PROPOSED EXTENSION TO CARE HOME
MARION LAUDER HOUSE, LINCOMBE ROAD, MANCHESTER

Care Concepts
Transport Statement

August 2026

Proposed Extension to Care Home

Marion Lauder House, Lincombe Road, Manchester

Transport Statement

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Care Concepts in relation to a proposed care home extension at the existing Marion Lauder House Care Home in Manchester.

1.2 Site Location

1.2.1 The proposal site (herein referred to as 'the Site') forms Marion Lauder House care home, located on Lincombe Road within the area of Wythenshawe in south Manchester.

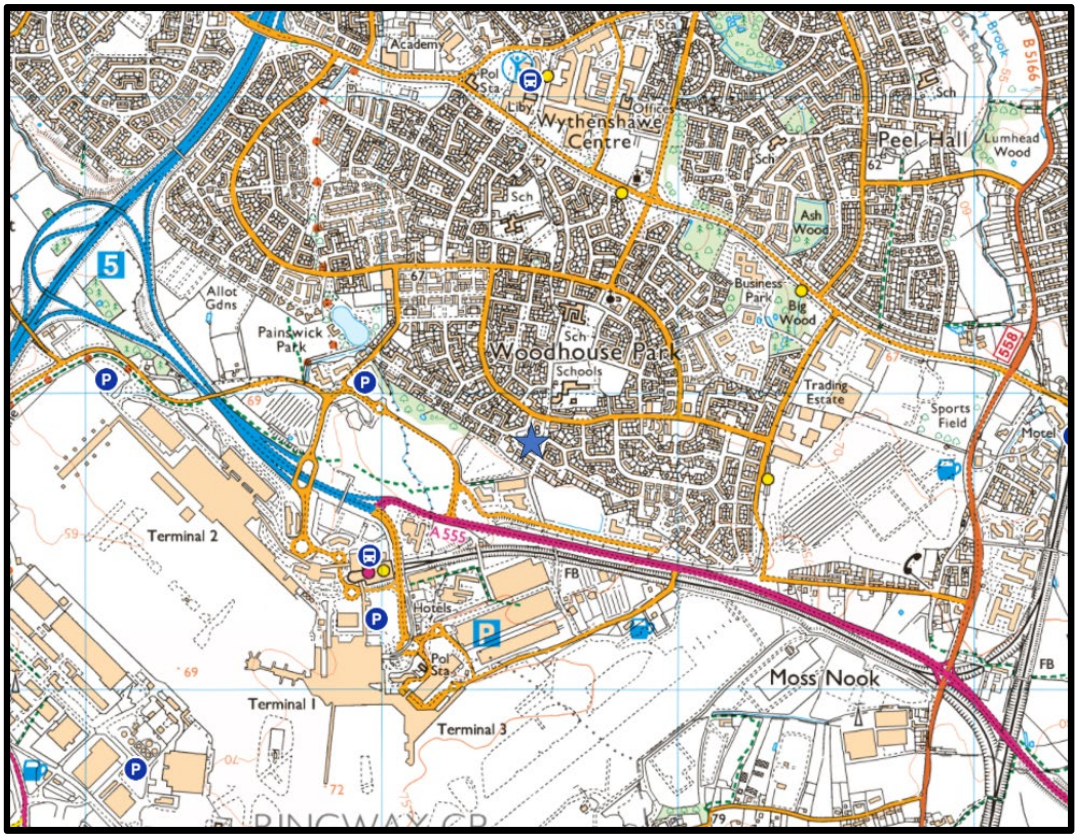
1.2.2 The existing Marion Lauder House care home premises includes a 76-bed care home with on-site parking provision for approximately 20 vehicles and a dedicated servicing area.

1.2.3 The existing care home is accessed via two priority-controlled access junctions; one junction on Lincombe Road and one on Woodhouse Road. A third dropped-kerb access is provided on Felskirk Road.

1.2.4 The Site is bound to the north by Felskirk Road and The Red Beret public house, to the east by Woodhouse Road, and to the south and west by Lincombe Road.

1.2.5 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Ordinance Survey. N.B. the proposal Site is denoted by a blue star.

1.2.6 The Site is located in a largely built-up urban area on the southern edge of Wythenshawe, with a significant number of residential dwellings in close proximity.

1.2.7 The nominal centre of Wythenshawe is located north of the Site and includes the Wythenshawe Civic shopping centre as well as surrounding commercial units and amenities. Manchester Airport is situated south of the Site.

1.2.8 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google. N.B. the approximate Site boundary is denoted by a red line.

1.3 Existing Site Layout

1.3.1 The existing Site consists of a two-storey care home, an associated residential bungalow, gardens, parking and bin storage.

1.3.2 As detailed above, the existing care home is accessed via two priority-controlled access junctions; one junction on Lincombe Road and one on Woodhouse Road. A third dropped-kerb access is provided on Felskirk Road.

1.3.3 The Lincombe Road access is the main access point for staff and visitor parking. This access connects to the Woodhouse Road access via a one-way internal access road. Painting on the ground denotes 'One Way, 10 MPH, Cars Only'. A pedestrian walk route along the internal access road and zebra crossings are also marked.

1.3.4 The Woodhouse Road access is used by staff and visitor vehicles exiting the Site and service vehicles. It also provides access to the residential bungalow. The dropped-kerb access on Felskirk Road is also for service vehicles only.

1.3.5 10 parking spaces are present in front of the main care home entrance including two disabled spaces. 10 additional spaces are located to the east of the main entrance, whilst two service bays are located near the Woodhouse Road access.

1.3.6 A bin store is located at the Woodhouse Road access. Cycle storage for 5 cycles is provided near to the care home entrance.

1.3.7 Informal on-street parking is also present on the residential road surrounding the Site.

1.4 Development Proposals

1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include demolition of the residential bungalow and an extension of the existing care home to increase the number of bedrooms from 76 to 122, as well as to include additional amenity space.

1.4.2 The proposals also include modifications to the existing on-site car parking provision.

1.4.3 The existing Site accesses on Lincombe Road, Woodhouse Road and Felskirk Road will be retained, as well as the internal access road.

1.4.4 The Local Planning Authority and Local Highway Authority is Manchester City Council (MCC).

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), August 2026

1.5.1 The National Planning Policy Framework (NPPF) was first published on 27th March 2012 and revised on 17th August 2026. It sets out the Government's planning policies for plan-making and national decision-making in England.

1.5.2 Chapter 15 of the NPPF seeks to ensure that transport is fully considered in the preparation and assessment of development proposals, adopting a vision-led approach that supports the creation of sustainable, inclusive and well-designed places.

1.5.3 Under the heading 'Plan-making policies', Policy TR1 sets out the requirement for a vision-led approach to planning for transport. It is provided below for ease of reference.

NPPF Policy TR1: Vision-led approach to planning for transport

1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:

   a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;

   b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;

   c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

   d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and

   e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.

2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.

Source: NPPF 2026, Chapter 15, TR1, pp.68-69.

1.5.4 National decision-making policies are set out at policies TR3-TR8. The policies relevant to this development proposal include policies TR3, TR4, TR5, TR6, TR7, and TR8. These policies are provided below for ease of reference.

NPPF Policy TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

   a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

   b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

   c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

   d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

   e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

Source: NPPF 2026, Chapter 15, TR3, pp.69-70.

NPPF Policy TR4: Street design, access and parking

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

   a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

   b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

   c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

      i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;

      ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and

      iii. Avoid unnecessary street clutter.

   d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

   e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in national design guidance[46] should be used to inform how this policy is applied.

[46] Manual for streets published in: Designing and modifying residential streets: Manual for streets - GOV.UK and the Design and Placemaking planning practice guidance.

Source: NPPF 2026, Chapter 15, TR4, pp.70-71.

NPPF Policy TR6: Assessing transport impacts

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

   a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

   b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

Source: NPPF 2026, Chapter 15, TR6, pp.71-72.

Manchester City Council Core Strategy 2012-2027 (adopted 11th July 2012; updated March 2024)

1.5.5 The current MCC Core Strategy sets out the vision, objectives, spatial strategy, and planning policies for the city up to 2027. The policies relating to transport are set out in Objective 5.

Places for Everyone Joint Development Plan 2022-2039 (adopted 21st March 2024)

1.5.6 The Places for Everyone Joint Development Plan sets out the long-term plan for jobs, new homes, and sustainable growth for the Greater Manchester area. The policies relating to transport are set out in Policies JP-C1 to JP-C8.

1.6 Parking Policy

1.6.1 NPPF Policy TR2 sets the overarching framework for parking standards. It is provided below for ease of reference.

NPPF Policy TR2 - Local parking standards

1. Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.

2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.

3. Parking standards should take into account:

   a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;

   b. Opportunities for improvements in walking, wheeling, cycling and public transport;

   c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;

   d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and

   e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.

Source: NPPF 2026, Chapter 15, TR2, p.69.

Adopted Local Parking Standards

1.6.2 The parking standards pertinent to the proposed development are set out in Appendix B of the MCC Core Strategy 2012-2027.

1.6.3 The proposed car and cycle parking provision and the relevant parking standards are set out at Section 3.5 of this report.

1.7 Proposed Development Vision

1.7.1 In line with Policy TR1 of the NPPF, the vision of the proposed development is to provide a new care home that has safe and suitable access by sustainable travel modes, and encourages their use. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.8 Report Overview

1.8.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

1.8.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

1.8.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.8.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects. An assessment of the potential parking demand of the development is also presented.

