

PROPOSED RESIDENTIAL DEVELOPMENT

DUNCAN STREET, SALFORD

Transport Statement

Prepared on behalf of:



Generation 400 Ltd.



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CONTENTS

1.0	INTRODUCTION	3
1.1	Overview	3
1.2	Report Structure	3
2.0	EXISTING CONDITIONS	4
2.1	Site Location and Existing Use	4
2.2	Local Character	5
2.3	Local Highway Network	5
2.4	Pre-Application Discussions with the Council	7
2.5	Highway Safety	9
3.0	ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRANSPORT .	11
3.1	Introduction	11
3.2	Pedestrian Accessibility	11
3.3	Accessibility by Cycle	15
3.4	Accessibility by Public Transport	17
3.5	Accessibility Summary	20
4.0	DEVELOPMENT PROPOSALS	21
4.1	Overview	21
4.2	Proposed Access Arrangements	21
4.3	Proposed TRO Scheme	21
4.4	Proposed Car Parking Provision	22
4.5	Proposed Cycle Parking Provision	23
4.6	Servicing Arrangements	23
5.0	FORECAST TRIP GENERATION	24
5.1	Introduction	24
5.2	Forecast Trip Generation	24
6.0	SUMMARY AND CONCLUSIONS	26
6.1	Summary	26
6.2	Conclusions	27

FIGURES

Figure 2.1 – Site Location.....	4
Figures 2.2 & 2.3 – Duncan Street	6
Figures 2.4 & 2.5 – Oldfield Road	6
Figures 2.6 & 2.7 – Regent Road	7
Figure 2.8 – 500m Radius from the Development Site	8
Figure 2.8 – Crashmap Extract (2018-2020 Inclusive)	10
Figure 3.1 – 2km Walking Catchment	12
Figure 3.2 – Signalised Pedestrian Crossing Locations	14
Figure 3.3 – 5km Cycle Catchment.....	15
Figure 3.4 – TfGM Online Cycle Map	16
Figure 3.5 – TfGM Bee Network Map	17
Figure 3.6 – Bus Stop Locations	18

TABLES

Table 2.1 – Potential Gaps in TRO.....	8
Table 3.1 – Bus Services and Frequencies, Oldfield Road.....	18
Table 3.2 – Bus Services and Frequencies, Regent Road	18
Table 5.1 – Forecast Trip Generation - Proposed Residential Use	25

APPENDICES

APPENDIX A – REVIEW OF LOCAL TROS WITHIN 500M FROM THE SITE
APPENDIX B – OLDFIELD ROAD IMPROVEMENTS
APPENDIX C – ORDSALL ACTIVE NEIGHBOURHOOD SCHEME
APPENDIX D – BUS TIMETABLES
APPENDIX E – PROPOSED SITE LAYOUT PLAN
APPENDIX F – LARGE CAR SWEEP PATH ANALYSIS
APPENDIX G – TRICS OUTPUTS AND TRIP GENERATION METHODOLOGY

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Generation 400 Limited to provide transport and highways advice in relation to a proposed residential development at Duncan Street, Salford.
- 1.1.2 The proposal includes the redevelopment of the site to feature 85no. residential apartments, with associated access and parking arrangements.
- 1.1.3 This Transport Statement (TS) has been prepared to inform Salford City Council (SCC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related implications associated with the scheme.

1.2 Report Structure

- 1.2.1 The structure of this report is as follows:
- **Section 2** describes the existing conditions on and around the site, including reference to the local highway network, the Traffic Regulation Order (TRO) regime within a 500m radius (requested around the site as part of pre-application discussions with SCC), and a review of the accident record;
 - **Section 3** provides a review of the site's accessibility by sustainable non-car modes of transport, including walking, cycling and public transport;
 - **Section 4** provides a description of the development proposals, including a description of the car and cycle parking provision, site access arrangements and servicing arrangements;
 - **Section 5** sets out the anticipated trip generating potential of the scheme on the local highway network; and
 - **Section 6** summarises the report and concludes that there are no transportation or highway-related reasons why the proposed development should not be granted planning permission.
- 1.2.2 This TS can be viewed in conjunction with the Interim Travel Plan (ITP) which has also been prepared by Axis and is an accompanying document to this planning application.

2.0 EXISTING CONDITIONS

2.1 Site Location and Existing Use

- 2.1.1 The development site is located within the south-western part of Salford in the council ward of Ordsall. The 0.074ha site is bounded by Duncan Street which runs parallel with Regents Road to the south. To the north the site is bounded by the Excalon aggregates depot and it shares party walls to recycling and light industrial uses on the eastern- and western sides, respectively.
- 2.1.2 The location is largely industrial in nature but has been subject to recent regeneration, including the 525-unit City View residential development directly to the south of the site, bounded by Duncan Street to the north, Oldfield Road to the east and taking access off West Bank Street.
- 2.1.3 The location of the application site is shown in **Figure 2.1**.

Figure 2.1 – Site Location



(Source: Google Maps)

- 2.1.4 At present, the site comprises a small single storey building located in the south-eastern corner of the site which is currently unoccupied. The rest of the site consists of vacant hard standing. A two-metre-high metal mesh fence secures the site from the public highway of Duncan Street to the south. The eastern boundary comprises a concrete post and mesh fence.

2.2 Local Character

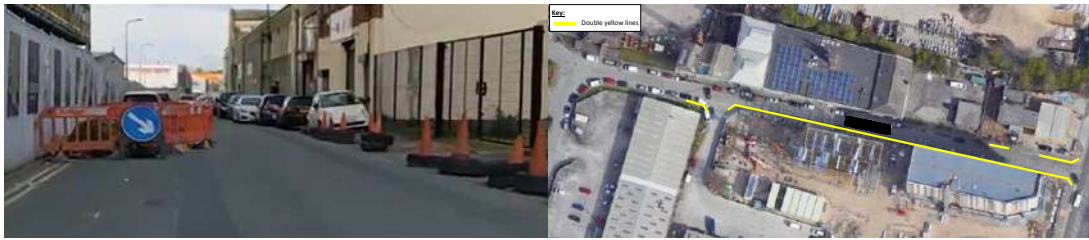
- 2.2.1 The site is located in a highly sustainable location and represents an excellent opportunity to regenerate a brownfield land in an emerging area for new residential development. The Regent Retail Park is located east of the site on the fringes of Manchester City Centre.
- 2.2.2 This planning application follows a number of other similar planning applications submitted in the local area that have already been approved by MCC and are under construction or pending construction. One such development is a large site to the immediate south of the application site (16/68723/FUL – ‘City View’), that is currently being developed for over 500no. dwelling units.
- 2.2.3 A regeneration framework for an area that includes the application site is currently being developed by SCC, the area is bounded by the Crescent to the north, A5063 to the west and Regent Road to the south.

2.3 Local Highway Network

Duncan Street

- 2.3.1 Duncan Street borders the site to the south and is a local access type road which runs in a general east-west alignment between the A5066 Oldfield Road to the east and a light industrial site to the west.
- 2.3.2 Duncan Street has a carriageway width of approximately 6.5m, with double yellow lines as shown in **Figures 2.2** and **2.3**.

Figures 2.2 & 2.3 – Duncan Street



(Source: Photo taken on-site & Google Maps)

Oldfield Road (A5066)

- 2.3.3 Oldfield Road forms its junction with Duncan Street east of the site and is a local distributor type road which runs in a general north-south alignment between Ordsall Lane in the south and the A6 Chapel Street in the north.
- 2.3.4 Oldfield Road has a carriageway width of approximately 10m in the vicinity of the site, with double yellow lines as shown in **Figures 2.4 and 2.5**.

Figures 2.4 & 2.5 – Oldfield Road



(Source: Photo taken on-site & Google Maps)

Regent Road (A57)

- 2.3.5 Regent Road from its junction with Oldfield Road south of the site and is a regional distributor type road which runs in a general east-west alignment between the A57 Manchester Ring Road in the east and the Regent Road Roundabout in the west. Regent Road is 100m south of the site and forms an important arterial route into Manchester City Centre from the west.
- 2.3.6 Regent Road is a dual carriageway with a carriageway width of approximately 7m in each direction, due to the function of Regent Road no on-street parking takes place along this road, as shown in **Figures 2.6 and 2.7**.

Figures 2.6 & 2.7 – Regent Road



(Source: Photo taken on-site & Google Maps)

2.4 Pre-Application Discussions with the Council

Review of the TROs within 500m radius of the Site

- 2.4.1 As part of the pre-application discussions with the Council, Axis engaged with SCC Highways regarding car parking potential mitigation. Parking levels on surrounding schemes were highlighted. It was confirmed that the Council's parking standards are flexible near the city centre and each site would be treated on a case by case basis. SCC Highways requested that a review of local TROs within 500m from the site should be carried out.
- 2.4.2 A site visit was carried out on Saturday 9th April 2022, 54 roads within a 500m radius of the site (as the crow flies) were surveyed. **Figure 2.8** shows the potential 500m walk radius around the site. During the site visit the identified roads were surveyed by car. In **Table 2.1** the distance is shown as driving distance from the site and as such some roads measure further than a 500m walk distance. **Table 2.1** gives a summary of 34 roads identified that are unrestricted or partially restricted in terms of on-street parking. The full analysis is contained in **Appendix A**.

Figure 2.8 – 500m Radius from the Development Site



(Source: Produced by Axis)

Table 2.1 – Potential Gaps in TRO

No.	Road Name	Approx. Drive Distance from Site (m)	TRO
1	Duncan Street	0	Yes partially
2	Comus Street	150	No
-	West Bank Street	120	<i>TTRO in place at time of survey</i>
3	North Phoebe Street	630	No
4	West Egerton Street	920	Yes partially
-	West Charles Street	750	<i>TTRO in place at time of survey</i>
5	Hope Street	420	Yes partially
-	Craven Street	370	<i>TTRO in place at time of survey</i>
6	Canal Street	450	No
7	Upper Wharf Street	550	
8	Back Hulme Street	670	Yes partially
9	Asgard Grove	460 - 860	No
10	Asgard Drive		
11	Freya Grove		
12	Woden's Avenue		
13	Robert Hall Street	530	Yes partially
14	Cambridge Place	320 - 1450	No
15	St Bartholomew's Drive		
16	Chancel Avenue		
17	Gloucester Street		
18	Carmel Close		
19	Cloughfield Avenue		

No.	Road Name	Approx. Drive Distance from Site (m)	TRO
20	Belfort Drive		
21	Tatton Street		
22	King Edward Street		
23	Rudman Drive		
24	Regent Square		
25	Huddart Close		
26	Coronation Street		
27	Parish View		
28	James Henry Avenue		
29	Goodiers Drive		
30	Phoebe Street		
31	McCready Drive		
32	Bassington Avenue		
33	Mount Carmel Crescent		
34	West Crown Avenue	1360	Yes partially
35	Whimberry Close	610	

2.4.3 As shown in **Figure 2.8** above there is an extensive TRO regime to the north and west of the development site. In the immediate vicinity of the site, the identified gaps are along Duncan Street, with its partial TRO and along Comus Street which is unrestricted apart from its junction with Regent Road. The applicant proposes to fund any further TROs on Duncan St / Comus St that might be deemed necessary by the LHA. Further details are in **Section 4.3** of this report.

2.5 Highway Safety

2.5.1 The online Crashmap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the site for the most recently available three-year period (2018-2020 inclusive). This is shown in **Figure 2.8**.

Figure 2.8 – Crashmap Extract (2018-2020 Inclusive)



(Source: Crashmap)

- 2.5.2 As shown in **Figure 2.8**, only 1 'slight' severity accident has been recorded within the vicinity of the application site within the most recently available three-year period. This is not an onerous safety record which does not therefore present a cause for concern or indicate any accident blackspots that could be exacerbated by the proposed development.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRANSPORT

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new development is located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 103 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduced congestion and emissions, and improve air quality and public health...”

3.1.3 Given the central location of the application site within Salford on the border of Manchester City Centre, the site benefits from several locational characteristics which will help maximise trips to and from the site to be made by a range of sustainable alternative travel modes to the private car.

3.1.4 It should also be noted that the mixed-use and cohesive nature of the wider Salford Central development provides the opportunity for linked trips to be made on foot or by cycle between various land uses.

3.1.5 To demonstrate the site's compliance with the relevant planning policies, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

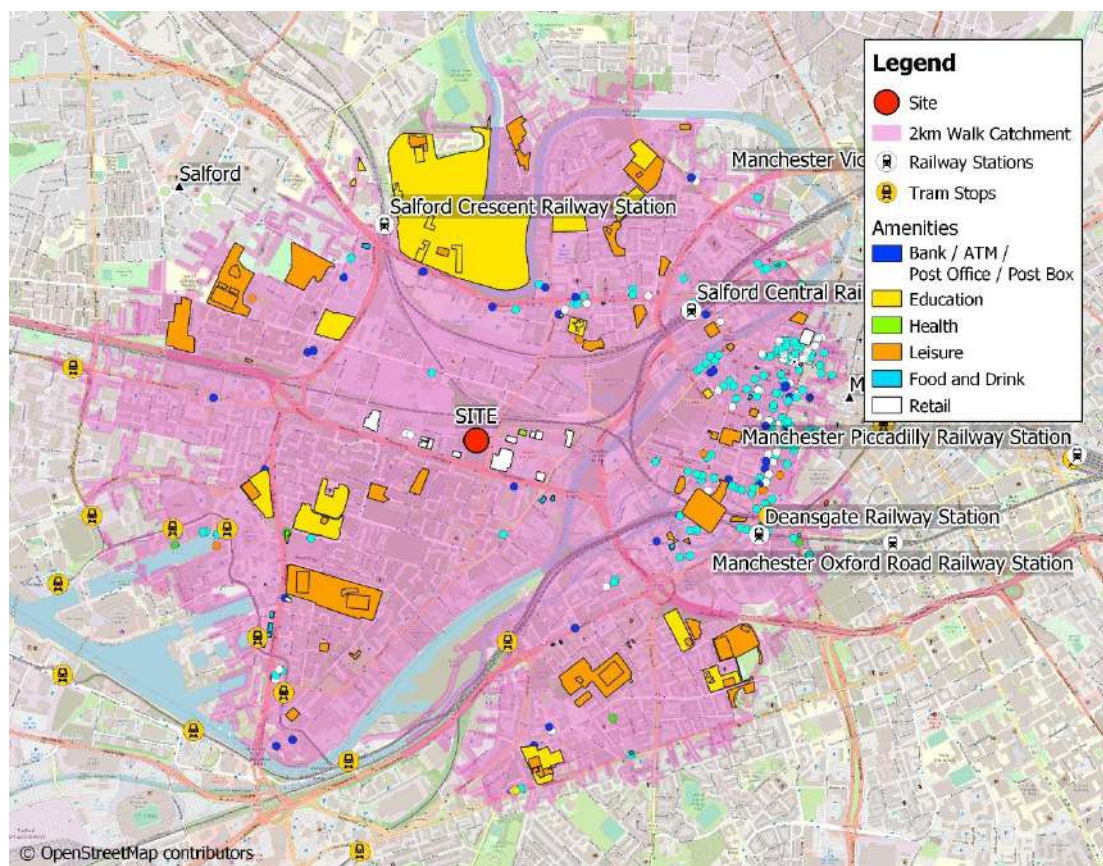
3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the

surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

- 3.2.2 Access between the site and local areas by foot has therefore been assessed using the 2km preferred maximum walking distance suggested in the Institution for Highways and Transportation's (IHT), now Chartered Institution for Highways and Transportation (CIHT) "*Guidelines for Providing for Journeys on Foot*" document, as shown in **Figure 3.1**. This equates to a 24-minute walk, assuming a 1.4m/s walk speed.

