



Mediscan Properties Ltd

424 Stockport Road,
Longsight

Transport Statement

August 2021



Mediscan Properties Ltd

424 Stockport Road,
Longsight

Transport Statement

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

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CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Methodology and Scoping	5
1.3	Report Structure	5
2.	Introduction	6
2.1	Site Location	6
2.2	Local Highway Network	6
2.3	Road Safety	10
2.4	Air Quality	11
2.5	Public Rights of Way	12
3.	Development Proposals	13
3.1	Proposed Use	13
3.2	Site Access Arrangement	13
3.3	Servicing Arrangement	14
3.4	Parking Provision	14
4.	Sustainable Accessibility	16
4.1	Introduction	16
4.2	Pedestrian Accessibility	16
4.3	Cycle Accessibility	18
4.4	Public Transport	20
4.5	Summary	22
5.	Trip Generation and Car Park Assessment	23
5.1	Trip Generation	23
5.2	Car Parking Assessment	24
5.3	Off-Site Highway Impact	24
6.	Construction Traffic Management	25
6.1	Construction Traffic Management Plan	25
7.	Summary and Conclusion	26
7.1	Summary	26
7.2	Conclusion	27

APPENDICES

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APPENDIX A MCC Highways Scoping Correspondence

APPENDIX B Proposed Site Layout Drawings

APPENDIX C Proposed Site Access Junction

APPENDIX D Swept Path Analysis – Waste Collection Vehicle

APPENDIX E TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Mediscan Properties Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a planning application at the former Ducie Arms Public House site at 424 Stockport Road in Longsight, Manchester.
- 1.1.2 The development proposals comprise the demolition of the existing public house and the construction of a new purpose-built private medical centre (217 sqm) and 8 residential apartments, with associated on-site parking (14 spaces).
- 1.1.3 The development site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Planning Application Site Boundary



- 1.1.4 In June 2018, planning consent (Ref: 119437/FO/2018) was granted for a similar scheme at the site, comprising a c.265 sqm private medical clinic and 6 residential apartments. The consented scheme included 11 parking spaces, comprising 6 residential parking spaces (100% provision) and 5 spaces for the medical clinic.

1.1.5 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to expected trip generation, accessibility by sustainable modes of travel, servicing arrangements and on-site car parking provision.

1.2 Methodology and Scoping

1.2.1 The methodology of the TA adopts the guidance set out with the Department for Transport (DfT) 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded 'Guidance on Transport Assessment' (2007).

1.2.2 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and therefore informs the structure of the TA.

1.2.3 The scope and methodology of assessment has been agreed with the Local Highway Authority, Manchester City Council (MCC) Highways, in a pre-application consultation response, dated 5th March 2021. Scoping correspondence with MCC Highways is attached in [Appendix A](#).

1.3 Report Structure

1.3.1 Following this introduction, the TS has been structured as follows:

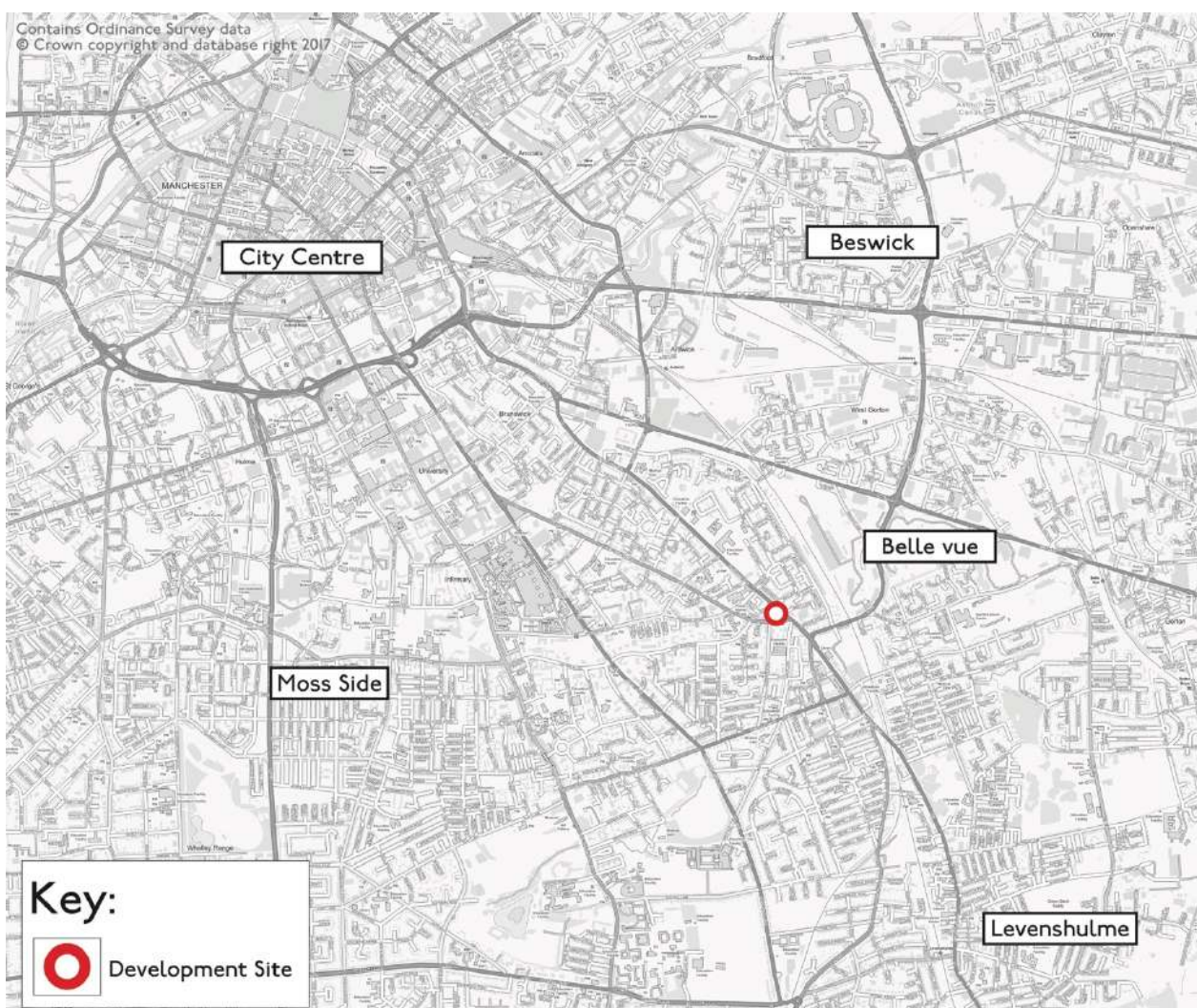
- [Chapter 2](#) describes the site location, local highway network and collision data;
- [Chapter 3](#) outlines the development proposals, vehicular access, servicing and on-site parking;
- [Chapter 4](#) describes accessibility by non-car modes, including public transport, cycle and on foot;
- [Chapter 5](#) details the expected trip generation, traffic impact and car park assessment; and
- [Chapter 6](#) outlines the site construction management plan;
- [Chapter 7](#) summarises and concludes the findings of the report.

2. Introduction

2.1 Site Location

- 2.1.1 The Ducie Arms Public House site is located at 424 Stockport Road in Longsight, approximately 3.0km to the southeast of Manchester City Centre. The site location is shown in [Figure 2.1](#).

