



Willow Green Specialist Educational Facility

Nettleford Road, Whalley Range

Transport Statement

Prepared for



Birchwood Children's Services

**May 2025
5193-01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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CONTENTS

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Report Structure	2
2.0	EXISTING CONDITIONS.....	3
2.1	Introduction	3
2.2	Site Location	3
2.3	Existing Use	4
2.4	Existing Access Arrangements	4
2.5	Planning History	5
2.6	Local Highway Network	5
2.7	Highway Safety	6
3.0	ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL.....	8
3.1	Introduction	8
3.2	Accessibility on Foot	9
3.3	Accessibility by Cycle.....	10
3.4	Accessibility by Public Transport.....	12
3.5	Accessibility Summary	15
4.0	PROPOSED SCHEME	16
4.1	Overview	16
4.2	Proposed Site Access Arrangements.....	16
4.3	Proposed Car Parking Arrangements (Including Drop-Off and Pick-Up)	17
4.4	Proposed Cycle Parking Arrangements	19
4.5	Proposed Servicing Arrangements.....	19
5.0	TRAFFIC GENERATION AND IMPACT	20
5.1	Overview	20
5.2	Existing Site Use Traffic Generation	20
5.3	Proposed Use Traffic Generation.....	21
5.4	Net Forecast Traffic Generation of the Proposed Scheme	22
5.5	Traffic Impact	23
6.0	SUMMARY AND CONCLUSIONS.....	24
6.1	Summary	24
6.2	Conclusions	25



IMAGES

Image 2.1 – Site Location (Local Context).....	3
Image 2.2 – Site Location (Wider Context).....	4
Image 2.3 – Local Highway Network.....	5
Image 2.4 – Personal Injury Accident Map Extract (2019-2023 Inclusive).....	7
Image 3.1 – 2km Walking Catchment.....	9
Image 3.2 – Accessibility Plan (2km)	10
Image 3.3 – 5km Cycling Catchment	11
Image 3.4 – Local Cycle Routes.....	11
Image 3.5 – Location of Nearest Bus Stops to the Site	13
Image 3.6 – Location of Nearest Rail and Tram Stations to the Site	14

TABLES

Table 3.1 – Bus Services From Nearest Bus Stops to Site	13
Table 5.1 – Vehicle Trip Rates and Traffic Generation Forecasts – Existing Use.....	20
Table 5.2 – Traffic Generation Forecasts – Proposed Use.....	22
Table 5.3 – Net Forecast Traffic Generation of Proposed Scheme.....	22

APPENDICES

Appendix A – Proposed Site Plan
Appendix B – TRICS Outputs



1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Birchwood Children's Services ('the Applicant') to provide highways and transport advice in relation to a full planning application for the development of Willow Green Specialist Educational Facility.
- 1.1.2 The scheme comprises the change of use from existing hospital / care facility to an education facility with outdoor play areas, including associated internal alterations and site works ('the Proposed Scheme') at Willows Green, 11 Nettleford Road, Whalley Range, Manchester, M16 8NL ('the Site').
- 1.1.3 The purpose of this Transport Statement (TS) is to inform Manchester City Council (MCC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Scheme.
- 1.1.4 The Site currently accommodates a 27-bed hospital and care facility set over two storeys on Nettleford Road - a predominantly residential area of Whalley Range. Access to the Site is provided from the eastern side of Nettleford Road. The Site currently incorporates an on-site car park with capacity for some 17 cars. Secure fencing and electronic access continues around the Site, separating different areas and wings for the safety of the occupants.
- 1.1.5 The Proposed Scheme utilises the existing building in-full, with minimal construction works necessary, to create a specialist educational facility targeted towards children with special educational needs, catering for their requirements on a secure and safe facility. Access to the Site would remain as existing. The existing car park would be retained, although re-lined to provided 17 marked spaces (including 2 spaces for disabled persons).
- 1.1.6 The school would be aimed towards children aged between 5 and 18 years of age with a maximum of 80 pupils on roll at the school, although there would be 40 pupils attending when the school is initially operational. A total of 15 Full Time Equivalent (FTE) members of staff are expected to work at the school.
- 1.1.7 A copy of the proposed Site layout plan is included at **Appendix A**.



1.2 Report Structure

1.2.1 The remainder of this TS is structured as follows:

- i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
- ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
- iii) **Chapter 4** describes the Proposed Scheme in detail, including reference to the proposed access, parking and servicing arrangements;
- iv) **Chapter 5** forecasts the likely traffic generating potential and associated impact of the Proposed Scheme and the net change against existing; and,
- v) **Chapter 6** summarises and concludes the report.



2.0 EXISTING CONDITIONS

2.1 Introduction

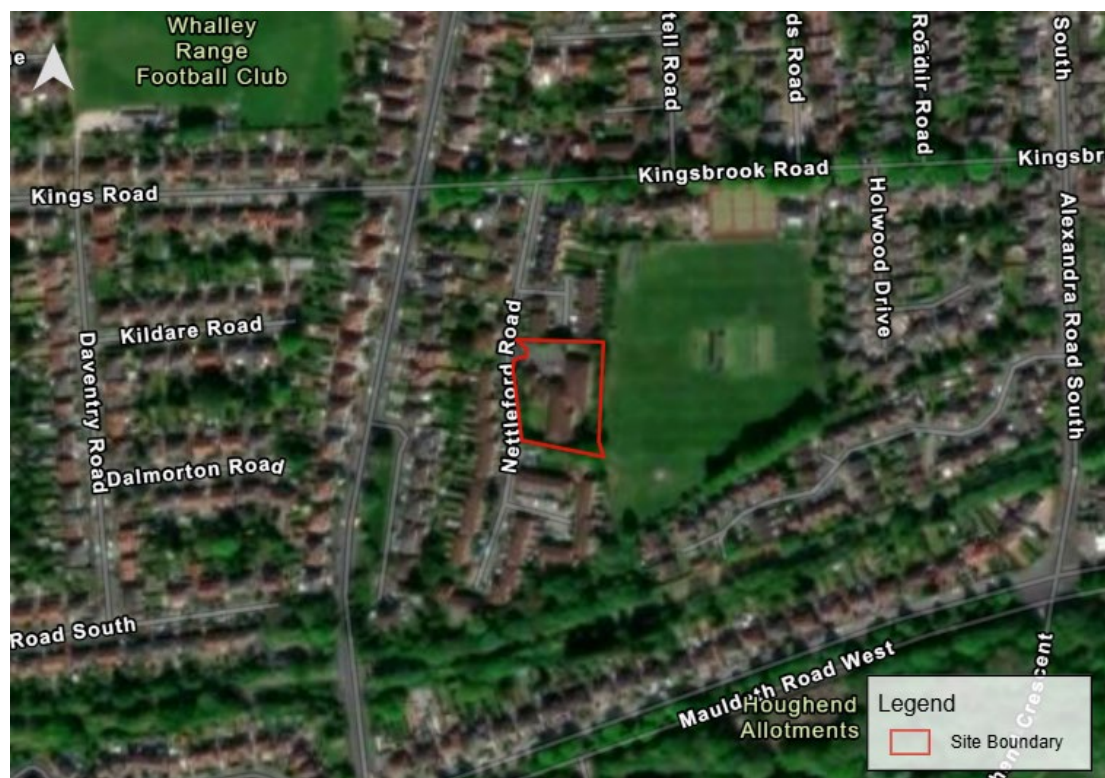
2.1.1 This section of the TS describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The Site is situated at Willows Green, 11 Nettleford Road, Whalley Range, Manchester, M16 8NL. It is bound by Nettleford Road to the west, Shuttleworth Close to the north, Whalley Range Cricket Club to the east and properties fronting Nettleford Road to the south.

