



KRM Properties Limited

**588 Altrincham Road,
Manchester**

Transport Statement

June 2022



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Manchester

Transport Statement

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CONTENTS

1.	Introduction	1
1.1	Preamble	1
1.2	Methodology and Scope	2
1.3	Report Structure	2
2.	Existing Conditions	3
2.1	Site Location and Existing Use	3
2.2	Local Highway Network	4
2.3	Road Safety	5
2.4	Public Rights of Way	7
3.	Development Proposals	8
3.1	Proposed Use	8
3.2	Site Access Arrangement	9
3.3	Servicing Arrangements	9
3.4	Parking Provision	10
4.	Sustainable Accessibility	11
4.1	Introduction	11
4.2	Pedestrian Accessibility	11
4.3	Cycle Accessibility	13
4.4	Public Transport Services	15
4.5	Summary	18
5.	Trip Generation	20
5.1	Proposed Trip Generation	20
5.2	Existing Trip Generation	20
5.3	Trip Generation Comparison	21
5.4	Traffic Impact Assessment	21
6.	Travel Plan	22
6.1	Travel Plan Measures and Initiatives	22
7.	Summary and Conclusion	23
7.1	Summary	23
7.2	Conclusion	24

APPENDICES

APPENDIX A MCC Highways Scoping Correspondence

APPENDIX B Development Site Layout Drawing

APPENDIX C TRICS Trip Rates – ‘Residential – Flat Privately Owned’

APPENDIX D TRICS Trip Rates – ‘Health – Care Home (Elderly Residential)’

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by KRM Properties Limited (the 'Applicant') to provide transport planning and highways advice in relation to a change of use planning application at 588 Altrincham Road in Baguley, Manchester.
- 1.1.2 The development proposals comprise a total of 9no. apartments for the Private Rented Sector (PRS), including 6no. 1-bedroom apartments and 3no. 2-bedroom apartments. The existing building and access points on Ferndown Road and Altrincham Road will be retained.
- 1.1.3 Until March 2022, the site was previously occupied by the Maybank Residential Care Home, which provided accommodation for 25 residents.
- 1.1.4 The extent of the development site is indicatively shown in **Figure 1.1**.

Figure 1.1 : Planning Application Site Boundary (Image source: Google Earth)



- 1.1.5 This Transport Statement (TS) has been prepared in support of the development proposals and considers the existing highway conditions, accessibility by sustainable modes of travel, car parking provision, servicing arrangements, expected trip generation and local highway traffic impact.

1.2 Methodology and Scope

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.2 The scope and methodology of assessment has been agreed with Manchester City Council (MCC) Highways. Scoping correspondence with MCC Highways is attached in [Appendix A](#).

1.3 Report Structure

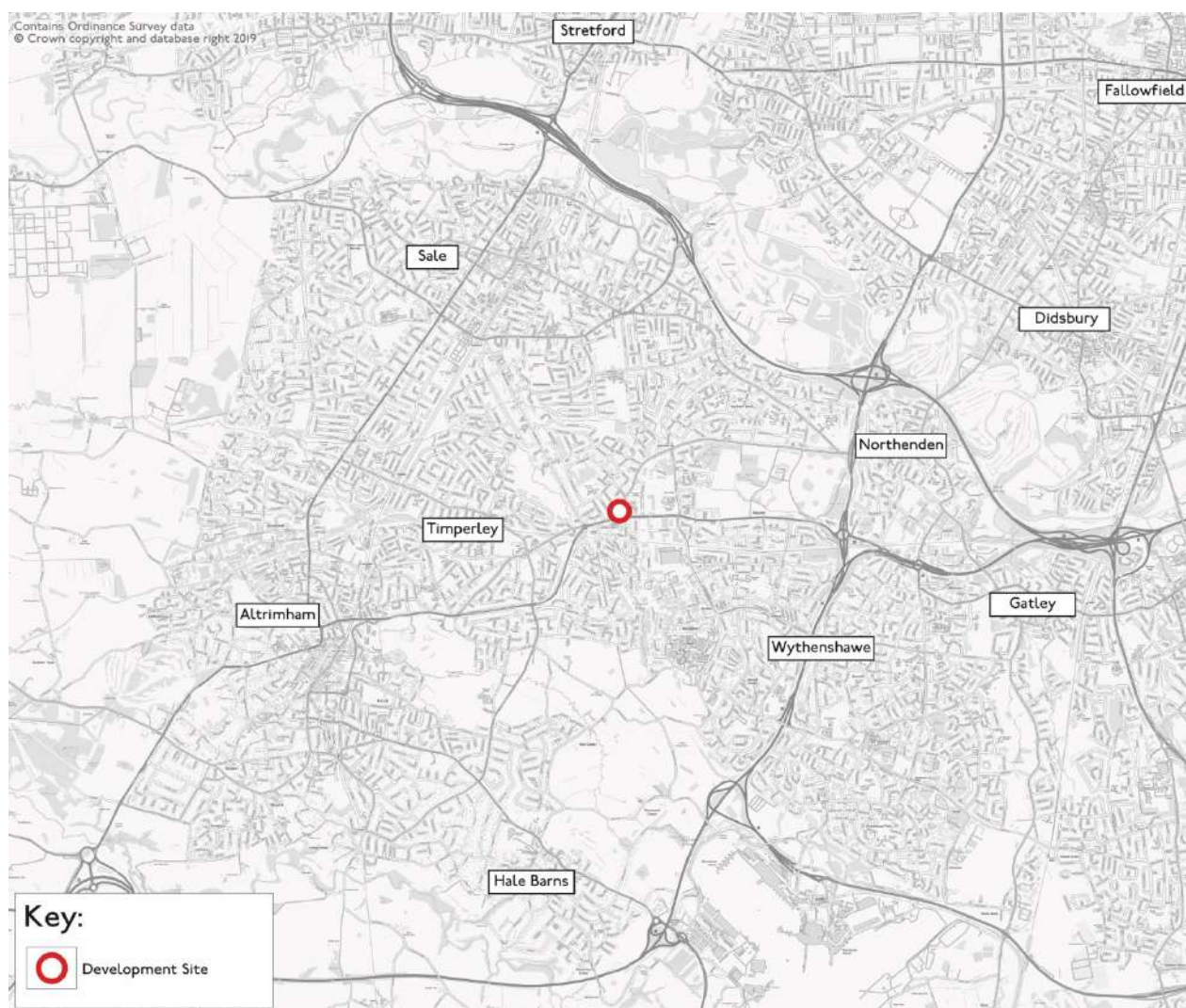
- 1.3.1 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location, local highway network and collision data;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing and on-site parking;
 - [Chapter 4](#) describes accessibility by non-car modes, including public transport, cycle and on foot;
 - [Chapter 5](#) details the expected trip generation and traffic impact;
 - [Chapter 6](#) summarise the framework for a Travel Plan on the site; and
 - [Chapter 7](#) summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The development site is located in Baguley, Manchester, approximately 3.3km northeast of Altrincham, 4.8km south of Stretford, 6km west of Cheadle and 5.5km north of Manchester Airport. The strategic site location is shown in [Figure 2.1](#).

