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February 2024

Proposed Houses in Multiple Occupation  
(HMO) Including 25 Private Bedrooms

220 & 222 Wellington Road South,  
Shaw Heath, Stockport

## Highways Technical Note

*Prepared on behalf of:*

**VIEWS** 

Views Holdings Limited

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## **1.0 INTRODUCTION**

### **1.1 Overview**

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of View Holdings Limited to consider relevant highways and transport matters associated with a Planning Application to convert two existing large properties at Wellington Road South, Shaw Heath, to Houses in Multiple Occupation (HMOs) including 25 private bedrooms.

1.1.2 The properties represent a pair of semi-detached properties, originally constructed as residential dwellings. Historically the dwellings have been utilised as offices, with 220 having also been operated as a used car dealership. In 2016 both properties were granted planning consent for a change of use from offices to residential (DC/053262 & DC/049849). However, it is not known whether these permissions were implemented. The properties have subsequently been converted into apartments & HMO bedrooms, with property 220 comprising 1 \* 1-bed apartment and 6 \* HMO bedrooms and property 222 comprising 1 \* 1-bed apartment and 7 \* HMO bedrooms. A Planning Application was submitted in November 2023 seeking retrospective consent to allow the formal continuation of HMO use, with the existing apartments also to be converted into HMO use such that property 220 would comprise 8 \* HMO bedrooms and 222 would comprise 9 \* HMO bedrooms. This application is pending determination, however a consultation response from SMBC highways has not raised any objection.

1.1.3 The applicant now wishes to submit a further application which would involve the knocking down of the rear outrigger and building additional rooms, such that 25 rooms are provided at 220 and 222 Wellington Road HMO.

1.1.4 The scope and nature of this HTN report reflect the extent of highways matters that are anticipated as being of material interest to officers of the local planning & highway authority Stockport Metropolitan Borough Council (SMBC), based on a review of prevailing highway conditions and experience of the preparation of technical statements to support similar HMO schemes. The HTN report therefore

includes a review of anticipated future highway operational conditions/comparison to existing use, a technical audit of the site proposals in terms of proposed access arrangements, internal arrangements & car parking / cycle parking provision and consideration of anticipated future development traffic levels when compared to the historic office use of the site.

## 1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of existing local baseline highway network conditions and an audit of the site's accessibility by alternative travel modes to the private car.
- Section 3 provides a review of the key elements of the proposed HMO scheme, including an audit of the proposed site arrangements and car parking.
- Section 4 provides an estimate of the traffic levels anticipated to be generated by the proposals.
- Section 5 outlines the key conclusions drawn from the assessment.

## **2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY**

### **2.1 Site Location & Existing Access**

2.1.1 The application site represents land and buildings associated with 220 and 222 Wellington Road South, Shaw Heath, Stockport. The strategic location of the site is illustrated in **Figure HTN1** to this report. This plan identifies the location of the site within the context of the settlement of Stockport and key local road route of A6 Wellington Road South, with Stockport College, Stockport Railway Station, Grand Central Leisure Complex and town centre to the north.

2.1.2 **Figure HTN2** provides an aerial image of the application site and its immediate context to the alignment of Wellington Road South, which forms the eastern boundary to the site, and Lyme Grove / Lowfield Road which form the northern and southern boundaries respectively. To the east the site is bounded by residential properties. Photographs of key existing local highway features are included as **Appendix HTN1** to this report.

2.1.3 Each property has its own pedestrian access off Wellington Road South, with a further pedestrian access and vehicular dropped kerb footway crossover access to 220 available off Lyme Grove and dropped kerb footway crossover access to 222 off Lowfield Road. The vehicular accesses serve hard-surfaced parking areas to the west of the existing dwellings.

### **2.2 Existing Land Use & Extant Traffic Levels**

#### *Existing Land Use*

2.2.1 The site represents semi-detached properties, originally constructed as residential dwellings. Historically the dwellings have been utilised as offices, with 220 having also been operated as a used car dealership.

- 2.2.2 The used car dealership use of property 220 has resulted in significant levels of on-site parking. Review of Google Aerial imagery identifies that at least 10 vehicles have historically been accommodated within the area of hardstanding associated with property 220. Meanwhile, the office use of 222 has also resulted in a high level of on-site parking, with Google Imagery identifying 14 vehicles on-site.
- 2.2.3 The buildings have most recently been granted planning consent for a change of use from offices to residential in 2016 (DC/053262 & DC/049849). It is not known whether these permissions were implemented. The properties have subsequently been converted into apartments & HMO bedrooms, for which a retrospective planning application is now pending determination (DC/090308).
- 2.2.4 Notwithstanding the current use, it is evident that the site has historically accommodated a reasonable level of trips associated with the office and car dealership use.

## 2.3 Relevant Planning Policy

### *National Planning Policy*

- 2.3.1 Paragraphs 110 and 113 to July 2021 NPPF provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals.
- 2.3.2 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (Para 111)***

- 2.3.3 Paragraph 111 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF

clearly identifies that development should only be refused in those cases where highways impact would be 'severe' (our underlining) - which is typically understood to mean situations where development is likely to result in a material detrimental 'step change' in circumstances when compared to predicted Baseline / 'Do-Nothing' conditions. Should the operational effects as a consequence of development traffic be more marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

### ***Local Planning Policy***

2.3.4 The adopted development plan for the SMBC administrative area comprises the following:

- Those policies set out in the Stockport Unitary Development Plan (UDP) Review (adopted 31st May 2006) which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and
- Policies set out in the Stockport Core Strategy Development Plan Document (adopted 17<sup>th</sup> March 2011).

2.3.5 Retained UDP policy CDH1.4 'Houses in Multiple Occupation' is the key prevailing land use policy relevant to the HMO planning application scheme at 220 & 222 Wellington Road South. The UDP notes that houses in multiple occupation represent a valuable source of cheaper accommodation across the borough, with core policy text set out below:

***"...conversion of dwellings to multiple occupation will be permitted provided that the proposal:***

- ***does not result in more than 2 houses in multiple occupation adjoining;***
- ***does not result in a single dwelling having a house in multiple occupation on both sides;***
- ***does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;***

- *includes useable rear gardens within the curtilage of at least 50m<sup>2</sup>;*
- *includes suitably enclosed refuse storage areas at the rear of the property;*
- *includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and*
- *complies with Policy EP1.10 (aircraft noise)."*

2.3.6 Core Strategy DPD policy CS4 'Distribution of Housing' identifies that housing should be located in areas that promote accessibility to jobs, community facilities, shops and services, with a focus on making effective use of available land within accessible urban areas.

2.3.7 The Core Strategy DPD also sets out specific policies with respect to development and transport matters (Policies CS9 (Transport)) and states that the Council will require that development is sited in locations which are accessible by walking, cycling and public transport, will support development which reduces the need to travel by car and which provides for the needs of the most vulnerable road users. Key related Development Management policies within the DPD are as follows:

- *Development Management Policy T-1 (Transport and Development):* new development, notably that generating significant numbers of trips, will be required to be sustainably accessible by public transport, walking and cycling.
- *Development Management Policy T-2 (Parking in Developments):* developments shall provide car-parking in accordance with maximum parking standards for each type of land use as set out in the existing adopted parking standards.
- *Development Management Policy T-3 (Safety and Capacity on the Highway Network)* development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. Developments shall be of a safe



and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.

- 2.3.8 Section 2.5 to this HTN report clearly sets out that the site is located in a highly accessible location, close to shops, services and a range of public transport options. Section 3 to this report demonstrates that the proposed level of on-site car parking is appropriate to meet HMO parking demand at this particular site noting the site's highly accessible location by sustainable modes of travel.

#### *Supplementary Planning Guidance*

- 2.3.9 SMBC development plan policy is also supported by a range of Supplementary Planning Guidance documents. These provide non-statutory approved guidance that can be regarded as material considerations by the Council when determining planning applications. Supplementary Planning Guidance document 'Sustainable Transport SPD' (December 2007) is the key reference text with respect to the consideration of highways and transport matters and new development. The SPD sets out detailed advice with respect to measures to promote and facilitate access to sustainable transport modes and to encourage alternatives to use of the private car. The document also provides additional advice with respect to the contents of formal transport related documentation to be prepared to support planning applications. The advice regarding the nature of assessment must, of course, be read in the context of the more contemporary guidance set out in NPPG and NPPF.

## 2.4 Description of Local Highway Network Conditions

- 2.4.1 The application site is accessed via dropped kerb vehicle crossovers at Lyme Grove and Lowfield Road. Lyme Grove is of circa 6.2m carriageway width in the vicinity of the application site frontage and operates as a one-way route from west to east. The practical operating carriageway width is reduced via the presence of on-street residents only parking bays at frequent intervals along the northern side of the route. Parking is prohibited along much of the remainder of the route via double yellow line parking restrictions. Segregated (kerbed) footways of circa 2.5m width are available to both sides of the route corridor.

- 2.4.2 Lyme Grove forms a priority-controlled give-way junction with A6 Wellington Road South at its eastern terminus, with all vehicles required to turn left (north) at this junction. On carriageway 'keep clear' markings are available on A6 Wellington Road South at its junction with Lyme Grove.
- 2.4.3 The A6 Wellington Road South provides access to the centres of Stockport and Manchester to the north; as well as the M60 at junction 1 via A5145 and junction 27, via Hempshaw Lane (B5465) and St. Mary's Way (A626). Wide footways and signalised pedestrian crossings provide excellent access from the application site to Stockport Town Centre on foot, within a circa 1km walking distance. A bus lane on Wellington Road South commences circa 150m north of the site.
- 2.4.4 Lowfield Road which forms the southern boundary of the application site represents a two-way route of circa 7.3m width with 2.0-2.5m footways. Parking along the immediate sections of Lowfield Road to the application site is controlled via a combination of double yellow lines, single yellow lines, disabled parking bays, time limited bays (Mon-Sat 8am-6pm 1hr, no return within 1 hr) and resident permit holder bays. The route benefits from street lighting and operates under a 30mph speed limit.
- 2.4.5 Lowfield Road forms a priority-controlled give-way junction with A6 Wellington Road South at its eastern terminus, with all vehicles required to turn left (north) at this junction. On carriageway 'keep clear' markings are available on A6 Wellington Road South at its junction with Lowfield Road.

2.4.6 The application site accesses to Lyme Grove and Lowfield Road are of simple dropped kerb footway cross-over arrangements. **Figures HTN3a-b** illustrates available practical lateral visibility available for vehicles existing the driveway access point, when measured from x-distance of 2.4m back from the kerbed carriageway edge. This exercise demonstrates the following available practical sightlines:

*Sightlines from 2.4m x-distance measured from kerb carriageway edge*

*Lyme Grove*

- Leading direction (to the left): 59m+
- Leading direction (to the right): Clear visibility to Wellington Road South junction

*Lowfield Road*

- Leading direction (to the right): 59m+
- Leading direction (to the left): Clear visibility to Wellington Road South junction

2.4.7 Both Lyme Grove and Lowfield Road operate under a 30mph speed limit. A 59m sightline is recognised in national good practice guidance document, Manual for Streets 2 (MfS2), as being suitable to provide safe visibility in cases where approach speeds on the mainline route are well in excess of a 30mph speed limit (circa 37mph). It is therefore considered that the current site access arrangements provide sufficient practical visibility for vehicles exiting the site. Forward visibility for westbound vehicles waiting to turn right into 222 Wellington Road South access off Lowfield Road is in excess of 59m and so is also appropriate for a route operating under a 30mph speed limit.

*Road Safety: Review of Personal Injury Accidents*

2.4.8 An appraisal of the operational safety of the immediate sections of the Lyme Grove and Lowfield Road corridors to the application site, including the existing site access arrangements, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-

year search period, 2017 - 2021 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the 5-year minimum search criteria required by NPPG good practice guidance.

- 2.4.9 This highway safety review exercise identifies that no accident events took place at or immediately close to the application site access. Indeed, just one accident incident was recorded across the full search area - see **Figure HTN4** to this report. This recorded event took place at the site frontage to the A6 Wellington Road South and was noted be of 'slight' injury classification. Review of the available accident details for this incident identify that it took place during daylight & good weather conditions in July 2017 and represented a rear shunt incident involving a car and a van <3.5t.
- 2.4.10 Based on this review, it is concluded that there are no clear & substantive prevailing road safety issues that would call the conversion of the proposal site for residential (HMO) land-use into question or require direct additional highway safety mitigation measures funded by the application scheme.

## 2.5 Audit of Site Accessibility

### *Pedestrian & Cycle Access*

- 2.5.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. Indeed, guidance produced by Chartered Institution of Highways and Transport (CIHT) notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1200m representing a

‘preferred maximum’. 2000m has been identified by CIHT as a suitable walk distance for regular commuting trips and journeys to / from school.

- 2.5.2 **Figure HTN5** to this report illustrates a 2km walk catchment from the site, using available road corridors and local designated footpaths. Review of this exercise demonstrates that effectively the entire of Stockport town centre lies within this 2km walk catchment. Indeed, a range of core ‘everyday’ facilities (town centre, education facilities, community & leisure facilities and public transport opportunities) are located within less than 1000m travel distance of the application site. **Figure HTN6** to this report demonstrates the proximity of such key local travel destinations and clearly demonstrates the application site’s excellent local accessibility.
- 2.5.3 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. **Figure HTN7** to this report illustrates a 5km cycle catchment from the application site and demonstrates that such a travel distance would allow for practical cycle access to Edgeley, Davenport & Offerton as well as parts of the surrounding settlements of Reddish, Brinnington, Bredbury, Hazel Grove, Bramhall, Cheadle Hulme, Cheadle and the ‘Heatons’.
- 2.5.4 Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure HTN8** to this report identifies local cycling infrastructure available to the application site, such as the traffic free cycle route to the north-east of the application site along St Mary’s Way and New Bridge Lane to NCR route 62 (Southport - Altrincham - Stockport). An on-road cycle route is also available on Wellington Road South to the north of the application site.

*Access to Public Transport: Bus Services*

2.5.5 Closest bus stops to the application site are as follows:

- Wellington Road South bus stop on Longshut Lane (eastbound lane) circa 130m from the application site. Provides passenger shelter, with passenger information board and 'bus cage' carriageway markings.
- Wellington Road South bus stop on Longshut Lane (westbound lane) circa 150m from the application site. Simple flag post design with 'bus cage' carriageway markings.
- Longshut Lane bus stop on Wellington Road South (southbound carriageway), immediately opposite the application site. Comprise a lay-by with bus shelter, seating and passenger information board.
- Longshut Lane bus stop on Wellington Road South (northbound carriageway) circa 150m from the application site, between the junctions with Thomas Street West and Charlesworth Street. Includes a passenger shelter, with passenger information board and the start of a 'bus lane' in the northbound carriageway.

2.5.6 **Figure HTN9** provides an extract of the Transport for Greater Manchester public transport route map for Stockport. This identifies that the above stops are served by the following routes and service frequencies:

**Table HTN2.1: Bus Services Available from Local Bus Stops**

Services	Route	Mon-Fri / Sat / Sun Daytime Frequency
<i>Services available from stops on Wellington Road South</i>		
191	Hazel Grove - Heaviley - Stockport - Manchester City Centre	9 buses between 06:33 & 09:07, 4 buses between 15:00 & 17:00 / No service / No service
192	Hazel Grove - Heaviley - Stockport - Manchester City Centre	Every 10mins / Every 10mins / Every 10mins
199 skyline	Buxton - Chapel - Whaley Bridge - Stockport	Half-hourly / Half-hourly / Hourly
360	Stockport - Hazel Grove - Disley - New Mills - Hayfield	Hourly / Hourly / Hourly
375	Stockport - Heavily - Offerton - Hazel Grove - Hawk Green	Hourly / Hourly / Every Two Hours
385	Stockport - Offerton - Marple - Marple Bridge - Mellor	Hourly / Hourly / Every Two Hours
391	Stockport - Heavily - Poynton - Bollington - Macclesfield	Every Hour & Half / Every Hour & Half / No Service
393	Stockport - Heavily - Poynton - Macclesfield	Every Hour & Half / Every Hour & Half / No Service
843	Bredbury - Hazel Grove	Thursdays and Fridays Only
<i>Services available from stops on Longshut Lane</i>		
383	Offerton - Marple - Romiley - Bredbury Stockport Circular Service	20 mins / 20 mins / 30 mins
358	Stockport - Offerton - Marple - New Mills - Hayfield	Hourly / Hourly / Hourly

2.5.7 Review of this information highlights that both local bus stops provide access to regular services connecting to key destinations such as Stockport Town Centre, Manchester City Centre, Hazel Grove, Marple, Bredbury and Hayfield. Indeed, the stops on Wellington Road South offer a daytime frequency of 6 buses per hour to Manchester City Centre.

