

98 Wilmslow Road

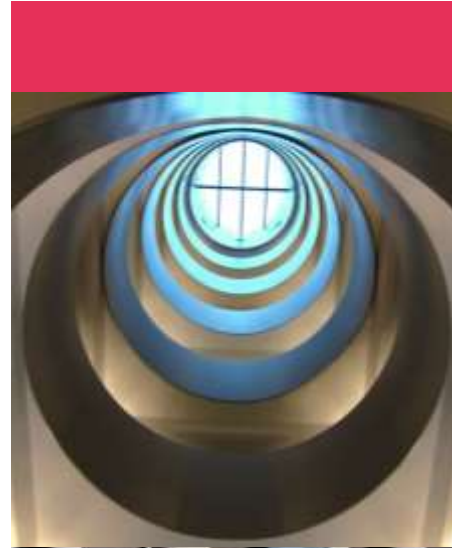
Transport Statement

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

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Author	Signature	Date
Alex Fry BA (Hons) GradCIHT Graduate Transport Planner		11 March 2022

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc Principal Transport Planner		11 March 2022

Authorised	Signature	Date
Aaron Tilley FCIHT CMILT Associate		11 March 2022

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	1
1.3	Scope of the Report	1
1.4	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	Access for Mobility and Visually Impaired Users	5
2.5	Highway Safety	5
3.0	Development Proposals	7
3.1	Overview of Proposals	7
3.2	Proposed Access	7
3.3	Proposed Parking.....	7
3.4	Proposed Servicing Arrangements	9
4.0	Accessibility by Sustainable Modes of Travel	11
4.1	Introduction.....	11
4.2	Pedestrian Accessibility	11
4.3	Cycle Accessibility.....	13
4.4	Public Transport Accessibility	16
4.5	Summary	21
5.0	Traffic Forecasting and Highway Impact	22
5.1	Introduction.....	22
5.2	Existing Trip Generation.....	22
5.3	Forecasted Trip Generation	23
5.4	Net Site Impact.....	23
5.5	Highway Impact Summary	24
6.0	Transport Planning Policy	25
6.1	Introduction.....	25
6.2	National Planning Policy Framework (2021)	25
6.3	National Planning Practice Guidance (NPPG).....	26
6.4	Manchester Core Strategy (2012 – 2027).....	27
6.5	Greater Manchester Transport Strategy 2040	27
6.6	Manchester Residential Quality Guidance	28
6.7	Conclusions	29

7.0 Summary and Conclusions	30
7.1 Summary	30
7.2 Conclusions	30

Figures

Figure 2.1 – Site Location in Relation to the Surrounding Areas	3
Figure 2.2 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)	4
Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)	6
Figure 4.1 – Indicative Pedestrian Catchment.....	12
Figure 4.2 – Indicative Cycle Catchment	14
Figure 4.3 – Local Cycle Network.....	15
Figure 4.4 – Indicative Public Transport Catchment.....	16
Figure 4.5 – Public Transport Network in the vicinity of the Site	17

Tables

Table 2.1 – Personal Injury Accident Data Summary	6
Table 3.1 – Car Ownership	8
Table 3.2 – Existing Off-site Car Parking Provision	9
Table 4.1 – CIHT Recommended Walking Distances.....	11
Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops.....	18
Table 4.3 – Bus Service Frequencies in Vicinity of Site.....	18
Table 4.4 - Rail Service Frequencies at Manchester Oxford Road	20
Table 5.1 – Existing Vehicle Trip Rates	22
Table 5.2 – Existing Trip Generation.....	23
Table 5.3 – Proposed Development Trip Rates (Flats – Privately Owned)	23
Table 5.4 – Proposed Development Trip Generation (Flats – Privately Owned).....	23
Table 5.5 – Net Vehicular Site Impact.....	24

Drawings

- Drawing 77540-CUR-00-XX-DR-TP-75001 – Proposed Access Arrangement**
Drawing 77540-CUR-00-XX-DR-TP-05001 – (Swept Path Analysis) Large Car
Drawing 77540-CUR-00-XX-DR-TP-05002 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Appendices

- Appendix A – Proposed Site 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 98 Wilmslow Road, Manchester, for the construction of 42 apartments over four storeys with 6no. ancillary retail/food & beverage units at ground floor level.
- 1.1.2 The site currently operates as a café, following planning consent granted in 2018 (MCC ref: 118025/FO/2017) for a *“change of use from former exhaust/tyre fitting centre (Class B2) to cafe (Class A3) with associated elevational alterations, waste storage, cycle storage and car parking”*.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 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.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **77540-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 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 site access proposals, vehicle tracking and visibility splays;
 - 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.

1.4 Structure of the Report

- 1.4.1 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.
- 1.4.2 **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.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.4.6 **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 site is located in Rusholme on the 'Curry Mile', being bound by a Jobcentre Plus to the north, Wilmslow Road to the east, Grandale Street to the south and shops and restaurants to the east.

2.1.2 **Figure 2.1** illustrates the location of the site in relation to the surrounding areas, and **Figure 2.2** shows the site in a more local context relating to the local highway network.