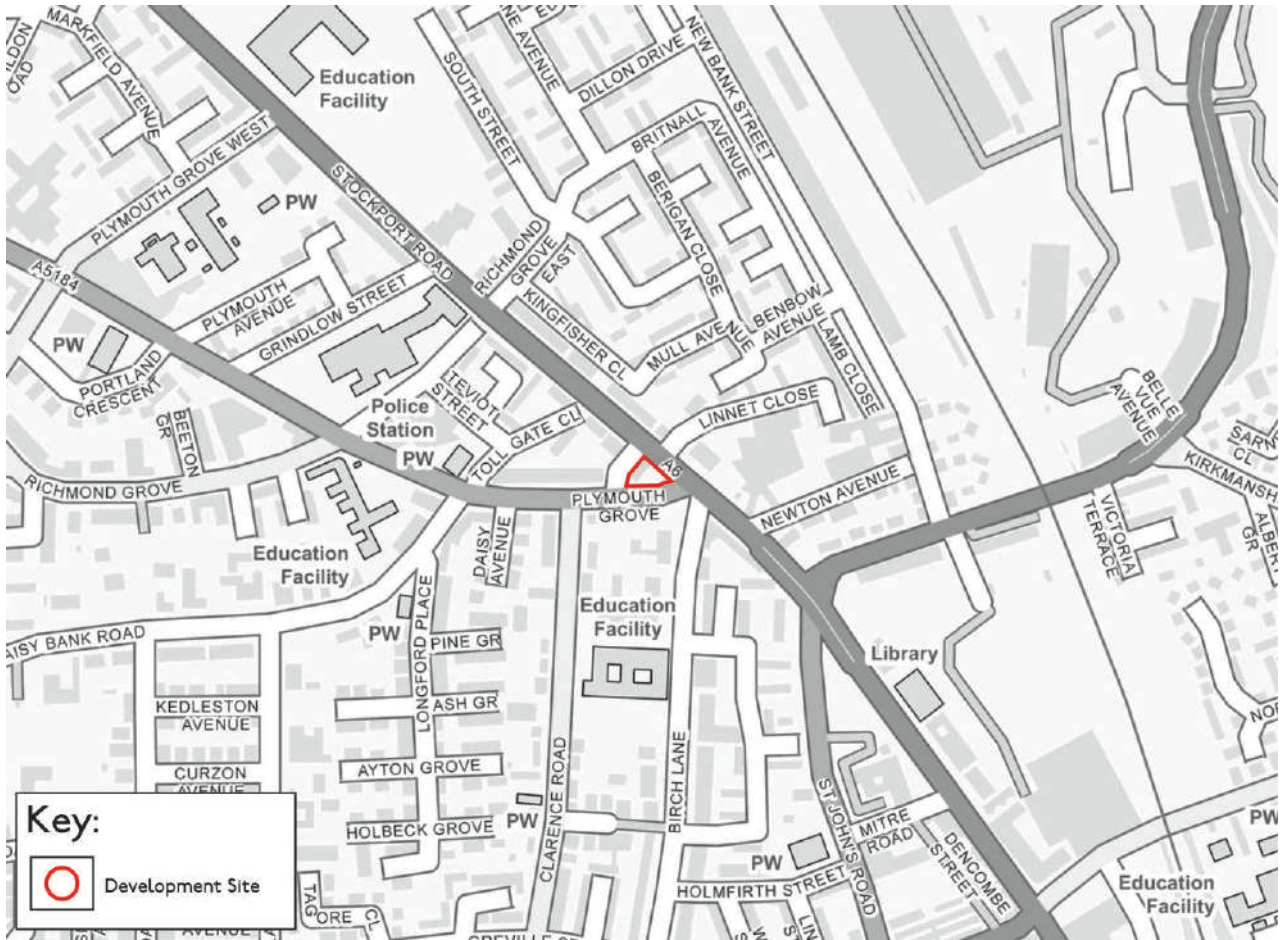
Figure 2.1 : Strategic Site Location



2.2 Local Highway Network

- 2.2.1 The site is bound to the northeast by the A6 Stockport Road, to the south by the A5184 Plymouth Grove and to the west by Hayley Street. The location of the site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



A6 Stockport Road

- 2.2.2 The A6 Stockport Road is a two-way single carriageway with sufficient width in the vicinity of the site for two running lanes in each direction. The road extends on a southeast/northwest alignment, providing a key radial route between Stockport and Manchester City Centre.
- 2.2.3 Adjacent to the site, the carriageway is approximately 13.0m wide, with 3.0m wide footways and street lighting on both sides of the road, as shown in [Photograph 2.1](#). In the local area, the road is predominately abutted on both sides by residential properties, with New Bank Health Centre located to the north at the junction with Linnet Close.
- 2.2.4 There is no vehicular access into the site from Stockport Road.
- 2.2.5 Adjacent to the site, Stockport Road is subject to Traffic Regulation Orders (TROs), including 'No Waiting at Any time' restriction and 'No Loading' from Monday and Friday in the morning (07:00-10:00) and evening (16:00-19:00) peaks.

- 2.2.6 To the southeast of the site, Stockport Road forms a signalised junction with Plymouth Grove and Birch Lane. Yellow hatched box junction road markings are shown on Stockport Road across the Plymouth Grove arm. A signalised pedestrian crossing facility is provided across Stockport Road, including tactile paving, dropped kerbs and central refuge island.
- 2.2.7 An Advanced Stop Line (ASL) is provided for cyclists on Stockport Road (southeast arm), with off-carriageway cycle lanes provided on Stockport Road to the south of the junction.
- 2.2.8 Stockport Road includes a southeast bound bus lane, which terminates approximately 130m to the northwest of the junction with Plymouth Grove.

Photograph 2.1 : Stockport Road (northwest bound)



A5184 Plymouth Grove

- 2.2.9 Plymouth Grove is a two-way single carriageway road with one lane in each direction, increasing to two right-turn only lanes on the approach to Stockport Road. The road extends on a southeast/northwest alignment from Stockport Road, providing links towards the A34 Upper Brook Street.
- 2.2.10 Adjacent to the site, the carriageway is approximately 10.0m wide, with 2.5m wide footways and street lighting on both sides of the road. On-carriageway advisory cycle lanes are provided on both sides of the road, changing to a mandatory cycle feeder lane on the approach to an ASL at the junction with Stockport Road.

- 2.2.11 An existing vehicular access into the site is provided off Plymouth Grove, approximately 30m from the junction with Stockport Road, as shown in [Photograph 2.2](#). In the local area, the road is predominately abutted on both sides by residential properties.
- 2.2.12 A staggered signalised pedestrian crossing facility is provided across Plymouth Grove, including tactile paving, dropped kerbs and central refuge island.
- 2.2.13 Between Stockport Road and Hayley Street, the road is subject to 'No Waiting at Any time' parking restrictions and 'No Loading' parking restrictions from Monday and Friday in the morning (07:00-10:00) and evening (16:00-19:00) peaks.
- 2.2.14 To the west of Hayley Street, the road is subject to parking restrictions from Monday to Friday, 09:00 to 18:00 and Saturday 08:00 to 12:30.

[Photograph 2.2 : Site Access / Plymouth Grove \(westbound\)](#)



Hayley Street

- 2.2.15 Hayley Street is a c.45.0m one-way single lane road, extending from Plymouth Grove to Stockport Road. Traffic enters the road from Plymouth Grove, leading to a priority exit only junction with Stockport Road. The carriageway is approximately 5.0m wide, with 2.0m wide footways on both sides of the road, as shown in [Photograph 2.3](#).

2.2.16 Hayley Street is abutted by the former Ducie Arms public house to the south and Longsight Youth Centre to the north. An off-carriageway parking area for around three vehicles is provided to the west of the road approximately 10.0m to the north of the junction with Plymouth Grove.

2.2.17 Hayley Street is not subject to any parking restrictions, with the exception of at the junction bell-mouth with Plymouth Grove and Stockport Road.

Photograph 2.3 : Hayley Street (northeast bound)