Figure 3.1 – 2km Walking Catchment



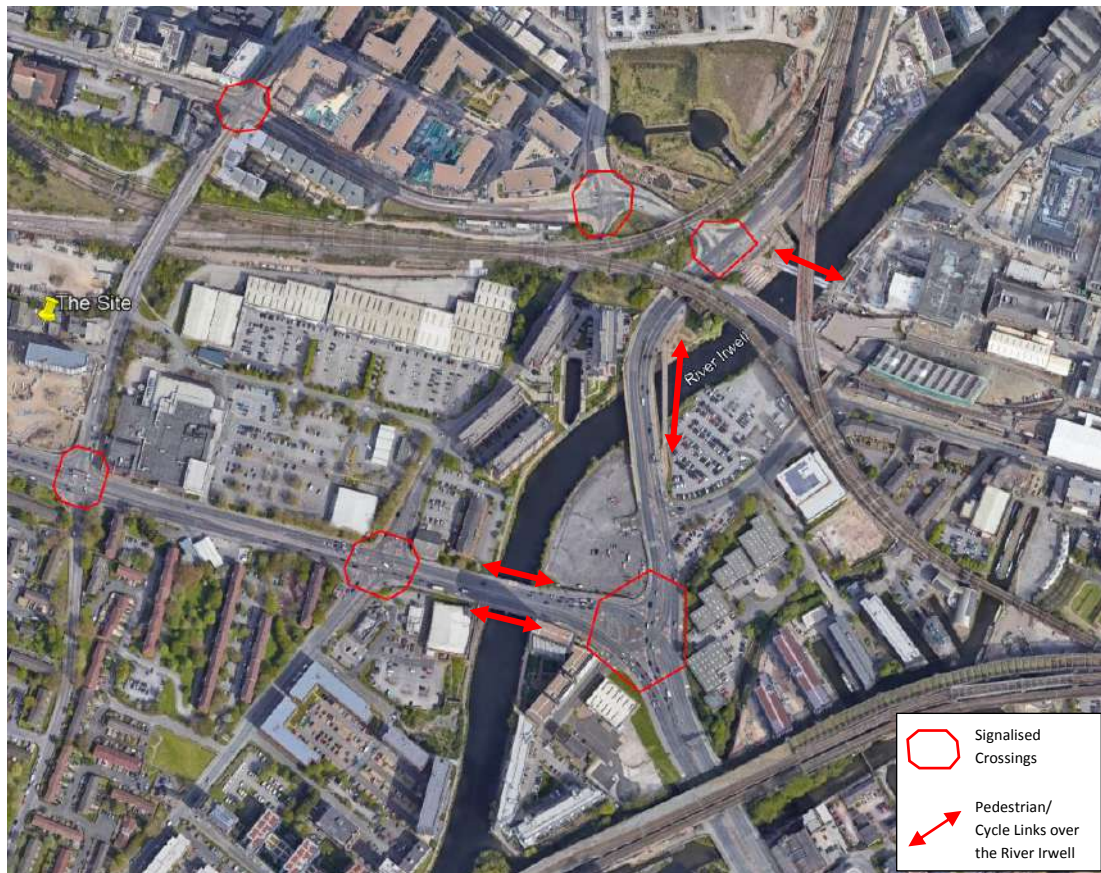
(Source: Produced by Axis)

- 3.2.3 **Figure 3.1** demonstrates that Salford Central and a large part of the western area of Manchester City Centre, and all of the local amenities and public transport infrastructure contained within it, fall within a 2km walk catchment of the application site. The area of Spinningfields and Deansgate encompasses an array of high-quality restaurants, bars and retail shopping facilities, and there are also several healthcare services including GP practices, pharmacies, gym / sport facilities and educational establishments (including primary schools and other educational facilities) within a

2km walk distance of the site. Regent Retail Park is located approximately 70m from the site, on the opposite side of Oldfield Road. Within this retail park there is a large grocery store, healthcare shop, fuel station and gym, amongst other retail outlets.

- 3.2.4 The site is also within walking distance of numerous public transport facilities including bus stops, tram stops and railway stations.
- 3.2.5 Bus stop 79, located 90m from the site on Oldfield Road, provides a regular Monday to Sunday service between Pendleton and Stretford, via Salford Quays. Bus stop 33, located 240m from the site on Regent Road, provides another regular Monday to Sunday service between Worsley and Manchester, via Eccles.
- 3.2.6 Salford Central Railway Station can be accessed within a circa 15-minute walk (1.3km walk distance) of the site, and Deansgate Castlefield Railway Station and Tram Stop can be accessed with a circa 20-minute walk (1.7km walk distance) of the site.
- 3.2.7 It should also be noted that the local highway network provides a safe and realistic opportunity to reach the areas contained within the 2km walking catchment via the high-quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving at all key junctions surrounding the site.
- 3.2.8 **Figure 3.2** shows the location of the signalised pedestrian crossings within the immediate vicinity of the application site. All crossings are equipped with dropped kerbs and tactile paving.

Figure 3.2 – Signalised Pedestrian Crossing Locations



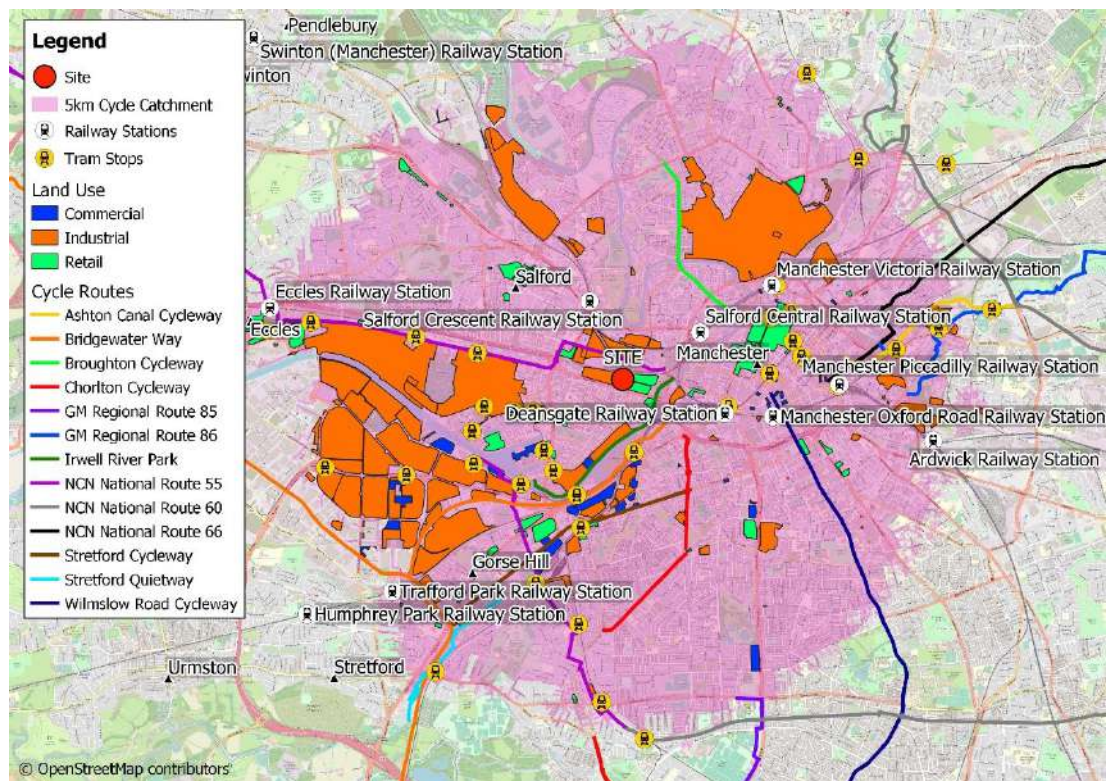
(Source: Google Earth)

- 3.2.9 The Irwell Sculpture Trail Walking Route runs to the south of the site which is a 33-mile route through Salford, Bury and Rossendale. Information about the trail can be found at <https://www.irwellsculpturetrail.co.uk/about-the-trail.html>.
- 3.2.10 The Oldfield Road improvements are due to be completed this November. These works will significantly enhance the pedestrian and cycle infrastructure towards the City Centre, Media City and Chapel Street, thereby improving access for future residents of the proposed development to the facilities in those areas, including supermarkets and public transport infrastructure, further information is contained in **Appendix B**.
- 3.2.11 With regards to the above, it can therefore be concluded that the site is highly accessible on foot.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 To assist in summarising the accessibility of the site by cycle, an indicative 5km catchment plan has been produced, as illustrated in **Figure 3.3**.

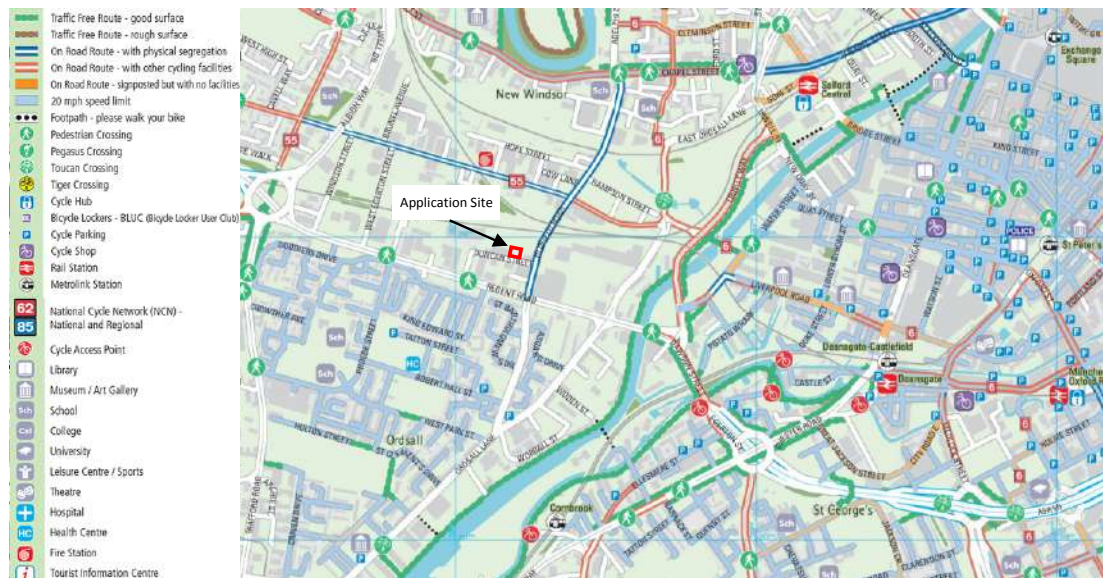
Figure 3.3 – 5km Cycle Catchment



(Source: Produced by Axis)

- 3.3.3 **Figure 3.3** shows that the 5km cycle catchment incorporates most of Manchester City Centre, in addition to Salford, Cheetham Hill, Old Trafford, Whalley Range, part of Ardwick and Broughton, amongst others. **Figure 3.3** also illustrates that there are a number cycle routes around the site which provide connections within and around Manchester City Centre.
- 3.3.4 **Figure 3.4** illustrates the local cycle routes and facilities located close to the site from the Transport for Greater Manchester (TfGM) online Cycle Map.

Figure 3.4 – TfGM Online Cycle Map

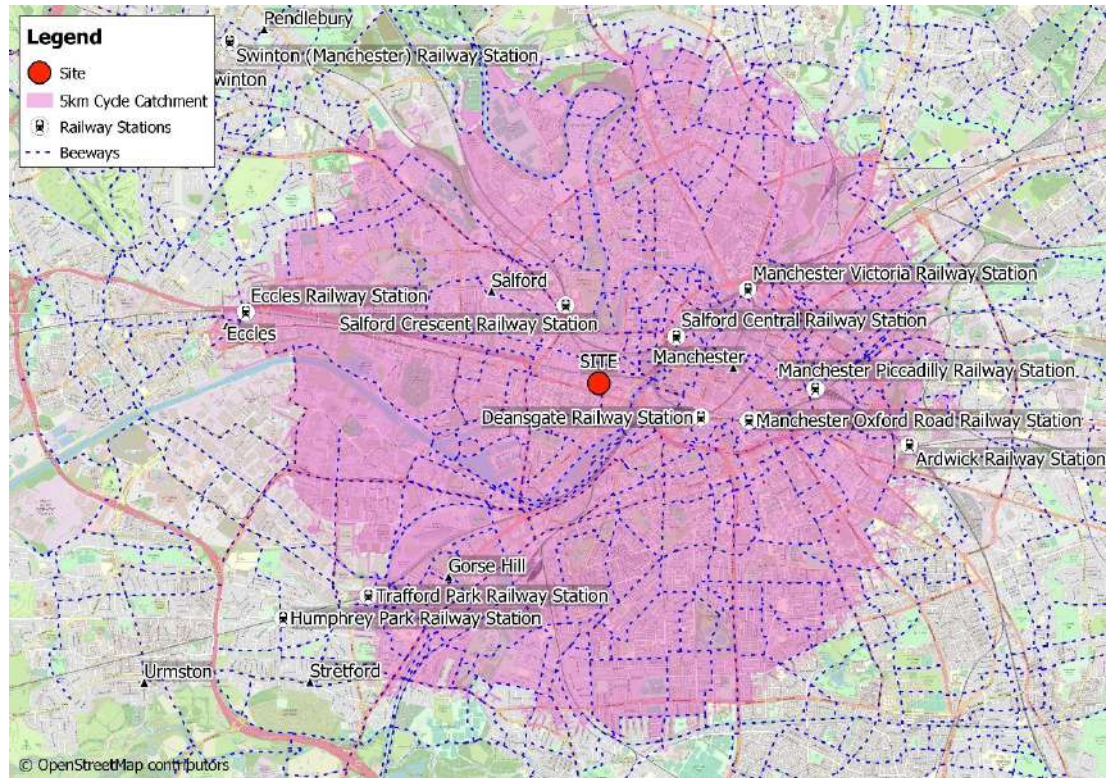


(Source: TfGM)

- 3.3.5 As shown in **Figure 3.4**, there is currently a traffic-free cycle route which runs to the west of the application site along the A6042 Trinity Way. To the south-east of the application site, this route joins the River Irwell, which provides an off-road shared path along its northern side. This traffic-free cycle route also connects to National Cycle Route (NCN) 6 which provides an on-road route through Salford to the north, and Manchester City Centre to the south. NCN 6 also joins NCN 55 which runs in an east-west direction along Middlewood Street and Liverpool Street.
- 3.3.6 It should also be noted that the local highway network to the site provides conditions which are conducive to cycling, with the majority of local roads being flat, well surfaced and equipped with street lighting and cycle lanes. Furthermore, the majority of signalised junctions surrounding the site are equipped with Advanced Stop Lines for cyclists approaching these junctions.
- 3.3.7 Cyclists will be able to access the application site on Duncan Street via Oldfield Road, which as mentioned earlier, is going to be upgraded to feature dedicated cycle lanes and CYCLOPS improvements at the Oldfield Road / Liverpool Street junction.
- 3.3.8 The development proposals include 86no. secure cycle parking bays in total for use by residents. A 'cycle hub' will be located adjacent to the ground floor access lobby.
- 3.3.9 **Figure 3.5** illustrates the Beeways located close to the site. The Bee Network promotes active travel by delivering fully segregated cycling and walking routes on busy roads (referred to as 'Busy Beeways'), and road signage and formal crossings

on quieter routes (referred to as 'Beeways'). A future bee network is proposed to run from Coronation Street, crossing Regent Road, onto Comus Street and long Duncan Street past the application site, linking up with Oldfield Road, further information on the Ordsall Active Neighbourhood scheme is contained in **Appendix C**.

