



Proposed Residential Development on Land off New Road, Whaley Bridge

Highways Technical Note

Prepared for

Tunstead Developments Ltd

**March 2024
3380-01-HTN01a**



Document Control

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis has been appointed by Tunstead Developments Ltd to provide highways and transport advice in relation to a planning application for two residential dwellings on land located on the north-eastern side of New Road, Whaley Bridge.
- 1.1.2 This Highways Technical Note (HTN) has been prepared to inform High Peak Borough Council (HPBC), which is the Local Planning Authority (LPA), and Derbyshire County Council (DCC), which is the Local Highway Authority (LHA), of the anticipated highway and transport-related implications associated with the proposed development.

1.2 Report Structure

- 1.2.1 The structure of this report is as follows:
- i) Chapter 2 outlines the Site's location, existing use, local planning history, Local Plan allocation designation, the local highway network, and the local highway safety record;
 - ii) Chapter 3 provides an appraisal of the accessibility of the Site by non-car modes of transport;
 - iii) Chapter 4 describes the proposed development, including the proposed access, parking and servicing arrangements;
 - iv) Chapter 5 provides an estimate of the level of multi-modal trips that could be generated by the proposed development, and compares these against the traffic generating potential of the site's existing lawful use; and
 - v) Chapter 6 provides a summary and conclusions.



2.0 EXISTING CONDITIONS

2.1 Site Location and Existing Use

- 2.1.1 The Site is located on land to the north-east of New Road, approximately 900m south of the centre of Whaley Bridge.
- 2.1.2 Access to the Site is taken from an unnamed access road which routes in a north-westerly direction from its priority-controlled junction with New Road, to the south-east of the Site. The access road measures approximately 3.3m in width, and also serves access to the Former Gasworks Site at Horwich End, alongside some other industrial uses surrounding the Site.
- 2.1.3 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



2.2 High Peak Local Plan 2016 Allocation Designation

- 2.2.1 HPBC Interactive Planning Map shows the Site lies within the Whaley Bridge 'Built Up Boundary' Area, as defined in the Local Plan.
- 2.2.2 Relevant policies of the HPBC Local Plan (2016) in relation to the Site include Policy S1 (Settlement Hierarchy), which sets out that Whaley Bridge, amongst other 'Market Towns' defined within the Local Plan, will be the main focus for housing, employment and service growth.

2.3 Local Planning History

- 2.3.1 In April 2023, planning permission was granted by HPBC for the redevelopment of the Former Gasworks Site at Horwich End (application reference HPK/2022/0468), which is located directly to the north-west of the Site. The approved development comprises 2no. employment units with a total gross floor area (GFA) of 570m² and associated car parking.
- 2.3.2 As part of this permission, a series of improvement works have been approved to the access road, including:
- i) The widening of the access road from a point which is approximately 57m from its junction with New Road (i.e. at the north-western corner of the Site);
 - ii) A 2m wide footway from a point which is approximately 57m from its junction with New Road on the western side of the access road, which leads northwards to the existing bridge which crosses the Randal Carr Brook; and
 - iii) A new pedestrian access provided from New Road, approximately 45m to the north of the Site.

2.4 Local Highway Network

New Road

- 2.4.1 New Road is a privately owned road. It connects with Buxton Road in the west and B5470 Chapel Road via Shallcross Mill Road and Elnor Lane to the north-east. New Road is approximately 303m in length before it becomes Shallcross Mill Road at the point where a public footpath (Shallcross Inclines) intersects the road. It is approximately 5m in width, bounded by a stone retaining wall on its north-eastern



side and residential dwelling frontages / a stone wall on its south-western side, shown on **Image 2.2** below.

- 2.4.2 Cars tend to park on the road next to the residential properties and vegetation grows out from the wall on the eastern side, therefore reducing the effective carriageway width, resulting in only one vehicle being able to pass parked vehicles at any given time. The road is also poorly surfaced, comprising a patchwork of former service runs and potholes that act as a deterrent to through traffic.