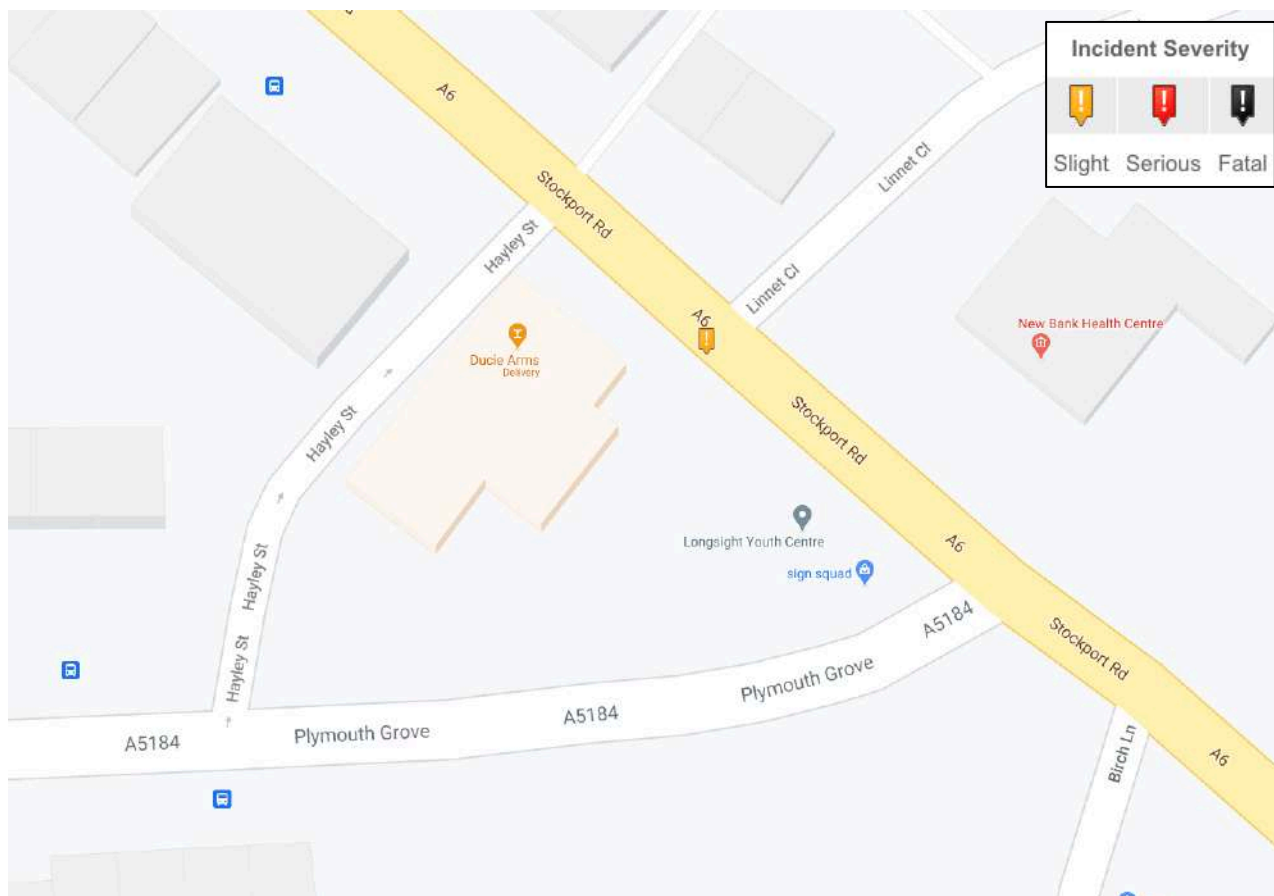


2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recent period between 2015 and 2019. The study area includes Stockport Road (A6), Plymouth Grove (A5184) and Hayley Street.

2.3.2 **Figure 2.3** shows the extent of the study area and the location of PICS reported during the five-year study period.

Figure 2.3 : Personal Injury Collision Data (source: crashmap.co.uk)



- 2.3.3 As shown in Figure 2.3, one 'slight' collision was reported on Stockport Road (A6) during the five-year study period. No collisions were reported on Plymouth Grove (A5184) and Hayley Street in the vicinity of the site.
- 2.3.4 Overall, based on the location, severity and frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

2.4 Air Quality

- 2.4.1 The development site is located within the Air Quality Management Area (AQMA) for Greater Manchester, as indicated in Figure 2.4.

Figure 2.4 : Greater Manchester AQMA (source: Defra)



2.5 Public Rights of Way

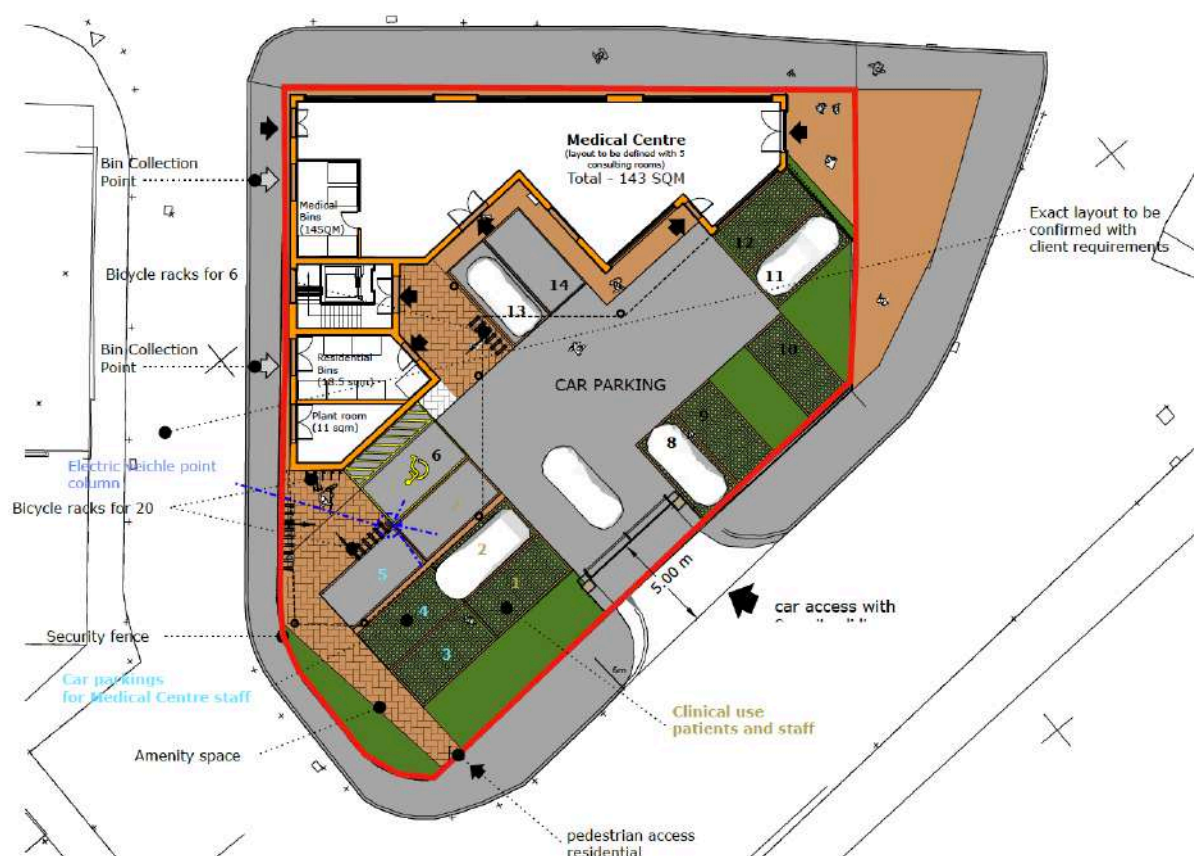
- 2.5.1 There are no Public Rights of Way (PRoW) within the site boundary or within the area immediately surrounding the site.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The development proposals at 424 Stockport Road comprise the demolition of the existing Ducie Arms public house and the construction of a new purpose-built medical centre (217 sqm) and 8no. residential apartments, with associated on-site parking (14 spaces).
- 3.1.2 The 8no. residential apartments comprise 2.no one-bed apartments and 6no. two bed apartments. The internal layout of the private medical clinic has not been defined but is expected to include 5no. consulting rooms.
- 3.1.3 The proposed ground floor layout is shown in [Figure 3.1](#), with the full site layout drawings attached in [Appendix B](#).

Figure 3.1 : Proposed Ground Floor Layout



3.2 Site Access Arrangement

- 3.2.1 Vehicular access to the development is proposed via the existing access off Plymouth Grove. The vehicular access includes a sliding security gate which is set 5m back from the edge of the carriageway so waiting vehicles do not block eastbound vehicle movements along Plymouth Grove

- 3.2.2 In accordance with Manual for Streets (MfS) for a 30mph road, visibility splays of 2.4m x 43.0m are achievable in both directions along Plymouth Grove from the site access junction. **Drawing No. J32-5479-PS-001**, attached in **Appendix C**, shows the visibility splays Plymouth Grove.
- 3.2.3 Pedestrian access to the Medical Clinic is proposed directly from Stockport Road, close to the junction with Plymouth Grove. Separate pedestrian access is proposed via a gated access off Plymouth Grove, towards the junction with Hayley Street, providing access to the medical clinic and apartments.

3.3 Servicing Arrangement

- 3.3.1 In order to assess servicing arrangements at the site, tracking for a large (11.2m) waste collection vehicle has been undertaken. The tracking shows that a waste collection vehicle can access the residential and medical centre bin collection points on Hayley Street, as shown in **Drawing No. J32-5479-PS-002** attached in **Appendix D**.

3.4 Parking Provision

- 3.4.1 MCC's '*Manchester Residential Quality Guidance*' includes recommended parking standards for new apartments outside the city centre, stating that '*new apartment development will be expected to provide 100% parking provision as a starting point*'.
- 3.4.2 MCC's Core Strategy Development Plan Document (Appendix B) includes parking standards for 'Medical and Health facilities', as summarised in **Table 3.1**.

Table 3.1 : MCC Parking Standards – Medical and Health Facility

Vehicle Type	Parking Standard
Car Parking	Maximum of 1 space per 2 staff plus 4 per consulting room (areas not with the City Centre or District Centre)
Disabled Parking	Minimum of 3 bays or 6% of total capacity (up to 200 spaces total)
Cycle Parking	Minimum of 2 spaces per consulting room

- 3.4.3 According to MCC's Core Strategy Development Plan Document, the standards for car parking spaces are maximums but may be subject to reduction with consideration to the sustainable accessibility at the site. MCC's parking standards for disabled people and cycle parking are minimums.
- 3.4.4 The development proposals include a total of 14 car parking spaces, including one disabled space. The standard parking bays are all a minimum of 2.4m x 5.0m and the disabled parking bay is 3m x 5m. The car parking layout includes a 6.0m aisle width to allow vehicles to manoeuvre safely within the car park.