Section 5.0 Summary and Conclusions

1.8.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*

2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."*

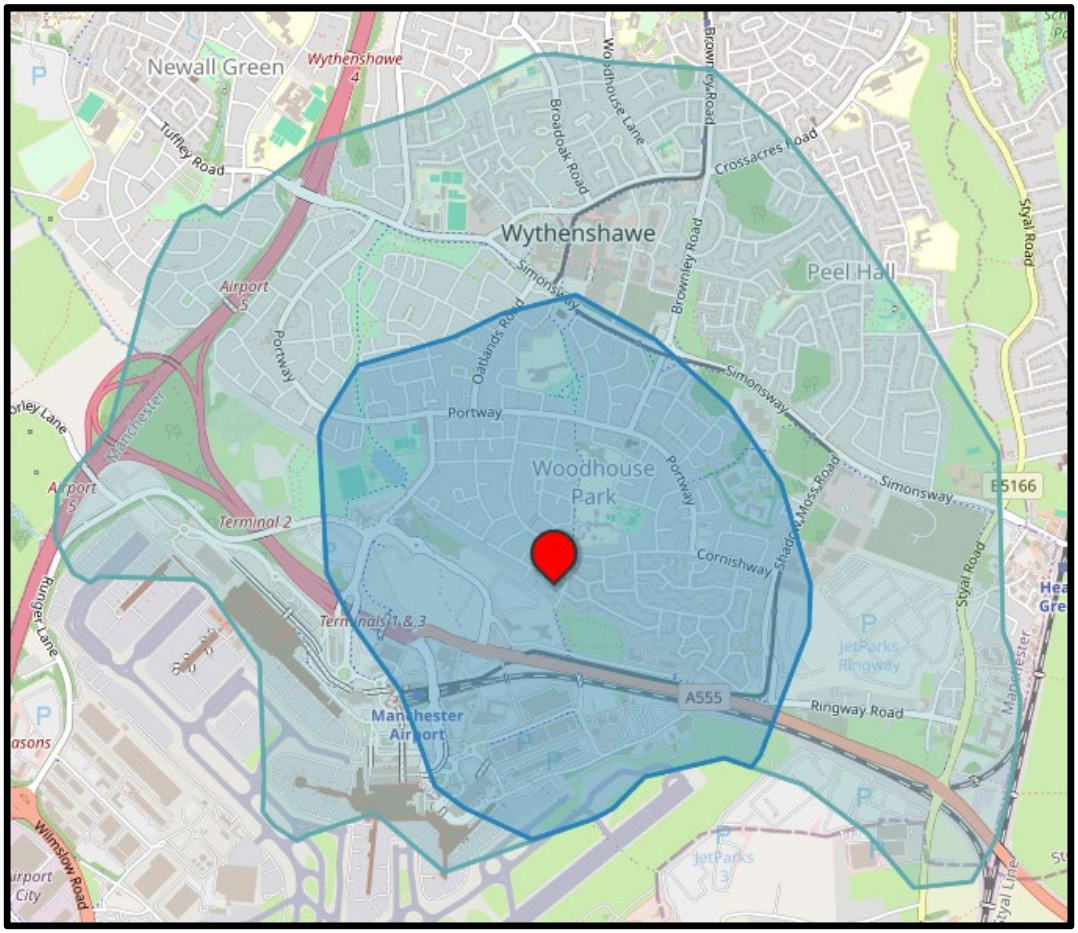
2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.

2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: OpenRouteService.

2.2.7 The 1km and 2km walk catchments above indicate that there is a significant residential area within walking distance of the Site.

2.2.8 The Site is accessed by pedestrians via existing street-lit footways on Lincombe Road and Woodhouse Road. The other nearby roads surrounding the Site are residential in nature and include street-lit footway provisions which connects the Site to the wider pedestrian network.

2.2.9 North of the Site Cornishway is flanked by footways. South of the Site there is a shared footway / cycleway link between Woodhouse Lane and Aviator Way, the north side of which includes a shared footway / cycleway with pedestrian and cycle lanes demarcated by painted markings.

2.2.10 A dropped kerb crossing with tactile paving is present on Aviator Way adjacent to the Woodhouse Lane / Aviator link. This leads onto a shared footway / cycleway link onto the A555 Ringway Road West, which includes a shared footway / cycleway on its north side. There is a staggered signal-controlled pedestrian crossing on Ringway Road West adjacent to this link which leads into Manchester Airport.

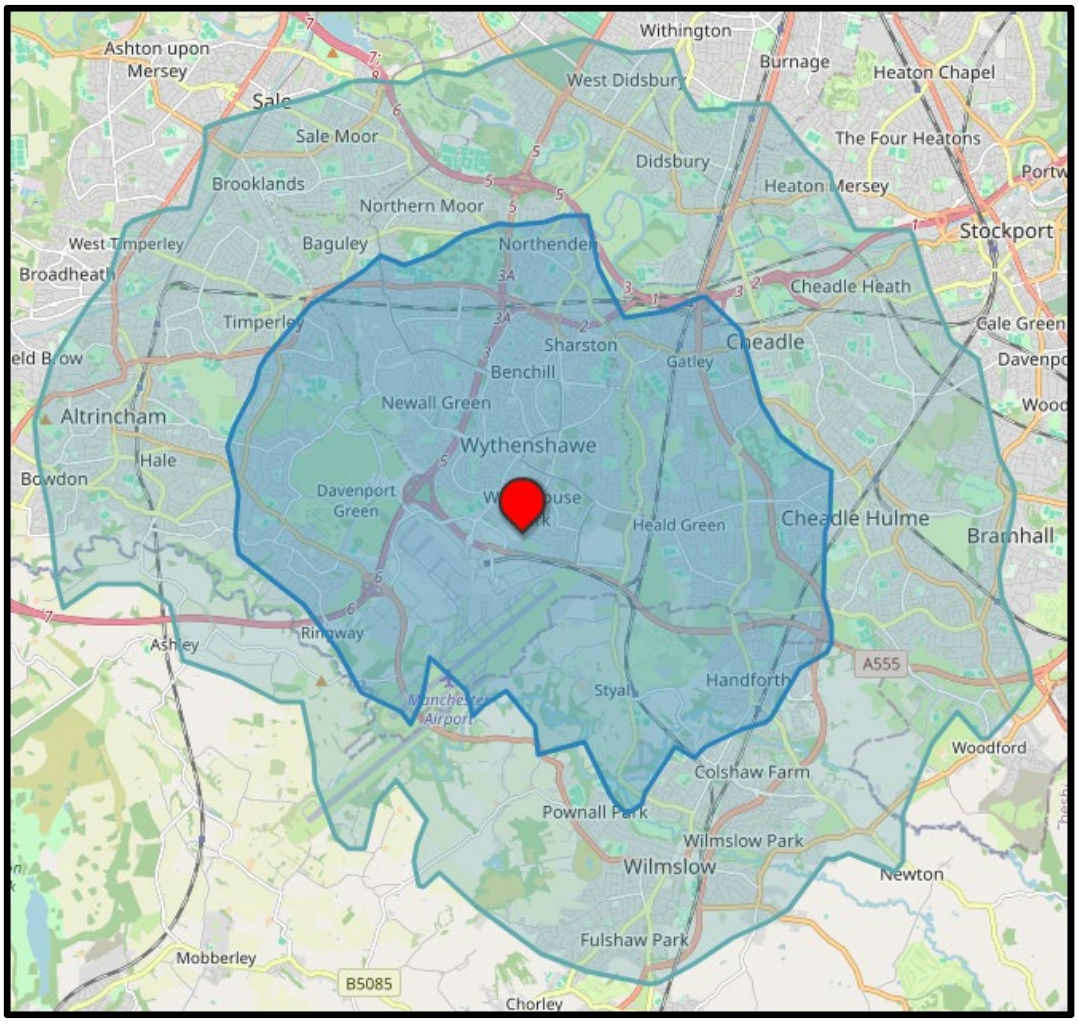
2.2.11 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for staff and visitors to make trips to the Site by foot.

2.3 Access by Cycling

2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.2 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

Figure 2.2 – Cycle Catchment Area

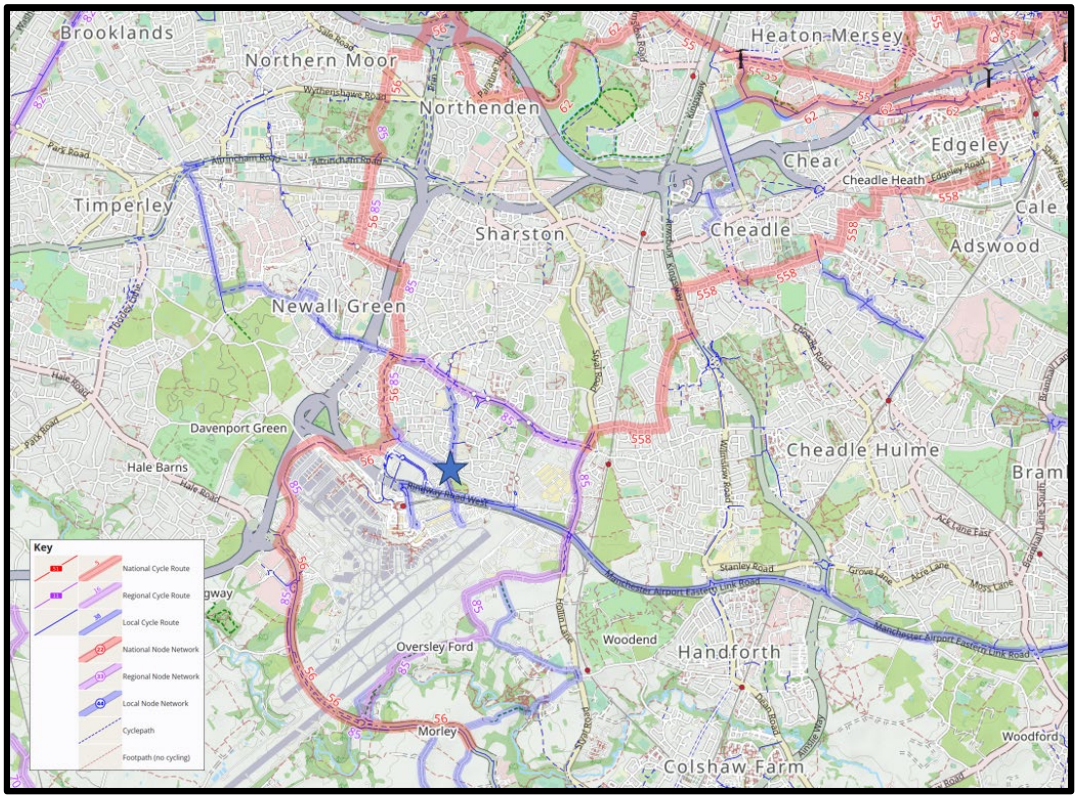


Source: OpenRouteService.

2.3.3 The 5km cycle catchment includes all of Wythenshawe. The 8km catchment includes Didsbury, Cheadle, Cheadle Hulme, Wilmslow, Altrincham, and some of Sale. There is therefore a significant local population within cycling distance of the Site.

