

# Salamander Street

## Transport Statement



# Change list

Ver:	Date:	Description of the change	Reviewed	Approved by
1	27.10.23	DRAFT	SA	RM
2	03.11.23	FINAL	SA	RM

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**Client:** Stephen G Dalton & Son  
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# 1. Introduction

## 1.1 Background

This Transport Statement is prepared on behalf of Stephen G Dalton & Son ('the Applicant') who is seeking detailed planning permission for the following description of development: "*Demolition of the existing building, and the erection of mixed use development including: residential development (build to rent) and purpose-built student accommodation development with commercial/retail floorspace (Class A1) at street level with associated amenity space, landscaping and cycle parking at 52-66 Salamander Street, Leith, Edinburgh EH6 7LA*" ('the Application').

This Transport Statement is part of a suite of documents submitted with the Application, as outlined below. These supporting documents are in addition to the formal application documents comprising the accompanying plans, sections, and elevations.

- Planning Statement
- Pre-application Consultation Report
- Design and Access Statement (Inc. Waste Management Plan, Building Adaptability and Amenity Breakdown)
- Landscape Statement
- Noise Impact Assessment
- Air Quality Impact Assessment
- **Transport Statement**
- Flood Risk and Drainage Strategy
- Geo-environmental Report
- Sunlight and Daylight Assessment
- Ecological Assessment
- Statement of Energy
- Archaeological Assessment

The purpose of the Transport Statement is to detail the travel demands associated with the proposed site in terms of all modes of travel to and from the development. The site currently operates as a metal recycling yard and therefore generates traffic.

## 1.2 Scoping

The scope of the TS was discussed with transport officers at the City of Edinburgh Council (the Council).

The TS was prepared in accordance with the guidelines set out in the Scottish Government publication 'Transport Assessment Guidance' and takes account of the policies within the Scottish Planning Policy document, with an assessment of the accessibility of the site by non-car modes including walking, cycling and public transport. The TS also provides a framework for a Travel Plan (TP) for the site, designed to encourage travel by sustainable modes.

## 1.3 Report Structure

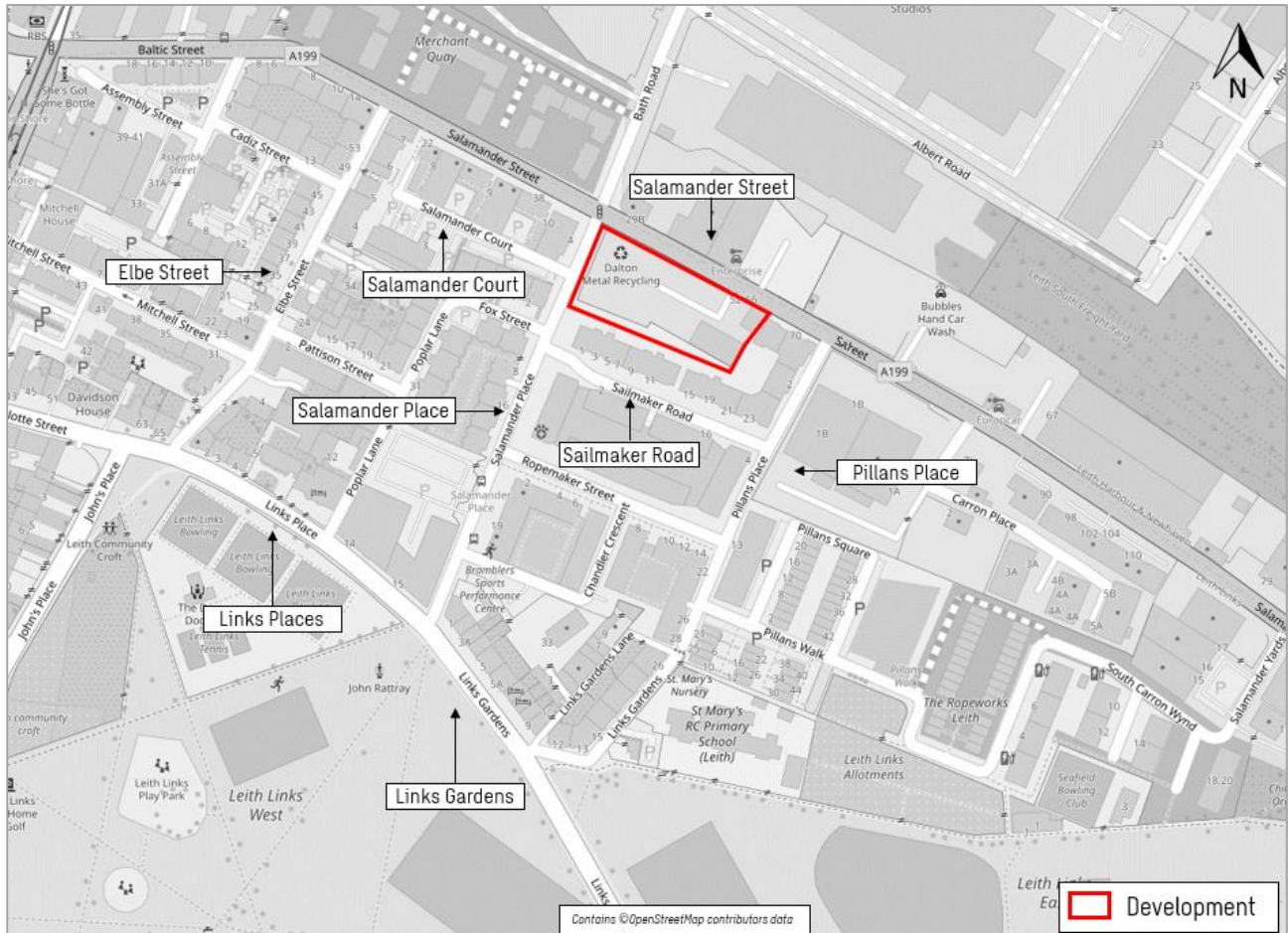
The remainder of this report is structured as follows:

- **Chapter 2** – Development Proposal;
- **Chapter 3** – Policy Context;
- **Chapter 4** – Accessibility Review;
- **Chapter 5** – Travel Plan Framework;
- **Chapter 6** – Travel Demands; and
- **Chapter 7** – Conclusions.

## 2. Development Proposal

### 2.1 Site Location

The development location is shown in **Figure 2.1** and the site layout, provided in **Appendix A** by 56three Architects.



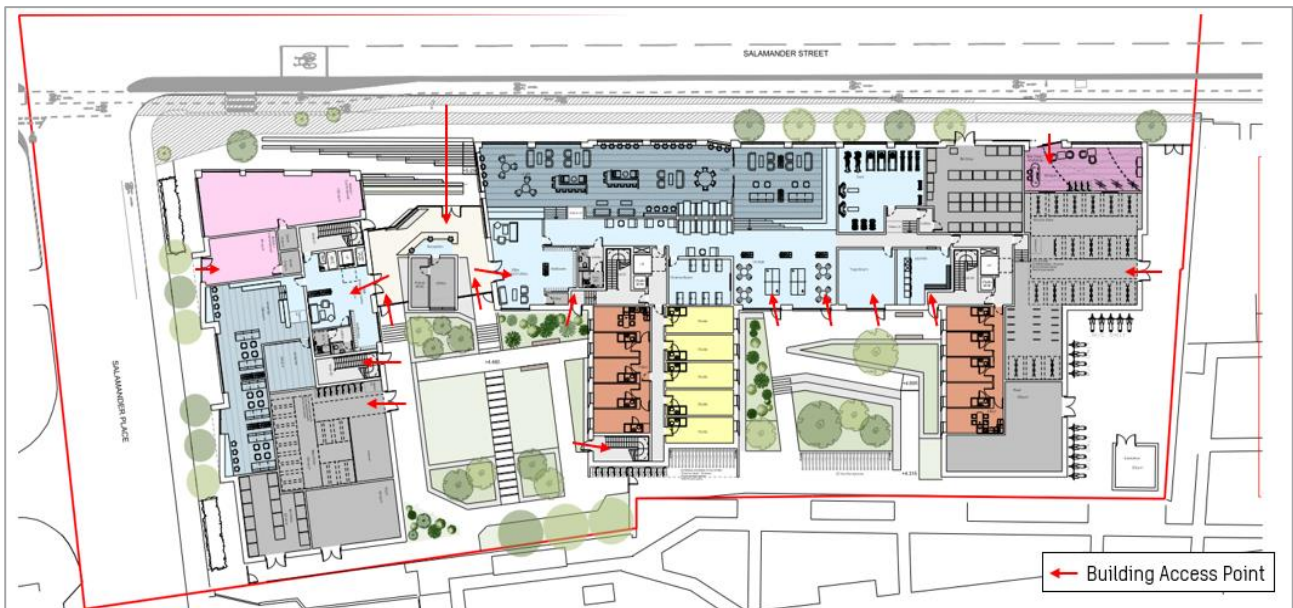
**Figure 2.1. Site Location**

### 2.2 The Development

The development consists of 62 Build-to-Rent (BTR) units, located to the west of the site location, and 238 student accommodation units (PBSA), located to the east of the site – totalling 279 bedspaces. The BTR units include studio apartments, and 1-3bed units, and the PBSA units include a variety of 1-4 bed units.

#### 2.2.1 Pedestrian Access

Walking access to the development will be via multiple points along the building frontages on Salamander Street, where reception Links provides access to both the BTR and PBSA units, as can be seen in **Figure 2.2**.



**Figure 2.2. Pedestrian and cycle access**

Access to the Lobby and Reception of the development are located adjacent from one another.

### 2.2.2 Bicycle Access

Bicycle access to the site will be via secured gates to the north-east perimeter on Salamander Street and south-west perimeter on Salamander Place.

### 2.2.3 Bicycle Parking

To establish an appropriate level of cycle parking, reference was made to the parking standards within the Council’s ‘Edinburgh Design Guidance’ document, January 2020. Using such guidance, calculations have been made to estimate the recommended number of cycle parking spaces for the residential development, shown in **Table 2.1** for the Build-to-Rent units and **Table 2.2** for the student accommodation units.