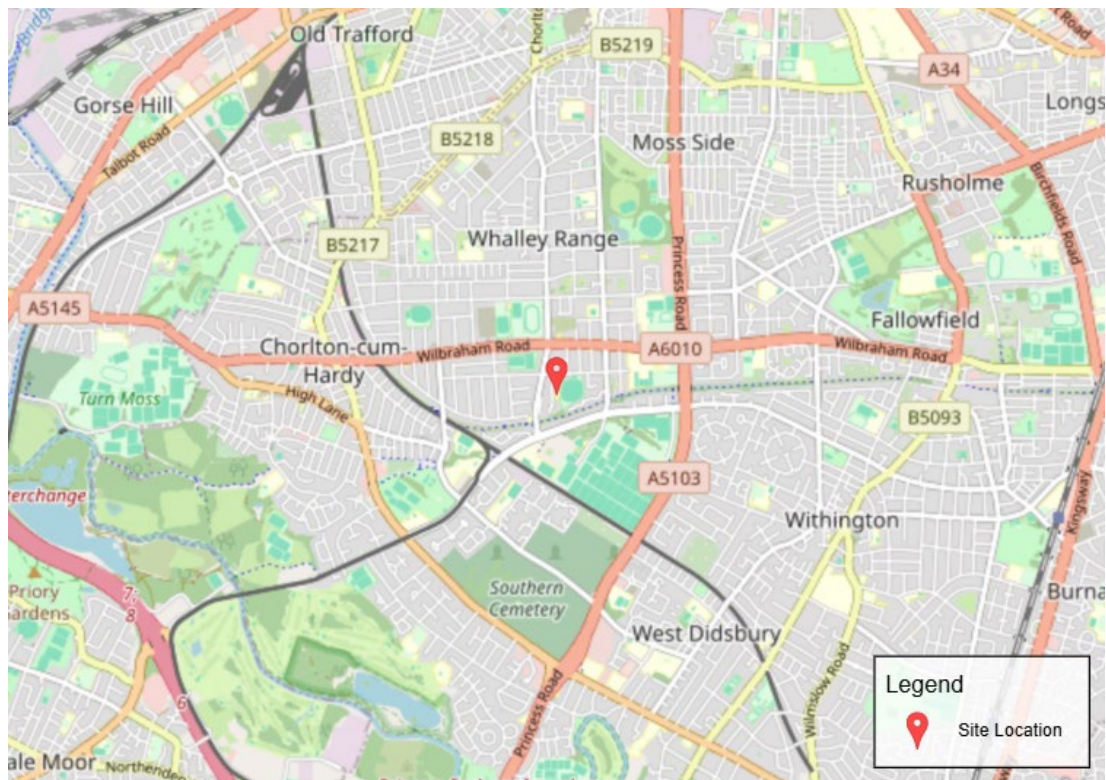
2.2.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location (Local Context)



2.2.3 The location of the site is shown on **Image 2.2** in relation to the wider highway network.

Image 2.2 – Site Location (Wider Context)



2.3 Existing Use

- 2.3.1 The Site currently comprises a 27-bed hospital and care facility set over two storeys. It is therefore capable of generating a level of traffic and parking demand pertaining to this use. This thereby represents a ‘fallback’ position, against which the traffic impact of the Proposed Scheme should be assessed.

2.4 Existing Access Arrangements

- 2.4.1 Vehicular and pedestrian access to the Site can currently be achieved via a simple priority junction with formal bellmouth located off Nettleford Road to the west of the Site.
- 2.4.2 The Site access is provided with separate, secure vehicular and pedestrian access gates. The vehicular access gates have a width of some 4.5 metres, enabling two-way vehicular movement at low speed. The gates are set-back by some 8 metres from the nearside carriageway edge of Nettleford Road, thereby allowing cars to wait away from the mainline carriageway whilst the gates are opening.
- 2.4.3 The separate pedestrian access gated is located to the south of the vehicular access gates and connects to the existing footway network on Nettleford Road.

- 2.4.4 There is an on-site car park with capacity for some 17 cars. Secure fencing and electronic access continues around the Site, separating different areas and wings for the safety of the occupants.

2.5 Planning History

- 2.5.1 There is no planning history relating to the Site within the last 10 years or so.
- 2.5.2 It is noteworthy that prior to the implementation of the current 27-bed hospital and care facility in circa 2015 (reference 107765/FO/2015/S1) a planning application (reference 090220/FO/2009/S1) for a larger 57- bed care facility was approved by MCC in 2009, although not implemented.

2.6 Local Highway Network

- 2.6.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 2.3**.

Image 2.3 – Local Highway Network



Nettleford Road

- 2.6.2 Nettleford Road operates in a broadly north-south alignment along the western Site frontage. It is a two-way, predominantly residential road with property frontages on both sides. It also serves further properties on Shuttleworth Close, accessed from the eastern side of Nettleford Road. It is subject to a 20mph posted speed limit.
- 2.6.3 It has a typical carriageway width of 6.0 metres and is provided with good quality, lit footways on both sides of the road. The majority of properties along the road benefit from private driveways or use of shared, off-street parking courts. There are no restrictions along the road in relation to parking or loading activity.
- 2.6.4 Nettleford Road operates as a cul-de-sac with no-through route provided southwards. It is accessed from the wider highway network by way of a simple priority junction from the southern side of Kingsbrook Road.

Kingsbrook Road

- 2.6.5 Kingsbrook Road operates in a broadly west-east alignment some 100 metres north of the site. It is a two-way, predominantly residential road with property frontages on both sides. It also provides access to a number of adjoining streets, including Nettleford Road and St Austell Road. It is subject to a 20mph posted speed limit.
- 2.6.6 It has a typical carriageway width of 7.5 metres and is provided with good quality, lit footways on both sides of the road. The majority of properties along the road benefit from private driveways. There are no restrictions along the road in relation to parking or loading activity.
- 2.6.7 It is accessed from the wider highway network by way of a number of interconnecting streets to the north, as well as from priority junctions at its western and eastern ends at Withington Road and Athol Road respectively. These streets continue to A6010 Wilbraham Road some 300 metres north of the Site.

2.7 Highway Safety

- 2.7.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 5-year period, which is 2019-2023 inclusive. The location and severity of the accidents are shown on **Image 2.4**.



Image 2.4 – Personal Injury Accident Map Extract (2019-2023 Inclusive)



- 2.7.2 Review of **Image 2.4** demonstrates that a total of 8 incidents have been recorded within the general vicinity of the Site between 2019 and 2023 (inclusive). Of these:
- i) 5 'slight' severity accidents were recorded; and,
 - ii) 3 'serious' severity accidents were recorded.
 - iii) There were no fatalities.
- 2.7.3 The accident record does not indicate any concentration of accidents or unusual patterns on the highway network. It is noteworthy that no accidents occurred close to the Site.
- 2.7.4 There were no accidents along any section of Nettleford Road, including its junction with Kingsbrook Road. Road safety does not therefore cause a material concern in the context of the Proposed Scheme.

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 Specifically, Paragraph 110 of the National Planning Policy Framework (NPPF) 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.”

3.1.3 The location of the Site allows opportunities for those travelling to and from the Site to do so by sustainable modes. It should be noted that, given the operational profile of the school, the vast majority of pupils will likely require travel by private taxi or mini-bus and as such the opportunities to utilise non-vehicular modes amongst the majority of pupils is limited. That said, the use of car sharing by way of mini-bus travel will in itself reduce the overall level of vehicular activity at the Site. Based on experience of similar Sites, most staff are likely to live locally to the school, with a notable proportion therefore travelling by active travel modes or by public transport to and from work. Many of those staff that do travel by private car are likely to do so as part of a car sharing journey.

3.1.4 To demonstrate the Site’s compliance with the above NPPF paragraph, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport.

- i) Accessibility on foot;
- i) Accessibility by cycle; and,
- ii) Accessibility on public transport



3.2 Accessibility on Foot

3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document '*Providing for Journeys on Foot*', recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, a walk distance of 2km can be considered as the 'preferred maximum'.

3.2.2 With regard to the above, **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site. This provides an indication of the areas which can be reached within a 24-minute walk of the Site, assuming an average walk speed of 1.4m/s.

