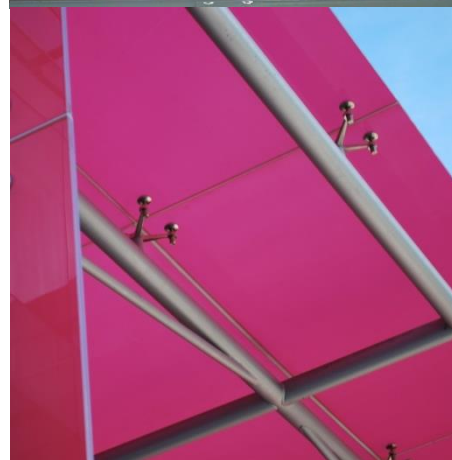


764 – 786 Stockport Road, Levenshulme

Transport Statement

Curtins Ref: 076508-CUR-XX-XX-T-TP-00001
Revision: P02
Issue Date: 29 March 2022

Client Name: Views



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First issue	AF	MT	24/02/2022
P02	Second Issue	AT	AT	29/03/22

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Alex Fry BA (Hons) GradCIHT Graduate Transport Planner		29 March 2022

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc Principal Transport Planner		29 March 2022

Authorised	Signature	Date
Aaron Tilley FCIHT CMILT Associate		29 March 2022

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Planning Background	1
1.3	Purpose of the Report	1
1.4	Scope of the Report	1
1.5	Structure of the Report.....	2
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Existing Use and Access.....	4
2.3	Surrounding Highway Network.....	4
2.4	Highway Safety	5
3.0	Development Proposals	8
3.1	Overview of Proposals	8
3.2	Proposed Access	8
3.3	Proposed Parking.....	8
3.4	Proposed Servicing Arrangements	11
4.0	Accessibility by Sustainable Modes of Travel	12
4.1	Introduction.....	12
4.2	Pedestrian Accessibility	12
4.3	Cycle Accessibility.....	14
4.4	Public Transport Accessibility	16
4.5	Summary	19
5.0	Traffic Forecasting and Highway Impact	20
5.1	Introduction.....	20
5.2	Existing Trip Generation.....	20
5.3	Proposed Trip Generation	20
5.4	Highway Impact Summary	22
6.0	Transport Planning Policy	23
6.1	Introduction.....	23
6.2	National Planning Policy Framework (2021).....	23
6.3	National Planning Practice Guidance (NPPG)	24
6.4	Manchester Core Strategy (2012 – 2027).....	25
6.5	Greater Manchester Transport Strategy 2040	25

6.6	Manchester Residential Quality Guidance	26
6.7	Conclusions	27
7.0	Summary and Conclusions	28
7.1	Summary	28
7.2	Conclusions	28

Figures

Figure 2.1	– Site location in relation to the Regional Road Network	3
Figure 2.2	– Site location in relation to the Local Road Network.....	4
Figure 2.3	– Area Assessed for Personal Injury Accident Data (5 years)	6
Figure 4.1	– Indicative Pedestrian Catchment.....	13
Figure 4.2	– Indicative Cycle Catchment	15
Figure 4.3	– GMAL Accessibility Index	17
Figure 4.4	– Indicative Public Transport Catchment.....	18

Tables

Table 2.1	– Personal Injury Accident Data Summary	6
Table 3.1	– Car Ownership in the Local Area (Manchester 027).....	10
Table 4.1	– CIHT Recommended Walking Distances.....	12
Table 4.2	– Summary of Bus Service Frequencies from A6 Stockport Road	19
Table 4.3	– Summary of Rail Services calling at Levenshulme	19
Table 5.1	– Multi-Modal Trip Rates and Split	21
Table 5.2	– Forecasted Trip Generation	21

Drawings

Drawing 076508-CUR-00-XX-DR-TP-75001 – Proposed Access Arrangement

Appendices

Appendix A – Proposed Ground Floor Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a site at 764 - 786 Stockport Road in Levenshulme, Greater Manchester.
- 1.1.2 The Proposed Development involves construction of 30 residential apartments over three upper floors and nine ancillary retail units at ground floor level.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Planning Background

- 1.2.1 It is noted that part of the wider site (774 – 786 Stockport Road) obtained planning consent in November 2017 for 7 ground floor retail units and 9 apartments (Manchester City Council Planning Reference: 114552/FO/2016)
- 1.2.2 This was consented without any parking provision required for any uses.

1.3 Purpose of the Report

- 1.3.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.3.2 The TS is supported by an Interim Travel Plan (Document Reference: **076508-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.4.2 On this basis, the TS contains the following:
 - Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the servicing proposals and vehicle tracking;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and

- A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The proposed development site is located in the Levenshulme area of Manchester, approximately 4.5km to the south-east of Manchester city centre. **Figure 2.1** below shows the site in relation to the regional highway network:

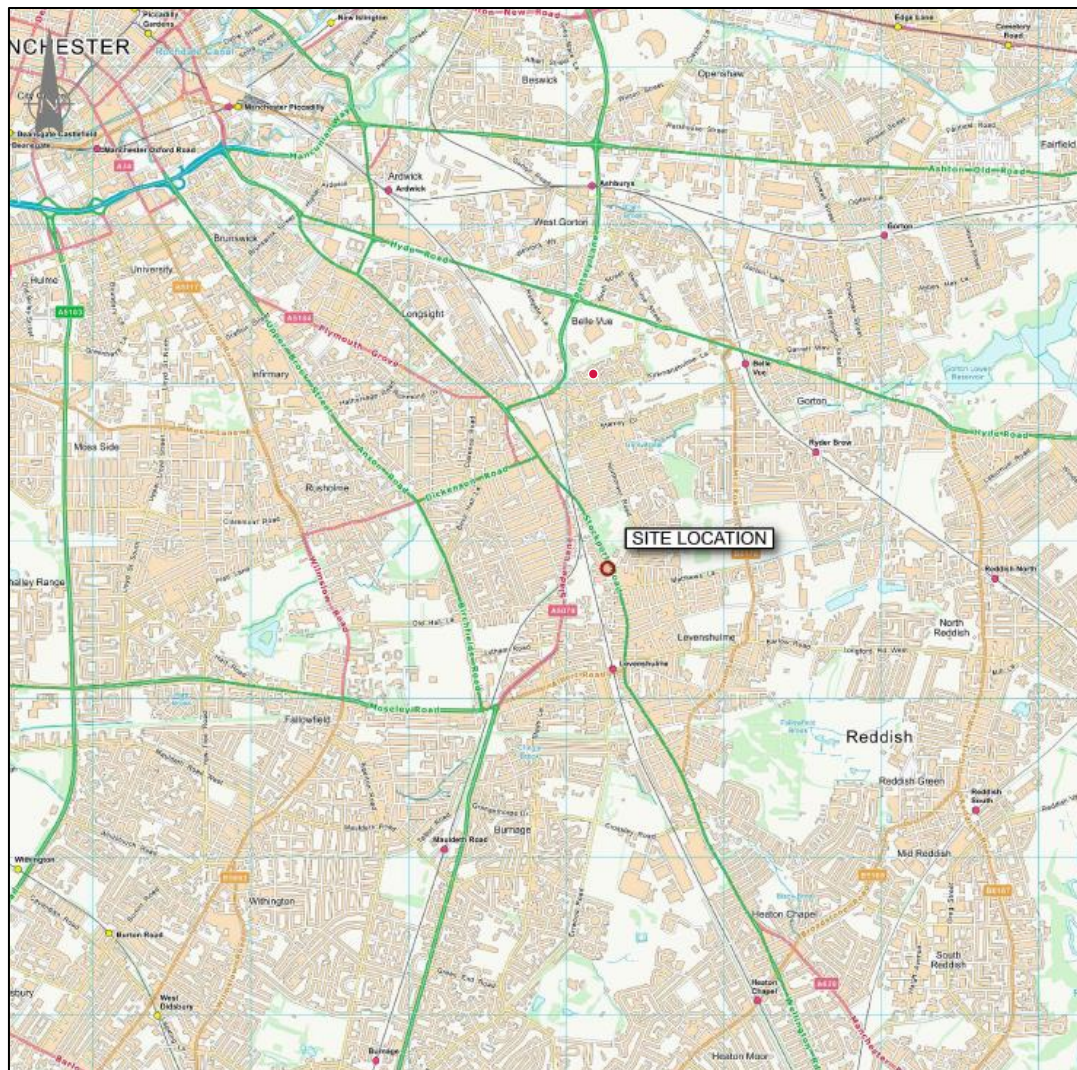


Figure 2.1 – Site location in relation to the Regional Road Network

2.1.2 The site is bound to the north by Swallow Street, to the east by the A6 Stockport Road, by Siddall Street to the west, and by Pennington Street to the south.

2.1.3 The following **Figure 2.2** illustrates the site in relation to the local highway network.

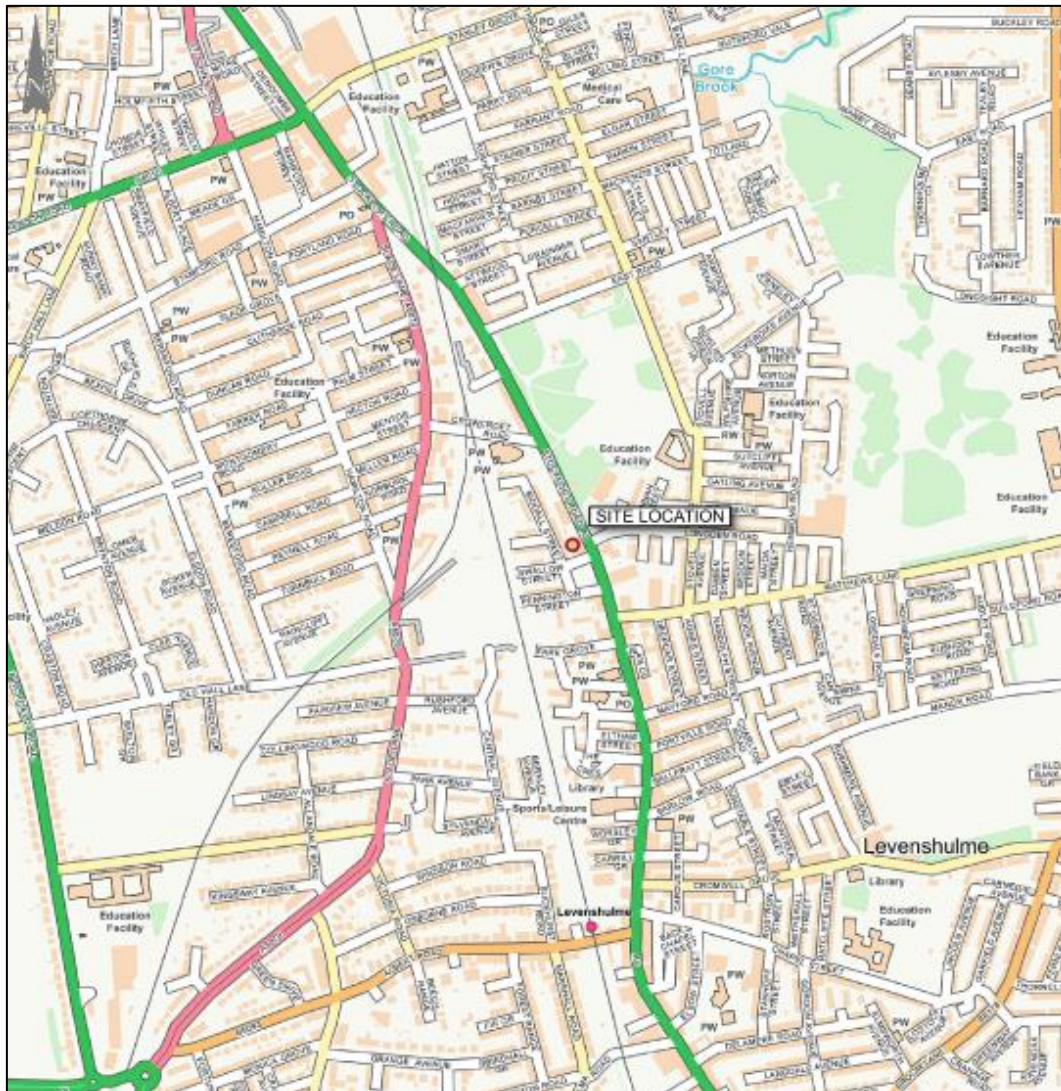


Figure 2.2 – Site location in relation to the Local Road Network

2.2 Existing Use and Access

- 2.2.1 The development site currently comprises vacant commercial buildings. There is no dedicated pedestrian access into the site; the previous uses were accessed directly from the A6.
- 2.2.2 There are historical vehicular access points into the development site to the rear via Swallow Street but these are not currently utilised.

2.3 Surrounding Highway Network

Swallow Street

- 2.3.1 Providing the southern boundary to the site, Swallow Street commences at the priority junction with the A6 Stockport Road and extends for a length of 125m in a westerly direction before terminating as it reaches the railway.

- 2.3.2 Swallow Street is a two-way single carriageway with an average width of 6m and is subject to a speed limit of 20mph. There are no parking restrictions on Swallow Street, and as such there are instances of on-street parking along sections of the carriageway.
- 2.3.3 There is good pedestrian infrastructure along Swallow Street, evidenced by c.2m wide footways on both sides of the carriageway. The road is also well-lit throughout and benefits from dropped kerbs to enable pedestrians to cross the road.

A6 Stockport Road

- 2.3.4 To the east of the site, the A6 Stockport Road runs on a north-west to south-east orientation in proximity of the site boundary. The A6 Stockport Road commences locally in Manchester city centre and runs in a south-easterly alignment towards Stockport; the road travels through local neighbourhoods such as Ardwick, Longsight, Levenshulme, Burnage and Heaton Chapel.
- 2.3.5 Adjacent to the Proposed Development, the A6 Stockport Road is a two-way carriageway with one standard lane in each direction, with the addition of a bus lane in both directions that commences/terminates to the north of the Site. The overall width of the carriageway adjacent to the Site is approximately 13m.
- 2.3.6 The pedestrian infrastructure along Stockport Road is of good quality, with wide footways present on both sides of the carriageway which are well maintained, together with a signalised crossing located approximately 40m to the south of the site, inclusive of a refuge island, dropped kerbs and tactile paving.
- 2.3.7 The A6 Stockport Road is subject to a speed limit of 30mph and has Traffic Regulation Orders (TROs) in the form of single/double yellow parking restrictions along in proximity of the site in both directions. This continues towards the town centre of Levenshulme approximately 100m to the south.
- 2.3.8 In addition, a shared cycle/bus lane is provided to the north of the Site on the northbound carriageway, and there are bus stops located in close proximity to the Proposed Development on the A6, providing access in both a north and south direction.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents database for the most recent five years (June 2016 – June 2021 inclusive).
- 2.4.2 The details of the search and study area are contained in **Figure 2.3** with a breakdown of the information contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Swallow Street	0	0	0	0
Swallow Street/Stockport Road Junction	1	1	0	2
Siddall Street	0	0	0	0
Pennington Street	0	0	0	0
Pennington Street/Stockport Road Junction	0	0	0	0
Stockport Road (c.100m to the north of the Site)	2	0	0	2
Stockport Road (c.100m to the south of the Site)	1	0	0	1
Stockport Road/Matthews Lane Junction	5	0	0	5
Totals	9	1	0	10