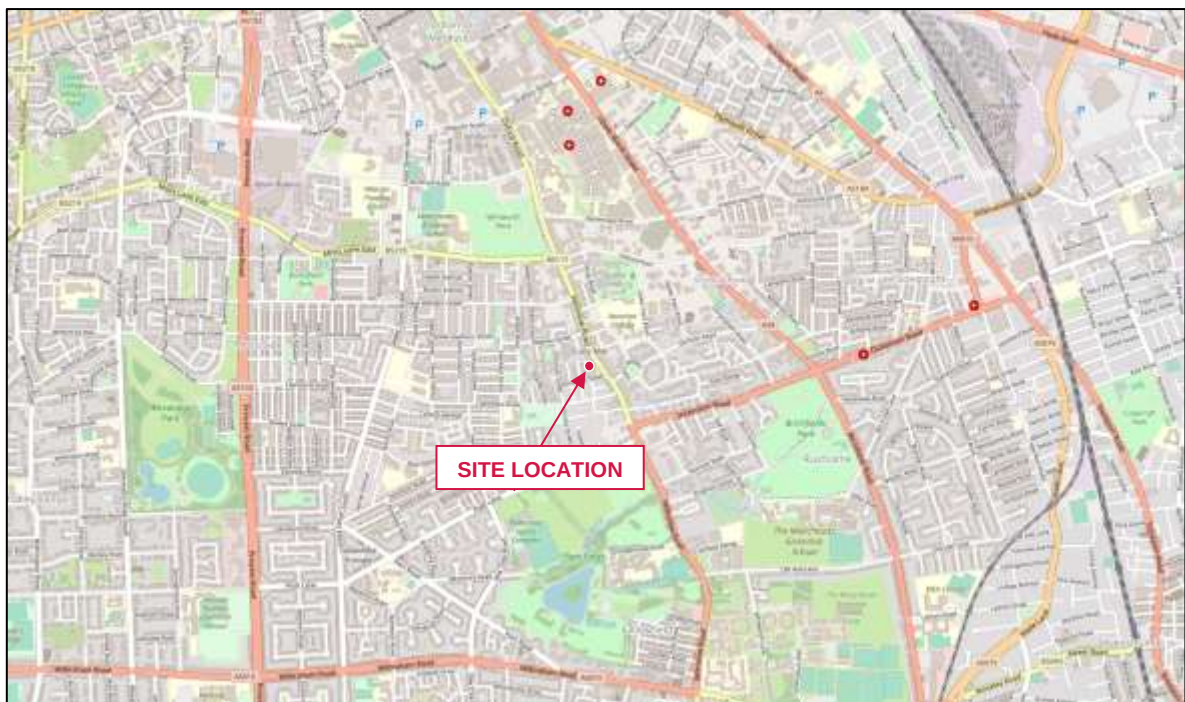


Figure 2.1 – Site Location in Relation to the Surrounding Areas
(Source: OpenStreetMap, 2022)

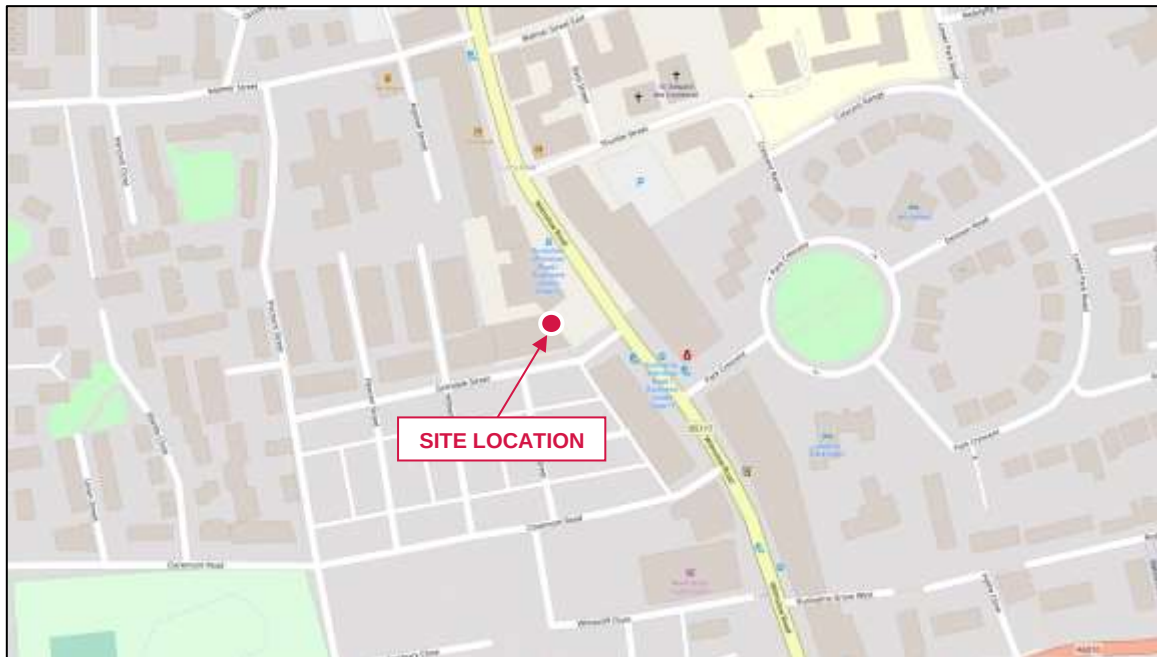


Figure 2.2 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)
(Source: OpenStreetMap, 2022)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises of a café with 8no. car parking spaces. The site is currently accessed by vehicles, pedestrians, and cyclists from Wilmslow Road with a fire escape onto Grandale Street.

2.3 Surrounding Highway Network

Wilmslow Road

- 2.3.1 The site benefits from direct access to the improved Dutch-style cycle corridor on Wilmslow Road/Oxford Road, which takes cyclists away from vehicular traffic to the side of the carriageway. This improves safety and will promote the uptake of cycling to residents as a safer travel mode.
- 2.3.2 The road is subject to a 30mph speed limit and benefits from street lighting. There are also parking bays along its eastern side. The site is located on the 'Curry Mile' area and so various retail outlets and restaurants flank the road on both sides, as well as other local shops and Shisha lounges.
- 2.3.3 There is a pedestrian crossing across the road along the site's Wilmslow Road frontage complete with dropped kerbs, tactile paving, and push-button operated traffic lights.
- 2.3.4 There are northbound and southbound bus stops with shelters, seating, lay-bys and flagpoles, both within 50m of the site.

Grandale Street

- 2.3.5 Grandale Street extends for c.170m in an east-west alignment from a priority three-arm junction with Wilmslow Road to the priority three-arm junction with Viscount Street.
- 2.3.6 The road is c.7m-wide with c.3m-wide footways and on-street parking available on both sides of the carriageway.
- 2.3.7 There is a signalised pedestrian crossing with dropped kerbs and tactile paving at the junction with Wilmslow Road, and informal crossing facilities at the junction with Viscount Street.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its urban location and the extensive existing infrastructure afforded by its strategic position on the Wilmslow Road/Oxford Road corridor. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 2.4.2 There are pedestrian crossings along the site frontages across Grandale Street and Wilmslow Road with tactile paving and dropped kerbs, along with push-button traffic lights on the latter.

2.5 Highway Safety

- 2.5.1 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 (2016 – 2020 inclusive). 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
Wilmslow Road/ Grandale Street	2	1	0	3
Grandale Street/ Viscount Street	1	0	0	1
Claremont Road/ Viscount Street/ Victory Street	2	0	0	2
Claremont Road/ Fleeson Street	1	0	0	1
Claremont Road/ Hibbert Street	1	0	0	1
Wilmslow Road	3	2	0	5
Wilmslow Road/ Platt Lane	2	0	0	2
Wilmslow Road/ Dickenson Road	3	1	0	4
Wilmslow Road/ Rusholme Grove	3	0	0	3
Wilmslow Road/ Park Crescent	2	1	0	3

Junction/Link	Slight	Serious	Fatal	Totals
Wilmslow Road/ Walmer Street	9	2	0	11
Total	29	7	0	36

