

TRANSPORT STATEMENT

Adelphi (Kenyon Lane) Development Ltd

Proposed Residential Development:
Kenyon Lane

May 2023

MCC ref: n/a

Vectos ref: VN222410

Transport Statement

Report control

Document: Transport Statement

Project: Residential Development: Kenyon Lane

Client: Adelphi (Kenyon Lane) Development Ltd

Job number: VN222410

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Primary Author: John Lancaster Initialled: JL

Contributor: Initialled:

Review by: Richard Whiting Initialled: RW

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Plan 6 (VN222410-D101)	– Site Access & Visibility

Appendices

Appendix A	– TRICS Output
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1 Introduction

Background

- 1.1 Vectos has been appointed to provide highways and transport advice in support of a proposed residential development on land south of Kenyon Lane, Moston.
- 1.2 In this location, Manchester City Council (MCC) are the planning authority and the highway authority.

Site Location

- 1.3 The location of the site is shown in **Plan 1** with **Plan 2** showing the location in a more local context. The site is also shown in **Figure 1.1** below which also shows an indicative red-line boundary.



Figure 1.1: Site Location

- 1.4 As these plans demonstrate the site is located to the south of Kenyon Lane in Moston, approximately 4.5 kilometres to the north-east of Manchester City Centre. The site was formerly a cinema but has previously been occupied by a DIY outlet.

Development Proposals

- 1.5 The development proposals comprise of a residential development of 37 apartments which are to be let as retirement accommodation. Vehicle and pedestrian access is to be taken from a priority-controlled access from Kenyon Lane. The proposed site layout is shown in **Plan 3**.
- 1.6 The redevelopment proposals are described fully in section 5 of this report.

Previous Planning Application

- 1.7 A recent application was made for development on the site and consent for this was granted (Ref 127669/FO/2020). This development consisted of a residential development of 33 apartments, with vehicle access to the site proposed from a priority-controlled junction with Kenyon Lane.
- 1.8 The granting of consent for this previous application demonstrates the principle of a residential re-development on the site.

Scope of the Report

- 1.9 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, and references the pre-application advice provided by the Council. Following this introduction, the report provides the following information:
 - Section 2: A review of the pertinent national planning policy guidance;
 - Section 3: A review of baseline conditions;
 - Section 4: A review of the accessibility of the site by sustainable modes;
 - Section 5: A description of the development proposals and the traffic impact; and
 - Section 6: Report summary and conclusions.

2 Planning Policy Overview

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in July 2021 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018 and 2019. The NPPF sets out the government’s planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.3 Paragraph 111 goes on to state that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

3 Baseline Conditions

Introduction

- 3.1 This section sets out the existing conditions relevant to the highway network in the vicinity of the site and includes consideration of the accident record.

Surrounding Highway Network

- 3.2 All roads in the vicinity of the site are subject to 30mph speed limits and street lighting is provided.

Kenyon Lane

- 3.3 Kenyon Lane predominantly functions as a residential access road, though it also provides a through route between the B6393 Lightbowne Road to the east and Moston Lane to the west. In the vicinity of the site Kenyon Lane has a total carriageway width of circa 10 metres, however, the presence of marked on-street parking bays results in an effective carriageway width of around 6.5 metres. On-street parking is also permitted outside of the marked bays.
- 3.4 In the immediate vicinity of the site, Kenyon Lane is subject to a speed limit of 20mph. The speed limit changes to 30mph approximately 200 metres to the north-west and approximately 120 metres to the east. Vehicle speeds in the vicinity of the site are managed through traffic calming features including build outs and speed humps, with an example illustrated in **Figure 3.1** below.



Figure 3.1: Example of Traffic Calming (at eastern edge of the site)

- 3.5 Street lit footways are provided on both sides of Kenyon Lane. Footways feature dropped kerbs and tactile paving at the majority of residential streets accessed from Kenyon Lane.
- 3.6 Approximately 180 metres to the east of the site Kenyon Lane meets Lightbowne Road at a signal-controlled junction. The junction provides single approach lanes on the eastern, southern and western arms, with the northern arm providing separate left/ ahead and right turn lanes. Controlled pedestrian crossing facilities are provided on all arms, along with dropped kerbs and tactile paving.

Lightbowne Road

- 3.7 Lightbowne Road forms a key north-south route through Moston. To the south of its junction with Kenyon Lane, it has a carriageway of around 7.0 – 7.5 metres in width, whilst to the north of this junction the road widens and is formed of a dual carriageway with a kerbed central reservation.
- 3.8 Lightbowne Road features street lit footways on both sides on the carriageway, along with dropped kerbs at side roads joining the route. The road is subject to a 30mph speed limit.
- 3.9 To the south of the site Lightbowne Road forms a priority controlled roundabout junction with Northampton Road and Thorp Road. The Thorp Road arm then continues to the east before forming a signal controlled junction with the A62 Oldham Road, which provides a direct connection into Manchester City Centre.

Road Safety Review

- 3.10 A review of accident records for the local highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.11 The Crashmap analysis has been undertaken for the most recent five-year period, between 2017 and 2021. The locations of accidents are shown in **Figure 3.2** below.

