



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Nursery,
Cob Kiln Lane, Urmston**

EBR Design & Build Ltd

May 2021

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by EBR Design & Build Ltd to produce a Transport Statement (TS) in support of a planning application for the demolition of existing buildings and stables as well as the erection of a nursery development on land located to the west of Cob Kiln Lane, Urmston.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Trafford Council (TC), as the local highway and planning authority, regarding the nature and magnitude of their impact.

Background

- 1.4 A full planning application (Application Reference: 103260/FUL/21) was submitted to TC on 22nd January 2021 for the erection of a children's nursery with associated parking and play areas and erection of stable blocks and amendment to external riding areas, the latter two elements for the retained livery use, following demolition of existing buildings and stables.
- 1.5 The application was supported with a TS, however, the application was subsequently withdrawn on 10th March 2021 following various comments from the Council. The Local Highway Authority (LHA) provided comments on the application in a consultation response dated 25th February 2021, presented in **Appendix A**, with the Council's main comments summarised below:
 - The proposed use is expected to increase the number of vehicles using the road, and potentially also an increase in the number of pedestrians and cyclists, including vulnerable road users, and therefore, the LHA cannot support the decision not to provide a footway on Cob Kiln Lane.
 - The proposed car park provision represents a shortfall in spaces.
 - A Travel Plan is requested
 - Forward and junction visibility from the Meadowgate / Cob Kiln Lane junction are required to meet the minimum standards as detailed in Manual for Streets and should be illustrated on a plan.

- The definitive right of way, Urmston footpath no 53, runs through the proposed development and should not be narrowed.

1.6 It should be noted that the current proposal is for a significantly reduced development when compared to that previously proposed and this TS has been prepared to support the revised application and seeks to address the LHA's aforementioned comments. In summary of the proposed development, the first floor has been removed resulting in a single-storey nursery with a reduced capacity of up to 115 children and approximately 25 staff. Furthermore, all existing buildings and stables on the site will be removed as part of the development.

Structure of This Report

1.7 The structure of this report is as follows:-

- Chapter 2 - describes in detail the site location, local transport network and existing use of the site;
- Chapter 3 - defines the development proposals including the proposed access, servicing arrangements and car parking;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

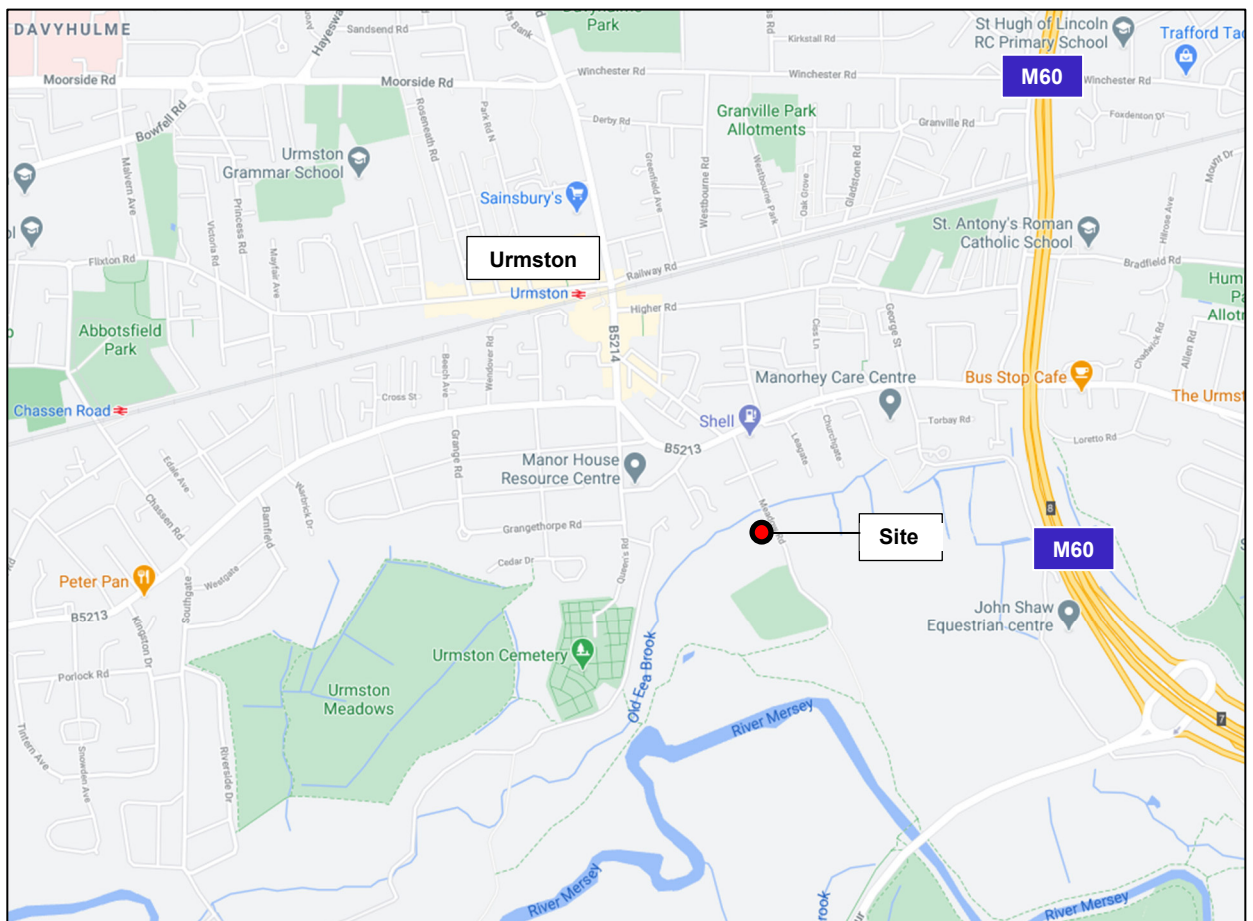
2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

2.2 The application site is located on land to the west of Cob Kiln Lane, approximately 750m south-east of Urmston town centre.