- 3.4.5 In accordance with MCC's standards, the 8 residential apartments will each be allocated one parking space (100% parking provision).
- 3.4.6 The remaining 6 spaces will be available to the medical clinic, which is considered acceptable as this will be a private medical clinic that will operate on an appointment only basis with patients staggered throughout the day. As a result, patient numbers and resulting vehicular demand will be significantly lower compared to a typical NHS medical and health facility.
- 3.4.7 It is noted that the proposed disability parking provision falls below MCC's standard of 3 bays or 6% standard. However, one disabled space, is considered acceptable due to the total number of car parking spaces provided at the site.
- 3.4.8 The proposed on-site parking provision is consistent with the previously consented scheme (Ref: 119437/FO/2018) and includes an additional parking space for the private medical clinic.
- 3.4.9 In order to demonstrate that the proposed car parking provision is sufficient for both the residential and medical uses a trip generation assessment has been undertaken. As detailed in [Chapter 5](#), a first principles trip generation exercise has been undertaken, based on data from other medical clinics operated by the client, which gives an accurate estimate of car parking demand at the proposed development.
- 3.4.10 Also, as detailed in [Chapter 4](#), the site benefits from excellent public transport, cycle and pedestrian links, meaning travel by sustainable transport modes is a realistic alternative to private car trips.
- 3.4.11 The proposed cycle parking provision at the site exceeds MCC's minimum standards.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development. Paragraph 10 states that *"so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development"*.
- 4.1.3 Paragraph 105 states that *"significant development should be focused 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 reduce congestion and emissions and improve air quality and public health."*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

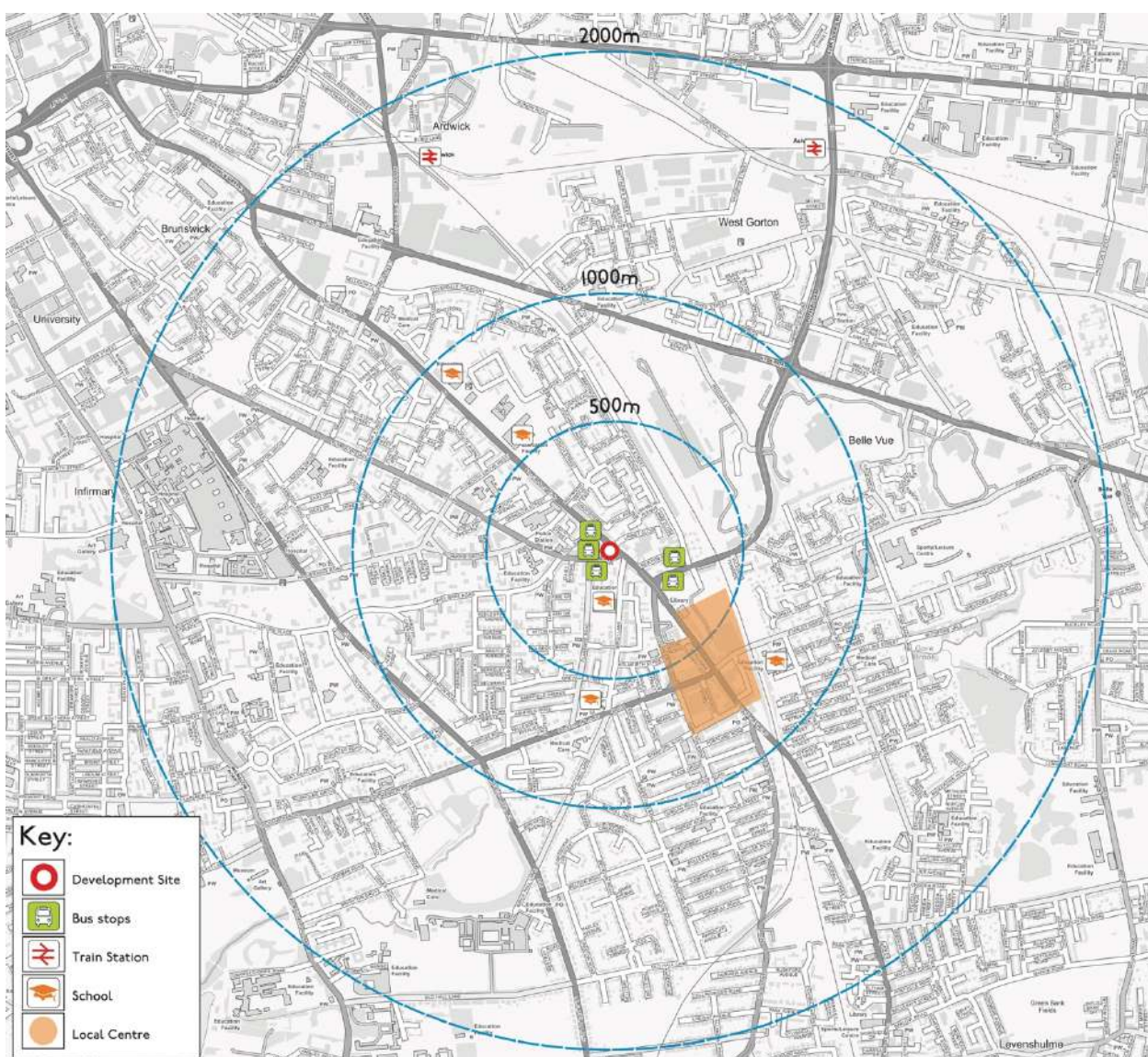
- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 The 'Manchester Residential Quality Guidance', published by MCC in July 2016, follows a similar approach to walking distances from proposed residential development, stating that *'residential development should be within an easy walking distance (400m) of a range of day to day*

destinations, which might include: local shops; community facilities; sports facilities; playgrounds; parks and spaces’.

4.2.4 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.5 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Local Amenities Catchment Plan



- 4.2.6 As described previously, there are existing good quality footways and crossing infrastructure available on the local highway network, providing pedestrian links to a range of local amenities and public transport services.
- 4.2.7 As indicated in [Figure 4.1](#), the site is located within a 500m catchment of nearby bus stops on the Stockport Road, Plymouth Grove and Pottery Lane. The site is also located within a 2.0km catchment of train services available from Ardwick and Ashburys Railway Stations, Central Manchester University Hospital (Oxford Road) and the surrounding areas of Belle Vue, West Gorton and Fallowfield.
- 4.2.8 [Table 4.2](#) provides an indication of the distances and approximate walking times to local bus stops and other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Bus Stops on Stockport Road	80m	1 minute
Bus Stop on Plymouth Grove	80m	1 minute
Bus Stop on Pottery Lane	225m	3 minutes
St Johns Primary School on Birch Lane	240m	3 minutes
Shops/Asda/Bank (Stockport Road)	500m	6 minutes
Ashburys Railway Station	1800m	21 minutes

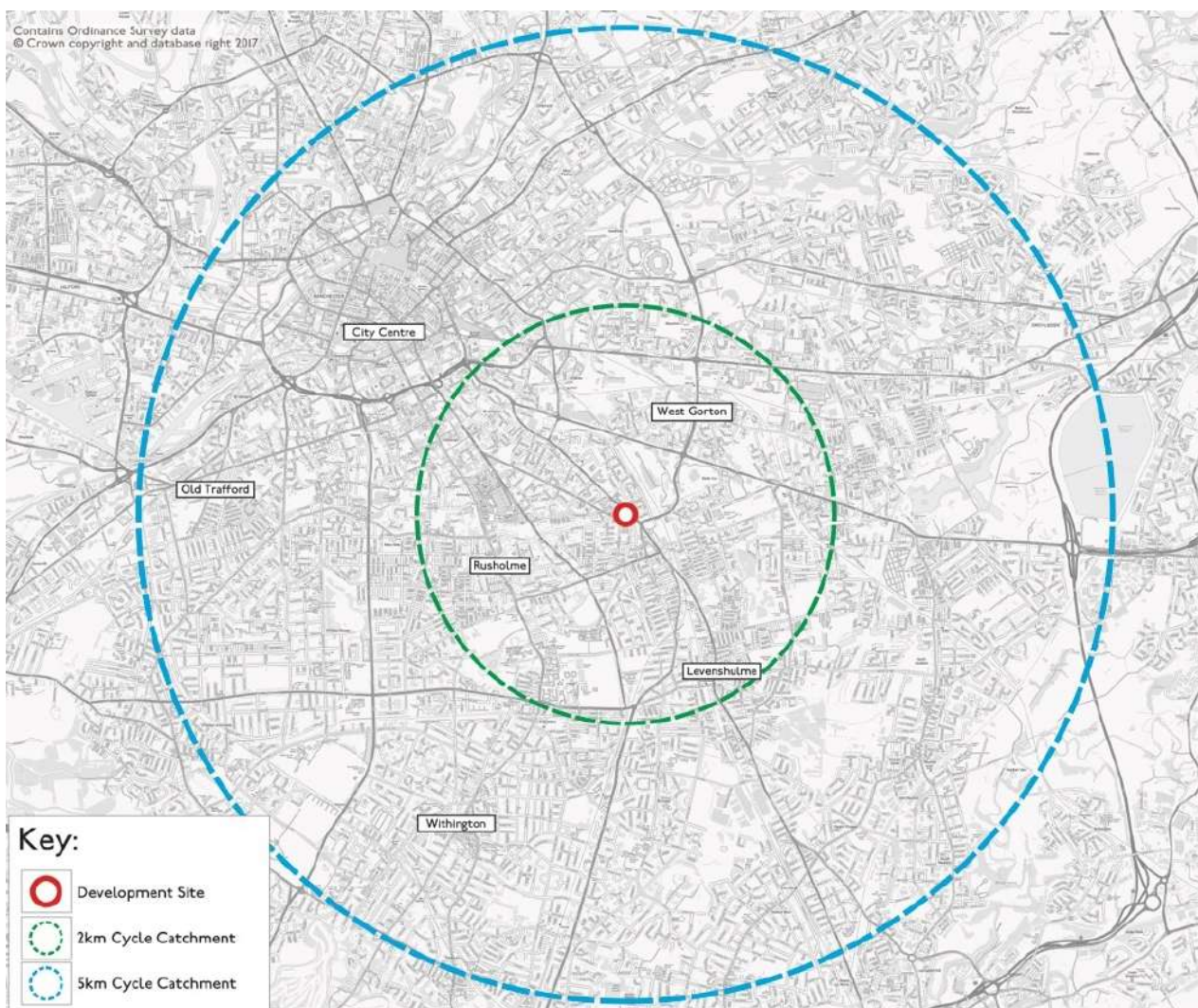
- 4.2.9 The distances to local bus stops and shops shown in [Table 4.2](#) are all within the CIHT's 'preferred maximum' walking distance for 'town centre' locations. Local railway stations are located within CIHT's 'preferred maximum' walking distance for 'commuting' purposes.
- 4.2.10 Based on the site's location, proximity to local public transport services and local amenities, and connectivity to local footways, walking can be considered to be a realistic method of travel for staff, patient and resident trips, particularly as an alternative to private car trips, thereby demonstrating the site's sustainable accessibility in walking terms.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