#### *Access to Public Transport: Rail Services*

2.5.8 In addition to the above bus connections, Stockport railway station is located within a 900m walk of the application site. This station is located on the Westcoast Mainline with direct services to Manchester, Liverpool and London. Regionally the station is served by trains on the Manchester Piccadilly to Chester line, Manchester

to Stoke-on-Trent line and Manchester to Buxton line (see **Figure HTN10**). The combination of these services provides a Mon-Sat daytime frequency of up to 11 trains per hour to / from Manchester Piccadilly.

- 2.5.9 Opportunities to access good frequency local rail services within a short walking distance of the site is considered to enhance the application site's accessibility credentials, particularly in terms of encouraging regular commuting trips by alternative travel modes to the private car.



### 3.0 REVIEW OF THE PROPOSAL SCHEME

#### 3.1 Scheme Principles

3.1.1 The proposal scheme comprises the delivery of an extension to an existing House in Multiple Occupation (HMO) located within two existing large properties at Wellington Road South, Shaw Heath. The HMO currently provides 19 rooms, with the proposal scheme seeking to incorporate an additional 6 rooms (25 rooms in total). A general arrangement plan of the scheme is included as **Appendix HTN2** to this report, along with proposed floor plans of the building under the proposed 25-bedroom HMO use.

3.1.2 The scheme details also propose formal on-site car parking bays, allowing for a total of 13 vehicles to be parked with the areas of hardstanding at 220 and 222 Wellington Road South.

#### 3.2 Highway Access & Parking Arrangements

3.2.1 It is proposed that the HMO scheme would continue to be accessed via the dropped kerb accesses located off Lyme Grove and Lowfield Road. Main cycle access would also be through these dropped kerb access off Lowfield Road, with pedestrian accesses also available via the existing pedestrian accesses off Wellington Road South, providing access to the building front door and dedicated cycle parking area.

3.2.2 The scheme would include for some amendments to the existing car parking areas in order to accommodate formal cycle and refuse storage. Car parking spaces would be provided to minimum 2.4m x 4.8m space dimensions, with appropriate manoeuvring space provided (6m aisle) to ensure that vehicles can enter and exit the site in forward gear. **Appendix HTN3** to this report illustrates that all of the proposed on-site spaces within the HMO scheme curtilage would be accessible by a large family sized vehicle (4x4).

- 3.2.3 The provision of a total of 13 on-site parking spaces to serve the proposed 25-bedroom HMO is in accordance with SMBC parking standards for HMO development as set out in UDP Policy CDH1.4 (1 space per 2 HMO bedrooms). It is considered that the proposed level of parking would easily meet demands.
- 3.2.4 A total of 3 spaces would be provided at 220 Wellington Road, and 10 spaces at 222 Wellington Road. It is proposed to remove the railings between 220 and 222 so that residents can have easy access to parking spaces. It is proposed that Electrical Vehicle Charging points would be provide at 4 of the spaces (2 spaces at 220 and 2 spaces at 222).
- 3.2.5 Covered secure cycle storage for up to 25 cycles would be provided within the car parking area off Lowfield Road, with a single lockable bike store proposed to assist with security. Easy access to the 222 parking area is available to/from 220 via the front door (noting proposed removal of railings between 220 and 222).
- 3.2.6 It is anticipated that refuse servicing would be undertaken direct from Lyme Grove / Lowfield Road and would not require direct access to the site. This is a similar arrangement to waste servicing associated with the historical residential and office land uses at the site. The bin storage areas would be located at a reasonable push-distance from the edge of the Lyme Grove and Lowfield Road carriageway to assist refuse collection operatives.
- 3.2.7 Day-to-day servicing by typical residential scale vehicles (3.5t or 4.6t Transit Van) can be accommodated within the internal site manoeuvring areas, to allow access to / from the site in forward gear. Any ad-hoc larger vehicle servicing would require a reversing movement to / from the site, under banksman supervision.
- 3.2.8 It should be recognised that the site has historically been accessed in a similar manner by private vehicle trips and occasional large vehicle movements as part of the previous residential and office / used car sales land uses at the site, without incident. Indeed, as set out in section 4 to this report, it is anticipated that the conversion of the site for HMO land use is expected to result in a reduction in daily

vehicle trip making to / from the site including servicing, especially when compared to the historical office / used car sales uses.

## 4.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE PROPOSALS

### 4.1 Predicted Traffic Demand to the Proposed HMO

4.1.1 This section of the HTN report seeks to identify the future level of traffic demand anticipated to be generated by the proposals to convert the application site building for residential (HMO) use. Whilst it is acknowledged that the building has already been converted to HMOs/apartments, the building is not fully occupied and accordingly trip estimates have been undertaken via reference to the industry standard TRICS trip generation database. Due to a lack of HMO sites within this trip generation database, these estimates have been undertaken via reference to representative small apartment sites. This approach can be expected to provide a robust appraisal of likely site demand, as HMO facilities can be expected to generate a lower level of trip demand (per unit) in comparison to traditional apartment / trip demand, reflecting the nature of residential accommodation offered.

4.1.2 The reference residential sites chosen from the TRICS database (see **Appendix HTN4** to this report for full TRICS output) have been selected for general characteristics similar to the application site and surrounding area, viz:

- Town centre, edge of town centre and suburban sites only.
- Development sites of under 50 apartment units.
- Not including sites in Greater London or Eire.

4.1.3 It should be noted that the reference sites utilised to generate the TRICS trip rates demonstrated an average car parking provision of 1.172 spaces per dwelling, therefore well in excess of the parking supply proposed at the 220/222 Wellington Road South HMO site. In order to best reflect future traffic demand associated with the application site, a manual 50% reduction adjustment has therefore been applied to the calculated TRICS vehicle trip rates.

4.1.4 In order to ensure a robust assessment of future development traffic demand, core residential trip generation considered in this report has been based on 85<sup>th</sup>

percentile trip rate values of the ranked sites from the TRICS database. 85<sup>th</sup> percentile estimates provide an indication of a realistic ‘maximum’ trip generation demand for travel to / from a development site and therefore should ensure a robust ‘worst case’ assessment of operational impact. Details of the calculated trip rates, including for the manual adjustment, are included in **Table HTN4.1** below.

**Table HTN4.1 - Residential (HMO) Development Traffic (85<sup>th</sup> Percentile Trip Rates)**

	Adjusted Trip Rates (per HMO Bedroom)			Trip Demand for 25 HMO Bedrooms		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.072	0.134	0.206	2	3	5
PM Peak (17:00-18:00)	0.138	0.096	0.234	3	2	6
12h (07:00-19:00)	1.035	1.103	2.138	26	28	53

4.1.5 The above analysis demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand not anticipated to exceed 6 vehicles, or one vehicle trip every 10 minutes. Indeed, site related traffic demand over the core 12-hour weekday daytime period (07:00-19:00) is predicted to be only circa 53 vehicles (in + out).

#### 4.2 Predicted ‘Net’ Traffic Effects & Relevant Supporting Case

4.2.1 It is not expected that the above identified levels of traffic demand associated with the proposed residential (HMO) conversion of the site would result in a severe change in local highway network operational conditions. Indeed, it is reasonable to expect that HMO conversion scheme would result in reduced traffic levels when compared to the historic office / used car dealership use of the site.

4.2.2 Based on the above review of issues it is concluded that there are no grounds for objection to the residential (HMO) conversion scheme on traffic demand / network operational effects.

## 5.0 SUMMARY AND CONCLUSIONS

5.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of View Holdings Limited to consider relevant highways and transport matters associated with a Planning Application to convert two existing large properties at Wellington Road South, Shaw Heath, to Houses in Multiple Occupation (HMOs) including 25 private bedrooms.

### *Existing Site Conditions & Traffic Demand*

5.1.2 The application site represents land and buildings associated with 220 and 222 Wellington Road South, Shaw Heath, Stockport. The site currently comprises a pair of semi-detached properties, originally constructed as residential dwellings. Each property has its own pedestrian access off Wellington Road South, with a further pedestrian access and vehicular dropped kerb footway crossover access to 220 available off Lyme Grove and dropped kerb footway crossover access to 222 off Lowfield Road. The vehicular accesses serve hard-surfaced parking areas to the west of the existing dwellings.

5.1.3 Historically the dwellings have been utilised as offices, with 220 having also been operated as a used car dealership. The properties have subsequently been converted into apartments & HMO bedrooms, with property 220 comprising 1 \* 1-bed apartment and 6 \* HMO bedrooms and property 222 comprising 1 \* 1-bed apartment and 7 \* HMO bedrooms. A Planning Application was submitted in November 2023 seeking retrospective consent to allow the formal continuation of HMO use, with the existing apartments also to be converted into HMO use such that property 220 would comprise 8 \* HMO bedrooms and 222 would comprise 9 \* HMO bedrooms. This application is pending determination. The applicant now wishes to submit a further application which would involve the knocking down of the rear outrigger and building additional rooms, such that 25 rooms are provided at 220 and 222 Wellington Road HMO.

### *Local Highway Network Conditions & Safety Records*

- 5.1.4 Property 220 is accessed via a dropped kerb vehicle crossover at Lyme Grove. Lyme Grove is a one-way route (west to east) of circa 6.2m carriageway width. On-street residents only parking bays are available at frequent intervals along the northern side of the route. Parking is prohibited along much of the remainder of the route via double yellow line parking restrictions. Segregated (kerbed) footways of circa 2.5m width are available to both sides of the route corridor.
- 5.1.5 Property 222 is served via a dropped kerb vehicle crossover at Lowfield Road. Lowfield Road is a two-way route of circa 7.3m width with 2.0-2.5m footways to both sides. Parking along Lowfield Road is controlled via a combination of double yellow lines, single yellow lines, disabled parking bays, time limited bays (Mon-Sat 8am-6pm 1hr, no return within 1 hr) and resident permit holder bays.
- 5.1.6 Both existing vehicular accesses provide visibility in accordance with standards.
- 5.1.7 An appraisal of the operational safety of the immediate sections of Lyme Grove, Lowfield Road and Wellington Road South to the application site frontage demonstrates that only one accident incident was recorded (at the site frontage to Wellington Road South). It is ultimately concluded that there are no clear & substantive prevailing road safety issues that would call the proposed conversion of the proposal site for residential land-use into question or require direct additional highway safety mitigation measures funded by the proposals.

### *Site Accessibility*

- 5.1.8 It is considered that the application site represents a suitable location for residential (HMO) development, being located within an established edge of town centre residential area and within a practical walking distance of regular frequency public transport services (bus & train) and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities

for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

#### *Development Proposals*

- 5.1.9 The proposal scheme comprises the delivery of an extension to an existing House in Multiple Occupation (HMO) located within two existing large properties at Wellington Road South, Shaw Heath. The HMO currently provides 19 rooms, with the proposal scheme seeking to incorporate an additional 6 rooms (25 rooms in total).
- 5.1.10 13 on-site parking spaces would be provided to serve the proposed 25-bedroom HMO. This parking supply is in accordance with SMBC parking standards for HMO development, (1 space per 2 HMO bedrooms).
- 5.1.11 Covered secure cycle storage for up to 25 cycles would be provided, along with refuse stores, permitting similar waste collection arrangements to those serving the site at present.

#### *Development Traffic Demand*

- 5.1.12 The application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand not anticipated to exceed 6 vehicles, or one vehicle trip every 10 minutes. Indeed, site related traffic demand over the core 12-hour weekday daytime period (07:00-19:00) is predicted to be only circa 53 vehicles (in + out).
- 5.1.13 It is not expected that the above identified levels of traffic demand associated with the proposed residential (HMO) conversion of the site would result in a severe change in local highway network operational conditions. Indeed, it is reasonable to expect that HMO conversion scheme would result in reduced traffic levels when compared to the historic office / used car dealership use of the site. It is therefore concluded that there are no grounds for objection to the residential (HMO) scheme on the basis of traffic demand / network operational effects.



*Summary*

- 5.1.14 Based on the above review of issues, which demonstrates that the application scheme can be accessed safely by vehicles and would result in fewer vehicle trip movements over the immediate local highway network when compared to historic use, Focus TP would commend the proposals to the Council, when considered with respect to highways and transport matters.