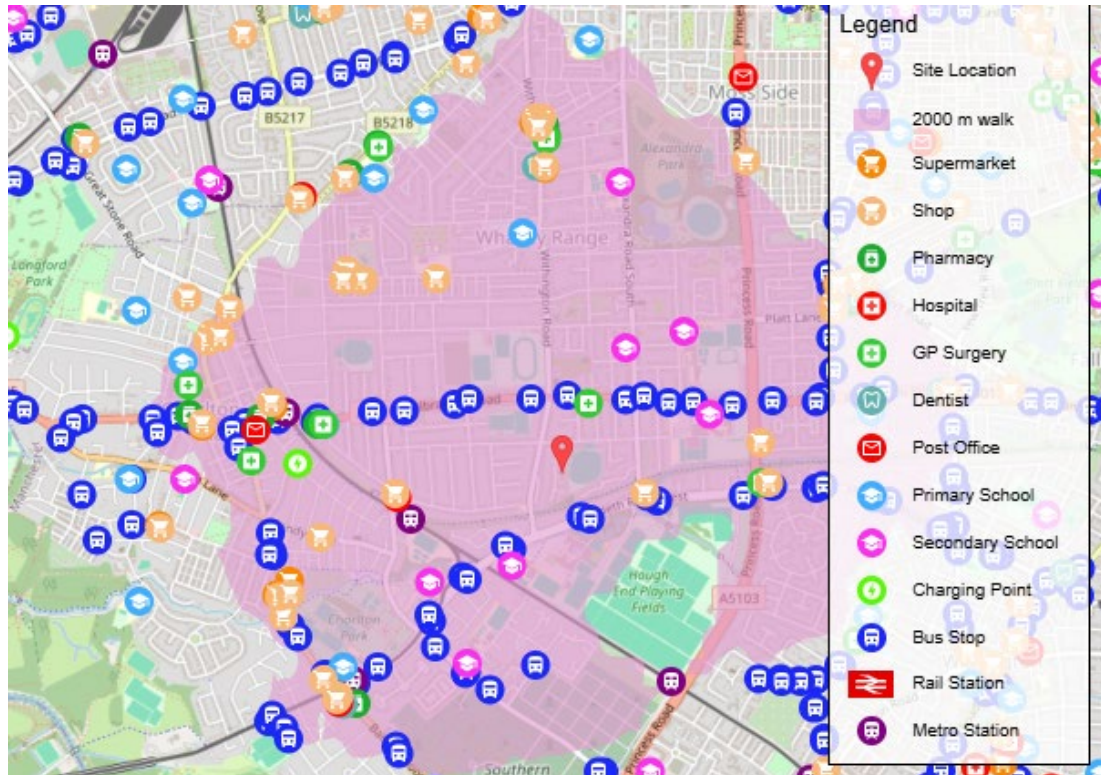
Image 3.1 – 2km Walking Catchment



3.2.3 **Image 3.1** shows that the 2km walking catchment incorporates a number of residential areas locally, including Whalley Range and Chorlton-Cum-Hardy. It is likely that a notable proportion of staff, and potentially pupils, attending the school would live in this area. It is noteworthy that extensive additional residential areas are accessible within a 4km travel catchment.

- 3.2.4 As shown by way of the accessibility plan at following **Image 3.2**, a range of public transport options are available with 2km walk of the Site, including various bus stops and tram stops – the services available from these stops are discussed later in this TS. **Image 3.2** also shows that there are a number of existing schools in this area.

Image 3.2 – Accessibility Plan (2km)



- 3.2.5 The local highway network provides a safe and realistic opportunity for those attending the Site to access these areas via the pre-existing pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points.
- 3.2.6 The Site is therefore considered to be highly accessible on-foot.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 In order to determine the accessibility of the Site by cycle, **Image 3.3** shows a 5km cycle catchment from the centre of the Site. **Image 3.4** shows the cycle routes within the vicinity of the Site.

Image 3.3 – 5km Cycling Catchment

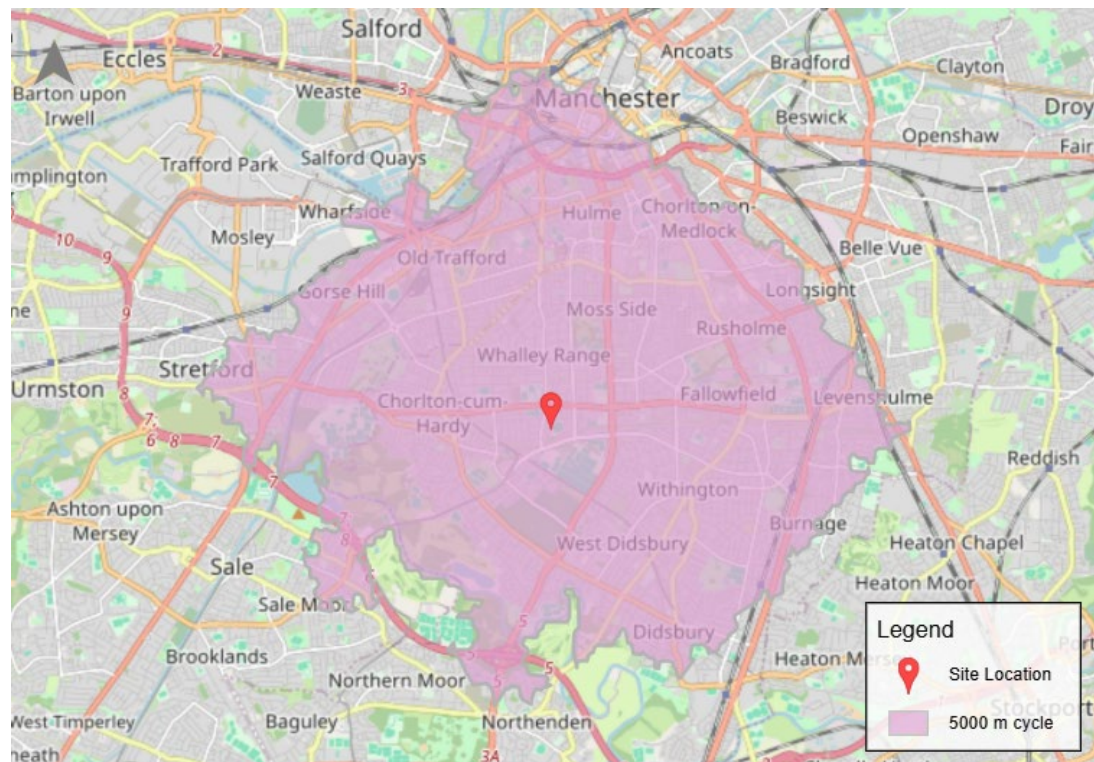
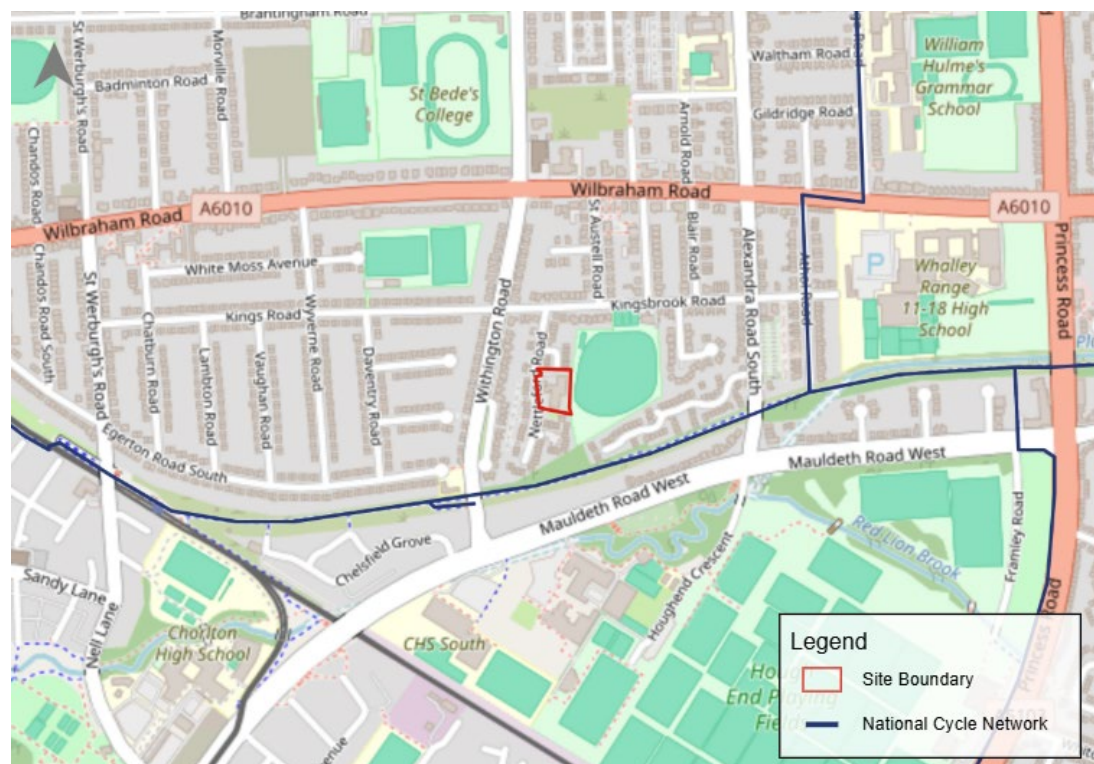