2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



2.4 The site/ownership boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



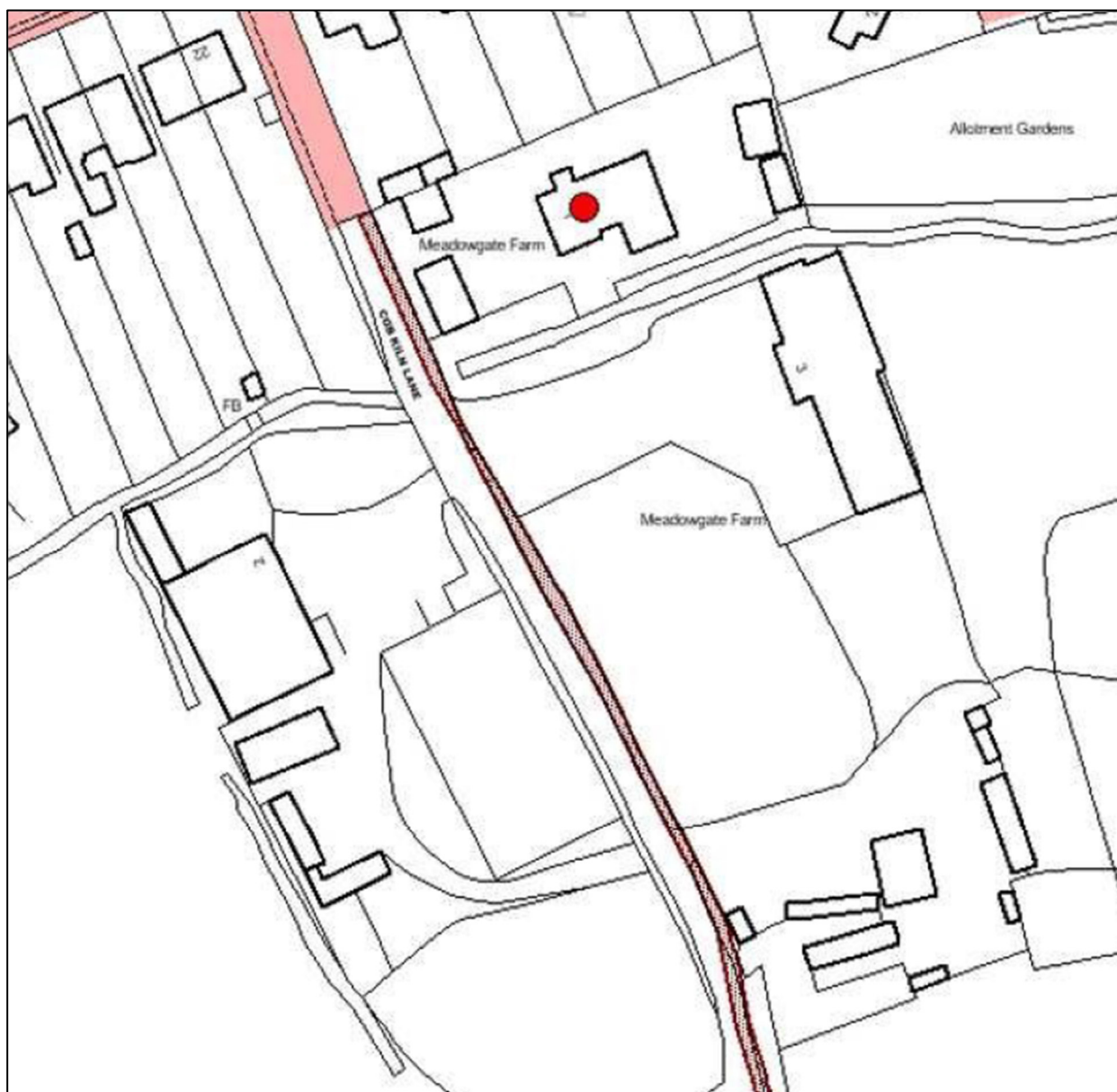
- 2.5 The site is currently used as part of a wider equestrian/livery yard and retail unit for the sale of horse tack and supplies, together with the associated stables, riding arenas, paddock and storage containers.
- 2.6 The area of the site affected by the development proposals is served via an existing access off Cob Kiln Lane and comprises a large industrial unit, currently used for the storage of hay and plant etc., several commercial stables as well as an 882m² outdoor riding arena. The existing industrial unit has a floor area of 463m² and the existing stables have a total floor area of 379m², with capacity for up to 24 horses, and are rented out to the public.
- 2.7 It is understood that all 24 owners that keep horses in the stables have an obligation to visit the site at least twice a day to attend to their horses. In addition to this there are irregular deliveries and vehicle movements throughout the week associated with the equine uses as a result of visits from vets and taking horses to shows/events in large, slow-moving horse wagons and agricultural vehicles.

Local Highway Network

Cob Kiln Lane

2.8 Cob Kiln Lane fronts the eastern site boundary and provides a link between the Meadow Road / Meadowgate / Cob Kiln Lane junction, to the north, and the application site to the south before linking to a traffic free connection to National Cycle Route 62, located approximately 650m south-east of the site. Cob Kiln Lane is part private metalled road and part surfaced adopted highway, with the boundary aligning to the southern boundary of 23 Meadow Gate, as shown on **Figure 2.3** below, and on site measurements confirm that Cob Kiln Lane has a carriageway width of circa 6.9m.

Figure 2.3 – Extent of Adopted Highway Boundary



- 2.9 Cob Kiln Lane also comprises public footpath Urmston #53, however, it operates on a shared surface basis with no formal footways. The carriageway of Cob Kiln Lane is straight and therefore benefits from good intervisibility, whilst also being of sufficient width for two cars to pass.
- 2.10 As detailed earlier, the LHA have requested junction visibility from the Meadowgate / Cob Kiln Lane junction, to meet the minimum standards as detailed in Manual for Streets (MfS), are illustrated on a plan. Meadowgate comprises of two residential cul-de-sacs approximately 50-60m in length and serves limited residential development. Having regard to the short cul-de-sac lengths, vehicles are estimated to travel at speeds well below 20mph on approach to the junction, which results in a maximum visibility splay requirement of 2.4m x 25m from Cob Kiln Lane, as outlined in MfS. As shown on drawing number SCP/200738/SK01, presented in **Appendix B**, 2.4m x 25m visibility is achievable in both directions.

Meadowgate

- 2.11 Meadowgate comprises of two residential cul-de-sacs located off Meadow Road and forms the eastern and western arms of the Meadow Road / Meadowgate / Cob Kiln Lane junction. Meadowgate is subject to a 30mph speed limit, has a carriageway width of circa 5.5m and benefits from street lighting columns as well as wide footways, separated by a grass verge, on both sides of the road.

Meadow Road

- 2.12 Meadow Road provides a connection between the B5213 Stretford Road, to the north, and the Meadow Road / Meadowgate / Cob Kiln Lane junction to the south. Meadow Road is subject to a 30mph speed limit, has a carriageway width of circa 7.5m and benefits from street lighting columns as well as wide footways on both sides of the road.

B5213 Stretford Road

- 2.13 The B5213 Stretford Road is located less than 200m north of the site and runs in an east-west direction, providing a connection between Stretford to the east, via the B5213 Urmston Road, and the B5213 Stretford Road / B5213 Church Road / B5214 Station Road / Queens Road junction to the west.
- 2.14 The B5213 Stretford Road is subject to a 30mph speed limit, has a carriageway width of circa 9m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road. There are bus stops located on both sides on the B5213 Stretford Road and further details of the accessibility of the site by non-car modes of transport are provided in chapter 4.

Road Safety

- 2.15 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.16 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.17 The analysis shows that no accidents were recorded in the study area during the 5-year study period.

2.18 Therefore, the evidence presented above and illustrated in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals. In addition, the enviable accident record demonstrates that the existing shared surface arrangement operates safely for all users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the demolition of existing buildings and stables as well as the erection of a nursery development for up to 115 children on land located to the west of Cob Kiln Lane, Urmston.
- 3.2 The proposed site layout plan is contained in **Appendix C**. As detailed earlier, the proposed nursery will employ approximately 25 staff.

Proposed Site Access Arrangements

- 3.3 Vehicular and pedestrian access to the development will be provided via the existing access off Cob Kiln Lane, as shown on drawing number SCP/200738/F01 Rev B, presented at **Appendix D**.
- 3.4 Junction visibility from the site access conforms to the visibility requirements set out in the Manual for Streets (MfS) for a 20mph design speed, providing visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 25m in both directions, as shown on drawing number SCP/200738/F01 Rev B, presented at **Appendix D**.
- 3.5 As detailed earlier, the LHA requested a footway on Cob Kiln Lane. The proposed improvement scheme is shown on drawing number SCP/200738/SK02, presented at **Appendix E**, and allows for a formal 4.8m carriageway and a 1.8m footway on the eastern side of the road. The existing vegetation along the western edge of Cob Kiln Lane will be cut back within the adopted highway and a hard strip provided.
- 3.6 The proposed improvement scheme separates pedestrians from traffic on Cob Kiln Lane and therefore, provides a significant betterment over the existing situation, particularly given that the proposed development will not result in a material intensification of traffic and will result in a significant reduction in large, slow moving vehicles, as detailed later.

Servicing

- 3.7 The access and internal site layout have been designed to accommodate the movements of a large refuse vehicle. Swept path analysis has been undertaken, as shown on drawing number SCP/200738/F01 Rev B, presented at **Appendix D**, which demonstrates the movements of this vehicles can be accommodated within the site, allowing it to exit in a forward gear.

Parking

3.8 Local parking standards are outlined in TC's Supplementary Planning Document, titled SPD 3: Parking Standards and Design. TC's maximum parking standards specify a requirement for 1 space per member of staff but goes on to state that *"Drop-off spaces to be determined on a case-by case basis. However the total amount of parking on site including staff and drop off will usually be assessed in the following way:*

- 10 children - 2 spaces,
- 20 children- 3 spaces,
- 30 children- 5 spaces,
- 40 children -7 spaces,
- 50 children- 9 spaces,
- 60 children 11 spaces".

3.9 Having regard to the above calculations, which should be noted are for both staff and drop-off spaces, there is a requirement for a maximum parking provision of approximately 23 spaces. As shown on the site layout plan, contained in **Appendix C**, a total of 23 parking spaces will be provided, including 3 disabled bays, which is in accordance with the Council's parking standards.

3.10 In addition to the above 8 cycle parking spaces have been provided to encourage prospective staff to travel via bicycle.