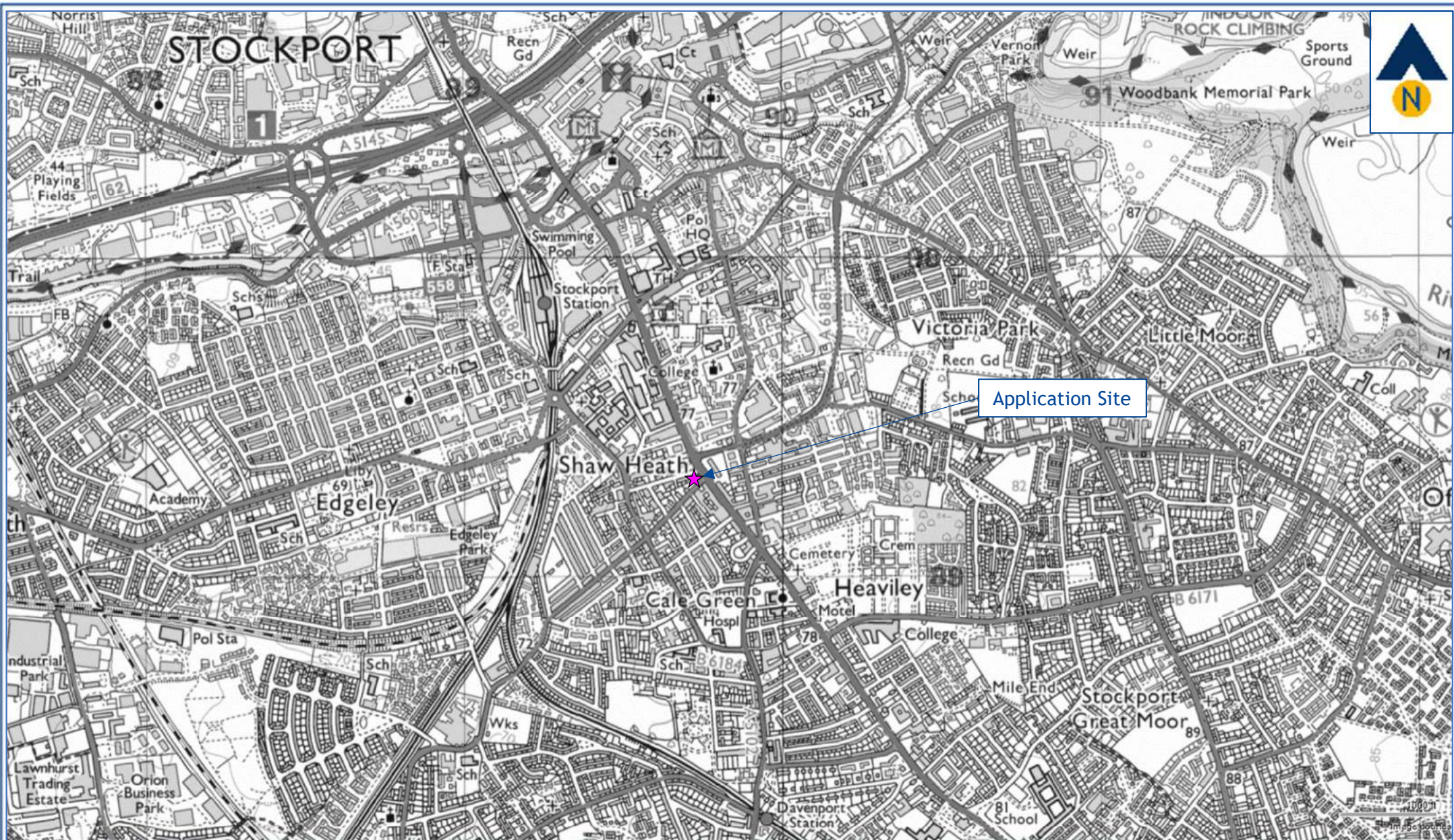
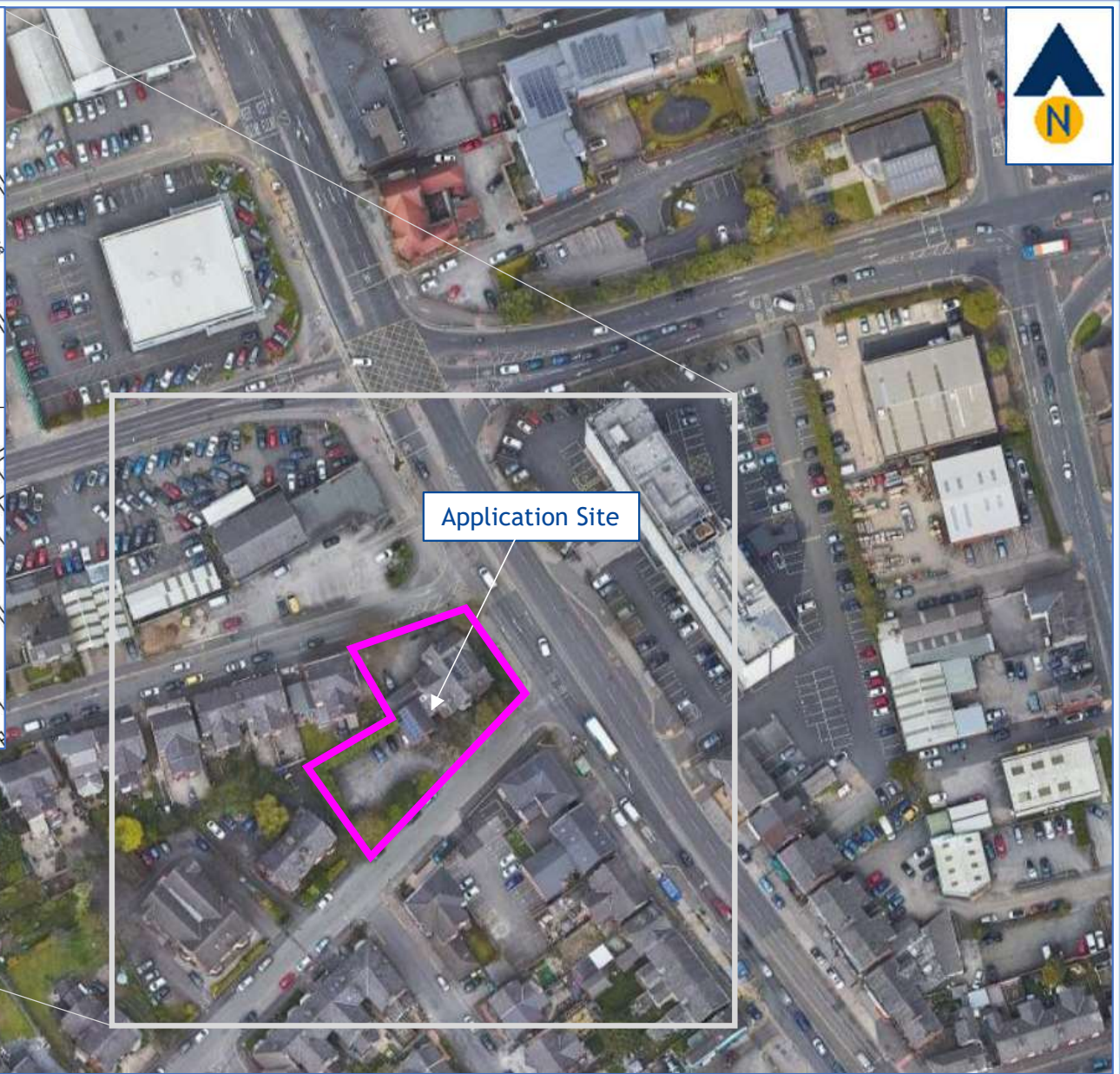
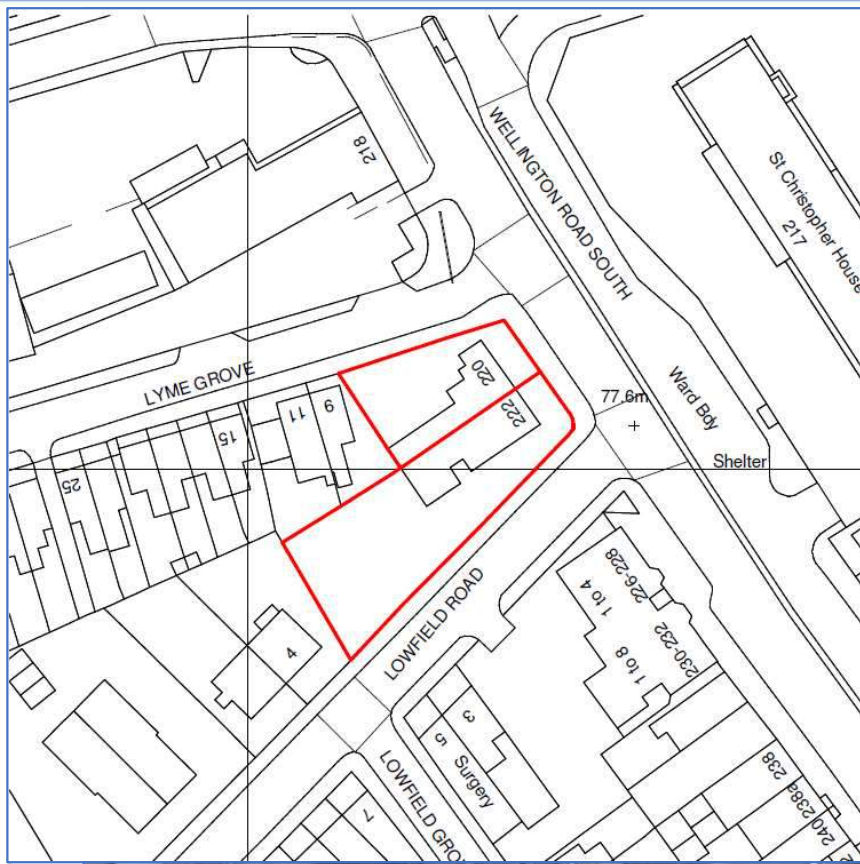


Figure HTN1 Site Location: Strategic Context

J000471

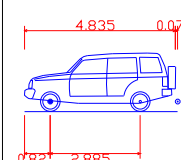
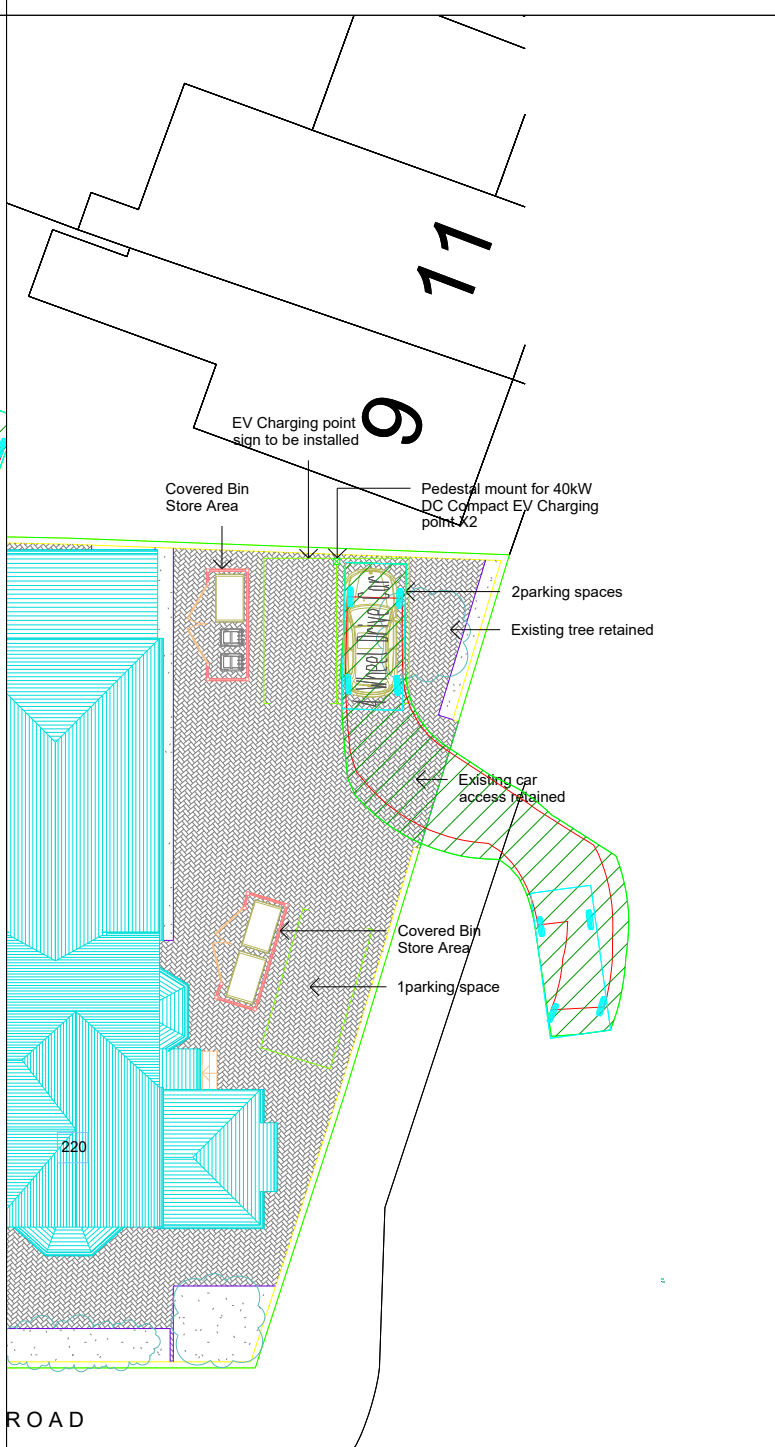
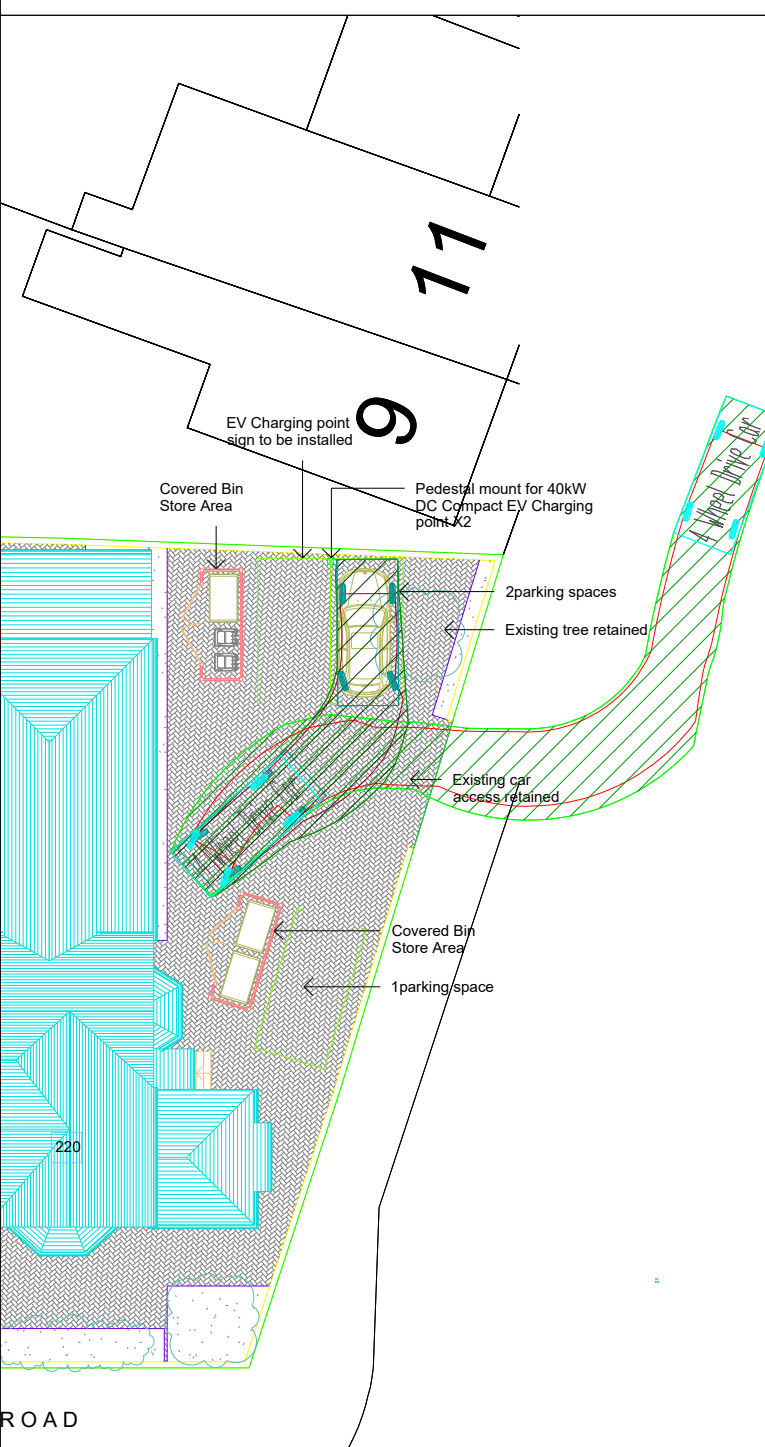
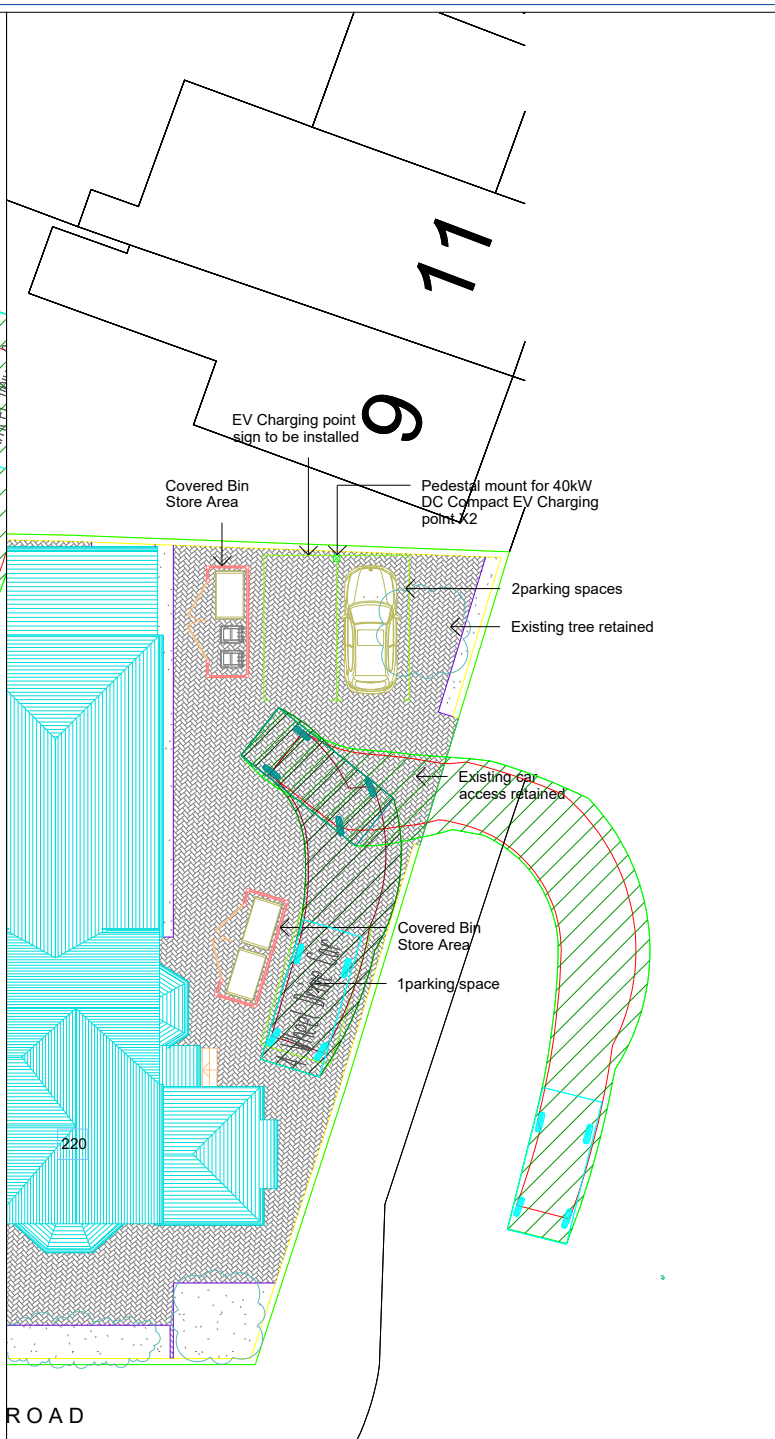
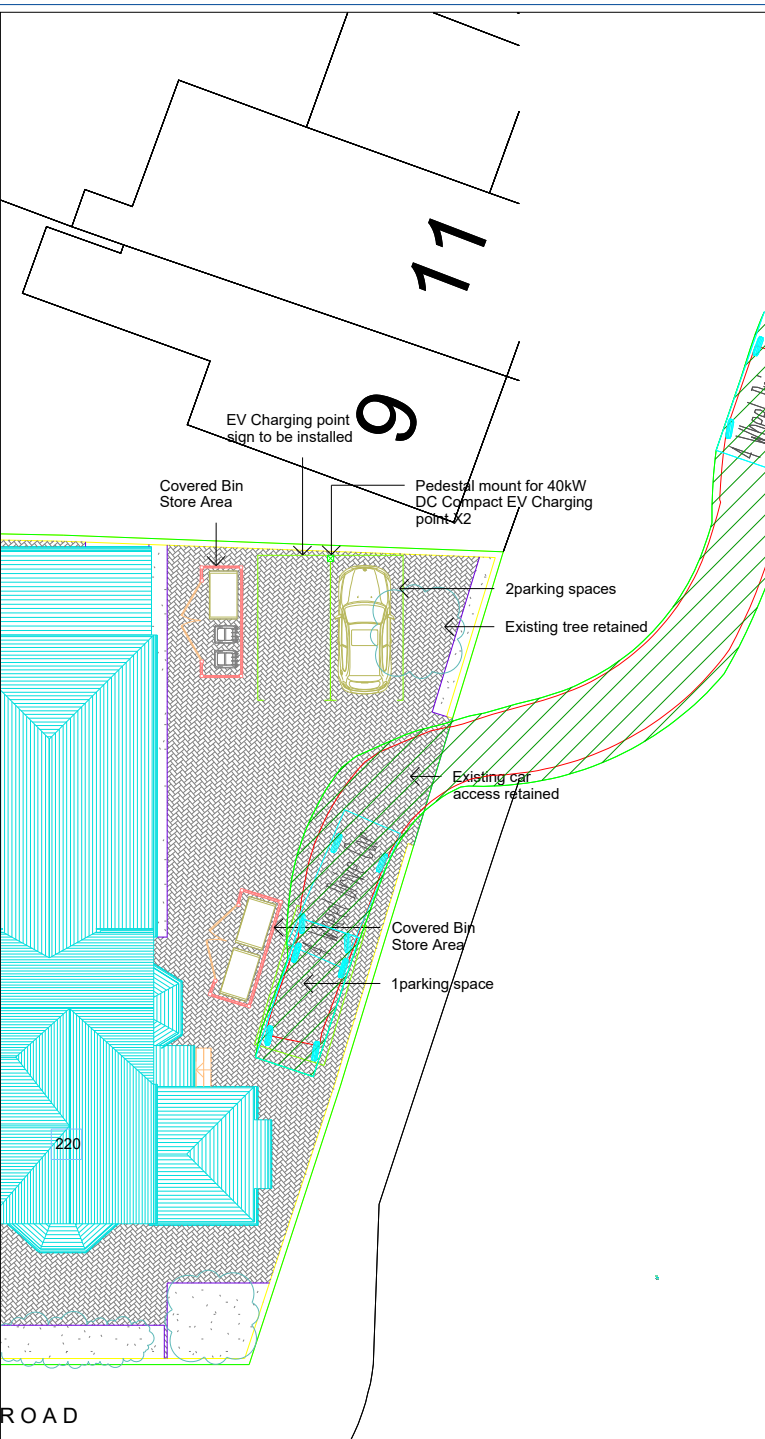
HMO, 220 & 222 Wellington Rd S, Stockport