Edinburgh Design Guidance indicates that there should be at least 1 cycle parking per unit, with this increasing to 2 spaces once a unit has more than 1 habitable room. Further to this, a maximum of 50% of these can be two-tier cycle spaces. There should also be at least 20% of cycle parking that are suitable for use by non-standard bicycles such as cargo bikes.

Site Total (habitable rooms)	Number of Units	Bike Parking
<b>Studio</b>	5	5
<b>1</b>	21	42
<b>2</b>	21	42
<b>3</b>	15	45
<b>Total</b>	<b>62</b>	<b>134</b>

**Table 2.1. BTR Residential Cycle Parking Standards**

Site Total (habitable rooms)	Number of Units	Bike Parking
<b>Studio/ 1 bed</b>	221	221
<b>3</b>	10	30
<b>4</b>	7	28
<b>Total</b>	<b>238</b>	<b>279</b>

**Table 2.2. PBSA Cycle Parking Standards**

The locations of these are a mixture of internal bike storage units and some storage within external buildings, all with secure access. Further detail is provided in the site layout in **Appendix A**. The cycle parking included within the development proposals meets the standards for both BTR and PBSA.

## 2.3 Vehicle Access and Parking

### 2.3.1 Access

Vehicle access to the development will not be permitted, with exemptions for servicing and emergency vehicles only.

### 2.3.2 Parking

It is proposed that the development will be car-free.

Dalton Yard is located within a controlled parking zone, reducing the risk of overspill parking in the surrounding road network.

The development is also very well located for access to active and public transport options, reducing the need for car use. Those who do need a car for specific purposes have the option to join the Enterprise Car Club, which offers pay-as-you-go vehicles on nearby streets including Salamander Street and Sailmaker Road.

Blue-badge and accessible parking can be undertaken on the roads immediately surrounding the site.

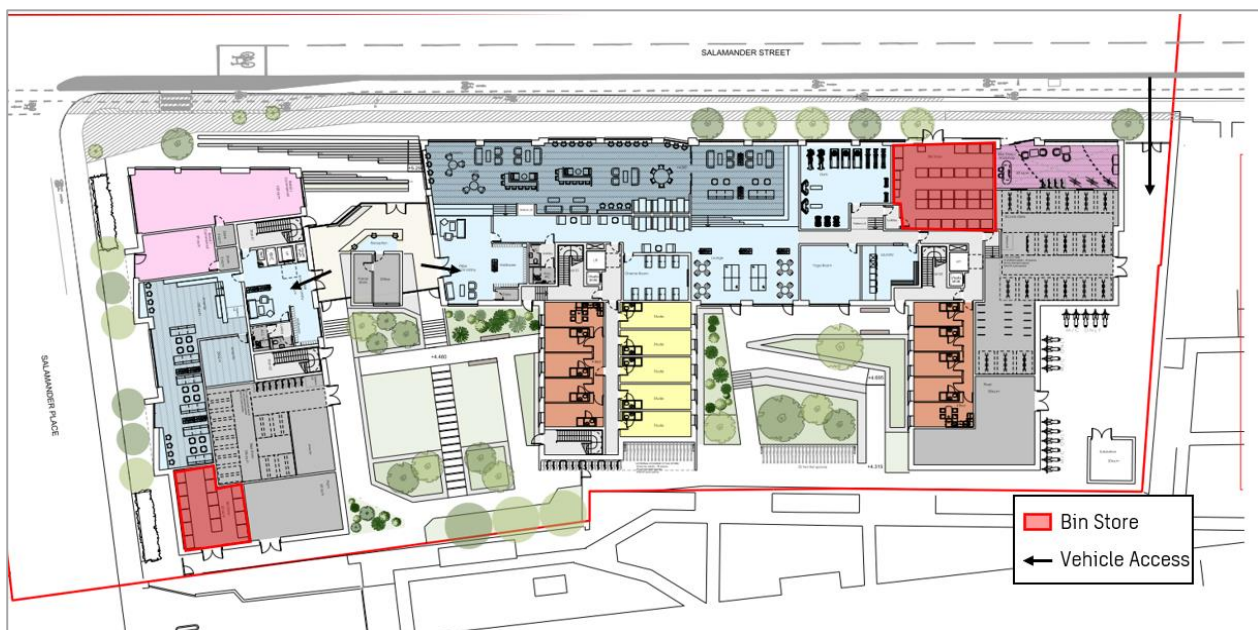
### 2.3.3 Pick-up/Drop-off

Pick-up/drop-off (PUDO) associated with student activity at the start and end of term will take place on Salamander Place and Bath Road, to the west of the development. At these locations, PUDO can take place within the pay and display bays which require payment between 08.30 and 17.30 and a maximum stay of 6hrs is permitted.

## 2.4 Servicing / Emergency Vehicle Access

For the BTR units servicing will take place on the Salamander Place kerbside, and for the PBSA servicing will take place on the Salamander Street kerbside. Emergency vehicles that require access to the site doing so via the proposed access on Salamander Street.

**Figure 2.3** makes clear the entrance and exit strategy of the refuse vehicle.



**Figure 2.3. Servicing and vehicle access**



## 3. Policy Context

### 3.1 Introduction

A review of relevant policy documents has been undertaken to demonstrate that the development proposal complies with national and local transport planning policy. **Table 3.1** provides an overview of the key policy documents and a summary of how the development supports these.

Policy	Commentary with respect to the development proposal
<b>National Planning Framework 4 (NPF4) / Policy Advice Note (PAN) 75</b>	The site location supports the principles set out in NPF4. It sits adjacent to active travel and public transport routes and to local amenities and retail facilities. The development of the site also ensures that high density residential development is located next to major employment opportunities.
<b>Transport Assessment Guidance</b>	As the development proposal will result in a net decrease in traffic generation on the overall site in the peak periods, it is considered a Transport Statement is sufficient to support the planning application. Travel demands by mode of transport are presented and a Travel Plan Framework has been prepared to encourage use of sustainable travel modes.
<b>City Plan</b>	The development proposal supports the proposed City Plan, supporting the 20-minute neighbourhood concept. This is achieved by locating residential development close to employment and to high quality active and public transport travel provision. The site has been designed to be highly permeable by active travel modes and to link with existing and emerging routes.
<b>City Mobility Plan</b>	Given its location in relation to facilities and employment, reduced parking, connections to active and sustainable travel links and the development of a servicing strategy, the development proposal complies with the key objectives within the CMP.
<b>Edinburgh Design Guidance (and factsheets)</b>	Edinburgh Design Guidance provides guidance on many design aspects needed to create successful places, developments and the infrastructure needed to support these. The guidance has underpinned the Edinburgh Street Design process, particularly with reference to transport and movement. Parking complies with the Edinburgh Design Guidance.
<b>Climate change (Scotland) Act, 2009</b>	A principal challenge of sustainable economic growth is the need to tackle climate change reducing greenhouse gas emissions. The Act sets a target of 80% reduction in emissions by 2050, with an interim target of a 42% reduction by 2020. The development will take positive steps towards this, with reduced car parking spaces and accessible sustainable modes.
<b>Let's Get Walking Scotland, 2016-26</b>	The action plan sets out a desire for improved pedestrian infrastructure and neighbourhoods where facilities are well connected and easily reached by foot. The development has these qualities present, with a pedestrian network available that runs from the development access to local amenities and signalised crossings. Such pedestrian routes also allow residents to reach public transport stops and safe cycle routes.
<b>A Long-Term Vision for Active Travel in Scotland, 2030</b>	The active travel strategy sets out a vision for walking and cycling to be the most popular choice for shorter everyday journeys. The strategy hopes to provide healthier and safer travel, cut carbon emissions, provide more pleasant communities, and deliver sustainable growth. The development has been designed to support such aims with a wide choice of sustainable modes of travel.
<b>Edinburgh Local Development Plan</b>	The development will promote sustainable transport modes, increase the number of quality homes being built, accessible employment, whilst enabling residents to enjoy a high quality of life in healthier communities.

**Table 3.1. Policy Review**

As can be seen in **Table 3.1**, the development proposal supports local and national transport policy and will make a marked positive contribution towards the City achieving its sustainable travel and place making aspirations.