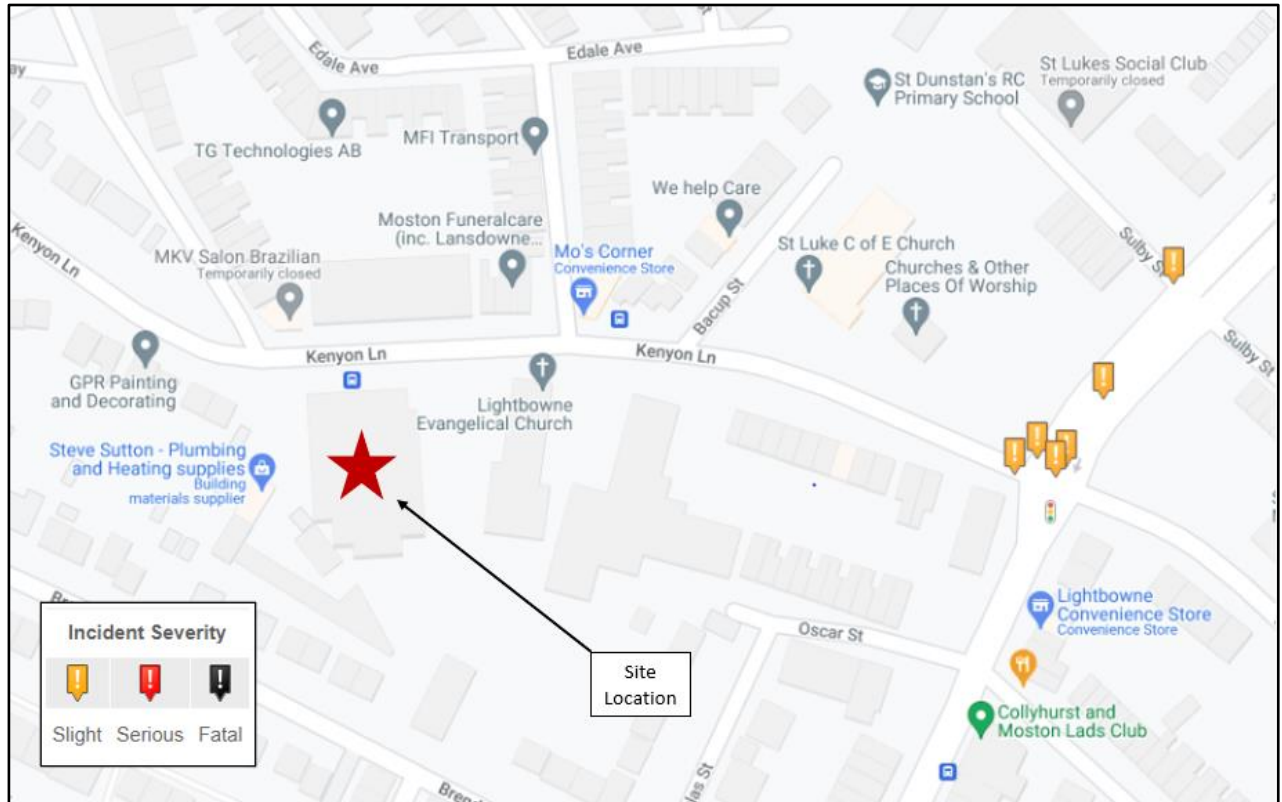


Figure 3.2: Accident Statistics (Source: Crashmap)

- 3.12 The data shows that in the last five years there have been no accidents on the section of Kenyon Lane immediately adjacent to the site.
- 3.13 The accident data indicates that a total of five accidents have occurred at, or in the close vicinity of, the Kenyon Lane and Lightbowne Lane junction, with a further accident further to the north. All of these accidents were categorised as 'slight' in severity. This equates to an incident rate of approximately 1 accident per year, which is not considered excessive for a junction of this nature.
- 3.14 The accident data therefore confirms that there are no accident blackspots or underlying highway safety issues in the vicinity of the site.

4 Accessibility by Sustainable Travel Modes

Introduction

- 4.1 This section describes the accessibility of the site by sustainable modes. It also considers access to key amenities which may be required by residents.

Accessibility on Foot

- 4.2 An analysis of the pedestrian catchment of the site has been completed to illustrate the site's 2-kilometre walking catchment which represents a journey of approximately 25 minutes. This is defined as a preferred maximum for trips carried out on foot by the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot'.
- 4.3 The pedestrian catchment plan within a 2 kilometre distance is shown in **Plan 4**. The plan shows that the 1 kilometre catchment includes the majority of Moston with the entirety contained within the 2 kilometre catchment area. The 1 kilometre catchment includes a range of services including a convenience store, a post office, a GP surgery, pharmacy and a primary school. The 2 kilometre catchment includes access to further services, such as banks, which are available on Moston Lane, to the north of the site, along with the Harpurhey Shopping Centre, which is approximately 1.4 kilometres from the site.
- 4.4 To support pedestrian trips between the site and surrounding amenities, street lit footways are provided along on both sides of the carriageway of Kenyon Lane and adjacent streets, with pedestrian movements at junctions assisted by dropped kerbs and tactile paving.
- 4.5 The Kenyon Lane/Lightbowne Road also provides controlled pedestrian crossing facilities on all arms, which are again supported by dropped kerbs and tactile paving.
- 4.6 The site is therefore situated within convenient walking distance of a range of day to day amenities, with the existing pedestrian network able to safely accommodate trips on foot. The site is therefore considered accessible on foot.

Accessibility by Cycle

- 4.7 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.8 A 5 kilometre cycle catchment from the site is shown in **Plan 5**. This shows that the cycle catchment includes a significant area of North Manchester, including Moston, Harpurhey and Failsworth. The cycle catchment also extends to Manchester city centre.

Accessibility by Public Transport

Access to Bus Services

- 4.9 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.10 The nearest bus stops are on Kenyon Lane with the stop for westbound services being immediately in front of the site whilst the stop for eastbound services is located approximately 60 metres from the site. The location of nearby bus stops was shown in **Plan 2**. Both stops provide bus box carriageway markings and can be safely reached from the development site via the existing pedestrian network.
- 4.11 **Table 4.1** provides a summary of the bus services operating from these stops, including service frequencies.

