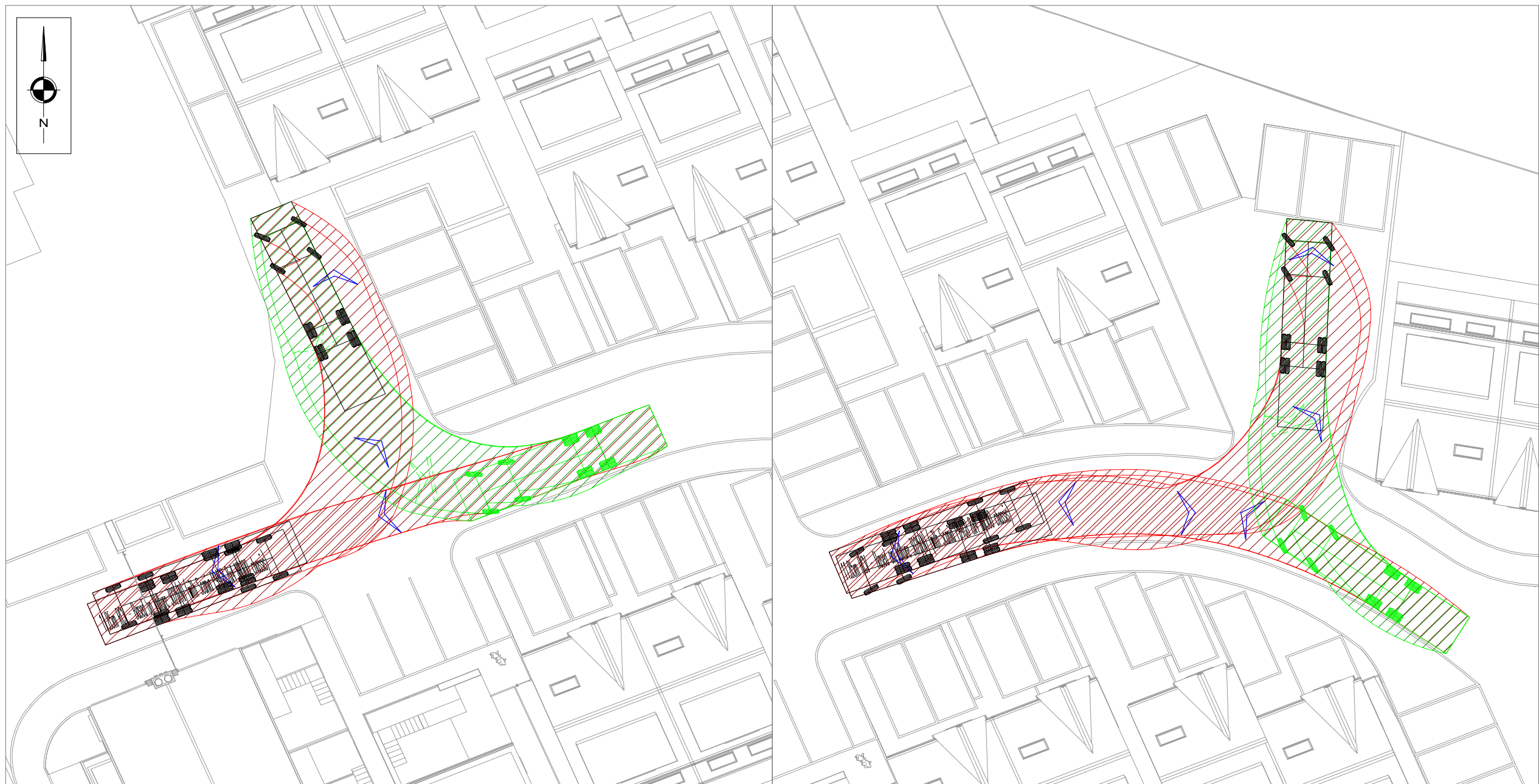
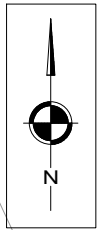
SITE ACCESS ARRANGEMENT
& VISIBILITY SPLAYS