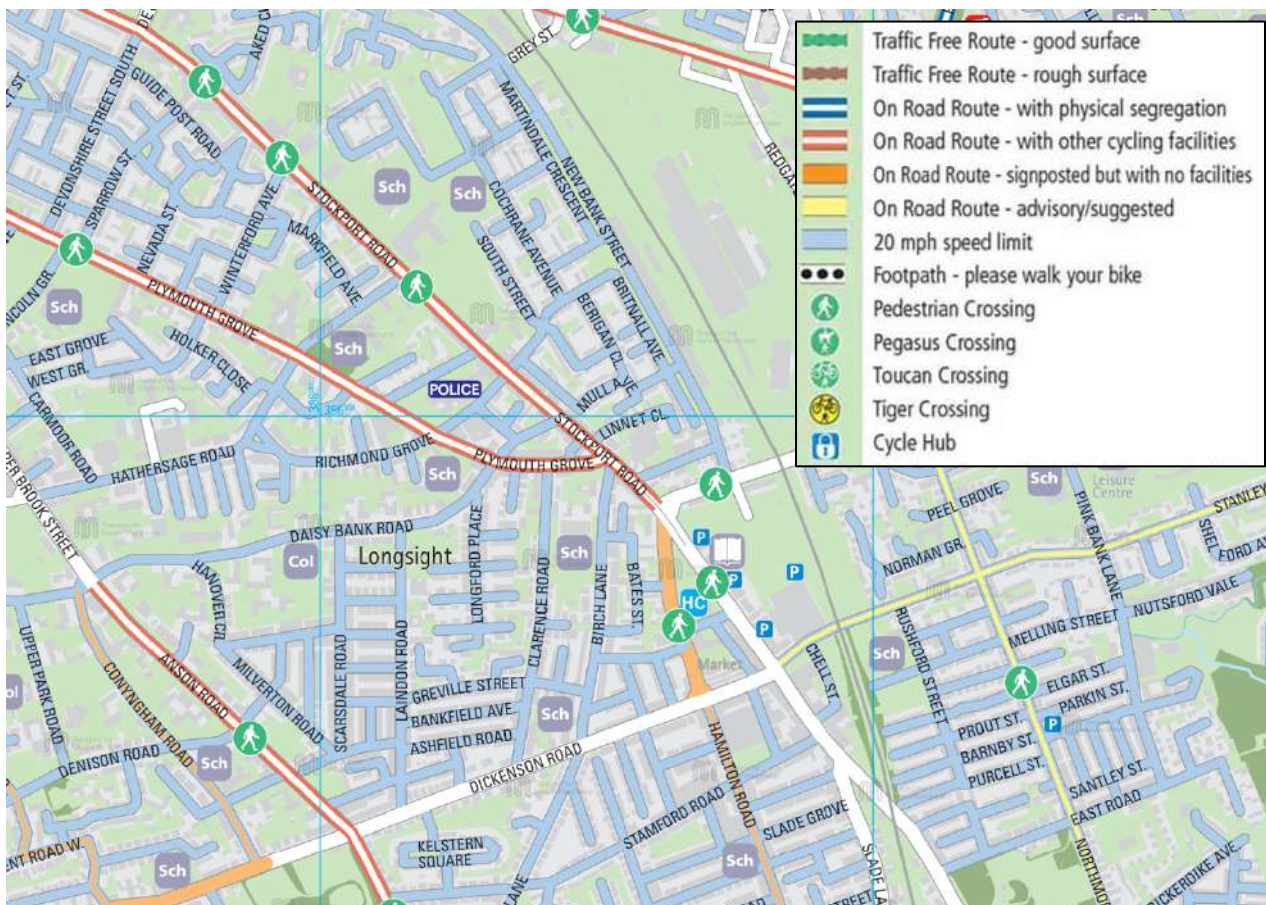
Figure 4.2 : Cycling Catchment Plan



- 4.3.4 As shown in Figure 4.2, Longsight and the surrounding areas of West Gorton, Levenshulme and Rusholme are located within a 2km catchment of the site. Further afield, Manchester City Centre, Withington and Old Trafford are accessible with a 5km catchment.
- 4.3.5 Existing cycle infrastructure is provided on the local highway network surrounding the site, included ASLs and advisory cycle lanes in both directions along Plymouth Grove, and access to bus lanes along Stockport Road.

4.3.6 The network of dedicated local cycle infrastructure means cycling is a practical method of travel, providing sustainable routes and accessibility to surrounding areas in the locality and wider Manchester area. The local cycle routes and infrastructure are shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



4.3.7 The range of accessible cycle routes and infrastructure, together with the availability of cycling destinations, demonstrates the site's sustainable accessibility in cycling terms, particularly as an alternative to private cars trips for commuting and shopping/leisure trips.

4.4 Public Transport

Local Bus Services

4.4.1 The recently published CIHT guidance document '*Buses in Urban Development (2018)*' recommends a maximum walking distance in urban areas of up to 400m to bus stops located on a high-frequency route. A walking distance of 400m is equivalent to a 4-minute walk based on a 1.4 metres per second walking speed.

4.4.2 The 'Manchester Residential Quality Guidance' follows a similar approach to the accessibility of sustainable travel at proposed residential development, stating that *'a good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes'*.

4.4.3 Table 4.3 shows the local bus services operating in the vicinity of the site, accessible from bus stops located on the local highway network.

Table 4.3 : Local Bus Services

Service No	Route	Approx. Two-Way Frequency (buses/hour)			
		AM/PM Peak	Off-Peak	Sat	Sun
191	Hazel Grove – Stockport – Longsight – Manchester	2	-	-	-
192	Hazel Grove – Stockport – Levenshulme – Manchester	6	6	6	6
197	Stockport – Green End – Longsight – Manchester	3	3	2	1
150	Gorton – Longsight – Chorlton – Stretford - The Trafford Centre	2	2	2	1

4.4.4 Table 4.3 shows that there are several regular bus services available from the site, providing services during the day and into the evening throughout the week.

Rail Services

4.4.5 Ardwick Railway Station and Ashburys Railway Station are located within approximately 2.0km from the site. The majority of train services are available from Ashburys Railway Stations, as summarised in Table 4.4.

Table 4.4 : Rail Services from Ashburys Railway Stations

Final Destination	Approx Frequency	Approx Journey Time
Manchester Piccadilly	3 services / hour	6 minutes
Hadfield (via Godley, Broadbottom, Glossop)	2 services / hour	34 minutes
Rose Hill Marple (via Gorton, Guide Bridge, Woodley)	1 service / hour	27 minutes

4.4.6 Table 4.4 shows that regular train services are accessible from the site, including local destinations and national onward train journeys from Manchester Piccadilly.