Table 2.1 – Personal Injury Accident Data Summary

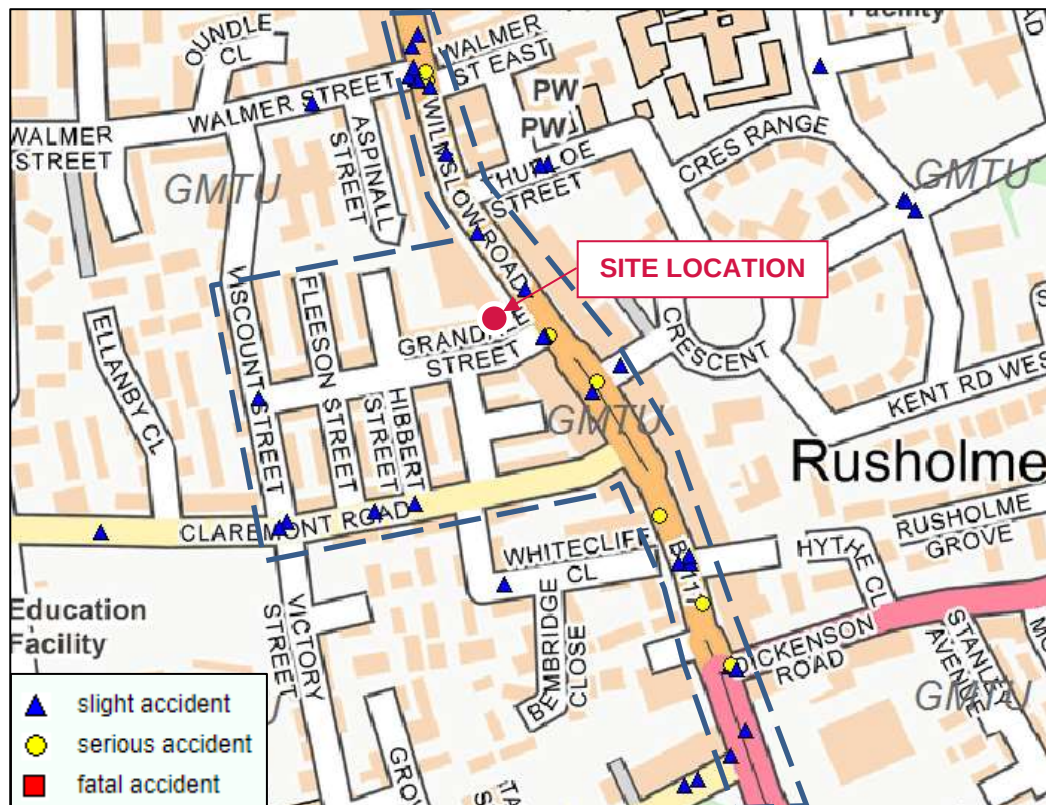


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)

(Source: TfGM)

- 2.5.2 There has been a total of 36 collisions in the latest five-year period available, 29 of which were ‘slight’ severity incidents and 7 of which were ‘serious’ severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.5.3 The 11 incidents at the Wilmslow Road/ Walmer Street junction are spread out evenly among the most recent five-year period. There were 3 ‘slight’ incidents in in 2016 and 2020, 1 in 2017, 2018, and 2020, and 1 ‘serious’ incident in 2016 and 2017. Considering these findings, it can be concluded that the accidents are not related to the features of the highway at this junction.
- 2.5.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. 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 are for 42 apartments over four floors, with six ancillary retail/food and beverage units at ground floor level, with associated residential car and cycle parking.
- 3.1.2 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

- 3.2.1 The site would be accessed by vehicles from Grandale Street; this would require existing on-street bays to be displaced to provide a suitable vehicular access. The access will be 4.8m in width to facilitate safe egress and access of two-way movements.
- 3.2.2 The access to the car park will meet visibility requirements as set out within Manual for Streets for a 20mph road, which equates to 2.4m x 25m in both directions. This will be undertaken via double yellow line parking restrictions to facilitate suitable visibility and will be implemented via a S278 agreement at the detailed design stage.
- 3.2.3 Residents travelling by foot and cycle would access the site in a similar manner to vehicles, while users of the retail element would access the site from Wilmslow Road.

3.3 Proposed Parking

Car Parking

- 3.3.1 Due to the constrained nature of the Site, only 12no. spaces (including 2no. disabled bays) for the residential element of the scheme can be provided within the curtilage of the Proposed Development.
- 3.3.2 The Manchester Residential Quality Guidance (2017) document recommends that 100% 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."*

3.3.3 Based on the QS416EW dataset of the 2011 Census, titled 'Car or Van Availability', there are the following levels of car ownership in the Manchester 025 Middle Super Output Area (MSOA) where the site is located.

2011 MSOA – Manchester 025	No car/van	1 car/van	2 cars/vans	3 cars/vans	4 or more cars/vans	All categories
Households	2,455	1,327	228	41	8	4,059
Total Number of Cars/Vans	0	1,327	456	123	32	1,938
Cars per Household						0.48

Table 3.1 – Car Ownership

- 3.3.4 It is evident that car ownership levels below 0.5 in 2011 suggests that Manchester City Council's standards are excessive for this location.
- 3.3.5 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.
- 3.3.6 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.
- 3.3.7 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.
- 3.3.8 All parking spaces and disabled bays to conform to MCC's standard minimum requirements of 2.4m x 4.8m (with an added 1.2m wide margin for disabled bays), and there would be 6.0m wide aisles throughout to allow for vehicles to manoeuvre without conflict within the car park.
- 3.3.9 Swept path analysis of the car park is shown in **Drawing 77540-CUR-00-XX-DR-TP-05001-P01** which demonstrates safe access, manoeuvring, and egress in forward gear.

3.3.10 3no. spaces will be equipped with active EV charging points. The remaining spaces will be passive with the potential to install EV charging points if there is sufficient demand.

3.3.11 On this basis, the level of 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.

Cycle Parking

3.3.12 There will be 44no secure, covered cycle parking spaces for residents, equating to 104% cycle parking provision. This well exceeds MCC's recommendation of 50% provision.

3.3.13 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: **77540-CUR-00-XX-RP-TP-002**).

Nearby Parking Facilities

3.3.14 A review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area.

3.3.15 There are many publicly available car parks situated within a 500m walking catchment, equating to a walking time of approximately 7 minutes when walking at an average speed of 1.2m/s. Nearby car parking is summarised in **Table 3.2**:

Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays
Thurloe Street, MCC, M14 5SG	200m	39	Yes
16 Walmer Street, SIP, M14 5DY	280m	115	-
401 Great Western Street, SIP, M14 5TP	500m	100	Yes
Total:		254	Yes

Table 3.2 – Existing Off-site Car Parking Provision

3.3.16 The above table demonstrates 3 car parks were found within a 7-min walk of the site, providing car parking provision for approximately 254 vehicles. It is therefore considered there is adequate opportunity for off-site parking should future users of the retail element choose to commute by car.

3.4 Proposed Servicing Arrangements

3.4.1 It is envisaged that servicing and deliveries would be undertaken via a new loading bay on Grandale Street; the servicing plan included in **Drawing 77540-CUR-00-XX-DR-TP-75001-P01** illustrates the on-street loading bay that is proposed to be implemented on the northern side of the carriageway adjacent to the Proposed Development and in proximity to the bin storage areas/retail units.