## 4. Accessibility Review

### 4.1 Introduction

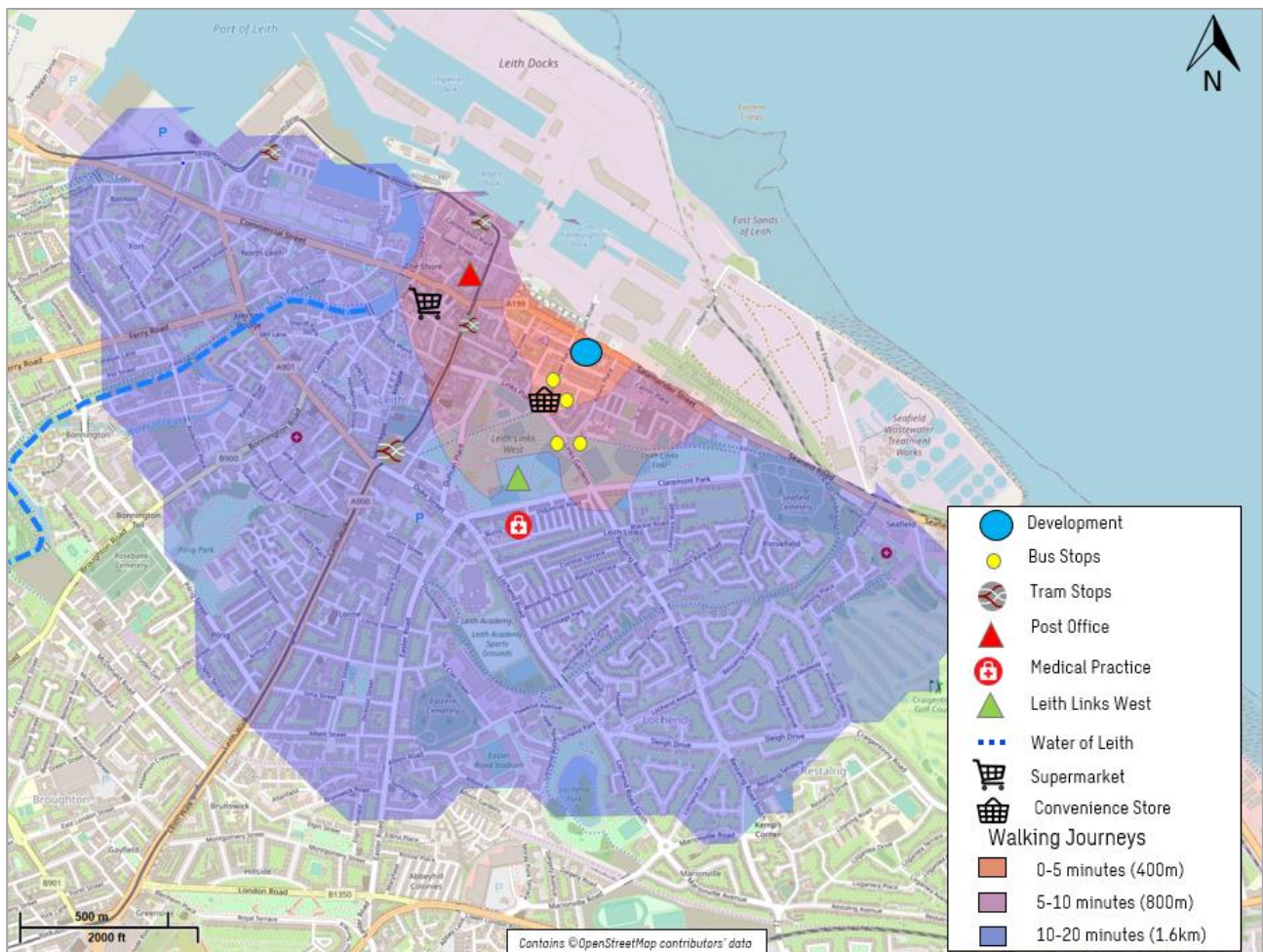
A baseline accessibility assessment was undertaken to establish existing transport provision near the development site. The assessment considered travel by all modes of transport including details of available infrastructure and service provision.

An assessment of existing pedestrian, cycle and public transport facilities serving the site was undertaken. Journey time catchments for walking, cycling and public transport have been produced for assessment against relevant guidance. The following sections describe the existing infrastructure and facilities together with the opportunities that the new housing would bring to enhance or connect to these facilities.

### 4.2 Walking

Currently, footways are provided on both sides of Salamander Street and street lighting is available throughout. The pedestrian provision connects into the wider pedestrian network of Leith.

**Figure 4.1** highlights the pedestrian catchment for the site as well as public transport provision within the catchment. National transport policy and guidance specifies that 400m (5-minute walk) is a reasonable walking distance to the nearest bus stops, whilst 800m (10-minute walk) is considered a reasonable walk to the nearest train station and 1.6km (20-minute walk) to the nearest local amenities.



**Figure 4.1. Walking Catchment**

Within a 5-minute walk of the site, bus stops can be accessed. Within a 10-minute walk of the site tram stops are accessible. Healthcare, a Post Office, and National Cycle Networks are within a 20-minute walk of the site.

## 4.3 20-minute neighbourhood

Within National Planning Framework 4 (NPF4) the concept of liveable neighbourhood is key national ambition to ensure new developments are planned to encourage active travel for everyday journeys. NPF4 sets out the following amenities which make up a liveable neighbourhood:

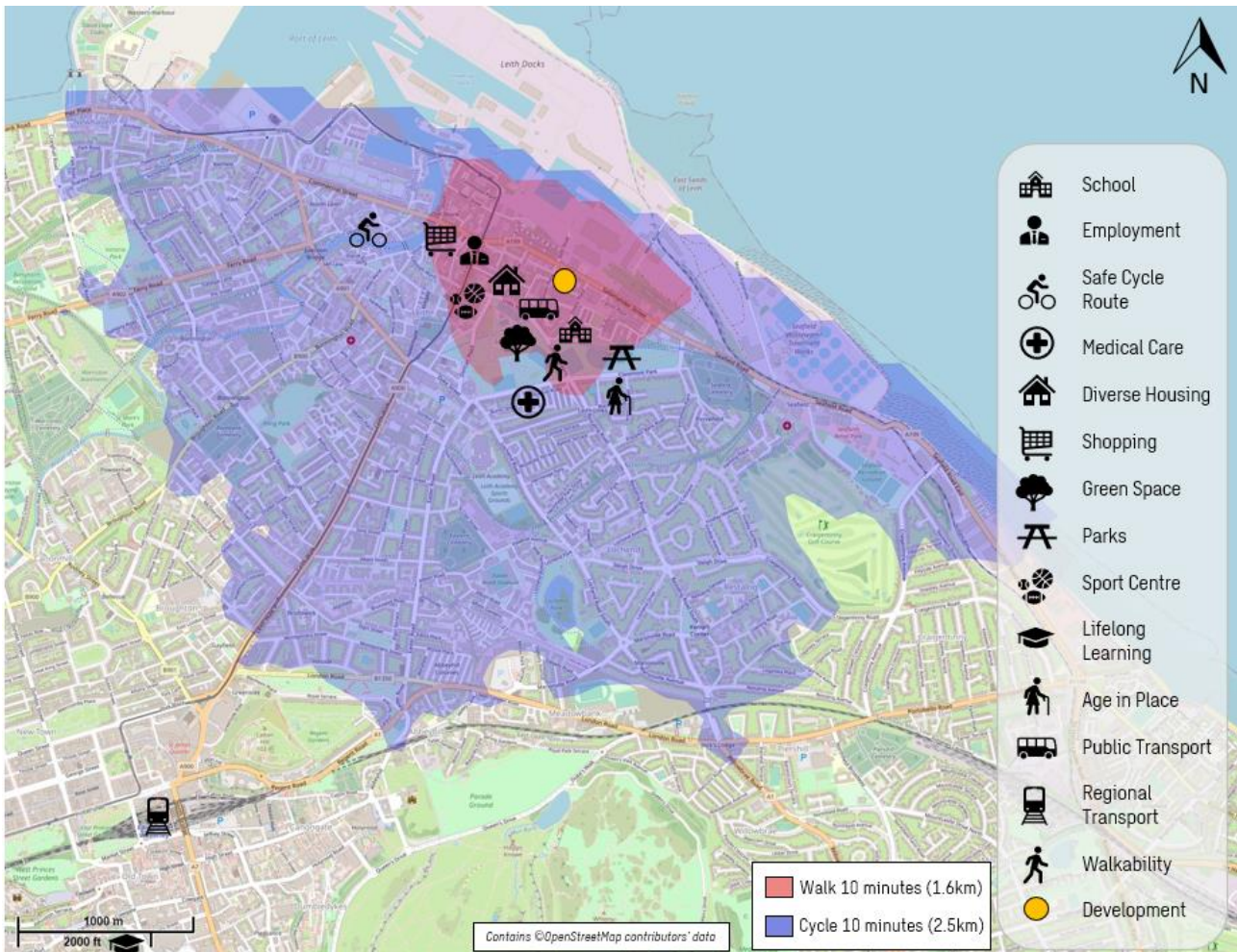
**Policy 15** within NPF 4 states the following:

*'Development proposals will contribute to local living, including, where relevant, 20-minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development within the surrounding area, including local access to:*

- *Sustainable modes of transport including local public transport and safe, high-quality walking, wheeling, and cycling networks;*
- *Employment;*
- *Shopping;*
- *Health and social care facilities;*
- *Childcare, schools, and lifelong learning opportunities;*
- *Playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport, and recreation facilities;*
- *Publicly accessible toilets;*
- *Affordable and accessible housing options, ability to age in place and housing diversity.'*

Whilst the 20-minute neighbourhood concept generally focuses on walking trips within a 20-minute return journey, it is also a useful concept to consider for cycling journeys as this effectively increases the catchment, albeit not everyone has access to or can use a bike.

**Figure 4.2** shows a 10-minute walking and corresponding 10-minute cycling catchment, demonstrating how the development contributes to the 20-minute neighbourhood concept.