February 2024





Revision:  
A -



4 Wheel Drive Car  
 Overall Length 4.835m  
 Overall Width 2.009m  
 Overall Body Height 1.873m  
 Min Body Ground Clearance 0.267m  
 Max Track Width 1.817m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.725m

Client: Views Holdings Limited

Project: Proposed HMOs  
220 & 222 Wellington Road South, Stockport

Drawing Title: Vehicle Swept Path Assessment  
Access to Spaces 1 & 2  
220 Wellington Road South

Drawing Number: Figure HTN3a Revision: -

Date: 16.02.24 Scale: 1:500@A3

Drawn By: KG Checked By: KG

Status: Information

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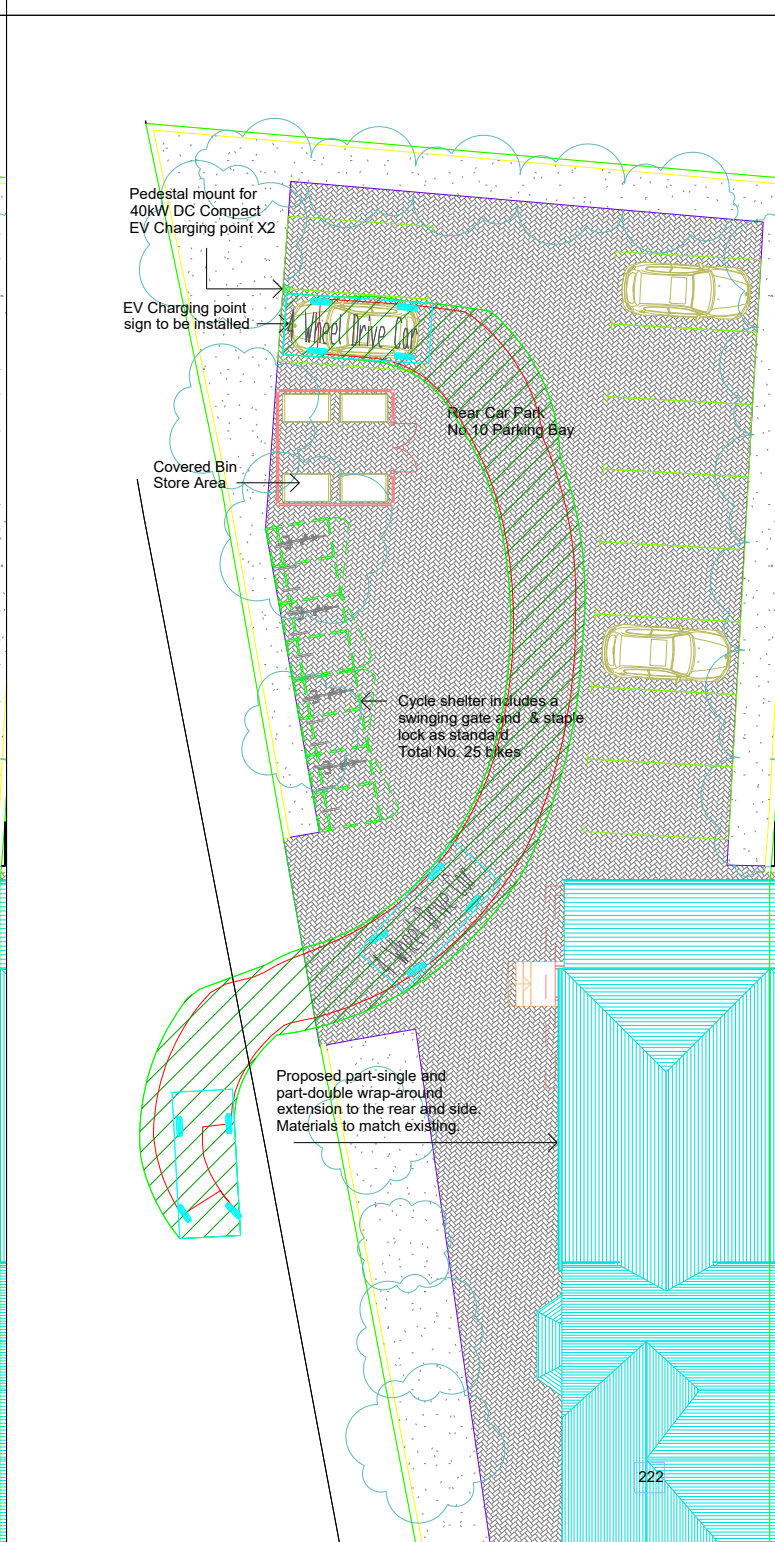
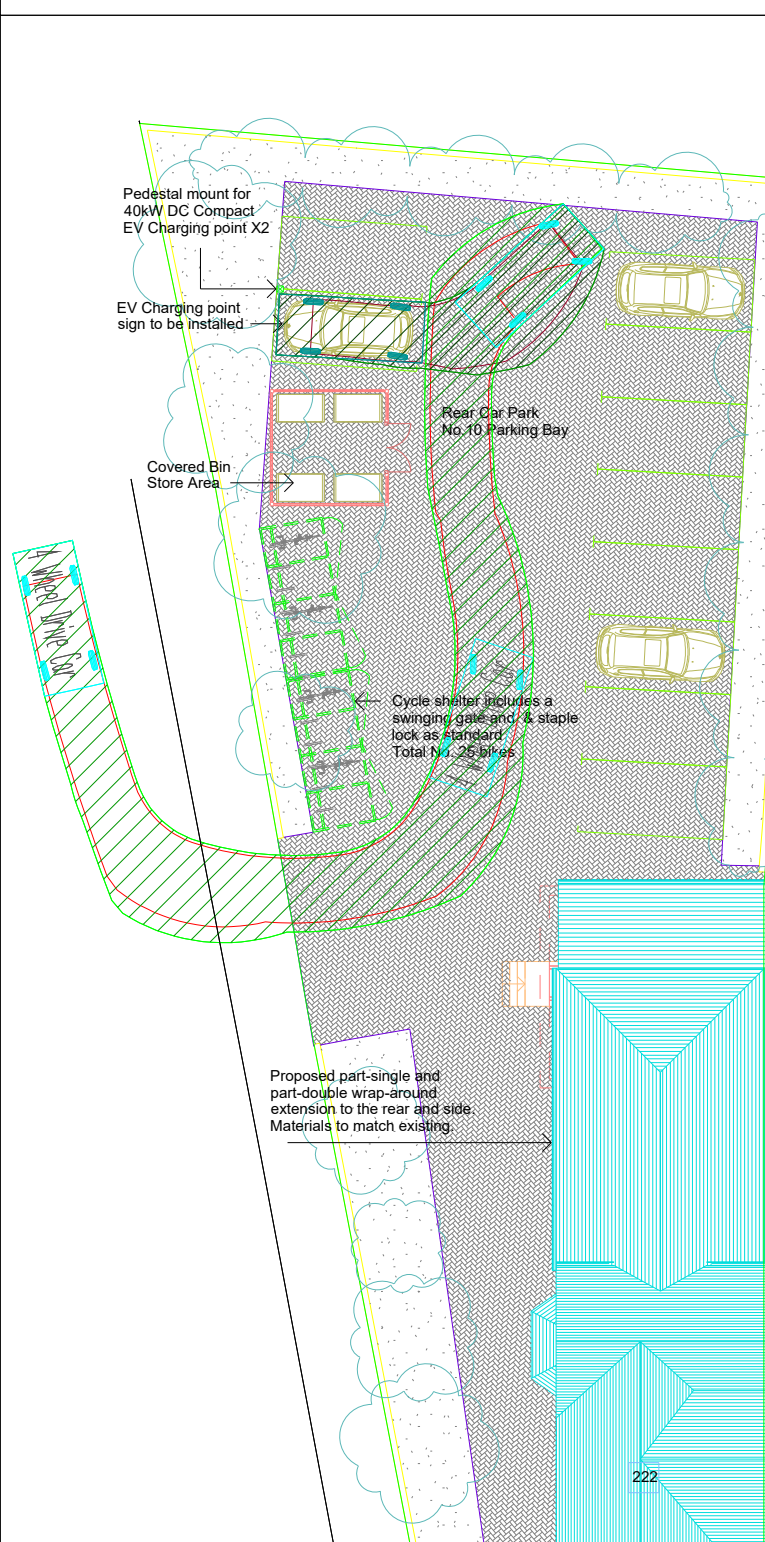
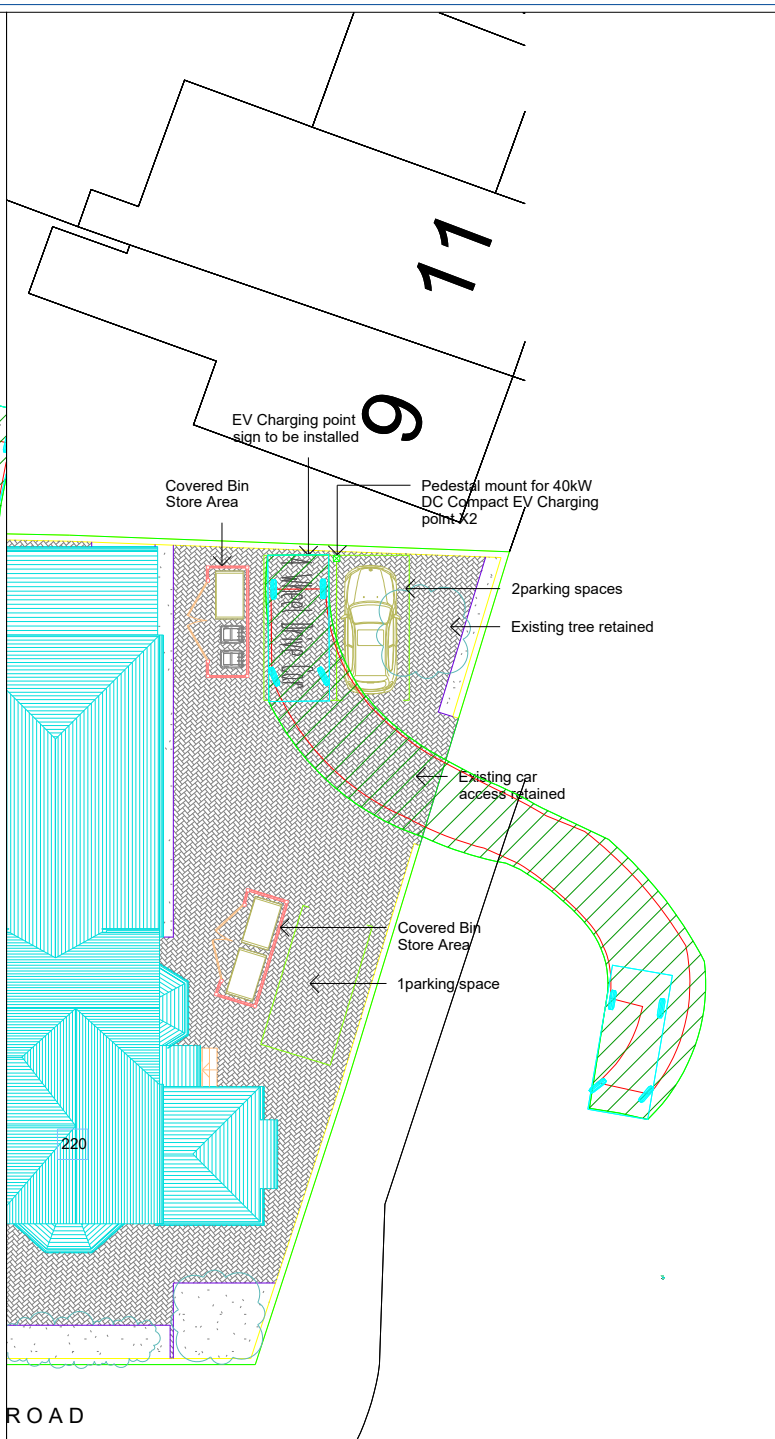
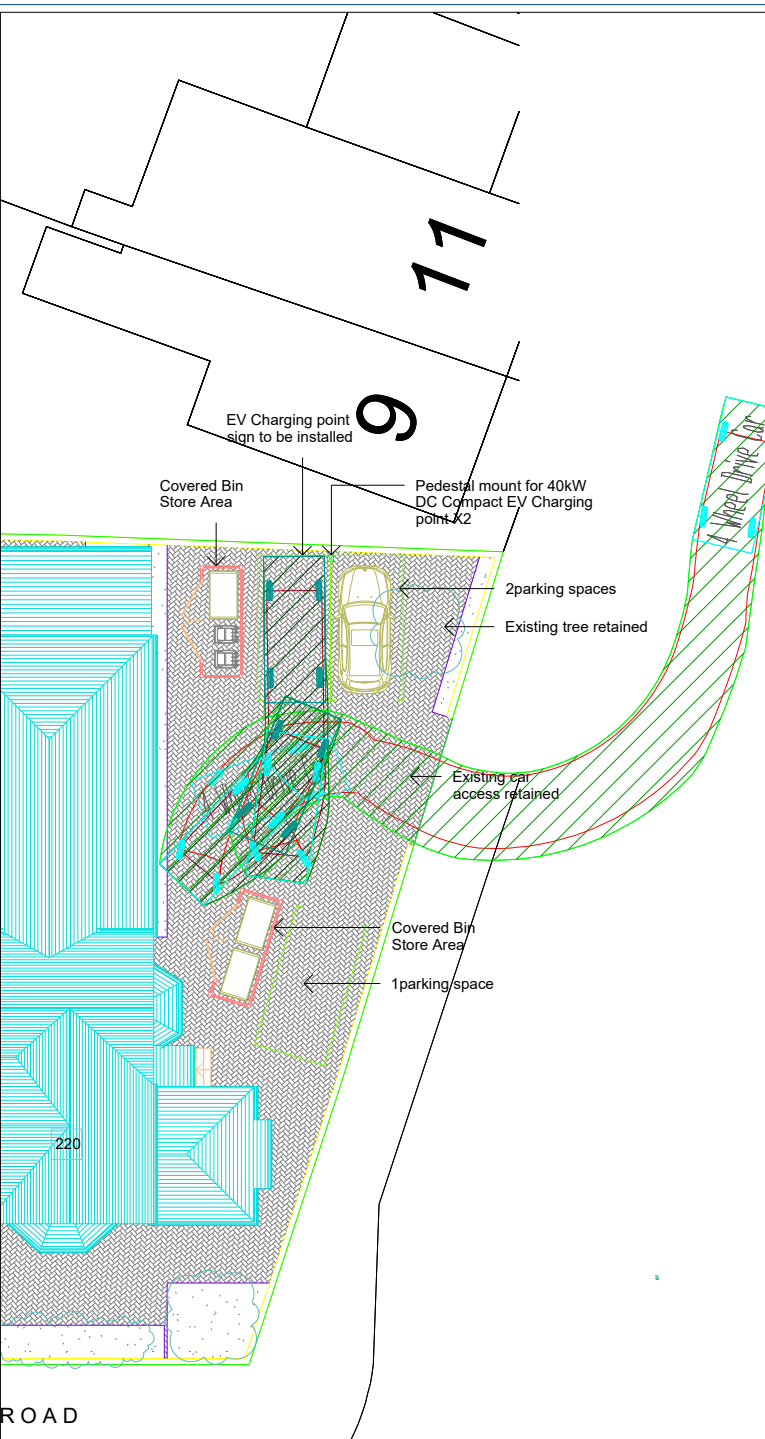
Partford House  
Village Way, Willmow  
SK9 2GD