Image 3.4 – Local Cycle Routes



- 3.3.3 **Image 3.3** shows that the 5km catchment incorporates a range of residential areas, such as Moss Side, Hulme, Withington, as well as parts of Central Manchester amongst others.
- 3.3.4 The 5km catchment also incorporates a number of cycle routes, including National Cycle Network (NCN) Route 60, which operates to a range of areas locally, including Chorlton-Cum-Hardy, Levenshulme, Gorton and Clayton. The southern part of the route, close to the Site, forms part of the 'Fallowfield Loop' and links to a range of other NCN Routes, including NCN Route 6 and NCN Route 55, which continue to various local (and wider) destinations, including Hulme, Moss Side, Old Trafford, Deansgate and Wharfside.
- 3.3.5 Much of NCN Route 60 is traffic-free and has a fully metalled surface. It is accessible from the Site at Withington Road – a cycling distance of just 500 metres from the Site via Kingsbrook Road.
- 3.3.6 It should also be noted that the local highway network surrounding the Site is well-lit and subject to a 20mph speed limit. The topography of the area is also generally flat, thereby providing conditions which are conducive for cycling.
- 3.3.7 With regards to the above, the Site is considered to be highly accessible by cycle.

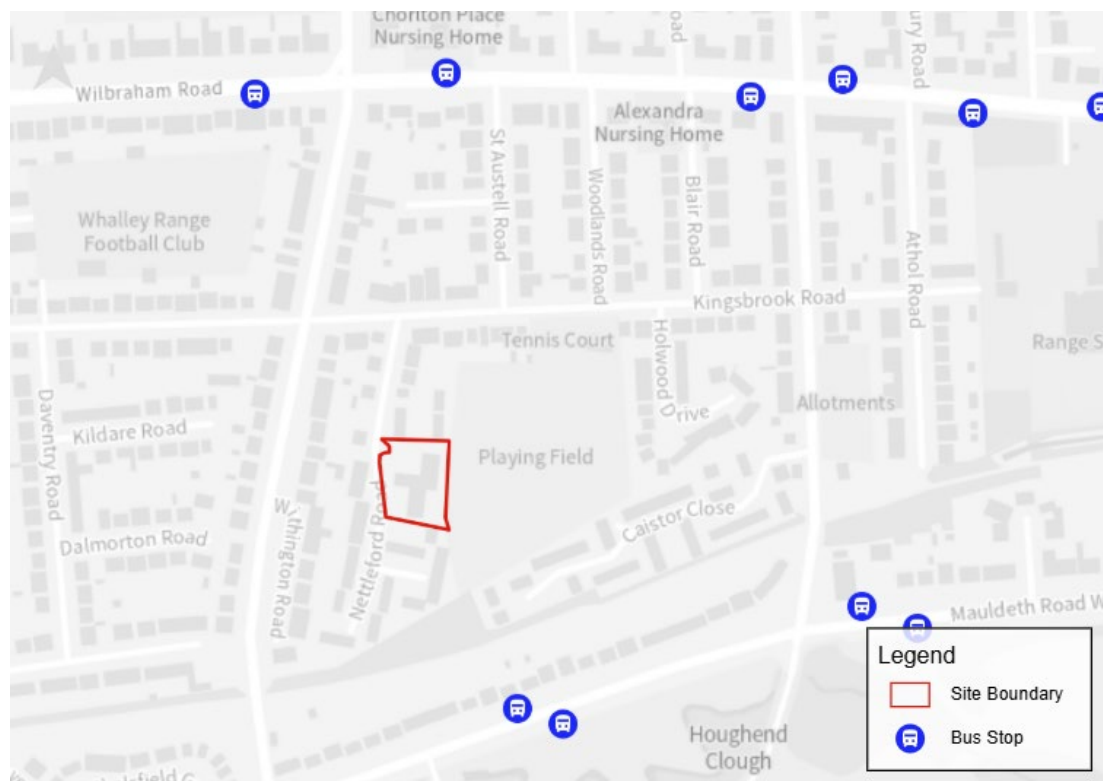
3.4 Accessibility by Public Transport

By Bus

- 3.4.1 Guidance from the CIHT document, '*Guidelines for Planning for Public Transport in Development*', indicates that "*the maximum walking distance to a bus stop should not exceed 400m*".
- 3.4.2 As illustrated on **Image 3.5**, the nearest bus stops to the Site are the Alexandra Road South stops on Mauldeth Road West, some 200 metres south of the Site. The nearest bus stops by journey distance however are the Withington Road bus stops on A6010 Wilbraham Road – a walking distance of some 400 metres from the Site.



Image 3.5 – Location of Nearest Bus Stops to the Site



3.4.3 **Table 3.1** summarises the bus services that call at the abovementioned bus stops, including their respective frequencies.

Table 3.1 – Bus Services From Nearest Bus Stops to Site

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Alexandra Road South	'25'	The Trafford Centre and Stockport	2 per hour	1 service per hour	1 service per hour
Alexandra Road South	25	Stockport - The Trafford Centre	1 per hour	1 per hour	1 per hour
Alexandra Road South	25	Stockport - Chorlton	No service	No service	2 per day
Withington Road	150	The Trafford Centre - Belle Vue	1 per day	1 per day	No service
Withington Road	150	The Trafford Centre - Gorton	2 per hour	1 per hour	1 per hour
Withington Road	150	Chorlton - Gorton	No service	1 per day	No service
Withington Road	150	Levenshulme - The Trafford Centre	No service	No service	1 per day
Withington Road	150	Gorton - The Trafford Centre	2 per hour	1 per hour	1 per hour
Houghend Crescent	25	The Trafford Centre - Stockport	2 per hour	1 per hour	1 per hour

3.4.4 **Table 3.1** demonstrates that the '25' and '150' public bus services operate from the nearest bus stops to the Site, and each provides 2 per hour services per hour on weekdays, 1 service per hour on Saturdays, and 1 service per hour on Sundays.