Image 2.2 – New Road



A5004 Buxton

- 2.4.3 The section of A5004 Buxton Road that runs through Whaley Bridge is a 30mph two-way single carriageway road with on-street parking adjacent to its south-bound lane. To the north it forms a signalised junction with B5470 Lower Macclesfield Road and B5470 Chapel Road. It continues to the south and becomes Long Hill before it becomes Manchester Road and forms a junction with the A53 in Buxton. In the vicinity of the Site Buxton Road is approximately 6.5 metres in width, with footways on both sides of the road measuring approximately 1.5m at its narrowest point and is furnished with street lighting, shown on **Image 2.3**.

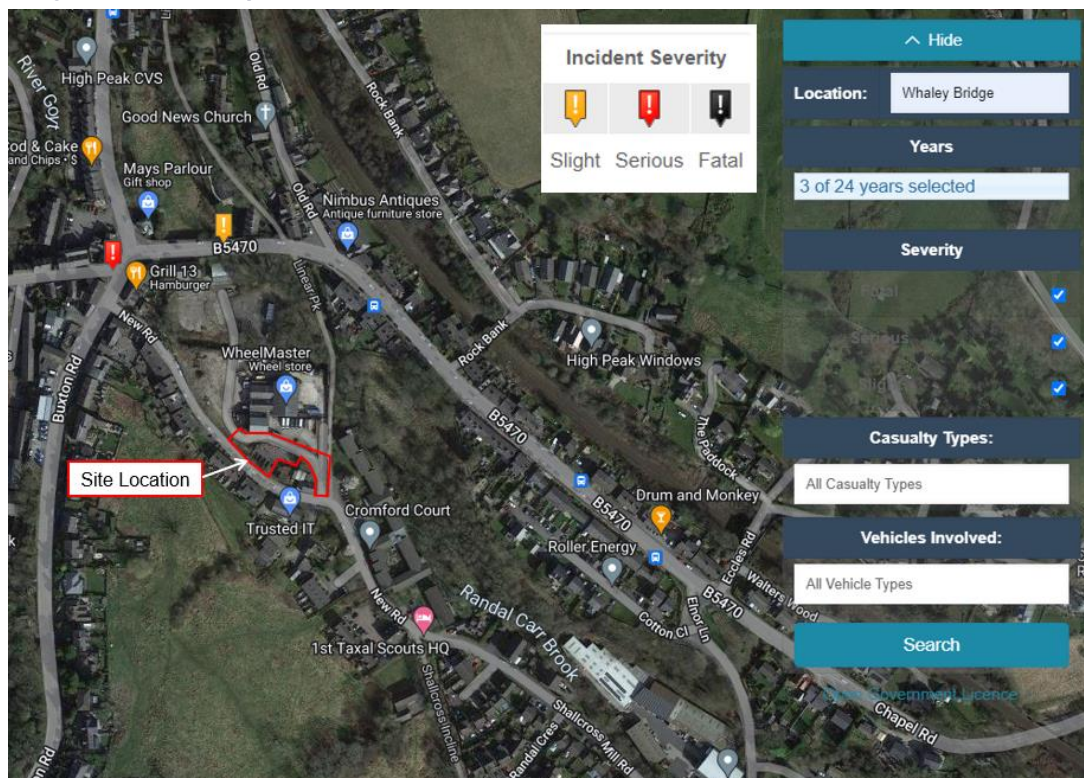
Image 2.3 – A5004 Buxton Road



2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online CrashMap resource (www.crashmap.co.uk). Data was extracted for the most recently available three-year period which is 2020 to 2022 inclusive. The location and severity of the incidents are shown on **Image 2.4**.

Image 2.4 – CrashMap Extract (2020 – 2022 Inclusive)



2.5.2 **Image 2.4** demonstrates that no accidents have been recorded within the immediate vicinity of the Site along New Road between 2020-2022 (inclusive), and only two accidents have been recorded within the general vicinity of the Site (including one of 'slight' severity and one of 'serious' severity). Therefore, it is considered that the recent accident record local to the Site does not represent a material concern in the context of the proposals.