Table 4.1: Local Bus Services

Bus	Route	Frequency (services per hour)			
		Weekday Daytime	Weekday Evening	Saturday	Sunday
114	Manchester – Monsall – Alkrington	3	1	2	1
151	North Manchester General Hospital – Monsall – Moston – Failsworth – Ashton-under-Lyne	1	-	1	-

- 4.12 This demonstrates that the local bus stops provide access to two services, which give access to a range of destination. Significant destinations include Manchester city centre and North Manchester General Hospital (NMGH).

Accessibility by Metrolink

- 4.13 There are two Manchester Metrolink stations located in the vicinity of the site. The nearest station is Newton Heath & Moston, which is approximately 1.2 kilometres from the site, with Central Park station located approximately 1.4 kilometres from the site. This distance will equate to a walk of around 10 – 15 minutes. Whilst this is in excess of the 800 metre threshold normally considered acceptable for access to rail services, the convenience and high frequency nature of the Metrolink services means that this would still represent a realistic form of travel for residents.
- 4.14 Both Metrolink stations provide cycle parking stands which enables cycle/tram linked journeys to be undertaken.
- 4.15 Both stations are on the Rochdale line of the Metrolink network, which is served by trams operating on the Rochdale – Oldham – Manchester – East Didsbury route. This route also provides connections

to other Metrolink lines (at Victoria and St Peter's Square) and with the national rail network at Victoria Station.

- 4.16 Tram services operate every 6 minutes for most of the day on Mondays – Saturdays, with a 12 minute interval service in the early mornings, late evenings and on Sundays.

Access to Amenities

- 4.17 The location benefits from access to a range day-to-day amenities and services. These include:
- Convenience stores;
 - Post Office;
 - Healthcare (GP, dentist and pharmacy);
 - Banking;
 - Retail sites (including Harpurhey shopping Centre;
 - Leisure sites, including bars, restaurants and take-aways.
- 4.18 In addition, there is access to park and green spaces within a short walk (less than 500 metres) of the site.

Summary

- 4.19 The site location provides access to key day-to-day services and amenities, which are accessible by active travel modes. The site is also well located for access to public transport services.
- 4.20 The site can therefore be considered to be accessible by sustainable modes.

5 Development Proposals

Introduction

- 5.1 This section describes the redevelopment proposals and also sets out the forecast traffic impact.

Proposed Development

- 5.2 The planning application proposes the development of a total of 37 residential apartments, which are to comprise of:
- 34 x 1 bedroom units; and
 - 3 x 2 bedroom units.
- 5.3 The accommodation is to be retirement apartments and will be let mainly to the over 65 age group. If there is no one on the waiting list who is over 65, then applications from the over 55 age group will be considered.
- 5.4 The site will be operated by 'Housing 21' which is one of the largest developers of specialist housing for older people and the largest provider of Extra Care housing in England. It is a charitable, not for profit provider which offers private and self-contained apartments, designed to allow residents to live independently within a community setting.
- 5.5 The proposed site layout is shown in **Plan 3**.

Access

- 5.6 Pedestrian access to the site will be available directly from Kenyon Lane, into an entrance lobby.
- 5.7 Vehicle access to the site is proposed to be taken from Kenyon Lane via priority-controlled junction. The junction is to be located in approximately the same location as the existing access which serves the site.
- 5.8 A general arrangement drawing of the proposed site access is shown in **Plan 6**. This also shows visibility splays of 2.4 x 43 metres which is the recommended visibility splay in Manual for Streets for a 30mph road. It should be noted that Kenyon Lane is subject to a 20mph speed limit (with traffic calming measures) so the visibility is greater than that required (25 metres) for this lower speed.
- 5.9 Within the site, a carriageway of 6 metres in width leads to the car park which is located to the rear of the site.

Parking

- 5.10 A total of 15 car parking spaces will be provided which includes 2 disabled spaces. EV charging will be available initially at 4 spaces within the car park and there will be passive provision for 2 further spaces, should further spaces be required in the future.

- 5.11 The operator of the site is 'Housing 21' who are one of the largest developers of specialist housing for older people and have experience of similar sites. They consider the car parking provision will be sufficient to accommodate resident and visitor parking demands for the site.
- 5.12 Manchester City Council's guidance is set out in the 'Manchester Residential Quality Guidance'. This suggests a starting point of 100% parking for apartments, though it doesn't advise on any variation for apartments for retirement living.
- 5.13 The guidance notes that there are opportunities for developments to provide less than 100% provision, including for example a greater than 50% cycle provision.
- 5.14 The proposed development is to provide a cycle parking store which will accommodate 38 cycles, equating to a provision of 100%. This significantly exceeds the 50% provision suggested in the 'Residential Quality Guidance'.
- 5.15 It should be noted that on-street parking is permitted on Kenyon Lane in the vicinity of the site. Therefore, while the quantum of parking proposed is considered appropriate to serve demand, there is additional parking provision available in the area should further parking be required.
- 5.16 As noted earlier, the site is within convenient walking distance of key amenities and therefore it would be possible to live at the site without the need to own a car.

Servicing & Deliveries

- 5.17 The proposed development will feature a refuse and recycling store area to the east of the site access. There is direct access from this store to Kenyon Lane. This arrangement will enable refuse collections to be made direct from Kenyon Lane. in accordance with Manchester City Council's 'GD04' guidelines.
- 5.18 The collection of refuse from Kenyon Lane is assumed to be a similar arrangement to that which was adopted for the previous use of the site.

Trip Generation & Traffic Impact

Proposed Development

- 5.19 The trip generation of the site has been considered with trip rates derived from the TRICS database (version 7.9.2). The trip rates derived are for residential retirement flats in Edge of Town and Suburban categories. The resultant trip rates are summarised in **Table 5.1** below. The TRICS output is contained in **Appendix A** of this report.