Figure 3.5 – TfGM Bee Network Map



(Source: Produced by Axis)

- 3.3.10 With regards to the above, the site is therefore well located to encourage prospective residents to access the site by cycle.

3.4 Accessibility by Public Transport

Bus Accessibility

- 3.4.1 Guidance within the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.
- 3.4.2 The nearest bus stops to the site are located adjacent to Regent Retail Park, along Oldfield Road, and can be accessed within an approximate 90m walk distance of the application site. The location of these bus stops and the two bus stops along Regent Road, is shown on **Figure 3.6**.

Figure 3.6 – Bus Stop Locations



(Source: Google Earth)

3.4.3 **Table 3.1** and **Table 3.2** summarises the services that serve the four closest bus stops to the application site and their typical frequencies. Full timetables are contained in **Appendix D**.

Table 3.1 – Bus Services and Frequencies, Oldfield Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
79	Pendleton – Ordsall – Salford Quays – Old Trafford – Stretford	Every 60 minutes	Every 60 minutes	Every 120 minutes
79	Stretford – Old Trafford – Salford Quays – Ordsall – Pendleton	Every 60 minutes	Every 60 minutes	Every 120 minutes

(Source: TfGM)

Table 3.2 – Bus Services and Frequencies, Regent Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
33 / 33B	Worsley – Monton – Brookhouse – Peel Green – Eccles – Weaste – Manchester	Every 30 minutes	Every 30 minutes	Every 60 minutes
33 / 33B	Manchester – Weaste – Eccles – Peel Green – Brookhouse – Monton – Worsley	Every 30 minutes	Every 30 minutes	Every 60 minutes

(Source: TfGM)

Train and Tram Accessibility

3.4.4 Salford Central Railway Station is located on New Bailey Street, within an approximate 1.3km walk distance from the site. The station provides access to both local and strategic rail services, including:

- Blackburn;
- Wigan North Western;
- Buckshaw Parkway;
- Bolton;
- Clitheroe;
- Kirkby;
- Leeds;
- Manchester Victoria;
- Rochdale; and
- Southport.

3.4.5 From Manchester Victoria Railway Station, a range of destinations can be reached. It provides local services to north and east Manchester and also provides frequent services to Huddersfield, Wigan and Blackburn at a 30-minute frequency or better, as well as services to Southport and Kirkby at an hourly frequency.

3.4.6 Furthermore, the application site is located within a circa 20-minute walk (1.7km walk distance) of Deansgate – Castlefield Railway Station and Metrolink Stop. Access to all Metrolink services can be achieved from this tram stop which currently operate services every 12 minutes.

3.4.7 The TfGM website provides a range of online tools which help users to plan their journeys by public transport, such as live arrival / departures times, up to date maps of the Metrolink network, and live travel updates and disruptions.

Car Club

3.4.8 Enterprise Car Club operates the UK's largest network of Car Club vehicles. There are a range of low emission cars and vans available in Manchester City Centre and surrounding areas including New Islington, Northern Quarter, Spinningfields, Chorlton-cum-Hardy, Didsbury, Hulme, Withington and Salford.

- 3.4.9 Vehicles are booked on the internet or by phone, weeks, months ahead or as little as a minute before a vehicle is needed. Once a booking is completed, members simply walk to a vehicle, unlock it (using a personal smart card and PIN) and drive away.
- 3.4.10 The vehicles give residents, workers and businesses a greener, more convenient and cost-effective alternative to car ownership - whilst reducing congestion.
- 3.4.11 The nearest Car Club location is located to the south east of the application site, along St George's Island (965m walk distance) and provides one car club bay.
- 3.4.12 More information on the Car Club can be found at:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/2516/city_car_club

3.5 Accessibility Summary

- 3.5.1 In summary, the site lies in a highly sustainable location, being within an acceptable walk and cycle distance of local amenities, employment, retail and leisure uses within and surrounding both Salford and Manchester City Centre.
- 3.5.2 The area surrounding the site is also well equipped with pedestrian, cycling and public transport infrastructure to encourage the use of non-car modes of travel to the site by residents.
- 3.5.3 Accordingly, the site is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable transport modes.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposed development comprises the redevelopment of the site to feature 85no. residential units in 12-storeys of accommodation.
- 4.1.2 The ground floor level will consist of a generous access lobby with integrated post / delivery storage, and communal workspace for residents to facilitate hybrid / agile working and promote social interaction. Space at ground floor level will also be allocated to bin storage, plant room 8no. car parking and 86no. cycle spaces (101% provision) in the form of a 'cycle hub'. It is envisioned that this could be a 'pit stop' type facility for the proposed new city cycle network which will pass along Duncan Street.
- 4.1.3 At the upper ground floor level, communal residential amenity space adjoining a large south facing terrace will be provided. The rear portion of this floor will be occupied by residential apartments. Above the upper ground floor level the development will then be dedicated to residential apartments.
- 4.1.4 The apartments will feature the following mix of unit types:
- 22no. studio units;
 - 18no. 1-bed units;
 - 44no. 2-bed units; and
 - 1no. 3-bed unit.
- 4.1.5 The proposed site layout plan is contained in **Appendix E**.

4.2 Proposed Access Arrangements

- 4.2.1 Vehicles will access the site directly from Duncan Street. The pedestrian access will be to the west of the vehicular (parking) access.

4.3 Proposed TRO Scheme

- 4.3.1 As mentioned in **Section 2.4** of this report, and if the LHA find it to be necessary to control on-street parking in the immediate vicinity of the site, the applicant proposes to fund any amendments to the TRO regime that currently exists on Duncan Street and any new TRO on Comus Street. The applicant welcomes SCC's comments on this proposed TRO scheme.

4.4 Proposed Car Parking Provision

- 4.4.1 The proposed development includes a car park located on the ground floor which will provide space for 8no. cars to park, including 1no. accessible bay, a minimum of 2no. Electric Vehicle Charging (EVC) bays and 4no. motorcycle parking bays.
- 4.4.2 As set out above, the car park would be accessed directly from Duncan Street to the south of the application site, and the car parking spaces will be for use by residents only (purchased on a first-come, first-served basis). The car park will be kept secure by a roller shutter system, accessed by residents via a 'key fob'.
- 4.4.3 When the proposed number of 8no. car parking spaces are expressed as a proportion of the total number of apartments (85no.), this represents a provision of 9.4%.
- 4.4.4 Parking levels on surrounding schemes were highlighted during the pre-application process with SCC and it was confirmed that the Council's parking standards were flexible and each site would need to be treated on a case by case basis.
- 4.4.5 Notwithstanding the above, the Government's latest approach to setting car parking standards is set out within the NPPF (February 2019) which states, in paragraph 105, the following:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- *the accessibility of the development;*
- *the type, mix and use of the development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 4.4.6 As set out in **Section 3** of this report, the site is located in a highly accessible and sustainable location within Salford on the fringe of Manchester City Centre, with excellent opportunities for residents and visitors to access the site by sustainable modes of transport, including walking, cycling and public transport.

- 4.4.7 The use of these sustainable transport modes will be encouraged further still through the series of measures that are contained within the Interim Travel Plan (ITP), which is an accompanying document to this planning application. The effect of this will be to minimise single occupancy private car use and encourage travel via more sustainable modes.
- 4.4.8 Furthermore, the proposed level of car parking is consistent with the parking provision approved at other similar residential schemes nearby recently, some of which have been approved with zero parking.
- 4.4.9 Without prejudice to the above, there is one car club space located within 965m walking distance of the site along St George's Island which provide the opportunity for prospective residents to rent out a space for an hourly / daily cost at the user's convenience.
- 4.4.10 With regards to the above, the proposed car parking provision is considered to be appropriate to the scale and nature of the development, is in-keeping with other residential schemes within Salford and Manchester City Centre and is in accordance with the guidance contained within the NPPF.
- 4.4.11 **Drawing number 3205-01-ATR01** contained in **Appendix F** shows the ability of a large car to safely and satisfactorily access all the car parking spaces located within the application site, without encroaching onto nearby bays. This therefore demonstrates that all car parking bays would be accessible at any one time.

4.5 Proposed Cycle Parking Provision

- 4.5.1 The proposed development includes a safe and secure internal bike store situated on the ground floor, providing space for 86no. cycles to park. This therefore represents 101% cycle parking provision.

4.6 Servicing Arrangements

- 4.6.1 Delivery and servicing vehicles will access the site from a new on-street 'Loading Only' bay located adjacent to the site along Duncan Street.

5.0 FORECAST TRIP GENERATION

5.1 Introduction

- 5.1.1 This section of the report sets out the weekday AM and PM peak hour traffic generation forecasts associated with the proposed development, with reference to the industry-standard TRICS Database.

5.2 Forecast Trip Generation

- 5.2.1 The level of trips that could be generated by the proposed residential redevelopment of the site has been estimated through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar size and nature contained within the industry-standard TRICS Database (version 7.9.1).
- 5.2.2 Due to the fact that the proposed residential development features a constrained level of parking (9.4%), a normal comparison with the TRICS-based trip rates from those sites will not yield representative traffic forecasts, because the TRICS-based comparator sites have a higher level of available parking provision.
- 5.2.3 Therefore, the peak hour traffic generation forecasts are based on an alternative methodology whereby the temporal proportions of trips observed at the TRICS comparator sites throughout the 3-hour morning and evening periods is applied to the number of parking spaces (8no.) that will be provided at the proposed development. This methodology essentially assumes that all of the parking spaces will be discharged over the AM period and then will become reoccupied again during the PM period.
- 5.2.4 This in turn will present traffic forecasts for the peak hours that are much more reflective of the likely peak hour traffic that would actually be generated by this particular development.
- 5.2.5 The full methodology is contained in **Appendix G** alongside the TRICS-based trip rates for the other multi-modal non-car modes of transport. Using this method, the resultant trip forecasts are summarised in **Table 5.1**.

Table 5.1 – Forecast Trip Generation - Proposed Residential Use

Mode	AM (08:00-09:00)		PM (17:00-18:00)		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicles	1	4	3	1	10	11
Cyclists	0	1	1	0	4	4
Pedestrians	2	8	8	6	59	67
Public Transport	1	10	7	1	32	32

- 5.2.6 As shown above, the proposed development is forecast to generate 5no. two-way vehicle movements in the AM peak hour (1no. arrival and 4no. departures), and 4no. two-way vehicle movements in the PM peak hour (3no. arrivals and 1no. departure), on average.
- 5.2.7 When assessed volumetrically, this equates to less than 1no. two-way movement every 12 minutes in the AM peak hour and 1no. two-way movement every 15 minutes in the PM peak hour, on average.
- 5.2.8 With regards to the above, this level of vehicular trip generation is considered to be negligible and would not cause detriment to the safety or operation of the local highway network. In this context, it is considered that detailed junction capacity assessments are not necessary.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

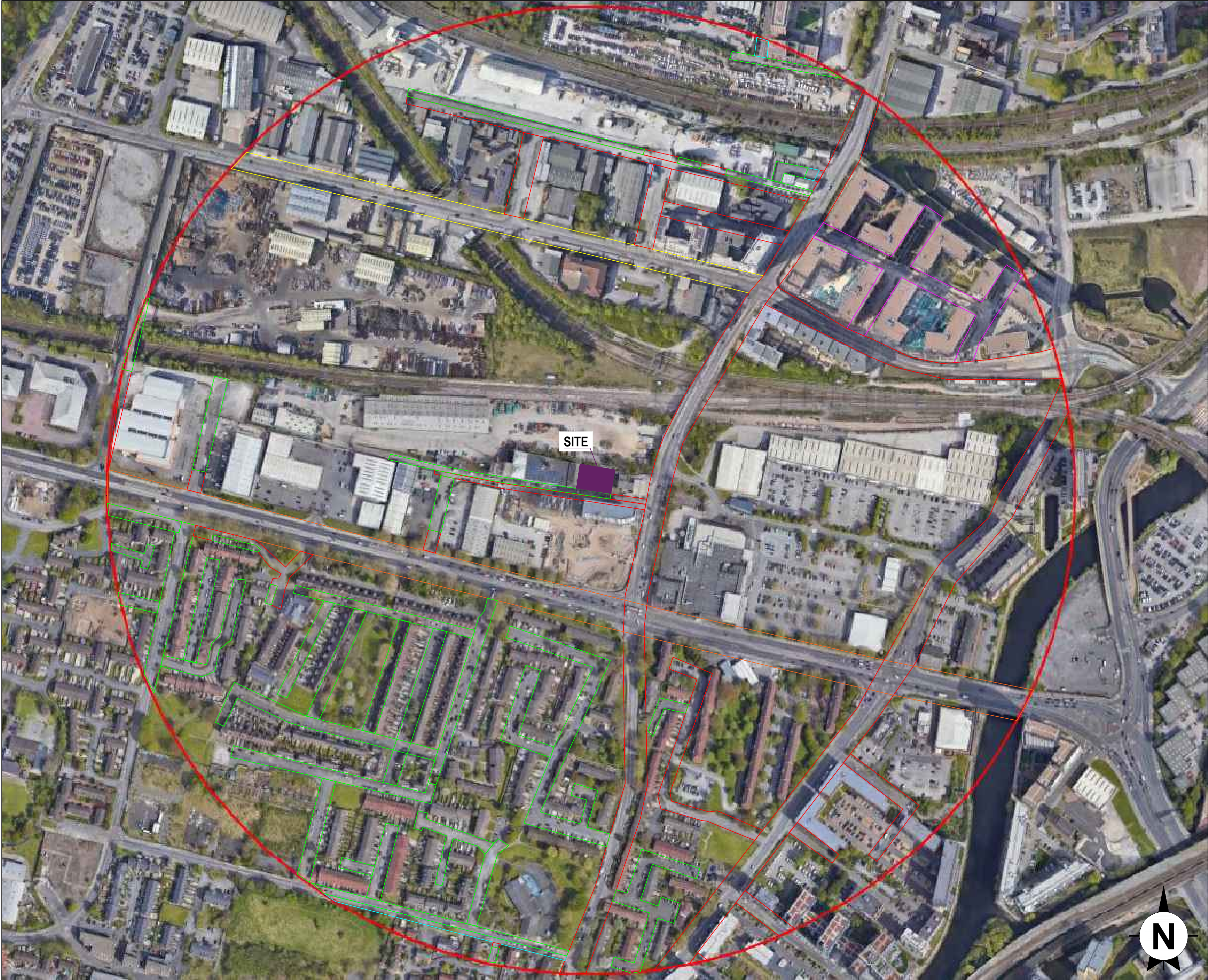
- 6.1.1 Axis have been appointed by Generation 400 Ltd. to provide transport and highways advice in relation to the redevelopment of a site at Duncan Street, Salford, Greater Manchester. The proposals include the development of 85no. residential apartments with associated access and parking arrangements.
- 6.1.2 This planning application follows a number of other similar planning applications submitted in the local area that have already been approved by SCC and are under construction / pending construction.
- 6.1.3 The development site is located within the south-western part of Salford in the council ward of Ordsall. The 0.074ha site is bounded by Duncan Street which runs parallel with Regents Road to the south. To the north the site is bounded by the Excalon aggregates depot and it shares party walls to recycling and light industrial uses on the eastern and western sides, respectively.
- 6.1.4 The accessibility of the site has been assessed in terms of its accessibility by walking, cycling and public transport. Overall, the site is considered to be very well located, given its location on the periphery of Salford, close to Manchester City Centre and its potential to encourage a large number of trips by non-car modes of transport.
- 6.1.5 The proposed development comprises the redevelopment of the site to feature 85no. residential apartments. The scheme will also include 8no. car parking spaces, 4no. motorcycle parking spaces and 86no. cycle parking spaces located on the ground floor, with access provided from Duncan Street which runs along the site's southern boundary. The car parking includes 1no. accessible bay and 2no. EVC bays.
- 6.1.6 This TS has identified that the proposed level of parking provision will be sufficient to cater for the proposed development. This has been informed by a review of relevant policy, of the site's excellent accessibility by non-car travel modes in addition to a review of car parking provision at other nearby, approved planning applications. Notwithstanding this, the existing TRO regime for a distance of 500m around the site has been examined at the request of SCC, and if the LHA find it to be necessary, the applicant is willing to fund any amendments to the TRO regime on Duncan Street and Comus Street.