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

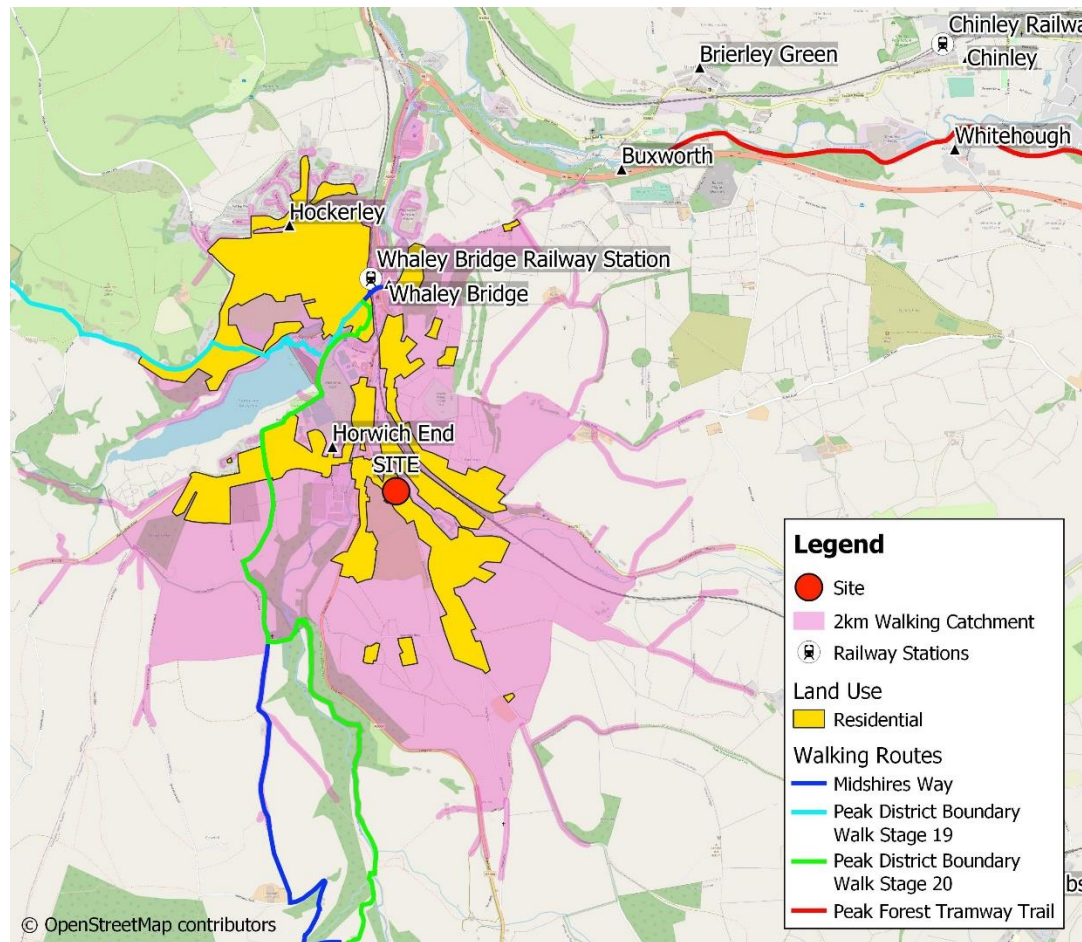
- 3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.1.2 Paragraph 109 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 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:
- i) Accessibility on foot;
 - ii) Accessibility by cycle; and
 - iii) 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 To assist in summarising the accessibility of the Site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.