- 3.4.2 This will require an extension of Traffic Regulation Orders (TROs) on Grandale Street in the form of double yellow lines to prevent on-street parking and facilitate all vehicular movements during any loading/servicing from the bays.
- 3.4.3 The existing TROs currently comprise double yellow lines from the junction with the B5117 Wilmslow Road and continue for approximately 20m in a south-westerly direction on the northern side of the carriageway. This will require to be continued on Grandale Road for the extent of the development.
- 3.4.4 For residential refuse collection, building management will move the bins to the specified kerbside location on Grandale Street and return them to the internal bin store once the refuse vehicle has collected the waste.
- 3.4.5 This loading bay will also be utilised for the retail/commercial elements of the Proposed Development, for all deliveries and servicing (including refuse collection via a private contractor). Given the nature of private collections, the servicing frequency 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.

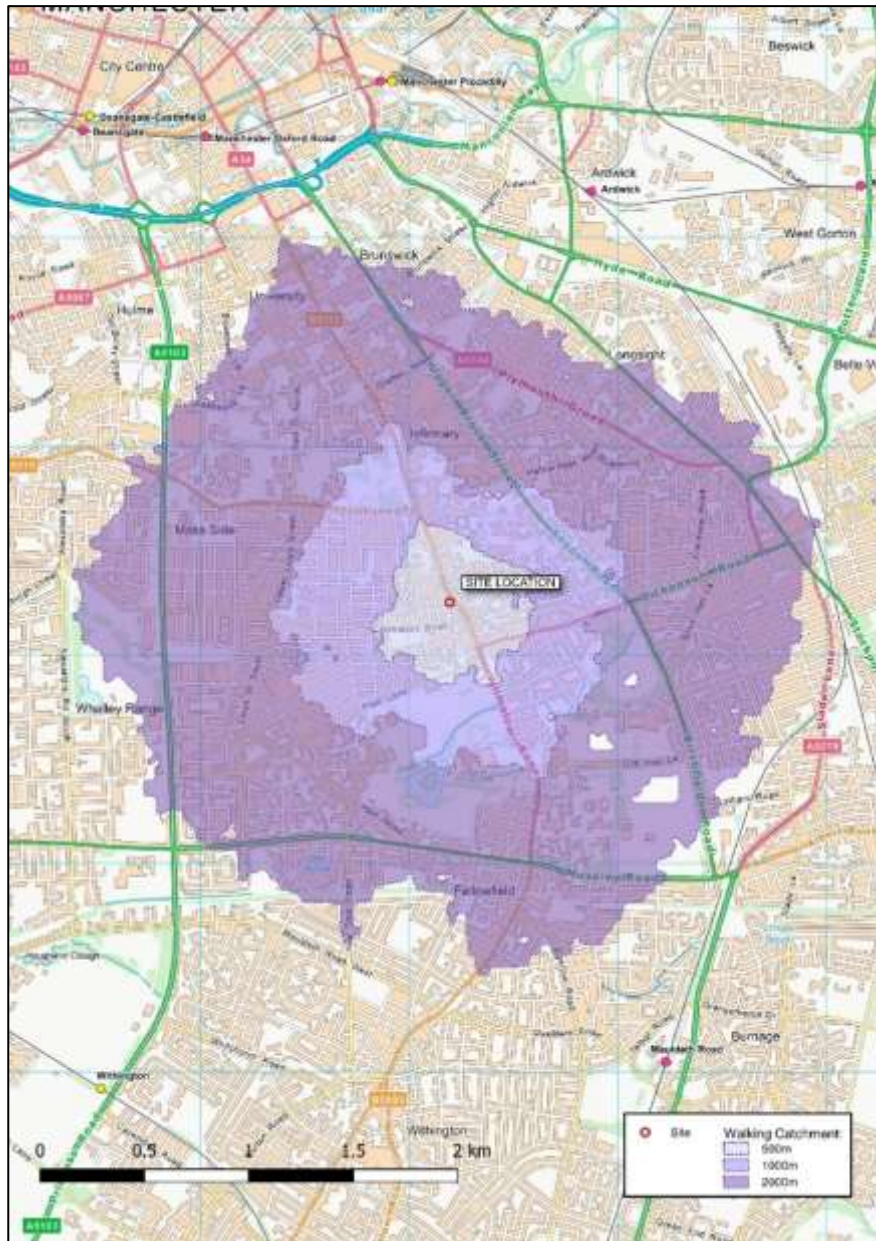


Figure 4.1 – Indicative Pedestrian Catchment

- 4.2.4 The 500m catchment includes all of Rusholme, including employment facilities and various amenities/services for future residents to use. A large supermarket is situated to the south of the site, along with various food outlets and facilities along the extent of Wilmslow Road. Educational facilities such as Heald Place Primary School and Xaverian College are located in desirable walking distance 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 on the Wilmslow Road/Oxford Road corridor, such as additional food superstores, Manchester Royal Infirmary, banks, food takeaways and various public houses. In addition, Platts Field Park and services within Fallowfield are within 1,000m walk of the site.

- 4.2.6 The University of Manchester and areas of Longsight, Whalley Range and Withington are all accessible within a 2,000m catchment of the Proposed Development. Furthermore, Manchester city centre is just outside of the 2,000m catchment and is likely that future residents may walk further to access the additional opportunities that the City Centre has to offer. These areas include an abundance of facilities and amenities, including employment, churches, mosques, libraries, and doctors' surgeries, for future residents to utilise.
- 4.2.7 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.8 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

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).

