

Former Woodpecker Inn, Wythenshawe

WB/230791/HS01 – 21 November 2023

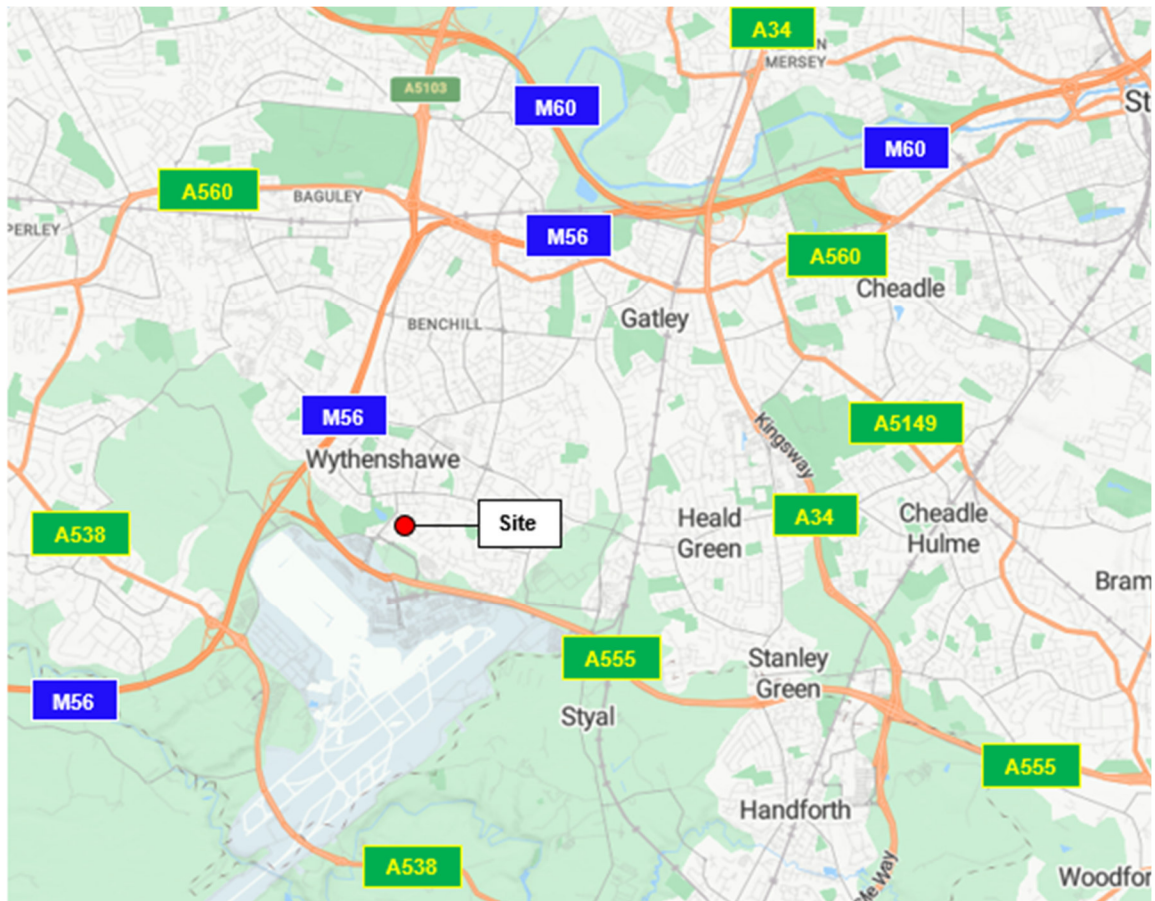
1.0 INTRODUCTION

1. SCP have been appointed by Wythenshawe Private Hire Limited to provide transport planning advice in relation to their proposals for a residential development comprising 17 privately rented apartments and associated car parking on the site of the former Woodpecker Inn, on Kingsgate Road in Wythenshawe.
2. This Highway Statement informs the local highway and planning authority, Manchester City Council, of the relevant highway impacts arising from the proposals.