- 6.1.7 Deliveries and servicing vehicles will take place from a new on-street 'Loading Only' bay located adjacent to the site along Duncan Street.
- 6.1.8 The trip-generating potential of the proposed development has been estimated with reference to the level of car parking that will be provided and the industry-standard TRICS Database. This demonstrates that the proposed development would generate some 5no. two-way vehicle movements in the AM peak hour (08:00-09:00) and 4no. two-way vehicle movements in the PM peak hour (17:00-18:00). It is considered that this level of vehicular trip generation is considered to be negligible and would not cause detriment to the safety or operation of the local highway network.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the proposed subdivision is considered to pass the tests set out in Paragraph 111 of the National Planning Policy Framework which states that developments should only be prevented or refused if there would be an unacceptable impact on highway safety or the traffic impacts on the road network would be severe.
- 6.2.2 Based on the information presented in this report, it is considered that there should be no reason to withhold planning permission from a transport perspective.

APPENDIX A – REVIEW OF LOCAL TROS WITHIN 500M FROM THE SITE



This drawing is the copyright of AXIS P.E.D Limited and may not be loaned, copied or reproduced in any way -or used for any offer, quote, tender or construction purposes without written consent of the company to do so

Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

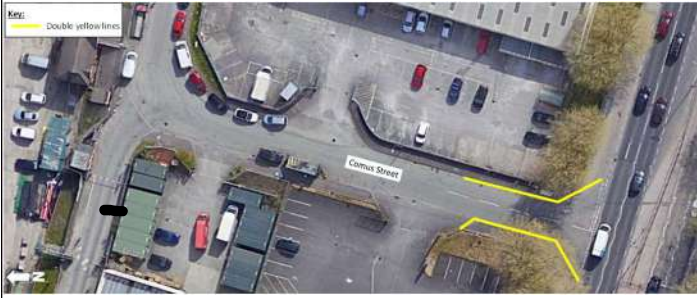
Revision History		Date

LEGEND

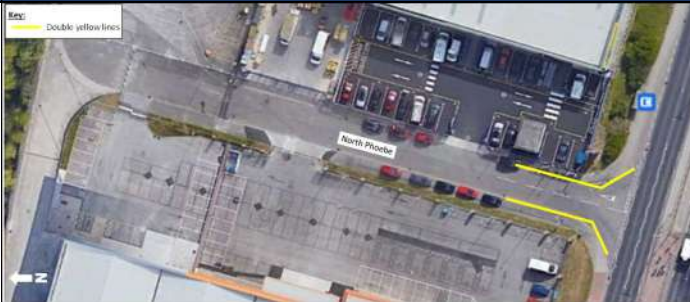
- Double Yellow Lines
- Single Yellow Lines
- Clearway
- No Stopping at All Times
- Resident Permit Scheme
- Unrestricted

Client Office: Well House Barns Bretton Cheshire CH4 8DH		South Manchester Office: Canella House 76 Water Lane Worsley SK3 8BB	axis
0844 8700 007 · www.axisped.co.uk			
client: Generation Limited			
project: Proposed Residential Development Duncan Street, Salford			
drawing title: TRO Review within 500m Radius of the Site			
date: 29-05-2022		drawn by: LV	checked: UK
drawing number: 3205-01-SK01		status: --	
scale(s): NTS @A2		rev: --	
planning environment design			

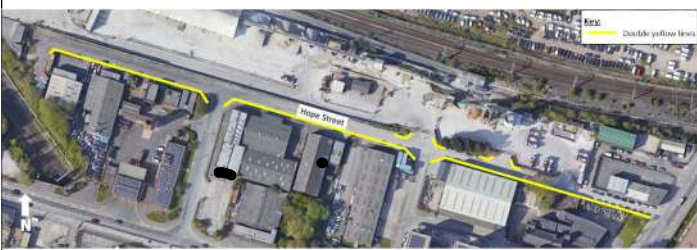
Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
1	Duncan Street	0	Yes partially		Double yellow lines on both sides of the road from its junction with Oldfield Road to the entrance of the Site. To the west of the site, there are double yellow lines on the southern side of the road to the entrance of 'cooksmill'. The rest of Duncan Street, west of the entrance to 'cooksmill' is unrestricted.
2	Comus Street	150	No		Unrestricted. Double yellow lines at its junction with Regent Road.
-	West Bank Street	120	-		Unable to survey. TTRO as new development in progress.

Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
3	North Phoebe Street	630	No		Unrestricted. Double yellow lines at its junction with Regent Road.
4	West Egerton Street	920	Yes partially		Double yellow lines at its junction with Regent Road. Single yellow line on both sides of the road to the entrance of 'emr Metal Recycling'. North of the entrance to 'emr Metal Recycling' the road is unrestricted.
-	West Charles Street	750	-		Unable to survey. Road blocked off.

Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
5	Hope Street	420	Yes partially		Double yellow lines on the southern side of the road.
-	Craven Street	370	-		Unable to review. TTRO as new development in progress.
6	Canal Street	450	No		Unrestricted. Double yellow lines at its junction with A5066 Oldfield Road.

Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
7	Upper Wharf Street	550	No		Unrestricted. Double yellow lines at its junction with A5066 Oldfield Road.
8	Back Hulme Street	670	Yes partially		Single yellow line on both sides of the road. Although TRO signs have been blackened out. TTRO effective 11/04/22 for one month, from its junction with Upper Wharf Street to the junction with Hume Street, to enable street lineage works.
9-11	Asgard Grove, Freya Grove, Woden's Avenue	460-860	No		Informal 'Residents Parking Only' signs in place.

Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
12	Robert Hall Street	530	Yes partially		Double yellow lines on the southern side of the road.
13-32	Cambridge Place, St Bartholomew's Drive, Chancel Avenue, Gloucester Street, Carmel Close, Cloughfield Avenue, Belford Drive, Tatton Street, King Edward Street, Rudman Drive, Regent Square, Huddart Close, Coronation Street, Parish View, James Henry Avenue, Goodiers Drive, Phoebe Street, McCreedy Drive, Bassington Avenue, Mount Carmel Crescent	320-1450	No		Unrestricted. TTRO (St Bartholomew's Drive) effective 11/04/22 for one month, from its junction with Oldfield Road for its entire length.

Appendix A – Roads with potential gaps in TROs for the full extent of the study area

No.	Road Name	Approx. Dist. from Site (m)	TRO	Photo	Comments
33	West Crown Avenue	1360	Yes partially		Double yellow lines on both sides of the road, except in front of houses.
34	Whimberry Close	610		 	Double yellow lines on both sides of the road, except in front of houses. Informal 'Residents Parking Only' signs in place.

Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
1	Liverpool Street	300	Yes		No stopping at all times: from Liverpool Street's junction with A5066 Oldfield Road to the junction with A5063 Albion Way.
2	Blucher Street	570	Yes		Double yellow lines on both sides of the road.
3	Muslin Street	440	Yes		Double yellow lines on both sides on the road.

Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
4	Cow Lane	370	Yes		Double yellow lines on both sides of the road.
6	Oldfield Road	60	Yes		Double yellow lines on both sides of the road. TTRO effective 11/04/22 for one month, from its junction with Robert Hall Street to the junction with St Bartholomew's Drive.
7	Rolling Street	400	Yes		Resident permit scheme.

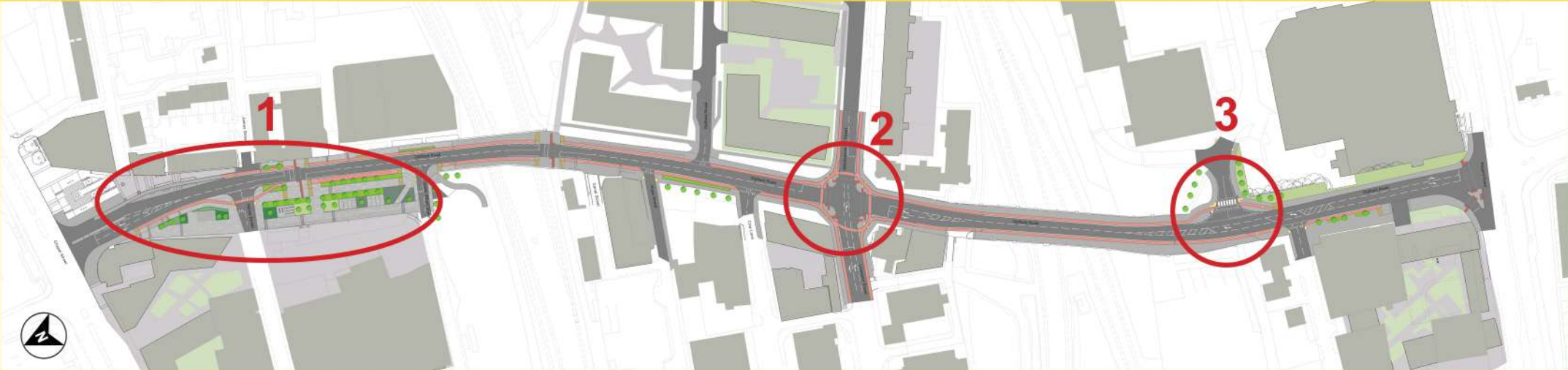
Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
8	Waterview Lane	500	Yes		Resident permit scheme.
9	Brickfield Street	420	Yes		Resident permit scheme.
10	Middlewood Street		Yes		Double yellow lines on both sides of the road.

Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
11	Millside Lane	610	Yes		Resident permit scheme.
12	Ordsall Lane	450	Yes		Double yellow lines on both sides of the road.
13	Derwent Street	550	Yes		Double yellow lines on both sides of the road.

Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
14	South Hall Street	640	Yes		Double yellow lines on both sides of the road.
15	Woden Street	730	Yes		Double yellow lines on both sides of the road.
16	Everard Street	810	Yes		Double yellow lines on both sides of the road.

Appendix A – Roads with TROs in places for the full extent of the study area					
No.	Road Name	Approx. Dist. from Site (m)	TRO (Y/N)	Photo	Comments
17	Asgard Drive	670	Yes		Double yellow lines on both sides of the road.
18	Regent Road	140	Yes		Clear Way in place.

APPENDIX B – OLDFIELD ROAD IMPROVEMENTS



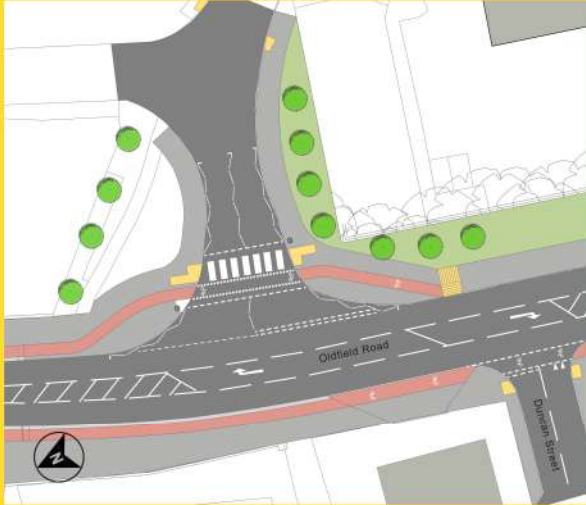
1. Chapel Street to Upper Wharf Street



2. CYCLOPS Junction



3. Junction to Regent Retail Park



KEY



Proposed Carriageway



Proposed Footway



Proposed Paving



Proposed Paving Bands



Proposed Cycle Route



Proposed Tactile Paving - Red



Proposed Tactile Paving - Buff



Proposed Corduroy Paving - Buff



Proposed Bench



Proposed Cycle Stand



Proposed Rain Garden



Proposed Dry Planting Beds



Proposed Ornamental Grasses



Proposed Meadow Turf



Proposed Tree

APPENDIX C – ORDSALL ACTIVE NEIGHBOURHOOD SCHEME



Greater Manchester's cycling and walking network

Consultation on Ordsall Active Neighbourhood

**Friday 18 December 2020
to Friday 22 January 2021**



Proposals to revolutionise travel on foot or by cycle in your area

Work has started on a Greater Manchester-wide programme to make journeys on foot or by cycle much easier and more attractive.

Chris Boardman, Greater Manchester’s Cycling and Walking Commissioner, unveiled an innovative new plan to create a city-region-wide cycling and walking network.

The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK.

Once built, the network will better connect every community in Greater Manchester, benefiting 2.7 million people and making cycling and walking a real alternative to the car.

During the Coronavirus pandemic, cycling and walking has played an increasingly important role in the city-region’s response. There has been an increase in journeys by cycle of around 34%, with cycling and walking accounting for 33% of all journeys, compared to pre-lockdown figures.

More people taking journeys by foot or by cycle and the quick response of councils to create safe space for people to do so is playing a significant role in Greater Manchester’s economic recovery, whilst also providing a safe travel option for the 1/3 of GM residents who do not have access to a car.

The Government is supporting this with increased investment to local authorities to enable the provision to allow people to make more active journeys and ‘create a new era for cycling and walking’.

We want to hear your views

An early engagement for the public to provide views and opinions was held from 15 November 2019 to 31 January 2020. We have considered the comments received in this and have developed some initial design proposals. We want you to be involved in any changes being made to your area, so that it meets what you ask for and we want your feedback on the proposals in this leaflet

Ordsall Active Neighbourhood

What is an active neighbourhood?

An active neighbourhood focuses on prioritising people and place over cars, using planters and benches to stop rat running on residential streets. The changes typically create quieter streets for residents to chat and for children to play, as well as making trips to schools and to the shops safer. All residents will maintain vehicle access to their house, as well as access for emergency services.

What is a quiet street?

A street where through traffic is slowed down or removed to allow space for residents to play, chat, cycle, walk or scoot with focus being around the people that live in the neighbourhood.

In Salford, we have developed the following proposals which we would like your feedback on.

Colman Gardens/Phoebe Street

- Quiet street approach to Colman Gardens and West Park Street incorporating improved pedestrian crossings and building out the footway to reduce carriageway width;
- Sustainable drainage systems;
- Public realm improvements including cycle parking, tree planting and seating;
- Removal of the mini-roundabout at junction with Phoebe Street to be replaced with 4 way junction, road widths and radius’ reduced;
- New controlled crossing to provide link to Primrose Hill Primary School.

Robert Hall Street

- Bus gate on Robert Hall Street to filter through traffic whilst maintaining public transport and cycle connection.

King William Street

- King William Street to become a “a quiet street” to improve walking and cycling links to Oasis Academy;
- Raised table at junction with Broadway;
- Widened footway with new trees planted;
- Road width reduced;
- Improved public realm area with seating outside entrance to Oasis Academy;
- Reduction of some school/parent parking.

Ordsall Lane and Taylorson Street

- Connection from proposed East/West route utilising traffic free routes and quiet streets;
- Toucan crossing at Ordsall Lane to provide connection to the Metrolink stop and Exchange Quay and link to entrance of Monmouth Park;
- Potential for improved public realm on New Park Road;
- Footway widened and junction radius decreased at Ordsall Lane/Taylorson Street South junction.