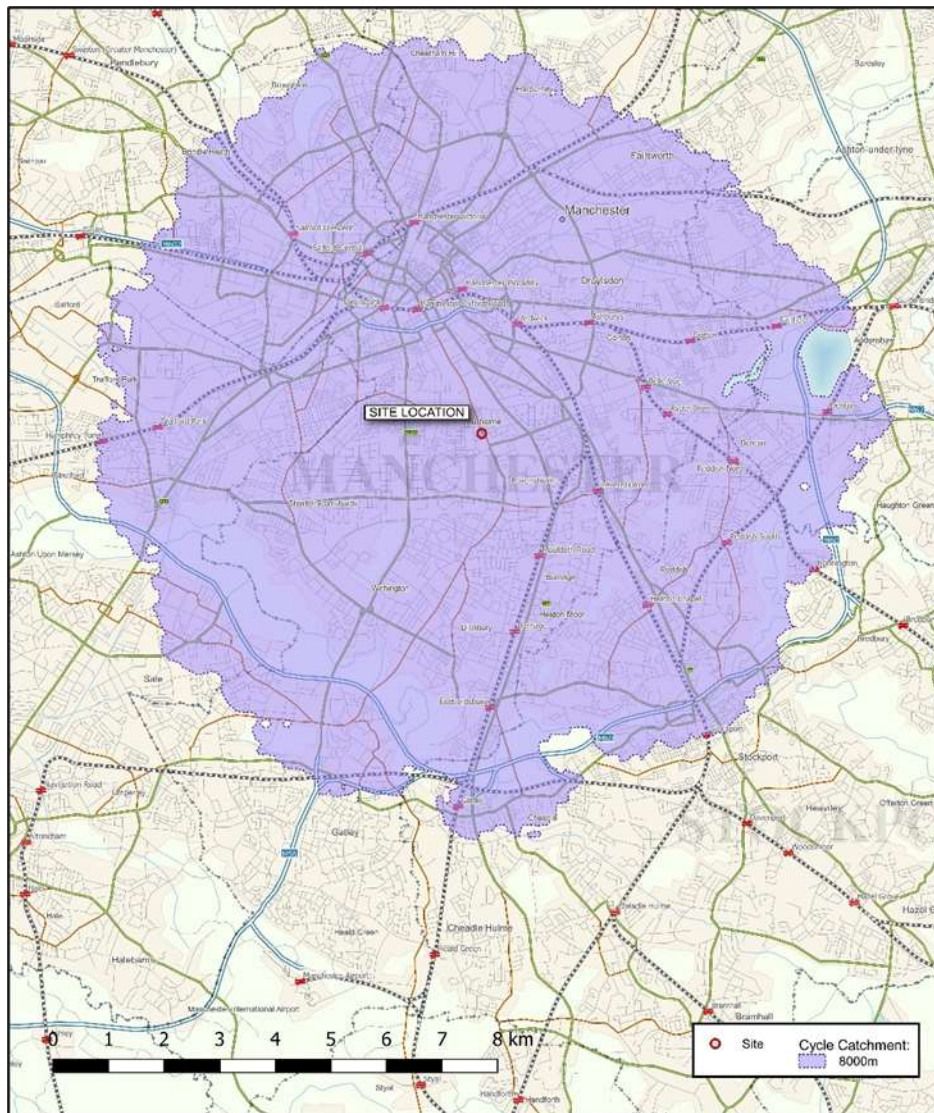


Figure 4.2 – Indicative Cycle Catchment

- 4.3.3 The site will include 44 secure cycle parking facilities for residents, equating to 104% provision.
- 4.3.4 The 8km catchment extends as far as Cheetham Hill in the north, Denton to the east, Stockport in the south and Trafford Park to the west. The catchment also includes Manchester and Salford city centres.
- 4.3.5 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 and Withington.
- 4.3.6 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 Claremont Road, travelling approximately 1.5km in a westerly direction before accessing NCR 6 on Quinney Crescent (adjacent to Alexandra Park).
- 4.3.7 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
- RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.

4.3.8 The local cycle network in the vicinity of the site is shown in **Figure 4.3** below:

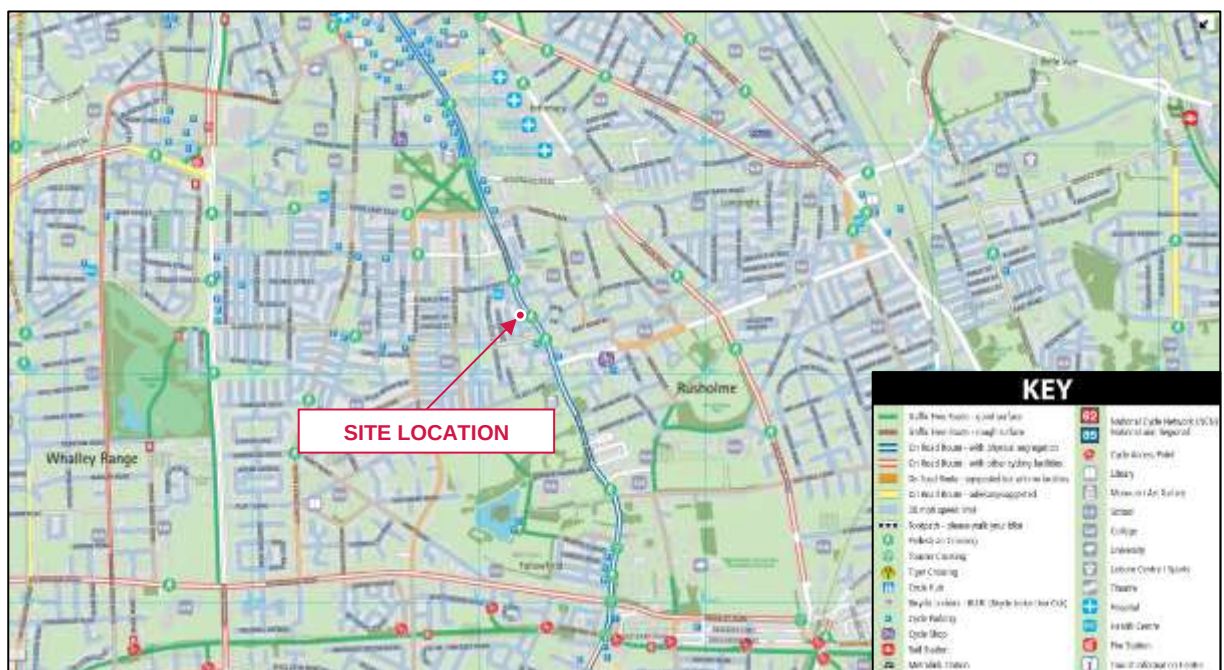


Figure 4.3 – Local Cycle Network
(Source: TfGM)

4.3.9 The local cycle network is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". 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 Wilmslow Road/ Oxford Road forms a continuous ‘Busy Beeway’ - fully segregated cycling and walking routes on busy roads – for 2.8km between the junctions with Dickenson Street in Rusholme and Whitworth Street in the city centre. This connects to Oxford Road station and the ‘Busy Beeways’ on Whitworth Street.

4.3.11 The site is therefore ideally placed to take advantage of the cycle connections around south Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 **Figure 4.4** below demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site.