2.3.4 Figure 2.3 below shows a cycle map for Wythenshawe and the surrounding areas taken from OpenStreetMap, showing local cycle ways in the area.

Figure 2.3 – Local Cycle Map



Source: OpenStreetMap. N.B. The Site is indicated by a blue star.

2.3.5 Unnamed Local Cycle Routes are accessible on Woodhouse Road and Lincombe Road adjacent to the Site.

2.3.6 There is a network of cycle infrastructure (dark blue solid lines shown at Figure 2.3) south of the Site along Aviator Way, Ringway Road West and Enterprise Way.

2.3.7 Regional Cycle Route 85 (RCR 85) is accessible north and east of the Site, which provides a route to the A538 to the south and to Wythenshawe centre to the north. National Cycle Route 56 (NCR 56) is accessible west of the Site which provides a route to the A538 to the south and to Withington to the north. NCR 558 is accessible east of the Site and provides a route into the centre of Stockport.

2.3.8 Local cycle routes are available, allowing for travel within Wythenshawe and the surrounding areas.

2.3.9 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, there are realistic and viable opportunities for staff and visitors to make trips by cycling.

2.4 Access by Bus

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stops to the Site are located on Cornishway c210m and c220m walk distances north from the Lidcombe Road access. Both the eastbound and westbound stops have flag-and-poles with timetables.

2.4.3 The bus stops and the indicative walking routes to/from the Site are shown at Figure 2.4 below.

Figure 2.4 – Bus Stop Locations



Source: Google. N.B All Distances, Locations and Areas approximate.

2.4.4 The above stops are served by the 103, 729 and 731 services.

2.4.5 The 103 service provides buses every 30 minutes between central Manchester and Manchester airport, whilst the 729 and 731 are school services.

2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by bus.

2.5 Access by Rail

2.5.1 Manchester Airport Station is located approximately 1km walk distance from the proposal site. The station is operated by TransPennine Express with approximately eight trains per hour to destinations such as Manchester Piccadilly, Glasgow and Liverpool.

2.5.2 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made on foot, cycle, bus, taxi, and car share.

2.6 Vehicular Access

2.6.1 The proposed development will continue be served from the existing Site accesses on Lincombe Road, Woodhouse Road and Felskirk Road.

2.6.2 Lincombe Road, Woodhouse Road and Felskirk Road are residential roads of between 5 and 6m in width.

2.6.3 Lincombe Road meets Woodhouse Road to the southwest of the Site via cross-roads, and Felskirk Road to the northwest of the Site via a priority junction. Both Woodhouse Road and Felskirk Road connect to Cornishway to north of the Site, both via priority junction.

2.6.4 Cornishway meets Portway to the northwest of the Site, which via Selstead Road and Enterprise Way provides a route to the M56 motorway, Ringway Road West and the Manchester Airport Relief Road. These connect the Site to the airport and central Manchester to the north of the Site.

2.6.5 The location of the Site relative to the local highway context is shown at Figure 2.5 below.

Figure 2.5 – Local Highway Context



Source: Openstreetmap. N.B. the location of the Site is denoted by a blue star.

2.6.6 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Road Safety Review

2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication

Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the site for the most recent five-year period between 2020-2024. The locations and levels of severity of the recorded collisions are shown at Figure 2.6 below.

Figure 2.6 – Local Collision Map



Source: Crashmap. N.B. The Site is denoted by a blue star.

2.7.4 No collisions have occurred on Lincombe Road, Woodhouse Road or Felskirk Road.

2.7.5 Three collisions, all classified as 'serious', have occurred on Cornishway, however at different locations as shown above.

2.7.6 The collision data indicates that there are no locations within the study area in which more than five collisions occurred (i.e. more than one per year), and so there is no pattern of collisions which can be attributed to a road layout deficiency.

2.8 Section Conclusion

2.8.1 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.

2.8.2 The area local to the Site is conducive to cycling, with a significant residential area within cycle distance, and there are good opportunities for staff and visitors to make their journeys by bike.

2.8.3 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.

2.8.4 Some longer journeys to/from the proposed development can be made by train via Manchester Airport Station, with the connection between the station and the site being made on foot, cycle, bus, taxi, and car share.

2.8.5 The Site has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.

2.8.6 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are shown on the plan provided at Appendix 1.

3.1.2 The proposals include demolition of the existing bungalow and an extension of the existing care home to increase the number of bedrooms from 76 to 122, as well as to include additional amenity space.

3.1.3 The three-storey includes the following: -

- 16 additional ensuite rooms, kitchen, lounges, dining rooms and day spaces at ground floor level.
- 16 additional ensuite rooms, lounges, dining rooms and day spaces at first floor level.
- 14 additional ensuite rooms, lounges, dining rooms and day spaces at first floor level

3.1.4 The existing on-site car park will be reconfigured as part of the proposals as set out below.

3.2 Existing Staffing

3.2.1 113 staff currently work on-site at the care home. There are various shift patterns including the following: -

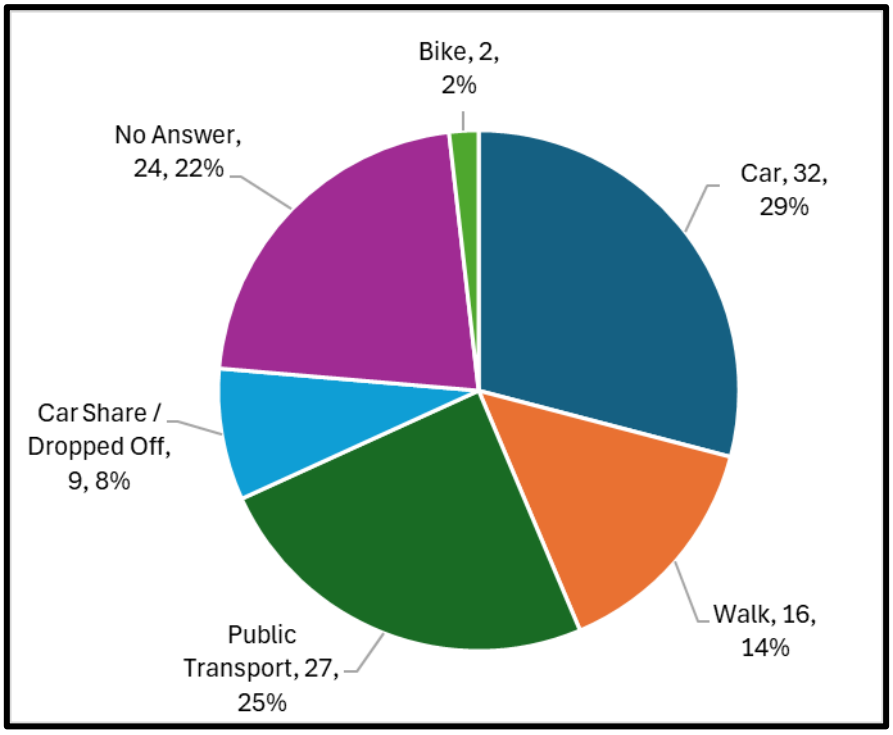
- 07:00 to 17:00 – Management.
- 07:45 to 20:00 – Trained Staff.
- 08:00 to 20:00 – Care Team.
- 20:00 to 08:00 – Care Team.
- 07:00 to 19:00 – Kitchen.
- 08:00 to 16:00 – Housekeeping.
- 15:00 to 23:00 – Late Housekeeping.
- 06:30 to 13:30 – Weekend Laundry.
- 08:00 to 17:00 – Wellbeing Lead.
- 09:00 to 15:00 – Wellbeing.
- 10:00 to 16:00 – Wellbeing.
- 08:00 to 16:30 – Admin.
- 08:00 to 16:00 – Maintenance.

3.2.2 The majority of staff work 08:00 to 20:00 arriving and departing the Site outside of network peak hours.

3.2.3 36 staff work on-site during the day, with 15 staff working overnight.

3.2.4 A survey of the current staff shows that 29% of staff currently drive to work, 8% car share or get dropped off, 25% take public transport, 14% walk and 2% cycle. This is shown visually below.

Figure 3.1 – Existing Travel to Work Modal Split



3.2.5 Following the proposed extension there is envisaged to be 50 extra staff, with an additional 14 on-site during the day and an additional 5 to 10 at night.

3.2.6 Based on the above, up to 50 staff will be on-site at any one time.

3.3 Proposed Site Access Arrangements

3.3.1 The Site will be accessed by all vehicles, cycles, and pedestrians from the existing Site accesses on Lincombe Road, Woodhouse Road and Felskirk Road, as existing. The existing one-way internal access road will be retained.

3.4 Deliveries / Servicing

3.4.1 As shown on the Site plan at Appendix 1, the Woodhouse Road service bays will be removed as part of the proposals and a new delivery zone provided from the internal access road.

3.4.2 Vans will enter the site via the Lincombe Road access, use the internal on-way access road to access the service bay, before exiting via the Woodhouse Road access.

3.4.3 Swept path analysis shows that a large van servicing the Site is able to arrive and exit in forward gear. A copy of the tracking is provided at Appendix 2.

3.4.4 The care home currently receives 4 to 5 deliveries per week including deliveries of food and cleaning products and refuse collection.

3.4.5 The number of deliveries will be unaltered by the proposals; however, the dwell time will increase with vehicles delivering / collecting more.

3.4.6 No changes to number of vehicles that service the care home on-street from Woodhouse Road or Lincombe Road are envisaged as part of the proposals.

3.5 Car and Cycle Parking

3.5.1 The 10 parking spaces (including two disabled spaces) near to the main entrance will remain as existing.

3.5.2 The 10 spaces to the east of the main entrance will be reconfigured in layout, however the number of spaces is unaltered by the proposals.

3.5.3 The informal on-street parking will also be un-altered by proposals.

3.5.4 The Woodhouse Road service bays will be removed and a new delivery zone provided from the internal access road.

3.5.5 The five cycle parking spaces will be retained as part of the proposals. Additional cycle parking will also be provided onsite.

3.5.6 Two electric charging points will be provided as part of the proposals.

3.5.7 The car and cycle parking standards pertinent to the proposed development are set out at Appendix B of the MCC document 'Manchester's Local Development Framework Core Strategy Development Plan Document' adopted in September 2012. No specific standards are however provided for care homes.