Table 2.1 – Personal Injury Accident Data Summary

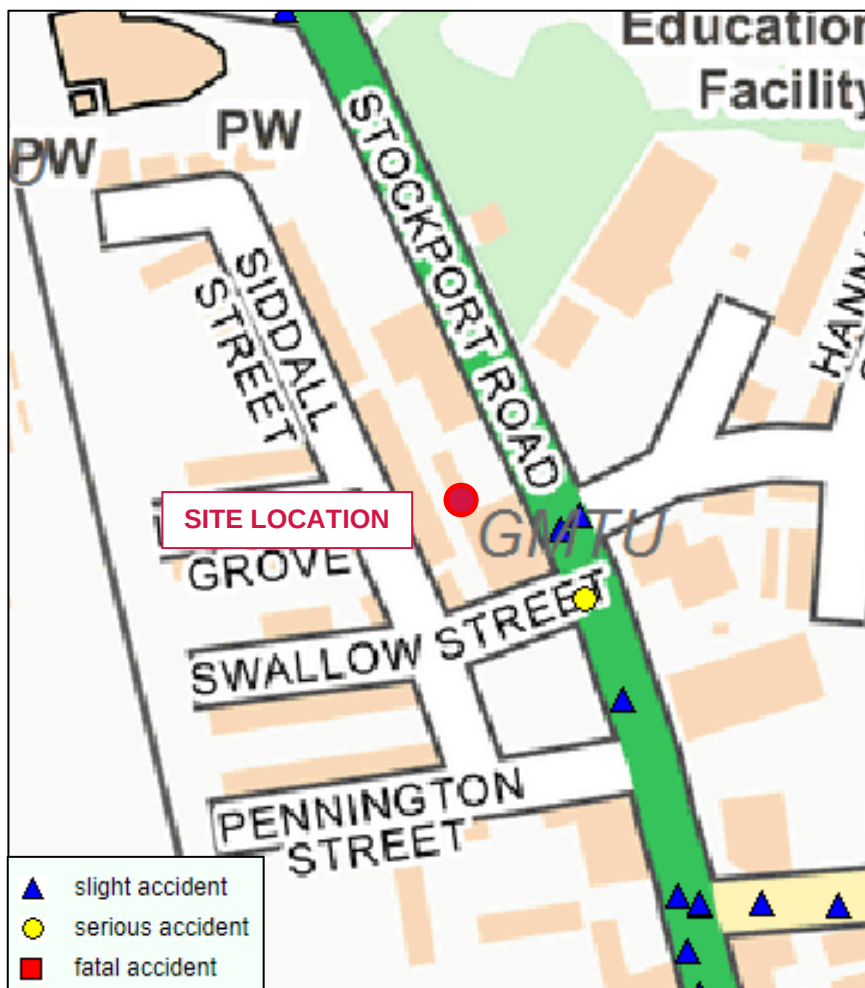


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

- 2.4.1 There has been a total of ten accidents in the latest five-year period available within the study area, comprising nine 'slight' and one 'serious' accident. No fatal accidents have been recorded in the study area and period.
- 2.4.2 There is nothing to suggest an existing safety issue from the breakdown in accidents to locations as indicated in the above table.
- 2.4.3 Following a review of the records in the vicinity of the site, it is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposals comprise 30 residential apartments over three upper storeys and nine ancillary retail units at ground floor level.
- 3.1.2 The proposed ground floor layout is shown in **Appendix A**.

3.2 Proposed Access

- 3.2.1 The site would be accessed from Swallow Street, providing direct access into the apartments and the cycle store. Users of the retail uses would access the units directly via Stockport Road.
- 3.2.2 The bin stores would be accessed via the existing alleyway to the rear of the development which adjoins the residential properties on Siddall Street.
- 3.2.3 As there is no parking provided within the curtilage of the site, there is no vehicular access provided to the site.

3.3 Proposed Parking

- 3.3.1 The Manchester Residential Quality Guidance (2017) document recommends that 100% vehicular parking provision “as a starting point” outside the city centre, however:

“Reduced on site provision may be justified on the basis of:

- *Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- *Identification of sufficient off-site capacity, within 5 minutes’ walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*
- *Demonstrating that provision of full parking provision will unacceptably comprise the development’s active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.”*

Cycle Parking

- 3.3.2 There will be 35no secure, covered cycle parking spaces for residents, equating to 116% cycle parking provision. This well exceeds MCC's recommendation of 50% provision.
- 3.3.3 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **076508-CUR-00-XX-RP-TP-002**).

Car Parking

- 3.3.4 Due to the constrained nature of the site, no vehicular parking is provided within the curtilage of the site. As such, parking for the development will be undertaken off-site.
- 3.3.5 As noted in Section 4, the Site benefits from high levels of accessibility, it is therefore considered that lower levels of parking than the maximum permitted standards can be demonstrated, in line with the scale, accessibility, location and nature of the development.
- 3.3.6 As stated within the Introduction, the 774 – 786 Stockport Road section of the site obtained planning consent in November 2017 for 7 ground floor retail units and 9 residential apartments without any parking required.
- 3.3.7 It is considered that this recent planning consent represents a precedent for no/low parking for the wider site; however, it is recognised that recent residential developments in the vicinity of the site have been requested to comprise 80% parking provision (such as the adjacent site at 786 Stockport Road – App Ref: 128698/FO/2020).
- 3.3.8 As the 9 residential units at 774 – 786 Stockport Road consent has no parking required, the quantity of parking for the remaining 24 units proposed has been considered accordingly.
- 3.3.9 Views Limited are in negotiations to obtain a maximum of 15 spaces at the adjacent Jain Samaj Religious Centre. This will be secured by a legal agreement.
- 3.3.10 On this basis, the provision equates to 71% parking for the additional 21 residential units.
- 3.3.11 Limiting the availability of parking would lower this existing level of ownership further in the case of the proposed development site, and, accepting that the proposed development would also include higher density residential development such as flats/apartments, demand may also not meet the figures presented above.
- 3.3.12 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would

decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

3.3.13 Furthermore, as discussed in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester, and a variety of amenities are available are within walking distance. A car may not be necessary for the majority of site users.

3.3.14 To supplement the proposed parking provision, we have considered 2011 car ownership datasets for the local area – see **Table 3.1**

2011 Output Area – Manchester 027	No car/van	1 car/van	2 cars/vans	3 cars/vans	4 or more cars/vans	All categories
Households	2,173	1,887	441	54	11	4,566
Total Number of Cars/Vans	0	1,327	456	123	32	1,938
Cars per Household						0.65

Table 3.1 – Car Ownership in the Local Area (Manchester 027)

3.3.15 It is clear relatively low levels of car ownership are reflective of the local area and the proposed parking provision matches this. The above table demonstrates that 35% of residents in the surrounding local area do not have access to a car/van in their household.

3.3.16 It is considered limiting the availability of parking would lower this existing level of ownership further in the case of the Proposed Development site.

3.3.17 As the retail units at the ground floor level will be ancillary to the residential elements, the majority of users of the units will be local to the area who will likely travel via sustainable modes.