Drawn By:	BA	Date:	22.04.2021
Checked:	LB	Scale:	1:250 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/200780/SK03	Rev.	D
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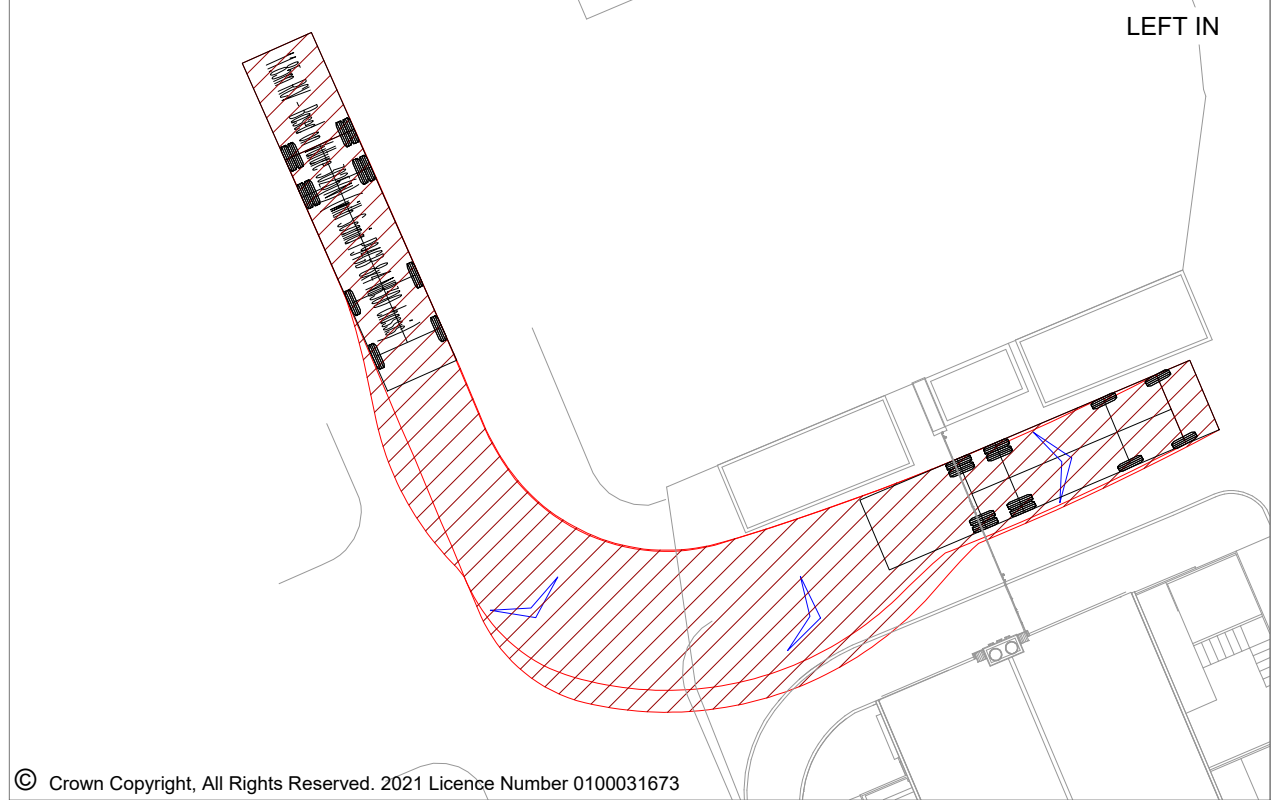
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APPENDIX C