4.5 Summary

4.5.1 In summary, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to single occupancy car trips. This including the following:

- Existing footways are available on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Bus stops located within 400m (5-minute walk), with schools, supermarkets and other local amenities located within a short walk of the site;
- Access to an extensive network of local cycle routes, providing designated routes to a wide range of other local destinations;
- Regular local bus service accessible within a short walking distance providing bus routes to a range of local destinations, including Manchester and Stockport; and
- Rail services are available from Ashburys Railway Station, providing services to a range of destinations, including Manchester Piccadilly and Glossop.

4.5.2 The site is therefore compliant with the National Planning Policy Framework (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users'*.

4.5.3 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'*.

5. Trip Generation and Car Park Assessment

5.1 Trip Generation

- 5.1.1 In order to estimate the traffic generated by the proposed development, separate trip generation exercises have been undertaken for the residential apartments and medical clinic use.
- 5.1.2 The trips generated with the proposed residential use have been estimated using the industry standard TRICS database (v.7.4.4) using the 'flats privately owned' land use category. In order to generate representative trip rates from the TRICS database, sites in London, Scotland and Ireland have been excluded.
- 5.1.3 The weekday peak hour trip rates and the calculated trip generation for the 8 residential apartments are shown in [Table 5.1](#) and the full TRICS outputs are shown in [Appendix D](#).

Table 5.1 : TRICS Trip Rates (per dwelling) – Vehicles

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
'Flats Privately Owned'	0.055	0.178	0.233	0.161	0.089	0.250
Proposed Development (8 dwellings)	1	1	2	1	1	2

- 5.1.4 As shown in [Table 5.1](#), the proposed residential development will generate **2** two-way trips during the AM and **2** two-way trips during the PM peak hour.
- 5.1.5 The private medical clinic will operate on an appointment only basis with patients staggered throughout the day. As a result, patient numbers and resulting vehicular demand will be significantly lower compared to a typical NHS facility.
- 5.1.6 As this is a private medical clinic, the expected staff and patient data has been obtained from the site operator. This first-principles approach provides an accurate and site-specific estimate of trips based on the operators experience at other existing private clinics.
- 5.1.7 The staff and patient data provided by the site operator is summarised below:
- A total of 7 staff members will work at the clinic, with some staff members expected to use the on-site apartments as residence.
 - 12 patients are expected throughout the day, with most patients that live locally travelling on foot or public transport; with some travelling by car or taxi.

- 5.1.8 Although the majority of patients that live locally are expected to travel on foot or by public transport, if all 12 patients decided to travel by car or taxi this would equate to approximately 2 trips per hour throughout the working day. Given that in reality many of those trips are expected to be on foot or by public transport, the number of vehicular patient trips is likely to be less than 2 trips per hour throughout the day.
- 5.1.9 Staff members are expected to generate a limited number of vehicular trips, given that some staff members will live on-site and others that live locally are expected to travel on foot or by public transport.
- 5.1.10 Overall, the proposed development is not expected to generate a significant number of vehicular trips during the peak periods and throughout the day.

5.2 Car Parking Assessment

- 5.2.1 As detailed previously, the development proposals include a total of 14 car parking spaces, which includes 8 spaces for the residential apartments (100% provision) with the remaining 6 spaces provided for the private medical clinic.
- 5.2.2 The 100% parking provision is considered sufficient for residential apartments in this location, particularly as the site has excellent accessibility to sustainable modes of travel.
- 5.2.3 The low volume of vehicular trips expected to be generated by the private medical clinic, due to the sustainable accessibility and staff residing on-site, means that the 6 spaces will be sufficient to accommodate the vehicular demands associated with the clinic.
- 5.2.4 The six tandem parking spaces will be allocated to the private medical clinic, with three spaces (spaces 3,4 and 5) reserved for staff use and three spaces (spaces 1,2 and 7) reserved for staff and patient use. The safe and efficient use of the tandem parking spaces will be managed by the private medical clinic.
- 5.2.5 Overall, the proposed parking provision is considered to be sufficient for both residential and medical clinic uses at the site, without any expected need for on-street parking on the local highway network.

5.3 Off-Site Highway Impact

- 5.3.1 Given the low volume of vehicular trips generated by the site, the residual cumulative impact of development traffic will be low and certainly not 'severe' which, according to NPPF (Paragraph 111) is the threshold under which development should not be prevented or refused on transport grounds.

6. Construction Traffic Management

6.1 Construction Traffic Management Plan

6.1.1 A Construction Traffic Management Plan (CTMP) will be drawn up for the proposed development by the contractor prior to commencement of works on site. This is a common approach for developments and construction projects in the UK. The CTMP would need to be discussed and agreed with MCC prior to commencement of any construction works and is subject to planning approval being granted.

- Integration of a traffic management scheme with surrounding construction developments and any traffic engineering or traffic calming measures;
- Access, egress, drop off and turning area;
- Temporary alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and position of any temporary signage, road markings or protection barriers;
- Pedestrian access around site and relevant protection, lighting and signage schemes;
- Temporary suspension/relocation of parking bays and bus stops;
- Segregation of plant, materials and pedestrians on-site and safe access routes between welfare and site areas;
- The provision of car parking, and public transport strategy to all site staff; and
- Loading bays, hoist positions and crane areas.

6.1.2 The principal objective of the CTMP is to minimise the impact of construction operations on the surrounding properties, local highways and public space.

6.1.3 Deliveries will endeavour to be made outside of peak network hours to minimise local disruption to the highway network. Construction traffic routes will be outlined and agreed with MCC as part of the CTMP ahead of commencement of site works.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 Mode Transport Planning has been appointed by Mediscan Properties Ltd to provide transport planning and highways advice in relation to a planning application at the former Ducie Arms Public House site at 424 Stockport Road in Longsight, Manchester.
- 7.1.2 The development proposals comprise the demolition of the existing Ducie Arms public house and the construction of a new purpose-built medical centre (217 sqm) and 8no. residential apartments. The 8no. residential apartments comprise 2.no one-bed apartments and 6no. two bed apartments. The internal layout of the private medical clinic has not been defined but is expected to include 5no. consulting rooms.
- 7.1.3 The development proposals include a total of 14 car parking spaces, including 8 spaces for the residential apartments (100% provision) with the remaining 6 spaces provided for the private medical clinic.
- 7.1.4 Vehicular access to the development is proposed via the existing access off Plymouth Grove. The vehicular access includes a sliding security gate which is set 5m back from the edge of the carriageway so waiting vehicles do not block eastbound vehicle movements along Plymouth Grove
- 7.1.5 The analysis in this Transport Statement has been carried in accordance with current policy and guidance and following scoping discussions with MCC Highways. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, bus and train services, providing a realistic alternative to car travel for patients and staff;
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
 - Visibility splays of 2.4m x 43m are achievable in both directions along Plymouth Grove from the site access junction;
 - Swept path analysis shows that a large (11.2m) waste collection vehicle can access the proposed bin collection points from Hayley Street, in accordance with BS:5906;
 - The development is expected to generate a very low number of trips during the peaks periods and throughout the day, and will therefore have a low impact on the local highway network;
 - The proposed parking provision is considered to be sufficient for both residential and medical clinic uses at the site, particularly as the site has excellent accessibility to sustainable modes of travel and without any expected need for on-street parking on the local highway network;

- Cycle parking is proposed for the residential apartment and private medical clinic, in accordance with MCC's minimum standards;

7.2 Conclusion

7.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

MCC Highways Scoping Correspondence

Subject: RE: Ducie Arms, 424 Stockport Road - TS Scope (128987/FO/2020)

Date: Friday, 5 March 2021 at 10:04:13 Greenwich Mean Time

From: Muniza Usmani

To: Michael Anthony

CC: Mark Edwards, Katie Knight

Hi Michael

I hope you are well.

The statement scope you propose is fine in principle, but I have some additional queries:

- How many consulting rooms will there be? What is the expected staff/visitor capacity?
- A travel plan may be required to encourage sustainable travel.
- How will car parking spaces be allocated – 100% to flats and 6 for medical staff/visitors?
- Will the 6 spaces be enough? Especially as clinics over-run and some patients arrive early?
- Where can overspill car parking be accommodated?
- Cycle parking is required for residents, staff and visitors.
- How will the car park be managed to stop medical centre staff/visitors impacting on resident parking spaces?
- I don't expect there to be junction assessments required as I expect the peak times for the medical centre will be different to traffic peak times but will confirm once we see the trip analysis.
- In terms of car park layout, it looks OK subject to a swept path and visibility splay (will waste be collected from within the car park? If so swept path of MCC 11.5m vehicle is required)
- Will the access be via the existing dropped kerb? Vehicles should be able to exit in a forward gear, gates should open inwards and dropped kerbs and tactile paving should be provided across the access. The gates should be set back 5m from the edge of carriageway so waiting vehicles don't block through traffic.
- Please note that we may request that the footway around the perimeter of the site is resurfaced to better accommodate pedestrians.