4.0 ACCESSIBILITY

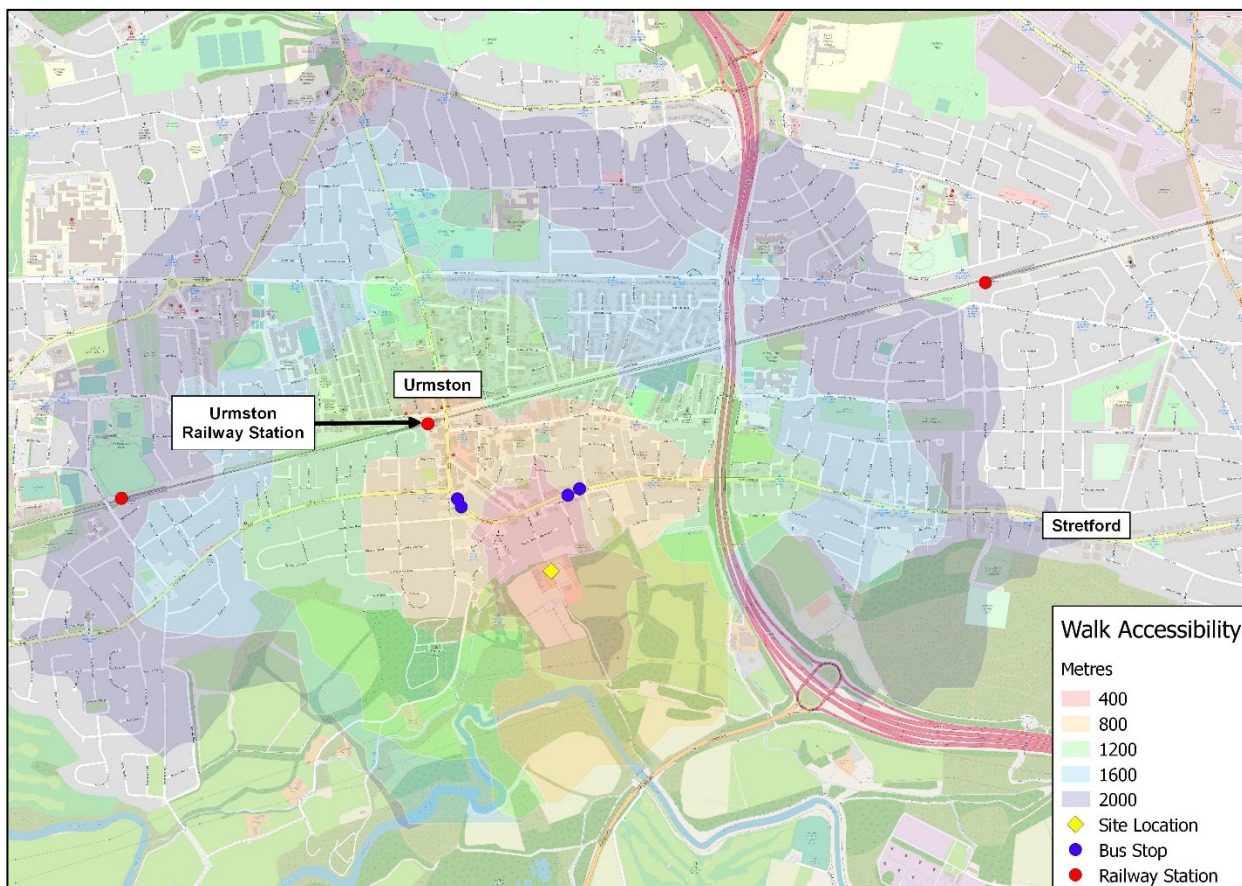
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 As detailed earlier, the LHA have requested a Travel Plan is provided. The applicant has agreed to provide a Travel Plan for the site in order to promote the use of sustainable transport options and reduce car use, however, this can be conditioned following any grant of planning permission.

Pedestrian Accessibility

- 4.3 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.4 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

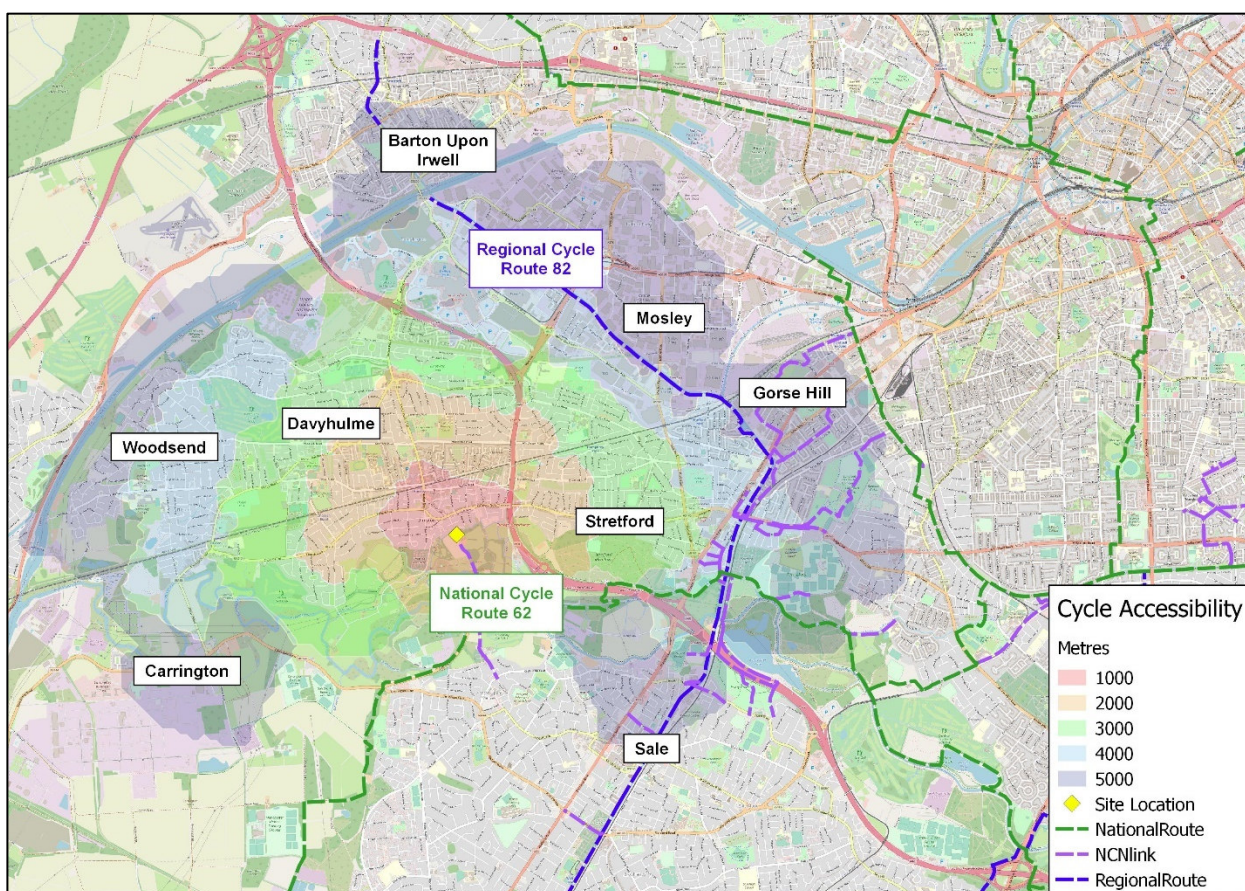


- 4.5 The site is within an acceptable walk distance of Urmston centre and an array of amenities the town of Urmston has on offer as well as the dense residential areas of Urmston, Davyhulme, Crofts Bank and the western edge of Stretford. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective staff / parents with children to travel via sustainable modes. There are bus stops located on both sides of the B5213 Stretford Road, less than 400m (walk distance) north-east of the site and Urmston Railway Station is located to the north-west of the site, which can be accessed in under an 8-minute walk time (or <600m walk distance).
- 4.6 Overall, the site benefits from high levels of accessibility by foot, with the nearby residential areas of Urmston, Davyhulme, Crofts Bank and the western edge of Stretford providing a large catchment for prospective staff members / parents with children. It should also be noted that the surrounding retail areas in Urmston provide a number of nearby facilities which staff can access on foot during their lunchbreaks, including various food stores, takeaways and cafes etc.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Davyhulme, Stretford, Sale, Gorse Hill, Mosley and Barton Upon Irwell, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.