Figure 2.1 : Strategic Site Location

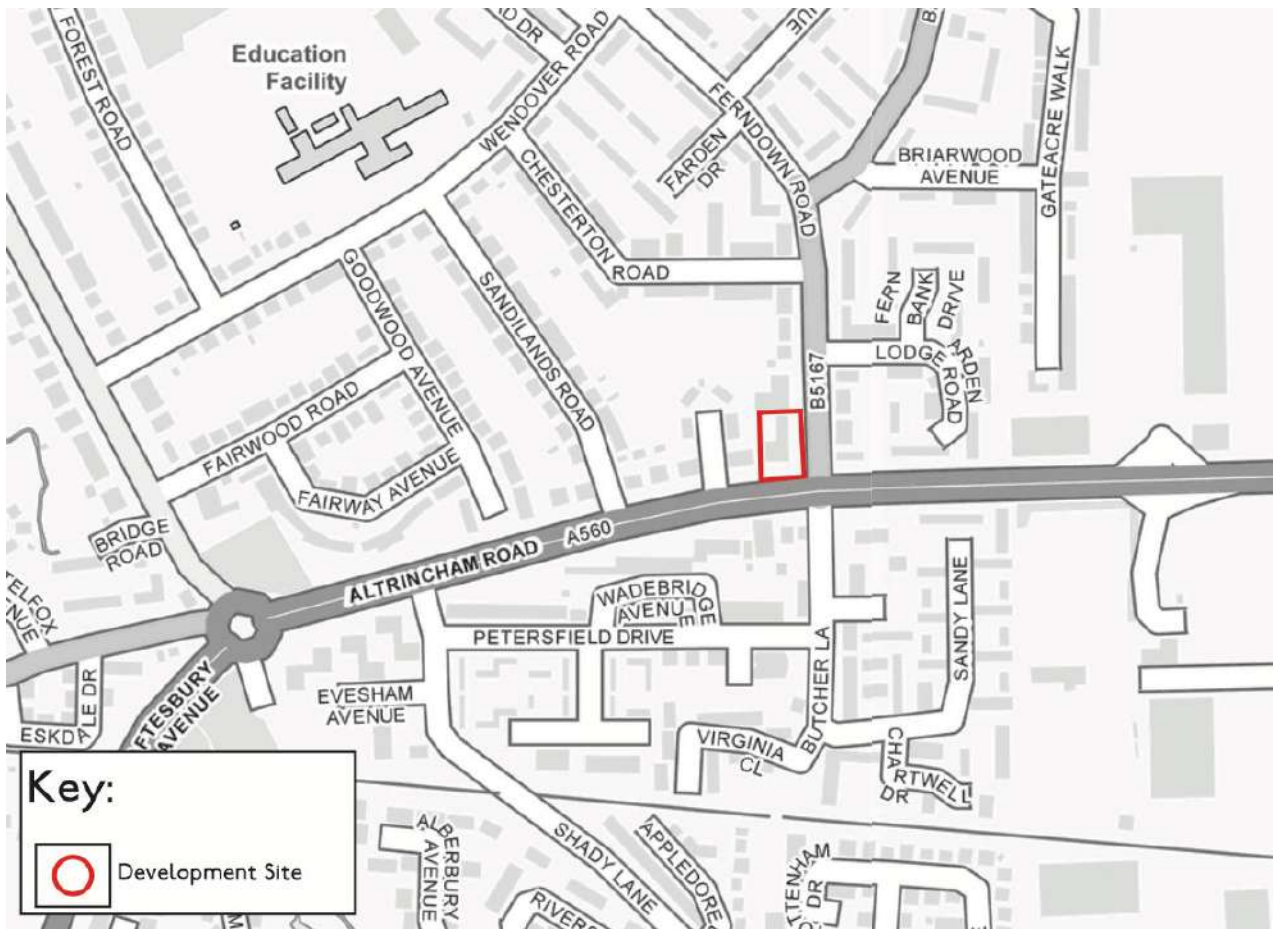


2.1.2 Until March 2022, the site was previously occupied by the Maybank Residential Care Home, which provided accommodation for 25 residents.

2.2 Local Highway Network

- 2.2.1 The development site is bound by Ferndown Road to the east, Altrincham Road (A560) to the south and residential dwellings to the west and north.
- 2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Altrincham Road (A560)

- 2.2.3 Altrincham Road is located on the southern boundary of the site and extends on a broadly east-west alignment, providing access to Princess Parkway and the M56 motorway to the east and links to Timperley and Altrincham to the west.
- 2.2.4 In vicinity of the site, Altrincham Road comprises a dual-carriageway with two-lanes in each direction, separated by a grassed central reservation. Altrincham Road is subject to a 30mph speed limit and benefits from a network of street lighting columns on both sides of the road. An existing gated site access is provided from Altrincham Road.

- 2.2.5 A c.2m wide footway is provided on the southern side carriageway of Altrincham Road and a c.2m wide shared footway / cycleway is provided on the northern side carriageway of Altrincham Road.
- 2.2.6 Altrincham Road forms a four-arm signalised junction with Ferndown Road. The junction includes a staggered signalised pedestrian crossing on the western arm and uncontrolled pedestrian crossing with refuge islands on the eastern arm. Uncontrolled pedestrian crossings are provided on the northern and southern arms.

Ferndown Road

- 2.2.7 Ferndown Road is located on the east boundary of the site and extends on a broadly south-north alignment.
- 2.2.8 Adjacent to the site, Ferndown Road comprises a c.6.5m wide carriageway, providing one lane in each direction and is subject to a 20mph speed limit. The road includes c.2m wide footways on both sides of the carriageway.
- 2.2.9 An existing c.3.0m wide vehicular site access is located on Ferndown Road and is the primary vehicular access that served the nursing home when it was operational.

2.3 Road Safety

- 2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the period between 2016 and 2020. The study area includes Ferndown Road and Altrincham Road.
- 2.3.2 **Figure 2.3** shows the extent of the study area and the location of PICS reported during the five-year study period.

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

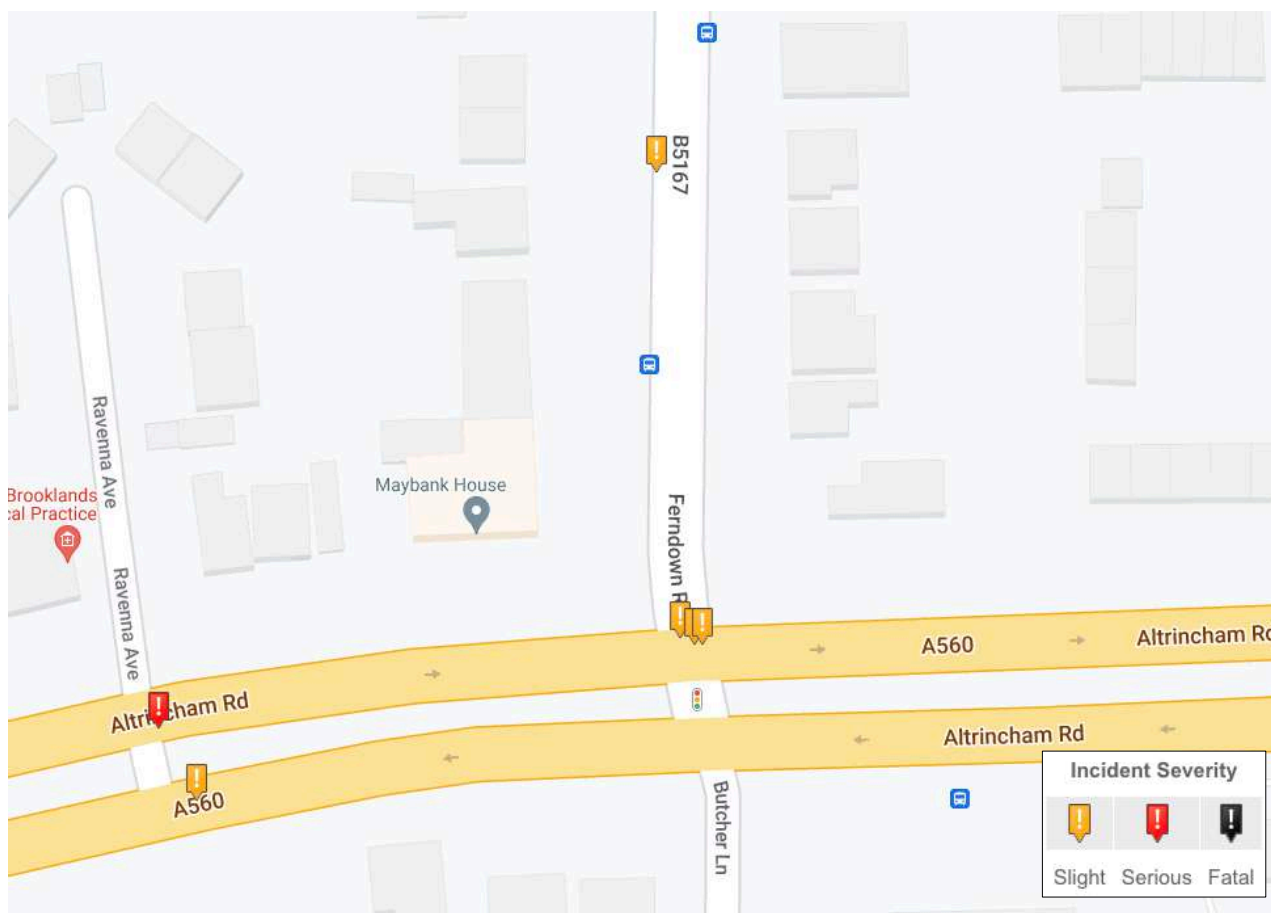


Table 2.1 : Detailed Road Safety Data

Year	Location	Severity	Vehicles Involved
22/07/2016	Altrincham Road (wb near Ravena Ave)	Slight	2
08/05/2017	Ferndown Road / Altrincham Road	Slight	3
05/06/2017	Ferndown Road / Altrincham Road	Slight	3
25/06/2017	Ferndown Road / Altrincham Road	Slight	3
03/09/2017	Ferndown Road (south of Arden Lodge Rd)	Slight	1
04/09/2017	Altrincham Road (eb near Ravena Ave)	Serious	2

2.3.3 The data in Table 2.1 shows a total of 6no. PICs have been recorded in the vicinity of the proposed development site during the 5-year period from 2016 to 2020.