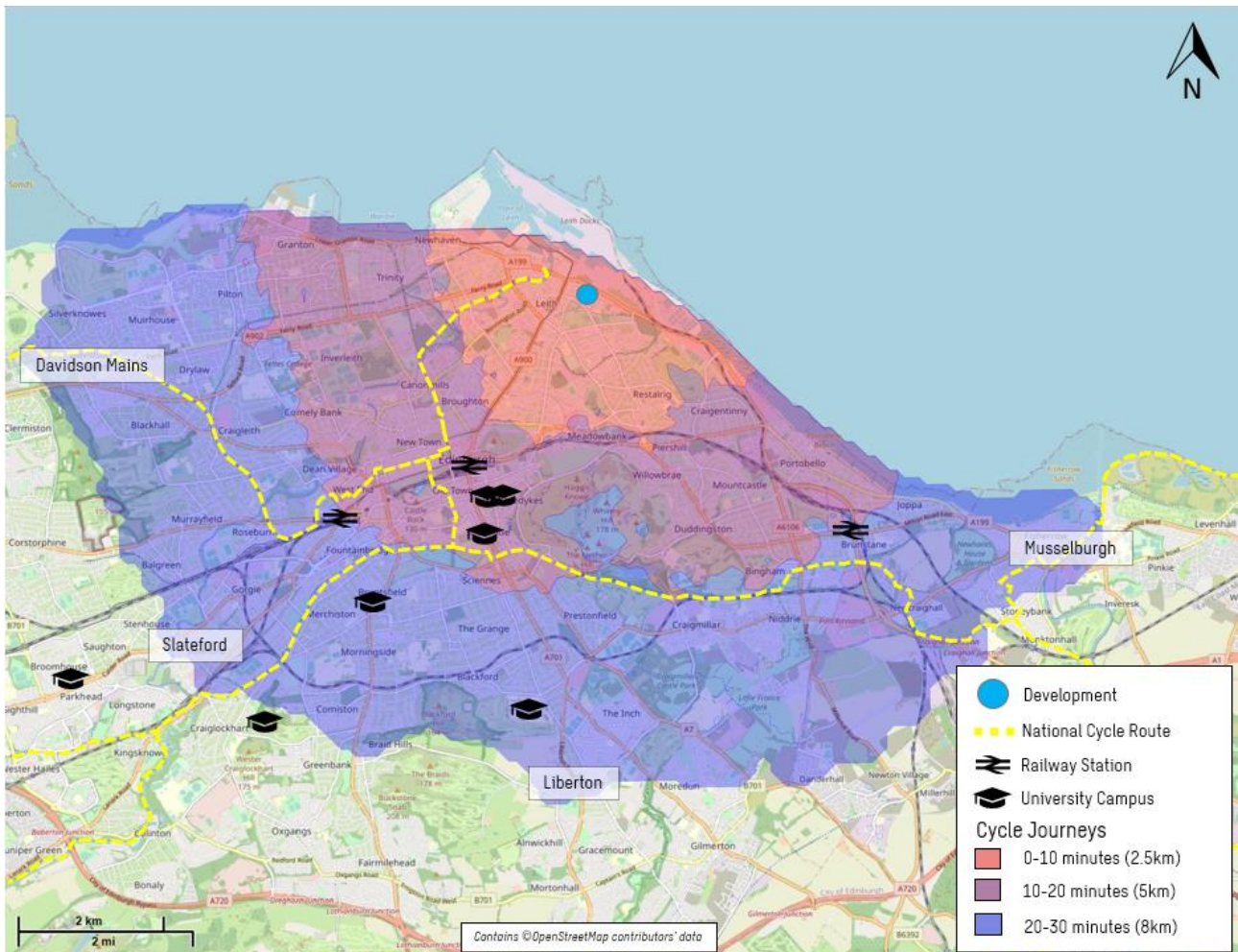
**Figure 4.2. 20-minute neighbourhood**

**Figure 4.2** demonstrates that the majority of key features of a 20-minute neighbourhood, including employment, active travel, and public transport provision, sit adjacent to and form part of the development. This illustrates the key role the development plays in supporting the Scottish Government’s key aim to create liveable, accessible places, with thriving local economies, where people can meet their daily needs within a 20-minute walk.

## 4.4 Cycling

The National Cycle Network can be accessed within a short cycle from the site. National Cycle Route (NCR) 75 can be reached within a 3-minute cycle and runs into Edinburgh City Centre and areas of employment within Edinburgh. NCR 75 connects to NCR 1 which runs east to west through residential areas and to East Lothian. Regional cycle routes to the south can be reached within a 10-minute cycle including the popular leisure route 10, a 2-minute cycle away, which connects to the Ferry Road and Telford path providing a safe off-road route to the western side of Edinburgh City Centre and to Haymarket Railway Station.

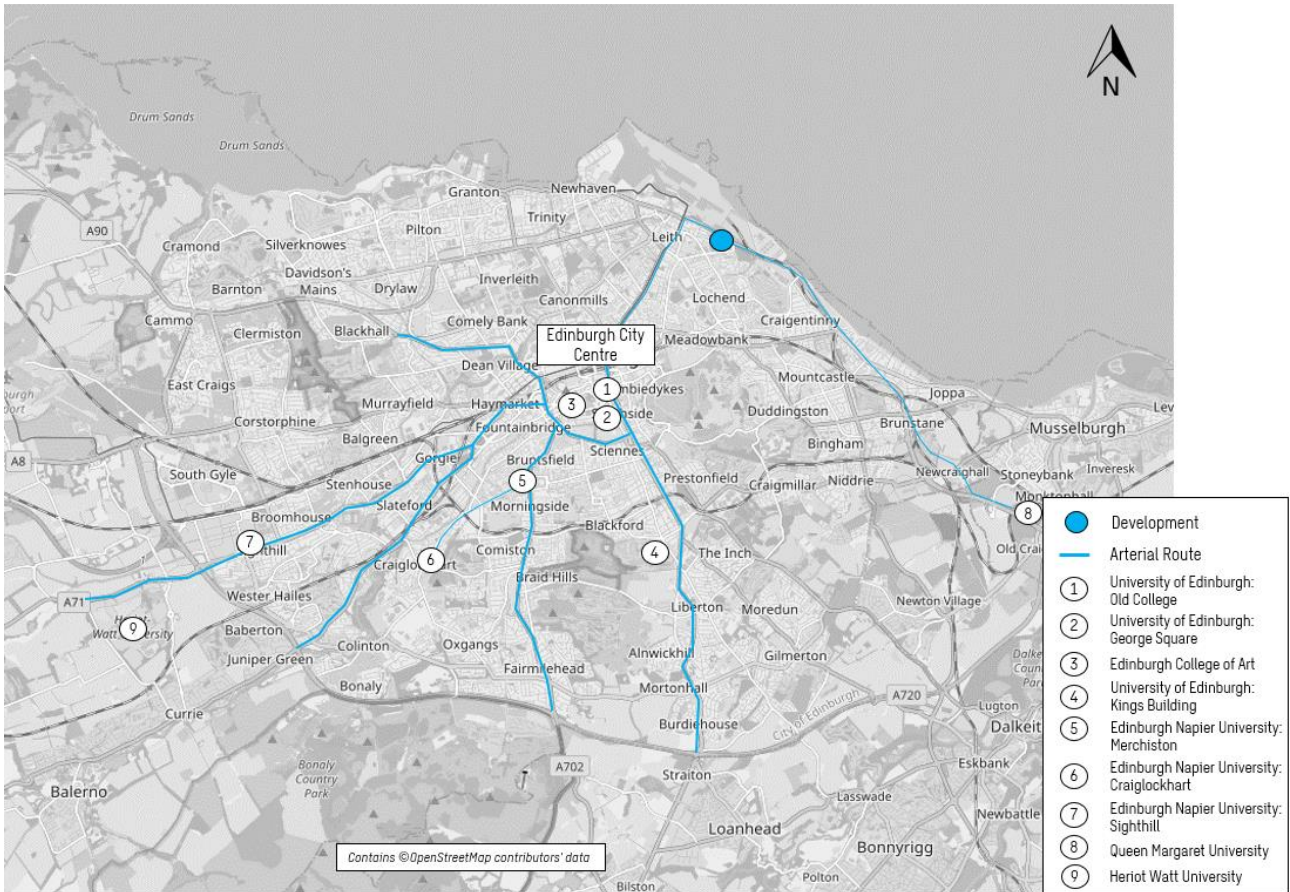
**Figure 4.3** shows the National Cycle Routes as well as highlighting the catchment within an approximate 30-minute cycle (c.8 kilometres) of the site, which is identified within ‘Transport Assessment Guidance’ as a reasonable cycle time for a local trip.



**Figure 4.3. 8km (30-minute) cycling catchment**

From **Figure 4.3**, Edinburgh City Centre, Musselburgh, Liberton, Slateford and Davidson Mains can all be accessed within a 30-minute cycle of the development site.

Cycle routes to University and College campuses in and around Edinburgh from the development site are shown in **Figure 4.4**. **Table 4.1** outlines the cycling times from the development to the campuses.



**Figure 4.4. Arterial Routes to University Campuses**

University	Campus	Travel time by bicycle
<b>The University of Edinburgh</b>	Old College	16 Minutes
	George Square	19 Minutes
	Edinburgh College of Art	24 Minutes
	Kings Buildings	27 Minutes
<b>Edinburgh Napier University</b>	Merchiston	28 minutes
	Craiglockhart	40 Minutes
	Sighthill	43 Minutes
<b>Queen Margaret University</b>	Queen Margaret	32 Minutes
<b>Heriot-Watt University</b>	Heriot-Watt	56 Minutes

**Table 4.1 University Campus Cycle Journey Times**

**Table 4.1** shows that four of the University of Edinburgh campuses are within a maximum 27-minute cycle of the development site. Edinburgh Napier University has three campuses within located within a 43-minute cycle journey.

**Figure 4.5** highlights the local/QuietRoute network in the vicinity of the development site.



Figure 4.5. Local Cycle Routes in the vicinity of the site (extracted from [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk))

Figure 4.3 shows that a large part of Edinburgh is within a reasonable cycle of the site with Figures 4.4 and 4.5 illustrating the various high-quality routes offering connections between the site and the rest of the city and beyond.

Figure 4.6 outlines the Leith Connections active travel proposals along Salamander Street and Place, within the vicinity of the site. Appendix B shows the layout in full within the vicinity of the site. The Leith Connections proposals would provide a direct active travel route to Ocean Drive and Ocean Terminal to the west of the site, and to the east to Baltic Street.