3.5.8 Policy 'JP-C8: Transport Requirements of New Development' of the Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan Local Plan, adopted in March 2024 states the following: -

> *"Making adequate car parking provision, including for disabled drivers and passengers;*
>
> *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*
>
> *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*
>
> *i. Showers, changing facilities and lockers for cyclists and walkers*
>
> *ii. Pool or hire bikes for use by occupiers*
>
> *iii. Information in advance about facilities to visitors;*
>
> *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*
>
> *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.*
>
> *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location."*

3.5.9 The proposals include two disabled spaces, which is considered sufficient commensurate to the expected disabled demand based on the operator's extensive experience of care homes.

3.5.10 The proposals include two active EV charging spaces. The use of the EV spaces will be monitored and additional provision considered if demand requires it.

3.5.11 The proposals include a secure cycle store for staff and visitors, as well as changing and shower facilities for staff.

3.5.12 Given the nature of care being provided at the care home, it is unlikely that residents will own their own cars and so only staff and visitors will use the on-site car park.

3.5.13 The operator has indicated that there will be up to 50 staff on-site at any one time following the proposed extension. Based on the existing modal split of staff travel, 29% drive to work. This equates to 15 staff vehicles. Given the level of local on-street parking and the 20 parking spaces on-site, the parking provision is likely to accommodate future parking demand for staff and visitors.

3.6 Section Conclusion

3.6.1 The proposals include demolition of the existing bungalow and an extension of the existing care home to increase the number of bedrooms from 76 to 122, as well as to include additional amenity space.

3.6.2 The Site will be accessed by all vehicles, cycles, and pedestrians from the existing Site accesses on Lincombe Road, Woodhouse Road and Felskirk Road, as existing. The existing one-way internal access road will be retained.

3.6.3 The Woodhouse Road service bays will be removed as part of the proposals and a new delivery zone provided from the internal access road. Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.

3.6.4 The proposed car parking provision is sufficient for the expected parking demand of the Site, which has been informed by operational data. Given the good level of non-car accessibility, it is likely that many staff will travel to the Site by a mode other than car, as indicated by the current modal split.

3.6.5 The proposal therefore accords with local planning policies of the adopted local plan and with policies TR2, TR3, and TR4 of the NPPF. This includes complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 The following traffic analysis considers the potential traffic attraction of the existing care home and the proposed development.

4.2 Existing Site Trip Attraction

4.2.1 The existing Site is currently occupied by a 76-bed care home and residential bungalow.

4.2.2 The industry-standard TRICS database (version 8.26.6) has been used to identify the average trip attraction of developments with comparable characteristics to the proposed development.

4.2.3 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.

4.2.4 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.1 to obtain a dataset of comparable development sites. The TRICS outputs are provided at Appendix 3.

Table 4.1 – TRICS Key Selection Criteria – Existing Care Home

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	05 – HEALTH
Sub Land Use:	F – CARE HOME (ELDERLY RESIDENTIAL)
Calculation Options:	Vehicle Trip Rates
Primary filtering	
Trip Rate Parameters:	No. of residents
Range:	16 to 89 residents
Selected Dates:	01/01/16 – 28/11/25
Week days to include:	Weekdays
Location Types to include:	Suburban Area, Edge of Town, Neighbourhood Centre
PTAL rating:	No PTAL
Secondary filtering	
Population < 1 Mile:	All available
Population < 5 Miles:	All available

4.2.5 The resultant average vehicle trip rates (per 100 sq.m.) during the typical network weekday AM and PM peak hours and the daily period, along with the equivalent average vehicle trip numbers based on 76 beds for the existing care home, are set out at Table 4.2. For the purpose of this assessment the bungalow has not been included as its trip attraction is likely to be minimal.

Table 4.2 – TRICS Summary – Existing Care Home Trip Attraction

Peak	Trip Rates per resident			Trip Numbers (based on the existing 76 beds)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM 08:00-09:00	0.11	0.095	0.205	8	7	16
PM 17:00-18:00	0.05	0.069	0.119	4	5	9
Daily	1.207	1.212	2.419	92	92	184

4.3 Proposed Development Trip Attraction

4.3.1 The TRICS-based trip rates used for the existing care home at Table 4.2 above have been used to determine the potential trip attraction of the proposed 122-bed care home.

4.3.2 The weekday AM/PM peak and daily trip rates above, and the equivalent average vehicle trip numbers based on 122 beds for the proposed care home, are set out at Table 4.3.

Table 4.3 – TRICS Summary – Proposed Care Home Trip Attraction

Peak	Trip Rates per resident			Trip Numbers (based on the existing 122 beds)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM 08:00-09:00	0.101	0.074	0.175	13	12	25
PM 17:00-18:00	0.061	0.082	0.143	6	8	15
Daily	1.159	1.154	2.313	147	148	295

4.4 Net Traffic Effect

4.4.1 The net traffic of the proposed development is calculated as the existing care home trips (at Table 4.2) subtracted from the proposed care home trips (at Table 4.3), the results of which are shown at Table 4.4 below.

Table 4.4 – Net Traffic Effect

Peak	Trip Numbers		
	Arr	Dep	Tot
AM 08:00-09:00	5	4	9
PM 17:00-18:00	2	3	5
Daily	56	56	111

4.4.2 The calculation of the net traffic effect shows that the proposed development could attract an average of 9 and 5 additional AM and PM peak vehicle movements respectively, and 111 additional daily movements, when compared with the existing care home on the Site.

4.4.3 The net change in trips as a result of the proposed development is therefore expected to be negligible and so the proposals are unlikely to result in an unacceptable traffic impact on the operation of the surrounding road network.

4.5 Proposed Multi-Modal Trip Attraction

4.5.1 The potential non-car multi-modal trips associated with the proposed care home have also been assessed with reference to the TRICS database (version 8.26.6).

4.5.2 The same key selection criteria shown at Table 4.1 has been used for multi-modal surveys. The TRICS outputs are provided at Appendix 3.

4.5.3 The resultant average hourly trip rates are shown at Table 4.5, with the hourly trip numbers based on the proposed 122 beds shown at Table 4.6. TRICS includes data from 07:00 to 21:00.

Table 4.5 – Multi-Modal Average Trip Rates

Hour	Pedestrians			Cyclists			Bus		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
07:00	0.041	0.005	0.046	0.016	0.000	0.016	0.016	0.000	0.016
08:00	0.016	0.021	0.037	0.002	0.000	0.002	0.014	0.011	0.025
09:00	0.023	0.009	0.032	0.000	0.000	0.000	0.007	0.005	0.012
10:00	0.011	0.005	0.016	0.002	0.000	0.002	0.007	0.002	0.009
11:00	0.016	0.016	0.032	0.002	0.000	0.002	0.007	0.009	0.016
12:00	0.016	0.014	0.03	0.007	0.002	0.009	0.007	0.005	0.012
13:00	0.041	0.041	0.082	0.002	0.000	0.002	0.000	0.002	0.002
14:00	0.021	0.03	0.051	0.000	0.011	0.011	0.005	0.009	0.014
15:00	0.027	0.03	0.057	0.002	0.000	0.002	0.009	0.007	0.016
16:00	0.03	0.043	0.073	0.000	0.005	0.005	0.014	0.005	0.019
17:00	0.018	0.025	0.043	0.002	0.002	0.004	0.000	0.002	0.002
18:00	0.023	0.032	0.055	0.000	0.005	0.005	0.009	0.011	0.02
19:00	0.023	0.053	0.076	0.000	0.000	0.000	0.007	0.014	0.021
20:00	0.018	0.034	0.052	0.000	0.002	0.002	0.005	0.005	0.01

Table 4.6 – Multi-Modal Average Trips

Hour	Pedestrians			Cyclists			Bus		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
07:00	5	1	6	2	0	2	2	0	2
08:00	2	3	5	0	0	0	2	1	3
09:00	3	1	4	0	0	0	1	1	1
10:00	1	1	2	0	0	0	1	0	1
11:00	2	2	4	0	0	0	1	1	2
12:00	2	2	4	1	0	1	1	1	1
13:00	5	5	10	0	0	0	0	0	0
14:00	3	4	6	0	1	1	1	1	2
15:00	3	4	7	0	0	0	1	1	2
16:00	4	5	9	0	1	1	2	1	2
17:00	2	3	5	0	0	0	0	0	0
18:00	3	4	7	0	1	1	1	1	2
19:00	3	6	9	0	0	0	1	2	3
20:00	5	1	6	0	0	0	1	1	1
Daily Total	40	44	83	4	3	8	13	11	24

4.5.4 The TRICS data indicates that the proposed care home is expected to attract a daily weekday total of 83 pedestrian movements, 8 cycle movements, and 24 bus movements.

4.6 Section Conclusions

4.6.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.

4.6.2 The TRICS data shows that the proposed care home is expected to attract 9 and 5 additional weekday AM and PM peak trips respectively, and 111 additional daily trips, when compared with the existing care home on the Site.

4.6.3 The TRICS multi-modal data shows that staff and visitors of the proposed development are expected to travel by a range of modes, with an average daily total of 83 trips on foot, 8 by cycle, and 24 by bus.

4.6.4 Given the negligible increase in weekday peak hour and daily trips, the traffic effect of the proposed development is not likely to unacceptably impact the operation of the surrounding road network in line with the vision of the proposed development. Further, this change in traffic does not justify further assessment of local junction capacity.

4.6.5 The proposals therefore accord with local planning policies and do not conflict with policies TR3 and TR6 of the NPPF.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Care Concepts in relation to a proposed care home extension at the existing Marion Lauder House Care Home in Manchester.

5.1.2 The proposals include demolition of the existing bungalow and an extension of the existing care home to increase the number of bedrooms from 76 to 122, as well as to include additional amenity space.

5.1.3 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.

5.1.4 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff and visitors to make their journeys by bike.

5.1.5 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.

5.1.6 Manchester Airport Station is also within walking distance of the site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by foot.

5.1.7 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.

5.1.8 Overall, the Site has a good level of accessibility by all relevant transport modes in line with the development's vision.

5.1.9 Pedestrian movements are accommodated within the internal site layout.

5.1.10 Swept path analysis shows that the layout of the proposed development is suitable for on-site servicing by van.

5.1.11 The proposed parking is sufficient to meet the anticipated demand.

5.1.12 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.