Table 5.1: Trip Generation

Period	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	Two Way
07:00-08:00	0.008	0.013	0	0	1
08:00-09:00	0.039	0.062	1	2	4
09:00-10:00	0.083	0.099	3	4	7
10:00-11:00	0.088	0.114	3	4	7
11:00-12:00	0.088	0.062	3	2	6
12:00-13:00	0.091	0.073	3	3	6
13:00-14:00	0.073	0.073	3	3	5
14:00-15:00	0.078	0.091	3	3	6
15:00-16:00	0.062	0.07	2	3	5
16:00-17:00	0.075	0.049	3	2	5
17:00-18:00	0.057	0.044	2	2	4
18:00-19:00	0.039	0.031	1	1	3

- 5.20 As can be seen, the proposed development is forecast to result in a maximum of 7 two-way trips in a one-hour period. This maximum trip generation does not occur in the traditional background peak period, with only 4 two-way trips forecast in both the AM and PM peak periods.

Existing Site Traffic Generation

- 5.21 The site has previously operated as a DIY store and this use will have generated traffic throughout the day, including at weekends. The site therefore has the potential to generate a traffic in its established form. As a result, the net trip generation will be lower than that presented above.

Previous Planning Application

- 5.22 As noted earlier, a previous planning application was made for a development of 33 apartments on the site for conventional residential use. Consent for this was granted (Ref 127669/FO/2020).
- 5.23 This was forecast to generate 9 two-way vehicle movements in the typical AM and PM peak hours. Consequently, the traffic generation of the presently proposed development is less than that of the previously consented development.