4.10 **Figure 4.2** also shows the sites proximity to the National Cycle Route 62 which is located approximately 650m south-east of the site and can be accessed from the site via a largely traffic free connection from Cob Kiln Lane. National Cycle Route 62 provides a useful traffic free connection to Regional Cycle Route 82, to the east, which locally connects Sale, to the south, with Stretford and Patricroft to the north via almost entirely traffic free routes.

4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

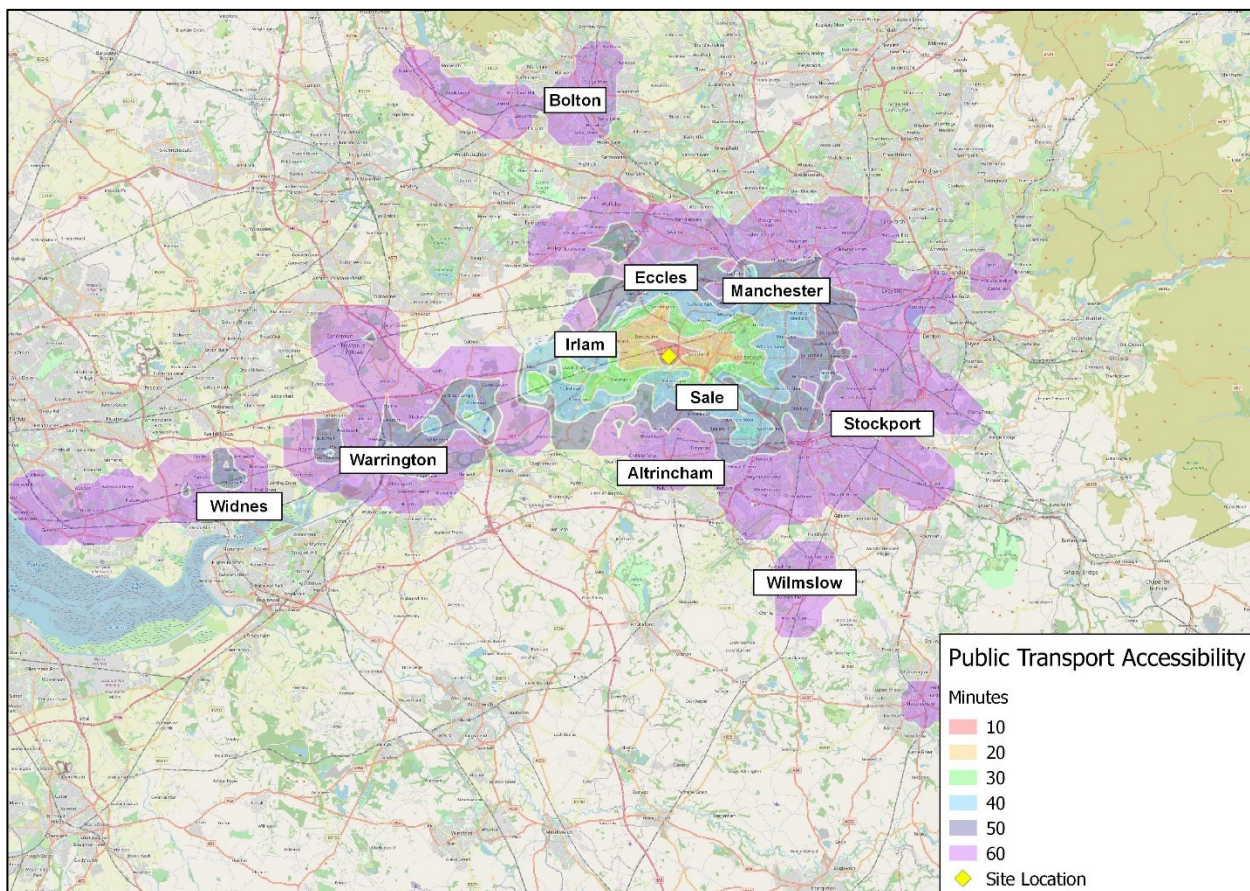
4.12 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "*Guidelines for Planning for Public Transport in Developments*" document identifies, at section 6.20, that "*Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.*"

4.13 As shown on **Figure 4.1** earlier, there are bus stops located on both sides of the B5213 Stretford Road, less than 400m (walk distance) north-east of the site. These bus stops are served by several busses which provide regular services, seven days a week (in combination), to numerous locations including Wythenshawe, Baguley, Sale, Stretford, Trafford Park, Davyhulme, Chorlton, East Didsbury, Stockport and Manchester city centre, amongst others. Therefore, prospective staff of the site, as well as parents with children, will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.

4.14 In terms of rail services, Urmston Railway Station can be accessed in under an 8-minute walk time (or <600m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester, Irlam, Warrington, Widnes and Liverpool, amongst others.

4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – 60 Minute Public Transport Catchment Isochrone



4.16 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Stockport, Bolton, Sale, Altrincham, Eccles, Warrington and Widnes, amongst others, are in an acceptable 60-minute commute time.

Summary

4.17 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large residential catchment for prospective staff members / parents with children within close proximity. There are also multiple bus and rail links within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff and parents with children will not be wholly reliant on the private car to travel to/from the site.

5.0 TRIP GENERATION

Overview

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours in comparison to the traffic generated by the existing uses on-site.
- 5.2 As detailed earlier, the development proposals consist of the demolition of existing buildings and stables including a 463m² industrial unit, currently used for the storage of hay and plant etc., and several commercial stables which have capacity for up to 24 horses and are rented out to the public.

Trip Generation – Existing Industrial Unit

- 5.3 In order to estimate the trip generating potential of the existing industrial unit, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- i) Employment;
 - ii) Industrial Unit;
 - iii) Multi modal surveys;
 - iv) Sites in Greater London and Ireland excluded;
 - v) Selection by GFA (690m²-1,500m²);
 - vi) Weekday surveys only; and
 - vii) Only sites in 'Suburban Area' locations have been selected.
- 5.4 The multi modal TRICS outputs for the existing industrial unit are presented in **Appendix F** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m²) Associated with the Existing Industrial Unit						
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1.120	0.280	0.175	0.910	3.990	4.130
Cycles	0.070	0.035	0.000	0.035	0.070	0.070
Pedestrians	0.035	0.000	0.000	0.105	0.315	0.315
Pub. Trans.	\	\	\	\	\	\

5.5 The estimated trip generation associated with the proposed 463m² industrial unit is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 463m² Industrial Unit						
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	5	1	1	4	18	19
Cycles	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1
Pub. Trans.	\	\	\	\	\	\

Trip Generation – Existing Stables

5.6 It is understood that all 24 owners that keep horses in the existing stables proposed to be demolished have an obligation to visit the site at least twice a day to attend to their horses. The existing stables therefore generate an absolute minimum of 48 arrivals and departures per day associated with owners attending to their horses. In addition to this there are irregular deliveries and vehicle movements throughout the week associated with the equine uses as a result of visits from vets and taking horses to shows/events in large, slow-moving horse wagons and agricultural vehicles. Further agricultural vehicles with trailers visit the site frequently for hay and shaving deliveries as well as the collection of horse manure.

5.7 Whilst it is not possible to accurately determine when owners will arrive and depart the site to attend to their horses, it is reasonable to assume that this will be in the morning and evening peak periods to coincide with horse feeding times and the owners work-life.

5.8 Having regard to the above, it is assumed that 75% of owners will arrive prior to the AM highway peak hour and leave during the AM peak hour, with 25% arriving during the AM peak hour and departing after the AM peak hour. Conversely, it is assumed 25% of owners will arrive in the PM peak hour and depart after the PM peak hour and 75% of owners will arrive and depart after the PM peak hour. The estimated traffic generation associated with the existing stables is therefore shown in **Table 5.3** below, however, it should be noted that this does not take into account the likely level of additional movements associated with deliveries and vets etc.

Table 5.3 - Estimated Trip Generation – Existing Stables						
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	12	36	12	0	48	48

Trip Generation – Proposed Nursery Development

5.9 In order to estimate the trip generating potential of the proposed nursery development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

- i) Educational;
- ii) Nursery;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of pupils (50-138);
- vi) Weekday surveys only; and
- vii) Only sites in ‘Suburban Area’ and ‘Edge of Town Centre’ locations have been selected.