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Revision:  
A -



4 Wheel Drive Car	
Overall Length	4.835m
Overall Width	2.009m
Overall Body Height	1.873m
Min Body Ground Clearance	0.267m
Max Track Width	1.817m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.725m

**Client:**  
Views Holdings Limited

**Project:**  
Proposed HMOs  
220 & 222 Wellington Road South, Stockport

**Drawing Title:**  
Vehicle Swept Path Assessment  
Access to Space 3 220 Wellington Road S  
& 222 Wellington Road S Parking Area

**Drawing Number:** Figure HTN3b  
**Revision:** -

**Date:** 16.02.24  
**Scale:** 1:500@A3

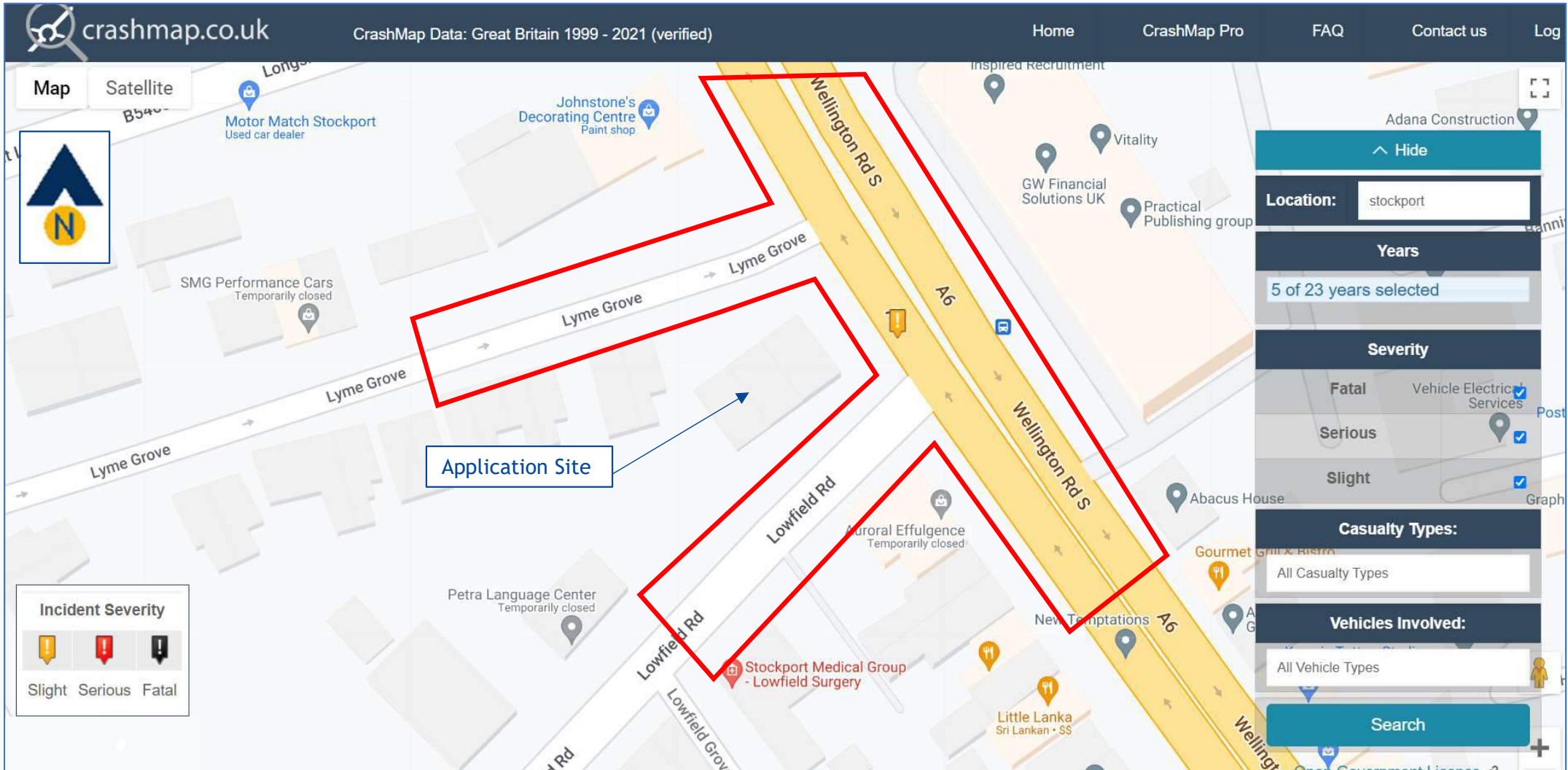
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**Checked By:** KG

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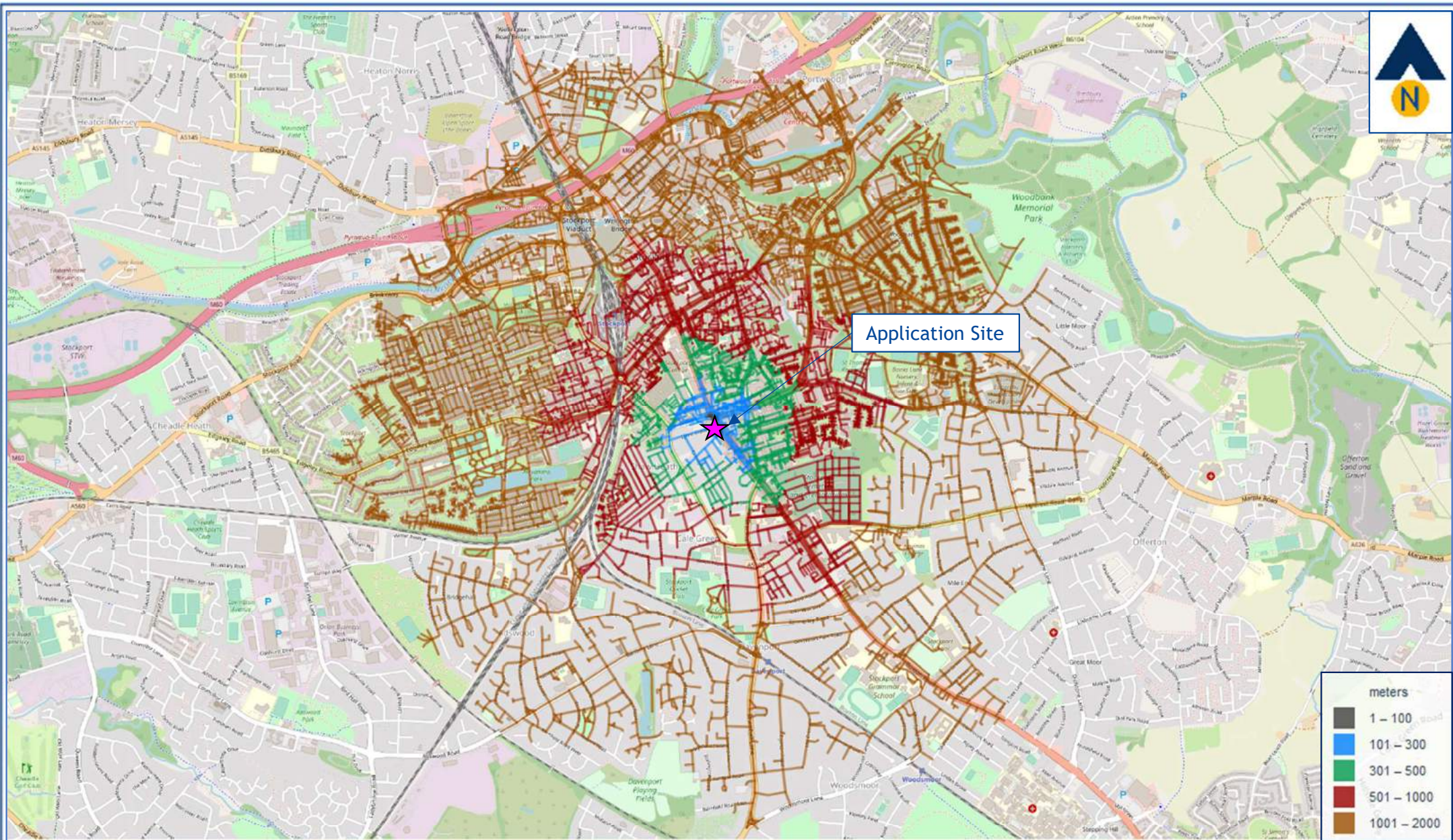


Figure HTN5

## 2km Local Walk Catchment to / from the Application Site

J000471

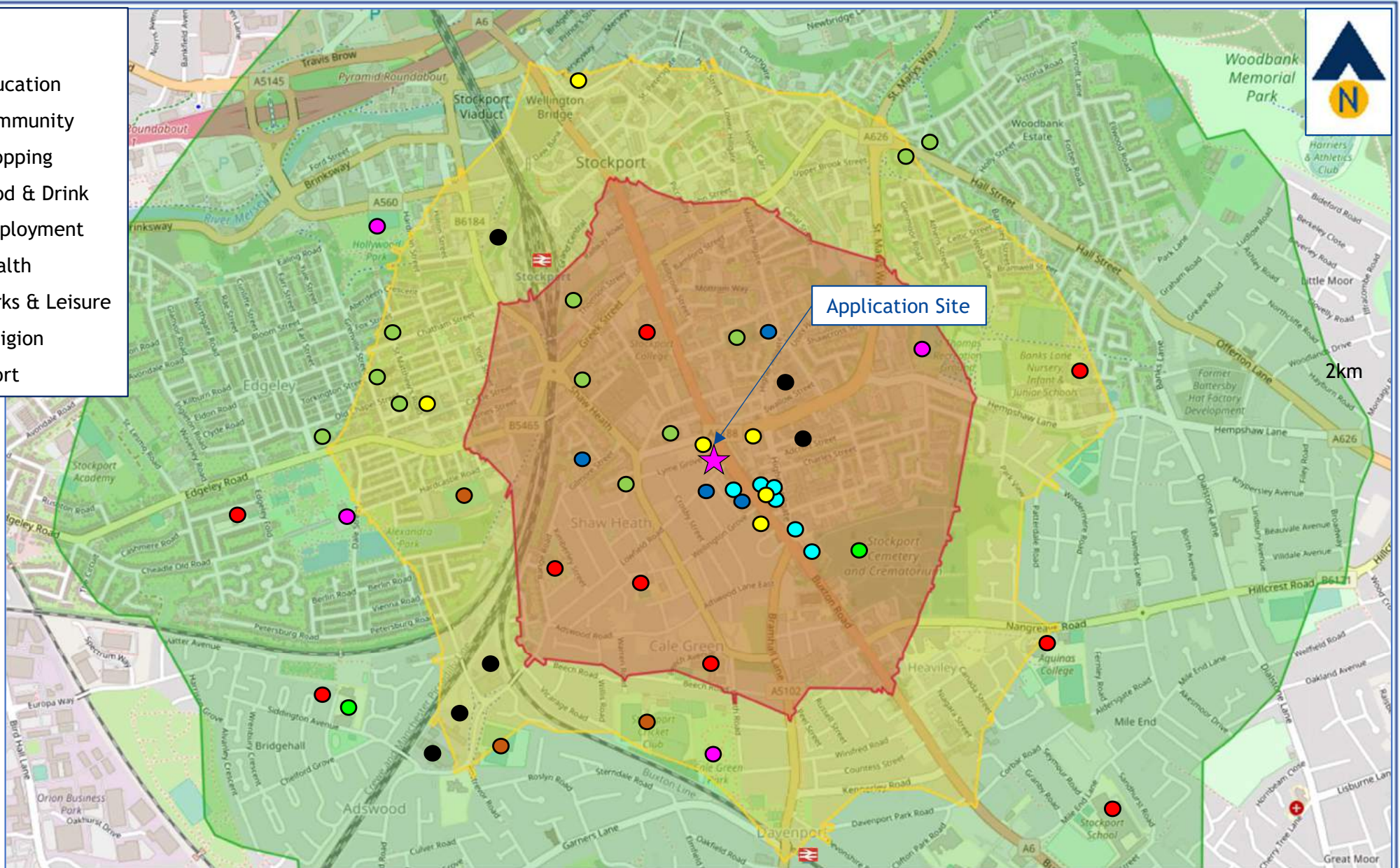
HMO, 220 & 222 Wellington Rd S, Stockport