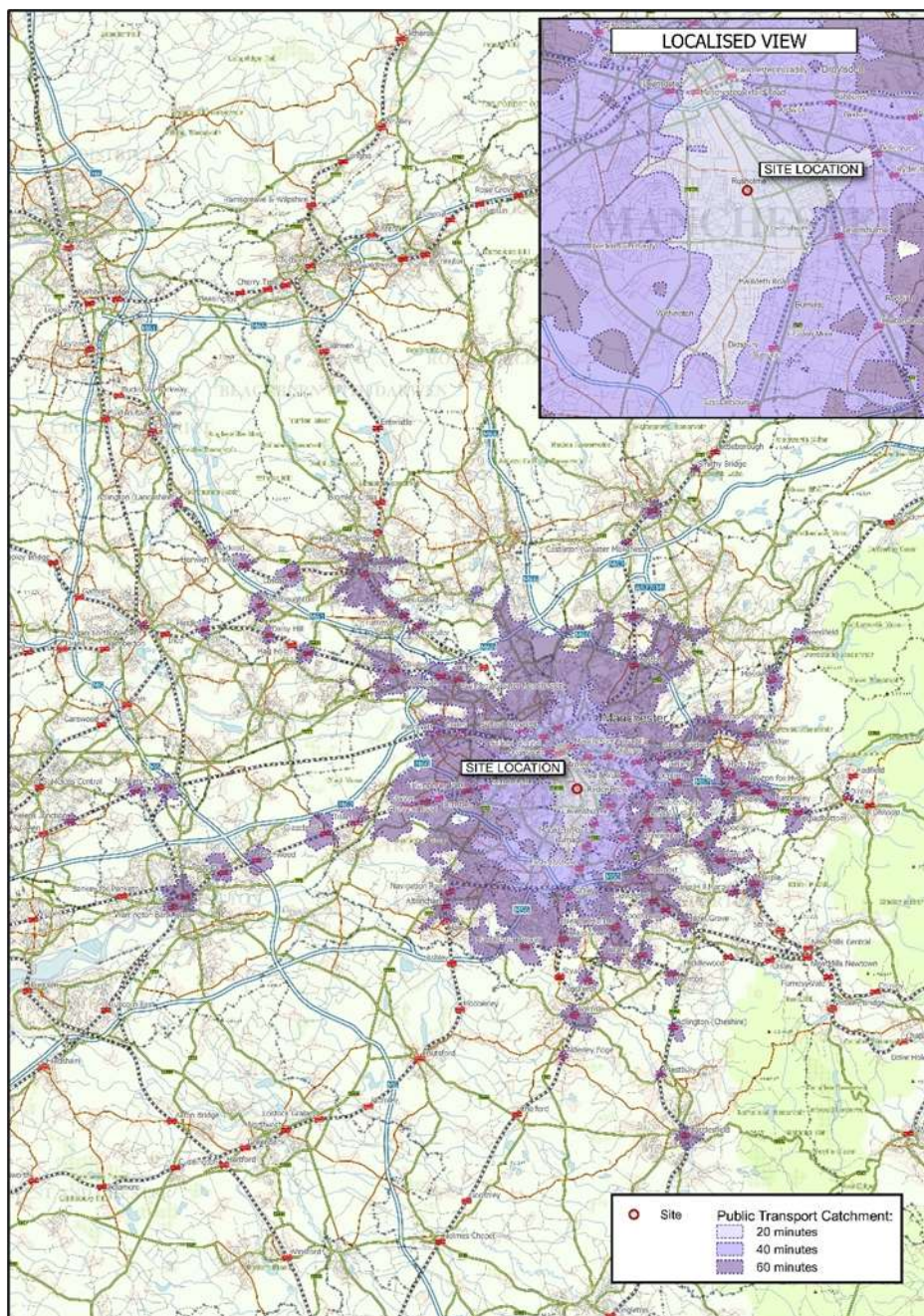


Figure 4.4 – Indicative Public Transport Catchment

- 4.4.2 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. 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 accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility.
- 4.4.4 The site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within south Manchester.
- 4.4.5 Additional amenities and Universities are located on Oxford Road to the north and Manchester city centre is located approximately 2.5km walk to the north. Travel time via public transport to the City Centre is c.20 mins utilising the frequent services of the Oxford Road bus corridor.
- 4.4.6 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.3** below:

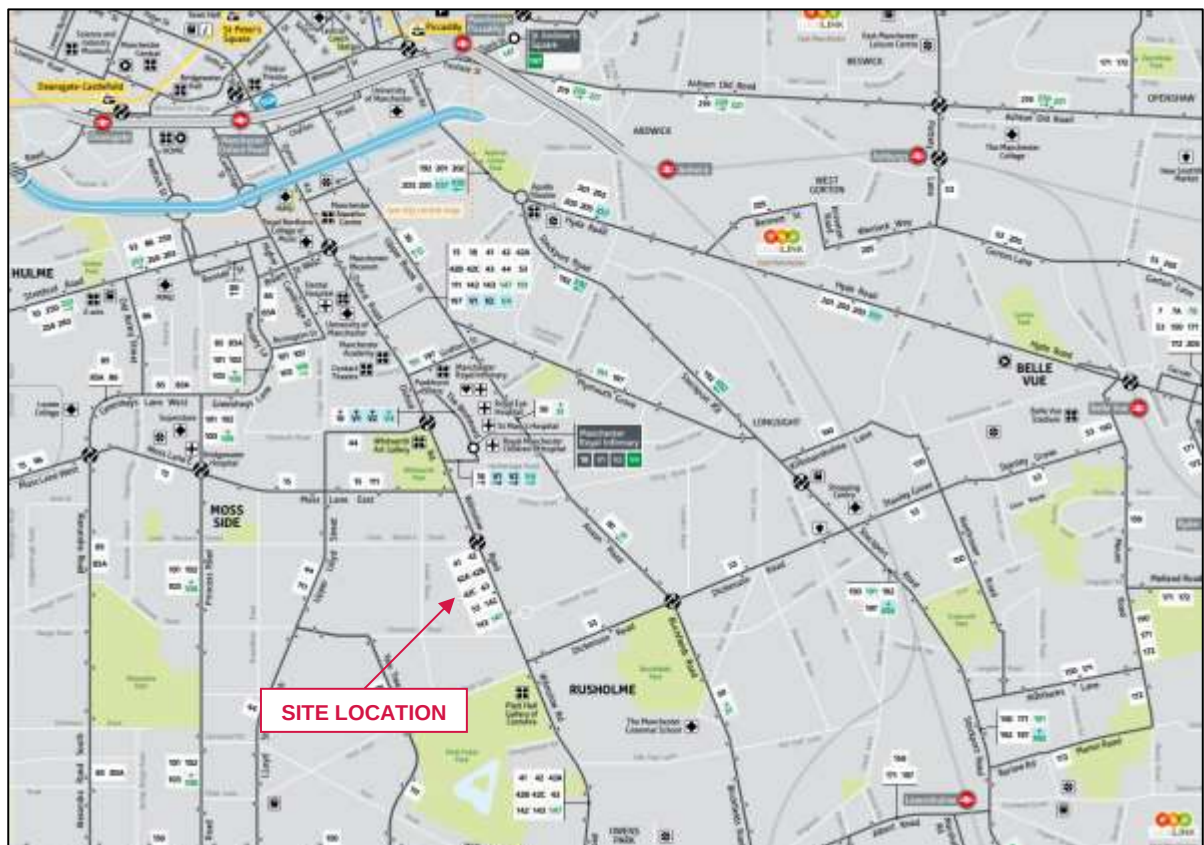


Figure 4.5 – Public Transport Network in the vicinity of the Site
(Source: TfGM)

Bus Accessibility

- 4.4.7 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.8 The nearest bus stops are located within 50m of the site, on both sides of Wilmslow Road. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Sale - Northenden - Manchester - North Manchester General Hospital - Middleton	4 per hour	3 per hour	2 per hour
42	Manchester - MRI - Withington - Didsbury - Stockport	2 per hour	2 per hour	1 per hour
42A	Manchester - Rusholme - East Didsbury - Reddish	2 per hour	2 per hour	1 per hour
42B/C	Manchester - East Didsbury - Bramhall - Woodford	3 per hour	3 per hour	1 per hour
43	Manchester - Withington - Northenden - Wythenshawe - Manchester Airport	6 per hour	2 per hour	2 per hour
53	Cheetham Hill - Gorton - Rusholme - Old Trafford - Salford Quays - Pendleton	2 per hour	2 per hour	1 per hour
142	Manchester - MRI - Fallowfield - The Christie - East Didsbury	6 per hour	6 per hour	6 per hour
143	Manchester - Rusholme - Fallowfield - West Didsbury	6 per hour	6 per hour	6 per hour
147	Piccadilly Rail Station - West Didsbury	6 per hour	N/A	N/A

Table 4.3 – Bus Service Frequencies in Vicinity of Site

- 4.4.9 These stops provide regular access seven days a week 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.