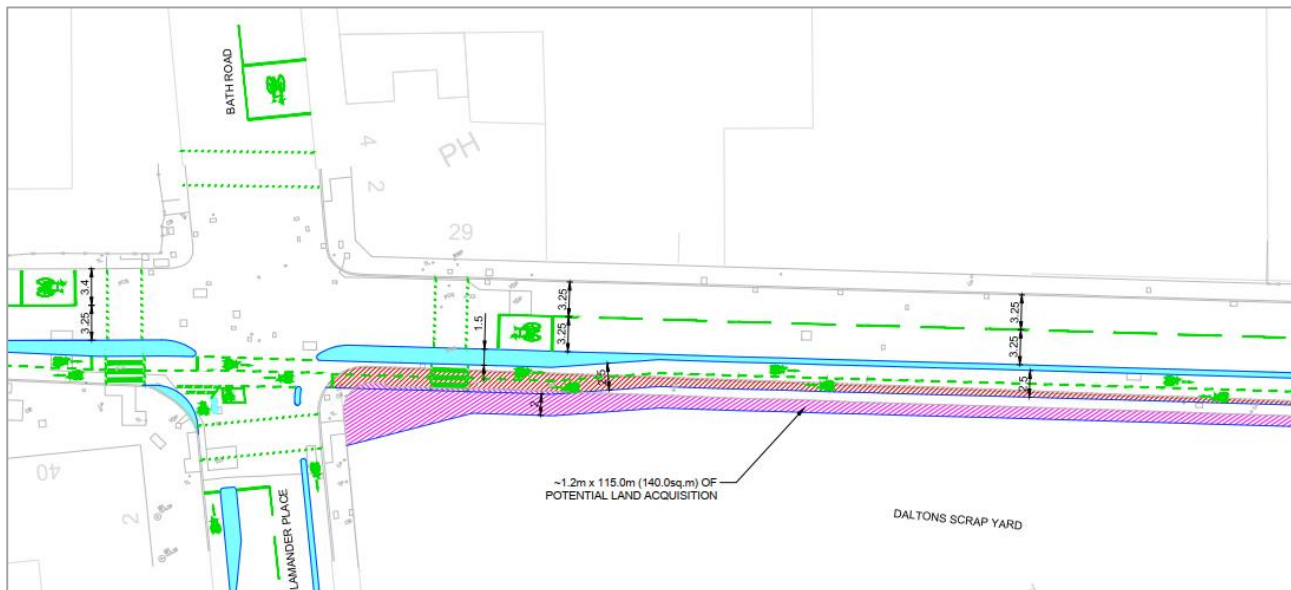


Figure 4.6. Leith Connections Proposals on Salamander Street and Place

## 4.5 Public Transport

### 4.5.1 Bus Provision

The closest bus stops are located on Salamander Place and Links Gardens, which are served by the Lothian Buses number 34 bus. The service available from Salamander Place, its service and destinations are shown in **Table 4.2**.

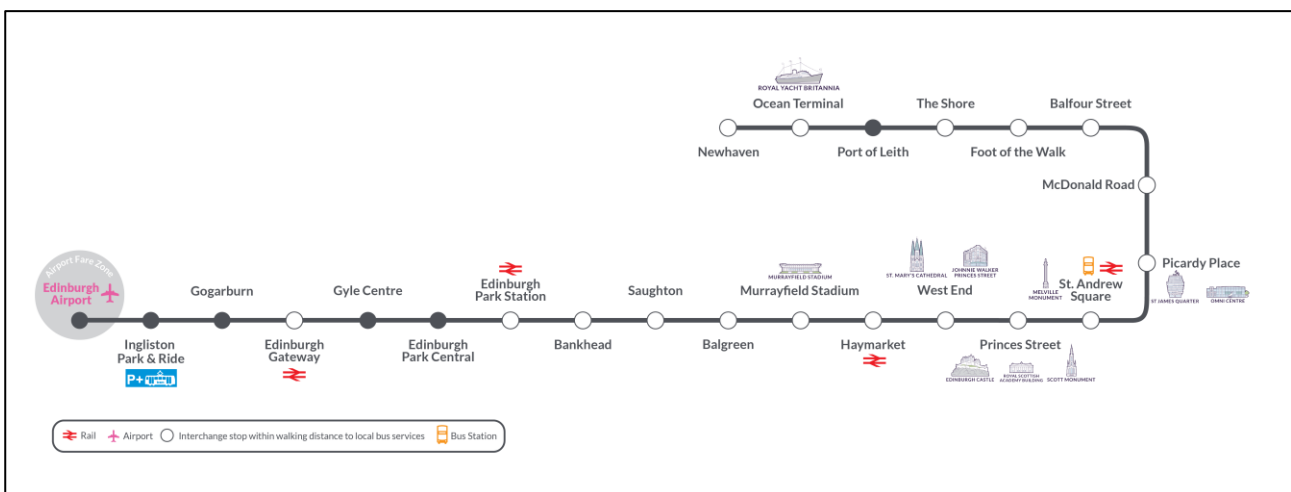
Service No.	Operator	Route	Frequency		
			Weekday	Saturday	Sunday
<b>Salamander Place</b>					
<b>34</b>	Lothian Buses	Ocean Terminal – City Centre - Heriot Watt University	Every 20 mins	Every 30 mins	Every 30 mins

**Table 4.2. Bus services closest to Salamander Street** (correct @ Oct23)

As shown in **Table 4.2**, the number 34 offers a frequent bus service from the development site, via the City Centre and to Heriot Watt University on both weekends and weekdays, making bus travel an easy and accessible option. Connections can be made in the City Centre to other parts of the city, including University and College campuses and to regional rail services. The bus stops, accessible within a 5-minute walk of the site, are served by approximately 3 buses per hour in each direction.

### 4.5.2 Edinburgh Tram

Trams run every 7-10 minutes between 05:20 and 23:50 and provide access between Newhaven and Edinburgh Airport, via Ocean Terminal, Leith, and the City Centre. The existing and future tram route is illustrated in **Figure 4.7**.



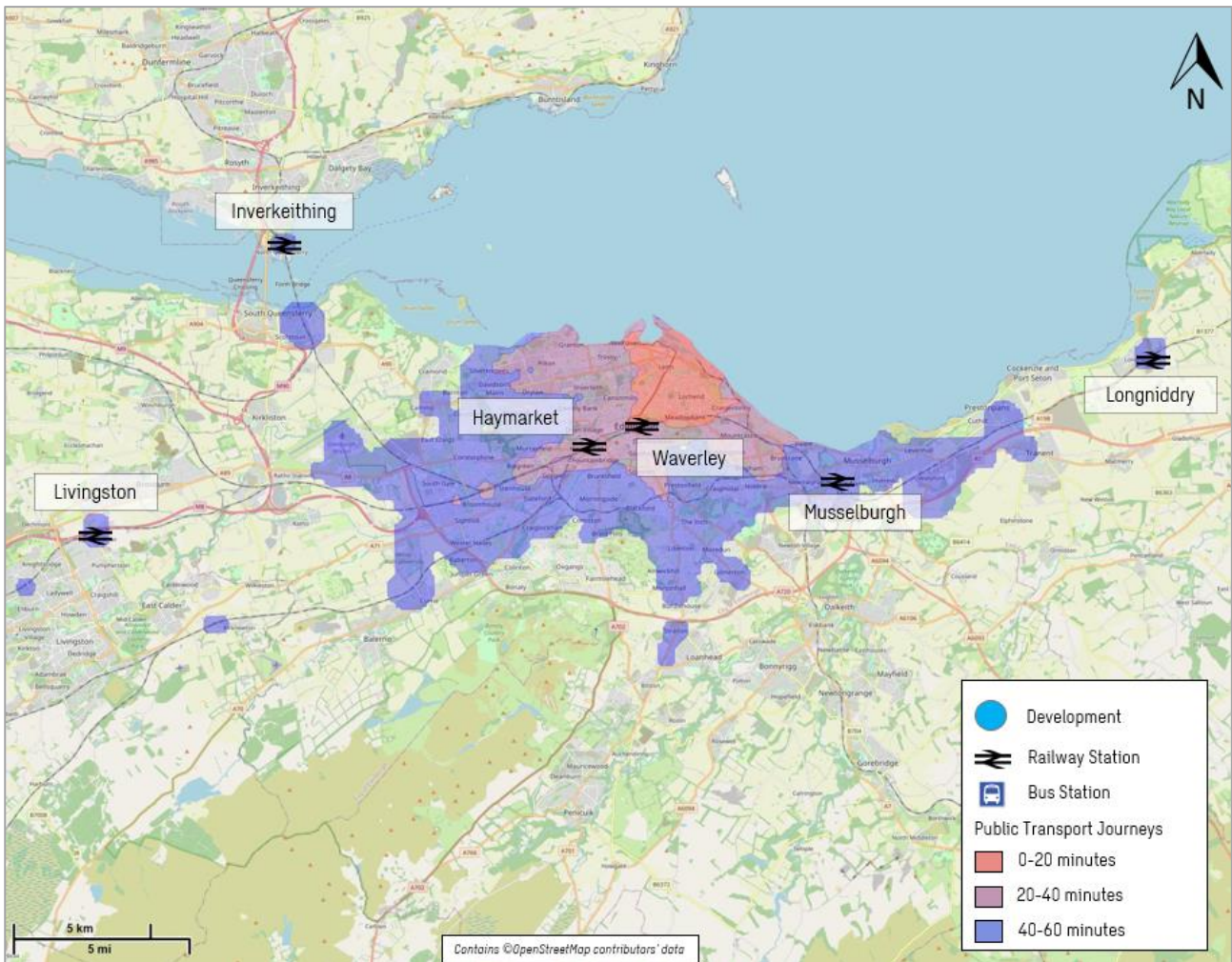
**Figure 4.7. Tram route**

As shown in **Figure 4.7**, in addition to key locations, the tram route connects regional and international travel hubs, including railway stations and Edinburgh Airport. The development site is a 6-minute walk or 1-minute cycle from the closest tram stop which is called The Shore.

