



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Residential Development,
Egmont Street, Mossley**

Bridgewater Land & Developments Ltd

October 2023

Doc Ref: AM/230552/TS/01

Prepared by: Abbie Moore

Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	28.07.2023	Issue	AM	PT
01	05.10.2023	Issue	AM	PT

Colwyn Chambers
19 YorkStreet
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0	INTRODUCTION	2
2.0	EXISTING CONDITIONS	3
3.0	PROPOSED DEVELOPMENT	7
4.0	ACCESSIBILITY	9
5.0	TRIP GENERATION	13
6.0	SUMMARY AND CONCLUSIONS	15

APPENDICES

A	SPEED SURVEY
B	PROPOSED SITE LAYOUT PLAN
C	VISIBILITY SPLAYS: DRAWING NUMBER SCP/230827/D01 REV A
D	SWEPT PATH ANALYSIS: DRAWING NUMBER SCP/230827/ATR02 REV A
E	TRICS REPORT

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Bridgewater Land & Developments Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 36 apartments, on land to the north-west of Egmont Street, Mossley.
- 1.2 A pre application enquiry was submitted to Tameside Metropolitan Borough Council (TMBC) with a formal response being received on 18 May 2023 (Ref: 23/00016/PREAPP). In relation to Highways, TMBC confirmed that a Transport Statement needs to be submitted with the planning application, which presents an assessment of the trips generated by the development and a survey of existing traffic speeds on Egmont Street. TMBC also set out their requirements in relation to the access arrangements and internal site layout.
- 1.3 This report has been prepared in response to the pre-application comments and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.

Structure of This Report

- 1.4 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

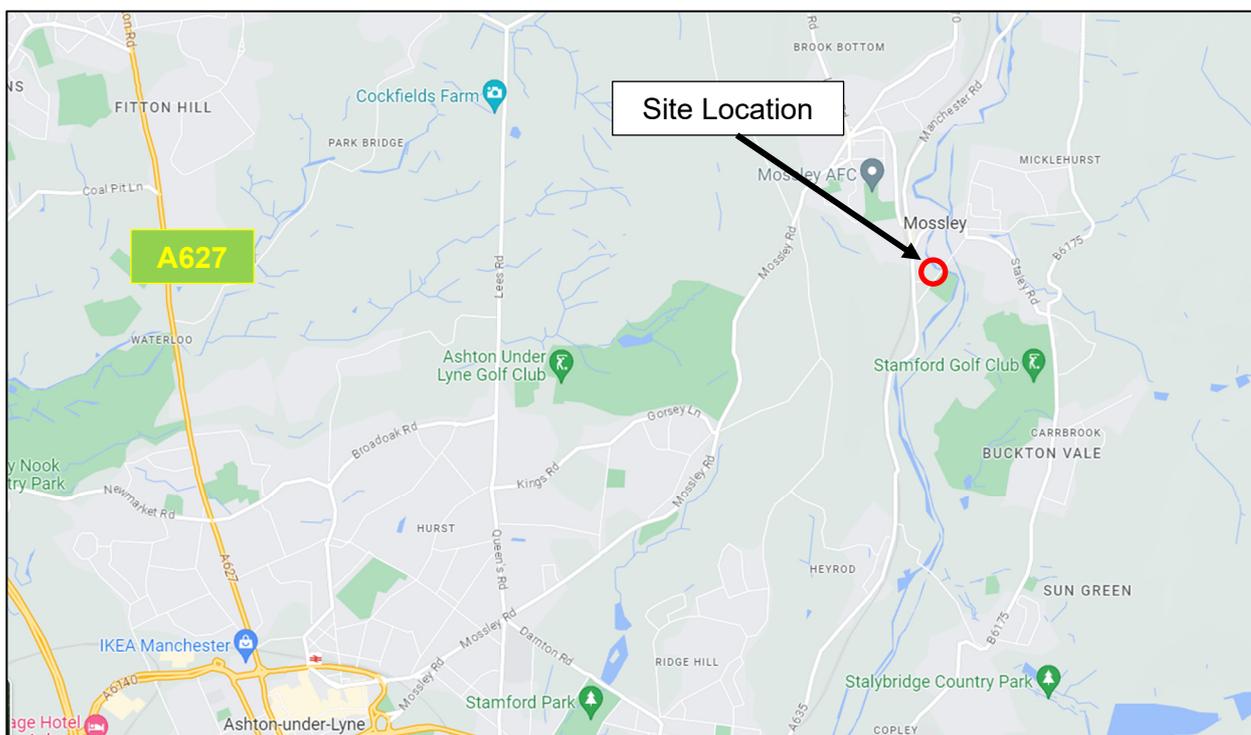
2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

2.2 The application site comprises undeveloped land and is located to the north-west of Egmont Street in Mossley.

2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



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

Figure 2.2 – Site Location Plan – Local View



2.5 The site comprises previously developed land which was used for the storage of vehicles which transported Laundry to and from Sunlight Service Group Ltd situated on Micklehurst Road. The entrance to the existing site was taken from the neighbouring site use and shown in **Figure 2.3**.

Figure 2.3 – Site Access



Speed Survey

- 2.6 A speed survey was undertaken on the Monday the 10th of July 2023 on Egmont Street within the vicinity of the site to inform the required visibility splays at the site access. The recorded speeds for the 85th percentile was 34mph in both the North-Eastbound and South-Westbound directions. The speed survey is presented in **Appendix A**.