5.1.13 The TRICS data shows that the proposed development could attract an average additional 5 and 9 vehicle movements in the weekday AM and PM peak hour.

5.1.14 The assessment shows that the potential increase to traffic will be negligible.

5.1.15 There does not appear to be any particular pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the Site.

5.2 Conclusions

5.2.1 The proposal is shown to accord with local policy and policies TR1, TR2, TR3, TR4 and TR6 of the NPPF.

5.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF Policy TR6 paragraphs 3 and 4). The proposals are also in line with the development's vision.

APPENDIX 1 – SITE LAYOUT



0.0m 2.0m 4.0m 6.0m 8.0m 10.0m 12.0m 14.0m 16.0m 18.0m 20.0m

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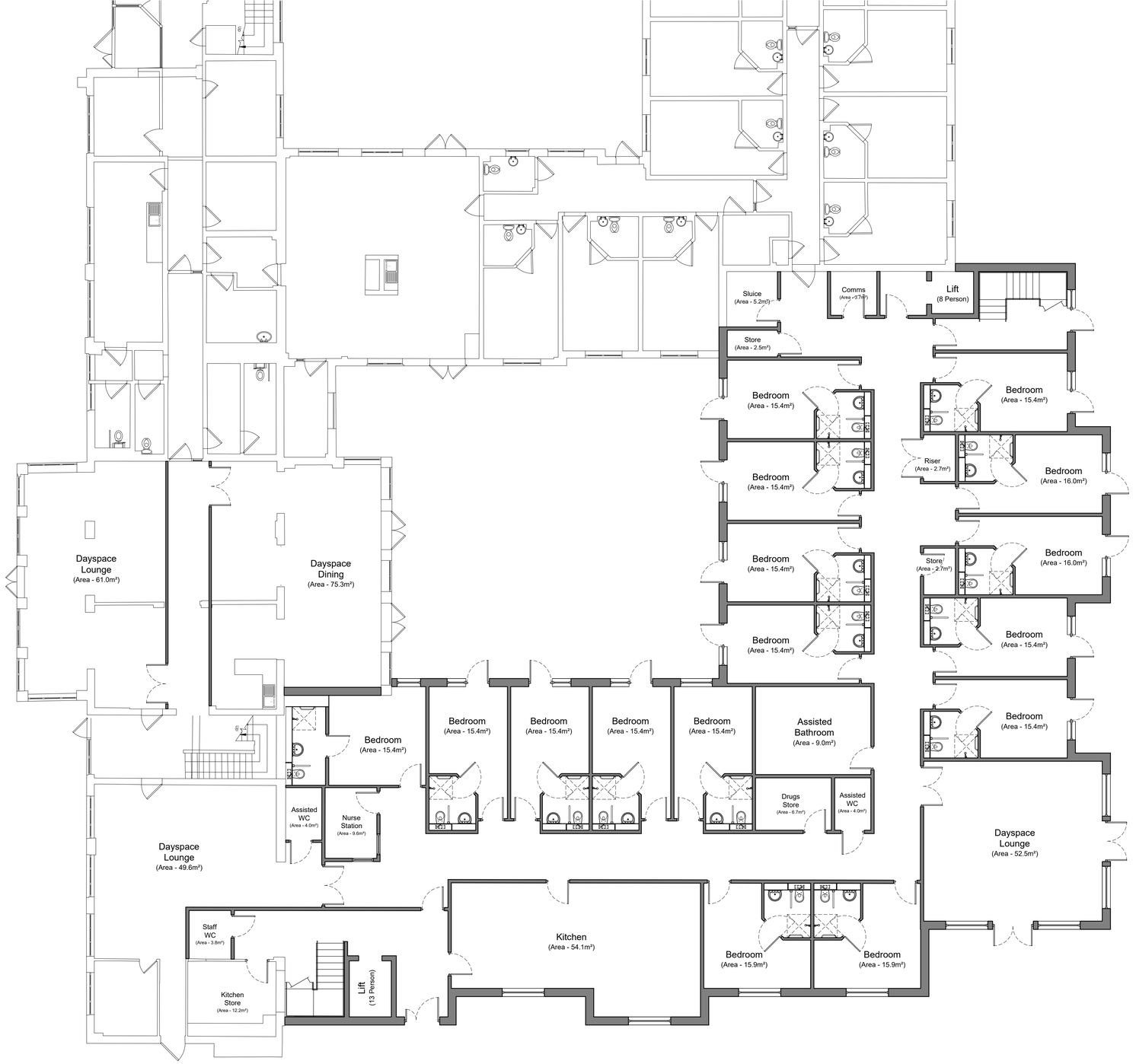
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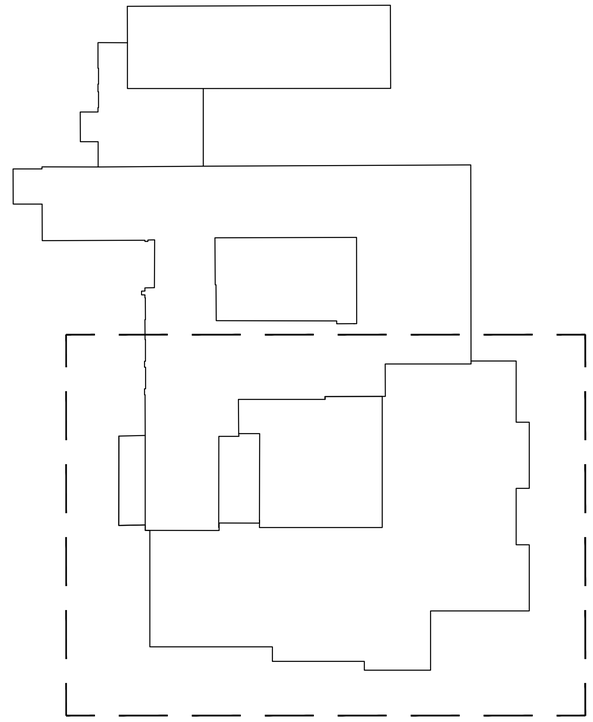
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Client
Care Concept

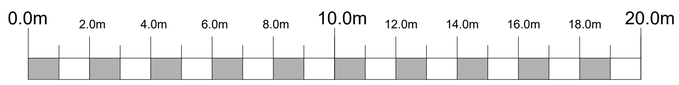
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Proposed Ground Floor Plan

Total Floor Area - 2256m² (Existing - 1550m²)
Total Dayspace Area - 233.4m²
Total Number of Bedrooms - 43 (27 Existing)



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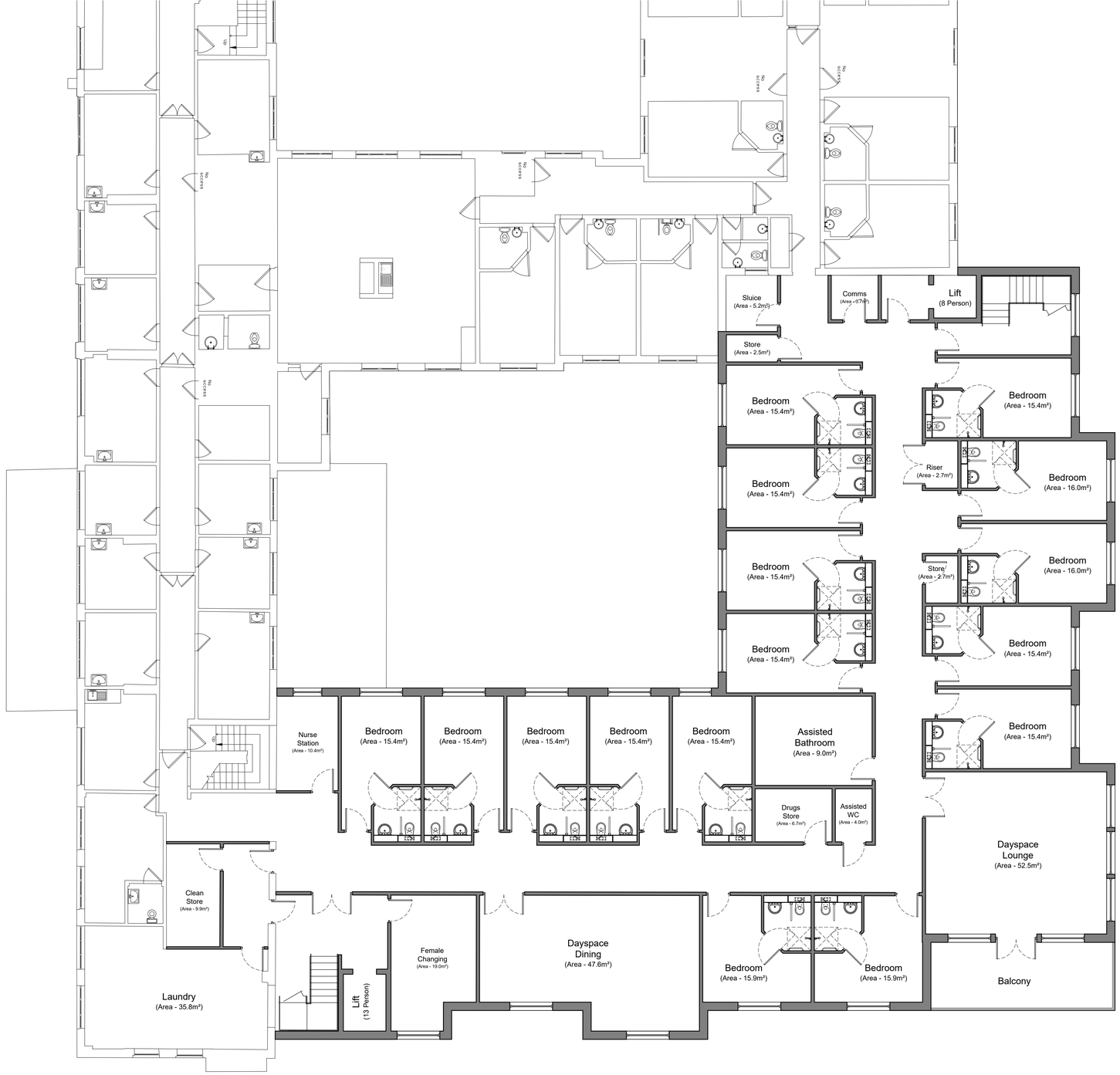
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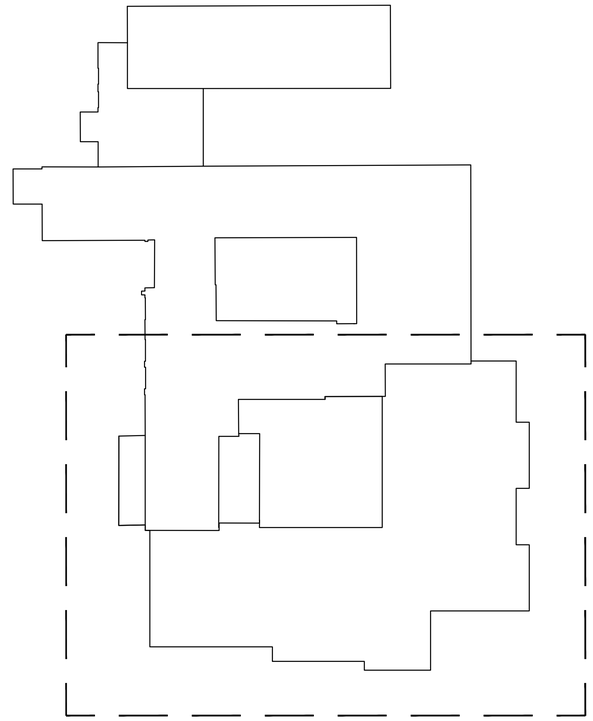
Drawing Title
Proposed Ground Floor Plan