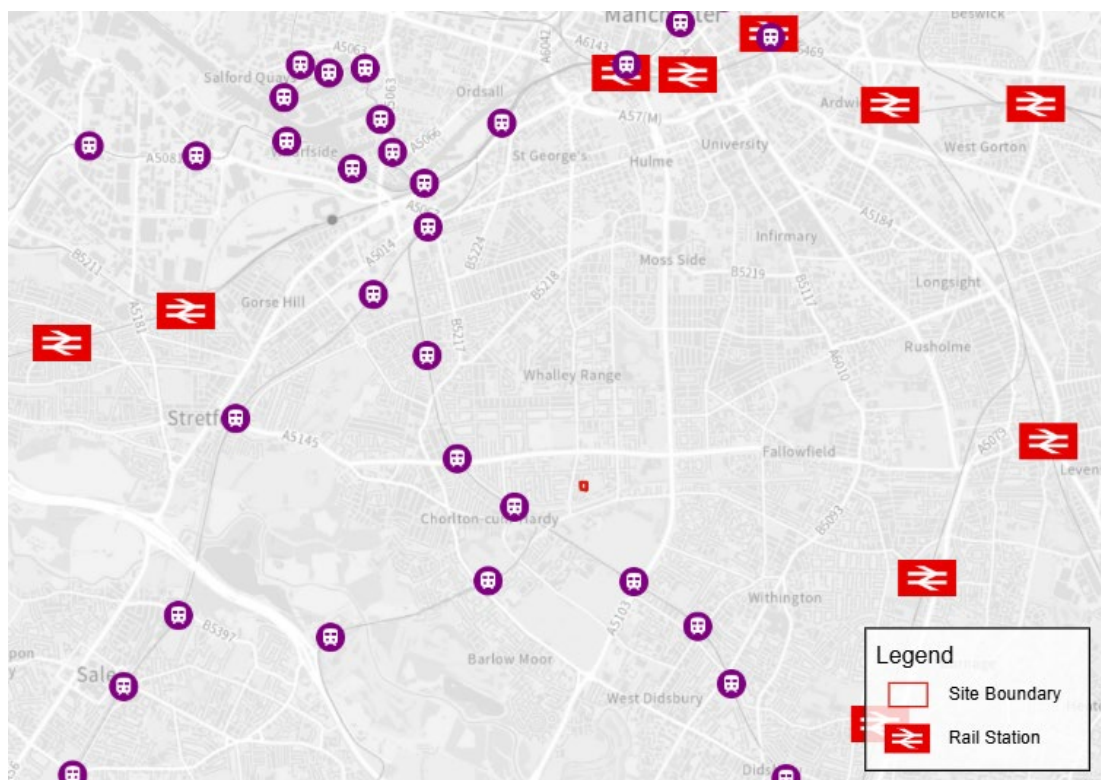
3.4.5 These services provide connections to various destinations such as The Trafford Centre and Stockport, amongst others.

3.4.6 The Site is therefore considered to be accessible by bus.

By Tram

3.4.7 **Image 3.6** shows the nearest tram (and rail) stations to the Site.

Image 3.6 – Location of Nearest Rail and Tram Stations to the Site



3.4.8 The nearest tram stop to the Site is St Werburgh's Road, which is located some 950 metres from the Site by foot or cycle (via the Fallowfield Loop).

3.4.9 This tram stop accommodates services on the Navy Line and Pink Line to destinations including East Disbury, Victoria (via Market Street), Manchester Airport, and Rochdale (via Exchange Square) and Shaw and Crompton (via Exchange Square). Pink Line services typically depart every 6-minutes in each direction while Navy Line services typically depart every 12 minutes in each direction.

3.4.10 The Site is therefore considered to be accessible by tram.

By Rail

3.4.11 Mauldeth Road is the closest railway station to the Site, being approximately 3.7 km from the Site. Mauldeth Road can be accessed by way of an approximate 45-minute walk or 15-minute cycle. The station can also be accessed via aforementioned bus service '25'.

3.4.12 This station accommodates services operated by Northern Trains to destinations including Manchester Piccadilly, Manchester Airport, Crewe and Liverpool Lime Street. There are typically 2 services per hour to Manchester Piccadilly on weekdays, with an associated journey time of just 7 minutes.

3.4.13 The Site is considered to be reasonably accessible by rail.

3.5 Accessibility Summary

3.5.1 In summary, the Site is very well located to facilitate journeys to and from the Site by sustainable travel modes. The surrounding area is well equipped with pedestrian and cyclist infrastructure and provides conditions which are conducive to active travel.

3.5.2 The Site is also highly accessible by public transport, being located a short walk of local bus and tram stops, which provide frequent services to a number of local and wider destinations.

3.5.3 Accordingly, it is evident that the Site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local planning policies in this respect.



4.0 PROPOSED SCHEME

4.1 Overview

- 4.1.1 The planning application seeks a full planning application for the development of Willow Green Specialist Educational Facility.
- 4.1.2 The scheme comprises the change of use from existing hospital / care facility to an education facility with outdoor play areas, including associated internal alterations and site works ('the Proposed Scheme').
- 4.1.3 A copy of the proposed Site layout plan is included at **Appendix A**.
- 4.1.4 The Proposed Scheme utilises the existing building in-full with minimal construction works necessary to create a specialist educational facility targeted towards children with special educational needs, catering for their requirements on a secure and safe facility.
- 4.1.5 The school would be aimed towards children aged between 5 and 18 years of age with a maximum of 80 pupils on roll at the school, although there would be 40 pupils attending when the school is initially operational. A total of 15 Full Time Equivalent (FTE) members of staff are expected to work at the school.
- 4.1.6 The intended school operator (Birchwood Children's Services) has experience of setting up similar facilities in different areas, including in Warrington and Bolton. The Warrington site has been established for 5 years and is currently at capacity, supporting pupils in Warrington and surrounding areas who have a diagnosis of Autism.
- 4.1.7 The Bolton site accommodates pupils with a wider range of needs and opened in December 2024 already supporting 10 pupils who had been excluded from mainstream and SEN settings.

4.2 Proposed Site Access Arrangements

- 4.2.1 Access to the Site would be retained from the eastern side of Nettleford Road by way of the existing site access junction.
- 4.2.2 The existing secure entrance gate and security fencing / access around the property will be maintained and regulated to ensure pupil and staff safety.



4.3 Proposed Car Parking Arrangements (Including Drop-Off and Pick-Up)

- 4.3.1 The existing car park would be retained as part of the Proposed Scheme, although would be re-lined to (re)provide 17 marked car parking spaces, including 2 disabled persons parking spaces.
- 4.3.2 MCC's currently adopted car parking standards are contained in Appendix B of the Manchester Core Strategy 2012 to 2027. The standards require that each development provide 'appropriate' levels of parking. Policy T2 of the above Core Strategy document also reiterates this approach and states that *"the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."*
- 4.3.3 The standards relating to car parking are stated as being 'maximum' standards – i.e. the maximum permissible level of parking that would be allowed, as opposed to a 'minimum' or 'set' level that should be achieved. The standards state that reductions to the standards may be made to account for the accessibility of a given site.
- 4.3.4 No parking standards are provided in the above Core Strategy in relation to specialist schools, although it is noted that the standard relating to education sites (although stated as being higher and further education only) is 1 space per 2 staff, which includes parking for students. This would equate to 8 spaces in this instance (based on 15 FTE staff).
- 4.3.5 Given however the lack of prescribed local parking standards for the specific type of school proposed and the non-typical operational profile of the school, a bespoke assessment in relation to car parking requirements has been undertaken in this instance, although some consideration of the above-mentioned education standards (1 space per 2 staff) has been made in terms of staff parking demands.
- 4.3.6 In terms of staff parking requirements, following discussions with the applicant it is understood that a notable proportion of staff at their existing facilities travel to and from school by non-car modes, or as part of a car share arrangement with a colleague. As outlined earlier in this TS, there are a range of non-car transport options locally and a number of residential areas close to the Site from where a number of prospective staff are likely to travel.



- 4.3.7 It is considered that in this instance some 50% of staff would travel by non-car modes, or as part of a car share with another member of staff. This would equate to a staff car parking demand of some 7 or 8 cars.
- 4.3.8 In terms of pupil travel, as detailed in the following Chapter of this TS the operational profile of a specialist school is such that the majority of pupils travel either by mini-bus or by private taxi. Based on a maximum of 80 pupils attending the school and assuming that 75% of pupils travel by mini-bus (assumed average of 8 or so pupils per mini-bus) and the remaining 25% of pupils travel by private taxi, there could be in the order of 28 short-term drop-off / pick-up demands during the school drop-off and pick-up periods.
- 4.3.9 Vehicles dropping-off and picking-up would stay on site for a short time only (up to 5-minutes or so). Pupil arrivals and departures would also be timed and managed such that they are dispersed across the drop-off and pick-up periods. Unlike a mainstream school, there would not be a sudden rush of activity immediately prior to and following the start and end of the school day. Pupil arrivals and departures are managed and controlled in order to ensure safety and minimise disruption.
- 4.3.10 On the basis of the above, it is considered that the remaining 9 or so parking spaces at the site (i.e. after allowing for the 8 spaces for staff parking) would be appropriate to accommodate pupil drop-off and pick-up demands at all times, without any use of off-site areas.
- 4.3.11 During the middle part of the day (i.e. outside of drop-off and pick-up times), these 9 or so spaces would then be appropriate to accommodate any visitor / servicing parking demands.
- 4.3.12 On the basis of the above, it is considered that the proposed provision of 17 car parking spaces on the Site provides an appropriate balance between accommodating projected parking and drop-off / pick-up demands whilst also not representing an overprovision in parking.
- 4.3.13 All staff, and those dropping-off / picking-up pupils, would be requested not to park or wait on-street close to the Site at any time.