Image 3.1 – 2km Walking Catchment



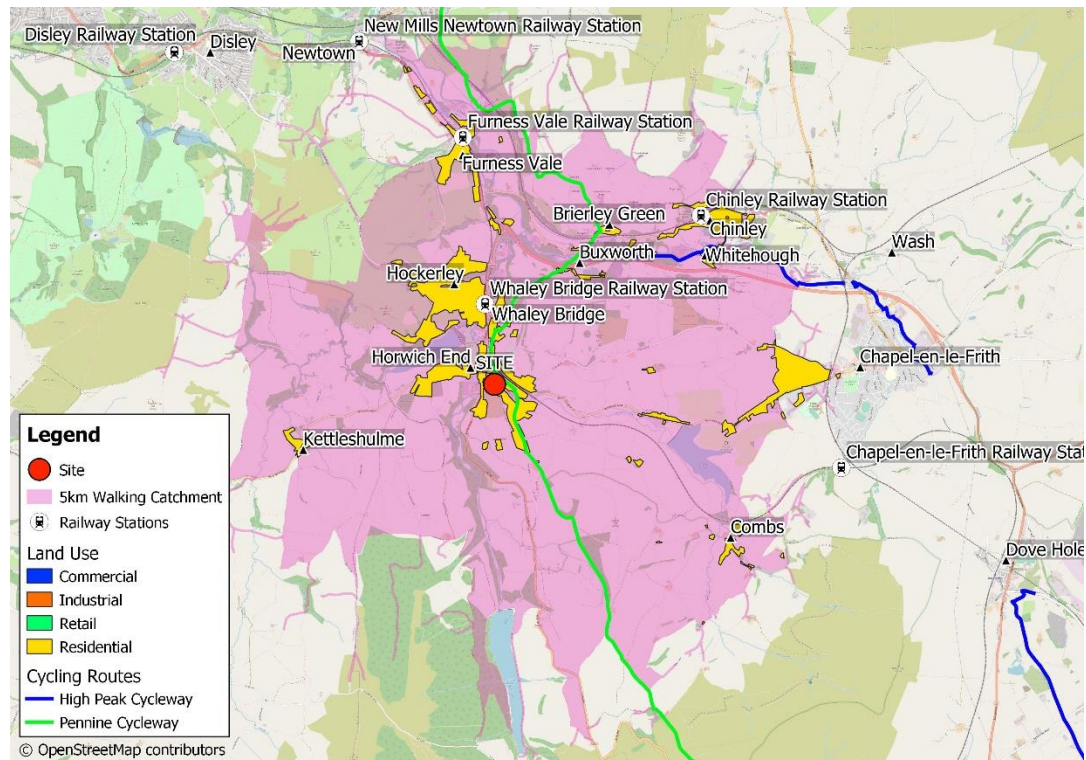
- 3.2.3 **Image 3.1** demonstrates that the Site is within walking distance of the villages of Whaley Bridge and Shallcross, and the employment, education and leisure-related amenities contained within it. In addition, a number of bus services and Whaley Bridge railway station are located within walking distance of the Site.
- 3.2.4 The main roads benefit from a good level of pedestrian infrastructure such as footways, dropped kerbs and signalised pedestrian crossings at key crossing points and street lighting.
- 3.2.5 Whaley Bridge Footpath 52 runs to the east of the Site (adjacent to the Cromford Railway line) and connects with Whaley Bridge Footpath 60 to the south.
- 3.2.6 With regards to the above, the Site is considered to be accessible on foot.

3.3 Cycle Accessibility

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 **Image 3.2** shows a 5km cycle catchment from the Site access.

Image 2.3 – 5km Cycle Catchment



3.3.3 **Image 3.2** shows that the villages of Whaley Bridge, Kettleshulme, Furness Vale, Newtown, Chinley, Cockyard, Combs and Fernilee can all be accessed within the 5km cycle catchment. Furthermore, parts of Chapel-en-le-Frith can also be accessed within the 5km cycle catchment.

3.3.4 A cycleway runs adjacent and along the same alignment as Whaley Bridge Footpath 52 to the east of the Site. An extension of this cycle way is proposed to connect with an existing cycle way near Bings Wood in the north and Buxton in the south.

3.3.5 With regards to the above, the site is well located to encourage prospective residents to access the Site by cycle.

3.4 Accessibility by Public Transport

Accessibility by Bus

- 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. The nearest bus stops to the Site are Old Road bus stop on B5470 Chapel Road and Goyt Road bus stop on B5470 Lower Macclesfield Road, both located approximately 320m from the Site, and are therefore within CIHT’s 400m walk distance threshold.
- 3.4.2 Details of the bus services and maximum frequencies which serve these stops are summarised in **Table 3.1**.

Table 3.1 – Bus Services Frequencies

Bus Stop(s)	Service	Route	Maximum Frequency of Services		
			Monday - Friday	Saturday	Sunday
Old Road White Horse	190	Buxton – Upper End – Chapel – Whaley Bridge	Approximately every 2hrs	Approximately every 2hrs	No service
Old Road White Horse	199 Skyline	Buxton – Chapel – Whaley Bridge – Stockport – Manchester Airport	Every 30 minutes (during peak times)	Every 30 minutes (during peak times)	Hourly (during peak times)
Goyt Road White Horse	60 /60A	Hayfield – New Mills – Whaley Bridge - Macclesfield	Hourly (during peak times)	Hourly (during peak times)	No service
White Horse	61	Glossop – New Mills - Buxton	Hourly (during peak times)	Hourly (during peak times)	Approximately every 2hrs

- 3.4.3 A review of **Table 3.1** shows that there is a reasonable frequency of bus services stopping close to the Site, which provide convenient access to locations such as Buxton, Stockport and Manchester Airport amongst others.