February 2024

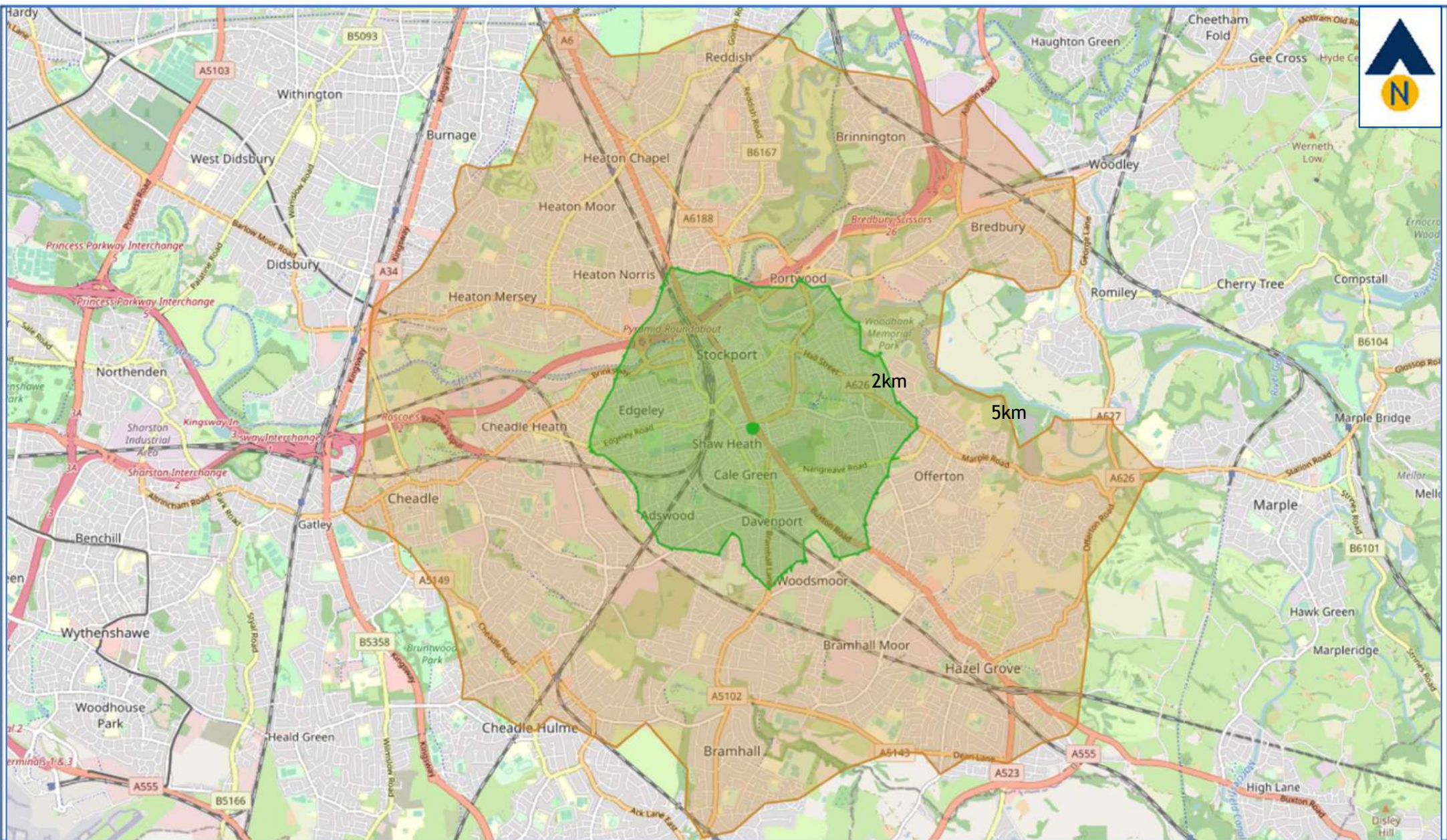


Key

- Education
- Community
- Shopping
- Food & Drink
- Employment
- Health
- Parks & Leisure
- Religion
- Sport



Application Site



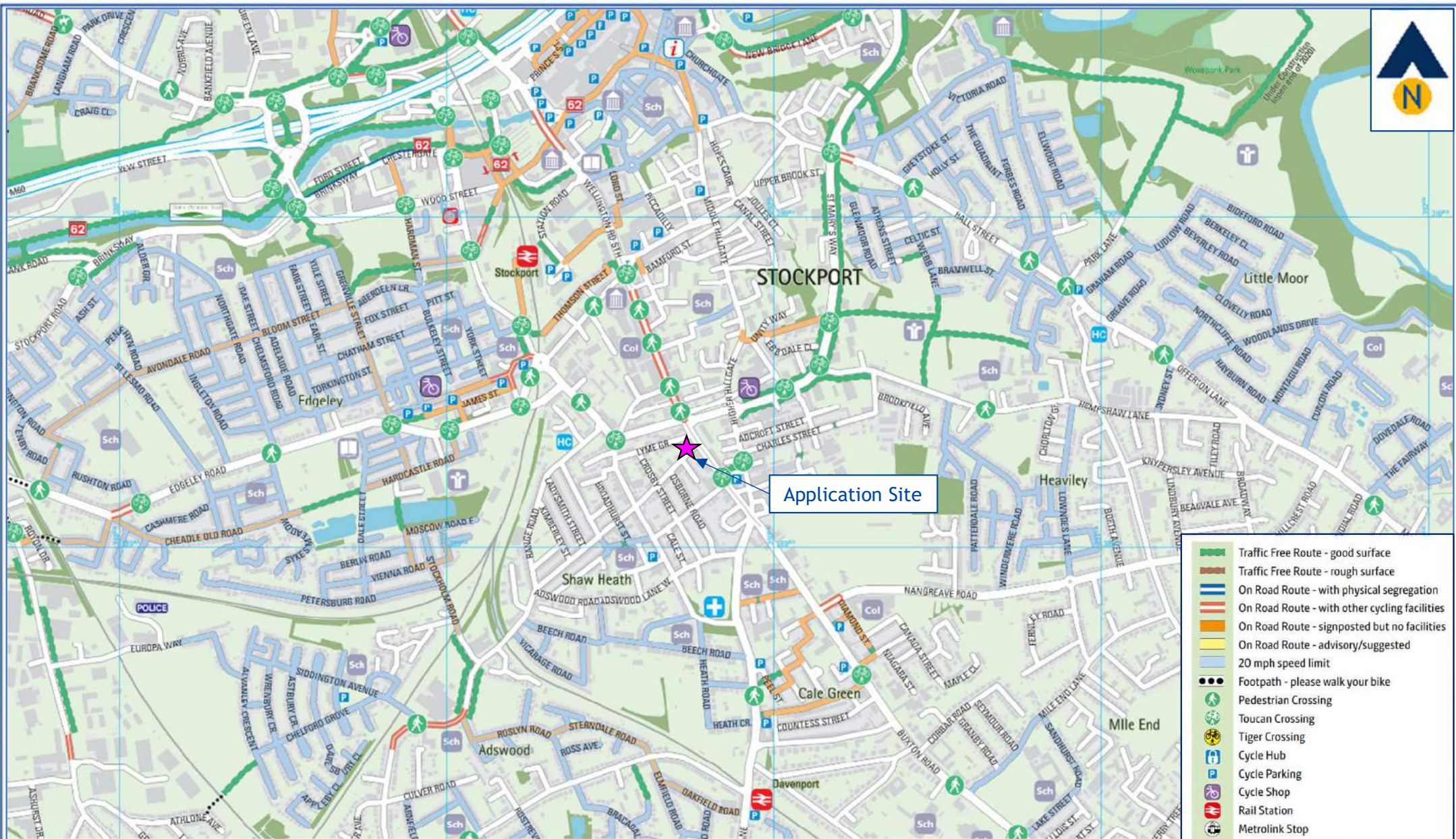


Figure HTN8 Local Cycle Connections to the Application Site

J000471

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February 2024

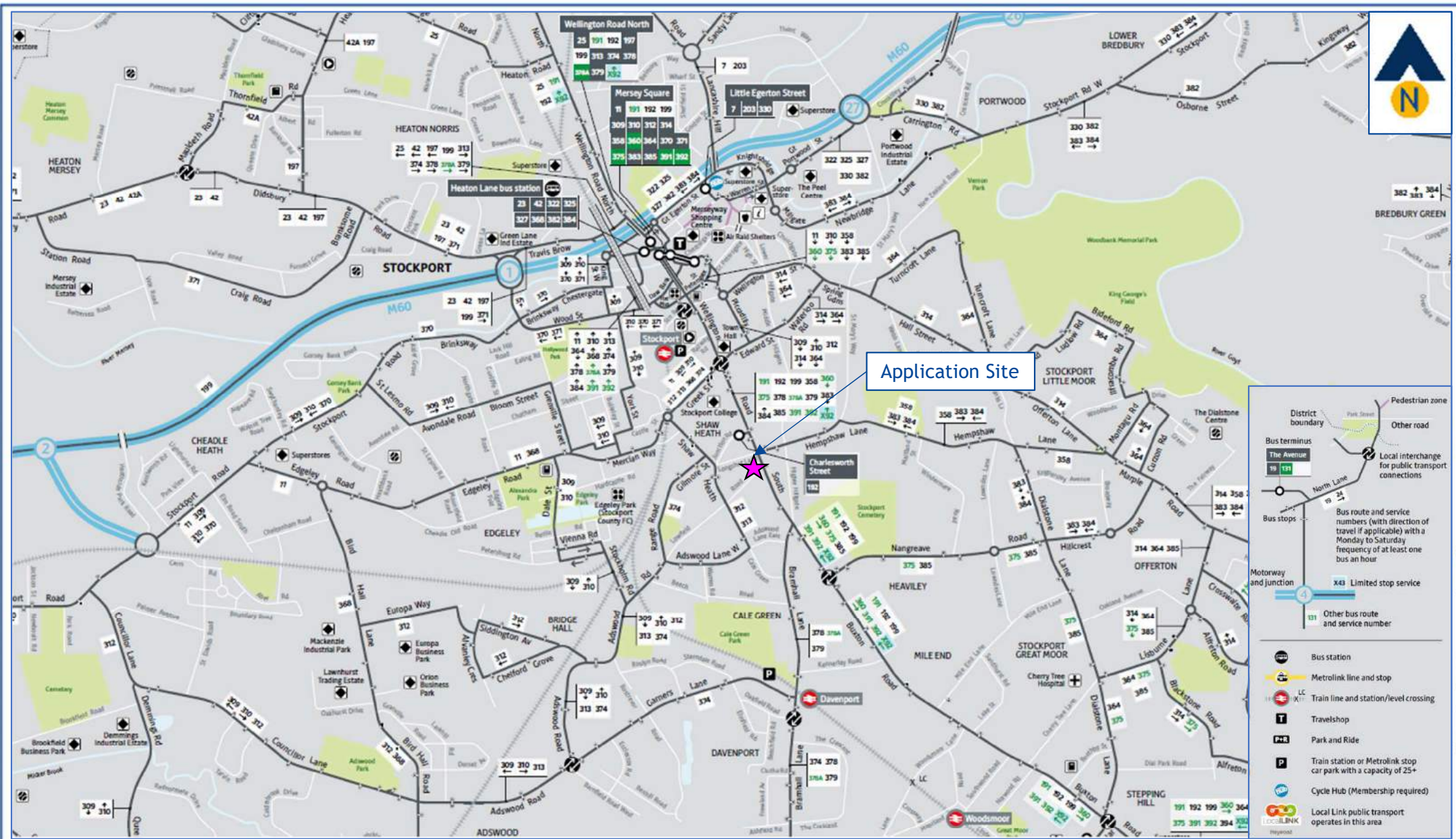


Figure HTN9

## Local Public Transport Connections to the Application Site

J000471

HMO, 220 & 222 Wellington Rd S, Stockport

February 2024

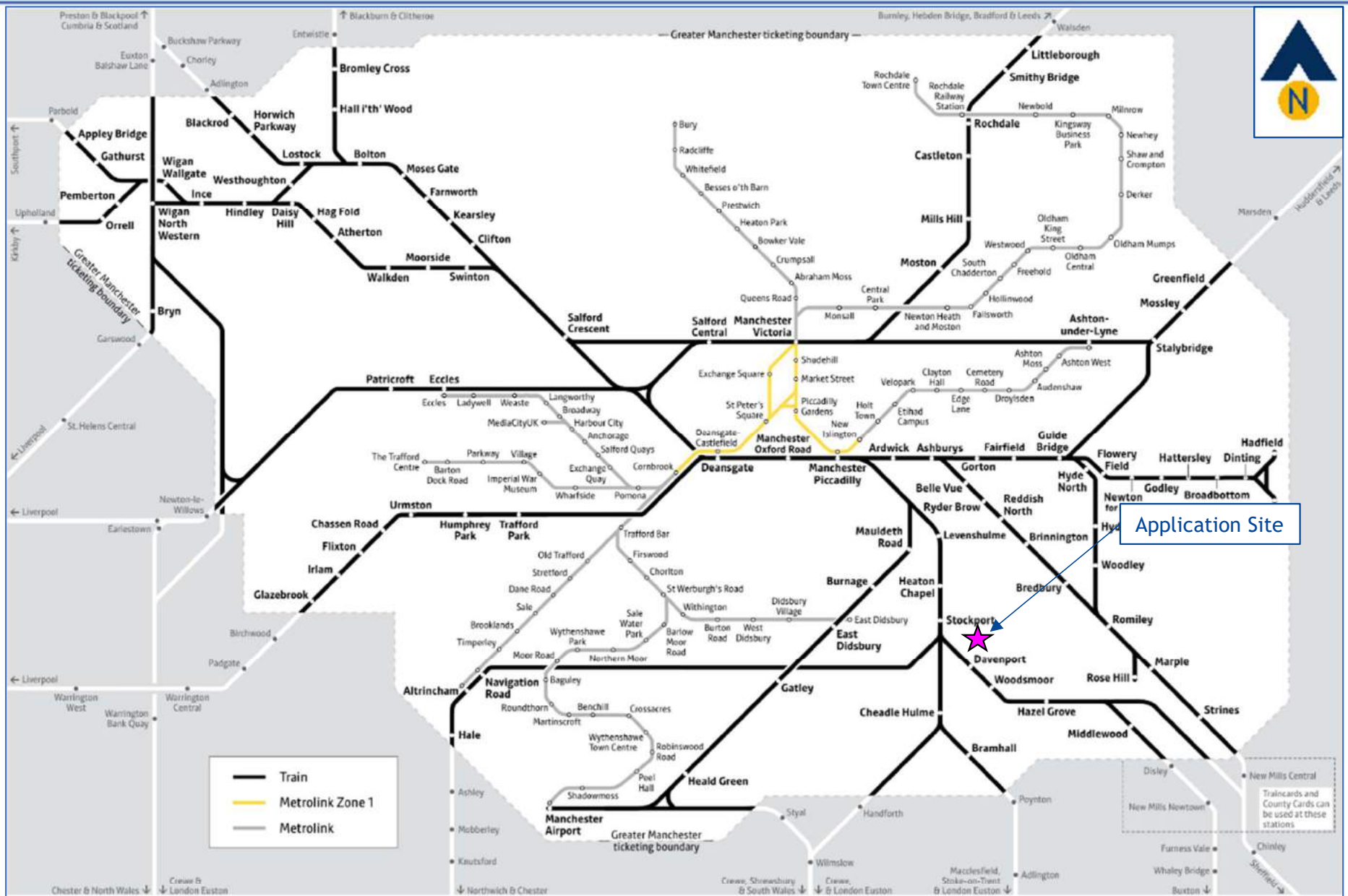


Figure HTN10 Local Rail Connections & Rail Ticket Zones

J000471

HMO, 220 & 222 Wellington Rd S, Stockport

February 2024





## Appendix HTN1

### Photographs of Key Existing Local Highway Network Features



Plate HTN1 - Existing vehicular access to 220 Wellington Road South (off Lyme Grove)



Plate HTN2 - Existing hardstanding area at 220 Wellington Road South (off Lyme Grove) to be converted to accommodate formal refuse store, cycle store and 3 parking spaces



Plate HTN3 - View to left of Lyme Grove access - visibility achievable





Plate HTN4 - View to right of Lyme Grove access - visibility to Wellington Road South junction achievable



Plate HTN5 - Residents only parking at Lyme Grove



Plate HTN6 - Existing vehicular access to 222 Wellington Road South (off Lowfield Road)



Plate HTN7 -Existing hardstanding area at 222 Wellington Road South (off Lowfield Road) to be converted to accommodate formal refuse store, cycle store and 5 parking spaces



Plate HTN8 -View to left of Lowfield Road access - visibility to Wellington Road South junction achievable



Plate HTN9 -View to right of Lowfield Road access - visibility achievable



Plate HTN10 - Time limited parking at Lowfield Road, east of Lowfield Road access