2.0 SITE LOCATION AND EXISTING CONDITIONS

1. The site is the former Woodpecker Inn public house located on Kingsgate Road roughly 4.2km south of Wythenshawe town centre and 1.3 kilometres north of Manchester Airport, in the Woodhouse Park area.
2. Its location in the context of the wider road network is shown in **Figure 1**. Within the site, the former public house building sits centrally with landscaping and concrete that formed the outdoor seating area along the western section of the site and the car parking at the rear of the building covering the eastern section of the ownership site. The immediate vicinity of the site serves primarily residential uses.

Figure 1 - Site Location in Wider Context



Source: Bing maps

3. The application site is an irregular shaped parcel of land, bound by Kingsgate Road to the north, residential properties along the eastern and southern borders and Selstead Road to the west. The site location is shown in **Figure 2**.

Figure 2 – Location Plan



Source: Bing Maps

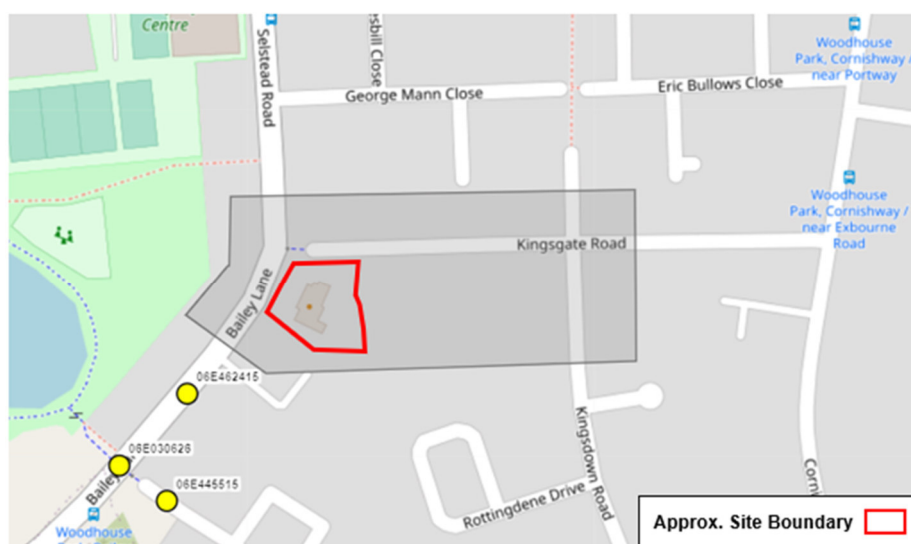
4. Access to the site is taken via a simple priority junction on Kingsgate Road c. 30m east of the junction with Selstead Road, which has been stopped up with bollards installed across the carriageway and now forms a dead-end beyond the proposed site access. Kingsgate Road is a residential road that runs east-west for around 270 metres with a 30mph speed restriction. There are footways provided on both sides of the carriageway, as well as regular street lighting columns.
5. Double yellow line parking restrictions are in place on Kingsgate Road on both sides of the road at the junctions with Cornishway, Kingsdown Road, Newgate Close and the proposed site access. Further restrictions in the form of single yellow lines extend the length of Kingsgate Road along the northern side of the carriageway only and are enforced between the hours of 07:30 – 17:00 Monday to Friday and 08:00 – 12:30 on Saturdays.
6. Selstead Road runs along the western border of the site, it begins at a priority junction with Portway in the north and extends for around 300m, past the site until it becomes Bailey Lane. Along the site boundary Selstead Road is subject to a 30mph speed limit however this reduces

down to 20mph circa 50 metres south of the site. Selstead Road / Bailey Lane provide footways on both sides of the carriageway, to the north of the site these are separated from the carriageway by wide grass verges and further benefit from dropped kerbs at crossing points.

Existing Road Safety Record

7. The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
8. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from ARCGIS, for the most recently available 5-year period (January 2017 – December 2021). The location and severity of any accidents within the study area during this period, are shown in **Figure 3**.