Accessibility by Rail

- 3.4.4 Whaley Bridge railway station lies on the Manchester Piccadilly to Hazel Grove and Buxton line. On Monday to Saturdays, trains depart Whaley Bridge every 30mins during peak times, and every hour on Sundays.



3.5 Accessibility Summary

- 3.5.1 Overall, the Site is considered to be well located in terms of its accessibility by all of the major non-car modes of transport.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 This planning application is for the development of 1 no. 2-bedroom dwelling and 1 no. 3-bedroom dwelling on land located to the north-east of New Road, in Whaley Bridge.
- 4.1.2 The proposed site layout plan is contained in **Appendix A**, to the rear of this report.

4.2 Site Access Arrangements

- 4.2.1 Access to the Site will be achieved directly off the access road via two dropped-kerb driveways to each proposed dwelling, respectively.
- 4.2.2 As demonstrated on the proposed site plan in **Appendix A**, a new 2m wide footway is proposed along the Site's frontage, extending to the south towards New Road. This footway will connect to that which was approved as part of application HPK/2022/0468.
- 4.2.3 **Drawing Number 3380-01-D01** in **Appendix B** demonstrates that 2.0m x 22m visibility splays will be achievable from each of the proposed driveways. This level of visibility is commensurate with guidance contained within Manual for Streets (MfS) for 20mph roads. Due to the physical nature, alignment and geometry of the access road, it is not considered that traffic would travel in exceed of 20mph and so this level of visibility is therefore considered to be appropriate.
- 4.2.4 A 2m setback distance is considered to be appropriate in this context given the lightly trafficked and slow speed nature of the access road.

4.3 Proposed Parking Arrangements

- 4.3.1 Appendix 1 of the High Peak Local Plan (2016) outlines the appropriate level of parking for developments use types. For C3 dwellings, the parking standards are as follows:
 - i) 2-bed dwelling – 1.5 spaces per unit; and
 - ii) 3-bed dwelling – 2 spaces per unit.



- 4.3.2 When applied to the proposed development, a total of 4 parking spaces are required. As shown on the proposed site plan (**Appendix A**), 2 parking spaces are proposed per dwellings (4 spaces in total), and so the level of parking provision is therefore compliant with HPBC's parking standards.

4.4 Servicing Arrangements

- 4.4.1 The proposed dwellings would be serviced directly from the access road.



5.0 TRAFFIC FORECASTS AND HIGHWAY IMPACT

5.1 Introduction

5.1.1 This Chapter of the report considers the average weekday traffic generation forecasts associated with the existing use of the Site and the proposed development.

5.2 Forecast Traffic Generation – Current Use

5.2.1 As set out earlier in **Chapter 2**, it is understood that the former yard was used for some time as a storage facility by Samuel Drinkwater & Sons, and the site is laid out with open air bays in which aggregates or other building materials can be stored. To estimate the traffic-generating potential of the builder's yard, average trip rates from the industry standard TRICS Database (V7.9.4) have been obtained for the "Retail - Builder's Merchants" land use.

5.2.2 The following search criteria has been applied within TRICS to obtain trip rates:

- i) Retail – Builder's Merchants;
- ii) Sites in Greater London and Ireland excluded;
- iii) Weekday surveys only;
- iv) Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected;
- v) Selection by GFA (600sqm (smallest available) to 2,000sqm); and
- vi) Date range increased back of 01/01/00 to increase sample size.

5.2.3 **Table 5.1** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates (per 100sqm) are applied to the builder's yard use (approximately 467sqm). The full TRICS outputs are contained in **Appendix C**.

Table 5.1 – Forecast Traffic Generation – Current Use – Builder's Merchant

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per 100sqm)			
Arrivals	2.107	0.334	20.132
Departures	1.906	0.468	20.166
Two-way	4.013	0.802	40.298
Trip Generation (467sqm)			
Arrivals	10	2	94
Departures	9	2	94
Two-way	19	4	188



5.2.4 **Table 5.1** demonstrates that the current use of the Site is capable of generating approximately 19 two-way trips in the AM peak hour, 4 two-way trips in the PM peak hour, and 188 two-way trips across the course of an average weekday.