5.10 The multi modal TRICS outputs for the proposed nursery are presented in **Appendix F** and are summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Rates (Per Pupil) Associated with the Proposed Day Nursery						
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Daily (07:00-19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.179	0.177	0.137	0.146	0.727	0.725
Cycles	0.007	0.001	0.000	0.003	0.020	0.018
Pedestrians	0.093	0.034	0.035	0.073	0.465	0.462
Pub. Trans.	0.015	0.001	0.003	0.004	0.068	0.065

5.11 The estimated trip generation associated with the proposed 115-child day nursery is therefore as summarised in **Table 5.5** below.

Table 5.5 - Estimated Trip Generation – 115-Child Day Nursery						
Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)		Daily (06:00-20:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	21	20	16	17	84	83
Cycles	1	0	0	0	2	2
Pedestrians	11	4	4	8	53	53
Pub. Trans.	2	0	0	0	8	7

Net Trip Generation

5.12 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the trip generation estimates associated with the existing uses on-site, as summarised in **Table 5.6** below.

Table 5.6 - Net Trip Generation						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	4	-17	3	13	18	16

- 5.13 As detailed above, it is estimated that the scheme will result in a reduction in vehicles in the AM peak hour and will generate, on average, a total 16 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 4 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the PM peak hour. Furthermore, the proposed development is only anticipated to generate an additional 34 two-way vehicle movements per day when compared to the existing use which does not take into account the likely level of traffic associated with deliveries and vets etc. to the stables.
- 5.14 Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms, particularly given the improvement scheme proposed on Cob Kiln Lane.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by EBR Design & Build Ltd to produce a Transport Statement in support of a planning application for the demolition of existing buildings and stables as well as the erection of a nursery development on land located to the west of Cob Kiln Lane, Urmston.
- 6.2 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.3 Overall, the site is considered to be well located in terms of its accessibility by non-car modes of transport. These findings demonstrate that prospective site users will not be reliant on private cars in order to access the site.
- 6.4 Vehicular and pedestrian access to the development will be provided via the existing access off Cob Kiln Lane and cob Kiln lane is proposed to be improved as part of the development proposals. The proposed improvement scheme allows for a formal 4.8m carriageway and a 1.8m footway on the eastern side of the road. The existing vegetation along the western edge of Cob Kiln Lane will be cut back within the adopted highway and a hard strip provided. The proposed improvement scheme separates pedestrians from traffic on Cob Kiln Lane and therefore, provides a significant betterment over the existing situation, particularly given that the proposed development will not result in a material intensification of traffic and will result in a significant reduction in large, slow moving vehicles.
- 6.5 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.6 Having regard to the analysis presented in this TS, it is concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	103260/FUL/21	Response No.:	01
Location:	Meadowgate Farm Cob Kiln Lane Urmston M41 9JT		
Description:	Erection of children's nursery with associated parking and play areas and erection of stable blocks and amendment to external riding areas, the latter two elements for the retained livery use, following demolition of existing buildings and stables.		
Planning Officer:	Tom Parkinson		
Date of Receipt:	08/02/2021	Date of Response:	25/02/2021

1 Latest 5-year planning history

93241/OUT/17	Outline application for the demolition of the existing structures and construction of a mix of 49no residential units with associated parking, external works, and landscaping (consent is sought for access, layout and scale with all other matters reserved). Withdrawn
100060/PIP/20	Application for Permission in Principle for the erection of 8 no. dwellings following the demolition of existing buildings. Withdrawn

2 The Proposals

2.1 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks approval for the erection of children's nursery for up to 150 children, with associated parking and play areas, and the erection of stable blocks and amendment to external riding areas, the latter two elements for the retained livery use, following demolition of existing buildings and stables.

3 Current Use of the Site

The land is currently used as a livery yard, which includes stables with capacity for up to 24 horses, a riding arena, paddock, storage, and tack shop. It is noted that occasional events take place at site. Trips generators include horse owners (minimum twice daily visits), visitors to the shop and stables, vet visits, deliveries, and organisers of/visitors to events.

4 Latest 5-Year Personal Injury Collision (PIC) Data

No PICs were recorded during the period 01/01/2015 to 31/12/2019, this being the latest available five-year collision data.

5 Traffic and Access

5.1 Traffic

The Transport Statement mentions the existing stables will be demolished but does not appear to mention that new stables would be built, and the livery business retained. As such it is necessary to consider both existing traffic movements and those that would be generated by the proposed nursery.

- I. Previous highways data provided for the existing use states *“a 12-hour weekday the stables might generate between 48-70 car trips, the upper end of this range includes a site with a tack shop, occasionally involving a horse box, the peak being in the 16:30-18:30 time window”*.
- II. The TRICS data provided to support this application shows the proposed nursery would be expected to generate on average *“53 two-way vehicle movements in the AM peak hour and 42 two-way vehicle movements in the PM peak hour”*

As can be seen, the proposed new nursery for up to 150-children would result in a significant intensification of vehicle movements in comparison to the existing use, including at the Meadowgate junction which does not appear to have been referenced. The forward and junction visibility splays are required to meet the minimum standards as detailed in Manual for Streets and should be illustrated on the plan, including the Cob Kiln Lane/Meadowgate junction.

5.2 Access

It is proposed to utilise the existing pedestrian and vehicle access arrangements to the site. Meadowgate, Meadow Road, and a 179.9m stretch of Cob Kiln Lane are all classified as adopted public highway, with the remainder of Cob Kiln Lane being a private road (refer to section 14 below).

Whilst the proposed nursery will be located in a sustainable location with regards to access to public transport and walking and cycling links, given the lack of footways and streetlighting, the agricultural nature of the surrounding area, and also taking into account the retained livery business and associated presence of large agricultural/equestrian vehicles, it is not unreasonable to conclude that the average number of vehicles accessing the site could be higher than indicated by the TRICS data (as noted in the Design and Access Statement, guidance PG5 Day Nurseries and Playgroups (revised 1991 and Sept 1997), notes that typically 90% of children who attend a private nursery are taken and returned by car)

It is observed that there have been no PICs at this location indicating the existing shared use arrangements along the adopted highway work well. However, it is not considered that the existing use

is comparable to the proposed use which would see a far greater number of vehicles using the road. Furthermore, should people opt to walk and cycle to the nursery, this would see family groups using the road which may include young children walking alongside their parent(s)/guardian(s), riding bikes, or being pushed in pushchairs, and babies in prams. As such, the LHA cannot support a proposal not to provide a 2m wide footway along the adopted stretch of Cob Kiln Lane

Whilst the adopted stretch of Cob Kiln Lane is relatively short it should still be noted that shared use facilities are often seen as a barrier to movement for blind and visually impaired pedestrians. Added to which, wheelchair users may feel uncomfortable using a shared surface of this type. The LHA would therefore ask if an Equality Impact Assessment has been completed for the proposed nursery.

6 Servicing Arrangements

It is proposed to provide adequate and suitably located refuse / recycling storage facilities for the development. The site will be serviced by a private waste contractor and swept path analysis has been provided which demonstrates a refuse vehicle will be able to access and egress the site in a forward gear.

7 Car Parking Arrangements

The car parking standards as detailed within Supplementary Planning Document 3 (SPD3) state that for this location the maximum parking standards specify a requirement for one space per member of staff with drop-off spaces to be determined on a case by case basis, which will usually be assessed in the following way:

- 10 children- 2 spaces
- 20 children- 3 spaces
- 30 children- 5 spaces
- 40 children -7 spaces
- 50 children- 9 spaces
- 60 children- 11 spaces

Information seen indicates up to 20 full time members of staff would be employed at the site, requiring 20 spaces. Using the calculation above, 150 children will require a further 29 spaces. The proposed development comprises 28 car parking spaces, which represents a significant shortfall and one which could result in a high demand for on-street parking spaces during peak pick-up and drop-off times, with a resulting negative impact to the adopted section of Cob Kiln Lane, Meadowgate, and Meadow Road which in turn could also potentially affect access and egress to the site for other vehicles, and keeping in mind the lack of footways along Cob Kiln Lane, also cyclists and pedestrians.