2.3.4 The PIC data shows the collision recorded on Ferndown Road (south of Arden Lodge Road) was classified as a 'slight', collision and involved a motorcycle and a pedestrian.

- 2.3.5 Three PICs were recorded at the Ferndown Road / Altrincham Road signalised junction which resulted in three 'slight' collisions. They included a collision involving a young driver, a collision involving two cars and a bicycle and a collision involving three cars.
- 2.3.6 The 'slight' and 'serious' collisions reported on Altrincham Road (near Ravenna Avenue) involved two cars. There have been no fatal collisions recorded in vicinity of the site.
- 2.3.7 While there has been 3no. PICs recorded at the Ferndown Road / Altrincham Road signalised junction, based on the frequency and severity of collisions recorded, there is no evidence to suggest that the road layout, design or condition are significant factors in PIC records on the local road network.
- 2.3.8 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on road safety.

2.4 Public Rights of Way

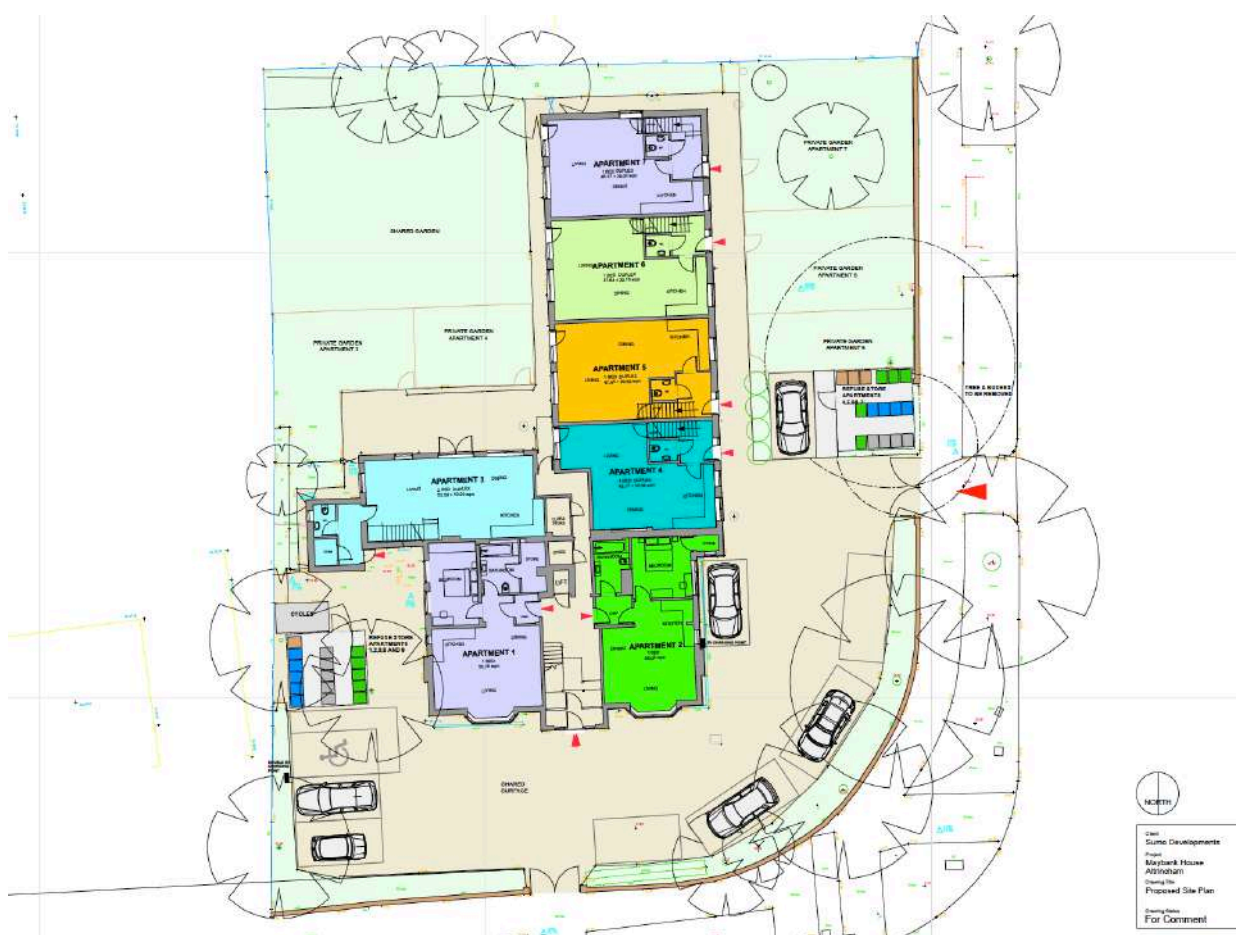
- 2.4.1 There are no Public Rights of Way (PRoW) within the site boundary or within the area immediately surrounding the site.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development at 588 Altrincham Road in Baguley comprises a change of use from a care home to residential apartments for the Private Rented Sector (PRS).
- 3.1.2 The development proposals comprise a total of 9no. apartments, including 6no. 1-bedroom apartments and 3no. 2-bedroom apartments. The existing building and access points on Ferndown Road and Altrincham Road will be retained.
- 3.1.3 Until March 2022, the site was previously occupied by the Maybank Residential Care Home, which provided accommodation for 25no. residents.
- 3.1.4 The proposed ground floor and car parking layout is shown in [Figure 3.1](#), with the full site layout drawings attached in [Appendix B](#).

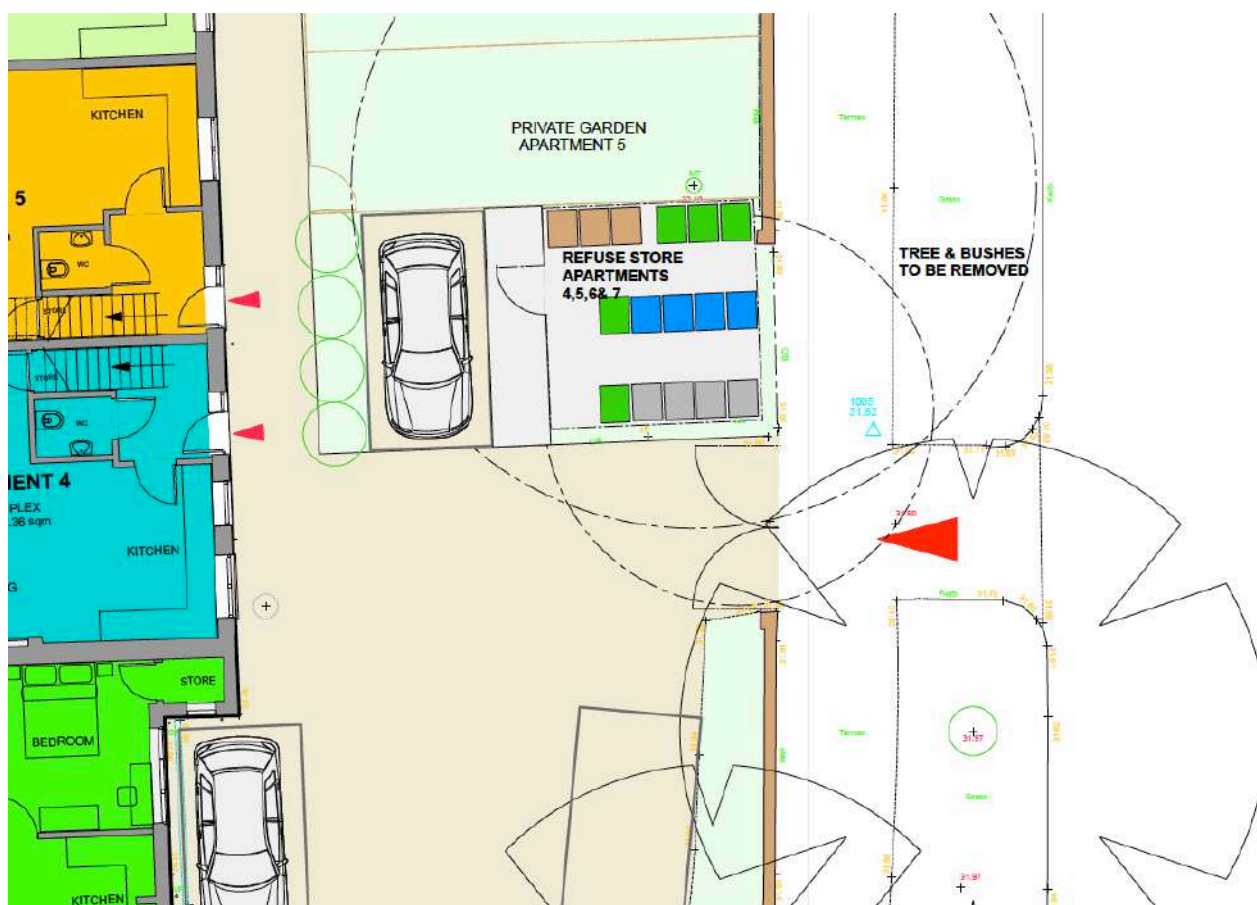
Figure 3.1 : Proposed Ground Floor Site Layout (source: Corstorphine & Wright Architects)