5.2.5 This is therefore the 'fallback' position in planning and traffic generation terms, against which the impact of the proposed development is assessed by comparison.

5.3 Forecast Traffic Generation – Proposed Use

5.3.1 For the purpose of obtaining trip rates for the proposed development of 2no. dwellings, the following search criteria has been applied within the TRICS database:

- i) Residential – Houses Privately Owned;
- ii) Sites in Greater London and Ireland excluded;
- iii) Weekday surveys only;
- iv) Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected;
- v) Selection by number of dwellings; and
- vi) Date range increased back of 01/01/12 to increase sample size.

5.3.2 **Table 5.2** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates (per 1 dwelling) are applied to the proposed development (2 dwellings). The full TRICS outputs are contained in **Appendix C**.

Table 5.2 – Forecast Traffic Generation – Proposed Use – Dwellings

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per 1 dwelling)			
Arrivals	0.19	0.333	2.572
Departures	0.405	0.167	2.905
Two-way	0.595	0.5	5.477
Trip Generation (per 2 dwellings)			
Arrivals	0	1	5
Departures	1	0	6
Two-way	1	1	11

5.3.3 As shown in **Table 5.2**, the proposed development is forecast to generate a total of 1 two-way vehicle trip in the AM and PM peak hours, respectively, and a total of 11 two-way vehicle trips per day, on average.



5.4 Net Forecast Traffic Generation of the Proposed Development

- 5.4.1 The net operational impact of the proposed development is effectively the difference between the predicted total new trip demand anticipated to be generated by the proposed development and the trip demand associated with the current use of the Site, as summarised in **Table 5.3**.

Table 5.3 – Net Forecast Trip Generation of the Current and Proposed Use

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Two-way Traffic Generation			
Current Use	19	4	188
Proposed Use	1	1	11
Net Difference	-18	-3	-177

- 5.4.2 Review of **Table 5.3** demonstrates that the proposed development is forecast to generate a net decrease of 177 two-way vehicle trips per day, a net decrease of 18 two-way vehicle trips in the AM peak hour and a net decrease of 3 two-way trips in the PM peak hour, on average.
- 5.4.3 On the basis of the above, it can be demonstrated that the proposed development will have an overall net benefit to the safety and operation of the local highway network.



6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis has been appointed by Tunstead Developments Ltd to provide highways and transport advice in relation to a planning application for two residential dwellings located on land located on the north-eastern side of New Road, Whaley Bridge.
- 6.1.2 The Site was previously occupied by a builder's yard for many years owned by Samuel Drinkwaters, a busy and long-established company, who vacated the Site some 6 years ago. The Site is currently vacant with hardstanding where former structures used to be.
- 6.1.3 A review has been undertaken of the PIA data for the highway network local to the Site between 2019-2021 (inclusive). This does not present any material concerns or accident blackspots that could be exacerbated by the proposed development.
- 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 well located and has the potential to encourage prospective residents to access the site by non-car modes of transport.
- 6.1.5 Access to the site would be achieved directly off the access road, which connects to New Road to the south-east. It has been demonstrated that 2m x 22m visibility splays will be achievable from the driveway of each proposed dwelling, which is commensurate with a 20mph speed limit and guidance contained in MfS.
- 6.1.6 The proposed development includes 2 car parking spaces per dwelling, which accords with HPBC's parking standards.
- 6.1.7 This HTN has considered the traffic generation forecasts associated with the proposed development, and compares these against the traffic generating potential of the Site's existing lawful use as a Builder's Merchant. This demonstrates that the proposed development is forecast to generate a net reduction of 177 two-way vehicle trips per day, on average. As such, the proposed development will therefore have an overall net benefit to the safety and operation of the local highway network.



6.2 Conclusion

- 6.2.1 With regards to the evidence presented within this report, the proposed development 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.