Figure 3 – Road Safety Record



Source: ARCGIS

9. The analysis shows that no accidents were recorded on the entire length of Kingsgate Road or on Selstead Road along the western site boundary. The evidence presented above illustrated in **Figure 3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 ACCESSIBILITY

Pedestrian Accessibility

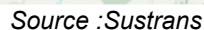
1. The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
2. The site is within an easy walk distance of Wythenshawe Civic Centre, and the local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
3. A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 1** below, including retail, education and healthcare. The list is not exhaustive, but illustrates the wide variety of facilities within an easy walk distance of the site.

Table 1 – Local Facilities

Facility	Details	Distance from Site
Bus Stop	Portway, Selstead Road	160m
Community Centre	Woodhouse Park Lifestyle Centre, Portway	250m
Convenience Store	Go Local, Portway	260m
Restaurant	New Sunflower Chinese Restaurant, Portway	300m
Primary School	The Willows Primary School, Tayfield Road	600m
Nursery	Little Faces Day Nursery, Thorley Lane	750m
Post Office	Woodhouse Park Post Office, Portway	900m
Doctors	Peel Hall Medical Practice, Forum Health, Simonsway	1.1km
Supermarket	ASDA Wythenshawe Superstore, Swan Walk	1.1km
Bank	TSB, Hale Top	1.1km
Railway Station	Manchester Airport Train Station	1.1km
Library	Wythenshawe Forum Library, Forum Grove	1.2km
Pharmacy	Portway Pharmacy, Portway	1.2km
Dentist	Dr Joanne Ingleby, Aviator Way	1.2km
Metrolink Stop	Robinswood Road, Simonsway	1.2km

- ## Cycle Accessibility

- ### Figure 4 – Local Cycle Routes



- Page 6 of 12

Public Transport

7. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
8. The closest bus stops to the site are located on both sides of Selstead Road, approximately 150m north of the site and are therefore within the recommended walk distance. These bus stops are served by the number 43 bus which provides regular services 7 days a week between Manchester City Centre and Manchester Airport via Chorlton, Rusholme, Moss Side, Fallowfield, Didsbury, Northenden and Wythenshawe, amongst others. The 103 also runs regular services between Manchester's City Centre and Airport and the 18 provides regular services, 7 days a week between Manchester Airport and the Trafford Centre. Cheshire East council also provide a service, the 130 between Macclesfield and the Airport Monday to Saturday which stops on Selstead Road.
9. Based on the above, prospective residents of the site will have access to bus services stopping within a close walk distance from the site which provide access to key destinations at a high frequency.
10. The nearest Metrolink tram stops are Robinswood Road located on Simonsway to the northeast of the site, approximately 1100m (14 minute walk) for the eastbound stop and 1200m (16 minute walk) for the westbound stop. These stops can be accessed by walking east along Kingsgate Road, then north on Cornishway to Portway then east and north up Ruddpark Road to reach the tram stops. Robinswood Road is located on the Navy Line which provides services regular services, 5 times an hour Monday to Saturday and 4 times per hour on Sundays between Manchester Airport and Manchester Victoria, with connections to other lines available by travelling into Manchester City Centre.
11. With regards to trains the nearest station is at Manchester Airport, 1100m (16 minutes) walking distance south of the site along Selstead Road and then Enterprise Way. From there trains services run 7-days a week to Barrow, Llandudno, Blackpool North, Edinburgh, Crewe, Saltburn, Liverpool Lime Street and Windemere. These services call at various destinations enroute including Manchester Piccadilly, Bolton, Preston, Warrington and Chester amongst others, with services between the Airport and Manchester City centre up to 8 times per hour.

12. Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

4.0 PROPOSED DEVELOPMENT

General

1. The development proposals consist of a residential development, comprising 17 apartments, on site of the former Woodpecker Inn on Kingsgate Road, Wythenshawe. The proposed site layout is included at **Appendix 1**.