Parking Summary

3.3.1 On this basis, the level of the cycle and car parking provision considers the realistic needs of the end users, car availability per household, and the proximity of the site to sustainable modes of transport, and proposals with a reduced parking provision is justified.

3.3.2 An Interim Travel Plan has also been produced, which would promote sustainable travel and discourage single occupancy car use. It is anticipated that this would also help to reduce car parking demand.

3.4 Proposed Servicing Arrangements

- 3.4.1 As part of the consented planning application for 786 Stockport Road (App Ref: 128698/FO/2020), discussions were held with Highways Officers at Manchester City Council to establish the servicing requirements.
- 3.4.2 It was proposed that an on-street loading bay is to be constructed on Swallow Street to serve the development at 786 Stockport Road. As part of this proposal, two options were presented on both the northern and southern sides of the carriageway.
- 3.4.3 With consideration given to the proposals at 764 – 786 Stockport Road, it is considered that the purpose-built loading bay is to be constructed on the southern side of the carriageway and shared for both uses. Whilst this would require refuse collectors/delivery drivers to cross the carriageway of Swallow Street to access the site, this is not different to what currently occurs on nearby streets, and it is noted that Swallow Street is lightly trafficked.
- 3.4.4 Furthermore, the loading bay will require an extension of Traffic Regulation Orders (TROs) in the form of double yellow lines to prevent on-street parking and facilitate all vehicular movements during any loading/servicing from the bays. This has been agreed with MCC and forms Condition 26 of the approval for Application 128698/FO/2020.
- 3.4.5 Drawing **76508-CUR-XX-00-D-TP-75001_P01** illustrates the proposed on-street loading bay to be implemented on the southern extent of Swallow Street in combination with the proposed TROs and site layout.
- 3.4.6 For residential refuse collection, building management will move the bins to the specified kerbside location on Swallow Street and return them to the internal bin store once the refuse vehicle has collected the waste.
- 3.4.7 The loading bay will also be utilised for the commercial elements of the Proposed Development, for all deliveries and servicing. Given the shared nature of the loading bay, the frequency of private refuse collections would be timed appropriately to prevent any highway impact or disruption.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable to the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 4.1** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

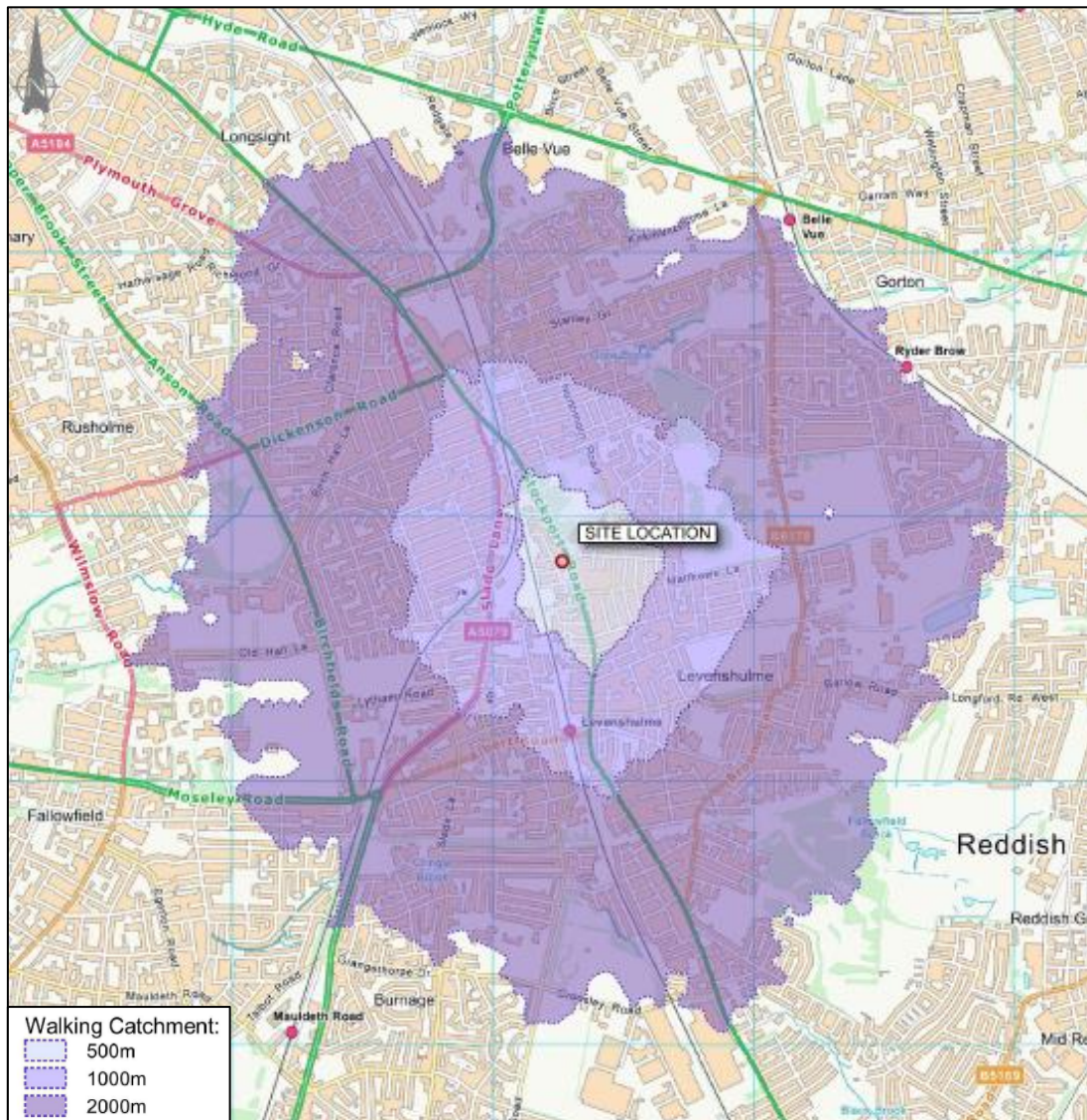


Figure 4.1 – Indicative Pedestrian Catchment

- 4.2.4 The 500m catchment includes residential dwellings, employment facilities and various amenities/services for future residents to use. A large supermarket is situated on the eastern side of Stockport Road adjacent to the site, and educational facilities such as Crowcroft Park Primary School and St Richard's Primary School are located to the north-east of the site. In addition, the proposed ancillary uses as part of the Development will be accessible for future residents and existing residents in the wider area.
- 4.2.5 Within approximately 500m – 1,000m from the centre of the site, future residents can reach more amenities located within Levenshulme, such as additional food superstores, Levenshulme Market, banks, food takeaways and various public houses. In addition, Levenshulme Train Station is located approximately 700m walk south of the Proposed Development.

4.2.6 Areas of Longsight, Rusholme, Gorton and Reddish are all accessible within a 2,000m catchment of the Proposed Development. These areas include an abundance of facilities and amenities, including churches, mosques, libraries, and doctors' surgeries, for future residents to utilise.

4.2.7 The site is considered highly accessible by foot.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** presents an 8km cycle catchment for the site. This distance refers to the 2019 National Travel Survey statistics demonstrating that 82% of cycling trips were under 5 miles (8km), along with recommendations by Cycling England (since abolished) in '*Integrating Cycling into Development Proposals*' (2009) and the CIHT in '*Planning for Cycling*' (2014).