Thanks

Kind regards

Muniza Usmani

Engineer

Highways Service, Growth and Neighbourhoods Directorate

PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE, WORKING DAYS TUESDAY-FRIDAY

Email: m.usmani@manchester.gov.uk

Tel: 07939995063

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Michael Anthony <michaelanthony@modetransport.co.uk>

Sent: 01 March 2021 12:51

To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Cc: Mark Edwards <markedwards@modetransport.co.uk>; Katie Knight

<katieknight@modetransport.co.uk>

Subject: Ducie Arms, 424 Stockport Road - TS Scope (128987/FO/2020)

Hi Neil,

Mode Transport Planning has been appointed by Mediscan Diagnostic Services to provide transport planning and highways advice in relation to a planning application at the former Ducie Arms site at 424 Stockport Road in Longsight, Manchester.

The development proposals comprise the demolition of the existing public house and the construction of a new purpose built medical centre (228 sqm) and 8x residential apartments, with associated on-site parking (14 spaces) and amenity space. The draft site layout drawings (subject to change) are attached for reference.

The planning application has been logged with Manchester City Council (MCC) – planning reference: 128987/FO/2020. Please note that MCC has previously provided a pre-application consultation response to a similar scheme at the site in 2018 – attached for reference.

It is our intention to produce a Transport Statement to accompany the application. I am emailing to confirm this approach and set out the scope of the Transport Statement for your approval, as summarised in the points below:

- **Existing conditions and collision data** – description of the site location, local highway network and collision data recorded during most recent 5-year period;
- **Development proposals, parking and vehicular access** – description of proposals, access arrangement (including visibility splays), servicing/ delivery arrangements, review of car/cycle parking in accordance with MCC standards;
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Swept Path Analysis** – swept path analysis will be undertaken to demonstrate that safe access can be achieved;
- **Trip Generation** – estimate trip generation during the AM and PM peak hours based on the attached trip rates derived the TRICS database using the 'Residential – Flats Privately Owned' category. Trips generated by the medical centre will be estimated using information provided by the future site operator.

It is not intended to undertake any junction capacity modelling as part of the assessment.

I would be grateful if you could provide confirmation that the proposed approach is acceptable. Should you have any queries regarding the scheme or the Transport Statement scope please let me know.

Kind regards,

Mike.

Michael Anthony MCIHT

Associate

mode transport planning

106 Albert Mill | 10 Hulme Hall Road | Manchester | M15 4LY
t: 0161 464 9495 | m: 07841 572 743 | e: michaelanthony@modetransport.co.uk

[Transport Planning](#) | [Engineering](#)

www.modetransport.co.uk

be green, keep it on the screen!

Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

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APPENDIX B

Proposed Site Layout Drawings



SCHEDULE

Gross Internal Areas

COMMERICAL UNITS

MEDICAL

Ground Floor 144 SQM

First Floor 73 SQM

Level 1 Plan as proposed Scale 1:200

I	FIRST ISSUE	Second Issue	Third Issue	EJG/II	27/07/21	09/08/21	10/08/21
H	FIRST ISSUE			EJG/II	07/06/21		
G	FIRST ISSUE			EJG/II	24/03/21		

E	FIRST ISSUE	EJG/VK	10/02/21
D	FIRST ISSUE	EJG/VK	3 Nov 20
C	FIRST ISSUE	EJG	3 Sept 20
B	FIRST ISSUE	EJG	30 Jul 20
A	FIRST ISSUE	EJG	2 Jul 20
Rev	DESCRIPTION	By	Date



HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS
 64 WASHWAY ROAD
 SALE, CHESHIRE, M33 7RE
 TEL NO. 0161 - 973 8296
 FAX NO. 0161 - 962 3485
 E-MAIL : ADMIN@HOWARDANDEDSON.CO.UK

Project
 Proposed development
 DUCIE ARMS 424 STOCKPORT ROAD
 MANCHESTER M12 4EX

Client
 Dr Noman Ehsan

Title
 Level 1
 Plan as proposed

Drawn EJG/II	DRG no. 14,273
Date 10/08/21	H07
Scale 1:200(A3)	Amendment 1



SCHEDULE

Gross Internal Areas

COMMERICAL UNITS

MEDICAL

Ground Floor 144 SQM

First Floor 73 SQM

Level 1 Plan as proposed Scale 1:200

I	FIRST ISSUE	Second Issue	Third Issue	EJG/II	27/07/21	09/08/21	10/08/21
H	FIRST ISSUE			EJG/II	07/06/21		
G	FIRST ISSUE			EJG/II	24/03/21		

E	FIRST ISSUE	EJG/VK	10/02/21
D	FIRST ISSUE	EJG/VK	3 Nov 20
C	FIRST ISSUE	EJG	3 Sept 20
B	FIRST ISSUE	EJG	30 Jul 20
A	FIRST ISSUE	EJG	2 Jul 20
Rev	DESCRIPTION	By	Date



HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS
 64 WASHWAY ROAD
 SALE, CHESHIRE, M33 7RE
 TEL NO. 0161 - 973 8296
 FAX NO. 0161 - 962 3485
 E-MAIL : ADMIN@HOWARDANDEDSON.CO.UK

Project
 Proposed development
 DUCIE ARMS 424 STOCKPORT ROAD
 MANCHESTER M12 4EX

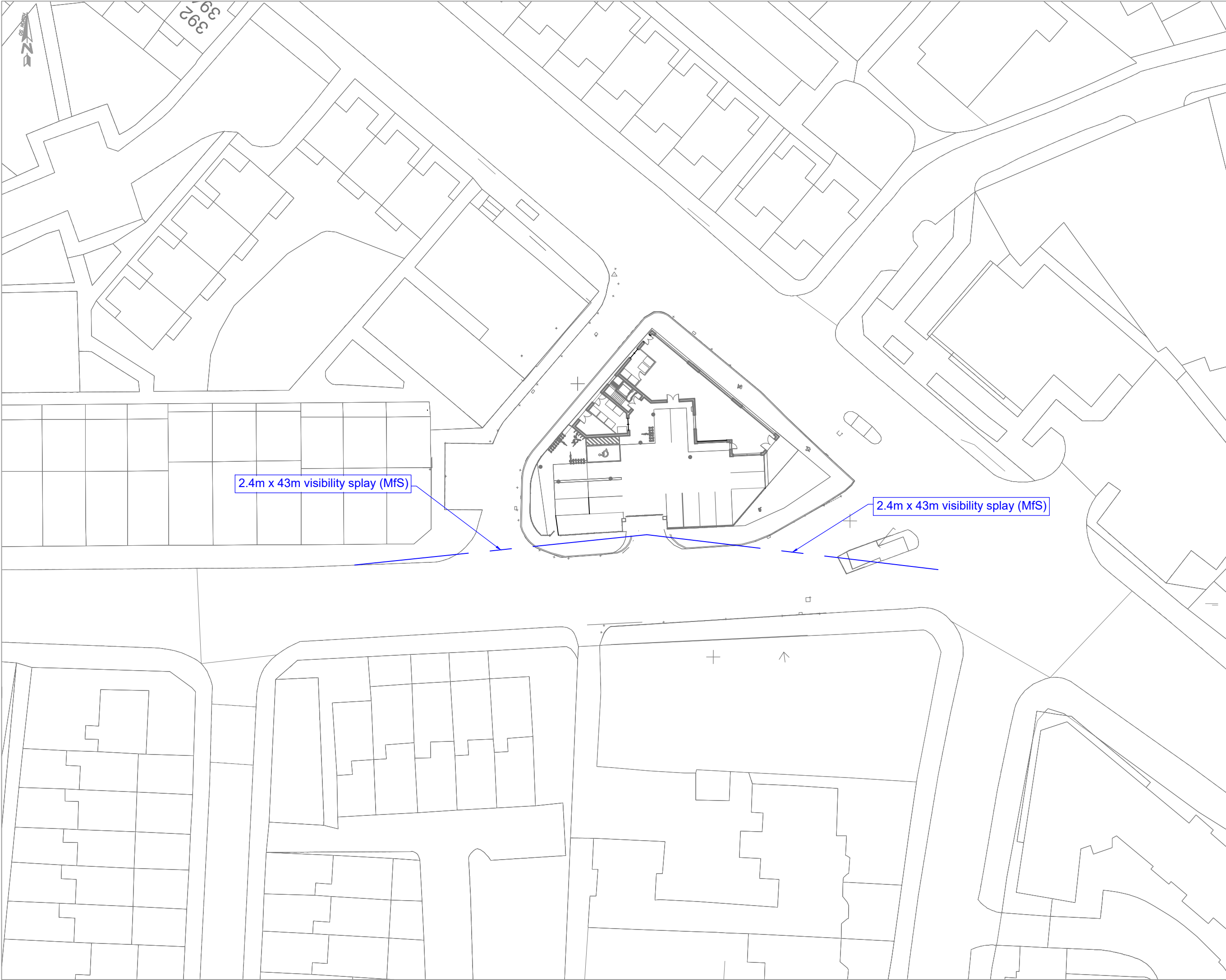
Client
 Dr Noman Ehsan

Title
Level 1
Plan as proposed

Drawn EJG/II	DRG no. 14,273
Date 10/08/21	H07b
Scale 1:200(A3)	Amendment 1

APPENDIX C

Proposed Site Access Junction



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on drawing provided by client.