### 4.5.3 Rail Provision

**Figure 4.8** shows a 60-minute public transport journey catchment for the site.



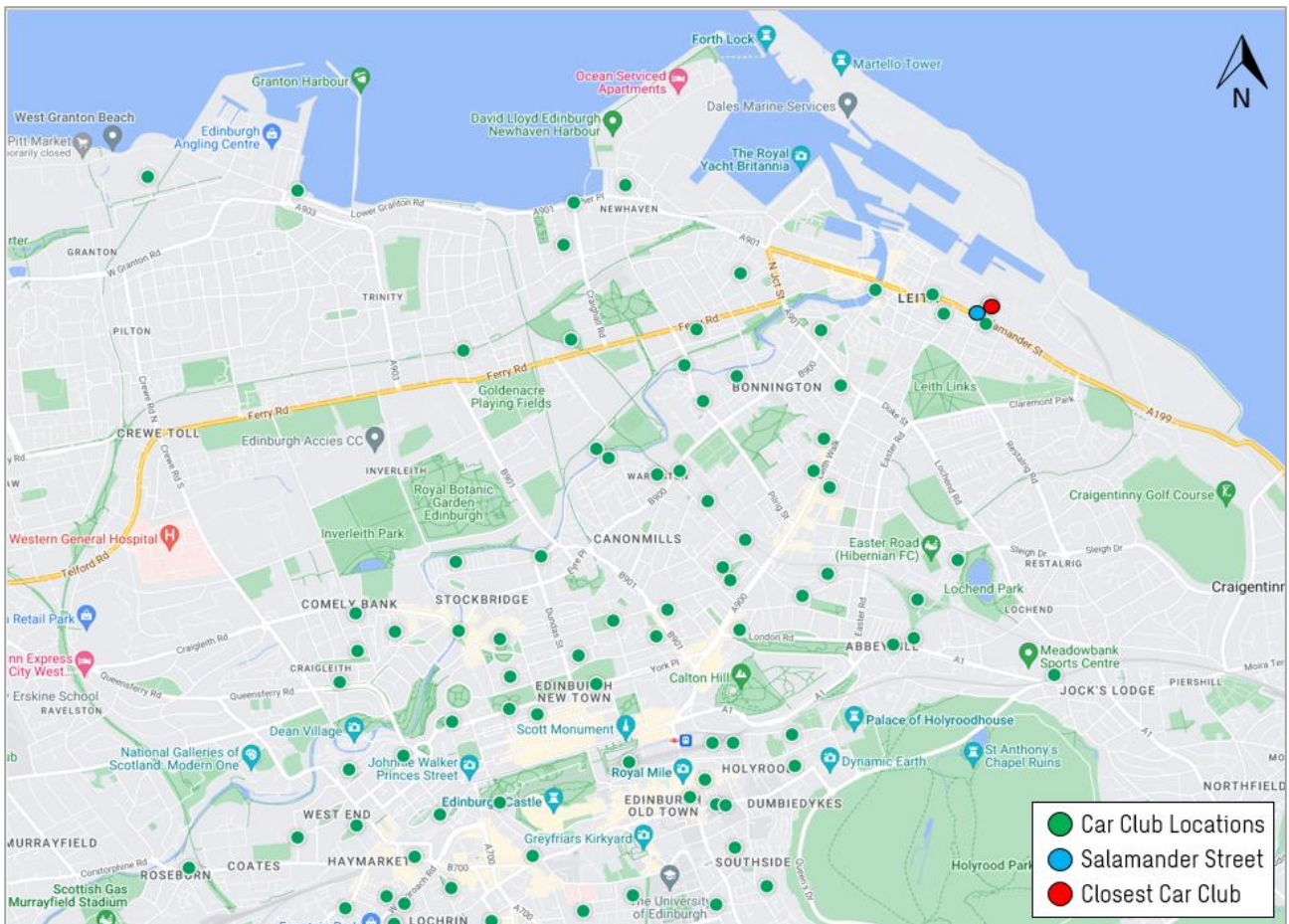


**Figure 4.8. Public Transport Catchment** (correct @ Oct23)

As shown in **Figure 4.8** a significant proportion of Edinburgh and its surrounds are accessible within a 40-minute public transport journey of the site. Further afield than Edinburgh, the towns of Inverkeithing, Livingston and Musselburgh are all accessible within a 60-minute journey by public transport.

## 4.6 Enterprise Car Club

Enterprise Car Club is currently Edinburgh’s only car club provider and has a network of more than 130 vehicles across the city. Access to a car club vehicle can help by allowing people access to a vehicle without the need to own a private car. The closest car club location is on Salamander Street which is 20m from the site entrance. **Figure 4.9** shows the location of Car Club stations through Edinburgh with the closest location highlighted.



**Figure 4.9. Car Club locations in Edinburgh**

**Figure 4.9** shows that there are many spaces available through the city, making the car club an attractive alternative to car ownership. The car club scheme will support the very limited parking spaces on the development site as residents will have access to easy and cheap car hire for journeys where they are unable to travel sustainably.

## 4.7 Road Network

### 4.7.1 Access by Road

The site is well located for access to the local and strategic road network. The following paragraphs provide a summary of the road network in the vicinity of the site.

### 4.7.2 Salamander Street (A199)

Salamander Street is a key route in Leith and is a two-way single carriageway with a width of 9.5m. There is a 30mph speed limit implemented on Salamander Street and street lighting throughout. There are pedestrian footways on both sides of the carriageway at a width of 1.8m. It is likely that the road carriageway will be narrowed as a result of the Leith Connections project, providing improved active travel provision.

### 4.7.3 Leith Walk

Leith Walk offers access to Edinburgh City Centre and is a two-way single carriageway with an estimated width of 9m. Leith Walk is subject to a 30mph speed limit with street lighting throughout. There are pedestrian footways on both sides and cycleway provision. The Edinburgh Tram is located on Leith Walk and it shares this route with motorised vehicles.

## 5. Travel Plan Framework

### 5.1 Introduction

Travel planning for student accommodation has the potential to help achieve more sustainable communities by improving accessibility and travel choice. It is acknowledged that this Travel Plan (TP) is an ‘origin based’ Travel Plan (TP) which will meet the needs and requirements of future student residents travelling on various types of journeys, as opposed to a typical ‘destination based’ TP which considers people travelling to a specific destination. Key elements of the TP are focused on education and the promotion of appropriate transport information.

This TP framework should be considered as guidance and an available resource which identifies objectives and measures aimed at improving sustainability and choice. The benefits of travel planning can be summarised as follows:

- Reducing carbon emissions;
- Education with respect to sustainable travel;
- Improve accessibility and travel choice for reaching places of study, local facilities, and amenities;
- Achieving a more attractive and safer development by reducing car use;
- Improving the health of residents; and
- Improve knowledge of residents in relation to travel routes and locations of facilities.

### 5.2 Travel Plan Measures

#### 5.2.1 Travel Plan Co-ordinator (TPC)

A Travel Plan Coordinator (TPC) will be appointed at the student accommodation to take responsibility for the implementation and monitoring of measures set out in this TP Framework. The TPC will increase awareness of the available modes of transport and provide details of the environmental, social, and commercial benefits to be gained.

The role of the TPC will include the following:

- Encouraging the use of active and sustainable transport to all residents and staff;
- Sharing of travel information, including a Welcome Pack and notice board information, is kept accurate, relevant, and current;
- Monitoring and review of the travel plan;
- Acting as the key point of contact for residents in order to provide information, advice, and guidance;
- Examining and processing comments and suggestions from residents in relation to improving access to the site by active and sustainable modes of travel;
- Increasing awareness of the availability and benefits of active and sustainable modes of travel;
- Liaison with the Council.

#### 5.2.2 Travel Plan Information

It is proposed that opportunities for sustainable travel will be promoted through the provision of information within a residents’ ‘Welcome Pack’. The Welcome Pack will include a travel information incorporating the following:

- Public transport information specific to the site. This will include links to relevant websites with relevant service provision and a map of bus stop locations and pedestrian routes accessing these;
- Links to maps of pedestrian and cycle routes;
- Information on local car club provision;
- Contact information for local taxi services; and

- Information on local amenities located within the 20-minute neighbourhood catchment (as shown in **Figure 4.2**).

The pack will provide the new residents with detailed information in relation to a range of transport facilities and travel choices within the area. It will be made clear that there is no vehicle parking at the development and that it is located within a controlled parking zone. The information pack will be finalised at an appropriate time following grant of planning permission, to reflect travel options and amenities available at that time.

### 5.2.3 Walking and Cycling

Several local facilities including local shops and amenities are located within a 20-minute walk of the development. Cycling would also be a genuine choice for many of the residents with University and College campuses being within a reasonable cycling distance. There will be cycle parking available at the development, within a safe and secure cycle storage facility. The TPC would monitor the cycle parking usage regularly.

Recommended walking and cycling routes to University and College campuses will be promoted to residents in their Welcome Pack.

### 5.2.4 Public Transport

Given the development's proximity to good public transport links, it is important that these are promoted well to the residents. This information would be available within the Welcome Pack and displayed on noticeboards / website.

### 5.2.5 Car Clubs

For necessary car travel, the Welcome Pack and the TPC will promote the following local car sharing / car club services:

- <https://liftshare.com/uk>
- <https://www.enterprisecarclub.co.uk/gb/en/home.html>

## 5.3 Action Plan

An Action Plan, summarising the Travel Plan measures is provided in **Table 5.1**.

Measure	Timescale
Identification of the Travel Plan Coordinator	At opening
Provision of all new residents with Welcome Packs containing travel information	At opening
Promote local and national walking and cycling events, e.g. Bike Week and National Stepcount Challenge	Ongoing
Provision of information on a notice board, including maps, public transport timetable information, and details of upcoming events.	At opening and ongoing
Promotion of <a href="http://www.travelinescotland.com">www.travelinescotland.com</a> which provides public transport information and journey planning facilities.	Ongoing

**Table 5.1. Action Plan**

## 5.4 Monitoring

The TPC will collect feedback from residents and use to this to develop the travel plan and ensure measures are effective and relevant. This will guide effort and resource aimed at improving travel choices where required and help to educate residents on travel options and local amenities, noting that many residents will not be familiar with the city and local area.

## 6. Travel Demands

The development will be car free. On this basis, this chapter provides an estimate of people trips generated by residents by non-car modes of travel.

### 6.1 People Trips

To estimate people trips, trip rates taken from the TRICS database were used. The daily people trip generation profile is shown in **Table 6.1**. The TRICS output is provided in **Appendix C**.

Time	Arrivals	Departures
07:00-08:00	5	20
08:00-09:00	18	81
09:00-10:00	23	46
10:00-11:00	27	48
11:00-12:00	42	47
12:00-13:00	42	42
13:00-14:00	42	45
14:00-15:00	43	51
15:00-16:00	65	48
16:00-17:00	74	31
17:00-18:00	69	48
18:00-19:00	73	52
19:00-20:00	22	17
20:00-21:00	25	21
21:00-22:00	14	8
<b>Total</b>	<b>583</b>	<b>607</b>

Table 6.1. People trip daily profile

### 6.2 Mode Share

To establish mode share values for the development, 2011 Census travel to work/study data for local 2011 SNS Datazone S01008768 was used. These areas incorporate the site and its surrounds. **Table 6.2** shows mode share values for travel to work/study.