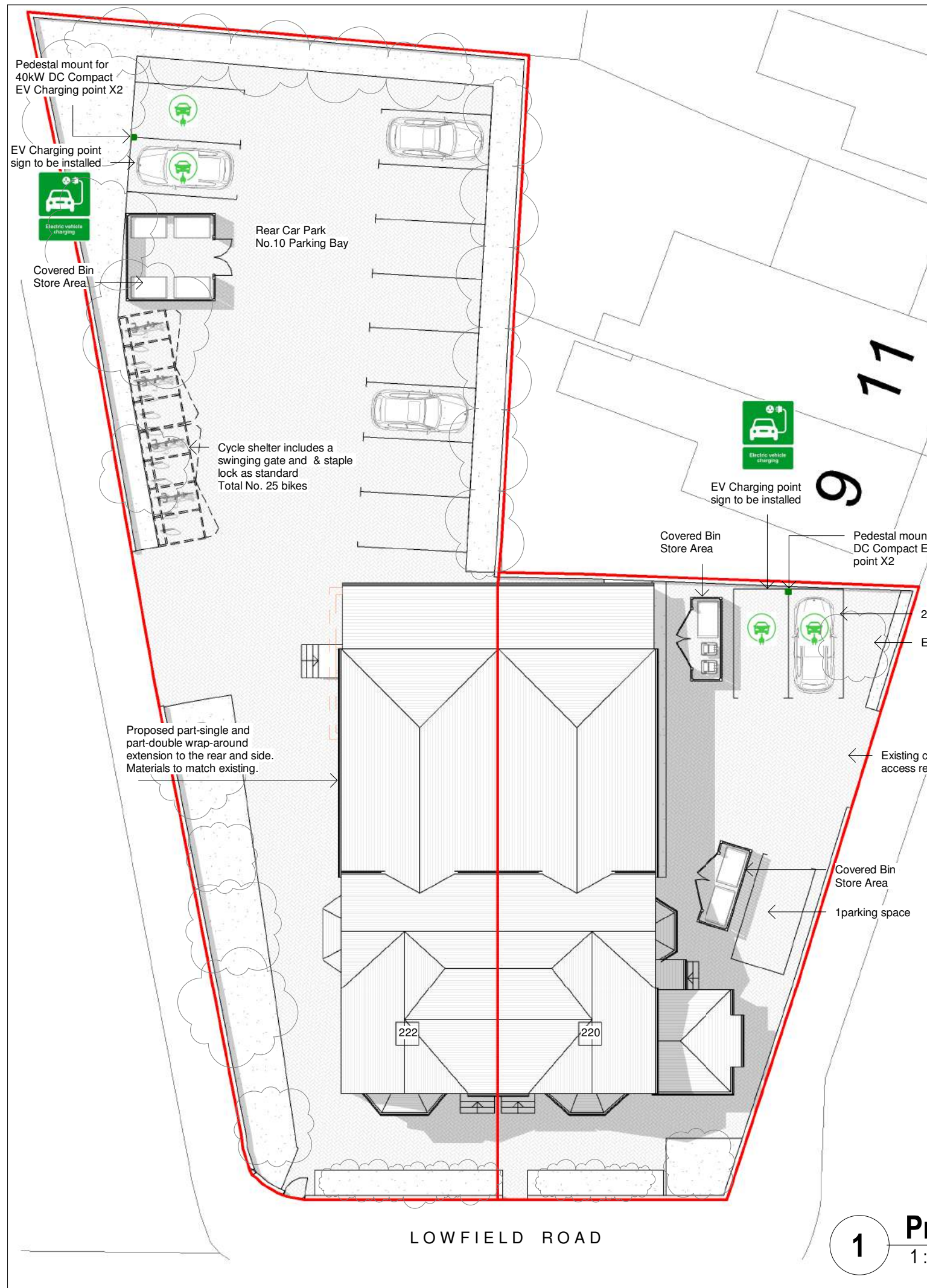


Plate HTN11 - On-street disabled parking at Lowfield Road, west of Lowfield Road access



Plate HTN12 - Residents only parking, west of Lowfield Road access





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**LEGEND**  
 Site Boundary

P6	15/02/24	AK	SH	Amended Drawings
P5	15/02/24	AK	SH	Amended Site Plan
P4	08/02/24	AK	SH	Amended Drawings
P3	01/02/24	AK	SH	Amended Site Plan
P2	30/01/24	AK	SH	Amended Drawings
P1	29/01/24	AK	SH	Initial Issue
No.	Date	Drawn	Checked	App. Revision or reason for issue

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Project Title  
 220-222 Wellington Road South,  
 Stockport, SK2 6RS

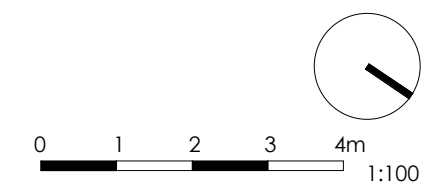
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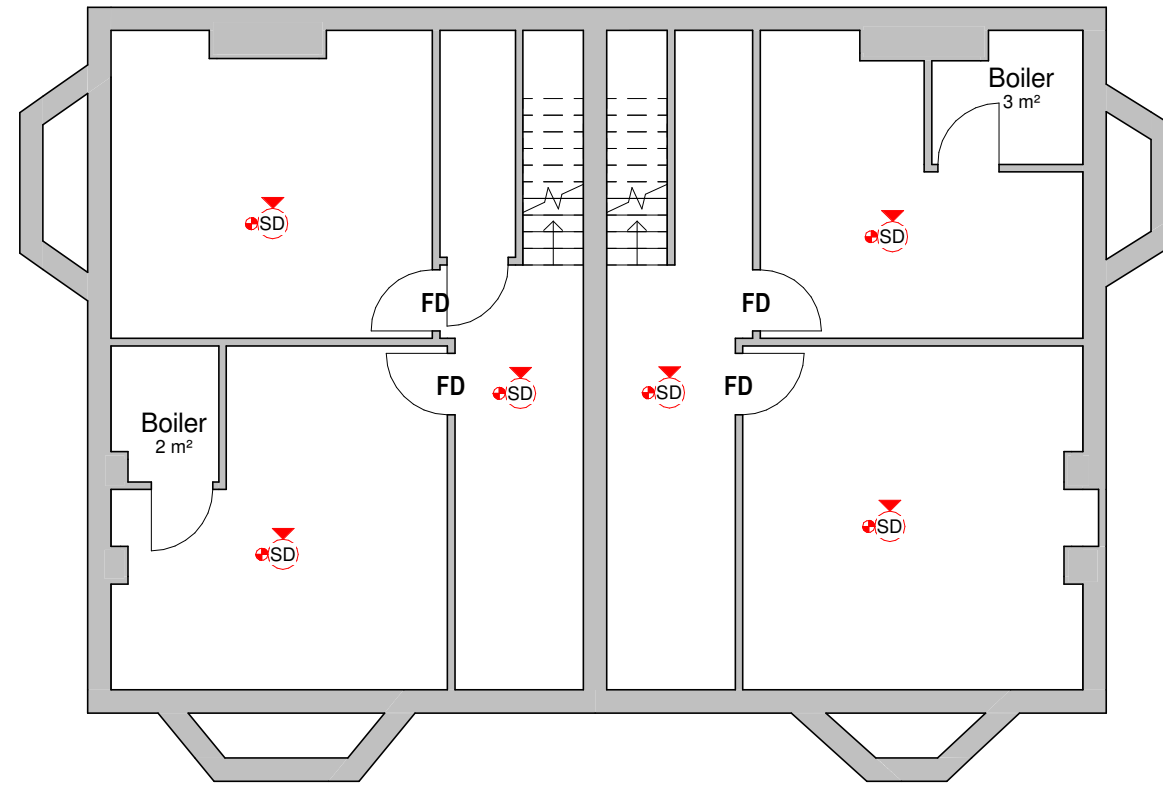
Drawing Title  
 Proposed Site Plan And 3D Views

Drawing Number  
 A1506(02)AP001

Revision  
 P6

Drawing Status  
 Preliminary





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P1 29/01/24 AK SH Initial Issue

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Scale / North Point

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Drawing Title

Proposed Basement

Drawing Number

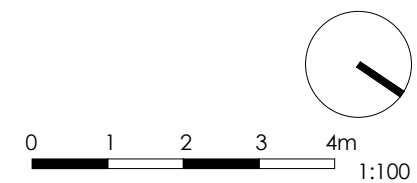
A1506(02)AP002

Revision

P1

Drawing Status

Preliminary







Existing opening to be blocked-up

Proposed part-single and part-double wrap-around extension to the rear and side. Materials to match existing.

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**LEGEND**  
 Site Boundary  
 Acoustic wall ventilator

P7	15/02/24	AK	SH	Amended Drawings
P6	15/02/24	AK	SH	Amended Site Plan
P5	09/02/24	AK	SH	Wall ventilators added
P4	06/02/24	AK	SH	Amended Drawings
P3	01/02/24	AK	SH	Amended Site Plan
P2	30/01/24	AK	SH	Amended Drawings
P1	29/01/24	AK	SH	Initial Issue
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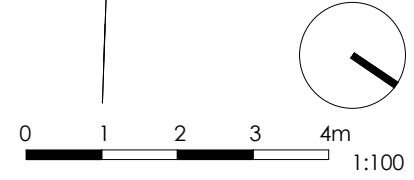
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 Stockport, SK2 6RS**

Scale / North Point  
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Drawing Title  
**Proposed Ground Floor Plan**



Drawing Number  
**A1506(02)AP003**  
 Drawing Status  
**Preliminary**

Revision  
**P7**

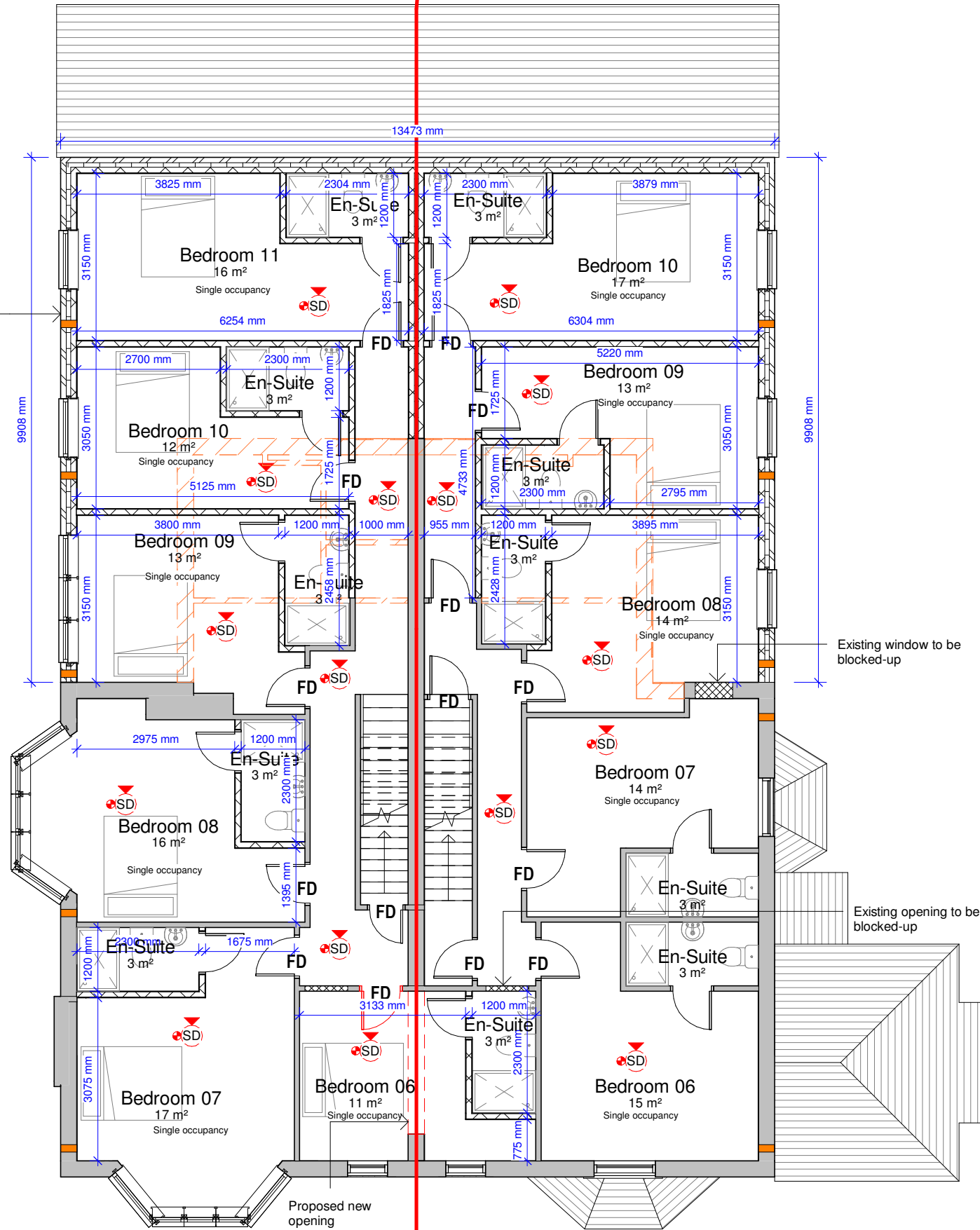


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**LEGEND**

-  Site Boundary
-  Acoustic wall ventilator

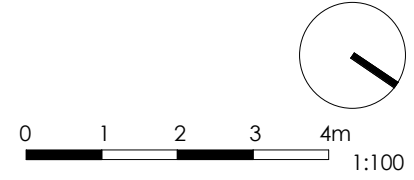
Proposed part-single and part-double wrap-around extension to the rear and side.  
 Materials to match existing.



Existing window to be blocked-up

Existing opening to be blocked-up

Proposed new opening



P3	09/02/24	AK	SH	Wall ventilators added
P2	06/02/24	AK	SH	Amended Drawings
P1	29/01/24	AK	SH	Initial Issue
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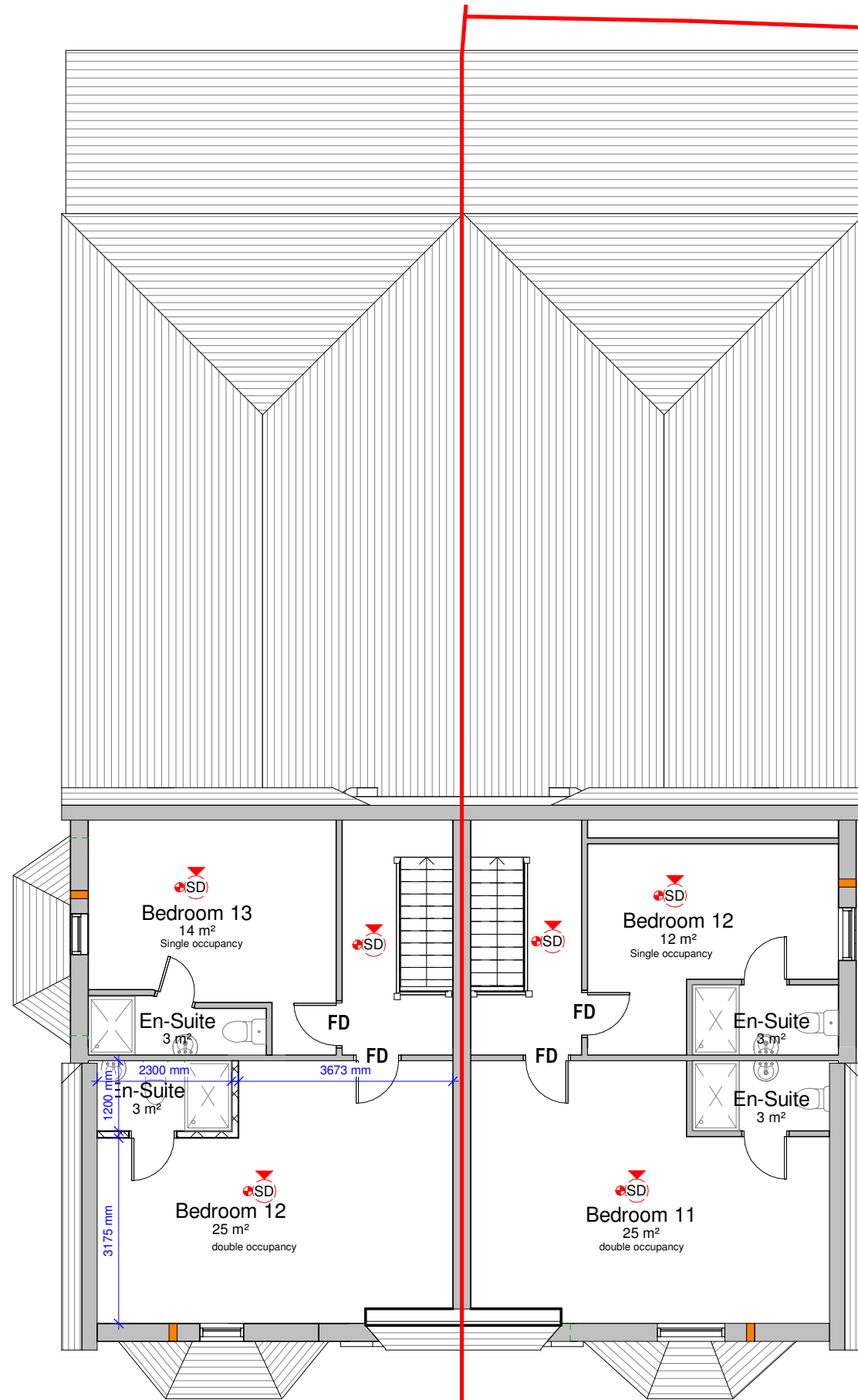
Project Title  
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 Stockport, SK2 6RS**