Description
Proposed Extension to Marion Lauder House,
20 Lincombe Road, Wythenshawe, Manchester M22 1PY

Client
Care Concept

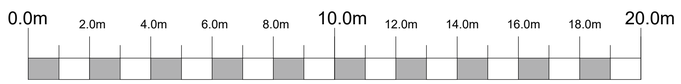
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Scale 1:100	**Sheet Size** A1	**Status** PLANNING	**Revision** P01





Proposed First Floor Plan

Total Floor Area - 2054m² (Existing - 1343m²)
Total Dayspace Area - 171.6m²
Total Number of Bedrooms - 65 (49 Existing)



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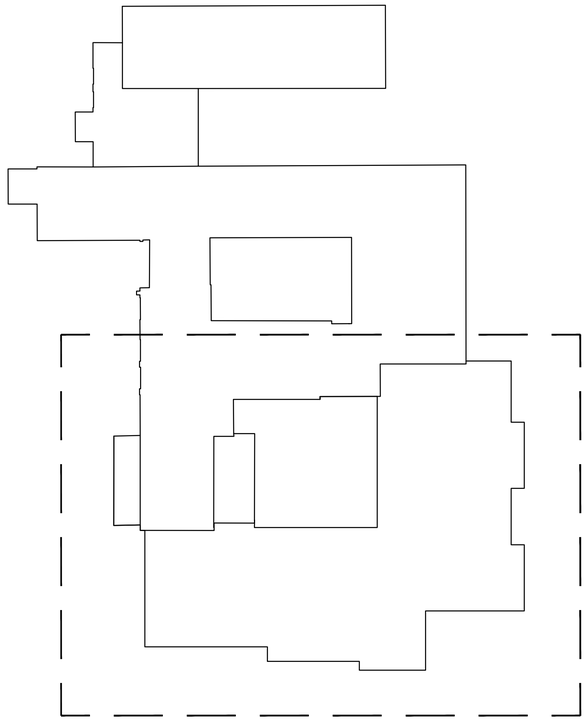
Drawing Title
Proposed First Floor Plan

Description
Proposed Extension to Marion Lauder House,
20 Lincombe Road, Wythenshawe, Manchester M22 1PY

Client
Care Concept

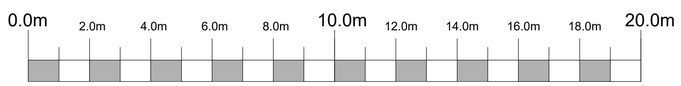
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Proposed Second Floor Plan

Total Floor Area - 710m²
Total Dayspace Area - 101.1m²
Total Number of Bedrooms - 14



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Drawing Title
Proposed Second Floor Plan

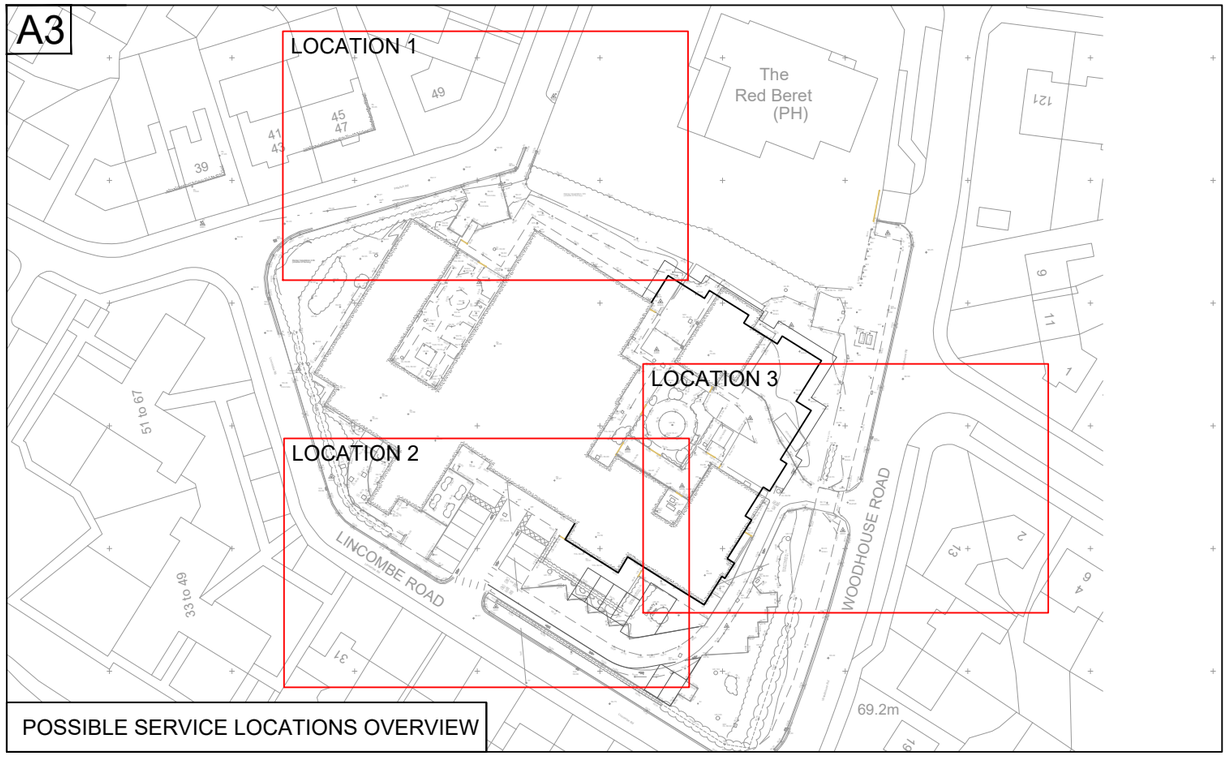
Description
Proposed Extension to Marion Lauder House,
20 Lincombe Road, Wythenshawe, Manchester M22 1PY