7.1 Accessibility Car Parking

The accessibility parking standards shown in SPD3 Appendix A are minimum requirements (refer to Policy L4 & Appendix 3 of the Trafford Core Strategy). At this location, where it is proposed to provide

200 car parking spaces or less, three accessibility bays or 6% of total capacity, whichever is the greater, are required. It is proposed to provide three accessibility spaces in the 28-space car park.

8 Cycle Parking and Storage Arrangements

For the proposed nursery, the minimum cycle parking standards as detailed within SPD3 require one space per four members of staff and one space per 200 sqm for visitors (minimum of 2 space). Information provided states up to 20 full-time staff will be employed, requiring five spaces to be provided in a secure and covered arrangement. Whilst the footprint and internal floor areas have been provided, it is unclear if the gross internal floor area also includes the proposed stable block. The LHA therefore requests the qualification from the developer.

9 Travel Plan

Paragraph 111 of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan (TP), and local authorities need to consider the scale of the proposed development and its potential for additional trip generation.

Trafford Council TP thresholds indicate the development is not of a sufficient size to warrant a TP. However, the Authority also considers developments on a case-by-case basis taking into consideration not just the size of the development but also site characteristics. It is therefore considered that the given the location of the proposed nurse, the proposed number of on-site parking spaces, and the potential to significantly increase the number of vehicles trips at this location, a TP is required.

Further information on TPs can be found at <https://travelplantookit.tfqm.com/>. The TP should include realistic, measurable targets to promote the use of sustainable transport options and reduce car use, in particular single occupant vehicle trips.

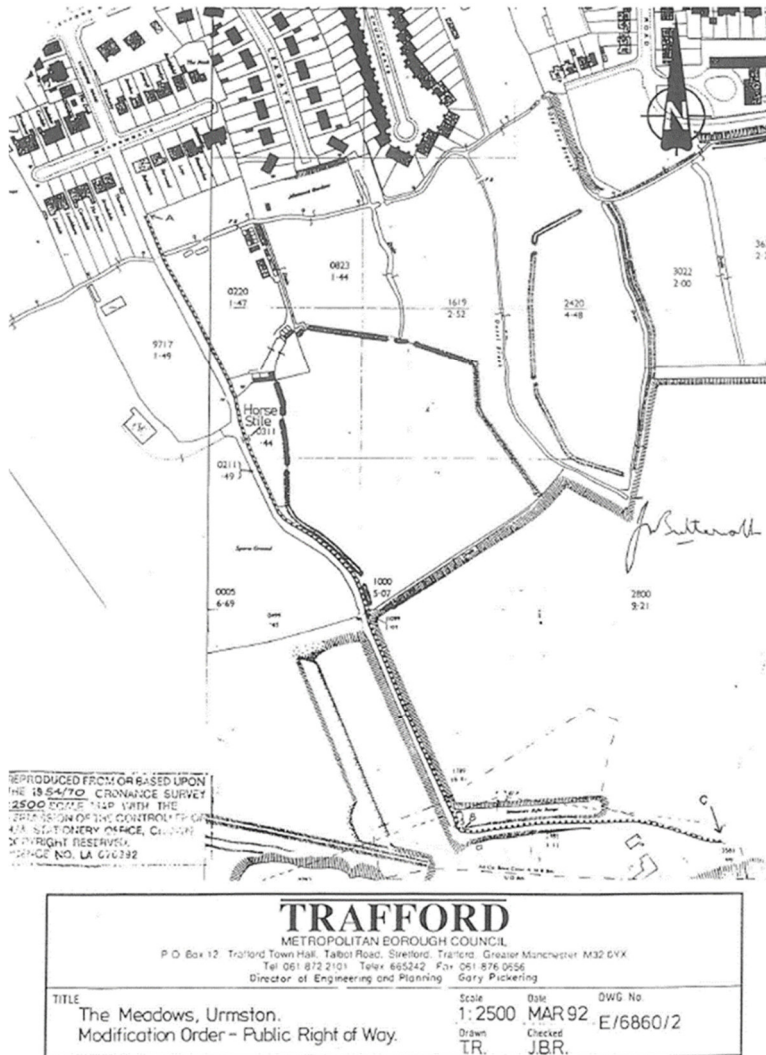
10 Adopted Highway

Only part of Cob Kiln Lane is adopted highway. From information seen it is the understanding of the LHA that there is no intention to carry out works on the adopted highway, including any amendment to the existing speed limit or the provision of a footway, nor will the privately owned section of Cob Kiln Lane be put forward for adoption.

11 Public Rights of Way

As noted in our response to the previous planning application submitted for this site, a definitive right of way, Urmston footpath no 53 runs through the proposed development. The Definitive Map and Statement records the right of way at a width of 2m throughout its length and as status 'Footpath'

although it appears that a private right of access on horseback exists for the livery yard. The plan from the Order confirmed by the Secretary of State in 1992 is provided below for information.



It is understood from information seen, with particular regard to the Transport Statement document reference CT/200738/TS/01 that access along the right of way is to be retained and will be unaffected by the proposed development. However, the submitted landscaping proposals presented by drawing number M3328-PA-01-V3 show an intention to create a grass verge area planted with trees within the definitive right of way. The width of the right of way is 2m, and the LHA will require that the PRoW is not narrowed.

It is therefore requested that a condition is added to any subsequent approval of planning permission that the type and location of any boundary treatment adjacent to the PRoW to ensure the PRoW is not narrowed or adversely affected. The information provided shall comprise a suitably detailed

landscaping plan for all proposed boundary treatment(s), which should clearly show the alignment of the PRoW, the path width, and where relevant, all proposed surfacing materials for the path.

The right of way should remain open for public use during construction if possible. Should it be necessary for safety reasons for the applicant to seek temporary closure or diversion of the path during the construction of the works, a Temporary Traffic Regulation Order is required. Applications for TTRO are to be made to the Streetworks Team at traffordstreetworks@amey.co.uk.

The developer should put measures in place to ensure the surface of the right of way is not damaged by the development and should damage occur carry out repairs to the satisfaction of the LHA.

12 Request for Planning Conditions

The LHA would request the following conditions are added to any future approval of planning permission.

12.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the parking of vehicles of site operatives and visitors;
- b) deliveries to site;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
- g) measures to control the emission of dust and dirt;
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
- j) contact details of site manager to be advertised at the site in case of issues arising.

12.2 PRoW

It is requested that a condition is added to any subsequent approval of planning permission that the type and location of any boundary treatment adjacent to the PRoW to ensure the PRoW is not narrowed or adversely affected. The information provided shall comprise a suitably detailed landscaping plan for

all proposed boundary treatment(s), which should clearly show the alignment of the PRoW, the path width, and where relevant, all proposed surfacing materials for the path.