Local Highway Network

Egmont Street

- 2.7 Egmont Street fronts the south-eastern site boundary and connects to Manchester Road to the west of the site, and Micklehurst Road to the northeast. Egmont Street is subject to a 30mph speed limit and benefits from regularly spaced street lighting columns and footways on both sides of the road.

Existing Road Safety Record

- 2.8 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.9 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. This has demonstrated that no accidents have occurred on Egmont Road in the vicinity of the site, as shown on **Figure 2.4** below.

Figure 2.4 – 5-Year Accident Record



2.10 On the above basis of the above, the existing accident record does not represent a material concern in the context of this development.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of a residential development, comprising 36no. 1 bed apartments, on land to the north-west of Egmont Street, Mossley.
- 3.2 The proposed site layout plan is contained in **Appendix B**.

Proposed Access Arrangements

- 3.3 Vehicular access to the proposed development will be provided off Egmont Street, through the introduction of a new simple priority-controlled accesses. The access has been designed to typical residential standards and in accordance with TMBC's requirements as set out in the pre-application response, comprising a 5.5m wide carriageway and 2m wide footways.
- 3.4 The site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 52m in both directions, which is in accordance with the observed 85th percentile traffic speeds, as detailed earlier, and formula presented in the Manual for Streets (MfS).
- 3.5 The proposed access arrangements and visibility splays are shown on drawing number SCP/230552/D01 Rev A, presented in **Appendix C**.
- 3.6 Pedestrian and cycle access will be provided from the same locations as vehicular access.

Servicing and Internal Arrangement

- 3.7 The access and internal road network have been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing SCP/230552/ATR02 Rev A, presented in **Appendix D**, which demonstrates that a refuse vehicle can access the site and exit in a forward gear.

Parking

- 3.8 The parking provided will be provided in accordance with the maximum standards recommended in Tameside Metropolitan Borough Council (TMBC) Residential Design Supplementary Planning Document published in March 2010 which is summarised below:
- 1 car parking space- per 1 bedroom dwelling

- 3.9 As shown on the site layout plan, contained in **Appendix B**, the proposed development provides 36 car parking spaces, including 2 disabled bays and 6 EV charging points, which is in accordance with the Council's parking standards and the pre-app feedback. Additionally, 1 cycle space is being proposed per apartment.

4.0 ACCESSIBILITY

General

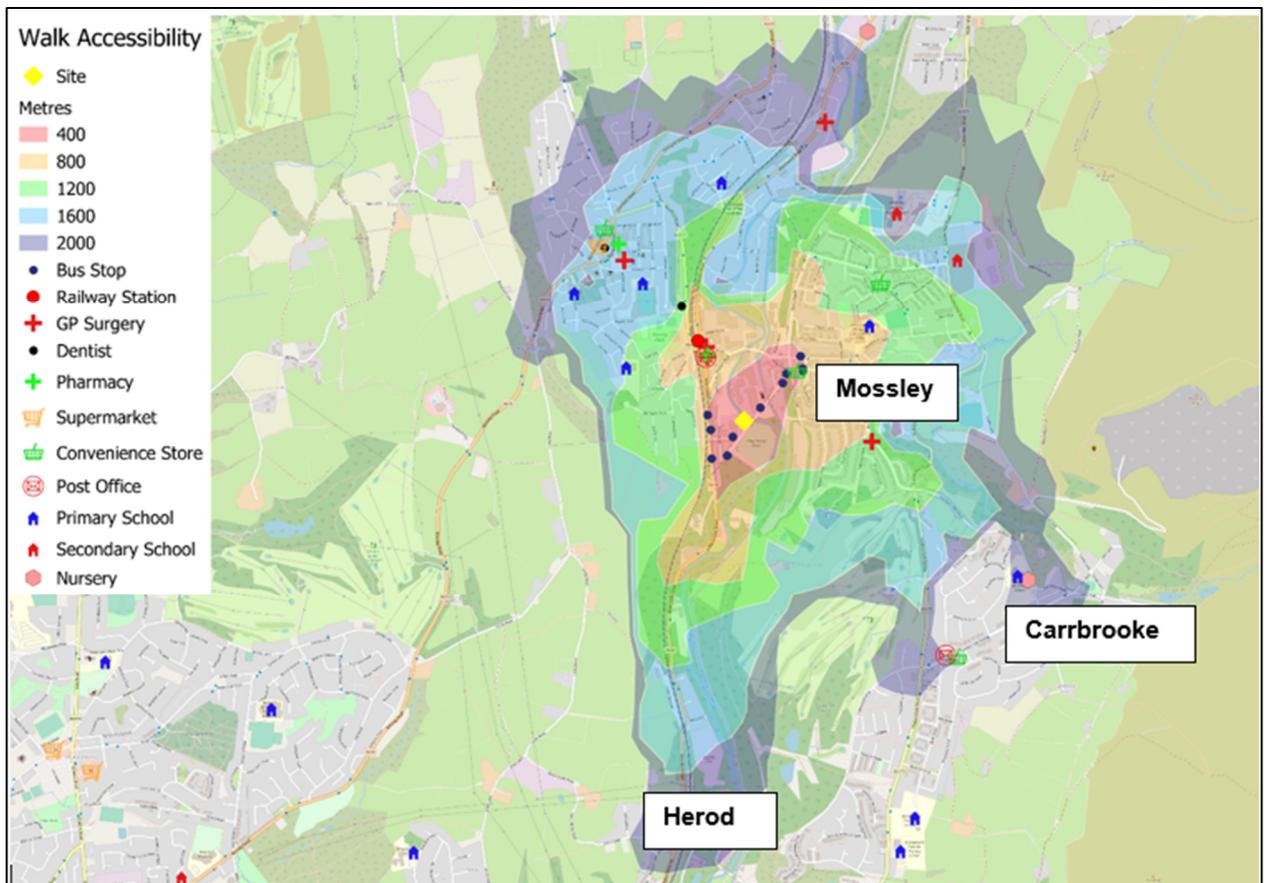
4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