6 Summary and Conclusions

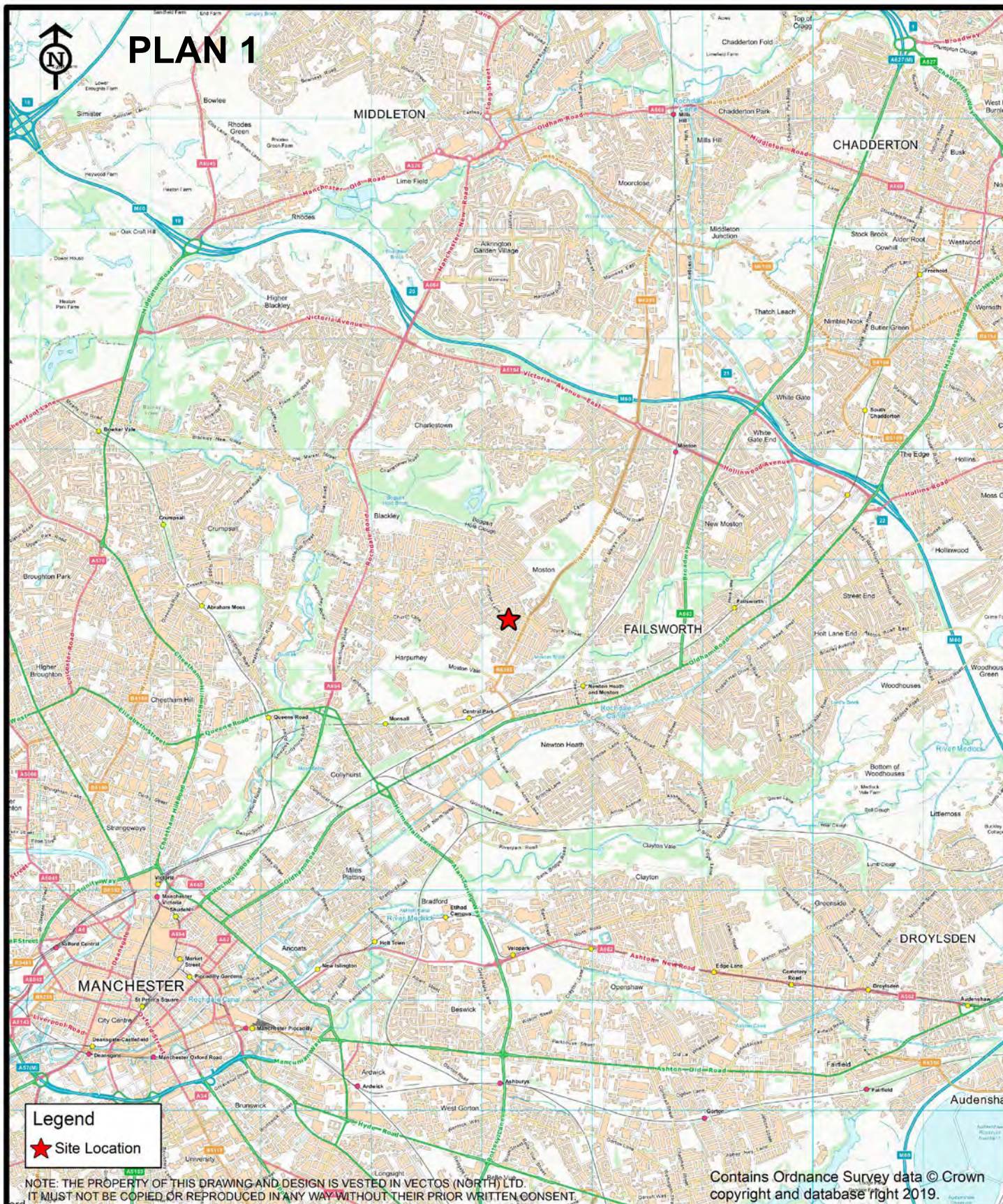
Summary

- 6.1 Vectos has been appointed to provide highways and transport advice in support of a proposed residential development on land south of Kenyon Lane, Moston.
- 6.2 In summary, the development proposals comprise of a residential development of 37 apartments which are to be let as retirement accommodation, predominantly for the over 65 age group. Vehicle and pedestrian access is to be taken from a priority-controlled access from Kenyon Lane.
- 6.3 This Transport Statement has been prepared in accordance with recognised guidance and draws the following key conclusions:
- In accordance with planning policy guidance which promotes sustainable development, the site has been demonstrated to be accessible on foot, by cycle and by public transport.
 - The site is located within easy walking and cycling distance of a range of day-to-day amenities within the local area.
 - The site also benefits from convenient access to public transport services which provide access to a range of destinations, including the city centre of Manchester.
 - A review of historical collision data has demonstrated that there are no existing highway safety issues in the vicinity of the site.
 - Pedestrian access to the site will be direct from Kenyon Lane. Vehicle access to the site is to be taken from Kenyon Lane via priority-controlled junction. The junction is to be located in approximately the same location as the existing access which serves the site. Visibility from the site accords with Manual for Streets guidelines.
 - A total of 15 car parking spaces will be provided which includes 2 disabled spaces. This is considered by the operator to be sufficient to accommodate resident and visitor parking demands. EV charging will be available initially at 4 spaces within the car park and there will be passive provision for 2 further spaces.
 - A cycle store will be provided at the rear of the building which will accommodate a total of 38 cycles (100% provision).
 - The site layout features a refuse store and refuse collections can be made directly from Kenyon Lane.
- 6.4 A previous planning application was made for a residential development of 33 apartments on the site and consent for this was granted (Ref 127669/FO/2020). The granting of consent for this previous application demonstrates the principle of a residential development on the site.
- 6.5 The proposed development of the site for retirement living use generates marginally less traffic than that forecast in the previous application and will have a lower impact in the traditional peak periods.

Conclusions

- 6.6 The development site is in a sustainable location and would not have a detrimental impact upon either the operation or safety of the local highway network. Consequently, the impacts of the proposed development would not be severe.
- 6.7 Therefore, in accordance with NPPF guidance there are no reasons why the planning application should be refused on highway or transportation grounds.

Plans



CLIENT:

Adelphi (Kenyon Lane) Development Ltd

PROJECT TITLE:

Kenyon Lane Moston

DRAWING TITLE:

Site Location (Wider Context)

DRAWN:

AT

CHECKED:

JL

DATE

September 2022

SCALE:

1:48,000 at A4

DRAWING NO:

VN222410-G100

REVISION:

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CLIENT:

Adelphi (Kenyon Lane) Development Ltd

PROJECT TITLE:

Kenyon Lane Moston

DRAWING TITLE:

Site Location (Local Context)

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DRAWN:

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DATE

September 2022

SCALE:

1:5,000 at A4

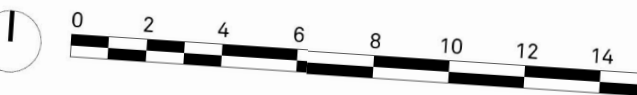
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VN222410-G101

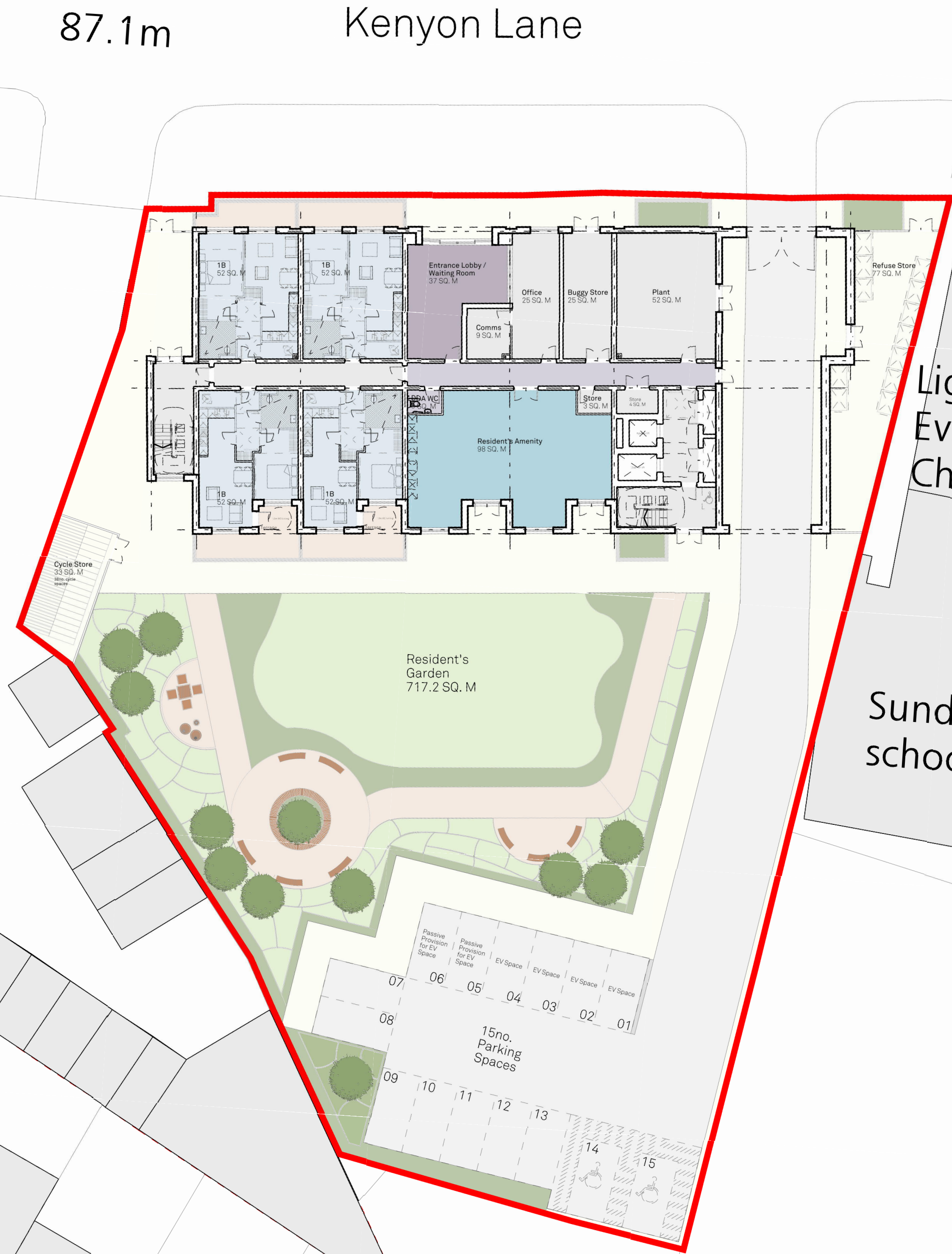
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PLAN 3