Hulton Street to Trafford Road

- Quiet street approach to Hulton Street to link to Trafford Road crossing;
- Existing parking bays to remain.

Eccles New Road and Howard Street

- Segregated link on Eccles New Road (part of NCN 55) from existing facility at the M602 roundabout to Howard Street including new signalised parallel crossing facility;
- Quiet street approach to Howard Street providing link to Broadway;
- Sustainable urban drainage systems;
- 20mph speed limit on Howard Street;
- Side road treatment – including building out footway, reducing the radius and providing improved drop crossings
- Opportunities for tree planting/landscaping

Neighbourhood Crossings

- Neighbourhood wide crossing strategy to create better walking and cycling connections.

How can I give my views on the proposed changes?

We are using an online platform called Commonplace where you can learn more about the project, access the proposed design and add your comments and feedback.

You can leave as many comments as you like on the proposals at different locations throughout the neighbourhood.

If you want to give feedback but don’t have access to the internet or a computer, then please contact us by telephone or post and we can arrange for specific plans to be sent to you.

Visit: www.ordsallfilteredneighbourhood.commonplace.is

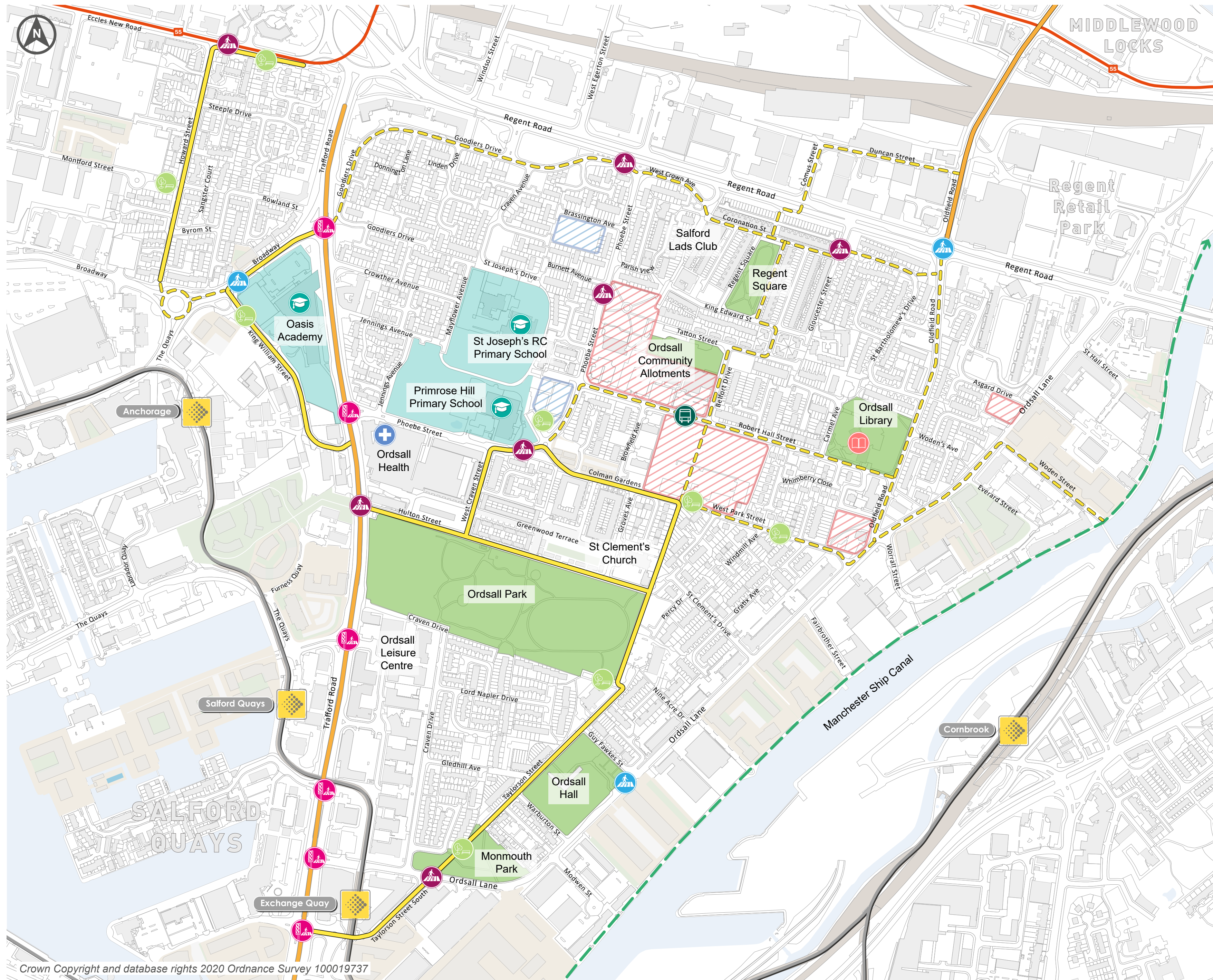
Alternatively, you can email us at mcf@salford.gov.uk

Phone number (for voicemails)
0161 686 6286

By post
FAO Ordsall Active Neighbourhood
Salford City Council, Civic Centre, Chorley Road, Swinton,
Salford M27 5FJ

The consultation is open for comments from
Friday 18 December 2020 until Friday 22 January 2021.





Key

Bee Network

Bee Network on busy routes

Future Bee Network

Metrolink

Irwell River Park

National Cycle Network

School

Ordsall Health

Ordsall Library

Proposed crossing

Existing toucan crossing

Proposed signalised junction with crossings as part of Trafford Road Improvements

Proposed Bus Gate

Proposed environmental improvement

Regeneration Sites

Regeneration Sites with planning applications approved

Streets marked as Bee Network routes include a variety of proposed interventions:

Traffic calming measures to reduce vehicle speeds, including build outs and road narrowing

Improved pedestrian facilities including wider pavements and dropped crossings with tactile pavings

Tree planting and sustainable drainage solutions

Public realm improvements including seating, litter bins and cycle parking

New pedestrian and cycle crossings where proposed route crosses a main road

“More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to Salford will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home.”

With just a few simple changes such as adding trees and planters and benches, places can become somewhere for residents to linger and chat. Removing through access to cars means streets can be transformed into safe places for kids to play and ride around on scooters and bikes. It just means the street is for you, and not for someone to speed through on their way somewhere else.”

Chris Boardman

Greater Manchester's Cycling and Walking Commissioner



APPENDIX D – BUS TIMETABLES



From 30 May

33

An additional journey is introduced
at 1848 from Worsley on Mondays to
Fridays

Buses

33 33B



Easy access on all buses

Worsley
Monton
Brookhouse
Peel Green
Eccles
Weaste
Manchester

From 30 May 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Go North West

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Go North West

Queens Road Depot

Boyle Street

Manchester

M8 8UE

Telephone 0330 1234 121

email ask@gonorthwest.co.uk

Travelshops

Eccles Church Street

Mon to Fri 7.30am to 4pm

Sat 8am to 11.45am and 12.30pm to 3.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm

and 2.30pm to 5.30pm

*Including public holidays

Worsley — Eccles — Manchester

Brookhouse — Eccles — Manchester

33
33B

Mondays to Fridays

	33B	33	33	33	33	33	33	33	33	33		33	33	33	33		33	33	33
Brookhouse, Shops	0505																		
Worsley, Court House		0540	0610	0640	0710	0740	0810	0840	0910	0940	and	1440	1514	1544	1618	and	1818	1848	1914
Eccles, Interchange	0514	0552	0625	0655	0726	0756	0826	0856	0926	0956	every	1456	1530	1600	1634	every	1834	1906	1926
Weaste, Langworthy Road	0522	0600	0633	0704	0736	0807	0837	0905	0935	1005	30	1505	1539	1609	1643	30	1843	1914	1933
Manchester, Piccadilly Gardens	0539	0617	0651	0727	0800	0832	0902	0927	0957	1027	mins	1527	1601	1631	1705	mins	1905	1932	1949
Manchester, Shudehill Interchange	0544	0622	0656	0732	0805	0838	0908	0932	1002	1032	until	1532	1606	1636	1710	until	1910	1937	1954
																			
	33	33	33																
Worsley, Court House	2013																		
Eccles, Interchange	2025	2130	2230																
Weaste, Langworthy Road	2032	2137	2237																
Manchester, Piccadilly Gardens	2047	2151	2251																
Manchester, Shudehill Interchange	2052	2156	2256																

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 33 and 33B journeys are run using easy access buses. See inside front cover of this leaflet for details

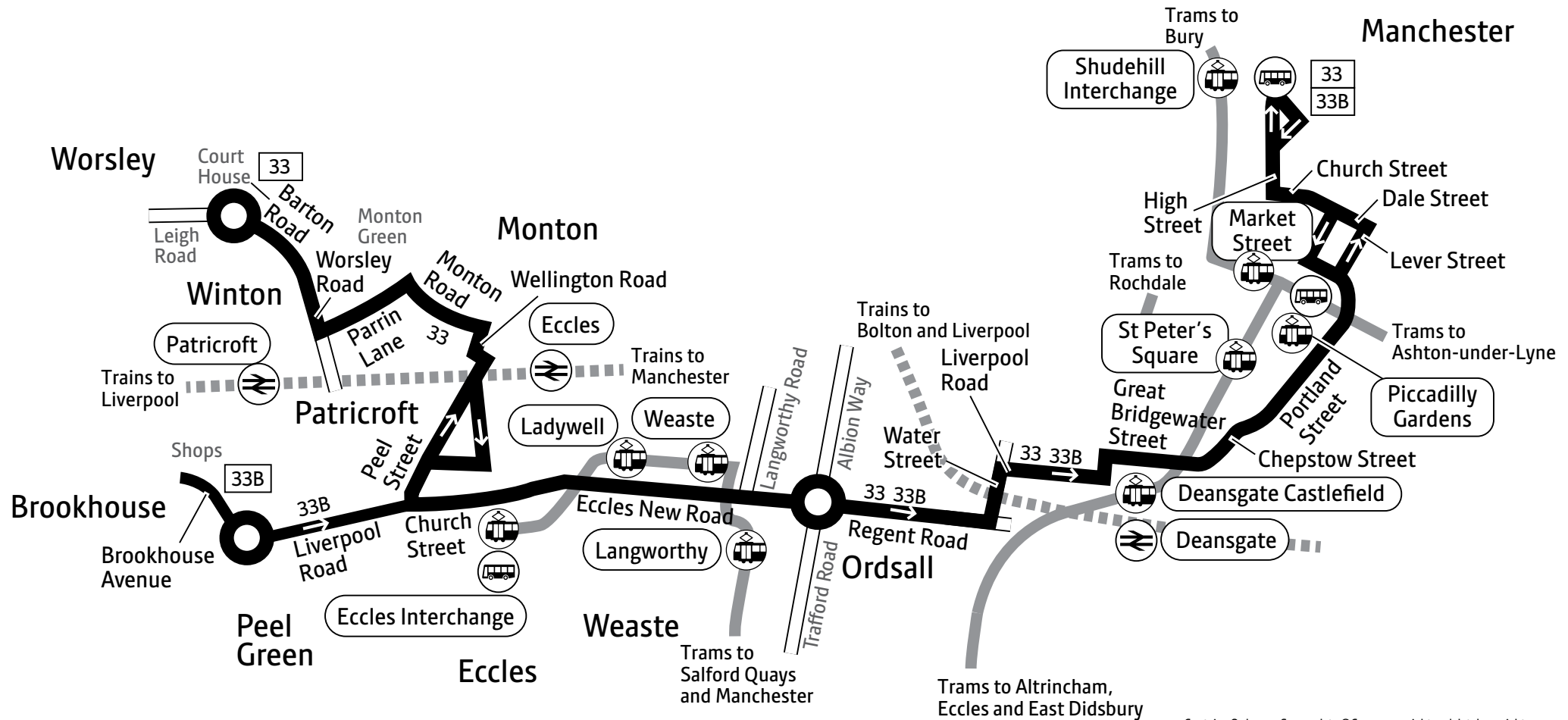
Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Continues after route plan

33 33B

Key

-  Bus route
-  Train line
-  Tram line
-  Direction of travel
-  Bus station/connection point
-  Train station
-  Metrolink stop
-  Terminus



Saturdays

Worsley, Court House	0705	0740	0810	0840	0913	0940	1010	1040	1110	1140	1210	and	1440	1511	1541	1611	1642	1712	1742
Eccles, Interchange	0712	0747	0817	0849	0922	0952	1022	1057	1127	1157	1227	every	1457	1528	1558	1628	1659	1729	1759
Weaste, Langworthy Road	0721	0756	0826	0858	0931	1001	1031	1105	1135	1205	1236	30	1506	1537	1607	1637	1708	1738	1808
Manchester, Piccadilly Gardens	0737	0812	0843	0917	0950	1020	1054	1127	1157	1227	1259	mins	1529	1600	1630	1700	1731	1801	1831
Manchester, Shudehill Interchange	0742	0817	0848	0922	0955	1025	1059	1132	1202	1232	1305	until	1535	1606	1636	1706	1737	1807	1837



Worsley, Court House	1812	1913	2013		
Eccles, Interchange	1829	1925	2025	2130	2230
Weaste, Langworthy Road	1838	1932	2032	2137	2237
Manchester, Piccadilly Gardens	1901	1948	2047	2151	2251
Manchester, Shudehill Interchange	1906	1953	2052	2156	2256

Sundays and public holidays (except Christmas and New Year period)

Eccles, Interchange	0840	0940	1040	1140	and	1740	1840	1930	2030	2130	2230								
Weaste, Langworthy Road	0848	0948	1048	1148	every	1748	1848	1937	2037	2137	2237								
Manchester, Piccadilly Gardens	0902	1002	1102	1205	hour	1805	1905	1951	2051	2151	2251								
Manchester, Shudehill Interchange	0907	1007	1107	1211	until	1811	1910	1956	2056	2156	2256								

Bus 33B does not run on Saturdays, Sundays or public holidays

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 33 and 33B journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

																		ℳ	ℳ
Manchester, Shudehill Interchange	0545	0615	0639	0710	0745	0810	0845	and	1345	1415	1445	1515	and	1745	1815	1845	1915	2000	2100
Manchester, Piccadilly Gardens	0550	0621	0645	0717	0752	0817	0852	every	1352	1422	1452	1522	every	1752	1822	1852	1922	2006	2106
Weaste, Langworthy Road	0605	0636	0700	0734	0810	0835	0909	30	1409	1440	1510	1542	30	1812	1843	1908	1938	2019	2119
Eccles, Interchange	0612	0644	0708	0746	0822	0847	0921	mins	1421	1452	1522	1554	mins	1824	1855	1920	1950	2028	2128
Worsley, Court House	0625	0657	0721	0759	0835	0900	0935	until	1435	1509	1539	1613	until	1843	1909	1934	2002	2040	

	ℳ	ℳ
Manchester, Shudehill Interchange	2200	2300
Manchester, Piccadilly Gardens	2206	2306
Weaste, Langworthy Road	2219	2319
Eccles, Interchange	2228	2328
Worsley, Court House		2340

Bus 33B does not run from Manchester

ℳ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 33 and 33B journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays

Manchester, Shudehill Interchange	0747	0817	0846	and	1146	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845
Manchester, Piccadilly Gardens	0752	0822	0852	every	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752	1822	1852
Weaste, Langworthy Road	0806	0836	0909	30	1209	1239	1309	1339	1409	1440	1510	1540	1611	1641	1711	1741	1811	1841	1907
Eccles, Interchange	0814	0844	0921	mins	1221	1251	1321	1351	1421	1452	1522	1552	1623	1653	1723	1753	1823	1852	1916
Worsley, Court House	0827	0857	0935	until	1235	1305	1335	1405	1435	1506	1536	1606	1637	1707	1737	1807	1837	1904	1927