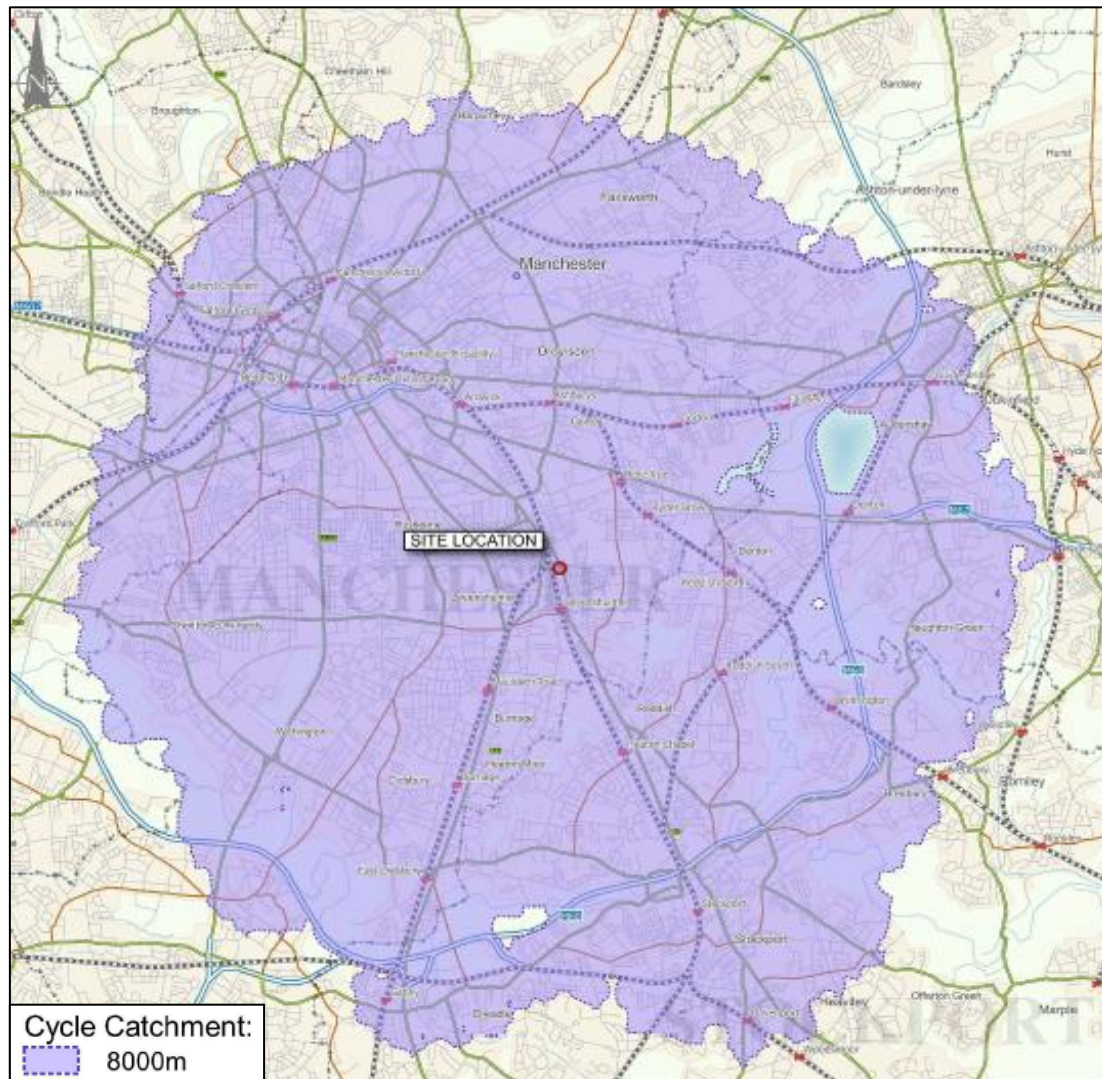


Figure 4.2 – Indicative Cycle Catchment

- 4.3.3 The 8km catchment extends as far as Harpurhey in the north, Hyde to the east, Stockport in the south and Trafford Park to the west. The catchment also includes Manchester and Salford city centres.
- 4.3.4 These routes comprise a combination of traffic-free and on-road routes, linking the site to many destinations including Manchester city centre (including rail stations), Salford Quays as well as numerous other destinations further afield such as Cheetham Hill, Chorlton-cum-hardy, Withington and Rusholme.
- 4.3.5 A network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 60, NCR 66 and RCR 86. The closest cycle route to the site is NCR 6, which is accessible via on-road routes along the A6 Stockport Road, travelling approximately 1km in a southerly direction before accessing the Fallowfield Loop.
- 4.3.6 All these routes are accessible within 1 – 5km, and link future residents to the following areas:

- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
- NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium;
- NCR 66 – extends northeast from central Manchester along the Rochdale Canal towards Failsworth; and

4.3.7 RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.

4.3.8 The site also benefits from direct access to the shared bus/cycle lane located along the A6 Stockport Road to the north of the Site which leads residents towards Manchester city centre. This will further promote sustainable travel for future residents at the Proposed Development.

4.3.9 In addition to this, the local area and highway network will benefit from infrastructure improvements as part of TfGM's Bee Network Proposals. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The proposal is a vision for Greater Manchester to become the very first city-region in the UK to have a fully joined-up cycling and walking network.

4.3.10 The Greenbank Park area, where the Site is situated, is proposed to benefit from new cycle linkages and crossing points. This will further enhance and promote cycle travel as a realistic modal choice to all users of the Proposed Development.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time.

4.4.2 The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.3 The site in relation to the GMAL index mapping is shown in **Figure 4.3** below:

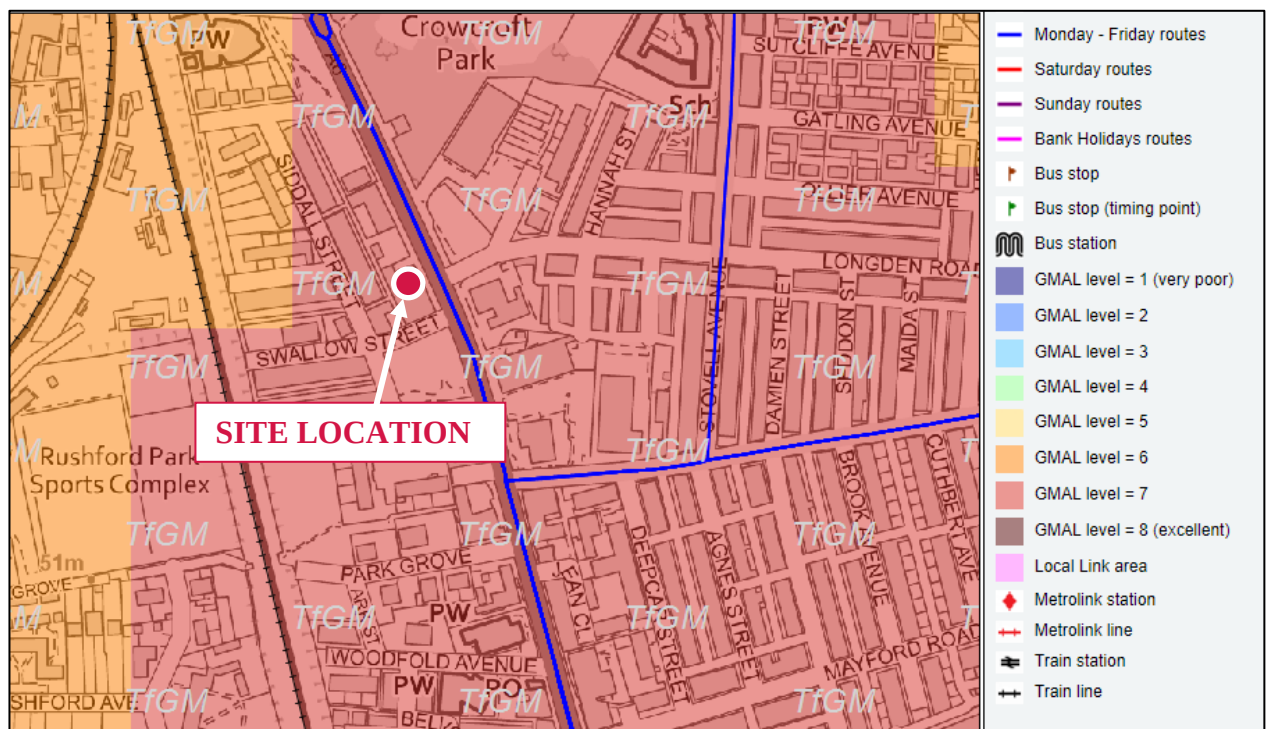


Figure 4.3 – GMAL Accessibility Index

- 4.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 7. This demonstrates that the site offers very good levels of multi-modal accessibility to Manchester city centre and across Greater Manchester.
- 4.4.5 Furthermore, **Figure 4.4** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.

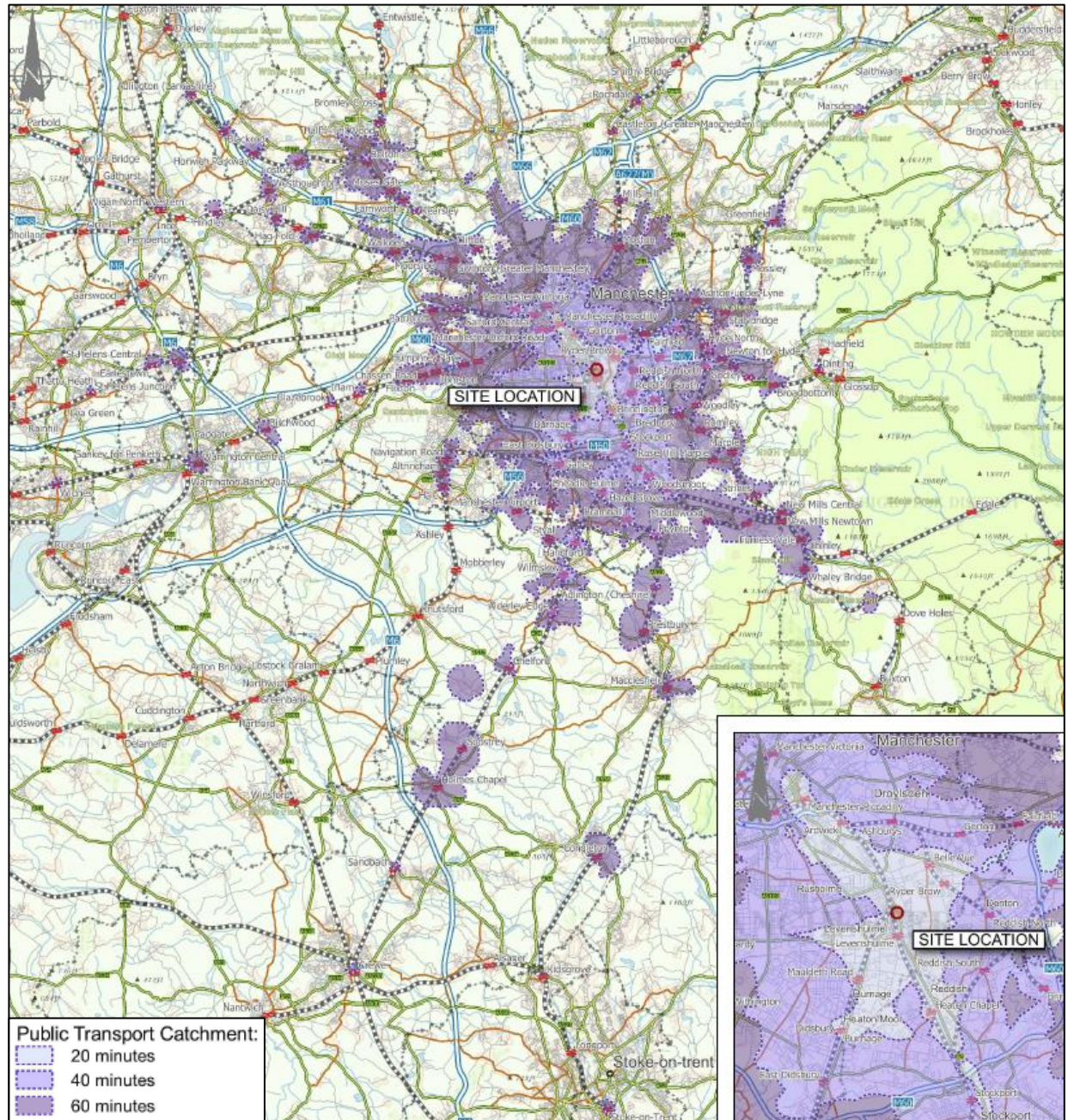


Figure 4.4 – Indicative Public Transport Catchment

Bus Accessibility

- 4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Planning for Public Transport in Development’ indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.7 The nearest bus stops are located adjacent to the Proposed Development, on both sides of the carriageway on the A6 Stockport Road. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A6 Stockport Road				
150	Gorton – Levenshulme – Chorlton – Stretford – Trafford Centre	2 per hour	2 per hour	1 per hour
191	Manchester - Longsight - Levenshulme - Stockport - Stepping Hill - Hazel Grove	2 per hour	-	-
192	Hazel Grove – Stockport – Heaton Chapel – Levenshulme – Longsight – Ardwick - Manchester	6 per hour	6 per hour	6 per hour
197	Manchester - Longsight - Levenshulme – Green End - Stockport	3 per hour	2 per hour	1 per hour

Table 4.2 – Summary of Bus Service Frequencies from A6 Stockport Road

- 4.4.8 These stops provide access to major employment areas and interchanges such as those in Manchester city centre and Stockport. Additionally, these routes also link future residents to various destinations across Greater Manchester.

Rail Accessibility

- 4.4.9 Levenshulme railway station is located approximately 750m to the south of the Site and is considered that this would be an attractive commuting option for residents who will be travelling to various locations within Greater Manchester.

- 4.4.10 On this basis, a summary of rail services from Levenshulme railway station is outlined in **Table 4.3**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Piccadilly	4 per hour	3 per hour	2 per hour
Alderley Edge	2 per hour	2 per hour	1 per hour
Hazel Grove	2 per hour	2 per hour	1 per hour
Crewe	1 per hour	1 per hour	1 per hour
Blackpool North	1 per hour	1 per hour	1 per hour

Table 4.3 – Summary of Rail Services calling at Levenshulme

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 This section of the report details the methodology used to predict the demand associated with the Proposed Development and considers the number of trips that could be generated by the scheme.

5.2 Existing Trip Generation

5.2.1 As the site is currently vacant, it does not generate any material levels of traffic. All trips generated by the Proposed Development will therefore be considered new to the highway network.

5.3 Proposed Trip Generation

5.3.1 As set out earlier in this report, a total of 30 residential apartments and nine ancillary ground floor retail units are proposed across the site. It has considered that the ground floor retail units will be ancillary to the residential units and vehicular traffic generation will be negligible.

5.3.2 On this basis, the traffic impact assessment for the 30 residential apartments has been undertaken using the TRICS database.

5.3.3 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses. The full outputs for the TRICS assessment are contained in **Appendix B**.