3.2 Site Access Arrangement

3.2.1 Vehicular access to the development site will remain as existing, provided via the main vehicular access junction on Ferndown Road, as shown in Figure 3.2.

Figure 3.2 : Access Junction on Ferndown Road (source: Corstorphine & Wright Architects)



3.2.2 The existing access on Altrincham Road will also be retained, although as existing, will not be used as the main vehicular access.

3.3 Servicing Arrangements

3.3.1 As shown in Figure 3.1, the development proposals include two bin stores, located to the east and west of the site.

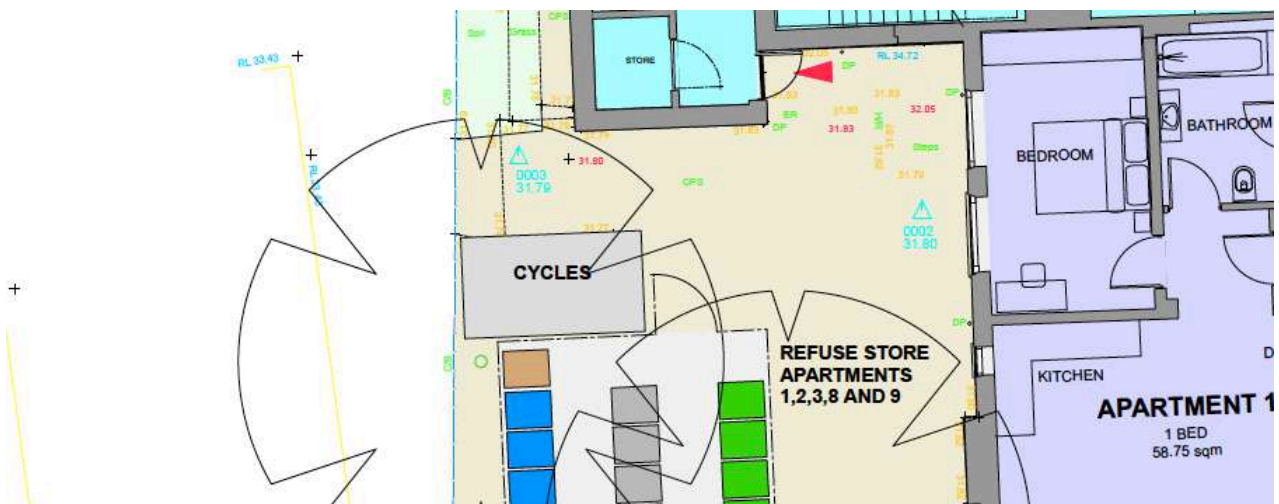
3.3.2 In accordance with Building Regulations 2010 (Part H) and MCC's *'Waste Storage and Collection Guidance for New Developments (GD 04)'*, the bin stores are located so residents will not usually be required to carry refuse more than 30m (excluding any vertical distance), and a refuse collection vehicle can stop within 25m of the bin stores.

- 3.3.3 The bin store to the east will serve apartments 4, 5, 6 and 7, and refuse collection vehicles will stop on Ferndown Road to access this bin store via the main site access. The refuse store to the west will serve apartments 1, 2, 3, 8 and 9, and refuse collection vehicles will stop on Altrincham Road to access this bin store via the secondary access.
- 3.3.4 The proposed waste collection strategy is consistent with the existing arrangement, with refuse vehicles currently stop on Ferndown Road and Altrincham Road to serve existing properties. Due to the number of bins being split between two stores, this limits the number of bins collected from Altrincham Road and therefore it is not expected that a refuse collection vehicle will have a significant detrimental impact on the operation of the local highway network.

3.4 Parking Provision

- 3.4.1 MCC's 'Manchester Residential Quality Guidance' includes recommended parking standards for new apartments outside the city centre, stating that "new apartment development will be expected to provide 100% parking provision as a starting point".
- 3.4.2 In accordance with MCC's parking standards, the development proposals include a total of 9 on-site car parking spaces, which is equivalent to 100% car parking provision. The on-site car parking provision includes one disabled space located, which is equivalent to 11% of the total car parking provision.
- 3.4.3 The car parking provision includes 3 Electric Vehicle Charging Points (EVCP), which is equivalent to 33% provision. Ducting/cabling will be provided at all other spaces to facilitate additional EVCP provision in the future.
- 3.4.4 The development proposals include 100% cycle parking provision, located in a secure external cycle store within the car parking area, as shown in [Figure 3.3](#).

Figure 3.3 : Proposed Secure Cycle Store



4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

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

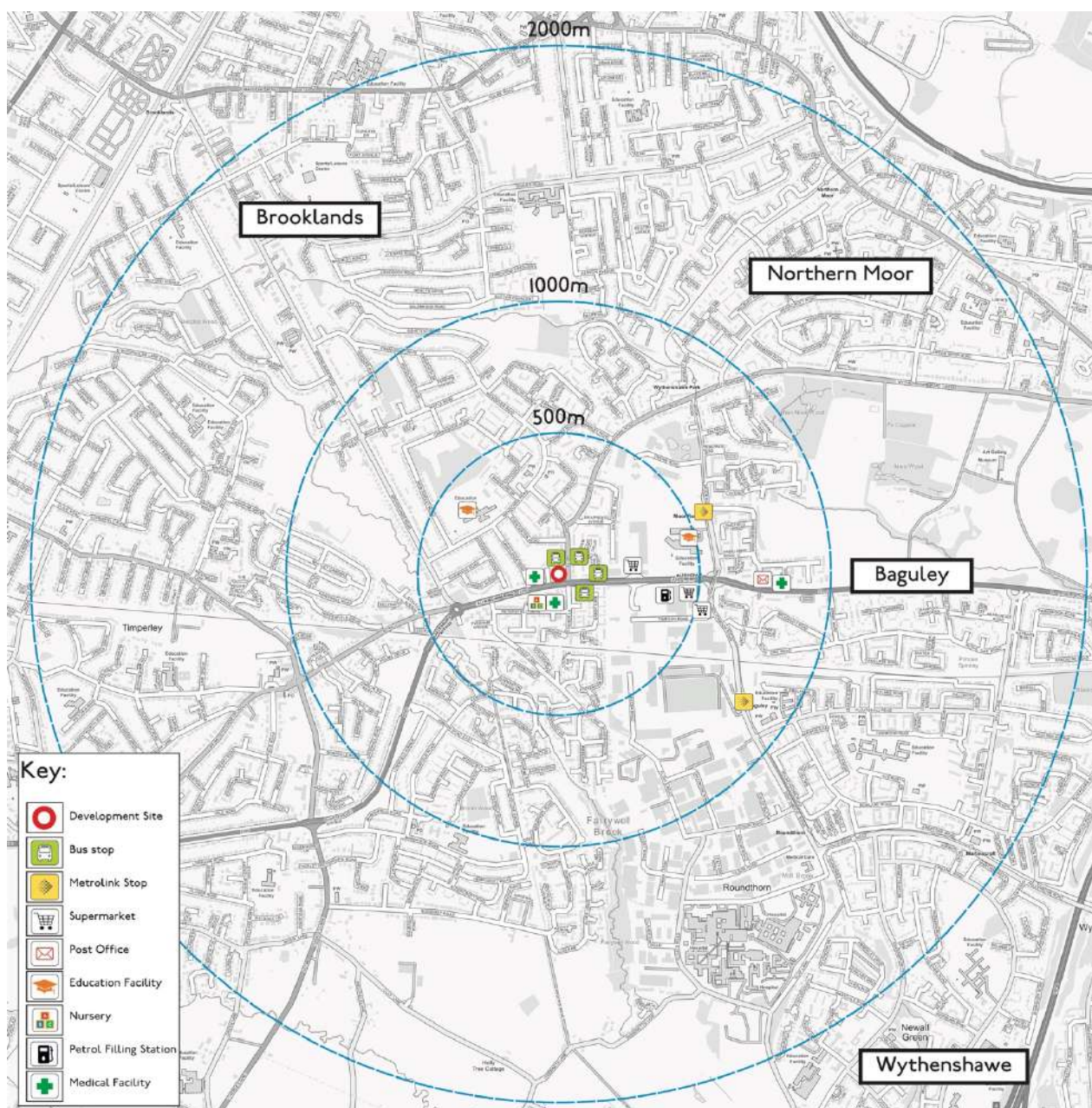
Table 4.1 : CIHT Guideline Acceptable Walking Distances