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 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

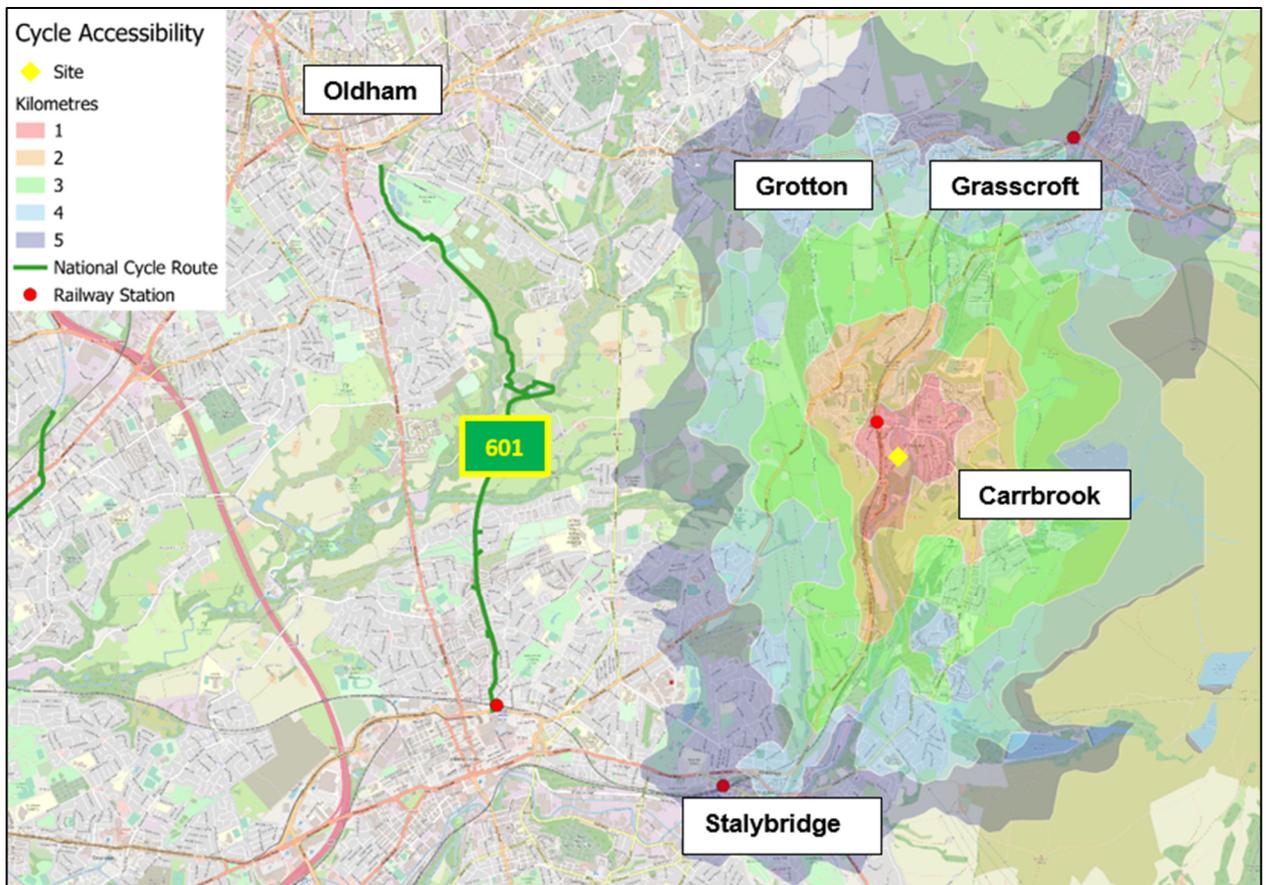


- 4.4 As detailed above, the site is within an acceptable walk distance of Mossley, Carrbrooke and Herod and a wide range of retail, health, employment and education facilities.
- 4.5 The local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 4.6 Overall, the site benefits from high levels of accessibility by foot, with Mossley only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