Manchester, Shudehill Interchange	1920	2000	2100	2200	2300
Manchester, Piccadilly Gardens	1927	2006	2106	2206	2306
Weaste, Langworthy Road	1942	2019	2119	2219	2319
Eccles, Interchange	1951	2028	2128	2228	2328
Worsley, Court House	2002	2040			2340

Sundays and public holidays (except Christmas and New Year period)

									
Manchester, Shudehill Interchange	0902	1002	1100	and	1800	1900	2000	2100	2200 2300
Manchester, Piccadilly Gardens	0907	1007	1107	every	1807	1905	2005	2105	2205 2305
Weaste, Langworthy Road	0920	1020	1123	hour	1823	1918	2018	2118	2218 2318
Eccles, Interchange	0929	1029	1135	until	1835	1927	2027	2127	2227 2327

Bus 33B does not run from Manchester

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 33 and 33B journeys are run using easy access buses. See inside front cover of this leaflet for details



From 30 January
79
Times are changed

Bus

79



Easy access on all buses

Pendleton
Ordsall
Salford Quays
Old Trafford
Stretford

From 30 January 2022

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Diamond

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

Diamond

Weston Street

Bolton

BL3 2AW

Telephone 01204 937535

Email commentsdiamondbusnorthwest@rotala.co.uk

www.diamondbuses.com

Travelshops

Manchester Shudehill Interchange

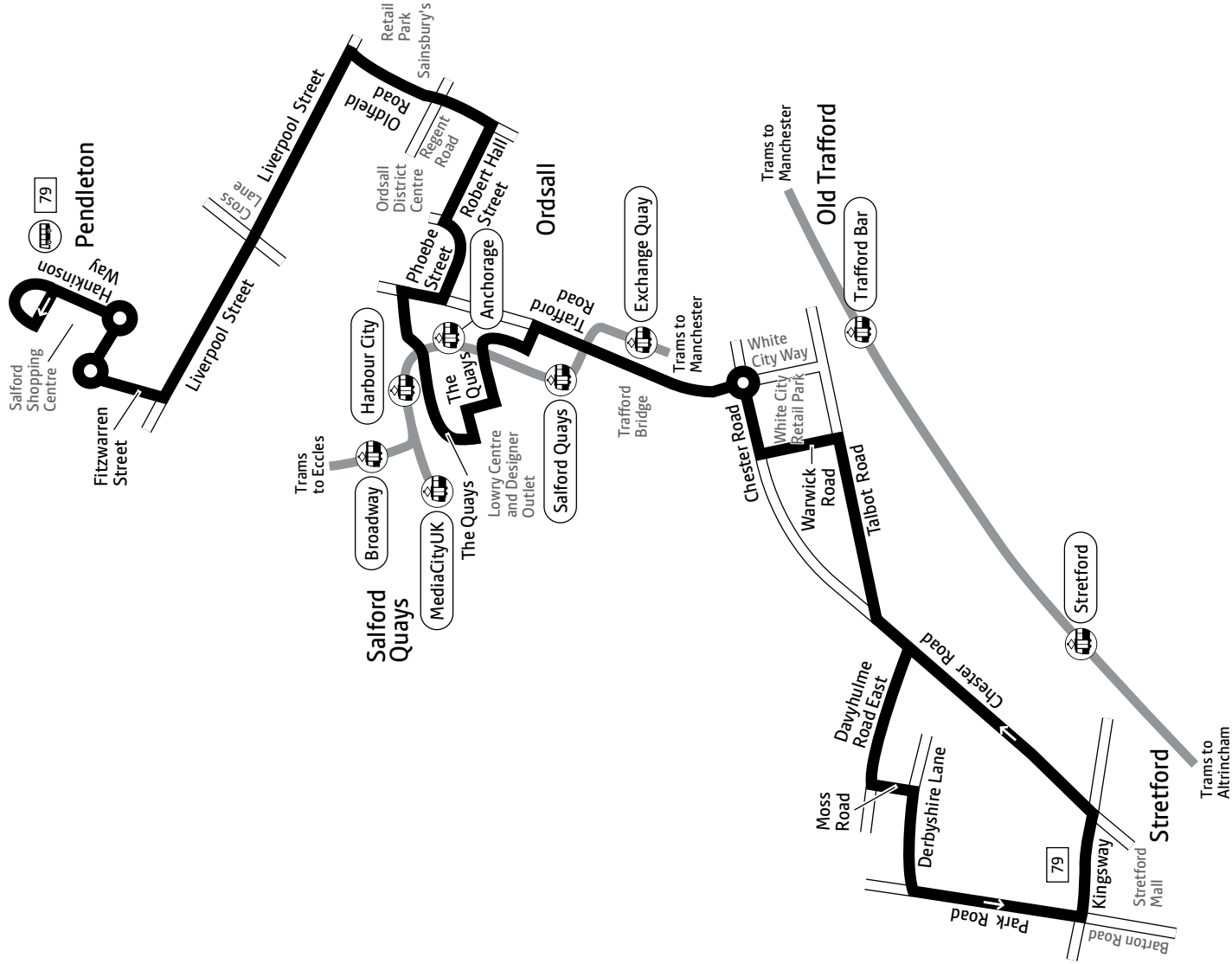
Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm and
2.30pm to 5.30pm

*Including public holidays

- Key**
- Bus route
 - Tram line
 - Direction of travel
 - Bus station/connection point
 - Metrolink stop
 - Terminus



Mondays to Fridays

Salford Shopping Centre	0715	0812	0929	1034	and	1434	1538	1650	1757	1952	2139
Oldfield Road Retail Park	0727	0824	0941	1043	every	1443	1547	1701	1806	1959	2146
Salford Quays, The Lowry	0735	0835	0949	1052	hour	1452	1556	1708	1815	2006	2153
White City	0746	0850	0959	1102	until	1502	1607	1718	1826	2016	2203
Stretford Mall	0757	0902	1009	1111		1511	1617	1731	1837	2024	2211

Saturdays

Salford Shopping Centre	0739	0834	and	1834	1939	2139
Oldfield Road Retail Park	0746	0843	every	1843	1946	2146
Salford Quays, The Lowry	0753	0852	hour	1852	1953	2153
White City	0803	0902	until	1902	2003	2203
Stretford Mall	0811	0911		1911	2011	2211

Sundays and public holidays (except Christmas and New Year period)

Salford Shopping Centre	0939	1139	1339	1539	1739	1939
Oldfield Road Retail Park	0946	1146	1346	1546	1746	1946
Salford Quays, The Lowry	0953	1153	1353	1553	1753	1953
White City	1003	1203	1403	1603	1803	2003
Stretford Mall	1011	1211	1411	1611	1811	2011

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

On Manchester United matchdays, bus 79 will run between Salford Shopping Centre and Salford Quays only from one hour prior to kick off to one hour after the final whistle

Bus 79 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 79 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Stretford Mall	0703	0803	0909	1015	and	1415	1515	1624	1737	1843	2027	2215
White City	0711	0813	0920	1023	every	1423	1523	1632	1745	1852	2034	2222
Salford Quays, The Lowry	0717	0820	0927	1029	hour	1429	1529	1638	1754	1859	2040	2228
Oldfield Road Retail Park	0726	0829	0936	1038	until	1438	1538	1647	1804	1908	2048	2236
Salford Shopping Centre	0736	0840	0946	1048		1448	1549	1657	1816	1918	2057	2245

Saturdays

Stretford Mall	0815	and	1815	1915	2015	2215
White City	0823	every	1823	1922	2022	2222
Salford Quays, The Lowry	0829	hour	1829	1928	2028	2228
Oldfield Road Retail Park	0838	until	1838	1936	2036	2236
Salford Shopping Centre	0848		1848	1945	2045	2245

Sundays and public holidays (except Christmas and New Year period)

Stretford Mall	1015	1215	1415	1615	1815	2015
White City	1022	1222	1422	1622	1822	2022
Salford Quays, The Lowry	1028	1228	1428	1628	1828	2028
Oldfield Road Retail Park	1036	1236	1436	1636	1836	2036
Salford Shopping Centre	1045	1245	1445	1645	1845	2045

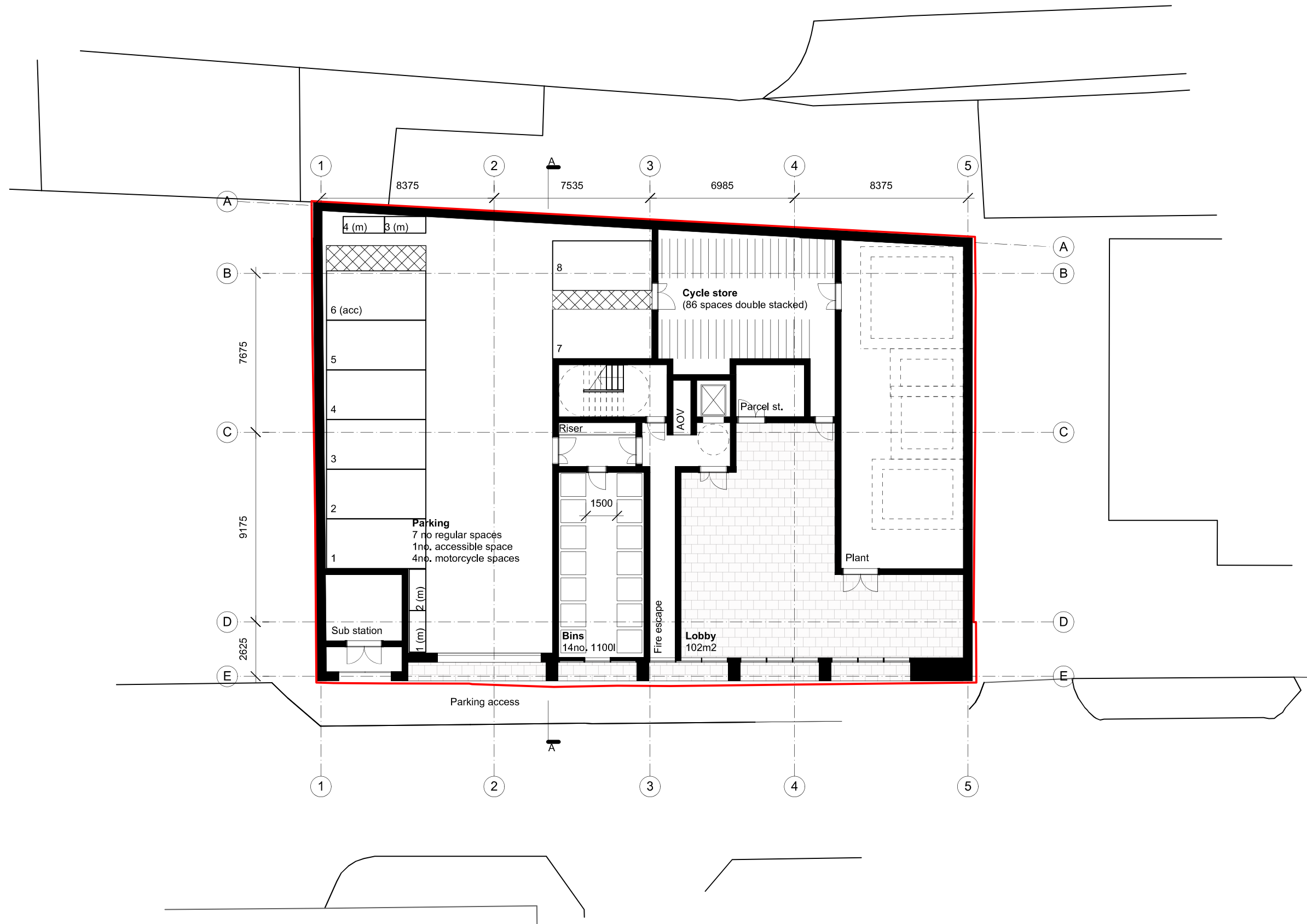
For details of buses during the Christmas and New Year period, please phone 0161 244 1000

On Manchester United matchdays, bus 79 will run between Salford Quays and Salford Shopping Centre only from one hour prior to kick off to one hour after the final whistle