Method of Travel	Mode Share
Work/Study from Home	10%
Train	1%
Bus	30%
Taxi	1%
Car (Driver)	28%
Car (Passenger)	5%
Bicycle	5%
Walk	18%
Other	3%
<b>Total</b>	<b>100%</b>

Table 6.2. Mode share values taken from 2011 Census travel to work/study data

As the development is car free, it is assumed that the percentage of travel by private car will be negligible. Therefore, the car (driver) mode share value has been split between walk, cycle, and bus to provide a more realistic mode share estimate for the development as a whole.

**Table 6.3** sets out the targeted mode share for the development.

Mode	%
Work/ study from home	10%
Car	0%
Train	1%
Bus/Tram	47%
On foot	29%
Cycle	10%
Other	3%
<b>Total</b>	<b>100%</b>

**Table 6.3. Targeted mode share for development**

Table 6.3 indicates that the highest proportion of residents are expected to travel by public transport. Given the level of cycle parking to be provided and the adjacent Leith Connections project, then it is anticipated that these interventions will encourage travel by bicycle.

## 7. Summary and Conclusions

### 7.1 Summary

Sweco was commissioned to prepare a Transport Statement on behalf of Stephen G Dalton & Son ('the Applicant') for a proposed mixed student accommodation (PBSA) and Build-to-Rent (BTR) development at Salamander Street, Edinburgh. The development proposal includes a purpose-built student accommodation, providing 238 units and 62 units of build-to-rent accommodation, with associated amenity space, access and cycling parking.

An accessibility review was undertaken to assess opportunities for travel to and from the site by all relevant modes of transport and to assess the current walking, cycling and public transport provision.

A Travel Plan Framework was prepared which outlines measures that will be implemented to encourage travel by sustainable modes of transport.

The report sets out the predicted travel demands associated with the development proposal.

### 7.2 Conclusions

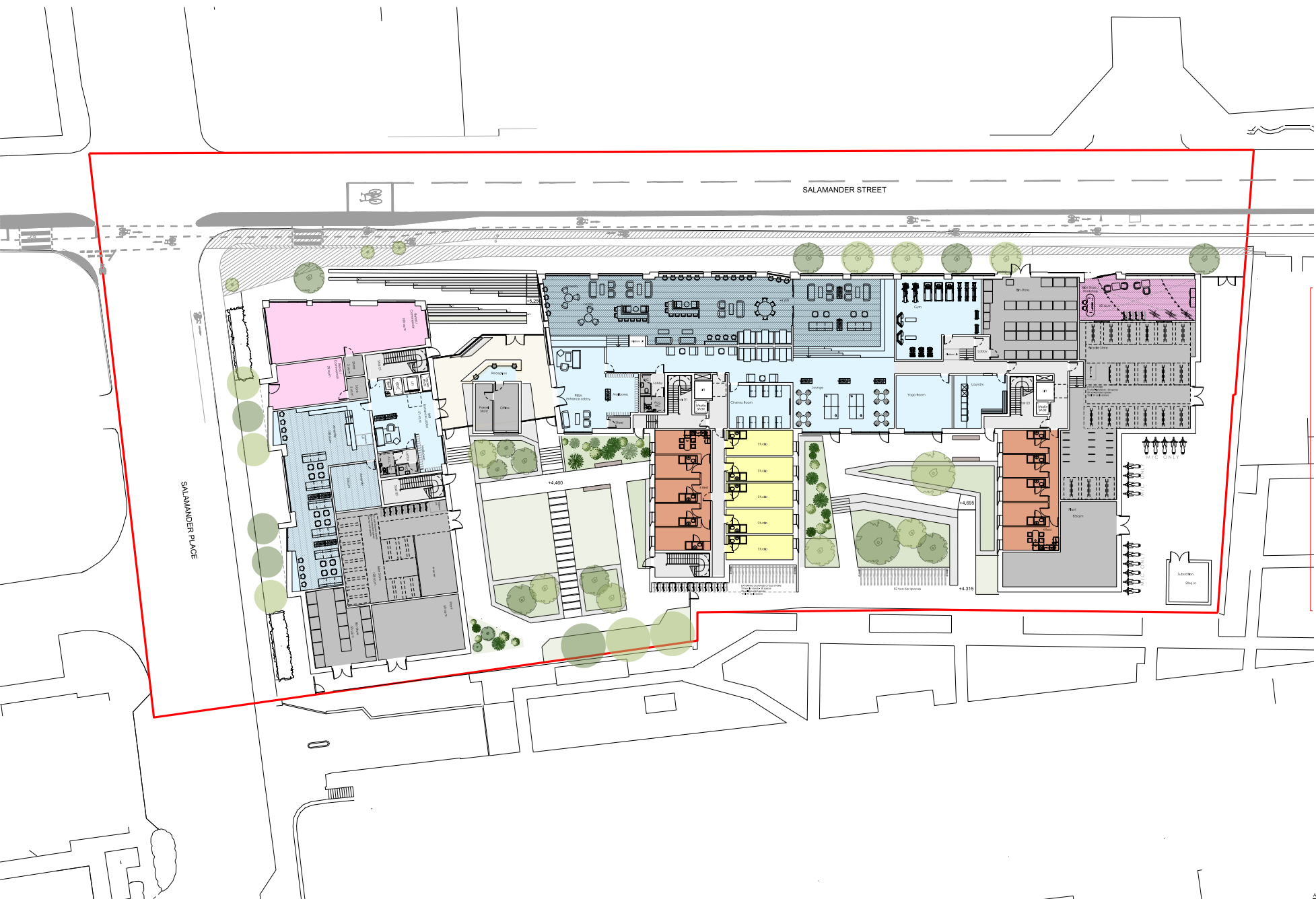
The development of the site complies with the relevant transport planning guidance and is very well located in relation to active and sustainable travel connections with University and College campuses, local amenities, walking and cycling routes and public transport facilities. This combined with the provision of no vehicle parking at the development provides an excellent opportunity to encourage sustainable travel behaviour. The proposed Leith Connections active travel facilities along the frontage of the site will enhance active travel provision in the area, connecting to existing active travel routes and further encouraging cycling as a mode of transport to and from the site.

The development will be car free, meaning that it will not have an impact on the surrounding road network. The development is also located within a controlled parking zone which will reduce the likelihood of overspill parking in the surrounding area.

The development is located within an effective 20-minute neighbourhood, containing several local amenities and sustainable transport opportunities which will be frequently used by all residents.

# Appendix A – Site Layout





SALAMANDER STREET

SALAMANDER PLACE

**DRAFT**

A 04.09.2023 AG KJ  
 Revision Date By

Title: Proposed Site Plan  
 Project: 23068 Salamander Street  
 Client: Dalton Meade  
 Stage: PLANNING  
 Reference: 23068S-56T-P0-00S-D-A-001

Scale: 1:200  
 AT  
 Status: Revision  
 A



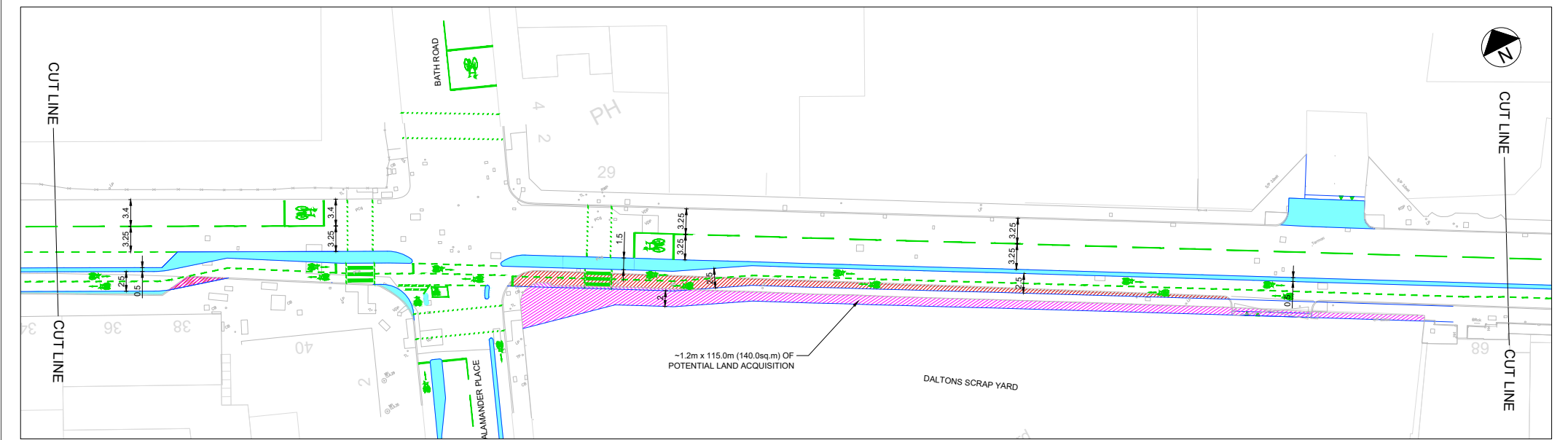
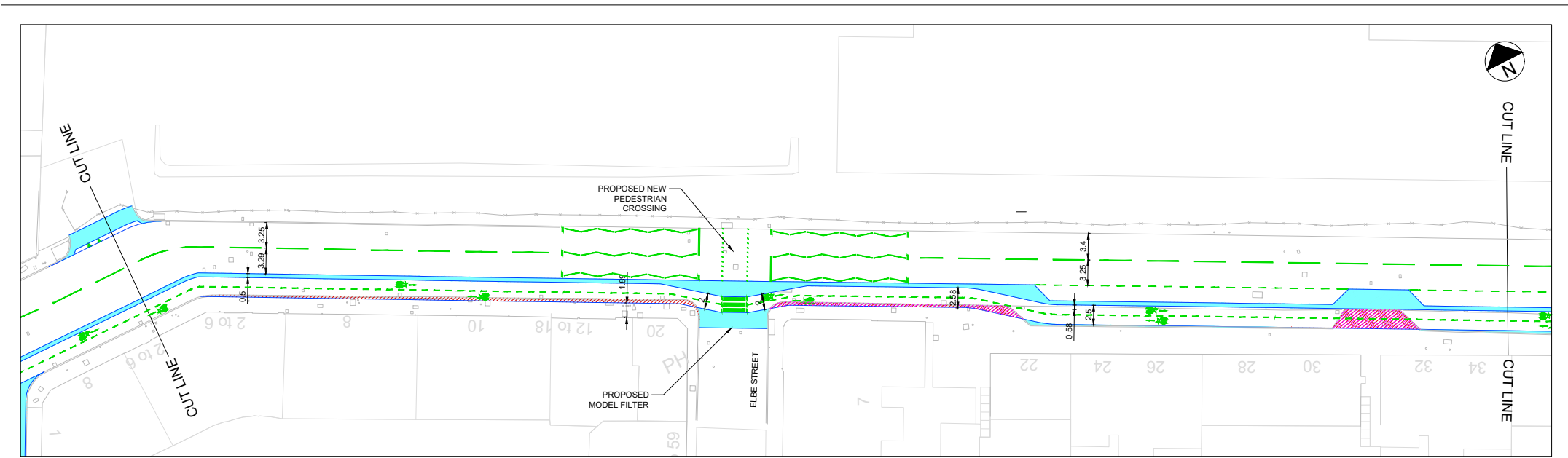
SITE BOUNDARY