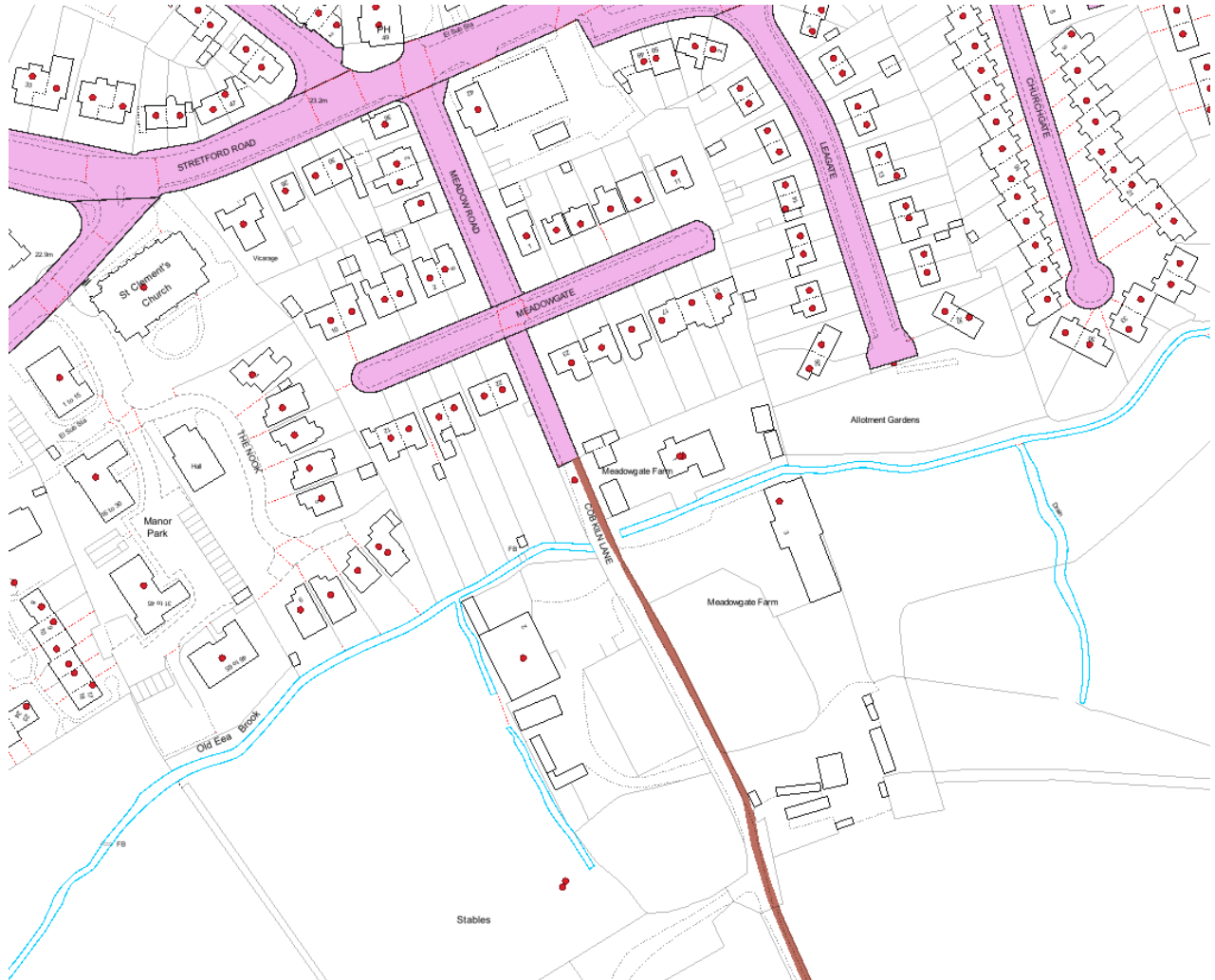
13 Summary

The proposals seek to provide a large children's nursery on an equestrian site where the existing livery use is to be retained, in addition to the current access arrangements off Cob Kiln Lane. The associated car park would provide 28 spaces, which represents a shortfall against the maximum parking standards. Whilst it is accepted that the site is within reach of public transport links and local residential area, given the agricultural nature of the surrounding area and lack of a footway/streetlighting, it is not unreasonable to expect the number of vehicles accessing the site could be higher than indicated by the TRICS data. In addition, whilst the collision record suggests the shared use arrangement along the adopted highway works well, it is not considered that the existing use is comparable to the proposed use which would see a far greater number of vehicles using the road, and potentially also an increase in the number of pedestrians and cyclists, including vulnerable road users. As such:

- A. The LHA cannot support the developer's decision not to provide a 2m wide footway on Cob Kiln Lane.
- B. The LHA would also ask if an Equality Impact Assessment has been completed for the proposed nursery.
- C. A TP is requested
- D. For the Meadowgate junction, forward and junction visibility are required to meet the minimum standards as detailed in Manual for Streets and should be illustrated on the plan.
- E. A definitive right of way, Urmston footpath no 53 runs through the proposed development. The width of the right of way is 2m, and the LHA will require that the PRoW is not narrowed. Refer to sections 11 and 12.2 above

14 Extract of Adopted Highway

The extent of the adopted public highway is shown shaded pink on the plans provided below, and Urmston footpath no 53 is shaded brown.

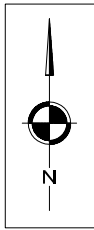


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Elaine Hendren, 25 February 2021

S|C|P

APPENDIX B



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

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

Client Name:

EBR DESIGN & BUILD LTD

Project Title:

COB KILN LANE

Drawing Title:

VISIBILITY SPLAYS

Drawn By:

MC

Date:

25.05.2021

Checked:

MD

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/200738/SK01

Rev.

-

S|C|P

APPENDIX C



Client
Mr & Mrs O'Sullivan

Job Title
proposed children's nursery

Land at
Cob Kiln Lane
Urmston
M41 9LB

Drawing Title
Proposed site plan

Drawing Status
planning

Drawn by: JMR Date: April 2021

Scale
1:500 @ A3

Job Number: ebr/00609 Drawing Number: A0.14

Revision	Description	Date

Do not scale. All dimensions to be checked on site prior to fabrication of components or execution of works. This drawing, the design and information contained within are copyright of ebrdesigns.com ltd and must not be used or reproduced without express permission. ebrdesigns.com ltd shall not be liable if used or reproduced without authorisation.

Proposed site plan

S|C|P

APPENDIX D



NOTES

Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAID	27.01.21	MC
B	NEW SITE LAYOUT UNDERLAID	25.05.21	MC

S|C|P

Transportation Planning : Infrastructure Design

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

Client Name:

EBR DESIGN & BUILD LTD

Project Title:

COB KILN LANE

Drawing Title:

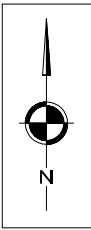
SWEPT PATH ANALYSIS + VISIBILITY SPLAYS

Drawn By:	MC	Date:	17.12.2020
Checked:	MD	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/200738/F01	Rev.	B
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S|C|P

APPENDIX E



VEGETATION TO BE CUT
BACK WITHIN ADOPTED
HIGHWAY AND A HARD STRIP
TO BE PROVIDED

MEADOWGATE

Meadowgate Farm

COB KILN LANE

FB

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

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

Client Name:

EBR DESIGN & BUILD LTD

Project Title:

COB KILN LANE

Drawing Title:

PROPOSED CARRIAGEWAY
IMPROVEMENTS

Drawn By:

MC

Date:

25.05.2021

Checked:

CT

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/200738/SK02

Rev.

-

S|C|P

APPENDIX F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
10	WALES	
	CF CARDIFF	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: Gross floor area
 Actual Range: 690 to 1100 (units: sqm)
 Range Selected by User: 690 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 14/11/19

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	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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

Selected Location Sub Categories:

Industrial Zone	3
-----------------	---

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

Secondary Filtering selection:Use Class:

Not Known	3 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:125,001 to 250,000 1 days
250,001 to 500,000 2 days

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

Car ownership within 5 miles:0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

<p>1 BR-02-C-01</p> <p>NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09</p>	<p>MECH. ENGINEERS</p>	<p>BRISTOL CITY</p> <p>Survey Type: MANUAL</p>
<p>2 CF-02-C-01</p> <p>PARC-TY-GLAS CARDIFF LLANISHEN Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1068 sqm Survey date: TUESDAY 24/10/06</p>	<p>PLASTICS COMPANY</p>	<p>CARDIFF</p> <p>Survey Type: MANUAL</p>
<p>3 NF-02-C-04</p> <p>FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19</p>	<p>EXHIBITION DESIGN & MANUF.</p>	<p>NORFOLK</p> <p>Survey Type: MANUAL</p>

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	953	0.385	3	953	0.000	3	953	0.385
08:00 - 09:00	3	953	1.120	3	953	0.280	3	953	1.400
09:00 - 10:00	3	953	0.420	3	953	0.420	3	953	0.840
10:00 - 11:00	3	953	0.280	3	953	0.210	3	953	0.490
11:00 - 12:00	3	953	0.245	3	953	0.315	3	953	0.560
12:00 - 13:00	3	953	0.210	3	953	0.385	3	953	0.595
13:00 - 14:00	3	953	0.455	3	953	0.280	3	953	0.735
14:00 - 15:00	3	953	0.210	3	953	0.140	3	953	0.350
15:00 - 16:00	3	953	0.280	3	953	0.455	3	953	0.735
16:00 - 17:00	3	953	0.210	3	953	0.525	3	953	0.735
17:00 - 18:00	3	953	0.175	3	953	0.910	3	953	1.085
18:00 - 19:00	3	953	0.000	3	953	0.210	3	953	0.210
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.990			4.130			8.120