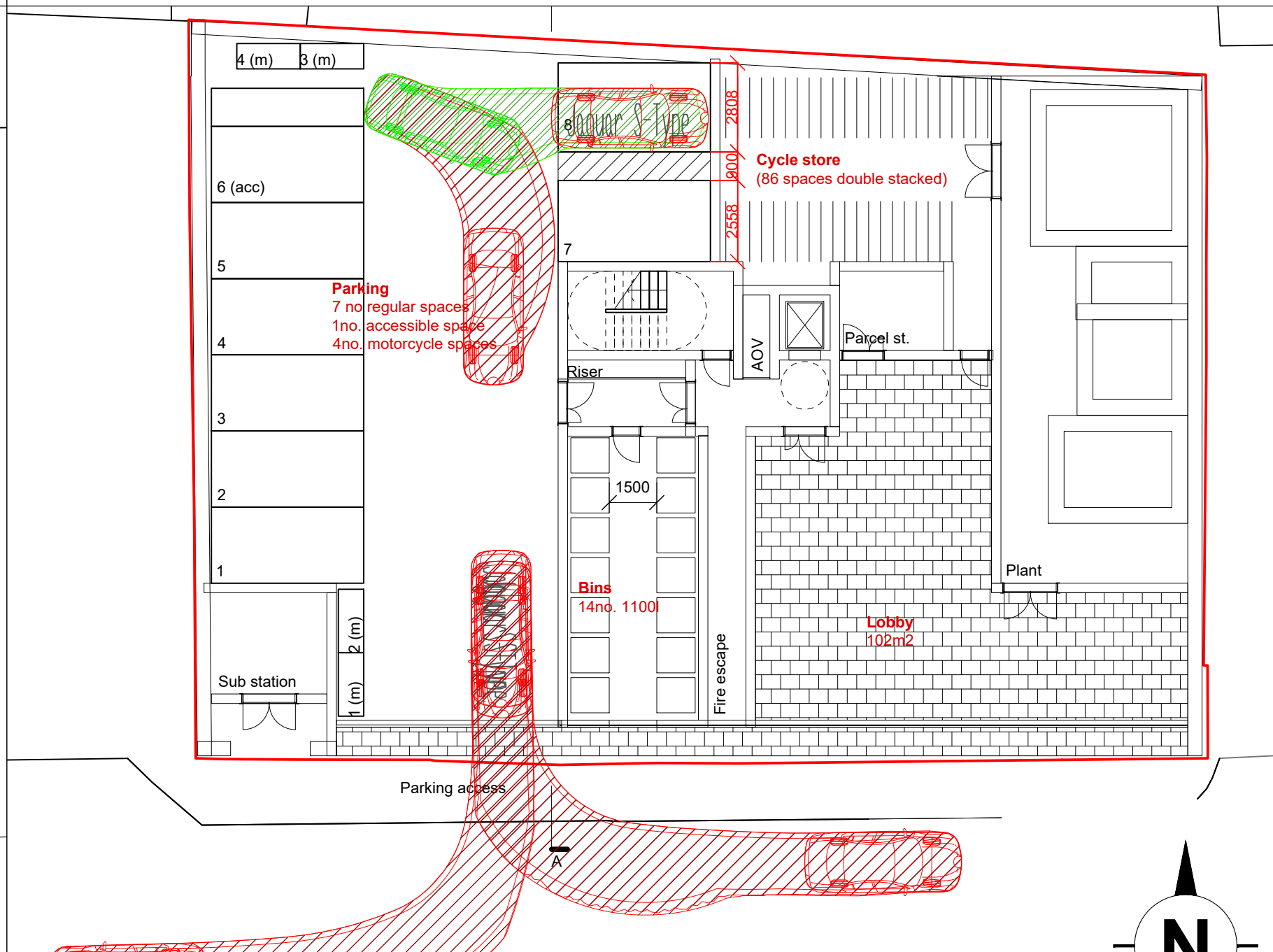
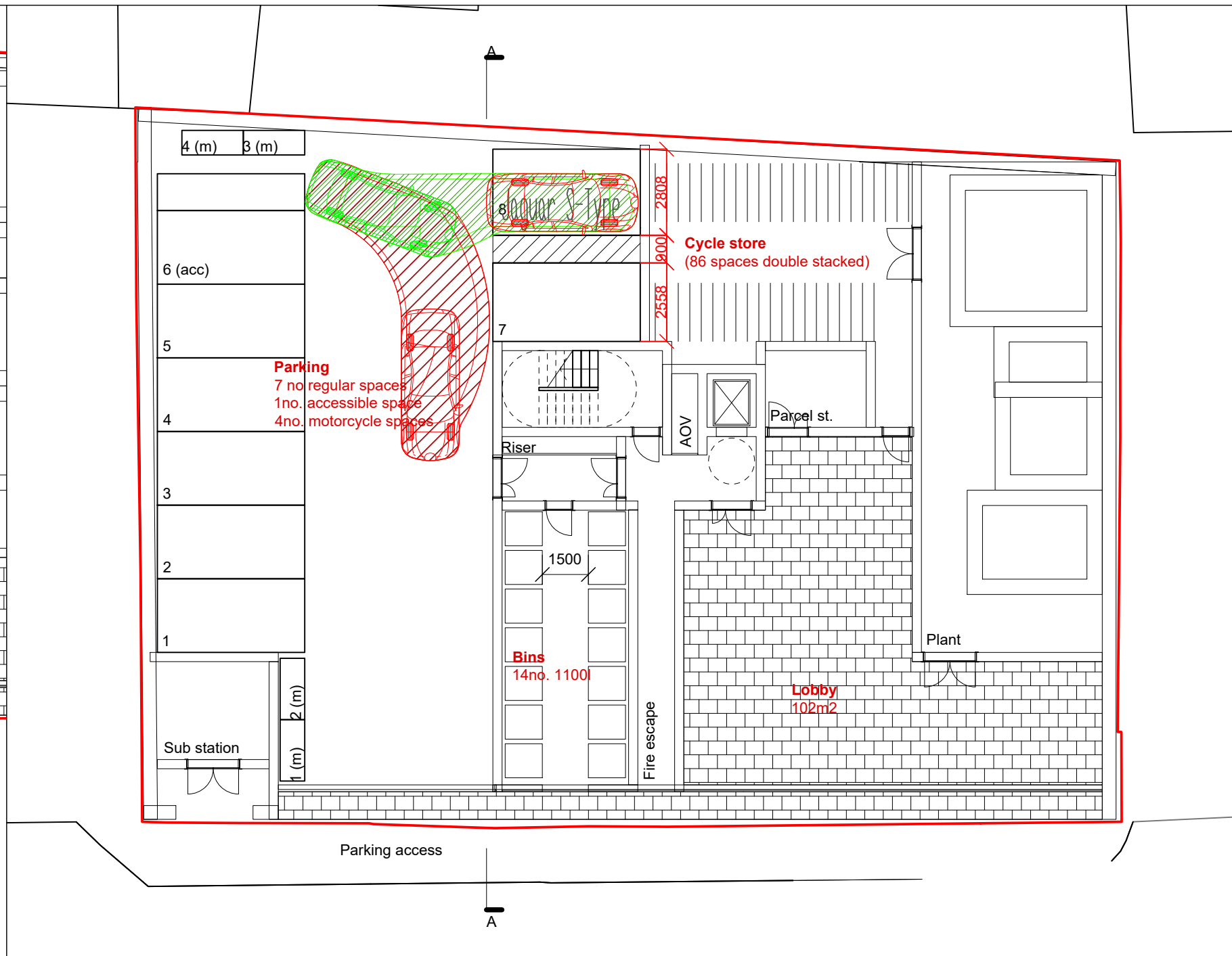
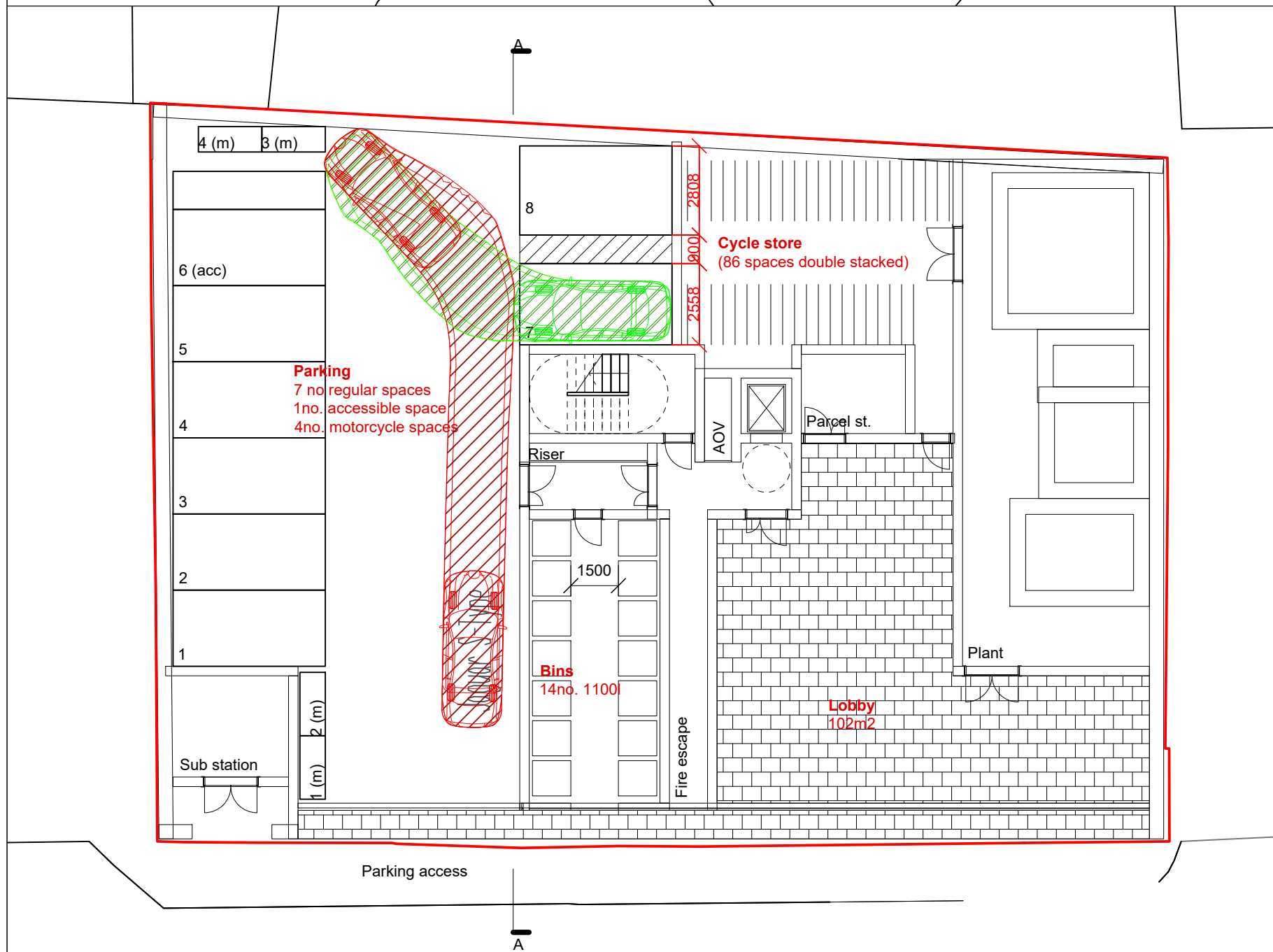
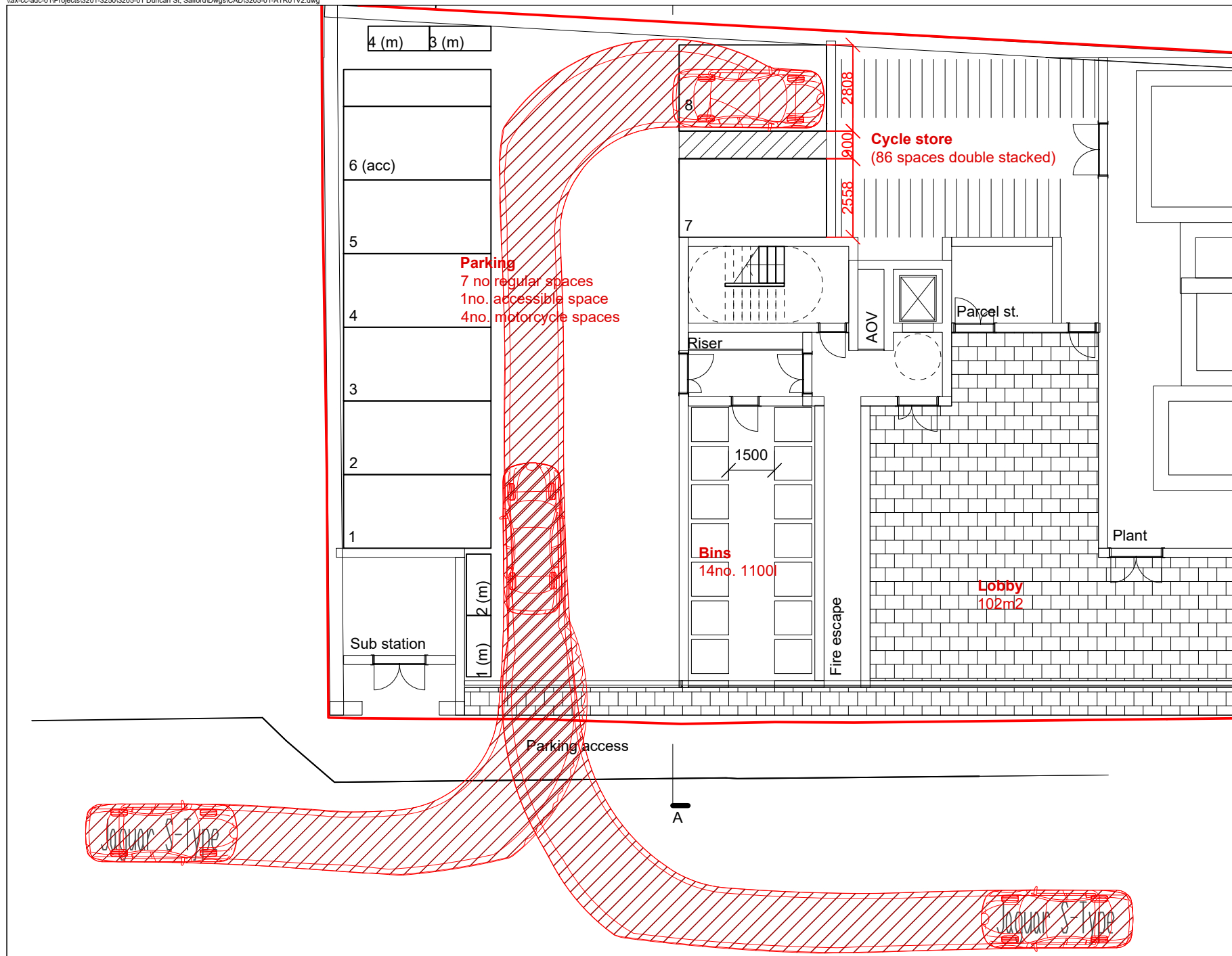
Bus 79 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 79 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX E – PROPOSED SITE LAYOUT PLAN



APPENDIX F – LARGE CAR SWEPT PATH ANALYSIS

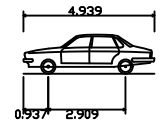


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Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT ASK.

Revision History		Date
A	PARKING SPACES ADJUSTED	01-07-22

VEHICLE DIMENSIONS



Jaguar S-Type	4.939m
Overall Length	1.878m
Overall Width	1.474m
Overall Body Height	0.259m
Min Body Ground Clearance	1.544m
Max Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	

Client Office: Well House Barns Bretton Cheshire CH4 8DH		South Manchester Office: Canella House 76 Water Lane Wilmslow SK9 5BB		axis
0844 8700 007		- www.axisped.co.uk		
client: Generation Limited				
project: Proposed Residential Development Duncan Street, Salford				
drawing title: Vehicle Swept Path Analysis Large Car				
date: 30.06.2022		drawn by:	checked:	
drawing number: 3205-01-ATRO1		LV	UK	
scale(s): NT5@A2		status: --	rev: A	
planning environment design				

APPENDIX G – TRICS OUTPUTS AND TRIP GENERATION METHODOLOGY

1. The TRICS Database v7.9.1 was interrogated with the following criteria:

Land Use:	Residential
Sub-Land Use:	Privately owned flats
Survey type:	Multi-modal sites only
Regions:	All except Greater London and Ireland / Northern Ireland
Selection by:	Number of dwellings
Min / max range:	All sites used
Date range:	Default
Periods:	Weekdays only
Locations:	Town Centre and Edge of Town Centre
Other:	None

2. Due to the fact that the proposed residential development features a constrained level of parking of **9.6%**, the comparison with the TRICS-based trip rates from those sites will not yield representative traffic forecasts because the TRICS-based comparator sites typically have a much higher level of available parking provision.

Therefore, the peak hour traffic generation forecasts are based on an alternative methodology whereby the temporal proportions of trips observed at the TRICS comparator sites throughout the morning and evening periods is applied to the number of parking spaces that will be provided at the proposed development, as follows:-

	Arrival Trip Rates	Proportion (%) of peak period	Departures Trip Rates	Proportion (%) of peak period	Arrival to Departure (%)	Departure to Arrival (%)
07:00-08:00	0.042	25%	0.155	37%	21%	
08:00-09:00	0.059	36%	0.187	45%	24%	
09:00-10:00	0.064	39%	0.076	18%	46%	
16:00-17:00	0.135	26%	0.079	26%		37%
17:00-18:00	0.182	36%	0.103	34%		36%
18:00-19:00	0.194	38%	0.119	40%		38%

3. The proposed development features **8** car parking spaces. Therefore, for robustness, if it is assumed that all of these spaces would be discharged during the 3-hour AM period, and all these spaces re-occupied again during the PM period, then the traffic flows throughout these periods would be as follows (note - arrivals during the AM period are based on the relationship between the TRICS arrivals and departures in that period and vice-versa for departures in the PM period):-

	Arrivals	Departures
07:00-08:00	1	3
08:00-09:00	1	4 <i>(Peak hour)</i>
09:00-10:00	0	1
16:00-17:00	2	1
17:00-18:00	3	1 <i>(Peak hour)</i>
18:00-19:00	3	1

4. With regard to non-car modes of transport, the average trip rates are taken from the attached TRICS results:-

Mode	WEEKDAY AM PEAK (0800 to 0900)		WEEKDAY PM PEAK (1700 to 1800)		DAILY (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Cyclists	0.003	0.013	0.008	0.004	0.043	0.050
Pedestrians	0.025	0.095	0.099	0.075	0.697	0.783
Public Transport	0.009	0.116	0.083	0.011	0.378	0.373

5. The number of units proposed is **85**

6. The estimated trip generation for each transport mode is therefore as follows:-

Mode	WEEKDAY AM PEAK (0800 to 0900)		WEEKDAY PM PEAK (1700 to 1800)		DAILY (0700 to 1900)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	3	1	10	11
Cyclists	0	1	1	0	4	4
Pedestrians	2	8	8	6	59	67
Public Transport	1	10	7	1	32	32

	Forecast Residential Trip Generation		July 2022
	Residential Development, Duncan Street, Salford		Job Number - 3205-01
			Appendix G

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-184 DWELLS	
Actual Trip Rate Calculation Parameter Range	24-175 DWELLS	
Date Range	Minimum: 01/01/14	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
	Tuesday	5
	Wednesday	3
	Thursday	4
Main Location Types selected	Town Centre	1
	Edge of Town Centre	13
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	4
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	7
Population <5 Mile ranges selected	50,001 to 75,000	6
	75,001 to 100,000	3
	125,001 to 250,000	3
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	5
	1.1 to 1.5	8
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	14

Calculation Reference: AUDIT-339901-220526-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

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: 01/01/14 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
Tuesday	5 days
Wednesday	3 days
Thursday	4 days

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

Selected survey types:

Manual count	14 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	13

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.