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

Figure 4.2 - Cycle Accessibility 5km Isochrone



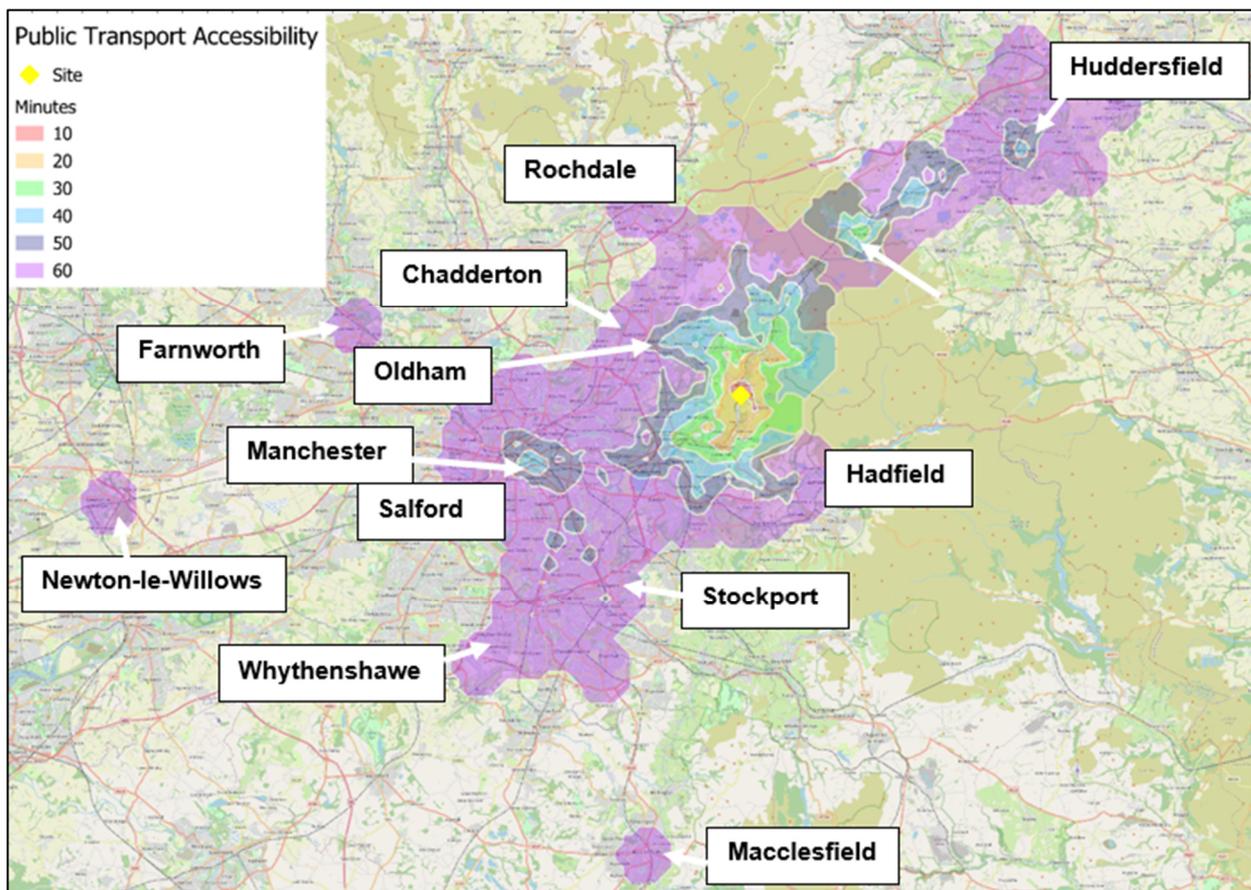
- 4.9 The plan demonstrates that the nearby areas of Carrbrook, Stalybridge, Grotton, and Grasscroft, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to National Cycle Route 601 , located to the west of the site which locally connects Stalybridge, to the south, with Oldham to the north.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

- 4.12 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.*"
- 4.13 The closest bus stops to the site are located on Stanhope Street approximately 75m south west of the site and another on Egmont Street approximately 90m north of the site and are therefore within the recommended walk distance. These bus stops are served by the number 350, and S350 buses which provide regular services (2-3 buses per hour in each direction), 7 days a week, to numerous locations including Ashton, and Oldham, amongst others. Furthermore, these bus stops are served by the 820 school bus which provide convenient access to Copley Academy.
- 4.14 Having regard to the above, prospective residents of the site will have access to bus services stopping within a reasonable walk distance from the site which provide access to key destinations at a high frequency.
- 4.15 In terms of rail services, Mossley Railway Station can be accessed in under an 8-minute walk time (or <550m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Huddersfield, Liverpool Lime Street, Scarborough, Manchester Piccadilly and Newcastle, amongst others.

4.16 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



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

Summary

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

5.0 TRIP GENERATION

General

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

Trip Generation – Proposed Development

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

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

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

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.065	0.205	0.171	0.091
Cycles	0.003	0.02	0.009	0.006
Pedestrians	0.029	0.094	0.102	0.085
Pub. Trans.	0.01	0.137	0.085	0.017

5.4 The estimated trip generation associated with the proposed 36 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 36 Dwellings

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	7	6	3
Cycles	0	1	0	0
Pedestrians	1	3	4	3
Pub. Trans.	0	5	3	1

- 5.5 As detailed above, it is estimated that the scheme will generate 9 two-way vehicle movements in the AM and the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 6-7 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Bridgewater Land & Developments Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development, comprising 36 apartments, on land to the north-west of Egmont Street, Mossley.
- 6.2 Vehicular access to the proposed development will be provided off Egmont Street, through the introduction of a new simple priority-controlled accesses. The access has been designed to typical residential standards and in accordance with TMBC's requirements as set out in the pre-application response, comprising a 5.5m wide carriageway and 2m wide footways. In addition, visibility splays are provided in accordance with the observed 85th percentile traffic speeds and guidance in the MfS. Pedestrian and cycle access will be provided from the same locations as vehicular access.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
- 6.5 It is estimated that the scheme will generate 9 two-way vehicle movements in the AM and the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 6-7 minutes in both the AM and PM peak hours. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.6 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Tameside Metropolitan Borough Council for approval.