P04	24.04.23	AM	MG	Additional tree added to resident's garden / car park area.
P03	20.04.23	AM	MG	Resident's garden updated to latest Landscape Architects drawings.
P02	19.04.23	AM	MG	Minor amendments. Gate shown at undercroft. Cycle and refuse store locations swapped.
P01	15.02.23	AM	MG	First Issue
Rev:	Date:	By:	Chk By:	Rev Note:

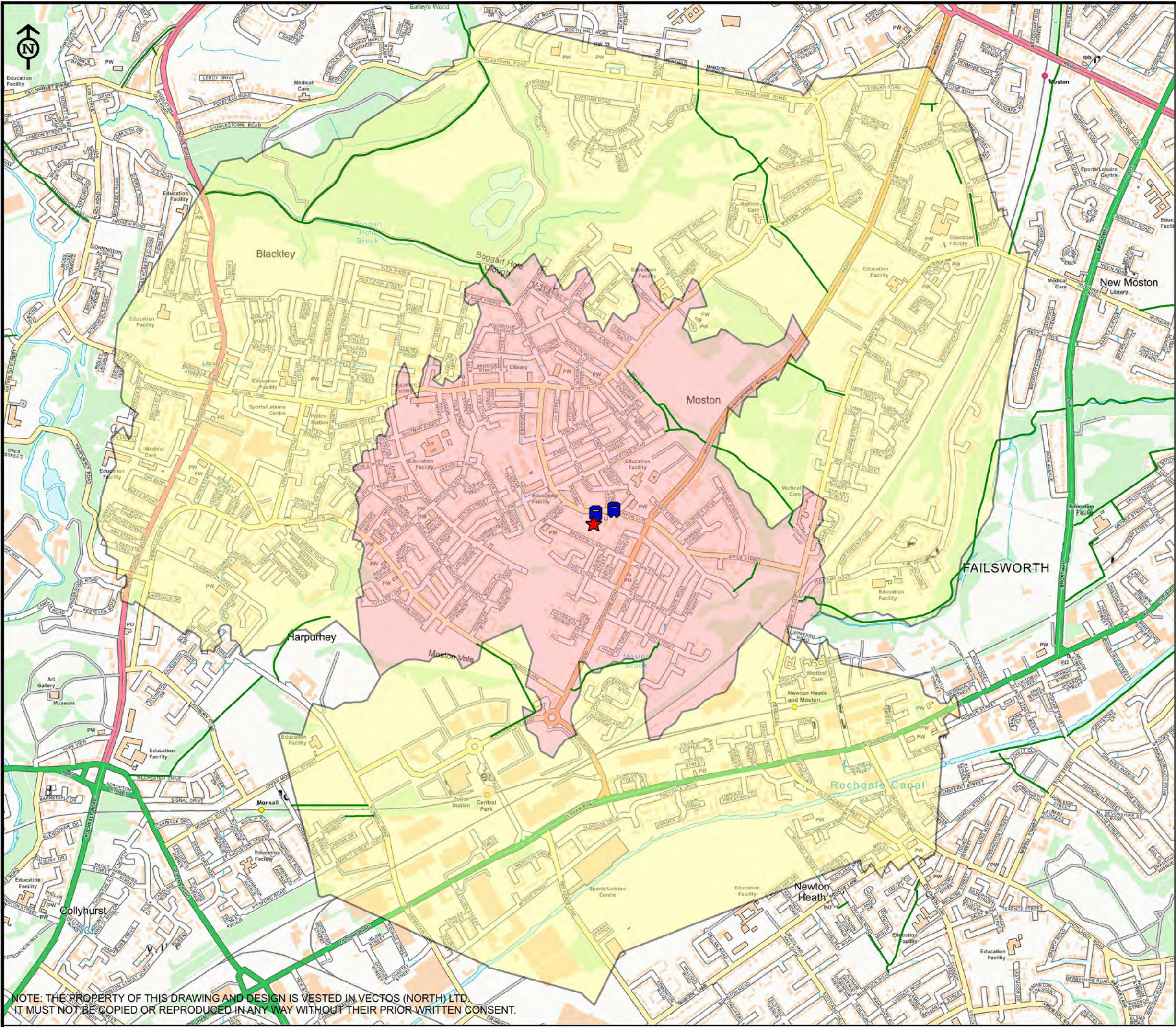
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Project Title
Kenyon Lane, Moston
Client
Adelphi (Kenyon Lane) Developments Ltd
Drawing Title
Proposed Ground Floor Site Plan
Drawing No.
P19008-FCH-XX-00-DR-A-1200
Status
Issue suitable for:

FCH

Rev
P04



Legend

- ★ Site Location
- 🚌 Bus Stop
- Public Footway

Walking Catchment

- 0 - 1 km
- 1 km - 2 km

PLAN 4

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CLIENT:
**Adelphi (Kenyon Lane)
Development Ltd**