Access

2. As shown on drawing number SCP/230791/D01, presented in **Appendix 2**, 2.4m x 43m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, is achievable in both directions.

Servicing

3. Servicing for larger vehicles such as refuse collections will take place on-street. The external bin storage area is located within the car park, as shown in **Appendix 1**, with a bin collection area located on the corner of the access road for ease of collection.
4. It is expected that the collection of waste from the proposed development will be incorporated into the servicing schedule of the nearby residences and will become part of existing collection schedule. Refuse collection will take place once a week, on Mondays with alternate weeks for general waste and recycling. A swept path of a large refuse vehicle accessing and turning at the site is included in **Appendix 3**.
5. Other deliveries such as post/packages and supermarket deliveries and maintenance will be ad-hoc and low frequency due to the scale of the development. Therefore, loading from service vehicles such as supermarket delivery and postal vehicles will take place on street.

Parking Provision

6. The proposals contain provision for 17 car parking spaces, of which 2 meet disability requirements.

7. Manchester City Council's recommended car parking standards for residential developments are set out in the Manchester Residential Quality Guidance:
 - (Outside of City centre) New apartment developments will be expected to provide 100% parking provision.
8. Based on the proposals to provide 17 parking spaces, equating to a 100% parking to apartment ratio, it is deemed the provided level of parking is sufficient.
9. Disabled parking provision for new developments with between 11-25 parking spaces should equal 2 bays according to MCC's design for access guidance meaning that the 2 DDA compliant bays provided out of the 17 car parking spaces is ample.

5.0 TRIP GENERATION

1. Trip rates have been derived from the TRICS database for privately owned flats and pub/restaurants for comparison between the extant and proposed use of the site. These indicate the typical trip patterns to and from the development, as well as the magnitude of trip generation.
2. The trip rates have been used to calculate the likely traffic generation for the proposed apartments and the pub use during the weekday AM and PM peak hours for comparison purposes. **Table 2 & 3** below demonstrate the trip rates and traffic generation for the previous land use, a pub with a GIA of 411m².
3. The vehicular TRICS outputs for the previous development are presented in **Appendix 4** and are summarised in **Table 2** below.

Table 2 – Trip Rates for previous site use - Pub

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Total	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0	0	4.80	3.55	49.96	50.07

4. The estimated trip generation associated with the 411m² Woodpecker Inn is therefore as summarised in **Table 3** below.

Table 3 – Trip Generation for previous site use - Pub

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Total	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0	0	20	15	205	206

5. The extant pub use could have generated 35 two-way trips in the busiest weekday PM peak hour and 411 two-way vehicle movements on a typical weekday.
6. The TRICS outputs for the proposed residential land use development are presented in **Appendix 5** and are summarised in **Table 4** below.

Table 4 – Trip Rates for proposed site use - Apartments

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Total	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0.081	0.234	0.246	0.097	1.92	1.746

7. The estimated trip generation associated with the 17 apartments is therefore as summarised in **Table 5** below.

Table 5 – Trip Generation for proposed site use - Apartments

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Total	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
1	4	4	2	33	30

8. The proposed development could generate 5 two-way trips in the morning peak hour, 6 two-way trips in the evening peak hour and 63 two-way movements on a typical weekday.
9. The net traffic impact of redeveloping the site from a public house into a residential development is provided in **table 6** below:

Table 6 – Net Traffic Impact

Weekday AM Peak Hour		Weekday PM Peak Hour		Daily Total	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
+1	+4	-16	-13	-172	-176

10. On the typical network peak hours for a weekday, the redevelopment of the site would result in a slight increase of 5 vehicle trips in the morning peak hour and a decrease of 29 trips in the evening peak hour. Across an average weekday the proposed residential development would result in a net reduction of 348 two-way vehicle movements in comparison to the previous land use as a public house.
11. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

1. SCP have been instructed by Wythenshawe Private Hire Ltd to produce a Highways Statement (HS) in support of a planning application for a residential development, comprising 17 dwellings, on the site of the former Woodpecker Inn, Wythenshawe.
2. Vehicular access to the proposed development will be provided off Kingsgate Road from the existing simple priority-controlled access, which is considered acceptable given that review of the personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
3. It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.
4. It is estimated that the scheme will generate five two-way vehicle movements in the AM peak hour and six two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 10-12 minutes in both the AM and PM peak hours.

Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

5. Having regard to the analysis presented in this HS, it is considered that there should be no highways related reason to withhold planning permission and the scheme is therefore commended to Manchester City Council for approval.

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APPENDIX 1



LEGEND

HARD LANDSCAPE

- Parking court to be surfaced in black tarmacadam with concrete kerbs
- Circulation paths to be surfaced in black tarmacadam with concrete pin kerbs
- Electric vehicle charging point.
- Pedestrian main entrances, patios/ sun terraces and pathways to be surfaced in permeable Tobermore Manhattan plank block paving 600 x 150 x 60mm to accommodate SUDS drainage inline with engineer's details.

BOUNDARY TREATMENTS

- Existing metal railings retained
- Existing concrete post and panel retained clad internally with close boarded fencing
- Proposed 1800mm high black hoop topped railings

SOFT LANDSCAPE

- Existing trees to be retained and protected. Please refer to Peter Murray Tree Survey
- Existing hedges to be retained and protected. Please refer to Peter Murray Tree Survey
- Proposed Tree planting To be planted as 14-16cm girth Advanced Nursery Stock with a double timber tree stakes.
- Proposed Ornamental Shrub Planting. To be planted as 3L pots at 3-5 per sq.m with 15L feature specimens throughout. All beds to be bark mulched to a depth of 50mm with a medium grade mulch.
- Proposed lawn laid on minimum 150mm topsoil with drainage to suit

ECOLOGY

- 2 x Bird Boxes to be supplied and installed on the proposed tree planting (exact location subject to advice from the project ecologist). To be <https://www.nhbs.com/vivara-pro-seville-32mm-woodstone-nest-box> from www.nhbs.com
- 1 x Sparrow terraces to be supplied and installed on the building (exact location subject to advice from the project ecologist). To be <https://www.nhbs.com/vivara-pro-woodstone-house-sparrow-nest-box> from www.nhbs.com
- 2 x Bat Boxes to be supplied and installed on the buildings (exact location subject to advice from the ecologist). To be <https://www.nhbs.com/beaumaris-woodstone-bat-box> from www.nhbs.com

LEVELS

- Existing levels
- Proposed levels (refer to Engineer's drawings)

colour green landscape architects ltd
The Dog House, 167 Marsland Rd, Sale M33 3WE
t: 0161 9763252 m: 07974026791
e: rory@colourgreen.org w: www.colourgreen.org