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

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 The '*Manchester Residential Quality Guidance*' follows a similar approach to walking distances from proposed residential development, stating that '*residential development should be within an easy walking distance (400m) of a range of day to day destinations, which might include: local shops; community facilities; sports facilities; playgrounds; parks and spaces*'.
- 4.2.4 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.5 As described previously, a network of existing footways is provided on the local highway network surrounding the site. The continuous network of footways provides pedestrian access for all users, accounting for varying levels and types of disability.

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

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.7 As shown in Figure 4.1, the site is located within a 500m catchment of local amenities and public transport services, including bus stops on Ferndown Road and Altrincham Road, shops and medical facilities. Moor Road Metrolink Tram Stop is also located within an acceptable walking distance.

4.2.8 Table 4.2 provides an indication of the distances and approximate walking times to public transport services and local amenities. The distances are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Existing Local Amenities – Distance and Walking Times

Amenity	Approximate Distance	Average Walking Time
Bus Stop – Ferndown Road (NB)	22m	> 1 minute
Bus Stop – Ferndown Road (SB)	68m	>1 minute
Brooklands Medical Centre	98m	1 minute
Bus Stop –Altrincham Road (WB)	108m	1 minute
Bus Stop –Altrincham Road (EB)	135m	1.5 minutes
Baguley Pharmacy	225m	2.5 minutes
Local Store	225m	2.5 minutes
Little Spuds Day Nursery	230m	2.5 minutes
Aldi	250m	3 minutes
Tesco Extra	480m	6 minutes
Lidl	500m	6 minutes
Moor Road Metrolink	880m	10.5 minutes
Wyenshaw Park Metrolink	950m	11.5 minutes

4.2.9 In accordance with MCC and CIHT guidance, Table 4.2 shows that there are four bus stops within approximately 135m (1.5-minute walk) of the site. In addition, there are a range of other local amenities located within a short walk from the site, this includes a doctor's surgery, pharmacy, supermarkets, Metrolink and a day nursery.

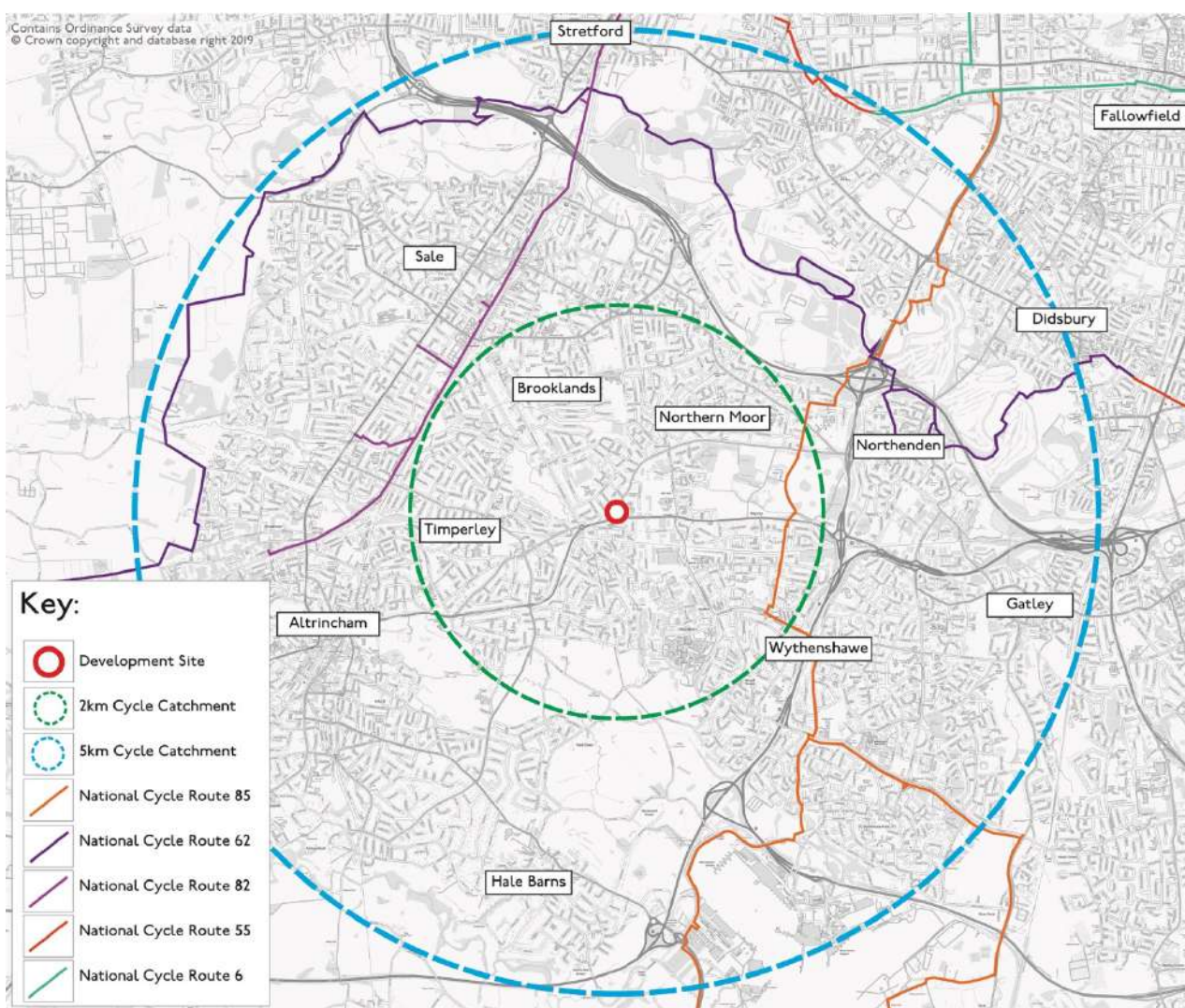
4.2.10 As described previously, the local highway network benefits from an extensive network of good quality footways, providing access to local bus services and amenities. In terms of pedestrian connectivity, the analysis shows that walking within the local area and as part of a journey by public transport, represents a realistic alternative to car trips, particularly for commuting purposes.