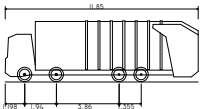


LEFT IN

RIGHT OUT



DESIGN VEHICLE PROFILE



11.85M RCV - BASED ON VULTURE 3025(N) (WITH SCANIA P94GB 8x4 NB300 CHASSIS)
OVERALL LENGTH 11.850M
OVERALL WIDTH 2.500M
OVERALL BODY HEIGHT 3.749M
MIN BODY GROUND CLEARANCE 0.902M
TRACK WIDTH 2.490M
LOCK TO LOCK TIME 4.00S
KERB TO KERB TURNING RADIUS 11.035M

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SIT LAYOUT UNDERLAID	26.05.21	MC
C	NEW SITE LAYOUT PLAN UNDERLAID. SPA UPDATED	07.07.21	JL
D	NEW SITE LAYOUT PLAN UNDERLAID. SPA UPDATED	23.03.22	BH



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client Name:

DREAMS HOMES CONSTRUCTION

Project Title:

EARL STREET,
PRESTWICH

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

BA

Date:

22.04.2021

Checked:

LB

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/200780/ATR01

Rev.

D

S|C|P

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 185 to 725 (units: sqm)
 Range Selected by User: 176 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/05/19

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	1 days
Tuesday	3 days
Wednesday	2 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:

Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	1

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	7
------------------	---

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

Secondary Filtering selection:Use Class:

E(f) 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	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:

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.

LIST OF SITES relevant to selection parameters

1	CA-04-D-02	NURSERY	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: TUESDAY	18/10/16	Survey Type: MANUAL
2	ES-04-D-01	NURSERY	EAST SUSSEX
	CONNAUGHT ROAD		
	BRIGHTON		
	HOVE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	185 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	GM-04-D-01	NURSERY	GREATER MANCHESTER
	RUFFORD ROAD		
	MANCHESTER		
	WHALLEY RANGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: MONDAY	16/11/09	Survey Type: MANUAL
4	KC-04-D-01	NURSERY	KENT
	PEMBURY ROAD		
	TONBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	210 sqm	
	Survey date: WEDNESDAY	09/12/09	Survey Type: MANUAL
5	LN-04-D-01	NURSERY	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	SWALLOW BECK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
6	TW-04-D-02	NURSERY	TYNE & WEAR
	ETTRICK GROVE		
	SUNDERLAND		
	HIGH BARNES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
7	TW-04-D-03	NURSERY	TYNE & WEAR
	JUBILEE ROAD		
	NEWCASTLE UPON TYNE		
	GOSFORTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	725 sqm	
	Survey date: TUESDAY	21/05/19	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 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	1.489	7	403	0.638	7	403	2.127
08:00 - 09:00	7	403	3.652	7	403	3.156	7	403	6.808
09:00 - 10:00	7	403	1.064	7	403	0.709	7	403	1.773
10:00 - 11:00	7	403	0.177	7	403	0.071	7	403	0.248
11:00 - 12:00	7	403	0.355	7	403	0.461	7	403	0.816
12:00 - 13:00	7	403	0.674	7	403	0.993	7	403	1.667
13:00 - 14:00	7	403	0.957	7	403	1.099	7	403	2.056
14:00 - 15:00	7	403	0.319	7	403	0.390	7	403	0.709
15:00 - 16:00	7	403	1.489	7	403	1.241	7	403	2.730
16:00 - 17:00	7	403	2.092	7	403	2.057	7	403	4.149
17:00 - 18:00	7	403	2.270	7	403	2.908	7	403	5.178
18:00 - 19:00	7	403	0.355	7	403	1.135	7	403	1.490
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.893			14.858			29.751

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:	185 - 725 (units: sqm)
Survey date range:	01/01/08 - 21/05/19
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.