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

Secondary Filtering selection:

Use Class:

C3 14 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	7 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	6 days
75,001 to 100,000	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	5 days
1.1 to 1.5	8 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	12 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	14 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	BD-03-C-01	BLOCKS OF FLATS	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
2	BD-03-C-02	BLOCKS OF FLATS	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
3	BD-03-C-03	BLOCKS OF FLATS	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
4	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
5	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
6	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	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
8	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

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
10	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	51		
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL	
11	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	
12	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:	69		
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL	
13	SR-03-C-01 FORTHESIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
14	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	

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): 2.38

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	14	75	0.042	14	75	0.155	14	75	0.197
08:00 - 09:00	14	75	0.059	14	75	0.187	14	75	0.246
09:00 - 10:00	14	75	0.064	14	75	0.076	14	75	0.140
10:00 - 11:00	14	75	0.067	14	75	0.084	14	75	0.151
11:00 - 12:00	14	75	0.080	14	75	0.099	14	75	0.179
12:00 - 13:00	14	75	0.107	14	75	0.090	14	75	0.197
13:00 - 14:00	14	75	0.070	14	75	0.085	14	75	0.155
14:00 - 15:00	14	75	0.068	14	75	0.084	14	75	0.152
15:00 - 16:00	14	75	0.099	14	75	0.066	14	75	0.165
16:00 - 17:00	14	75	0.135	14	75	0.079	14	75	0.214
17:00 - 18:00	14	75	0.182	14	75	0.103	14	75	0.285
18:00 - 19:00	14	75	0.194	14	75	0.119	14	75	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.167			1.227			2.394

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 - 175 (units:)
Survey date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	14
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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL TAXIS

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	14	75	0.003	14	75	0.004	14	75	0.007
08:00 - 09:00	14	75	0.003	14	75	0.003	14	75	0.006
09:00 - 10:00	14	75	0.001	14	75	0.002	14	75	0.003
10:00 - 11:00	14	75	0.001	14	75	0.001	14	75	0.002
11:00 - 12:00	14	75	0.007	14	75	0.007	14	75	0.014
12:00 - 13:00	14	75	0.007	14	75	0.007	14	75	0.014
13:00 - 14:00	14	75	0.004	14	75	0.004	14	75	0.008
14:00 - 15:00	14	75	0.001	14	75	0.001	14	75	0.002
15:00 - 16:00	14	75	0.004	14	75	0.004	14	75	0.008
16:00 - 17:00	14	75	0.006	14	75	0.005	14	75	0.011
17:00 - 18:00	14	75	0.006	14	75	0.004	14	75	0.010
18:00 - 19:00	14	75	0.007	14	75	0.008	14	75	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL OGVS

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	14	75	0.003	14	75	0.003	14	75	0.006
08:00 - 09:00	14	75	0.001	14	75	0.000	14	75	0.001
09:00 - 10:00	14	75	0.003	14	75	0.004	14	75	0.007
10:00 - 11:00	14	75	0.000	14	75	0.000	14	75	0.000
11:00 - 12:00	14	75	0.003	14	75	0.002	14	75	0.005
12:00 - 13:00	14	75	0.001	14	75	0.002	14	75	0.003
13:00 - 14:00	14	75	0.001	14	75	0.001	14	75	0.002
14:00 - 15:00	14	75	0.002	14	75	0.002	14	75	0.004
15:00 - 16:00	14	75	0.000	14	75	0.000	14	75	0.000
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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 PSVS
 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	14	75	0.000	14	75	0.000	14	75	0.000
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.000	14	75	0.000
10:00 - 11:00	14	75	0.001	14	75	0.001	14	75	0.002
11:00 - 12:00	14	75	0.001	14	75	0.001	14	75	0.002
12:00 - 13:00	14	75	0.000	14	75	0.000	14	75	0.000
13:00 - 14:00	14	75	0.000	14	75	0.000	14	75	0.000
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.001	14	75	0.001
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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 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	14	75	0.002	14	75	0.008	14	75	0.010
08:00 - 09:00	14	75	0.003	14	75	0.013	14	75	0.016
09:00 - 10:00	14	75	0.002	14	75	0.004	14	75	0.006
10:00 - 11:00	14	75	0.002	14	75	0.005	14	75	0.007
11:00 - 12:00	14	75	0.004	14	75	0.005	14	75	0.009
12:00 - 13:00	14	75	0.001	14	75	0.002	14	75	0.003
13:00 - 14:00	14	75	0.003	14	75	0.001	14	75	0.004
14:00 - 15:00	14	75	0.004	14	75	0.001	14	75	0.005
15:00 - 16:00	14	75	0.006	14	75	0.004	14	75	0.010
16:00 - 17:00	14	75	0.003	14	75	0.001	14	75	0.004
17:00 - 18:00	14	75	0.008	14	75	0.004	14	75	0.012
18:00 - 19:00	14	75	0.005	14	75	0.002	14	75	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.050			0.093

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 VEHICLE OCCUPANTS
 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	14	75	0.051	14	75	0.222	14	75	0.273
08:00 - 09:00	14	75	0.071	14	75	0.308	14	75	0.379
09:00 - 10:00	14	75	0.080	14	75	0.096	14	75	0.176
10:00 - 11:00	14	75	0.085	14	75	0.112	14	75	0.197
11:00 - 12:00	14	75	0.102	14	75	0.133	14	75	0.235
12:00 - 13:00	14	75	0.140	14	75	0.137	14	75	0.277
13:00 - 14:00	14	75	0.100	14	75	0.103	14	75	0.203
14:00 - 15:00	14	75	0.082	14	75	0.115	14	75	0.197
15:00 - 16:00	14	75	0.148	14	75	0.089	14	75	0.237
16:00 - 17:00	14	75	0.205	14	75	0.103	14	75	0.308
17:00 - 18:00	14	75	0.270	14	75	0.137	14	75	0.407
18:00 - 19:00	14	75	0.309	14	75	0.164	14	75	0.473
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.643			1.719			3.362

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	14	75	0.016	14	75	0.062	14	75	0.078
08:00 - 09:00	14	75	0.025	14	75	0.095	14	75	0.120
09:00 - 10:00	14	75	0.044	14	75	0.071	14	75	0.115
10:00 - 11:00	14	75	0.058	14	75	0.051	14	75	0.109
11:00 - 12:00	14	75	0.044	14	75	0.051	14	75	0.095
12:00 - 13:00	14	75	0.061	14	75	0.052	14	75	0.113
13:00 - 14:00	14	75	0.056	14	75	0.059	14	75	0.115
14:00 - 15:00	14	75	0.060	14	75	0.061	14	75	0.121
15:00 - 16:00	14	75	0.076	14	75	0.059	14	75	0.135
16:00 - 17:00	14	75	0.074	14	75	0.071	14	75	0.145
17:00 - 18:00	14	75	0.099	14	75	0.075	14	75	0.174
18:00 - 19:00	14	75	0.084	14	75	0.076	14	75	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.697			0.783			1.480

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 BUS/TRAM PASSENGERS

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	14	75	0.001	14	75	0.038	14	75	0.039
08:00 - 09:00	14	75	0.008	14	75	0.091	14	75	0.099
09:00 - 10:00	14	75	0.006	14	75	0.029	14	75	0.035
10:00 - 11:00	14	75	0.011	14	75	0.010	14	75	0.021
11:00 - 12:00	14	75	0.013	14	75	0.008	14	75	0.021
12:00 - 13:00	14	75	0.019	14	75	0.019	14	75	0.038
13:00 - 14:00	14	75	0.012	14	75	0.029	14	75	0.041
14:00 - 15:00	14	75	0.020	14	75	0.012	14	75	0.032
15:00 - 16:00	14	75	0.054	14	75	0.016	14	75	0.070
16:00 - 17:00	14	75	0.031	14	75	0.010	14	75	0.041
17:00 - 18:00	14	75	0.054	14	75	0.011	14	75	0.065
18:00 - 19:00	14	75	0.044	14	75	0.010	14	75	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.273			0.283			0.556

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 TOTAL RAIL PASSENGERS

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	14	75	0.001	14	75	0.035	14	75	0.036
08:00 - 09:00	14	75	0.001	14	75	0.026	14	75	0.027
09:00 - 10:00	14	75	0.000	14	75	0.009	14	75	0.009
10:00 - 11:00	14	75	0.007	14	75	0.006	14	75	0.013
11:00 - 12:00	14	75	0.002	14	75	0.004	14	75	0.006
12:00 - 13:00	14	75	0.007	14	75	0.004	14	75	0.011
13:00 - 14:00	14	75	0.002	14	75	0.003	14	75	0.005
14:00 - 15:00	14	75	0.004	14	75	0.001	14	75	0.005
15:00 - 16:00	14	75	0.010	14	75	0.001	14	75	0.011
16:00 - 17:00	14	75	0.019	14	75	0.001	14	75	0.020
17:00 - 18:00	14	75	0.029	14	75	0.000	14	75	0.029
18:00 - 19:00	14	75	0.012	14	75	0.002	14	75	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.092			0.186

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 COACH PASSENGERS

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	14	75	0.000	14	75	0.000	14	75	0.000
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.000	14	75	0.000
10:00 - 11:00	14	75	0.000	14	75	0.002	14	75	0.002
11:00 - 12:00	14	75	0.010	14	75	0.001	14	75	0.011
12:00 - 13:00	14	75	0.000	14	75	0.000	14	75	0.000
13:00 - 14:00	14	75	0.000	14	75	0.000	14	75	0.000
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.000	14	75	0.000	14	75	0.000
18:00 - 19:00	14	75	0.000	14	75	0.000	14	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.003			0.014

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	14	75	0.002	14	75	0.073	14	75	0.075
08:00 - 09:00	14	75	0.009	14	75	0.116	14	75	0.125
09:00 - 10:00	14	75	0.006	14	75	0.037	14	75	0.043
10:00 - 11:00	14	75	0.017	14	75	0.017	14	75	0.034
11:00 - 12:00	14	75	0.023	14	75	0.012	14	75	0.035
12:00 - 13:00	14	75	0.026	14	75	0.023	14	75	0.049
13:00 - 14:00	14	75	0.015	14	75	0.031	14	75	0.046
14:00 - 15:00	14	75	0.022	14	75	0.013	14	75	0.035
15:00 - 16:00	14	75	0.066	14	75	0.017	14	75	0.083
16:00 - 17:00	14	75	0.051	14	75	0.011	14	75	0.062
17:00 - 18:00	14	75	0.083	14	75	0.011	14	75	0.094
18:00 - 19:00	14	75	0.058	14	75	0.012	14	75	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.378			0.373			0.751

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

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

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): 2.38

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	14	75	0.071	14	75	0.365	14	75	0.436
08:00 - 09:00	14	75	0.108	14	75	0.533	14	75	0.641
09:00 - 10:00	14	75	0.132	14	75	0.208	14	75	0.340
10:00 - 11:00	14	75	0.162	14	75	0.186	14	75	0.348
11:00 - 12:00	14	75	0.173	14	75	0.201	14	75	0.374
12:00 - 13:00	14	75	0.228	14	75	0.214	14	75	0.442
13:00 - 14:00	14	75	0.174	14	75	0.194	14	75	0.368
14:00 - 15:00	14	75	0.168	14	75	0.191	14	75	0.359
15:00 - 16:00	14	75	0.296	14	75	0.169	14	75	0.465
16:00 - 17:00	14	75	0.333	14	75	0.187	14	75	0.520
17:00 - 18:00	14	75	0.459	14	75	0.228	14	75	0.687
18:00 - 19:00	14	75	0.456	14	75	0.255	14	75	0.711
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.760			2.931			5.691

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 CARS

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	14	75	0.031	14	75	0.138	14	75	0.169
08:00 - 09:00	14	75	0.050	14	75	0.174	14	75	0.224
09:00 - 10:00	14	75	0.051	14	75	0.063	14	75	0.114
10:00 - 11:00	14	75	0.052	14	75	0.065	14	75	0.117
11:00 - 12:00	14	75	0.053	14	75	0.072	14	75	0.125
12:00 - 13:00	14	75	0.086	14	75	0.066	14	75	0.152
13:00 - 14:00	14	75	0.051	14	75	0.065	14	75	0.116
14:00 - 15:00	14	75	0.055	14	75	0.071	14	75	0.126
15:00 - 16:00	14	75	0.078	14	75	0.052	14	75	0.130
16:00 - 17:00	14	75	0.116	14	75	0.059	14	75	0.175
17:00 - 18:00	14	75	0.164	14	75	0.094	14	75	0.258
18:00 - 19:00	14	75	0.181	14	75	0.107	14	75	0.288
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			1.026			1.994

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

MULTI-MODAL LGVS

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	14	75	0.005	14	75	0.010	14	75	0.015
08:00 - 09:00	14	75	0.006	14	75	0.010	14	75	0.016
09:00 - 10:00	14	75	0.009	14	75	0.007	14	75	0.016
10:00 - 11:00	14	75	0.011	14	75	0.015	14	75	0.026
11:00 - 12:00	14	75	0.016	14	75	0.017	14	75	0.033
12:00 - 13:00	14	75	0.013	14	75	0.014	14	75	0.027
13:00 - 14:00	14	75	0.011	14	75	0.014	14	75	0.025
14:00 - 15:00	14	75	0.010	14	75	0.010	14	75	0.020
15:00 - 16:00	14	75	0.015	14	75	0.010	14	75	0.025
16:00 - 17:00	14	75	0.013	14	75	0.014	14	75	0.027
17:00 - 18:00	14	75	0.010	14	75	0.004	14	75	0.014
18:00 - 19:00	14	75	0.005	14	75	0.004	14	75	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.129			0.253

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 MOTOR CYCLES
 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	14	75	0.001	14	75	0.000	14	75	0.001
08:00 - 09:00	14	75	0.000	14	75	0.000	14	75	0.000
09:00 - 10:00	14	75	0.000	14	75	0.001	14	75	0.001
10:00 - 11:00	14	75	0.001	14	75	0.002	14	75	0.003
11:00 - 12:00	14	75	0.000	14	75	0.000	14	75	0.000
12:00 - 13:00	14	75	0.000	14	75	0.001	14	75	0.001
13:00 - 14:00	14	75	0.002	14	75	0.001	14	75	0.003
14:00 - 15:00	14	75	0.000	14	75	0.000	14	75	0.000
15:00 - 16:00	14	75	0.001	14	75	0.000	14	75	0.001
16:00 - 17:00	14	75	0.000	14	75	0.000	14	75	0.000
17:00 - 18:00	14	75	0.002	14	75	0.001	14	75	0.003
18:00 - 19:00	14	75	0.001	14	75	0.001	14	75	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.007			0.015

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.