4.4.10 It is considered that the site is accessible by bus.

Rail Accessibility

4.4.11 There are no rail stations within the 2km 'Preferred Maximum' walking distance; however, Manchester Oxford Road can be accessed by cycle along the 'Busy Beeway' connecting directly to the site and station and is within a 15-minute direct bus journey with services every few minutes.

4.4.12 The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

4.4.13 **Table 4.4** shows the frequencies of regular trains that operate from Manchester Oxford Road. Frequencies listed are for trips in both directions unless otherwise stated with an asterisk (*).

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Northern Rail trains:			
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth, Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District, Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	Hourly	Hourly	Hourly
Manchester and Manchester Airport to Southport and Kirkby Calling at: Manchester Airport, Heald Green, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appleby Bridge, Parbold, Burscough Bridge, Meols Cop, and Southport.	Hourly	Hourly	Hourly
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Hourly	Hourly	Hourly
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road.	Every 30 minutes	Every 30 minutes	Every 30 minutes

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Every 30 minutes	Every 30 minutes	Every 30 minutes
East Midlands Railway trains:			
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Dore & Totley, Sheffield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Hourly	Hourly	Hourly
Transport for Wales trains:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport.	Hourly	Hourly	Hourly
TransPennine Express trains:			
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverge to Motherwell and Glasgow Central OR Haymarket and Edinburgh.	Every 2 hours	Every 2 hours	Every 2 hours
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	Hourly	Hourly	Hourly

Table 4.4 - Rail Service Frequencies at Manchester Oxford Road

4.4.14 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on respective train operators' website:

- Northern Rail: www.northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: www.tfwrail.wales/travel-safer/timetable; and
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.

4.4.15 Alternatively, Manchester Piccadilly station is a major transport interchange, being the main rail hub in the North West. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the buses that call at the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.16 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent 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 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. 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.
- 5.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the residential sites are in no way comparable to modern apartments located in highly sustainable areas of Manchester.

5.2 Existing Trip Generation

- 5.2.1 The plot is currently utilised as a café, however TRICS has not surveyed any cafes in England (excluding Greater London). Therefore, restaurants have been used as the closest approximate land use. The café does not have planning permission to open before 10:00.
- 5.2.2 The level of trips generated by the existing use of the site has been estimated using total vehicle peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria for Restaurants (with the same criteria used as in the parking accumulation table presented in **Section 3.3**) used in the TRICS database are presented in **Appendix B. Table 5.1** below summarises this. All trip rates are per 100m² GFA:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0	0	<u>0</u>
Restaurant AM Peak (10:00 – 11:00)	1.697	1.455	3.152
Network PM Peak (17:00 – 18:00)	1.31	0.513	<u>1.823</u>
Restaurant PM Peak (19:00 – 20:00)	2.222	1.851	4.073

Table 5.1 – Existing Vehicle Trip Rates

- 5.2.3 The existing GFA of the café has been estimated as 630sqm. From **Table 5.1** above, the total number of trips that could be generated by the current use can be found. This is provided in **Table 5.2**:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0	0	<u>0</u>
Restaurant AM Peak (10:00 – 11:00)	11	9	20
Network PM Peak (17:00 – 18:00)	8	3	<u>11</u>
Restaurant PM Peak (19:00 – 20:00)	14	12	26

Table 5.2 – Existing Trip Generation

- 5.2.4 The number of vehicle trips generated by the existing uses of the site could equate to 0 and 11 two-way movements respectively in the traditional highway AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

- 5.3.1 The level of trips generated by the proposed use of the site has been estimated using total vehicle peak hour trip rates obtained from surveys of sites of a similar size and nature.
- 5.3.2 The full search criteria for Residential – Flats Privately Owned used in the TRICS database are presented in **Appendix B. Table 5.1** below summarises this. All trip rates are per 1 dwelling:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0.069	0.204	<u>0.273</u>
Network PM Peak (17:00 – 18:00)	0.184	0.096	<u>0.280</u>

Table 5.3 – Proposed Development Trip Rates (Flats – Privately Owned)

- 5.3.3 From **Table 5.3** above, the total number of trips that could be generated by the proposed use can be found. This is provided in **Table 5.4**:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	3	9	<u>12</u>
Network PM Peak (17:00 – 18:00)	8	4	<u>12</u>

Table 5.4 – Proposed Development Trip Generation (Flats – Privately Owned)

- 5.3.4 The number of vehicle trips generated by the proposed development could equate to 12 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.4 Net Site Impact

- 5.4.1 The following **Table 5.4** indicates the net impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing	0	0	<u>0</u>	8	3	<u>11</u>
Proposed	3	9	<u>12</u>	8	4	<u>12</u>
Net Impact	+3	+9	<u>+12</u>	0	+1	<u>+1</u>

Table 5.5 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in an increase of 12 and 1 two-way vehicular trips in the AM and PM peaks respectively.
- 5.4.3 However, as set out at the start of this section, it must be noted that up to 12 two-way trips by car is not considered to be representative of the development proposals considering the limited on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, the local highway network would not experience any adverse traffic impact resulting from the proposed development.