Client
Care Concept

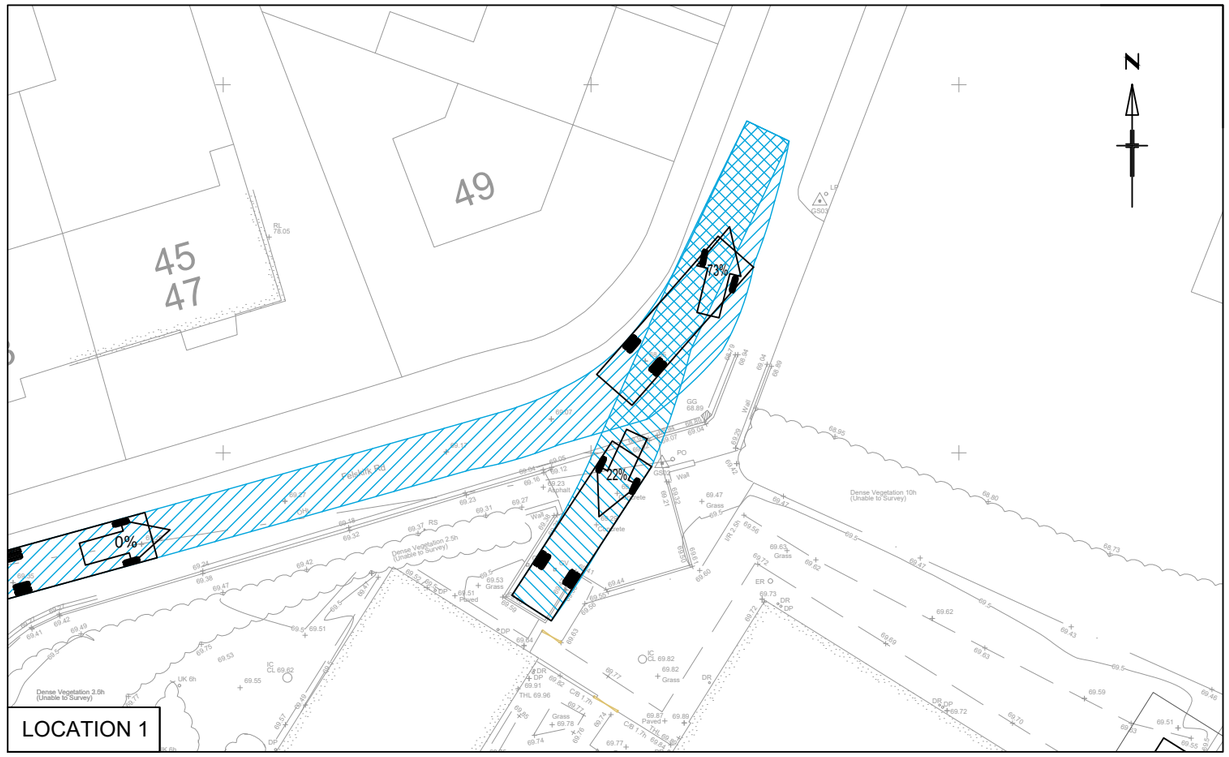
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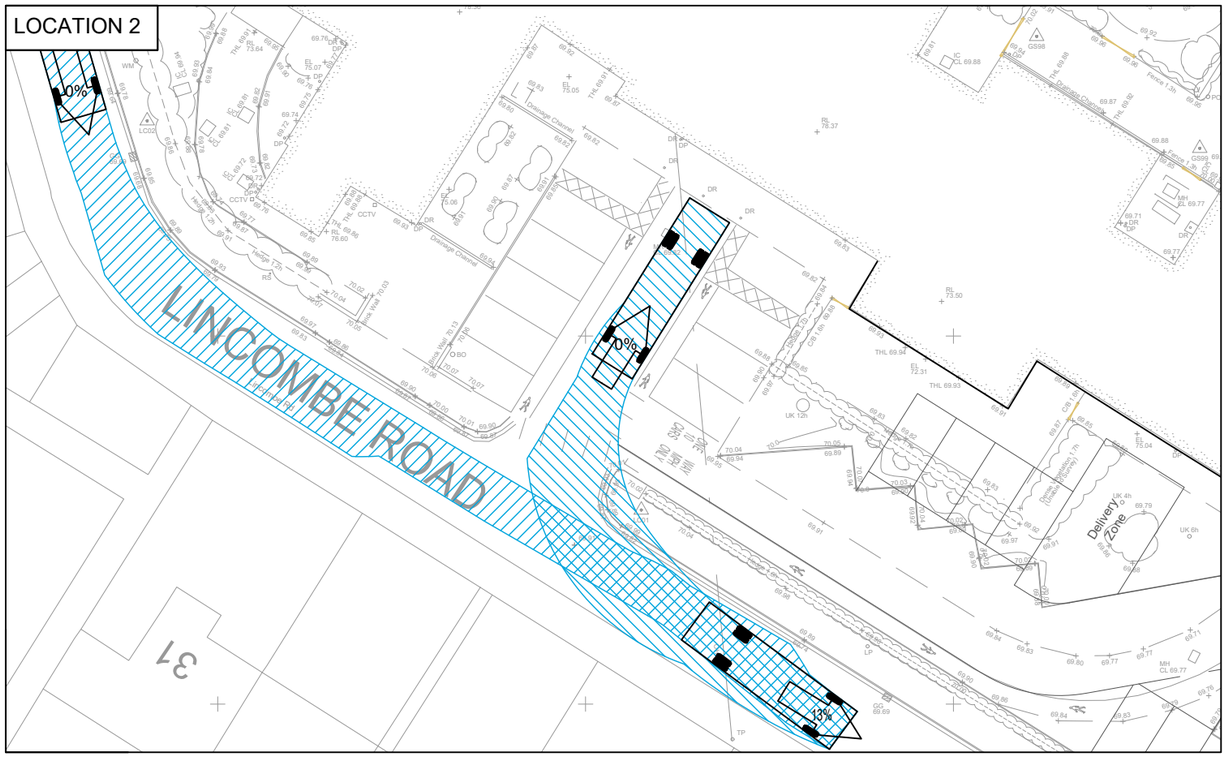
APPENDIX 2 – SWEPT PATH ANALYSIS

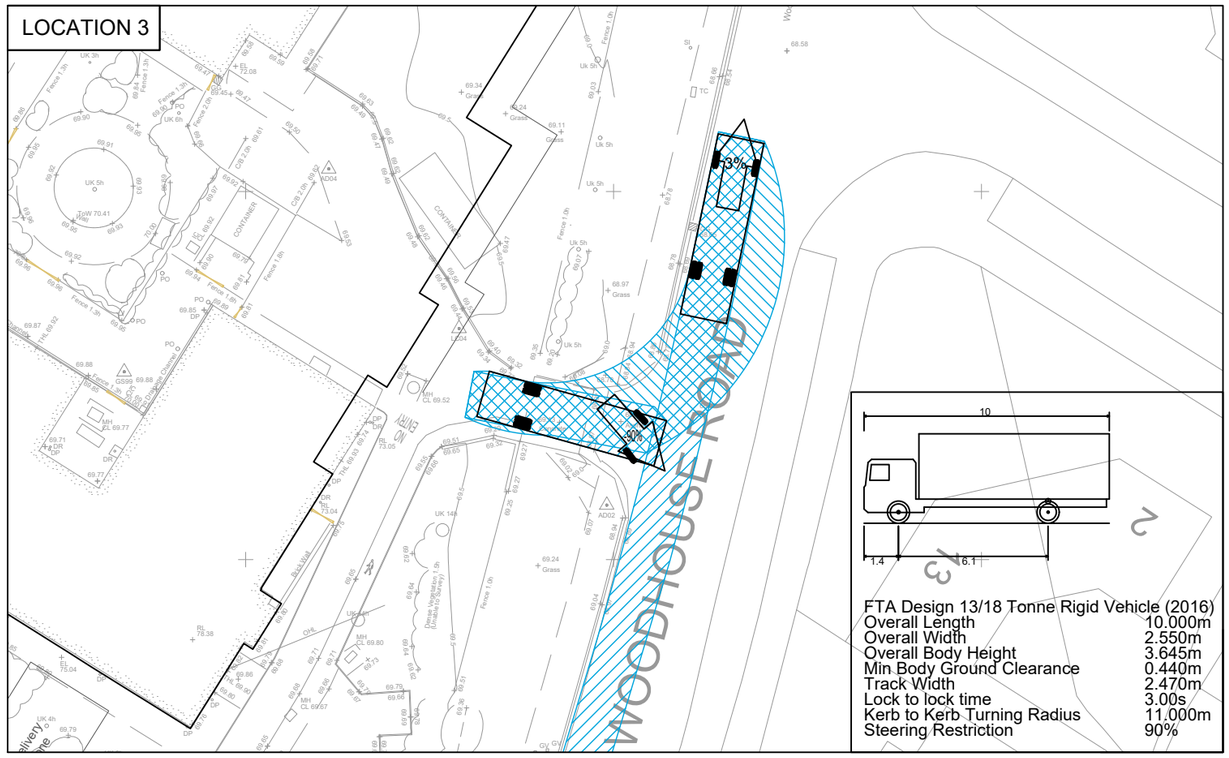
A3



POSSIBLE SERVICE LOCATIONS OVERVIEW







FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m
Steering Restriction	90%

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ISO 9001 : 2015 FS 594947

client
ADG ARCHITECTS

project
PROPOSED DEVELOPMENT
LINCOMB ROAD
MANCHESTER

title
POSSIBLE SERVICE BAY LOCATIONS
FTA DESIGN 10M RIGID VEHICLE

date	drawn by	checked by
JULY 2026	T.A.S	
scale: N.T.S	status: PLANNING	
drawing number: 260093-SK20260727.1	rev.	

APPENDIX 3 – TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day

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

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Primary Filtering Selection:

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

Parameter:	RESIDE
Actual Range:	21 to 75 (units:RESIDE)
Range Selected by User:	16 to 89 (units:RESIDE)
Parking Spaces Range:	3 - 43

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 22/04/25

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:

Sunday	3 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days
Edge of Town	1 days

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

Selected Location Sub Categories:

Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C2	3 surveys

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

Population within 500m Range:

1551 - 3422

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys

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	2 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**LN-05-F-02**	**CARE HOME**	**LINCOLNSHIRE**

ELM DRIVE
LOUTH
Edge of Town
Residential Zone
Number of residents: 86.00 RESIDE
Survey date: Sunday 21/04/2024 Survey Type: Manual

2	**PB-05-F-01**	**NURSING HOME**	**PETERBOROUGH**

PARK CRESCENT
PETERBOROUGH
Suburban Area
Residential Zone
Number of residents: 48.00 RESIDE
Survey date: Sunday 16/10/2016 Survey Type: Manual

3	**SH-05-F-01**	**CARE HOME**	**SHROPSHIRE**

ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date: Sunday 18/06/2023 Survey Type: Manual

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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	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	63	0.080	0.021	0.101
08:00-09:00	3	63	0.069	0.043	0.112
09:00-10:00	3	63	0.059	0.043	0.102
10:00-11:00	3	63	0.085	0.064	0.149
11:00-12:00	3	63	0.043	0.053	0.096
12:00-13:00	3	63	0.037	0.059	0.096
13:00-14:00	3	63	0.043	0.085	0.128
14:00-15:00	3	63	0.048	0.043	0.091
15:00-16:00	3	63	0.037	0.053	0.090
16:00-17:00	3	63	0.043	0.043	0.086
17:00-18:00	3	63	0.027	0.059	0.086
18:00-19:00	3	63	0.043	0.080	0.123
19:00-20:00	3	63	0.016	0.032	0.048
20:00-21:00	3	63	0.005	0.016	0.021
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.635	0.694	1.329

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:	16 - 89 (units: RESIDE)
Survey date date range:	16/10/2016 - 21/04/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day

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

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Primary Filtering Selection:

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

Parameter:	RESIDE
Actual Range:	16 to 75 (units:RESIDE)
Range Selected by User:	16 to 89 (units:RESIDE)
Parking Spaces Range:	3 - 45

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 28/11/25

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:

Sunday	3 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days
Edge of Town	1 days

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

Selected Location Sub Categories:

Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C2	3 surveys

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

Population within 500m Range:

1551 - 3422

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys

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	2 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**LN-05-F-02**	**CARE HOME**	**LINCOLNSHIRE**

ELM DRIVE
LOUTH
Edge of Town
Residential Zone
Number of residents: 86.00 RESIDE
Survey date: Sunday 21/04/2024 Survey Type: Manual

2	**PB-05-F-01**	**NURSING HOME**	**PETERBOROUGH**

PARK CRESCENT
PETERBOROUGH
Suburban Area
Residential Zone
Number of residents: 48.00 RESIDE
Survey date: Sunday 16/10/2016 Survey Type: Manual

3	**SH-05-F-01**	**CARE HOME**	**SHROPSHIRE**

ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date: Sunday 18/06/2023 Survey Type: Manual