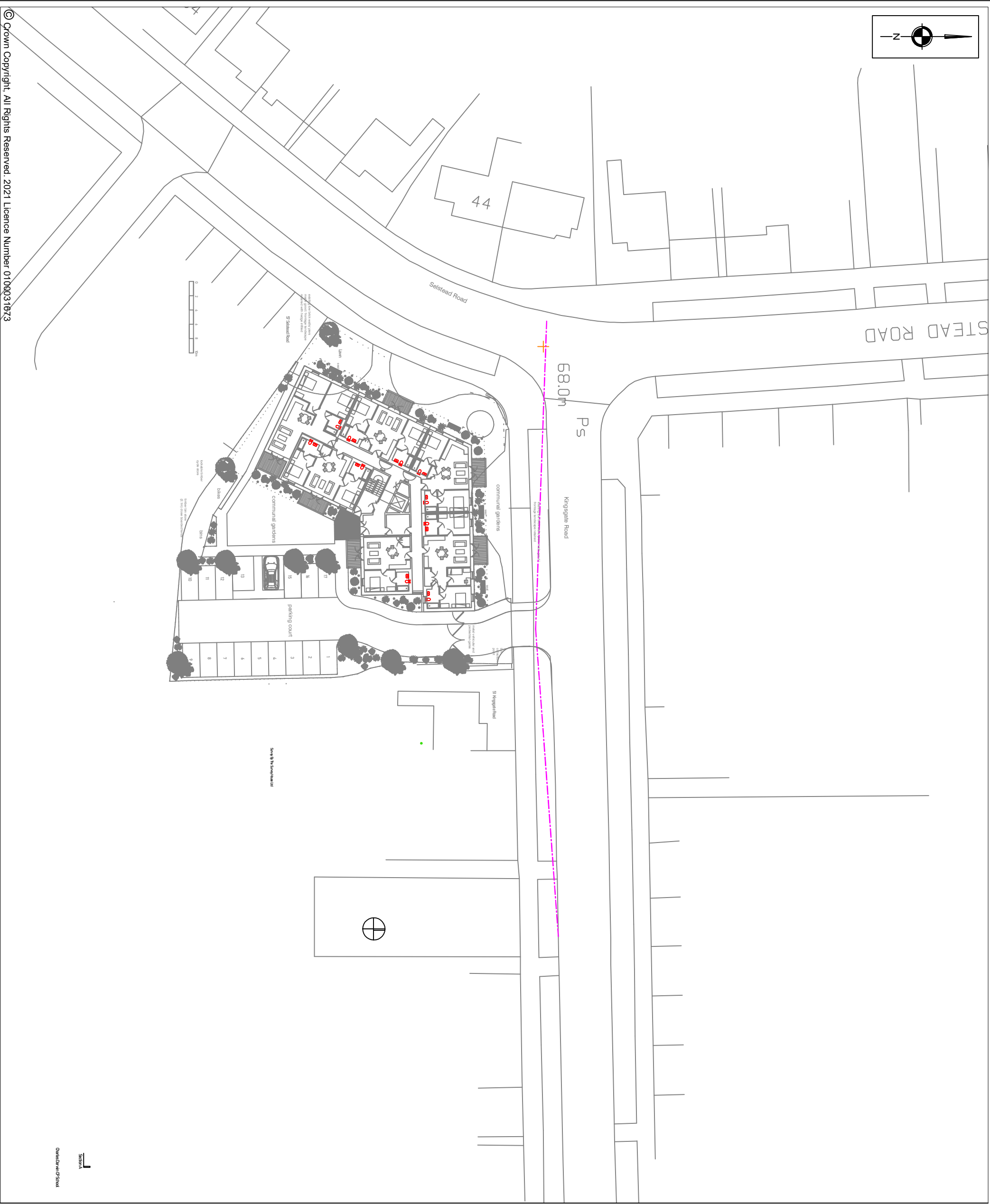
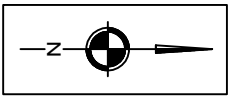
Client			
CP Property and Developments			
Project			
Former Woodpecker Hotel, Wythenshawe			
Description	Status		
Landscape Proposals	PLANNING		
Scale	Designer		
1:100 @ A1	RCM		
Project number	Drawing number	Date	Revision
3005	05	Oct 23	/

All levels and dimensions to be checked on site by contractor prior to commencement. Any variations to be reported immediately. This drawing is to be read in conjunction with all others relating to the project and all information derived accordingly. Any anomalies to be reported immediately. Do not scale from this drawing. Use figured dimensions only. Work shown on this drawing to be carried out in accordance with current British Standards and Codes of Practice.