**56three**  
 ARCHITECTS  
 0131 220 3003 | Info@56three.com

Do not scale from this drawing  
 All drawings are to be read in conjunction with the project brief and any other drawings or documents referred to in the project brief.  
 The drawings are the property of 56three Architects and are not to be used for any other purpose without the written consent of 56three Architects.

## Appendix B – Leith Connections



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- Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, DOCUMENTATION, SPECIFICATION AND APPENDICES PROVIDED.
  2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  3. ALL CYCLE TRACKS TO BE FINISHED WITH A FORM OF RED COLOURED SURFACING.

Rev	Rev. Date	Purpose of revision	Des'd	Checked	Rev'd	Apprv'd
4	08/2022	CONSULTATION CHANGES	BDM	AK	CS	CS
2	05/2022	ZIGZAGS ADDED	DC	BDM	AK	CS
1	03/2022	MINOR AMENDMENTS	BDM	DC	AK	CS
0	03/2022	For Issue	BDM	DC	AK	CS

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- Key
- PROPOSED TRAM LAYOUT
  - PROPOSED NEW ROAD KERB
  - PROPOSED NEW FOOTWAY / BUFFER
  - PROPOSED NEW ROAD MARKINGS (MISC)
  - PROPOSED NEW CARRIAGEWAY / CYCLE TRACK ON EXISTING FOOTWAY
  - POTENTIAL LAND ACQUISITION

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THE CITY OF EDINBURGH COUNCIL

Client: LDPAP  
NORTH EDINBURGH  
HAWTHORNSVALE TO SEAFIELD STREET

Drawing title  
**PROPOSED ACTIVE TRAVEL IMPROVEMENTS CONCEPT DESIGN SHEET 5 OF 10**

Drawing status  
**FOR ISSUE**

Scale	1:250 @ A1	Rev	DO NOT SCALE
Jacobs No.	B2420300-LDPAP	Rev	<b>3</b>
Client no.		Rev	
Drawing number	B2420300-LDPAP-NE-CD-001 5/10		

## Appendix C – TRICS Output

Grontmij STREET NAME Edinburgh

Licence No: 129301

Calculation Reference: AUDIT-129301-220314-0306

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : G - STUDENT ACCOMMODATION  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	DH DURHAM	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: Number of residents  
 Actual Range: 168 to 350 (units: )  
 Range Selected by User: 15 to 654 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

*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:

Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

*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	2
Built-Up Zone	2
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.*

Grontmij STREET NAME Edinburgh

Licence No: 129301

Secondary Filtering selection:

Use Class:

C3 5 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	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	2 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	2 days
1.1 to 1.5	3 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	BA-03-G-01	STUDENT FLATS	BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD		
	BATH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of residents:	291	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
2	DH-03-G-01	STUDENT FLATS	DURHAM
	ASHWOOD		
	DURHAM		
	GILESGATE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	168	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
3	DS-03-G-02	STUDENT ACCOMMODATION	DERBYSHIRE
	CATHEDRAL ROAD		
	DERBY		
	Town Centre		
	Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	241	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
5	WK-03-G-02	STUDENT FLATS	WARWICKSHIRE
	RAGLAN STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	197	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION  
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 17.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	5	249	0.002	5	249	0.002	5	249	0.004
08:00 - 09:00	5	249	0.004	5	249	0.002	5	249	0.006
09:00 - 10:00	5	249	0.005	5	249	0.002	5	249	0.007
10:00 - 11:00	5	249	0.009	5	249	0.009	5	249	0.018
11:00 - 12:00	5	249	0.008	5	249	0.008	5	249	0.016
12:00 - 13:00	5	249	0.004	5	249	0.006	5	249	0.010
13:00 - 14:00	5	249	0.006	5	249	0.005	5	249	0.011
14:00 - 15:00	5	249	0.003	5	249	0.005	5	249	0.008
15:00 - 16:00	5	249	0.006	5	249	0.009	5	249	0.015
16:00 - 17:00	5	249	0.005	5	249	0.005	5	249	0.010
17:00 - 18:00	5	249	0.001	5	249	0.006	5	249	0.007
18:00 - 19:00	5	249	0.002	5	249	0.002	5	249	0.004
19:00 - 20:00	5	249	0.006	5	249	0.006	5	249	0.012
20:00 - 21:00	5	249	0.010	5	249	0.010	5	249	0.020
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.079</b>			<b>0.089</b>			<b>0.168</b>

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: 168 - 350 (units: )  
Survey date date range: 01/01/13 - 25/09/19  
Number of weekdays (Monday-Friday): 5  
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.



Grontmij STREET NAME Edinburgh

Licence No: 129301

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 17.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	5	249	0.004	5	249	0.012	5	249	0.016
08:00 - 09:00	5	249	0.014	5	249	0.160	5	249	0.174
09:00 - 10:00	5	249	0.022	5	249	0.090	5	249	0.112
10:00 - 11:00	5	249	0.034	5	249	0.095	5	249	0.129
11:00 - 12:00	5	249	0.070	5	249	0.090	5	249	0.160
12:00 - 13:00	5	249	0.087	5	249	0.091	5	249	0.178
13:00 - 14:00	5	249	0.108	5	249	0.113	5	249	0.221
14:00 - 15:00	5	249	0.119	5	249	0.111	5	249	0.230
15:00 - 16:00	5	249	0.149	5	249	0.121	5	249	0.270
16:00 - 17:00	5	249	0.177	5	249	0.060	5	249	0.237
17:00 - 18:00	5	249	0.164	5	249	0.117	5	249	0.281
18:00 - 19:00	5	249	0.174	5	249	0.118	5	249	0.292
19:00 - 20:00	5	249	0.091	5	249	0.073	5	249	0.164
20:00 - 21:00	5	249	0.107	5	249	0.087	5	249	0.194
21:00 - 22:00	3	202	0.059	3	202	0.033	3	202	0.092
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.379			1.371			2.750

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.

Grontmij STREET NAME Edinburgh

Licence No: 129301

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	8-372 DWELLS	
Actual Trip Rate Calculation Parameter Range	24-69 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 15/10/21
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	
Days of the week selected	Monday	2
	Wednesday	1
Main Location Types selected	Edge of Town Centre	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-129301-231027-1029

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

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 69 (units: )  
Range Selected by User: 8 to 372 (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 15/10/21

*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  
Wednesday 1 days

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

Selected survey types:

Manual count 3 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 3

*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 1  
Built-Up Zone 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 2 days - Selected  
Servicing vehicles Excluded 1 days - Selected

## Secondary Filtering selection:

Use Class:

C3 3 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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 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	1 days
125,001 to 250,000	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	2 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:

No	3 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	3 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	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
3	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.61

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	3	43	0.038	3	43	0.138	3	43	0.176
08:00 - 09:00	3	43	0.138	3	43	0.262	3	43	0.400
09:00 - 10:00	3	43	0.123	3	43	0.100	3	43	0.223
10:00 - 11:00	3	43	0.115	3	43	0.162	3	43	0.277
11:00 - 12:00	3	43	0.192	3	43	0.162	3	43	0.354
12:00 - 13:00	3	43	0.108	3	43	0.115	3	43	0.223
13:00 - 14:00	3	43	0.085	3	43	0.100	3	43	0.185
14:00 - 15:00	3	43	0.062	3	43	0.154	3	43	0.216
15:00 - 16:00	3	43	0.185	3	43	0.131	3	43	0.316
16:00 - 17:00	3	43	0.192	3	43	0.115	3	43	0.307
17:00 - 18:00	3	43	0.154	3	43	0.115	3	43	0.269
18:00 - 19:00	3	43	0.208	3	43	0.154	3	43	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.600			1.708			3.308

*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: 24 - 69 (units: )  
Survey date date range: 01/01/15 - 15/10/21  
Number of weekdays (Monday-Friday): 3  
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 show. 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 TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.61

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	3	43	0.062	3	43	0.269	3	43	0.331
08:00 - 09:00	3	43	0.238	3	43	0.700	3	43	0.938
09:00 - 10:00	3	43	0.292	3	43	0.392	3	43	0.684
10:00 - 11:00	3	43	0.300	3	43	0.408	3	43	0.708
11:00 - 12:00	3	43	0.415	3	43	0.415	3	43	0.830
12:00 - 13:00	3	43	0.338	3	43	0.331	3	43	0.669
13:00 - 14:00	3	43	0.262	3	43	0.300	3	43	0.562
14:00 - 15:00	3	43	0.231	3	43	0.400	3	43	0.631
15:00 - 16:00	3	43	0.469	3	43	0.315	3	43	0.784
16:00 - 17:00	3	43	0.508	3	43	0.277	3	43	0.785
17:00 - 18:00	3	43	0.477	3	43	0.331	3	43	0.808
18:00 - 19:00	3	43	0.515	3	43	0.385	3	43	0.900
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.107			4.523			8.630

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.