Scale / North Point  
**As indicated**

Drawing Title  
**Proposed First Floor Plan**

Drawing Number	Revision
<b>A1506(02)AP004</b>	<b>P3</b>
Drawing Status	
<b>Preliminary</b>	





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**LEGEND**

- Site Boundary
- Acoustic wall ventilator

P3	09/02/24	AK	SH	Wall ventilators added	
P2	06/02/24	AK	SH	Amended Drawings	
P1	29/01/24	AK	SH	Initial Issue	
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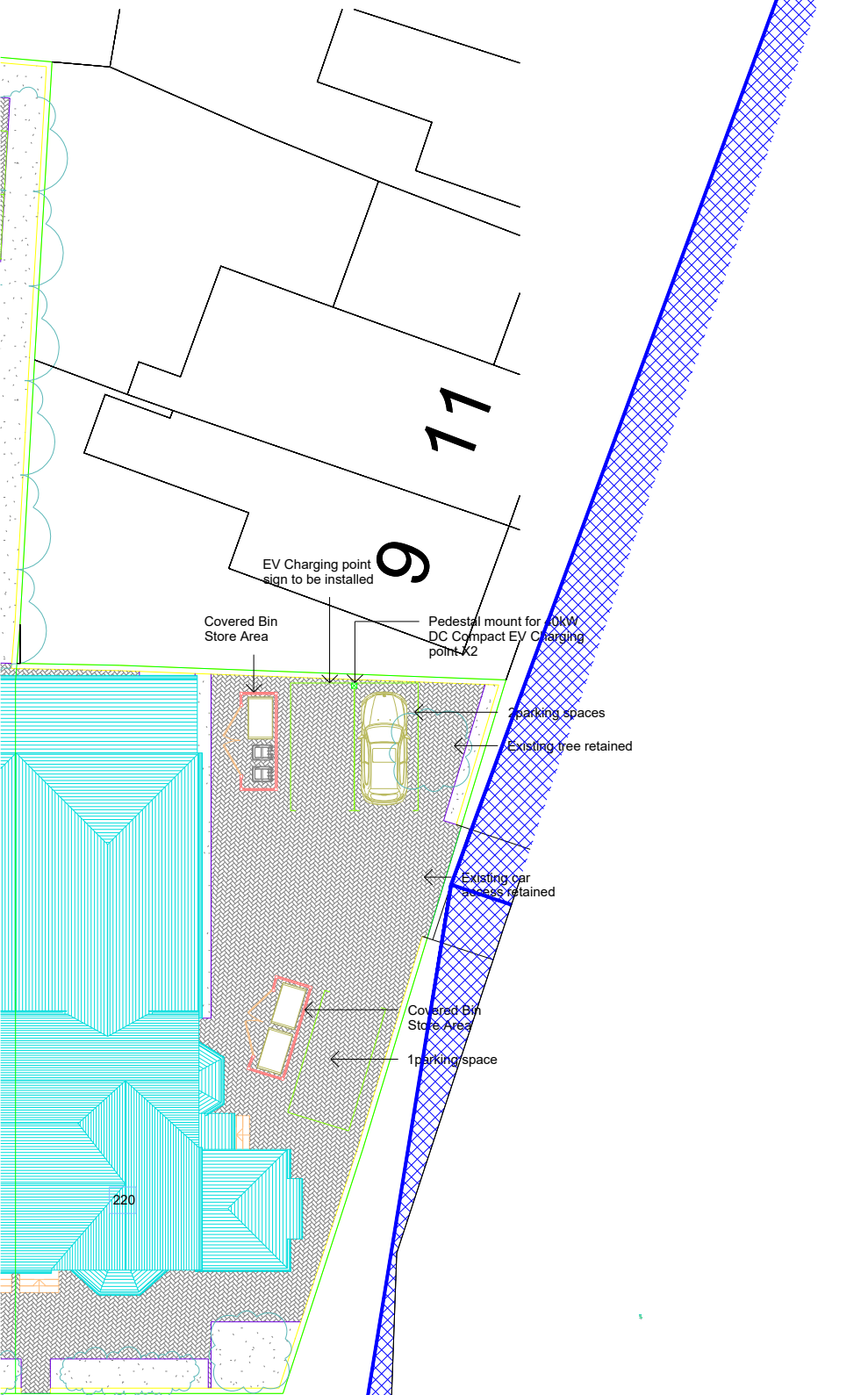
Drawing Title  
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Drawing Number	Revision
<b>A1506(02)AP005</b>	<b>P3</b>
Drawing Status	
<b>Preliminary</b>	



Revision:  
A -

2.4m x 59m sightline measured to nearside kerbline



Visibility from 2.4m setback to Wellington Road South junction

Client: Views Holdings Limited

Project: Proposed HMOs  
220 & 222 Wellington Road South, Stockport

Drawing Title: Site Access Arrangements  
Available Visibility  
from 220 Wellington Road South

Drawing Number: J000471/SK201      Revision: -

Date: 16.02.24      Scale: 1:500@A3

Drawn By: KG      Checked By: KG

Status: Information

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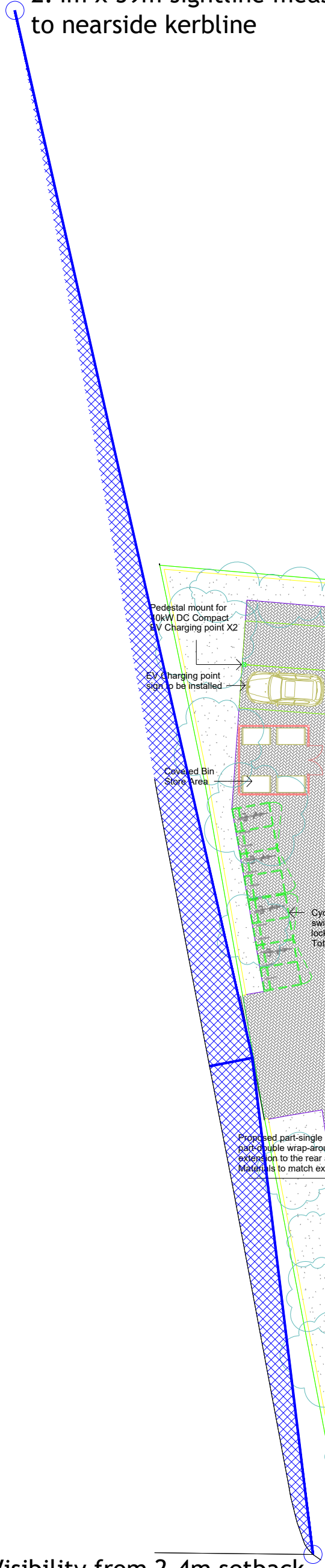


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Village Way, Willmow  
SK9 2GD

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www.focusfp.co.uk



2.4m x 59m sightline measured to nearside kerbline



Visibility from 2.4m setback to Wellington Road South junction

LOWFIELD ROAD

Revision:	
A -	

**Client:**  
Views Holdings Limited

**Project:**  
Proposed HMOs  
220 & 222 Wellington Road South, Stockport

**Drawing Title:**  
Site Access Arrangements  
Available Visibility  
from 222 Wellington Road South

**Drawing Number:** J000471/SK202  
**Revision:** -

**Date:** 16.02.24  
**Scale:** 1:500@A3

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Calculation Reference: AUDIT-506501-221217-1242

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 9 to 48 (units: )  
 Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	3
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*

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

Secondary Filtering selection:

Use Class:

C3 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 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 9 days

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

PTAL Rating:

No PTAL Present 9 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	<i>Survey date: MONDAY</i>		<i>26/03/18</i>	<i>Survey Type: MANUAL</i>
3	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>28/03/14</i>	<i>Survey Type: MANUAL</i>
4	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	<i>Survey date: MONDAY</i>		<i>10/07/17</i>	<i>Survey Type: MANUAL</i>
5	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
6	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS		CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		32	
	<i>Survey date: TUESDAY</i>		<i>26/05/15</i>	<i>Survey Type: MANUAL</i>
7	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		9	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
8	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>03/12/14</i>	<i>Survey Type: MANUAL</i>



LIST OF SITES relevant to selection parameters (Cont.)

9 SR-03-C-02 FLATS STIRLING  
 ROSEBERRY TERRACE  
 STIRLING

Edge of Town Centre  
 Residential Zone  
 Total No of Dwellings: 48  
*Survey date: WEDNESDAY 18/06/14 Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-03	Bungalows
MS-03-C-04	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	30	0.060	9	30	0.139	9	30	0.199
08:00 - 09:00	9	30	0.056	9	30	0.199	9	30	0.255
09:00 - 10:00	9	30	0.097	9	30	0.101	9	30	0.198
10:00 - 11:00	9	30	0.052	9	30	0.094	9	30	0.146
11:00 - 12:00	9	30	0.082	9	30	0.094	9	30	0.176
12:00 - 13:00	9	30	0.097	9	30	0.071	9	30	0.168
13:00 - 14:00	9	30	0.090	9	30	0.112	9	30	0.202
14:00 - 15:00	9	30	0.082	9	30	0.112	9	30	0.194
15:00 - 16:00	9	30	0.139	9	30	0.079	9	30	0.218
16:00 - 17:00	9	30	0.176	9	30	0.116	9	30	0.292
17:00 - 18:00	9	30	0.169	9	30	0.127	9	30	0.296
18:00 - 19:00	9	30	0.154	9	30	0.101	9	30	0.255
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.254			1.345			2.599

*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: 9 - 48 (units: )  
 Survey date range: 01/01/14 - 15/10/21  
 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: 2

*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	30	0.000	9	30	0.004	9	30	0.004
08:00 - 09:00	9	30	0.000	9	30	0.000	9	30	0.000
09:00 - 10:00	9	30	0.007	9	30	0.007	9	30	0.014
10:00 - 11:00	9	30	0.000	9	30	0.000	9	30	0.000
11:00 - 12:00	9	30	0.000	9	30	0.000	9	30	0.000
12:00 - 13:00	9	30	0.000	9	30	0.000	9	30	0.000
13:00 - 14:00	9	30	0.000	9	30	0.000	9	30	0.000
14:00 - 15:00	9	30	0.004	9	30	0.004	9	30	0.008
15:00 - 16:00	9	30	0.000	9	30	0.000	9	30	0.000
16:00 - 17:00	9	30	0.004	9	30	0.004	9	30	0.008
17:00 - 18:00	9	30	0.000	9	30	0.000	9	30	0.000
18:00 - 19:00	9	30	0.000	9	30	0.000	9	30	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.015			0.019			0.034

*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	30	0.000	9	30	0.000	9	30	0.000
08:00 - 09:00	9	30	0.000	9	30	0.000	9	30	0.000
09:00 - 10:00	9	30	0.000	9	30	0.000	9	30	0.000
10:00 - 11:00	9	30	0.000	9	30	0.000	9	30	0.000
11:00 - 12:00	9	30	0.000	9	30	0.000	9	30	0.000
12:00 - 13:00	9	30	0.000	9	30	0.000	9	30	0.000
13:00 - 14:00	9	30	0.000	9	30	0.000	9	30	0.000
14:00 - 15:00	9	30	0.004	9	30	0.004	9	30	0.008
15:00 - 16:00	9	30	0.000	9	30	0.000	9	30	0.000
16:00 - 17:00	9	30	0.004	9	30	0.004	9	30	0.008
17:00 - 18:00	9	30	0.000	9	30	0.000	9	30	0.000
18:00 - 19:00	9	30	0.000	9	30	0.000	9	30	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.008			0.008			0.016

*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	30	0.007	9	30	0.011	9	30	0.018
08:00 - 09:00	9	30	0.007	9	30	0.026	9	30	0.033
09:00 - 10:00	9	30	0.004	9	30	0.011	9	30	0.015
10:00 - 11:00	9	30	0.000	9	30	0.015	9	30	0.015
11:00 - 12:00	9	30	0.004	9	30	0.004	9	30	0.008
12:00 - 13:00	9	30	0.000	9	30	0.000	9	30	0.000
13:00 - 14:00	9	30	0.004	9	30	0.004	9	30	0.008
14:00 - 15:00	9	30	0.004	9	30	0.000	9	30	0.004
15:00 - 16:00	9	30	0.007	9	30	0.011	9	30	0.018
16:00 - 17:00	9	30	0.007	9	30	0.000	9	30	0.007
17:00 - 18:00	9	30	0.022	9	30	0.011	9	30	0.033
18:00 - 19:00	9	30	0.007	9	30	0.007	9	30	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.073			0.100			0.173

*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.*

**WEEKDAY Apartment Trip Rates (Manually Adjusted) - Total Vehicles**

Proposed Development 25 dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 Calculation Factor: 1 DWELLS  
 Count Type: TOTAL VEHICLES

Time Range	Rates per dwelling					Trip Demand - Average Trip Rates		
	Survey Days	Ave. Dwellings	Arrivals Trip Rate	Departures Trip Rate	Total Trip Rate	Arrivals Trip Rate	Departures Trip Rate	Total Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0
07:00-08:00	9	30	0.03	0.0695	0.0995	1	2	2
08:00-09:00	9	30	0.028	0.0995	0.1275	1	2	3
09:00-10:00	9	30	0.0485	0.0505	0.099	1	1	2
10:00-11:00	9	30	0.026	0.047	0.073	1	1	2
11:00-12:00	9	30	0.041	0.047	0.088	1	1	2
12:00-13:00	9	30	0.0485	0.0355	0.084	1	1	2
13:00-14:00	9	30	0.045	0.056	0.101	1	1	3
14:00-15:00	9	30	0.041	0.056	0.097	1	1	2
15:00-16:00	9	30	0.0695	0.0395	0.109	2	1	3
16:00-17:00	9	30	0.088	0.058	0.146	2	1	4
17:00-18:00	9	30	0.0845	0.0635	0.148	2	2	4
18:00-19:00	9	30	0.077	0.0505	0.1275	2	1	3
19:00-20:00	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0
12Hr			0.627	0.6725	1.2995	16	17	32

**Average Trip Rates**

	In	Out	Total
AM Peak	0.028	0.100	0.128
PM Peak	0.085	0.064	0.148
12hr (07-19)	0.627	0.6725	1.2995

50%

	In	Out	Total
AM Peak	1	2	3
PM Peak	2	2	4
12hr (07-19)	16	17	32

**85th Percentile**

	In	Out	Total
AM Peak	0.072	0.134	0.206
PM Peak	0.138	0.096	0.234
12hr (07-19)	1.035	1.103	2.138

	In	Out	Total
AM Peak	2	3	5
PM Peak	3	2	6
12hr (07-19)	26	28	53

	AM Arrivals	AM Departures	PM Arrivals	PM Departures	12hr Arrivals	12hr Departures
0.081	0.230	0.222	0.222	1.203	1.352	
0.107	0.143	0.088	0.100	0.889	0.945	
0.034	0.100	0.143	0.036	0.817	0.850	
0.011	0.084	0.117	0.034	0.588	0.575	
0.016	0.078	0.054	0.081	0.469	0.516	
0.025	0.063	0.093	0.037	0.438	0.521	
0.000	0.074	0.073	0.052	0.371	0.352	
0.000	0.056	0.063	0.063	0.200	0.184	
0.000	0.050	0.050	0.034			
85th	<b>0.072</b>	<b>0.134</b>	<b>0.138</b>	<b>0.096</b>	<b>1.035</b>	<b>1.103</b>

**Site Search Criteria:** Sites Up to 50 Dwellings  
 Not including Gt London or Eire  
 Not including free standing or edge of town sites