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	0.071	7	403	0.000	7	403	0.071
08:00 - 09:00	7	403	0.071	7	403	0.035	7	403	0.106
09:00 - 10:00	7	403	0.000	7	403	0.000	7	403	0.000
10:00 - 11:00	7	403	0.000	7	403	0.000	7	403	0.000
11:00 - 12:00	7	403	0.000	7	403	0.000	7	403	0.000
12:00 - 13:00	7	403	0.106	7	403	0.035	7	403	0.141
13:00 - 14:00	7	403	0.035	7	403	0.071	7	403	0.106
14:00 - 15:00	7	403	0.000	7	403	0.000	7	403	0.000
15:00 - 16:00	7	403	0.000	7	403	0.071	7	403	0.071
16:00 - 17:00	7	403	0.000	7	403	0.000	7	403	0.000
17:00 - 18:00	7	403	0.035	7	403	0.071	7	403	0.106
18:00 - 19:00	7	403	0.000	7	403	0.000	7	403	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.283			0.601

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.

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	1.489	7	403	0.355	7	403	1.844
08:00 - 09:00	7	403	1.809	7	403	0.887	7	403	2.696
09:00 - 10:00	7	403	0.674	7	403	0.248	7	403	0.922
10:00 - 11:00	7	403	0.284	7	403	0.213	7	403	0.497
11:00 - 12:00	7	403	0.816	7	403	0.957	7	403	1.773
12:00 - 13:00	7	403	1.454	7	403	1.525	7	403	2.979
13:00 - 14:00	7	403	0.567	7	403	0.922	7	403	1.489
14:00 - 15:00	7	403	0.319	7	403	0.390	7	403	0.709
15:00 - 16:00	7	403	0.993	7	403	0.887	7	403	1.880
16:00 - 17:00	7	403	1.135	7	403	1.348	7	403	2.483
17:00 - 18:00	7	403	1.206	7	403	1.950	7	403	3.156
18:00 - 19:00	7	403	0.071	7	403	0.993	7	403	1.064
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.817			10.675			21.492

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.

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	7	403	0.603	7	403	0.000	7	403	0.603
08:00 - 09:00	7	403	0.390	7	403	0.106	7	403	0.496
09:00 - 10:00	7	403	0.248	7	403	0.071	7	403	0.319
10:00 - 11:00	7	403	0.035	7	403	0.000	7	403	0.035
11:00 - 12:00	7	403	0.000	7	403	0.248	7	403	0.248
12:00 - 13:00	7	403	0.390	7	403	0.461	7	403	0.851
13:00 - 14:00	7	403	0.035	7	403	0.106	7	403	0.141
14:00 - 15:00	7	403	0.000	7	403	0.000	7	403	0.000
15:00 - 16:00	7	403	0.035	7	403	0.142	7	403	0.177
16:00 - 17:00	7	403	0.000	7	403	0.177	7	403	0.177
17:00 - 18:00	7	403	0.106	7	403	0.106	7	403	0.212
18:00 - 19:00	7	403	0.000	7	403	0.355	7	403	0.355
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.842			1.772			3.614

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.

S|C|P

APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 33 (units:)
 Range Selected by User: 8 to 34 (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: 01/01/13 to 06/06/19

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

Selected survey days:

Monday	7 days
Wednesday	4 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories

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

Secondary Filtering selection:

Use Class:

C3 18 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	4 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	7 days
1.1 to 1.5	10 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	1 days
No	17 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	18 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
4	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST		
	Edge of Town Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
5	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
6	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD LIVERPOOL OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
7	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
8	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
9	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
11	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
13	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
14	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
15	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
16	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	12		
	Survey date: MONDAY	08/05/17		Survey Type: MANUAL
17	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	COVENTRY			
	POTTERS GREEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total No of Dwellings:

Survey date: THURSDAY

27

22/09/16

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	18	20	0.089	18	20	0.257	18	20	0.346
08:00 - 09:00	18	20	0.198	18	20	0.397	18	20	0.595
09:00 - 10:00	18	20	0.148	18	20	0.190	18	20	0.338
10:00 - 11:00	18	20	0.179	18	20	0.151	18	20	0.330
11:00 - 12:00	18	20	0.173	18	20	0.207	18	20	0.380
12:00 - 13:00	18	20	0.218	18	20	0.209	18	20	0.427
13:00 - 14:00	18	20	0.190	18	20	0.182	18	20	0.372
14:00 - 15:00	18	20	0.198	18	20	0.218	18	20	0.416
15:00 - 16:00	18	20	0.324	18	20	0.279	18	20	0.603
16:00 - 17:00	18	20	0.291	18	20	0.193	18	20	0.484
17:00 - 18:00	18	20	0.282	18	20	0.151	18	20	0.433
18:00 - 19:00	18	20	0.223	18	20	0.159	18	20	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.513			2.593			5.106

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 33 (units:)
Survey date range:	01/01/13 - 06/06/19
Number of weekdays (Monday-Friday):	18
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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTSCalculation 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	18	20	0.014	18	20	0.036	18	20	0.050
08:00 - 09:00	18	20	0.000	18	20	0.034	18	20	0.034
09:00 - 10:00	18	20	0.003	18	20	0.006	18	20	0.009
10:00 - 11:00	18	20	0.000	18	20	0.017	18	20	0.017
11:00 - 12:00	18	20	0.000	18	20	0.006	18	20	0.006
12:00 - 13:00	18	20	0.017	18	20	0.008	18	20	0.025
13:00 - 14:00	18	20	0.014	18	20	0.003	18	20	0.017
14:00 - 15:00	18	20	0.006	18	20	0.008	18	20	0.014
15:00 - 16:00	18	20	0.025	18	20	0.000	18	20	0.025
16:00 - 17:00	18	20	0.022	18	20	0.003	18	20	0.025
17:00 - 18:00	18	20	0.022	18	20	0.017	18	20	0.039
18:00 - 19:00	18	20	0.014	18	20	0.000	18	20	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.138			0.275

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/A - HOUSES 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	18	20	0.025	18	20	0.059	18	20	0.084
08:00 - 09:00	18	20	0.112	18	20	0.201	18	20	0.313
09:00 - 10:00	18	20	0.034	18	20	0.053	18	20	0.087
10:00 - 11:00	18	20	0.053	18	20	0.084	18	20	0.137
11:00 - 12:00	18	20	0.050	18	20	0.059	18	20	0.109
12:00 - 13:00	18	20	0.053	18	20	0.053	18	20	0.106
13:00 - 14:00	18	20	0.056	18	20	0.061	18	20	0.117
14:00 - 15:00	18	20	0.064	18	20	0.050	18	20	0.114
15:00 - 16:00	18	20	0.223	18	20	0.148	18	20	0.371
16:00 - 17:00	18	20	0.106	18	20	0.061	18	20	0.167
17:00 - 18:00	18	20	0.084	18	20	0.067	18	20	0.151
18:00 - 19:00	18	20	0.064	18	20	0.045	18	20	0.109
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.924			0.941			1.865

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/A - HOUSES 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	18	20	0.011	18	20	0.008	18	20	0.019
08:00 - 09:00	18	20	0.006	18	20	0.025	18	20	0.031
09:00 - 10:00	18	20	0.000	18	20	0.008	18	20	0.008
10:00 - 11:00	18	20	0.011	18	20	0.008	18	20	0.019
11:00 - 12:00	18	20	0.003	18	20	0.006	18	20	0.009
12:00 - 13:00	18	20	0.017	18	20	0.011	18	20	0.028
13:00 - 14:00	18	20	0.003	18	20	0.000	18	20	0.003
14:00 - 15:00	18	20	0.006	18	20	0.003	18	20	0.009
15:00 - 16:00	18	20	0.008	18	20	0.008	18	20	0.016
16:00 - 17:00	18	20	0.017	18	20	0.006	18	20	0.023
17:00 - 18:00	18	20	0.014	18	20	0.014	18	20	0.028
18:00 - 19:00	18	20	0.008	18	20	0.003	18	20	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.100			0.204

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.