4.3 Cycle Accessibility

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

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

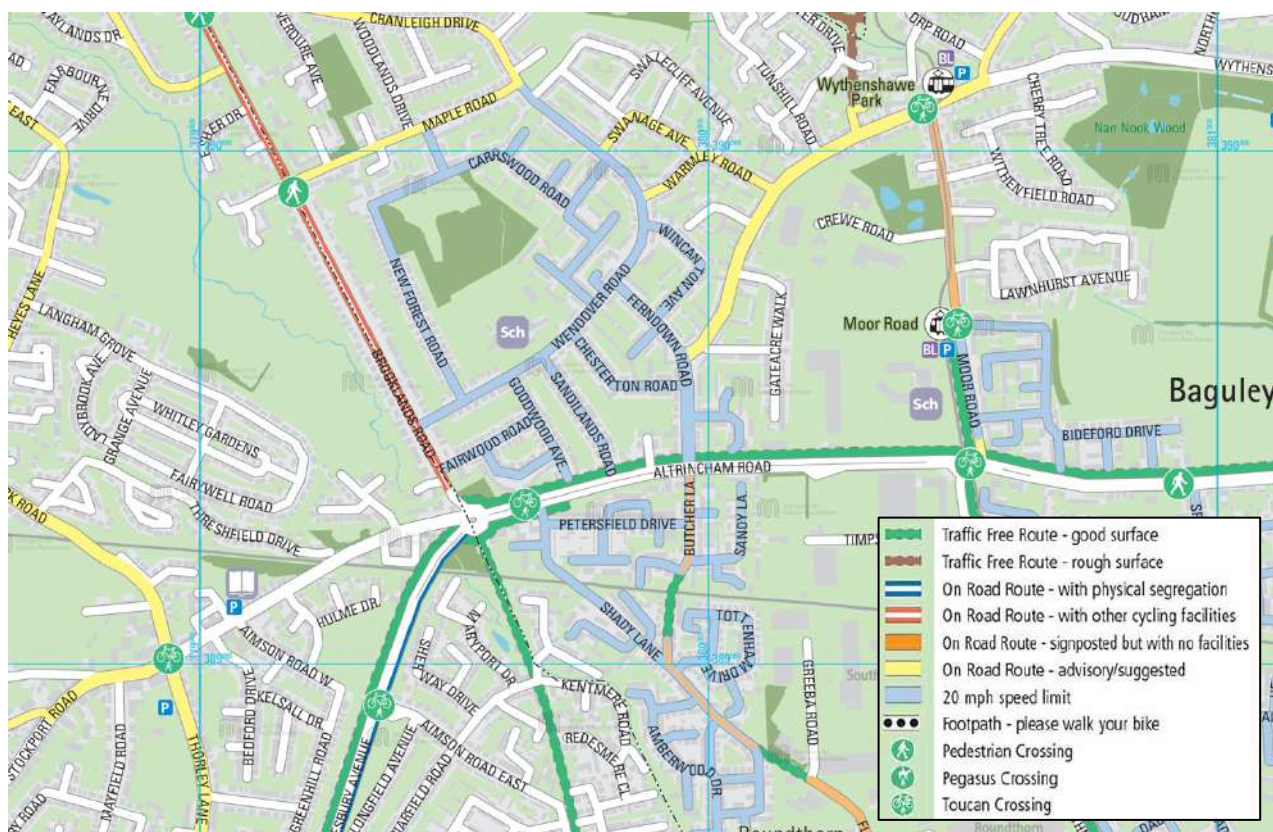
Figure 4.2 : Cycle Catchment Plan



- 4.3.4 As shown in Figure 4.2, Timperley, Brooklands and Northern Moor are located within a 2km catchment of the site, and further afield, Altrincham, Sale and Gatley are accessible within a 5km catchment. The site benefits from access to National Cycle Network (NCN), including NCN Route 85 which passes through Wythenshawe to the east of the site.

4.3.5 In addition to the NCN cycle routes, there are further cycle routes available on the local highway network, including traffic free routes, signposted routes and advisory routes. The local cycle routes and infrastructure are shown in Figure 4.3.

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



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

4.4 Public Transport Services

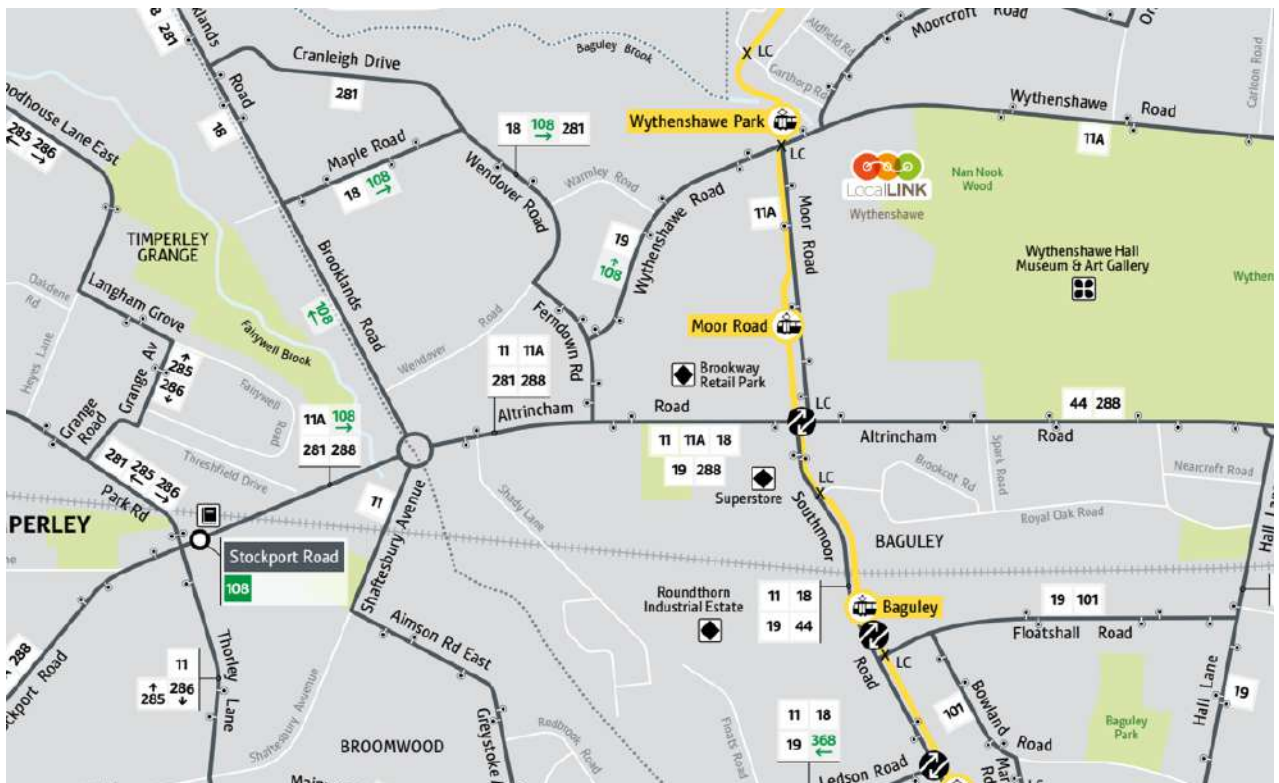
Local Bus Services

4.4.1 The CIHT guidance document '*Buses in Urban Development (2018)*' recommends a maximum walking distance in urban areas of up to 300m to bus stops located on '*less frequent routes*'. A walking distance of 300m is equivalent to a 4-minute walk based on a 1.4 metres per second walking speed.

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

4.4.3 Figure 4.4 shows the local bus services operating in the vicinity of the site, accessible from bus stops located on the local highway network.

Figure 4.4: Local Bus Services (source: TfGM)



4.4.4 As shown in Figure 4.4, bus services 11, 11A, 18, 19, 281 and 288 operate along Ferndown Road and Altrincham Road, and are accessible from bus stops located within 135m (1.5-minute walk) from the site.

4.4.5 Table 4.3 provides a summary of routes and times of local bus services accessible from these bus stops.

Table 4.3: Local Bus Services accessible from Ferndown Road and Altrincham Road

Service No	Route	Approx. Two-Way Frequency			
		AM/PM Peak	Off-Peak	Sat	Sun
18	Eccles – The Trafford Centre – Stretford – Wythenshawe – Manchester Airport	Hourly	Hourly	Hourly	Hourly
19	Wythenshawe – Benchill – Sale – Altrincham	30mins	20mins	30 mins	Hourly
11	Altrincham – Northenden – Sharston – Cheadle – Stockport	20mins	20mins	20mins	30mins
11A	Altrincham – Northenden – Sharston – Cheadle – Stockport	30mins	30mins	30mins	Hourly
281	Sale – Timperley – Broadheath – Altrincham	Hourly	Hourly	Hourly	-
288	East Didsbury – Northenden – Altrincham – Manchester Airport	Hourly	Hourly	Hourly	2 – Hourly