S|C|P

APPENDIX A

SURVEY CONTROL

Client: SCP Transport

Client Contact: Abbie Moore

Survey Location: Mossley, Greater Manchester

Date(s) of Survey: Monday 10th July 2023

Notes: Dry Weather Conditions

On Site Supervisor(s): Neil Harley

Data Checking: David Cheng

Survey Reference: 23.046 Mossley Speed

Status: Final

Date of Issue: 10th July 2023



DRAWING TITLE				SPEED SURVEY REFERENCE	
JOB TITLE				23.046 MOSSLEY SPEED	
DRAWN BY	DATE	SCALE	REF		
DC	JUL 2023	NTS	FIGURE 1		

Transport Data Specialists Ltd
 W: www.transportds.co.uk
 E: enquiries@transportds.co.uk
 T: 0777 625 2475 T: 0794 007 1260

Egmont Street - Monday 10th July 2023							
North-Eastbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
27	32	34	31	31	27	29	33
30	27	24	27	29	26	33	29
30	38	29	24	24	27	29	32
30	36	28	27	31	30	27	26
32	23	33	24	32	37	31	29
29	26	26	25	21	30	30	30
28	35	29	29	35	36	30	31
31	26	28	28	31	22	32	39
27	29	32	32	36	27	31	27
31	27	30	27	38	23	30	28
31	30	30	30	31	29	31	26
35	28	36	30	32	30	25	31
33	30	34	28	29	31	29	29
33	28	35	21	26	36	27	29
31	29	25	28	31	31	26	31
26	31	27	28	31	36	31	30
28	34	29	29	32	35	27	37
35	38	29	29	30	30	31	31
31	32	27	31	27	24	28	33
29	26	40	35	37	28	31	30
30	29	29	36	35	31	29	27
24	30	33	26	23	29	32	28
27	37	31	38	32	32	33	28
29	34	29	43	29	25	28	33
30	29	32	33	35	26	33	31

85th Percentile

Dry Weather Speed

= 34 mph
 = 54.71 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 31.5 mph
 = 50.7 kph

Top Speed

= 43 mph

Average Speed

= 30.08 mph

Egmont Street - Monday 10th July 2023							
South-Westbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
35	30	26	29	29	35	22	33
27	24	27	27	26	25	25	33
27	31	30	27	31	26	19	34
32	30	30	29	26	36	29	27
32	29	32	29	28	28	28	33
32	29	30	32	29	37	26	29
38	31	24	29	31	24	36	31
36	36	27	28	28	29	29	29
35	32	28	33	36	32	33	29
33	29	27	32	31	34	27	32
31	31	36	29	27	34	25	27
24	33	31	29	26	31	30	31
34	31	38	33	29	34	35	23
38	23	34	26	24	30	30	29
33	30	32	31	29	29	26	27
32	32	36	30	34	30	34	34
28	34	35	32	32	34	26	39
27	37	32	35	24	40	30	27
28	28	31	24	33	32	30	25
37	23	28	30	33	43	30	35
33	27	32	29	32	37	29	40
34	34	29	33	32	36	29	30
29	29	37	29	38	23	33	27
20	29	26	33	32	28	28	36
30	30	27	33	34	28	29	28

Key:
 HGV

85th Percentile

Dry Weather Speed
 =  34 mph
 = 54.71 kph

Deduction for Single Carriageway
 4 kph

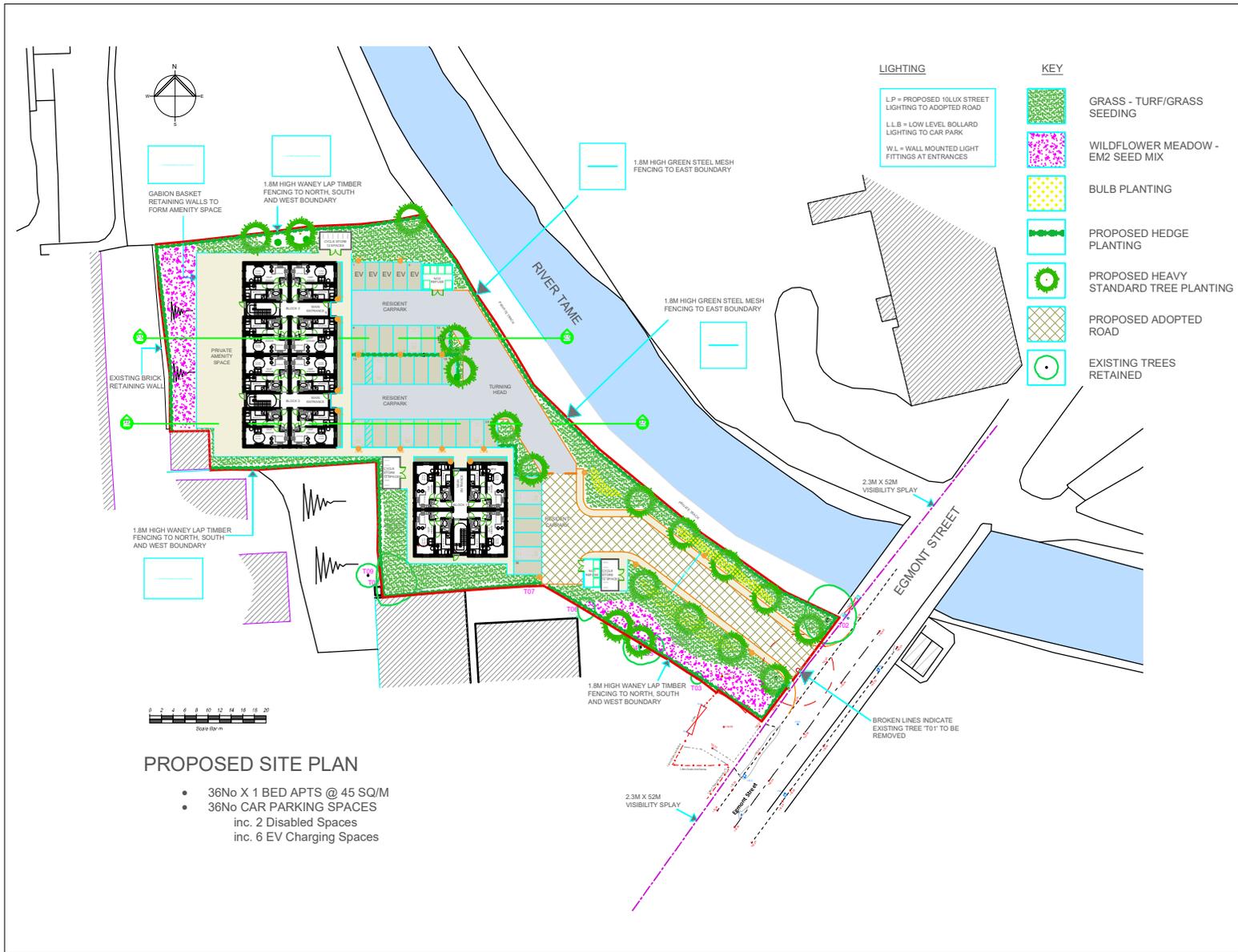
Wet Weather Speed
 = 31.5 mph
 = 50.7 kph