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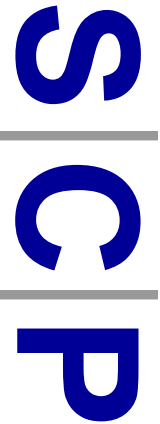
APPENDIX 2



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.asctransport.co.uk, Email info@asctransport.co.uk

Client Name:

WYTHENSHAW PRIVATE HIRE LTD

Project Title:

FORMER WOODPECKER INN,
WYTHENSHAW

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	LD	Date:	10.11.2023
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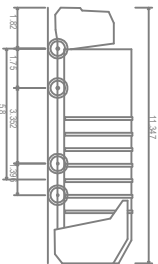
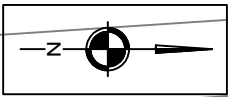
Checked:	GW	Scale:	1:500 @ A3
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Status:	PLANNING	Approved/Unapproved:	-
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Drawing No.	SCP/230791/D01	Rev.	-
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APPENDIX 3



Large Reuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 3.350m
Overall Height 2.550m
Min Body Ground Clearance 0.300m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.350m

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.asctransport.co.uk, Email info@scptransport.co.uk

Client Name:

WYTHENSHAW PRIVATE HIRE LTD

Project Title:

FORMER WOODPECKER INN,
WYTHENSHAW

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	LD	Date:	10.11.2023
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Checked:	GW	Scale:	1:250 @ A3
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Status:	PLANNING	Approved/Unapproved:	-
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Drawing No.	SCP/230791/ATR01	Rev.	-
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APPENDIX 4

Calculation Reference: AUDIT-726001-231019-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	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

SCP York Street Manchester

Licence No: 726001

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: Gross floor area
 Actual Range: 175 to 600 (units: sqm)
 Range Selected by User: 120 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/06/22

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:

Tuesday 1 days
 Friday 5 days

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

Selected survey types:

Manual count 6 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) 2
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 4
 Village 1
 High Street 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 X days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:Use Class:

Sui Generis 6 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:

1,000 or Less	1 days
10,001 to 15,000	2 days
25,001 to 50,000	3 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
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 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	6 days
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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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	GM-06-I-01	PUBLIC HOUSE		GREATER MANCHESTER
	SYKE ROAD			
	ROCHDALE			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	175 sqm		
	Survey date: TUESDAY	25/11/14		Survey Type: MANUAL
2	NF-06-I-01	PUBLIC HOUSE		NORFOLK
	GAYTON ROAD			
	KINGS LYNN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	565 sqm		
	Survey date: FRIDAY	23/09/05		Survey Type: MANUAL
3	NN-06-I-01	PUBLIC HOUSE		NORTH NORTHAMPTONSHIRE
	ZION HILL			
	NEAR NORTHAMPTON			
	WALGRAVE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:	190 sqm		
	Survey date: FRIDAY	18/05/07		Survey Type: MANUAL
4	SP-06-I-01	PUBLIC HOUSE		SOUTHAMPTON
	PORTSWOOD ROAD			
	SOUTHAMPTON			
	WESTWOOD PARK			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	550 sqm		
	Survey date: FRIDAY	16/11/07		Survey Type: MANUAL
5	WM-06-I-01	PUBLIC HOUSE		WEST MIDLANDS
	HOLYHEAD ROAD			
	COVENTRY			
	SPON END			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	600 sqm		
	Survey date: FRIDAY	28/09/07		Survey Type: MANUAL
6	WO-06-I-01	PUBLIC HOUSE		WORCESTERSHIRE
	WOLVERLEY ROAD			
	KIDDERMINSTER			
	FRANCHE			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	400 sqm		
	Survey date: FRIDAY	05/05/06		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	400	1.000	1	400	2.750	1	400	3.750
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	461	1.215	5	461	0.911	5	461	2.126
11:00 - 12:00	6	413	1.573	6	413	0.968	6	413	2.541
12:00 - 13:00	6	413	2.903	6	413	1.532	6	413	4.435
13:00 - 14:00	6	413	2.984	6	413	2.621	6	413	5.605
14:00 - 15:00	6	413	2.339	6	413	2.540	6	413	4.879
15:00 - 16:00	6	413	2.419	6	413	2.419	6	413	4.838
16:00 - 17:00	6	413	3.427	6	413	2.379	6	413	5.806
17:00 - 18:00	6	413	4.798	6	413	3.548	6	413	8.346
18:00 - 19:00	6	413	5.161	6	413	4.597	6	413	9.758
19:00 - 20:00	6	413	5.323	6	413	5.565	6	413	10.888
20:00 - 21:00	6	413	7.258	6	413	6.492	6	413	13.750
21:00 - 22:00	6	413	5.605	6	413	6.492	6	413	12.097
22:00 - 23:00	6	413	2.621	6	413	4.032	6	413	6.653
23:00 - 24:00	6	413	1.331	6	413	3.226	6	413	4.557
Total Rates:			49.957			50.072			100.029