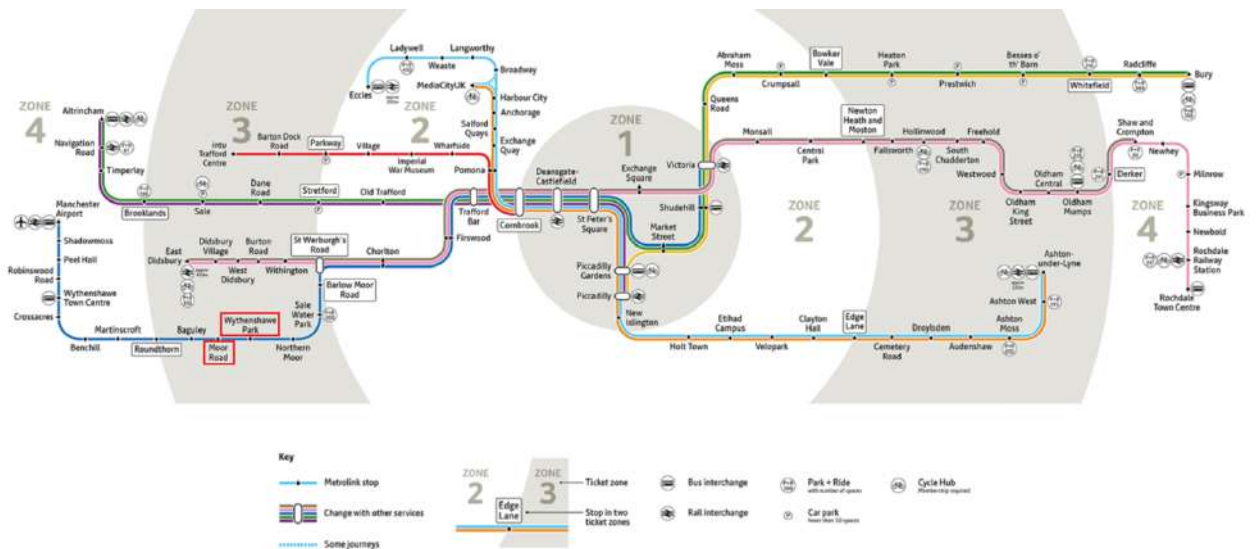
4.4.6 Table 4.3 shows that there are frequent bus services accessible from the site, providing services to a range of local destinations during the day throughout the week, including servicing to Sale, Altrincham, Stockport and Manchester Airport.

Tram Services

4.4.7 Moor Road Metrolink Tram Stop is the closest Metrolink station, being located within a walking distance of approximately 880m (10.5-minute walk). Wythenshawe Park Metrolink Tram Stop is located approximately 950m (11.5-minute walk) from the development site.

4.4.8 As shown in Figure 4.5, local tram stop provides direct services between Manchester Airport and Manchester City Centre. The tram services to Manchester City Centre route via Deansgate-Castlefield Railway Station and Victoria Railway Station.

Figure 4.5: Metrolink Tram Network (source: TfGM)



4.4.9 Trams services available from Moor Road operate on a 12-minute frequency throughout the day. Moor Road Metrolink Tram Stop benefits from step free access to all platforms, secure cycle parking, help points and security camera coverage.

4.4.10 The accessibility of Moor Road Metrolink stop from the site, and frequent tram services available to Manchester City Centre and other destinations, demonstrates the site's sustainable accessibility by tram, particularly as an alternative to private cars trips for commuting and shopping/leisure trips.

4.5 Summary

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

- Existing footways available on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Accessibility to a range of local amenities, including supermarkets, pharmacies and a doctor's and day nursery;
- Access to an extensive network of local and national cycle routes, providing designated routes to a wide range of other local destinations;
- Four bus stops, located within 135m (1.5-minute walk), providing services to a range of local destinations, including Altrincham, Sale, Stockport and Manchester Airport;

- Metrolink tram services are available from Moor Road, located within a walking distance of approximately 880m (10.5-minute walk), providing direct services to Manchester City Centre via Deansgate-Castlefield Railway Station and Victoria Railway Station.

4.5.2 The site is therefore compliant with the National Planning Policy Framework (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific 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'.*

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

5. Trip Generation

5.1 Proposed Trip Generation

- 5.1.1 In order to assess the traffic impact of the development trips on the local highway network, a trip generation exercise has been undertaken for the proposed residential use.
- 5.1.2 Trip rates have been derived from the TRICS database using the 'Residential – Flats Privately Owned' land use category. The TRICS trip rates have been approved by MCC Highways during scoping discussions.
- 5.1.3 The trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix C](#).

Table 5.1: Apartments - TRICS Trip Generation (vehicles)

Land Use	AM Peak (8:00-9:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
'Flats Privately Owned' (per dwelling)	0.055	0.178	0.233	0.157	0.084	0.241
Proposed Development (9 dwellings)	1	2	3	2	1	3

- 5.1.4 As shown in [Table 5.1](#), the proposed residential development will generate **3** two-way trips during the AM and **3** two-way trips during the PM peak hour.

5.2 Existing Trip Generation

- 5.2.1 Maybank House currently operates as a residential care home with capacity to provide accommodation for up to 25 residents.
- 5.2.2 In order to assess the traffic impact of the existing permitted use, a trip generation exercise has been undertaken use TRICS trips rates for the 'Health – Care Home (Elderly Residential)' land use category.
- 5.2.3 The trip rates and estimated trip generation for the care home use during the weekday AM and PM peak hour are shown in [Table 5.2](#), with the full TRICS outputs attached in [Appendix D](#).

Table 5.2: Care Home - TRICS Trip Generation (Vehicles)

Land Use	AM Peak (8:00-9:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
'Care Home' (per resident)	0.072	0.046	0.118	0.040	0.080	0.120
Existing Care Home (25 residents)	2	1	3	1	2	3

5.2.4 As shown in Table 5.2, the existing care home use is expected to generate **3** two-way trips during the AM and **3** two-way trips during the PM peak hour.

5.3 Trip Generation Comparison

5.3.1 Table 5.3 presents a comparison between the trips generated by the proposed apartments and existing care home use.

Table 5.3 Trip Generation Comparison (Vehicles)

Land Use	AM Peak (8:00-9:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Flats (12 Dwellings)	1	2	3	2	1	3
Existing Care Home (25 residents)	2	1	3	1	2	3
Net Trip Difference	-1	1	0	1	-1	0

5.3.2 As shown in Table 5.3 when compared to the existing care home use, the proposed residential development is expected to generate approximately the same number of two-way trips during the AM and PM peak hour.

5.4 Traffic Impact Assessment

5.4.1 Based on the expected number of trips, the development is expected to have a low impact on the local highway network during the AM and PM peaks, which is shown to be closely comparable to the existing permitted care home use.

5.4.2 It can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6. Travel Plan

6.1 Travel Plan Measures and Initiatives

6.1.1 Based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives could be implemented at the site to reduce single occupancy car use and encourage residents to travel sustainably.

6.1.2 Potential travel plan measures and initiatives which have or could be undertaken by the developer include:

- Cycle Parking – the Applicant will provide secure cycle parking provision for each apartment, which is equivalent 100% cycle parking provision;
- Residents Welcome Pack - promote walking and cycling to residents as well as encourage use of the local public transport services, by providing transport information to residents;
- Bike Lease Schemes – the provide information about local Bike Lease Schemes to residents;
- Car Club, Car Share and Car Rental - provide information to residents about local car clubs, car share schemes and car rental companies; and
- Monitoring – undertake travel surveys to monitor the travel behaviour of residents.

6.1.3 In accordance with national and local policy and guidance, the above Travel Plan measures and initiatives would promote sustainable travel at the site and reduce single occupancy car use.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 Mode Transport Planning has been appointed by KRM Properties Ltd to provide transport planning and highways advice in relation to a change of use planning application at 588 Altrincham Road in Baguley, Manchester.
- 7.1.2 The development proposals comprise a total of 9no. apartments for the Private Rented Sector (PRS), including 6no. 1-bedroom apartments and 3no. 2-bedroom apartments. The existing building and access points on Ferndown Road and Altrincham Road will be retained.
- 7.1.3 Until March 2022, the site was previously occupied by the Maybank Residential Care Home, which provided accommodation for 25 residents.
- 1.1.1 The analysis in this Transport Statement has been carried in accordance with current policy and guidance and following scoping discussions with MCC Highways and TfGM. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, bus and tram services, providing a realistic alternative to car travel, particular for leisure/ amenity trips and commuting;
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
 - In accordance with MCC's local parking standards, the scheme provides 9 on-site car parking spaces, including one disabled spaces. The parking provision includes three EVCP spaces, with ducting/ cabling provided at all other spaces.
 - The proposal development also includes 100% cycle parking provision, provided at a secure cycle store;
 - The bin stores are located so residents will not usually be required to carry refuse more than 30m (excluding any vertical distance), and a refuse collection vehicle can stop within 25m of the bin stores, in accordance with Building Regulations 2010 (Part H) and MCC's '*Waste Storage and Collection Guidance for New Developments (GD 04)*';
 - Based on agreed trip rates, the proposed residential use is expected to generate **3** two-way trips during the AM and **3** two-way trips during the PM peak hours. When compared to the existing care home use, the proposed residential development is expected to generate approximately the same number of two-way trips during the AM and PM peak hour.
 - Considering the very low number of trips generated, the proposed development will have a negligible traffic impact on the local highway network;

- Although a full Travel Plan is not required, in order to reduce single occupancy car journeys and encourage sustainable travel, a range of travel plan measures and initiatives could be introduced; and
- Overall, it can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

7.2 Conclusion

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

APPENDICES

APPENDIX A

MCC Highways Scoping Correspondence

Subject: Re: 588 Altrincham Road - TS Scope
Date: Thursday, 26 August 2021 at 13:42:40 British Summer Time
From: Andy Connell
To: Michael Anthony
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.png

Thanks Michael,

I had a few minutes s thought I'd respond here to your request.