issue/revision			
A	12/08/2021	issued	
-	17/03/2021	issued	
l/r	date	description	

client: mediscan properties ltd
project: ducie arms, long sight
project number: J325483

scale: 1:500@A3
drawing title:
visibility splays

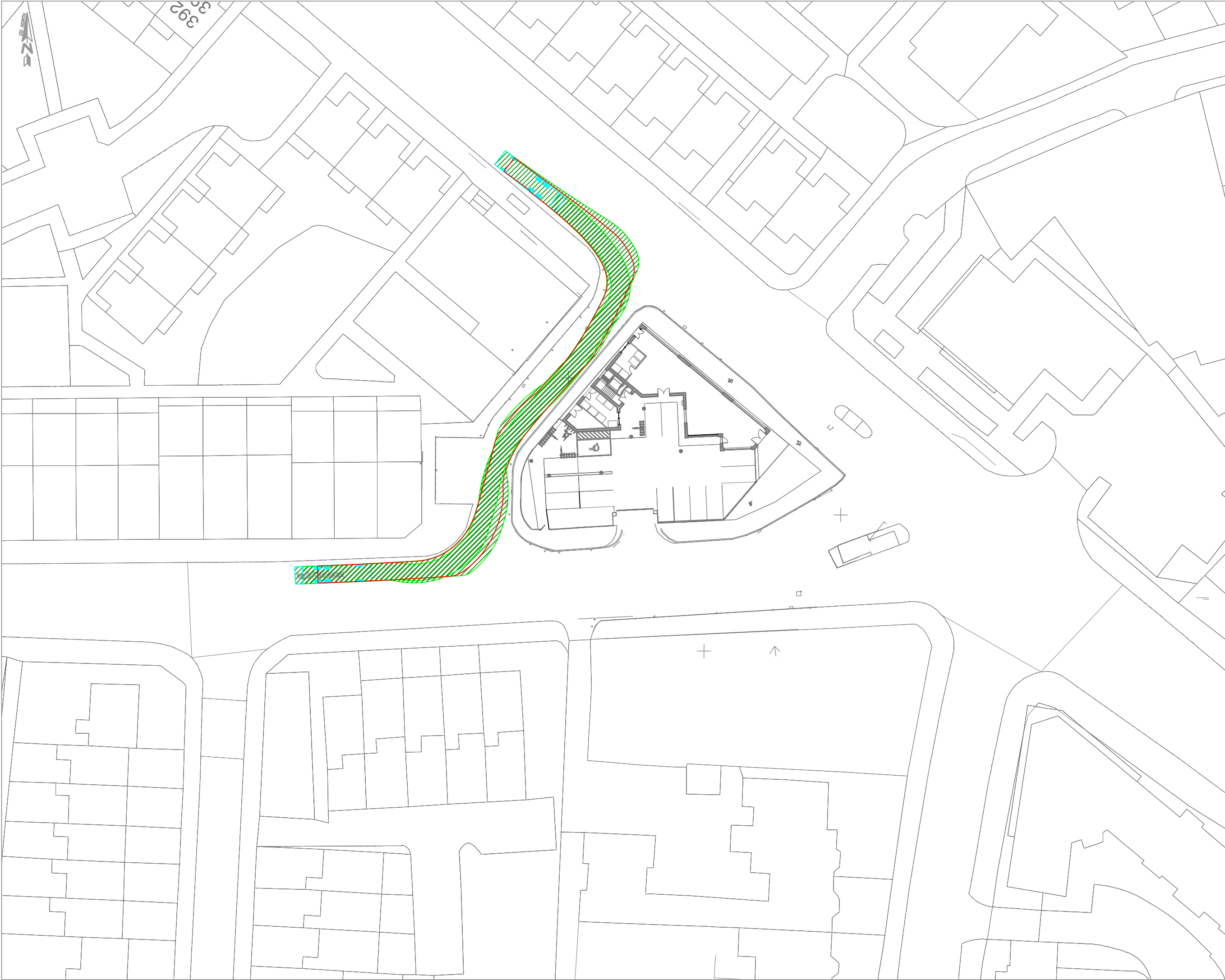
drawing number:
J32-5483-PS-001

APPENDIX D

Swept Path Analysis – Waste Collection Vehicle

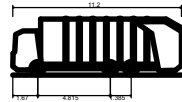
Filename: Y:\DROBOX (MODE)\PROJECT\MANCHESTER\2. PROJECTS\J32-5483-P5-001 REV A.DWG
Last saved by: LUKEWHEELER Last Plotted: 2021-08-12

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on drawing provided by client.

issue/revision			
A	12/08/2021	issued	
-	17/03/2021	issued	
l/r	date	description	

client: mediscan properties ltd
project: ducie arms, long sight
project number: J325483

scale: 1:500@A3
drawing title:
swept path analysis

drawing number:
J32-5483-P5-002

APPENDIX E

TRICS Outputs

Calculation Reference: AUDIT-754101-210113-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	3 days
ES	EAST SUSSEX	1 days
EX	ESSEX	2 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
DV	DEVON	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
NF	NORFOLK	2 days
SF	SUFFOLK	2 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
NT	NOTTINGHAMSHIRE	2 days
06 WEST MIDLANDS		
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
RI	EAST RIDING OF YORKSHIRE	1 days
SY	SOUTH YORKSHIRE	1 days
08 NORTH WEST		
MS	MERSEYSIDE	2 days
09 NORTH		
CB	CUMBRIA	2 days
10 WALES		
CO	CONWY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 184 (units:)
 Range Selected by User: 6 to 215 (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 08/09/20

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	5 days
Tuesday	12 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	26 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:

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	13
Built-Up Zone	6
No Sub Category	5

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	26 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	10 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	8 days
125,001 to 250,000	7 days
250,001 to 500,000	7 days
500,001 or More	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	10 days
1.1 to 1.5	16 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	24 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	26 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	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
5	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
6	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
7	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
8	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET DERBY			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
10	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD EXETER			
	Edge of Town Centre Residential Zone Total No of Dwellings:	27		
	Survey date: MONDAY	10/07/17		Survey Type: MANUAL
11	ES-03-C-01	BLOCK OF FLATS		EAST SUSSEX
	OLD SHOREHAM RD BRIGHTON HOVE			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	71		
	Survey date: TUESDAY	26/09/17		Survey Type: MANUAL
12	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF			
	Edge of Town Centre Residential Zone Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
13	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF			
	Edge of Town Centre Residential Zone Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
14	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
15	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
16	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
18	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
19	NF-03-C-02	MIXED FLATS & HOUSES		NORFOLK
	HALL ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/11/19		Survey Type: MANUAL
20	NT-03-C-01	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	LAWRENCE WAY			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	56		
	Survey date: TUESDAY	08/11/16		Survey Type: MANUAL
21	NT-03-C-02	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	CASTLE MARINA ROAD			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	135		
	Survey date: WEDNESDAY	09/11/16		Survey Type: MANUAL
22	RI-03-C-01	FLATS		EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD			
	HULL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	20		
	Survey date: TUESDAY	13/05/14		Survey Type: MANUAL
23	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
24	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		Survey Type: MANUAL
25	SY-03-C-01	BLOCKS OF FLATS		SOUTH YORKSHIRE
	HEELIS STREET			
	BARNSELEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	112		
	Survey date: TUESDAY	08/09/20		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	26	70	0.045	26	70	0.142	26	70	0.187
08:00 - 09:00	26	70	0.055	26	70	0.178	26	70	0.233
09:00 - 10:00	26	70	0.072	26	70	0.092	26	70	0.164
10:00 - 11:00	26	70	0.067	26	70	0.082	26	70	0.149
11:00 - 12:00	26	70	0.071	26	70	0.079	26	70	0.150
12:00 - 13:00	26	70	0.091	26	70	0.088	26	70	0.179
13:00 - 14:00	26	70	0.071	26	70	0.086	26	70	0.157
14:00 - 15:00	26	70	0.067	26	70	0.076	26	70	0.143
15:00 - 16:00	26	70	0.098	26	70	0.063	26	70	0.161
16:00 - 17:00	26	70	0.114	26	70	0.072	26	70	0.186
17:00 - 18:00	26	70	0.157	26	70	0.084	26	70	0.241
18:00 - 19:00	26	70	0.161	26	70	0.089	26	70	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.069			1.131			2.200		

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:	6 - 184 (units:)
Survey date range:	01/01/12 - 08/09/20
Number of weekdays (Monday-Friday):	26
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.



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 206 2945

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