4.4 Proposed Cycle Parking Arrangements

- 4.4.1 There are no relevant local cycle parking standards pertaining to specialist schools, although in relation to standard schools the above-mentioned MCC Core Strategy suggests a minimum of 1 space per 5 staff. This would equate to 3 spaces in this instance.
- 4.4.2 A secure, covered cycle store would be provided on-Site as part of the Proposed Scheme with capacity for (at least) 3 cycles, in accordance with the above standard.

4.5 Proposed Servicing Arrangements

- 4.5.1 Bins will be stored securely on-Site. Refuse collection vehicles will service the Site directly from Nettleford Road. This is consistent with the existing servicing arrangements of the Site and nearby residential properties. It is anticipated that smaller vehicles (panel vans etc.) would service the school from on-Site within the car park.
- 4.5.2 The overall level of servicing activity associated with the proposed use would be commensurate with that of the exiting use.



5.0 TRAFFIC GENERATION AND IMPACT

5.1 Overview

5.1.1 This Chapter of the TS forecasts the traffic-generating potential of the Proposed Scheme, as compared to the Site's current use, in order to provide the anticipated net traffic changes and associated traffic impact that will arise from the Proposed Scheme.

5.2 Existing Site Use Traffic Generation

5.2.1 The level of trips that the current use of the Site is capable of generating has been estimated through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar location and nature contained within the industry standard TRICS Database (version 7.11.4).

5.2.2 The following search criteria has been selected within TRICS:

- i) TRICS land use category – “Health / Care Home (Specific Condition)”;
- ii) Mainland Britain sites only (excluding Greater London);
- iii) Weekday surveys only;
- iv) Location types: “Suburban Area / Edge of Town / Neighbourhood Centre”;
- v) Selection by number of residents (13 to 48 resident range); and
- vi) Date range: 2016 onwards (TRICS Default).

5.2.3 Surveys undertaken during Covid restrictions were manually filtered out, along with surveys of care home sites with zero parking available on site. **Table 5.1** summarises the average weekday peak hour and daily vehicle trip rates (per 1 resident) and the resultant total vehicle trips when these trip rates are applied to the current 27-bed care facility. Also shown is the afternoon school peak (15:00-16:00) for comparison purposes with the proposed school use, as presented further below.

5.2.4 The full TRICS outputs are contained in **Appendix B**.

Table 5.1 – Vehicle Trip Rates and Traffic Generation Forecasts – Existing Use

Time Period	Trip Rates (per 1 resident)			Existing Use Traffic Generation (27 residents)		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	0.165	0.099	0.264	4	3	7
15:00-16:00	0.077	0.209	0.286	2	6	8
17:00-18:00	0.022	0.099	0.121	1	3	4
Daily	1.551	1.507	3.058	42	41	83

5.2.5 **Table 5.1** demonstrates that the current use of the Site is capable of generating approximately 7 two-way vehicle trips in the AM peak hour and 4 two-way vehicle trips in the PM peak hour, on average. When assessed on a daily basis, the current use of the Site is capable of generating some 83 two-way vehicle trips.

5.2.6 This is therefore the ‘fallback’ position in planning and traffic generation terms, against which the impact of the Proposed Scheme is assessed by comparison.

5.3 Proposed Use Traffic Generation

5.3.1 Given that there are no specialist school sites on the TRICS database against which the traffic generation of the proposed school could be established, a first principles assessments has been undertaken – based on experience of similar specialist schools and following discussions with the applicant, who already operates two similar facilities.

5.3.2 In terms of staff travel arrangements, it is understood that a notable proportion of staff at the applicant’s existing facilities travel to and from school by non-car modes, or as part of a car share arrangement with a colleague. As outlined earlier in this TS, there are a range of non-car transport options locally and a number of residential areas close to the site from where a number of prospective staff are likely to travel.

5.3.3 It is considered that in this instance some 50% of staff would travel by non-car modes, or as part of a car share with another member of staff. This would equate to 8 cars arriving in the AM peak hour (08:00 – 09:00) and 8 cars departing in the PM peak hour (17:00-18:00).

5.3.4 In terms of pupil travel, the operational profile of a specialist school such as this is that the majority of pupils travel either by mini-bus or by private taxi. Based on a maximum of 80 pupils attending the school and assuming that 75% of pupils travel by mini-bus (assumed average of 8 or so pupils per mini-bus) and the remaining 25% of pupils travel by private taxi, there could be in the order of 28 vehicular arrivals and departures (56 two-way) during the school drop-off and the school pick-up periods (08:00-0900 / 15:00-16:00).

5.3.5 During the middle part of the day, there may be a further 5 or so trips to the Site such as visitors or for the purposes of deliveries. These are assumed for the purposes of robustness to be vehicular trips.



5.3.6 The above-mentioned trips have been combined and are presented in **Table 5.2**.

Table 5.2 – Traffic Generation Forecasts – Proposed Use

Time Period	Proposed Use Traffic Generation (80-Pupil Specialist School)		
	Arrive	Depart	Total
08:00-09:00	36	28	64
15:00-16:00	28	28	56
17:00-18:00	0	8	8
Daily	69	69	138

5.3.7 As shown in **Table 5.2**, the proposed Site use is forecast to generate a total of 64 two-way vehicle movements in the weekday AM peak hour and 8 two-way vehicle movements in the weekday PM peak hour. During the school afternoon peak, there is expected to be 56 two-way vehicle movements. This equates to approximately 1 two-way trip per minute at peak times, on average.

5.3.8 When assessed on a daily basis, the proposed use could generate 138 two-way vehicle movements.

5.4 Net Forecast Traffic Generation of the Proposed Scheme

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

Table 5.3 – Net Forecast Traffic Generation of Proposed Scheme

Time Period	Existing Use Traffic Generation			Proposed Use Traffic Generation			Net Difference		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	4	3	7	36	28	64	32	25	57
15:00-16:00	2	6	8	28	28	56	26	22	48
17:00-18:00	1	3	4	0	8	8	-1	5	4
Daily	42	41	83	69	69	138	27	28	55

5.4.2 Review of **Table 5.3** demonstrates that the Proposed Scheme is forecast to generate a net increase of 57 two-way vehicle trips in the AM peak hour, a net increase of 48 two-way vehicle trips in the PM peak hour and a net increase of 48 two-way vehicle trips during the school afternoon peak hour. Over the course of a typical day, the Proposed Scheme would see a net increase of 55 two-way vehicle trips.

5.5 Traffic Impact

- 5.5.1 The projected level of additional traffic set out at **Table 5.3** would not have a significant or severe impact on the operation of the local or wider highway network.
- 5.5.2 A review of the percentage impact of these additional traffic flows has been undertaken in relation to the two nearest principal road links to the Site where DfT Traffic Count¹ data is available. These are set out below, including the most recent available existing two-way flows recorded during the above-mentioned peak hours and across the course of a day (AADT)
- DfT Site 803834 (Mauldeth Road West) – 2019 Counts
 - a) AM Peak (08:00-09:00): 1,003 two-way
 - b) Afternoon Peak (15:00-16:00): 703 two-way
 - c) PM Peak (17:00-18:00): 895 two-way
 - d) AADT: 8,388 two-way
 - DfT Site 47799 (A6010 Wilbraham Road) – 2023 Counts
 - a) AM Peak (08:00-09:00): 1,195 two-way
 - b) Afternoon Peak (15:00-16:00): 1,134 two-way
 - c) PM Peak (17:00-18:00): 1,112 two-way
 - d) AADT: 13,116 two-way
- 5.5.3 Assuming for robustness that all of the additional traffic generated by the Proposed Scheme (**Table 5.3**) routes via both of the above road links, the associated impact on each link would amount to some 5-6% during the AM peak hour and the afternoon peak hour and less than 1% during the PM peak hour and over the course of a day.
- 5.5.4 On the basis of the above, it is considered that the Proposed Scheme will have a negligible traffic impact on the local highway network. In no way would there be an impact deemed 'severe' as defined at paragraph 116 of the NPPF.