Top Speed
 = 43 mph

Average Speed
 = 30.44 mph

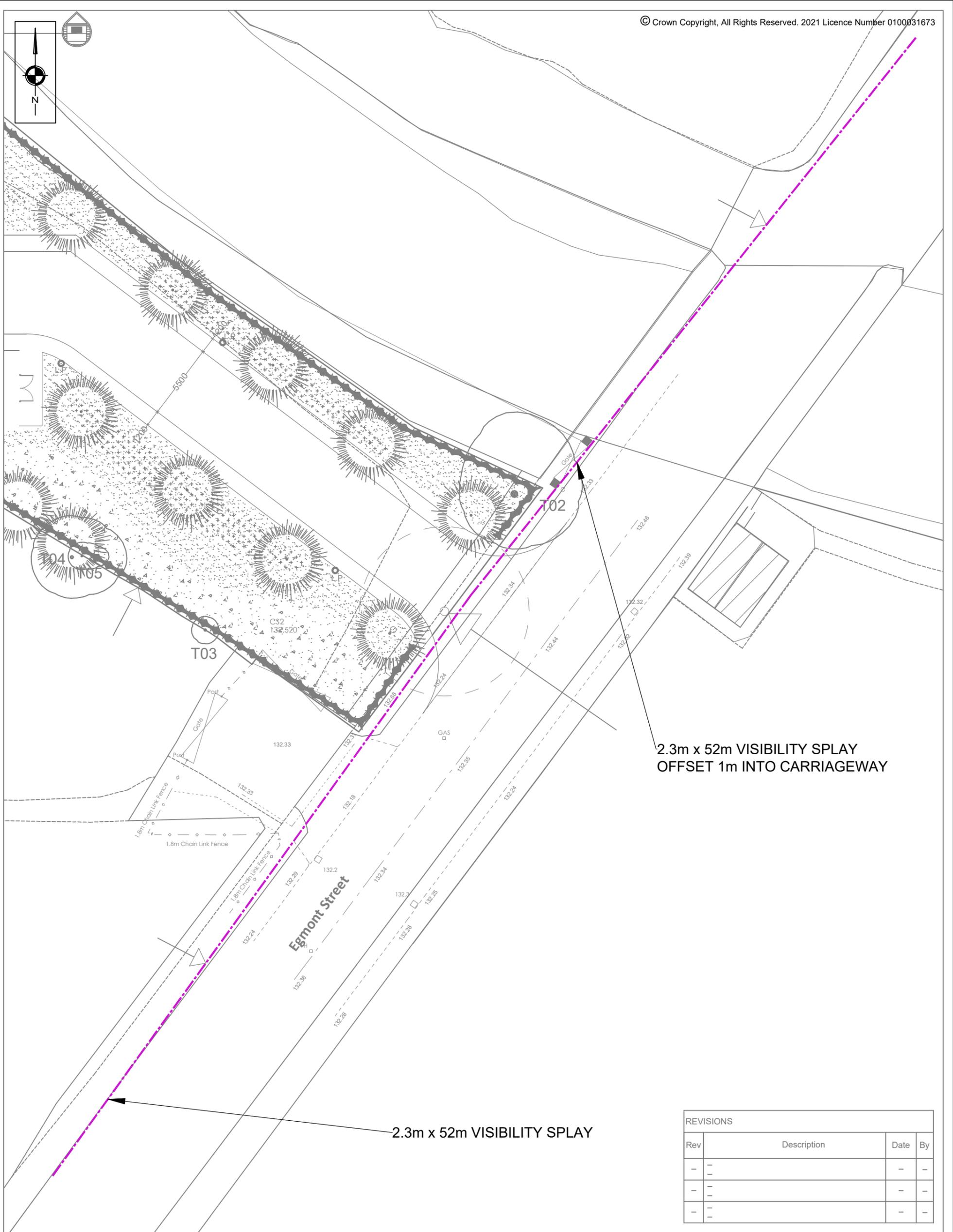
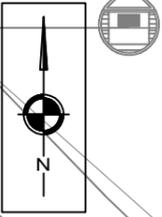
S|C|P