PROJECT TITLE:
Kenon Lane Moston

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

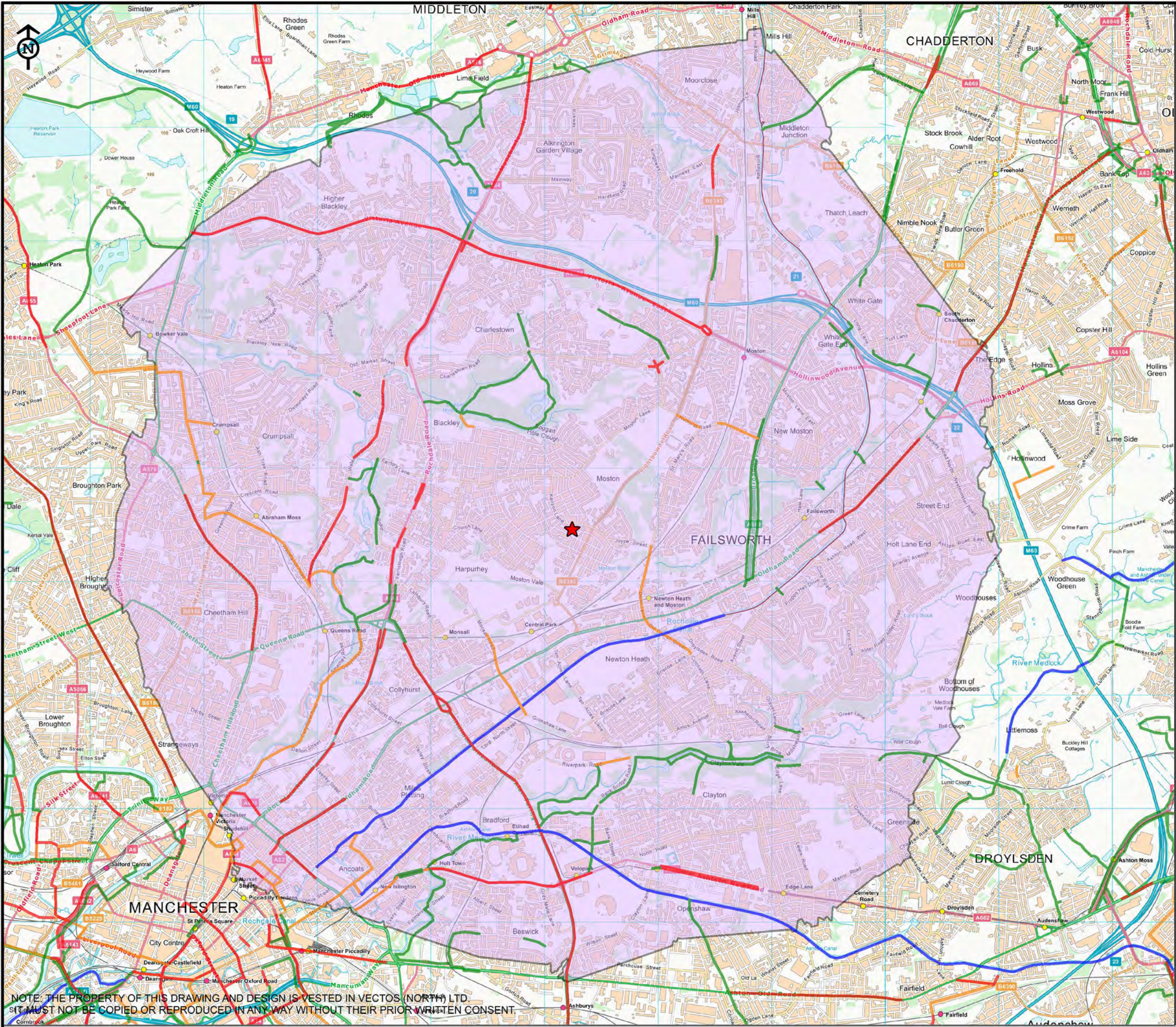
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Legend

★ Site Location

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

0 - 5 km

PLAN 5

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CLIENT:

Adelphi (Kenyon Lane) Development Ltd

PROJECT TITLE:

Kenon Lane Moston

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN: AT	CHECKED: JL	DATE: September 2022
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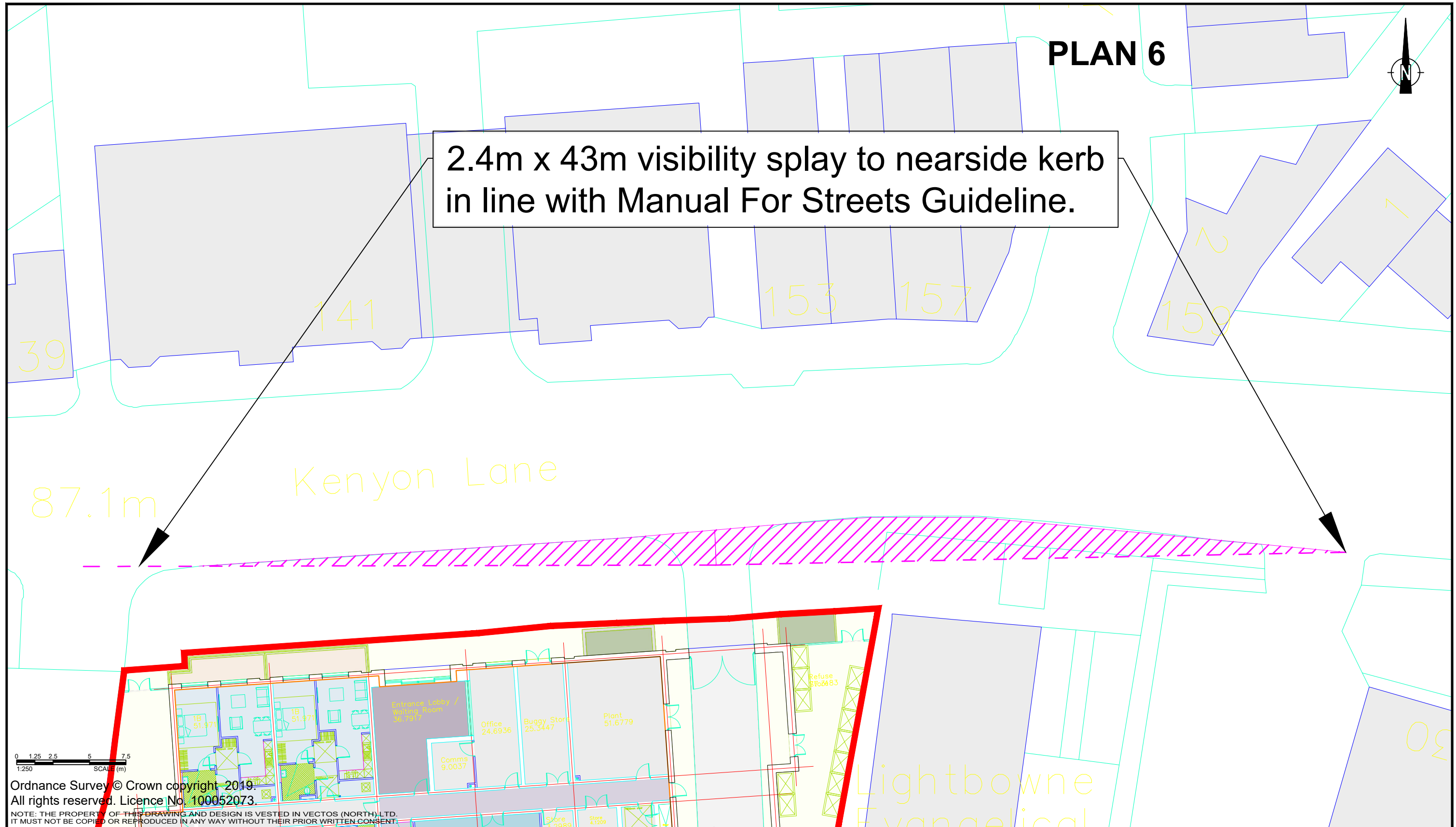
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	CG	JL	04.05.23

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

----- 2.4m x 43m Visibility Splay

Kenyon Lane

General Arrangement and Visibility Splay

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0161 228 1008 e: manchester@vectos.co.uk

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Appendix A

TRICS Output: Retirement Flats

Calculation Reference: AUDIT-715001-220905-0940

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 25 to 88 (units:)
 Range Selected by User: 17 to 88 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/10/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 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:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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.

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

Secondary Filtering selection:

Use Class:

C3 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 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	8 days

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

Travel Plan:

Yes	1 days
No	8 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-N-02 DOGSTHORPE ROAD PETERBOROUGH	RETIREMENT FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-N-01 HOBSON STREET MACCLESFIELD	RETIREMENT FLATS	CHESHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	33	
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL
3	DS-03-N-02 LEAPER STREET DERBY	RETIREMENT FLATS	DERBYSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	35	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
4	EB-03-N-01 POLWARTH GARDENS EDINBURGH MERCHISTON	RETIREMENT FLATS	CITY OF EDINBURGH
	Edge of Town Centre Residential Zone Total No of Dwellings:	33	
	Survey date: FRIDAY	22/05/15	Survey Type: MANUAL
5	FI-03-N-01 ST MARGARET STREET DUNFERMLINE	RETIREMENT FLATS	FIFE
	Edge of Town Centre No Sub Category Total No of Dwellings:	47	
	Survey date: MONDAY	21/03/16	Survey Type: MANUAL
6	IW-03-N-01 CHURCH ROAD BEMBRIDGE	RETIREMENT FLATS	ISLE OF WIGHT
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	27/06/19	Survey Type: MANUAL
7	KC-03-N-08 CANTERBURY ROAD HERNE BAY EDDINGTON	RETIREMENT FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	88	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
8	LN-03-N-01 NEWPORT ROAD LINCOLN ERMINE	RETIREMENT FLATS	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	39	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WS-03-N-03 RETIREMENT FLATS WEST SUSSEX
FITZALAN ROAD
LITTLEHAMPTON

Edge of Town Centre

Residential Zone

Total No of Dwellings: 38

Survey date: THURSDAY

23/09/21

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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BG-03-N-01	18/05/21	Survey during COVID
WM-03-N-01	21/11/17	Bungalows not flats
WY-03-N-01	23/10/18	Bungalows not flats

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	9	43	0.008	9	43	0.013	9	43	0.021
08:00 - 09:00	9	43	0.039	9	43	0.062	9	43	0.101
09:00 - 10:00	9	43	0.083	9	43	0.099	9	43	0.182
10:00 - 11:00	9	43	0.088	9	43	0.114	9	43	0.202
11:00 - 12:00	9	43	0.088	9	43	0.062	9	43	0.150
12:00 - 13:00	9	43	0.091	9	43	0.073	9	43	0.164
13:00 - 14:00	9	43	0.073	9	43	0.073	9	43	0.146
14:00 - 15:00	9	43	0.078	9	43	0.091	9	43	0.169
15:00 - 16:00	9	43	0.062	9	43	0.070	9	43	0.132
16:00 - 17:00	9	43	0.075	9	43	0.049	9	43	0.124
17:00 - 18:00	9	43	0.057	9	43	0.044	9	43	0.101
18:00 - 19:00	9	43	0.039	9	43	0.031	9	43	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.781			0.781			1.562

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:	25 - 88 (units:)
Survey date range:	01/01/14 - 20/10/21
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057