5.3.4 To derive the trip rates associated with residential aspect of the development, the 'Residential' category of TRICS has been interrogated, with sub-searches of houses and flats, the following criteria;

- TRICS category "Residential – Flats Privately Owned" (excluding Greater London);
- Edge of Town Centre/Suburban Area; and
- Only weekday surveys were included.

5.3.5 Based on the TRICS output, the peak generation period for a development of this type was also identified as:

- AM 08:00 – 09:00; and
- PM 17:00 – 18:00.

5.3.6 The total person trip rates for both peak hours are shown in **Table 5.1** below summarises this; all trip rates are per 1 dwelling.

TRICS – C3	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.059	0.200	0.259	39%	0.181	0.099	0.280	40%
Cyclists	0.002	0.012	0.014	2%	0.009	0.006	0.015	2%
Pedestrians	0.031	0.137	0.168	25%	0.131	0.081	0.212	30%
Public Transport	0.008	0.109	0.117	18%	0.086	0.009	0.095	14%
Other*	0.013	0.092	0.105	16%	0.067	0.028	0.095	14%
Total People	0.113	0.550	0.663	100%	0.474	0.223	0.697	100%

Table 5.1 – Multi-Modal Trip Rates and Split

5.3.7 Based on **Table 5.1** above, the total number of multi-modal trips generated can be determined. This is provided in **Table 5.2**:

33 Units	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	2	6	8	5	3	8
Cyclists	0	0	0	0	0	0
Pedestrians	1	5	6	4	3	7
Public Transport	0	4	4	3	0	3
Other*	0	3	3	2	1	3
Total People	4	18	21	16	7	21

Table 5.2 – Forecasted Trip Generation

- 5.3.8 It can be seen from the information presented in **Table 5.2**, the proposed residential scheme is anticipated to generate in the order of 8 two-way vehicle movements during the AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively. This equates to a little over 1 additional vehicle movement every six minutes during the peak hour periods.
- 5.3.9 The above figures are considered to be robust by virtue of the parking levels at the proposed development, given that the trip rates used to estimate the figures are based on surveys of comparator sites with higher levels of parking.
- 5.3.10 Other factors including the proposed levels of cycle parking and the accessibility of the site by public transport services are also expected to reduce the number of vehicular trips generated to and from the site.

5.4 Highway Impact Summary

- 5.4.1 Due to the location and the accessible nature of the site, it is anticipated that the majority of trips would be made by sustainable modes of transport.
- 5.4.2 Notwithstanding this, sensitivity tests using TRICS have demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2021)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

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

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there is an increase of 9 two-way vehicular trips in the network AM and PM peaks respectively. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The proposed development is situated in a highly accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*

- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **076508-CUR-XX-XX-T-TP-00002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Appendix B does not specify parking requirements for residential developments.

6.4.4 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey

planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)." Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

6.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 076508-CUR-XX-XX-T-TP-00002**).

6.5.4 Under Policy 4, TfGM will also "work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network." This will be in accordance with the principles of:

- *"Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Manchester Residential Quality Guidance

6.6.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

6.6.2 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated"*

6.6.3 It is considered the proposed parking provision is reflective of the accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city.

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

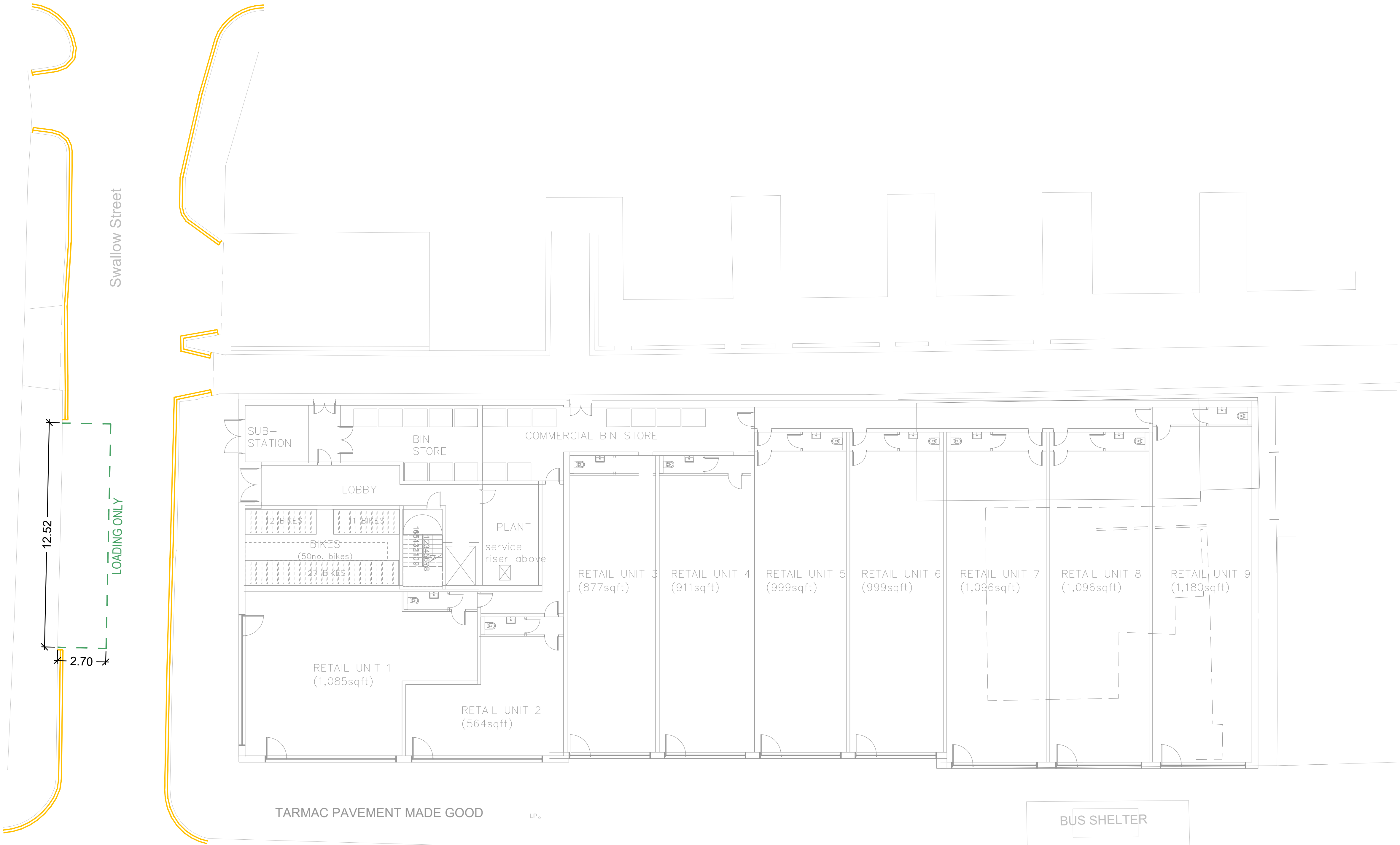
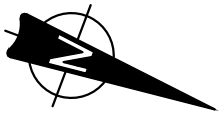
7.1 Summary

- 7.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a site at 764 - 786 Stockport Road in Levenshulme, Greater Manchester.
- 7.1.2 The Proposed Development involves construction of 30 residential apartments over three upper floors and nine ancillary retail units at ground floor level.
- 7.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.4 Relevant details of the proposed site layout, access, parking proposals, and servicing arrangements have been provided.
- 7.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits very good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.2 Trip generation forecasts using TRICS data have demonstrated that there is an increase of 9 two-way vehicular trips in the network AM and PM peaks, respectively. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 7.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 7.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
6. BASED ON OLLIER SMURTHWAITE'S DRAWING REF.: 'A666_P_100'