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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	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	63	0.080	0.021	0.101
08:00-09:00	3	63	0.069	0.043	0.112
09:00-10:00	3	63	0.059	0.043	0.102
10:00-11:00	3	63	0.085	0.064	0.149
11:00-12:00	3	63	0.043	0.053	0.096
12:00-13:00	3	63	0.037	0.059	0.096
13:00-14:00	3	63	0.043	0.085	0.128
14:00-15:00	3	63	0.048	0.043	0.091
15:00-16:00	3	63	0.037	0.053	0.090
16:00-17:00	3	63	0.043	0.043	0.086
17:00-18:00	3	63	0.027	0.059	0.086
18:00-19:00	3	63	0.043	0.080	0.123
19:00-20:00	3	63	0.016	0.032	0.048
20:00-21:00	3	63	0.005	0.016	0.021
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.635	0.694	1.329

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:	16 - 89 (units: RESIDE)
Survey date date range:	16/10/2016 - 21/04/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	BP	BLACKPOOL	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
14	**LEINSTER**		
	WX	WEXFORD	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	2 days

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

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Primary Filtering Selection:

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

Parameter:	RESIDE
Actual Range:	48 to 86 (units:RESIDE)
Range Selected by User:	16 to 89 (units:RESIDE)
Parking Spaces Range:	3 - 43

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 22/04/25

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	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Suburban Area	5 days
Edge of Town	4 days

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:

No Sub Category	1 days
Residential Zone	8 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	8 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C2	9 surveys

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

Population within 500m Range:

1013 - 7900

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

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 surveys
1.1 to 1.5	5 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AR-05-F-01**	**CARE HOME**	**ARMAGH**

MOY ROAD
PORTADOWN
Edge of Town
Residential Zone
Number of residents: 38.00 RESIDE
Survey date: Thursday 19/10/2023
Survey Type: Manual

2	**AR-05-F-02**	**NURSING HOME**	**ARMAGH**

CHARLES STREET
PORTADOWN
Suburban Area
Residential Zone
Number of residents: 21.00 RESIDE
Survey date: Wednesday 18/10/2023
Survey Type: Manual

3	**BP-05-F-01**	**NURSING HOME**	**BLACKPOOL**

LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Number of residents: 31.00 RESIDE
Survey date: Tuesday 27/09/2016
Survey Type: Manual

4	**NN-05-F-01**	**NURSING HOME**	**NORTH NORTHAMPTONSHIRE**

MALHAM DRIVE
KETTERING
Edge of Town
No Sub Category
Number of residents: 60.00 RESIDE
Survey date: Monday 13/06/2022
Survey Type: Manual

5	**NY-05-F-05**	**NURSING HOME**	**NORTH YORKSHIRE**

SEAGRIM CRESCENT
RICHMOND
Edge of Town
Residential Zone
Number of residents: 37.00 RESIDE
Survey date: Monday 04/03/2019
Survey Type: Manual

6	**NY-05-F-06**	**CARE HOME**	**NORTH YORKSHIRE**

HAMBLETON GROVE
KNARESBOROUGH
Suburban Area
Residential Zone
Number of residents: 75.00 RESIDE
Survey date: Monday 19/06/2023
Survey Type: Manual

7	**TW-05-F-03**	**NURSING HOME**	**TYNE & WEAR**

MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area
Residential Zone
Number of residents: 52.00 RESIDE
Survey date: Thursday 02/05/2019
Survey Type: Manual

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8	**WS-05-F-02**	**NURSING HOME**	**WEST SUSSEX**

WYKEHAM ROAD
WORTHING
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date: Tuesday 17/05/2022 Survey Type: Manual

9	**WX-05-F-01**	**NURSING HOME**	**WEXFORD**

DAVITT ROAD NORTH
WEXFORD
Suburban Area
Residential Zone
Number of residents: 69.00 RESIDE
Survey date: Thursday 20/04/2023 Survey Type: Manual

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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	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	49	0.130	0.078	0.208
08:00-09:00	9	49	0.098	0.080	0.178
09:00-10:00	9	49	0.098	0.073	0.171
10:00-11:00	9	49	0.085	0.073	0.158
11:00-12:00	9	49	0.096	0.101	0.197
12:00-13:00	9	49	0.071	0.096	0.167
13:00-14:00	9	49	0.098	0.050	0.148
14:00-15:00	9	49	0.096	0.128	0.224
15:00-16:00	9	49	0.112	0.158	0.270
16:00-17:00	9	49	0.057	0.092	0.149
17:00-18:00	9	49	0.055	0.071	0.126
18:00-19:00	9	49	0.057	0.069	0.126
19:00-20:00	9	49	0.087	0.071	0.158
20:00-21:00	9	49	0.034	0.046	0.080
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.174	1.186	2.360

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:	16 - 89 (units: RESIDE)
Survey date date range:	27/09/2016 - 19/10/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 day
02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 day
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	BP	BLACKPOOL	1 day
	MS	MERSEYSIDE	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	1 day
11	**SCOTLAND**		
	FA	FALKIRK	1 day
14	**LEINSTER**		
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	2 days

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

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Primary Filtering Selection:

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

Parameter:	RESIDE
Actual Range:	16 to 89 (units:RESIDE)
Range Selected by User:	16 to 89 (units:RESIDE)
Parking Spaces Range:	3 - 45

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 28/11/25

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

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

Selected survey types:

Manual count	14
Direction ATC Count	0

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

Selected Locations:

Suburban Area	6 days
Edge of Town	6 days
Neighbourhood Centre	2 days

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:

No Sub Category	1 days
Out of Town	1 days
Residential Zone	11 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	10 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

C2	14 surveys

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

Population within 500m Range:

450 - 7900

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	4 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys
500,001 or More	1 surveys

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	5 surveys
1.1 to 1.5	9 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 surveys
No	1 surveys
Yes	1 surveys

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	14 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AR-05-F-01**	**CARE HOME**	**ARMAGH**

MOY ROAD
PORTADOWN
Edge of Town
Residential Zone
Number of residents: 38.00 RESIDE
Survey date: Thursday 19/10/2023 Survey Type: Manual

2	**AR-05-F-02**	**NURSING HOME**	**ARMAGH**

CHARLES STREET
PORTADOWN
Suburban Area
Residential Zone
Number of residents: 21.00 RESIDE
Survey date: Wednesday 18/10/2023 Survey Type: Manual

3	**BP-05-F-01**	**NURSING HOME**	**BLACKPOOL**

LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Number of residents: 31.00 RESIDE
Survey date: Tuesday 27/09/2016 Survey Type: Manual

4	**CF-05-F-02**	**CARE HOME**	**CARDIFF**

TY-DRAW ROAD
CARDIFF
Edge of Town
Residential Zone
Number of residents: 44.00 RESIDE
Survey date: Friday 28/11/2025 Survey Type: Manual

5	**DL-05-F-01**	**NURSING HOME**	**DUBLIN**

MOUNT ANVILLE PARK
DUBLIN
GOATSTOWN
Suburban Area
Residential Zone
Number of residents: 16.00 RESIDE
Survey date: Tuesday 05/09/2017 Survey Type: Manual

6	**EN-05-F-02**	**CARE HOME**	**ENFIELD**

CLAY HILL
ENFIELD
Edge of Town
Out of Town
Number of residents: 60.00 RESIDE
Survey date: Thursday 17/11/2016 Survey Type: Manual

7	**FA-05-F-01**	**NURSING HOME**	**FALKIRK**

BROWN STREET
FALKIRK
CAMELON
Neighbourhood Centre
Residential Zone
Number of residents: 56.00 RESIDE
Survey date: Wednesday 20/04/2022 Survey Type: Manual

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8	**MS-05-F-01**	**NURSING HOME**	**MERSEYSIDE**

VICTORIA STREET
NEAR SAINT HELENS
RAINFORD
Neighbourhood Centre
Village
Number of residents: 50.00 RESIDE
Survey date: Friday 15/09/2023 Survey Type: Manual

9	**NN-05-F-01**	**NURSING HOME**	**NORTH NORTHAMPTONSHIRE**

MALHAM DRIVE
KETTERING
Edge of Town
No Sub Category
Number of residents: 60.00 RESIDE
Survey date: Monday 13/06/2022 Survey Type: Manual

10	**NY-05-F-05**	**NURSING HOME**	**NORTH YORKSHIRE**

SEAGRIM CRESCENT
RICHMOND
Edge of Town
Residential Zone
Number of residents: 37.00 RESIDE
Survey date: Monday 04/03/2019 Survey Type: Manual

11	**NY-05-F-06**	**CARE HOME**	**NORTH YORKSHIRE**

HAMBLETON GROVE
KNARESBOROUGH
Suburban Area
Residential Zone
Number of residents: 75.00 RESIDE
Survey date: Monday 19/06/2023 Survey Type: Manual

12	**TW-05-F-03**	**NURSING HOME**	**TYNE & WEAR**

MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area
Residential Zone
Number of residents: 52.00 RESIDE
Survey date: Thursday 02/05/2019 Survey Type: Manual

13	**WS-05-F-02**	**NURSING HOME**	**WEST SUSSEX**

WYKEHAM ROAD
WORTHING
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date: Tuesday 17/05/2022 Survey Type: Manual

14	**WX-05-F-01**	**NURSING HOME**	**WEXFORD**

DAVITT ROAD NORTH
WEXFORD
Suburban Area
Residential Zone
Number of residents: 69.00 RESIDE
Survey date: Thursday 20/04/2023 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 RESIDE

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02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	14	47	0.133	0.068	0.201
08:00-09:00	14	47	0.110	0.095	0.205
09:00-10:00	14	47	0.087	0.063	0.150
10:00-11:00	14	47	0.113	0.071	0.184
11:00-12:00	14	47	0.086	0.090	0.176
12:00-13:00	14	47	0.065	0.125	0.190
13:00-14:00	14	47	0.110	0.063	0.173
14:00-15:00	14	47	0.116	0.139	0.255
15:00-16:00	14	47	0.103	0.145	0.248
16:00-17:00	14	47	0.054	0.089	0.143
17:00-18:00	14	47	0.050	0.069	0.119
18:00-19:00	14	47	0.060	0.069	0.129
19:00-20:00	13	48	0.086	0.082	0.168
20:00-21:00	13	48	0.034	0.044	0.078
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.207	1.212	2.419

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Parameter Summary:

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Survey date date range:	27/09/2016 - 28/11/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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