APPENDIX B



S|C|P

APPENDIX C



2.3m x 52m VISIBILITY SPLAY
OFFSET 1m INTO CARRIAGEWAY

2.3m x 52m VISIBILITY SPLAY

REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client
BRIDGEWATER LAND & DEVELOPMENTS LTD

Project Title
EGMONT STREET, MOSSLEY

Drawing Title
VISIBILITY SPLAYS

Scale
1:250 @ A3

Date
12/07/2023

Approved/
Unapproved
-

By
AM

Checked
PT

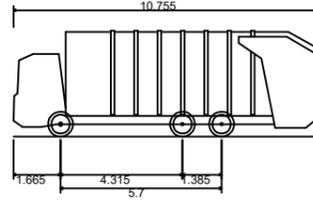
Status
PLANNING

Drawing No.
SCP/230552/D01

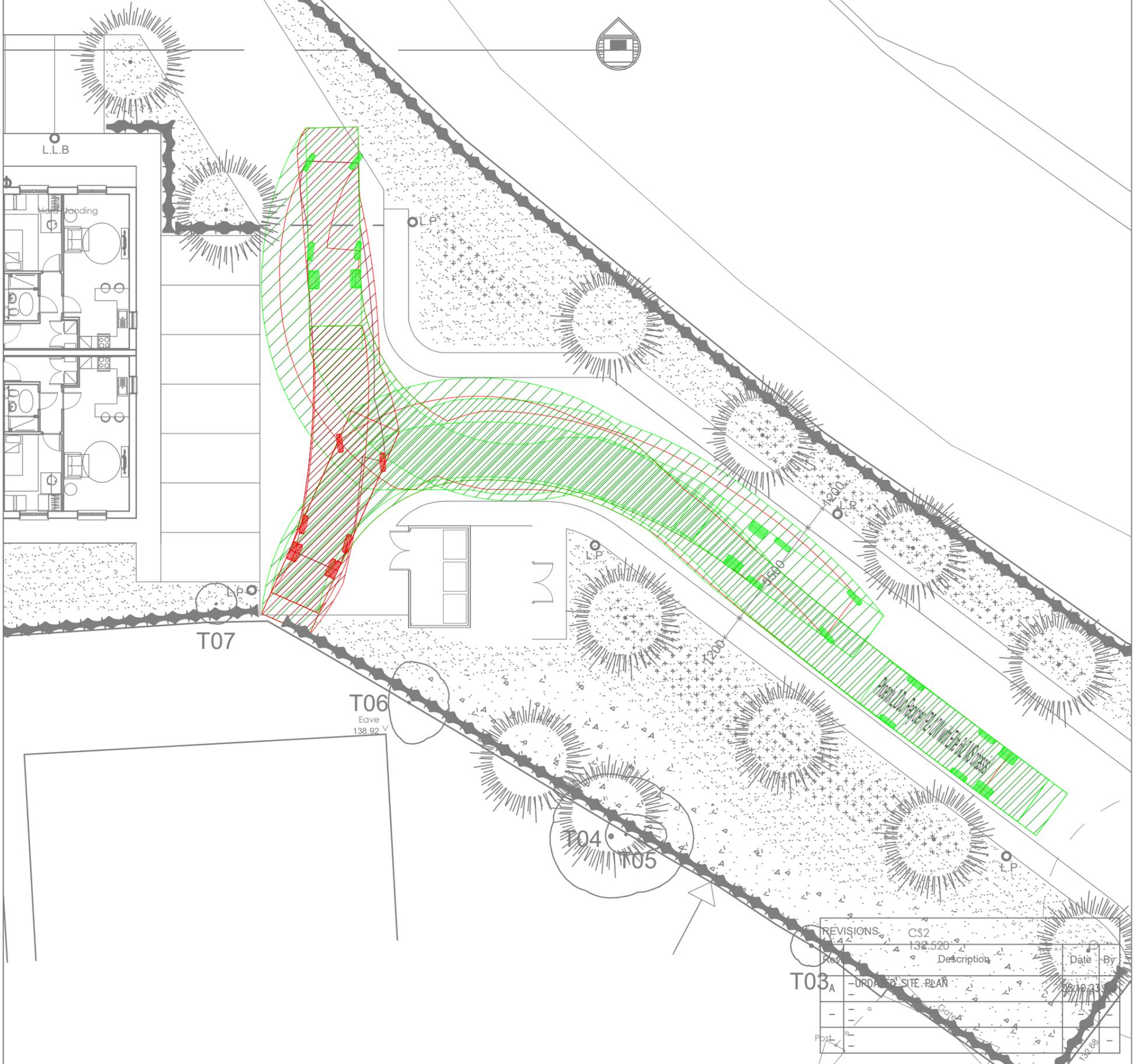
Revision
-

S|C|P

APPENDIX D



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
 Overall Length 10.755m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.450m



REVISIONS		CS2
Rev	Description	Date
1	ORDNANCE SURVEY SITE PLAN	02/10/23
2	CAFE	
3	POST	

S | C | P
 Transportation Planning : Infrastructure Design
 Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client
BRIDGEWATER LAND & DEVELOPMENTS LTD
 Project Title
EGMONT STREET, MOSSLEY