The scoping you propose seems generally acceptable.

In terms of on-site parking, we'd be looking for (or close to) 100%. Approx 5% of these should be accessible (likely to be 1 space) with 20% enabled with EV charging and the remainder with the ducting/cabling to allow future conversion.

We'd also want 100% secure cycle storage.

Please could you also base your waste strategy around MCC document GD04. This provides details of drag distances for residents and waste operatives (30m and 10m respectively). I presume the logical waste pick-up (if it cannot be done internally) would be from Ferndown rather than Altrincham Rd (without impacting on signalised junction), and no bins should be stored on the public footway for any length of time.

Hope this helps?

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 26 August 2021 1:05 PM
To: Andy Connell <andy.connell@manchester.gov.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Re: 588 Altrincham Road - TS Scope

Hi Andy,

Thank you for your email. The architect hasn't sent us the layout drawings yet but we can provide these when available. If you have any scoping comments in the interim please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

☎ 0161 464 9495

☎ 07841 572 743

✉ michaelanthony@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

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

keep up with mode:



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

From: Andy Connell <andy.connell@manchester.gov.uk>

Date: Thursday, 26 August 2021 at 13:03

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

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

Subject: 588 Altrincham Road - TS Scope

Hi Michael, my line manager Neil has passed this onto me for my consideration and I should be able to look at this early next week.

Has a site plan been drafted? It would be useful to view one. At the moment I only have the Trics info to go off.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)

CURRENTLY WORKING FROM HOME

Traffic Engineer

Highways Service, Neighbourhoods Directorate

5th Floor Bridgewater House

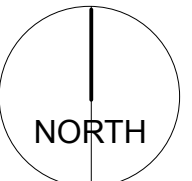
Whitworth Street

Manchester

M1 6LT

APPENDIX B

Development Site Layout Drawing



Corstorphine & Wright

Manchester Studio The Stables, Paradise Wharf, Ducie Street, Manchester M1 2JN 0161 272 8100 corstorphine-wright.com					Revision C-0
Drawing No. 21769. SK 020					
Drawn RE	Checked PKR	Paper Size A1	Scale 1:100	Date 07.04.22	

APPENDIX C

TRICS Trip Rates – ‘Residential – Flat Privately Owned’

Calculation Reference: AUDIT-754101-210113-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/09/20

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

Selected survey days:

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

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

C3	26 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	8 days
125,001 to 250,000	7 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	16 days

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

Travel Plan:

Yes	2 days
No	24 days

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

PTAL Rating:

No PTAL Present	26 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS		BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS		BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS		BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS		CAMBRIDGESHIRE
	CROMWELL ROAD			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	82		
	Survey date: MONDAY	18/09/17		Survey Type: MANUAL
5	CB-03-C-02	BLOCK OF FLATS		CUMBRIA
	BRIDGE LANE			
	PENRITH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
6	CB-03-C-03	FLATS & BUNGALOWS		CUMBRIA
	LOUND STREET			
	KENDAL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	09/06/14		Survey Type: MANUAL
7	CO-03-C-01	BLOCKS OF FLATS		CONWY
	MOSTYN BROADWAY			
	LLANDUDNO			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	37		
	Survey date: MONDAY	26/03/18		Survey Type: MANUAL
8	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET DERBY			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL
10	DV-03-C-01	BLOCK OF FLATS		DEVON
	BONHAY ROAD EXETER			
	Edge of Town Centre Residential Zone Total No of Dwellings:	27		
	Survey date: MONDAY	10/07/17		Survey Type: MANUAL
11	ES-03-C-01	BLOCK OF FLATS		EAST SUSSEX
	OLD SHOREHAM RD BRIGHTON HOVE			
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	71		
	Survey date: TUESDAY	26/09/17		Survey Type: MANUAL
12	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF			
	Edge of Town Centre Residential Zone Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
13	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF			
	Edge of Town Centre Residential Zone Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
14	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET PORTSMOUTH			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
15	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD BOREHAMWOOD			
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL
16	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	70	0.045	26	70	0.142	26	70	0.187
08:00 - 09:00	26	70	0.055	26	70	0.178	26	70	0.233
09:00 - 10:00	26	70	0.072	26	70	0.092	26	70	0.164
10:00 - 11:00	26	70	0.067	26	70	0.082	26	70	0.149
11:00 - 12:00	26	70	0.071	26	70	0.079	26	70	0.150
12:00 - 13:00	26	70	0.091	26	70	0.088	26	70	0.179
13:00 - 14:00	26	70	0.071	26	70	0.086	26	70	0.157
14:00 - 15:00	26	70	0.067	26	70	0.076	26	70	0.143
15:00 - 16:00	26	70	0.098	26	70	0.063	26	70	0.161
16:00 - 17:00	26	70	0.114	26	70	0.072	26	70	0.186
17:00 - 18:00	26	70	0.157	26	70	0.084	26	70	0.241
18:00 - 19:00	26	70	0.161	26	70	0.089	26	70	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.069			1.131			2.200

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 184 (units:)
Survey date range:	01/01/12 - 08/09/20
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX D

TRICS Trip Rates – ‘Health – Care Home (Elderly Residential)’

Calculation Reference: AUDIT-754101-210831-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
EX ESSEX	1 days
HC HAMPSHIRE	1 days
HF HERTFORDSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
SW SWANSEA	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: Number of residents
 Actual Range: 17 to 78 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/05/19

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	4 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 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)	2
Edge of Town	5

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:

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:

C2 12 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:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	6 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	2 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	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:

No 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	DS-05-F-01	NURSING HOME	DERBYSHIRE
	29 VILLAGE STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	70	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
2	ES-05-F-02	CARE HOME	EAST SUSSEX
	BATTLE ROAD		
	HAILSHAM		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	69	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
3	EX-05-F-01	NURSING HOME	ESSEX
	WINSTON AVENUE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
4	GM-05-F-03	NURSING HOME	GREATER MANCHESTER
	HALIFAX ROAD		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	30	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
5	HC-05-F-01	CARE HOME	HAMPSHIRE
	BOTLEY ROAD		
	SOUTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	42	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
6	HF-05-F-02	NURSING HOME	HERTFORDSHIRE
	BEACONSFIELD ROAD		
	ST ALBANS		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	25	
	Survey date: TUESDAY	01/10/13	Survey Type: MANUAL
7	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
8	NT-05-F-02	NURSING HOME	NOTTINGHAMSHIRE
	MOOR LANE		
	NEAR NOTTINGHAM		
	BINGHAM		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	34	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: MONDAY	04/03/19	Survey Type: MANUAL
10	SF-05-F-01	CARE HOME	SUFFOLK
	COLCHESTER ROAD		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
11	SW-05-F-01	NURSING HOME	SWANSEA
	ST HELENS ROAD		
	SWANSEA		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	78	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
12	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL

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

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

Licence No: 754101

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

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	12	42	0.100	12	42	0.058	12	42	0.158
08:00 - 09:00	12	42	0.072	12	42	0.046	12	42	0.118
09:00 - 10:00	12	42	0.078	12	42	0.036	12	42	0.114
10:00 - 11:00	12	42	0.080	12	42	0.058	12	42	0.138
11:00 - 12:00	12	42	0.078	12	42	0.072	12	42	0.150
12:00 - 13:00	12	42	0.072	12	42	0.066	12	42	0.138
13:00 - 14:00	12	42	0.096	12	42	0.070	12	42	0.166
14:00 - 15:00	12	42	0.092	12	42	0.108	12	42	0.200
15:00 - 16:00	12	42	0.078	12	42	0.124	12	42	0.202
16:00 - 17:00	12	42	0.054	12	42	0.116	12	42	0.170
17:00 - 18:00	12	42	0.040	12	42	0.080	12	42	0.120
18:00 - 19:00	12	42	0.036	12	42	0.024	12	42	0.060
19:00 - 20:00	12	42	0.048	12	42	0.066	12	42	0.114
20:00 - 21:00	12	42	0.036	12	42	0.048	12	42	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.960			0.972			1.932

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:	17 - 78 (units:)
Survey date range:	01/01/13 - 02/05/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 206 2945