¹ [Map Road traffic statistics - Road traffic statistics](#)

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Birchwood Children's Services ('the Applicant') to provide highways and transport advice in relation to a full planning application planning application for the development of Willow Green Specialist Educational Facility.
- 6.1.2 The scheme comprises the change of use from existing hospital / care facility to an education facility with outdoor play areas, including associated internal alterations and site works ('the Proposed Scheme') at Willows Green, 11 Nettleford Road, Whalley Range, Manchester, M16 8NL ('the Site').
- 6.1.3 The Site currently accommodates a 27-bed hospital and care facility set over two storeys on Nettleford Road - a predominantly residential area of Whalley Range. Access to the Site is provided from the eastern side of Nettleford Road. The Site currently incorporates an on-site car park with capacity for some 17 cars. Secure fencing and electronic access continues around the Site, separating different areas and wings for the safety of the occupants.
- 6.1.4 The Proposed Scheme utilises the existing building in-full with minimal construction works necessary to create a specialist educational facility targeted towards children with special educational needs, catering for their requirements on a secure and safe facility. Access to the Site would remain as existing. The existing car park would be retained, although re-lined to provided 17 marked spaces (including 2 spaces for disabled persons).
- 6.1.5 The school would be aimed towards children aged between 5 and 18 years of age with a maximum of 80 pupils on roll at the school, although there would be 40 pupils attending when the school is initially operational. A total of 15 Full Time Equivalent (FTE) members of staff are expected to work at the school.
- 6.1.6 Analysis of accident data has been undertaken for the local highway network within the most recently available 5-year period. Overall, it is considered that there are no discernible clusters of accidents that would be cause for concern. Therefore, the existing accident record does not present a material concern in the context of the Proposed Scheme and the local vehicular access route.



- 6.1.7 The Site benefits from a high level of accessibility by the main non-car modes of transport, being within walking and cycling distance of various settlements and having good access to bus, tram and train services. The location of the Site therefore facilitates journeys to the Site to be made by sustainable transport modes.
- 6.1.8 The proposals include 17 car parking spaces on-Site and the report has demonstrated that this level of provision is sufficient to cater for the forecast demand associated with the Proposed Scheme whilst not representing an overprovision in parking, in accordance with local and national policy. Suitable cycle parking (at least 3 spaces) would also be provided on-Site as part of the Proposed Scheme.
- 6.1.9 Refuse collection will be undertaken directly from Nettleford Road in accordance with the servicing arrangements of the existing Site use and nearby properties.
- 6.1.10 Average weekday trip rates for the existing Site Use have been derived from the industry-standard TRICS database while the forecast trips that might be generated by the proposed use have been established based on a first-principles assessment, based on experience of similar school sites and following discussions with the applicant. These assessments demonstrate that the Proposed Scheme is forecast to generate up to 57 or so additional two-way trips per hour at peak times and 55 additional two-way trips over the course of an average weekday.
- 6.1.11 It is considered that this level of additional trip generation is negligible and would not cause detriment to the safety or operation of the local highway network.

6.2 Conclusions

- 6.2.1 With regards to the evidence presented within this report, the Proposed Scheme is considered to pass the test set out in Paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.
- 6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.



Appendix A – Proposed Site Plan





NOTE:-
DO NOT SCALE - ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY WORKS OR ORDERING OF MATERIALS
BASED ON SURVEY BY OTHERS THE ACCURACY OF WHICH HAS NOT BEEN CONFIRMED. PLAN ONLY INTENDED TO ILLUSTRATE EXISTING AND PROPOSED USES FOR PLANNING PURPOSES.
DRAWING FOR PLANNING SUBMISSION ONLY - NOT TO BE USED AS A WORKING DRAWING
CLIENT TO EMPLOY PRINCIPLE DESIGNER IN LINE WITH CDM REGULATIONS 2015

EXISTING LANDSCAPING TO BOUNDARY TO REMAIN AS EXISTING AND MAINTAINED ON A REGULAR BASIS

RED LINE EDGE INDICATES THE EXTENT OF OWNERSHIP AND CONSTRAINTS ON THE SITE

PROPOSED NEW EXTERNAL CHILL OUT ZONE FOR STUDENTS TO ENJOY DURING THE SCHOOL DAY

EXISTING PARKING AREA TO BE RETAINED AND REMARKED AS INDICATED WITH 17No. PARKING SPACES

PROPOSED EXISTING FENCE AND SECURE GATES (ELECTRONIC FOB) TO REMAIN AS EXISTING FOR SECURITY AND STUDENT SAFETY - ALL FENCING AND GATES TO BE CHECKED TO ENSURE THEY ARE IN FULL WORKING ORDER AND TO BE FIXED IF REQUIRED.

PROPOSED EXTERNAL EATING/PICNIC AREA AND OUTDOOR GARDEN FOR STUDENTS AND STAFF

EXISTING ROOF TO BE ASSESSED FOR ANY DAMAGE/LEAKS AND REPAIRED AS REQUIRED

EXISTING LANDSCAPING TO REMAIN AS EXISTING

PROPOSED NEW PLAY AREA FOR YOUNGER CHILDREN

PROPOSED NEW SPORTS PLAY AREA FOR STUDENTS

PROPOSED NEW OUTDOOR SENSORY ZONE AND CALMING GARDEN TO BE DESIGNED BY SPECIALIST CONTRACTOR

PROPOSED ACCESS AROUND THE BUILDING TO BE RETAINED AND MAINTAINED AS REQUIRED

PROPOSED SITE PLAN - 1:200 at A1 / 1:400 at A3

ELLIOT INVESTMENTS
PROPOSED SITE PLAN
WILLOW GREEN, MANCHESTER
SCALE: AS ABOVE
DRAWING NUMBER:- 2303 / 102
DRAWN BY: H.Anwar DATE: MAR 2025



Appendix B – TRICS Outputs



Axis 76 Water Lane Wilmslow

Licence No: 339901

Filtering Summary

Land Use	05/L	HEALTH/CARE HOME (SPECIFIC CONDITION)
Selected Trip Rate Calculation Parameter Range	7-62	RESIDE
Actual Trip Rate Calculation Parameter Range	13-48	RESIDE
Date Range	Minimum: 01/01/16	Maximum: 27/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	20,001 to 25,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-339901-250501-0510

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Axis

76 Water Lane

Wilmslow

Licence No: 339901

Primary Filtering selection:

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

Parameter:

Number of residents

Actual Range:

13 to 48 (units:)

Range Selected by User:

7 to 62 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/09/22

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

Selected survey days:

Monday

1 days

Wednesday

1 days

Friday

1 days

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

Selected survey types:

Manual count

3 days

Directional ATC Count

0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)

1

Edge of Town

1

Neighbourhood Centre (PPS6 Local Centre)

1

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

Selected Location Sub Categories:

Residential Zone

2

Village

1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

1 days - Selected

Servicing vehicles Excluded

4 days - Selected

Secondary Filtering selection:

Use Class:

C2 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 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:

5,001 to 25,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

Site(1):	GM-05-L-02	Number of residents:	30
Development Name:	CARE HOME		
Location:	LEIGH	Parking spaces:	24
Postcode:	WN7 5ET		
Main Location Type:	Edge of Town	Survey Date:	22/04/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site(2):	LN-05-L-01	Number of residents:	48
Development Name:	CARE HOME		
Location:	LINCOLN	Parking spaces:	20
Postcode:	LN6 7SP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/10/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site(3):	NY-05-L-01	Number of residents:	13
Development Name:	CARE HOME		
Location:	EGGBOROUGH	Parking spaces:	23
Postcode:	DN14 0RX		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/05/22
Sub-Location Type:	Village	Survey Day:	Monday
PTAL:	n/a		

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-05-L-01	Covid
TH-05-L-01	Zero Parking

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.253	3	30	0.066	3	30	0.319
08:00 - 09:00	3	30	0.165	3	30	0.099	3	30	0.264
09:00 - 10:00	3	30	0.143	3	30	0.088	3	30	0.231
10:00 - 11:00	3	30	0.044	3	30	0.044	3	30	0.088
11:00 - 12:00	3	30	0.044	3	30	0.055	3	30	0.099
12:00 - 13:00	3	30	0.066	3	30	0.110	3	30	0.176
13:00 - 14:00	3	30	0.209	3	30	0.077	3	30	0.286
14:00 - 15:00	3	30	0.099	3	30	0.132	3	30	0.231
15:00 - 16:00	3	30	0.077	3	30	0.209	3	30	0.286
16:00 - 17:00	3	30	0.110	3	30	0.121	3	30	0.231
17:00 - 18:00	3	30	0.022	3	30	0.099	3	30	0.121
18:00 - 19:00	3	30	0.110	3	30	0.077	3	30	0.187
19:00 - 20:00	3	30	0.143	3	30	0.143	3	30	0.286
20:00 - 21:00	3	30	0.066	3	30	0.187	3	30	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.551			1.507			3.058

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: 13 - 48 (units:)
Survey date range: 01/01/16 - 27/09/22
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.011	3	30	0.000	3	30	0.011
08:00 - 09:00	3	30	0.000	3	30	0.011	3	30	0.011
09:00 - 10:00	3	30	0.000	3	30	0.000	3	30	0.000
10:00 - 11:00	3	30	0.000	3	30	0.000	3	30	0.000
11:00 - 12:00	3	30	0.000	3	30	0.000	3	30	0.000
12:00 - 13:00	3	30	0.000	3	30	0.000	3	30	0.000
13:00 - 14:00	3	30	0.000	3	30	0.000	3	30	0.000
14:00 - 15:00	3	30	0.000	3	30	0.000	3	30	0.000
15:00 - 16:00	3	30	0.000	3	30	0.000	3	30	0.000
16:00 - 17:00	3	30	0.000	3	30	0.000	3	30	0.000
17:00 - 18:00	3	30	0.000	3	30	0.000	3	30	0.000
18:00 - 19:00	3	30	0.000	3	30	0.000	3	30	0.000
19:00 - 20:00	3	30	0.011	3	30	0.011	3	30	0.022
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.000	3	30	0.000	3	30	0.000
08:00 - 09:00	3	30	0.000	3	30	0.000	3	30	0.000
09:00 - 10:00	3	30	0.011	3	30	0.011	3	30	0.022
10:00 - 11:00	3	30	0.000	3	30	0.000	3	30	0.000
11:00 - 12:00	3	30	0.000	3	30	0.000	3	30	0.000
12:00 - 13:00	3	30	0.011	3	30	0.000	3	30	0.011
13:00 - 14:00	3	30	0.000	3	30	0.011	3	30	0.011
14:00 - 15:00	3	30	0.011	3	30	0.011	3	30	0.022
15:00 - 16:00	3	30	0.000	3	30	0.000	3	30	0.000
16:00 - 17:00	3	30	0.011	3	30	0.000	3	30	0.011
17:00 - 18:00	3	30	0.000	3	30	0.011	3	30	0.011
18:00 - 19:00	3	30	0.000	3	30	0.000	3	30	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.044			0.088

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.000	3	30	0.000	3	30	0.000
08:00 - 09:00	3	30	0.000	3	30	0.000	3	30	0.000
09:00 - 10:00	3	30	0.000	3	30	0.000	3	30	0.000
10:00 - 11:00	3	30	0.022	3	30	0.033	3	30	0.055
11:00 - 12:00	3	30	0.000	3	30	0.000	3	30	0.000
12:00 - 13:00	3	30	0.000	3	30	0.000	3	30	0.000
13:00 - 14:00	3	30	0.011	3	30	0.011	3	30	0.022
14:00 - 15:00	3	30	0.000	3	30	0.000	3	30	0.000
15:00 - 16:00	3	30	0.000	3	30	0.000	3	30	0.000
16:00 - 17:00	3	30	0.000	3	30	0.000	3	30	0.000
17:00 - 18:00	3	30	0.000	3	30	0.000	3	30	0.000
18:00 - 19:00	3	30	0.000	3	30	0.000	3	30	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.044			0.077

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.242	3	30	0.066	3	30	0.308
08:00 - 09:00	3	30	0.143	3	30	0.066	3	30	0.209
09:00 - 10:00	3	30	0.077	3	30	0.044	3	30	0.121
10:00 - 11:00	3	30	0.033	3	30	0.033	3	30	0.066
11:00 - 12:00	3	30	0.022	3	30	0.033	3	30	0.055
12:00 - 13:00	3	30	0.055	3	30	0.099	3	30	0.154
13:00 - 14:00	3	30	0.198	3	30	0.044	3	30	0.242
14:00 - 15:00	3	30	0.088	3	30	0.121	3	30	0.209
15:00 - 16:00	3	30	0.066	3	30	0.198	3	30	0.264
16:00 - 17:00	3	30	0.099	3	30	0.121	3	30	0.220
17:00 - 18:00	3	30	0.022	3	30	0.088	3	30	0.110
18:00 - 19:00	3	30	0.099	3	30	0.066	3	30	0.165
19:00 - 20:00	3	30	0.132	3	30	0.132	3	30	0.264
20:00 - 21:00	3	30	0.066	3	30	0.187	3	30	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.342			1.298			2.640

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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.000	3	30	0.000	3	30	0.000
08:00 - 09:00	3	30	0.022	3	30	0.022	3	30	0.044
09:00 - 10:00	3	30	0.044	3	30	0.022	3	30	0.066
10:00 - 11:00	3	30	0.011	3	30	0.011	3	30	0.022
11:00 - 12:00	3	30	0.022	3	30	0.022	3	30	0.044
12:00 - 13:00	3	30	0.000	3	30	0.011	3	30	0.011
13:00 - 14:00	3	30	0.011	3	30	0.022	3	30	0.033
14:00 - 15:00	3	30	0.000	3	30	0.000	3	30	0.000
15:00 - 16:00	3	30	0.011	3	30	0.011	3	30	0.022
16:00 - 17:00	3	30	0.000	3	30	0.000	3	30	0.000
17:00 - 18:00	3	30	0.000	3	30	0.000	3	30	0.000
18:00 - 19:00	3	30	0.011	3	30	0.011	3	30	0.022
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MOTOR CYCLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	30	0.000	3	30	0.000	3	30	0.000
08:00 - 09:00	3	30	0.000	3	30	0.000	3	30	0.000
09:00 - 10:00	3	30	0.011	3	30	0.011	3	30	0.022
10:00 - 11:00	3	30	0.000	3	30	0.000	3	30	0.000
11:00 - 12:00	3	30	0.000	3	30	0.000	3	30	0.000
12:00 - 13:00	3	30	0.000	3	30	0.000	3	30	0.000
13:00 - 14:00	3	30	0.000	3	30	0.000	3	30	0.000
14:00 - 15:00	3	30	0.000	3	30	0.000	3	30	0.000
15:00 - 16:00	3	30	0.000	3	30	0.000	3	30	0.000
16:00 - 17:00	3	30	0.000	3	30	0.000	3	30	0.000
17:00 - 18:00	3	30	0.000	3	30	0.000	3	30	0.000
18:00 - 19:00	3	30	0.000	3	30	0.000	3	30	0.000
19:00 - 20:00	3	30	0.000	3	30	0.000	3	30	0.000
20:00 - 21:00	3	30	0.000	3	30	0.000	3	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.*