Drawing Title
SWEPT PATH ANALYSIS

Scale
1:200 @ A3
 Date
12/07/2023
 Approved/
 Unapproved
-

By
AM
 Checked
PT
 Status
PLANNING

Drawing No.
SCP/230552/ATR02
 Revision
A

S|C|P

APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
CT	CENTRAL BEDFORDSHIRE	3 days
HF	HERTFORDSHIRE	1 days
PO	PORTSMOUTH	1 days
04 EAST ANGLIA		
SF	SUFFOLK	1 days
08 NORTH WEST		
MS	MERSEYSIDE	1 days
10 WALES		
CO	CONWY	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: 24 to 175 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
---------------------	---

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3
Built-Up Zone	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	3 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	2 days
No	6 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	8 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY LLANDUDNO			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		26/03/18	Survey Type: MANUAL
2	CT-03-C-01	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	WING ROAD LEIGHTON BUZZARD LINSLADE			
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
3	CT-03-C-02	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD LEIGHTON BUZZARD			
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	CT-03-C-03	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	COURT DRIVE DUNSTABLE			
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD BOREHAMWOOD			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
6	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN			
	Edge of Town Centre Residential Zone Total No of Dwellings:		24	
	Survey date: MONDAY		12/04/21	Survey Type: MANUAL
7	PO-03-C-01	BLOCKS OF FLATS		PORTSMOUTH
	CROSS STREET PORTSMOUTH			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL

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

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

Total People to Total Vehicles ratio (all time periods and directions): 2.52

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	8	87	0.039	8	87	0.171	8	87	0.210
08:00 - 09:00	8	87	0.065	8	87	0.205	8	87	0.270
09:00 - 10:00	8	87	0.068	8	87	0.076	8	87	0.144
10:00 - 11:00	8	87	0.063	8	87	0.085	8	87	0.148
11:00 - 12:00	8	87	0.079	8	87	0.094	8	87	0.173
12:00 - 13:00	8	87	0.099	8	87	0.105	8	87	0.204
13:00 - 14:00	8	87	0.071	8	87	0.069	8	87	0.140
14:00 - 15:00	8	87	0.055	8	87	0.073	8	87	0.128
15:00 - 16:00	8	87	0.105	8	87	0.073	8	87	0.178
16:00 - 17:00	8	87	0.138	8	87	0.073	8	87	0.211
17:00 - 18:00	8	87	0.171	8	87	0.091	8	87	0.262
18:00 - 19:00	8	87	0.219	8	87	0.118	8	87	0.337
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.172			1.233			2.405

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 24 - 175 (units:)
Survey date date range: 01/01/15 - 11/05/22
Number of weekdays (Monday-Friday): 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	87	0.001	8	87	0.007	8	87	0.008
08:00 - 09:00	8	87	0.003	8	87	0.020	8	87	0.023
09:00 - 10:00	8	87	0.001	8	87	0.006	8	87	0.007
10:00 - 11:00	8	87	0.003	8	87	0.006	8	87	0.009
11:00 - 12:00	8	87	0.004	8	87	0.006	8	87	0.010
12:00 - 13:00	8	87	0.000	8	87	0.000	8	87	0.000
13:00 - 14:00	8	87	0.004	8	87	0.001	8	87	0.005
14:00 - 15:00	8	87	0.006	8	87	0.001	8	87	0.007
15:00 - 16:00	8	87	0.006	8	87	0.004	8	87	0.010
16:00 - 17:00	8	87	0.004	8	87	0.000	8	87	0.004
17:00 - 18:00	8	87	0.009	8	87	0.006	8	87	0.015
18:00 - 19:00	8	87	0.006	8	87	0.003	8	87	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.060			0.107

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	87	0.019	8	87	0.079	8	87	0.098
08:00 - 09:00	8	87	0.029	8	87	0.094	8	87	0.123
09:00 - 10:00	8	87	0.055	8	87	0.072	8	87	0.127
10:00 - 11:00	8	87	0.065	8	87	0.052	8	87	0.117
11:00 - 12:00	8	87	0.039	8	87	0.056	8	87	0.095
12:00 - 13:00	8	87	0.066	8	87	0.056	8	87	0.122
13:00 - 14:00	8	87	0.059	8	87	0.058	8	87	0.117
14:00 - 15:00	8	87	0.048	8	87	0.071	8	87	0.119
15:00 - 16:00	8	87	0.073	8	87	0.058	8	87	0.131
16:00 - 17:00	8	87	0.071	8	87	0.075	8	87	0.146
17:00 - 18:00	8	87	0.102	8	87	0.085	8	87	0.187
18:00 - 19:00	8	87	0.089	8	87	0.086	8	87	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.715			0.842			1.557

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	87	0.001	8	87	0.063	8	87	0.064
08:00 - 09:00	8	87	0.010	8	87	0.137	8	87	0.147
09:00 - 10:00	8	87	0.007	8	87	0.046	8	87	0.053
10:00 - 11:00	8	87	0.023	8	87	0.017	8	87	0.040
11:00 - 12:00	8	87	0.019	8	87	0.014	8	87	0.033
12:00 - 13:00	8	87	0.035	8	87	0.030	8	87	0.065
13:00 - 14:00	8	87	0.022	8	87	0.039	8	87	0.061
14:00 - 15:00	8	87	0.033	8	87	0.019	8	87	0.052
15:00 - 16:00	8	87	0.086	8	87	0.026	8	87	0.112
16:00 - 17:00	8	87	0.053	8	87	0.017	8	87	0.070
17:00 - 18:00	8	87	0.085	8	87	0.017	8	87	0.102
18:00 - 19:00	8	87	0.073	8	87	0.017	8	87	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.442			0.889

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.