KEY: — PROPOSED ROAD MARKINGS

Rev:	Description:	Date:	By:	Chkd:
------	--------------	-------	-----	-------



Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

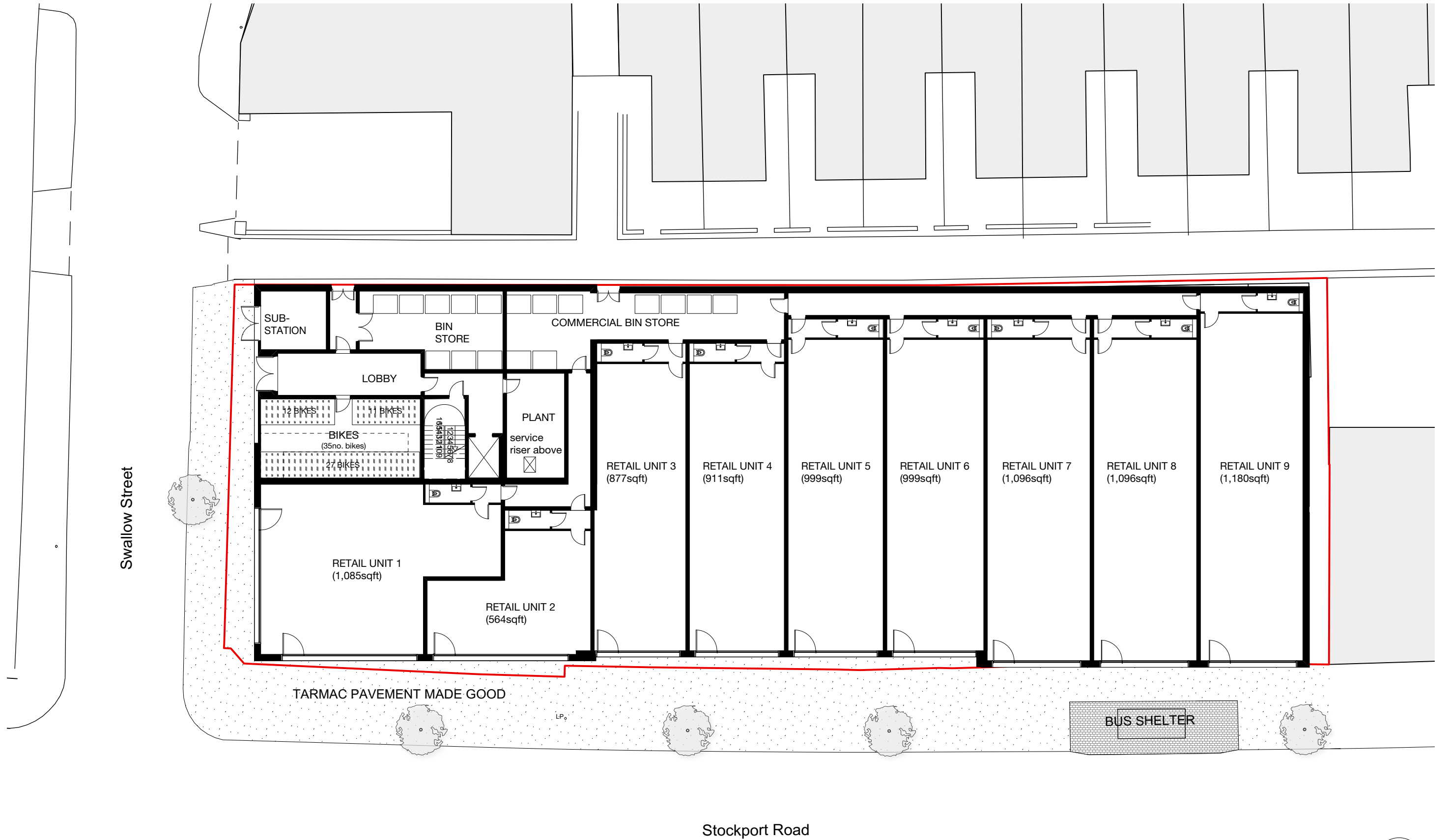
Status: PRELIMINARY

Project: 764-786 STCKPORT ROAD
MANCHESTER

Orig Title: PROPOSED LOADING BAY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	11/03/22	DD	DD	MT			
Scale:	1:500						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
076508 - CUR - XX - 00 - D - TP - 05001 - P01							

Appendix A – Proposed Ground Floor Layout



PROPOSED GROUND FLOOR PLAN
1:200 @ A3

© Copyright Ollier Smurthwaite Architects				CLIENT: VIEWS	
				PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
				ADDRESS: 764 STOCKPORT ROAD	
				DRAWING TITLE: GROUND FLOOR PLAN	
				SCALE: 1:200@A3	DATE: MARCH 2022
				DRAWING NO: A666_P_110	OLLIER SMURTHWAITE ARCHITECTS 40 King Street, Manchester, M2 6BA T 0161 883 0838 F 0161 883 0839 E mail@olliersmurthwaite.com
REVISION	DATE	DESCRIPTION			

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-200904-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 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: 30 to 146 (units:)
 Range Selected by User: 20 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

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	4 days
Tuesday	7 days
Wednesday	5 days
Thursday	3 days

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

Selected survey types:

Manual count	19 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	11
Suburban Area (PPS6 Out of Centre)	8

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 19 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 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	7 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	6 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	6 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	7 days
1.1 to 1.5	12 days

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

Travel Plan:

Yes	2 days
No	17 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	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
4	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
5	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
6	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
7	EB-03-C-01	BLOCKS OF FLATS	CITY OF EDINBURGH
	MYRESIDE ROAD		
	EDINBURGH		
	CRAIGLOCKHART		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
8	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
10	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
11	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
12	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	MIXED FLATS & HOUSES		NORFOLK
	Survey date: MONDAY		18/11/19	Survey Type: MANUAL
13	NT-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		56	
	Survey date: TUESDAY		08/11/16	Survey Type: MANUAL
14	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		135	
	Survey date: WEDNESDAY		09/11/16	Survey Type: MANUAL
15	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		51	
	Survey date: TUESDAY		16/09/14	Survey Type: MANUAL
16	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14		Survey Type: MANUAL
18	SR-03-C-01	FLATS		STIRLING
	FORTHSIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
19	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.

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

MULTI-MODAL TOTAL PEOPLE

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	19	69	0.077	19	69	0.325	19	69	0.402
08:00 - 09:00	19	69	0.111	19	69	0.523	19	69	0.634
09:00 - 10:00	19	69	0.152	19	69	0.256	19	69	0.408
10:00 - 11:00	19	69	0.156	19	69	0.204	19	69	0.360
11:00 - 12:00	19	69	0.173	19	69	0.188	19	69	0.361
12:00 - 13:00	19	69	0.236	19	69	0.207	19	69	0.443
13:00 - 14:00	19	69	0.179	19	69	0.202	19	69	0.381
14:00 - 15:00	19	69	0.191	19	69	0.205	19	69	0.396
15:00 - 16:00	19	69	0.290	19	69	0.164	19	69	0.454
16:00 - 17:00	19	69	0.304	19	69	0.175	19	69	0.479
17:00 - 18:00	19	69	0.435	19	69	0.208	19	69	0.643
18:00 - 19:00	19	69	0.356	19	69	0.206	19	69	0.562
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.660			2.863			5.523

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.

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com