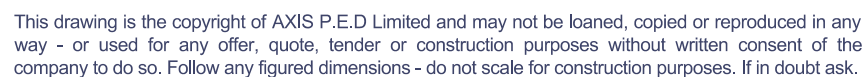


Appendix A – Proposed Site Layout Plan



Appendix B – Drawing Number 3380-01-D01





Appendix C – TRICS Outputs



Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-230803-0828

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 days
04	EAST ANGLIA	
	NF	NORFOLK
	SF	SUFFOLK
		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 days
11	SCOTLAND	
	AG	ANGUS
		1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 7 to 10 (units:)
 Range Selected by User: 5 to 10 (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: 01/01/12 to 08/06/21

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:

Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
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Axis 76 Water Lane Wilmslow

Licence No: 339901

Secondary Filtering selection:Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.	ANGUS
	KEPTIE ROAD		
	ARBROATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
3	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
4	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
5	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	8	0.119	5	8	0.333	5	8	0.452
08:00 - 09:00	5	8	0.190	5	8	0.405	5	8	0.595
09:00 - 10:00	5	8	0.143	5	8	0.310	5	8	0.453
10:00 - 11:00	5	8	0.167	5	8	0.119	5	8	0.286
11:00 - 12:00	5	8	0.071	5	8	0.190	5	8	0.261
12:00 - 13:00	5	8	0.310	5	8	0.238	5	8	0.548
13:00 - 14:00	5	8	0.286	5	8	0.381	5	8	0.667
14:00 - 15:00	5	8	0.214	5	8	0.214	5	8	0.428
15:00 - 16:00	5	8	0.286	5	8	0.119	5	8	0.405
16:00 - 17:00	5	8	0.310	5	8	0.310	5	8	0.620
17:00 - 18:00	5	8	0.333	5	8	0.167	5	8	0.500
18:00 - 19:00	5	8	0.143	5	8	0.119	5	8	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.572			2.905			5.477

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:	7 - 10 (units:)
Survey date range:	01/01/12 - 08/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	5	8	0.000	5	8	0.000	5	8	0.000
08:00 - 09:00	5	8	0.024	5	8	0.024	5	8	0.048
09:00 - 10:00	5	8	0.024	5	8	0.024	5	8	0.048
10:00 - 11:00	5	8	0.000	5	8	0.000	5	8	0.000
11:00 - 12:00	5	8	0.000	5	8	0.000	5	8	0.000
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.000	5	8	0.000
16:00 - 17:00	5	8	0.024	5	8	0.024	5	8	0.048
17:00 - 18:00	5	8	0.000	5	8	0.000	5	8	0.000
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0.144

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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Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	5	8	0.000	5	8	0.000	5	8	0.000
08:00 - 09:00	5	8	0.024	5	8	0.024	5	8	0.048
09:00 - 10:00	5	8	0.024	5	8	0.024	5	8	0.048
10:00 - 11:00	5	8	0.024	5	8	0.000	5	8	0.024
11:00 - 12:00	5	8	0.000	5	8	0.024	5	8	0.024
12:00 - 13:00	5	8	0.000	5	8	0.000	5	8	0.000
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.000	5	8	0.000	5	8	0.000
16:00 - 17:00	5	8	0.000	5	8	0.000	5	8	0.000
17:00 - 18:00	5	8	0.024	5	8	0.024	5	8	0.048
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

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/A - HOUSES PRIVATELY OWNED

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	5	8	0.000	5	8	0.024	5	8	0.024
08:00 - 09:00	5	8	0.000	5	8	0.000	5	8	0.000
09:00 - 10:00	5	8	0.000	5	8	0.024	5	8	0.024
10:00 - 11:00	5	8	0.024	5	8	0.024	5	8	0.048
11:00 - 12:00	5	8	0.024	5	8	0.000	5	8	0.024
12:00 - 13:00	5	8	0.000	5	8	0.024	5	8	0.024
13:00 - 14:00	5	8	0.000	5	8	0.000	5	8	0.000
14:00 - 15:00	5	8	0.000	5	8	0.000	5	8	0.000
15:00 - 16:00	5	8	0.024	5	8	0.000	5	8	0.024
16:00 - 17:00	5	8	0.000	5	8	0.000	5	8	0.000
17:00 - 18:00	5	8	0.048	5	8	0.000	5	8	0.048
18:00 - 19:00	5	8	0.000	5	8	0.000	5	8	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.096			0.216

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.