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:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

175 - 600 (units: sqm)
01/01/00 - 25/06/22
6
0
0
0
0

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

S|C|P

APPENDIX 5

Calculation Reference: AUDIT-726001-231013-1048

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	2 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	LE LEICESTERSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	OT STOKE ON TRENT	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	2 days
10	WALES	
	DB DENBIGHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

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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: 8 to 36 (units:)
Range Selected by User: 8 to 40 (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: 01/01/07 to 11/05/22

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	2 days
Tuesday	3 days
Wednesday	8 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	14
Built-Up Zone	1
No Sub Category	3

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	5 days - Selected
Servicing vehicles Excluded	14 days - Selected

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Secondary Filtering selection:Use Class:

C3 19 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	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
0.6 to 1.0	7 days
1.1 to 1.5	11 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	17 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	19 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DB-03-C-01	FLATS IN HOUSES		DENBIGHSHIRE
	RHYL ROAD			
	RHUDDLAN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: FRIDAY	07/10/11		Survey Type: MANUAL
2	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
3	DY-03-C-01	BLOCK OF FLATS		DERBY
	DRAGE STREET			
	DERBY			
	LITTLE CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	8		
	Survey date: THURSDAY	25/06/09		Survey Type: MANUAL
4	DY-03-C-03	BLOCKS OF FLATS		DERBY
	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
5	EB-03-C-01	BLOCKS OF FLATS		CITY OF EDINBURGH
	MYRESIDE ROAD			
	EDINBURGH			
	CRAIGLOCKHART			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	32		
	Survey date: TUESDAY	26/05/15		Survey Type: MANUAL
6	FU-03-C-01	BLOCK OF FLATS		WESTMORLAND & FURNESS
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
7	FU-03-C-02	FLATS & BUNGALOWS		WESTMORLAND & FURNESS
	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
8	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	SC-03-C-02	FLATS		SURREY
	CONSTITUTION HILL			
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total No of Dwellings:	36		
	Survey date: WEDNESDAY	23/07/08		Survey Type: MANUAL
18	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
19	WS-03-C-01	BLOCKS OF FLATS		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	18		
	Survey date: WEDNESDAY	11/05/22		Survey Type: MANUAL

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

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

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	19	23	0.053	19	23	0.169	19	23	0.222
08:00 - 09:00	19	23	0.081	19	23	0.234	19	23	0.315
09:00 - 10:00	19	23	0.104	19	23	0.116	19	23	0.220
10:00 - 11:00	19	23	0.081	19	23	0.121	19	23	0.202
11:00 - 12:00	19	23	0.095	19	23	0.077	19	23	0.172
12:00 - 13:00	19	23	0.100	19	23	0.102	19	23	0.202
13:00 - 14:00	19	23	0.095	19	23	0.109	19	23	0.204
14:00 - 15:00	19	23	0.095	19	23	0.102	19	23	0.197
15:00 - 16:00	19	23	0.100	19	23	0.077	19	23	0.177
16:00 - 17:00	19	23	0.151	19	23	0.088	19	23	0.239
17:00 - 18:00	19	23	0.246	19	23	0.097	19	23	0.343
18:00 - 19:00	19	23	0.153	19	23	0.121	19	23	0.274
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.920			1.746			3.666

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Parameter summary

Trip rate parameter range selected:
 8 - 36 (units:)

Survey date date range:
 01/01/07 - 11/05/22

Number of weekdays (Monday-Friday):
 19

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys automatically removed from selection:
 0

Surveys manually removed from selection:
 0

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