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:	690 - 1100 (units: sqm)
Survey date range:	01/01/06 - 14/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	953	0.000	3	953	0.000	3	953	0.000
08:00 - 09:00	3	953	0.070	3	953	0.035	3	953	0.105
09:00 - 10:00	3	953	0.000	3	953	0.000	3	953	0.000
10:00 - 11:00	3	953	0.000	3	953	0.000	3	953	0.000
11:00 - 12:00	3	953	0.000	3	953	0.000	3	953	0.000
12:00 - 13:00	3	953	0.000	3	953	0.000	3	953	0.000
13:00 - 14:00	3	953	0.000	3	953	0.000	3	953	0.000
14:00 - 15:00	3	953	0.000	3	953	0.000	3	953	0.000
15:00 - 16:00	3	953	0.000	3	953	0.000	3	953	0.000
16:00 - 17:00	3	953	0.000	3	953	0.000	3	953	0.000
17:00 - 18:00	3	953	0.000	3	953	0.035	3	953	0.035
18:00 - 19:00	3	953	0.000	3	953	0.000	3	953	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
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	953	0.070	3	953	0.000	3	953	0.070
08:00 - 09:00	3	953	0.035	3	953	0.000	3	953	0.035
09:00 - 10:00	3	953	0.000	3	953	0.000	3	953	0.000
10:00 - 11:00	3	953	0.000	3	953	0.000	3	953	0.000
11:00 - 12:00	3	953	0.000	3	953	0.000	3	953	0.000
12:00 - 13:00	3	953	0.035	3	953	0.070	3	953	0.105
13:00 - 14:00	3	953	0.175	3	953	0.140	3	953	0.315
14:00 - 15:00	3	953	0.000	3	953	0.000	3	953	0.000
15:00 - 16:00	3	953	0.000	3	953	0.000	3	953	0.000
16:00 - 17:00	3	953	0.000	3	953	0.000	3	953	0.000
17:00 - 18:00	3	953	0.000	3	953	0.105	3	953	0.105
18:00 - 19:00	3	953	0.000	3	953	0.000	3	953	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.315			0.315			0.630

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	HI HIGHLAND	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 pupils
 Actual Range: 50 to 138 (units:)
 Range Selected by User: 50 to 138 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 21/05/19

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	1 days
Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	2
Suburban Area (PPS6 Out of Centre)	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:

Residential Zone	5
No Sub Category	2

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:

D1 7 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:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
 1.1 to 1.5 3 days
 2.1 to 2.5 1 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 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02	NURSERY		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	50		
	Survey date: <i>TUESDAY</i>	<i>18/10/16</i>		<i>Survey Type: MANUAL</i>
2	CH-04-D-01	NURSERY		CHESHIRE
	CHESTER ROAD			
	MACCLESFIELD			
	Edge of Town Centre			
	No Sub Category			
	Total Number of pupils:	70		
	Survey date: <i>MONDAY</i>	<i>24/11/14</i>		<i>Survey Type: MANUAL</i>
3	HI-04-D-01	NURSERY		HIGHLAND
	STRATHERRICK ROAD			
	INVERNESS			
	UPPER DRUMMOND			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of pupils:	138		
	Survey date: <i>FRIDAY</i>	<i>26/05/06</i>		<i>Survey Type: MANUAL</i>
4	KC-04-D-01	NURSERY		KENT
	PEMBURY ROAD			
	TONBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	124		
	Survey date: <i>WEDNESDAY</i>	<i>09/12/09</i>		<i>Survey Type: MANUAL</i>
5	SF-04-D-03	NURSERY		SUFFOLK
	CAMP ROAD			
	LOWESTOFT			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	110		
	Survey date: <i>WEDNESDAY</i>	<i>10/12/14</i>		<i>Survey Type: MANUAL</i>
6	TW-04-D-02	NURSERY		TYNE & WEAR
	ETTRICK GROVE			
	SUNDERLAND			
	HIGH BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	110		
	Survey date: <i>WEDNESDAY</i>	<i>28/11/12</i>		<i>Survey Type: MANUAL</i>
7	TW-04-D-03	NURSERY		TYNE & WEAR
	JUBILEE ROAD			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	108		
	Survey date: <i>TUESDAY</i>	<i>21/05/19</i>		<i>Survey Type: MANUAL</i>

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 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	7	101	0.069	7	101	0.031	7	101	0.100
08:00 - 09:00	7	101	0.179	7	101	0.177	7	101	0.356
09:00 - 10:00	7	101	0.055	7	101	0.049	7	101	0.104
10:00 - 11:00	7	101	0.013	7	101	0.011	7	101	0.024
11:00 - 12:00	7	101	0.027	7	101	0.027	7	101	0.054
12:00 - 13:00	7	101	0.035	7	101	0.045	7	101	0.080
13:00 - 14:00	7	101	0.056	7	101	0.058	7	101	0.114
14:00 - 15:00	7	101	0.017	7	101	0.024	7	101	0.041
15:00 - 16:00	7	101	0.049	7	101	0.041	7	101	0.090
16:00 - 17:00	7	101	0.082	7	101	0.089	7	101	0.171
17:00 - 18:00	7	101	0.137	7	101	0.146	7	101	0.283
18:00 - 19:00	7	101	0.008	7	101	0.027	7	101	0.035
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.727			0.725			1.452

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: 50 - 138 (units:)
 Survey date range: 01/01/06 - 21/05/19
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	7	101	0.006	7	101	0.000	7	101	0.006
08:00 - 09:00	7	101	0.007	7	101	0.001	7	101	0.008
09:00 - 10:00	7	101	0.001	7	101	0.001	7	101	0.002
10:00 - 11:00	7	101	0.000	7	101	0.000	7	101	0.000
11:00 - 12:00	7	101	0.000	7	101	0.000	7	101	0.000
12:00 - 13:00	7	101	0.003	7	101	0.001	7	101	0.004
13:00 - 14:00	7	101	0.003	7	101	0.006	7	101	0.009
14:00 - 15:00	7	101	0.000	7	101	0.000	7	101	0.000
15:00 - 16:00	7	101	0.000	7	101	0.003	7	101	0.003
16:00 - 17:00	7	101	0.000	7	101	0.000	7	101	0.000
17:00 - 18:00	7	101	0.000	7	101	0.003	7	101	0.003
18:00 - 19:00	7	101	0.000	7	101	0.003	7	101	0.003
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	7	101	0.069	7	101	0.014	7	101	0.083
08:00 - 09:00	7	101	0.093	7	101	0.034	7	101	0.127
09:00 - 10:00	7	101	0.017	7	101	0.004	7	101	0.021
10:00 - 11:00	7	101	0.015	7	101	0.013	7	101	0.028
11:00 - 12:00	7	101	0.035	7	101	0.045	7	101	0.080
12:00 - 13:00	7	101	0.080	7	101	0.079	7	101	0.159
13:00 - 14:00	7	101	0.034	7	101	0.044	7	101	0.078
14:00 - 15:00	7	101	0.013	7	101	0.015	7	101	0.028
15:00 - 16:00	7	101	0.032	7	101	0.024	7	101	0.056
16:00 - 17:00	7	101	0.041	7	101	0.080	7	101	0.121
17:00 - 18:00	7	101	0.035	7	101	0.073	7	101	0.108
18:00 - 19:00	7	101	0.001	7	101	0.037	7	101	0.038
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.465			0.462			0.927

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	7	101	0.021	7	101	0.000	7	101	0.021
08:00 - 09:00	7	101	0.015	7	101	0.001	7	101	0.016
09:00 - 10:00	7	101	0.010	7	101	0.001	7	101	0.011
10:00 - 11:00	7	101	0.001	7	101	0.000	7	101	0.001
11:00 - 12:00	7	101	0.000	7	101	0.010	7	101	0.010
12:00 - 13:00	7	101	0.017	7	101	0.021	7	101	0.038
13:00 - 14:00	7	101	0.000	7	101	0.004	7	101	0.004
14:00 - 15:00	7	101	0.000	7	101	0.000	7	101	0.000
15:00 - 16:00	7	101	0.001	7	101	0.006	7	101	0.007
16:00 - 17:00	7	101	0.000	7	101	0.004	7	101	0.004
17:00 - 18:00	7	101	0.003	7	101	0.004	7	101	0.007
18:00 - 19:00	7	101	0.000	7	101	0.014	7	101	0.014
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.065			0.133

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.