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 12 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 an 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: **77540-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 77540-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 highly 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

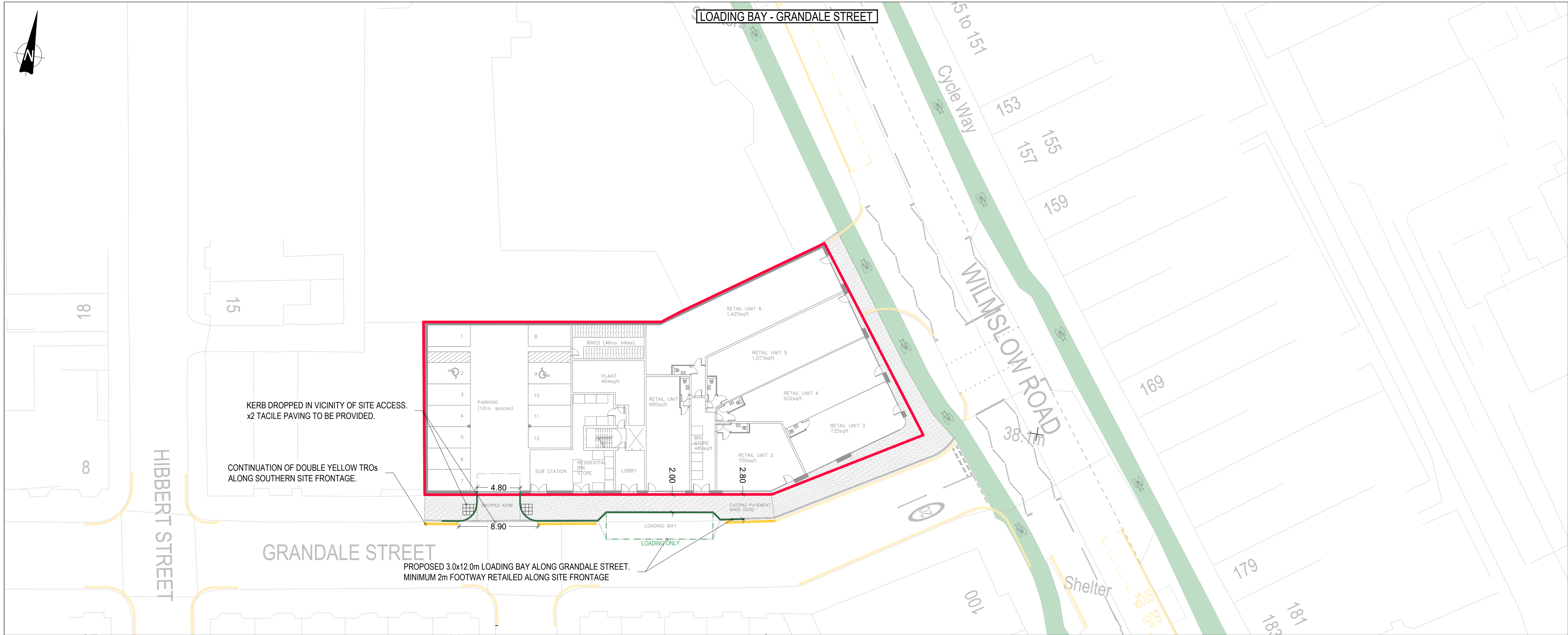
7.1 Summary

- 7.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a change of use to 42 apartments with 6no. ancillary ground floor retail/food & beverage units.
- 7.1.2 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.
- 7.1.3 Relevant details of the proposed site layout, access, parking facilities, 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 12 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



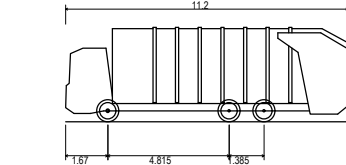
GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- 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.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
- DRAWING BASED ON OLLIER SMUTHWAITE ARCHITECTS' LAYOUT. DRAWING REFERENCE: A454_P_100C-PROPOSED GROUND FLOOR PLAN.

KEY:

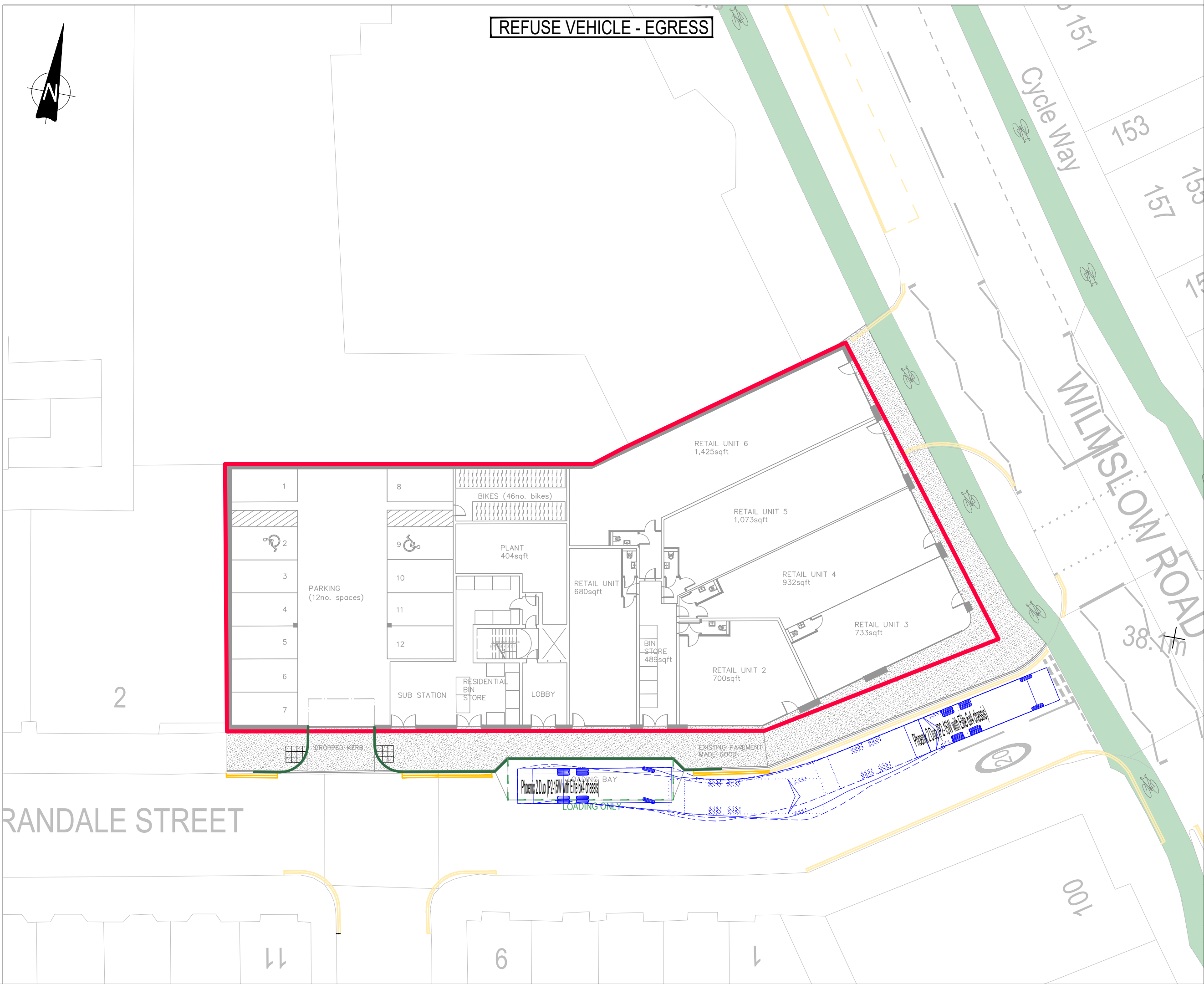
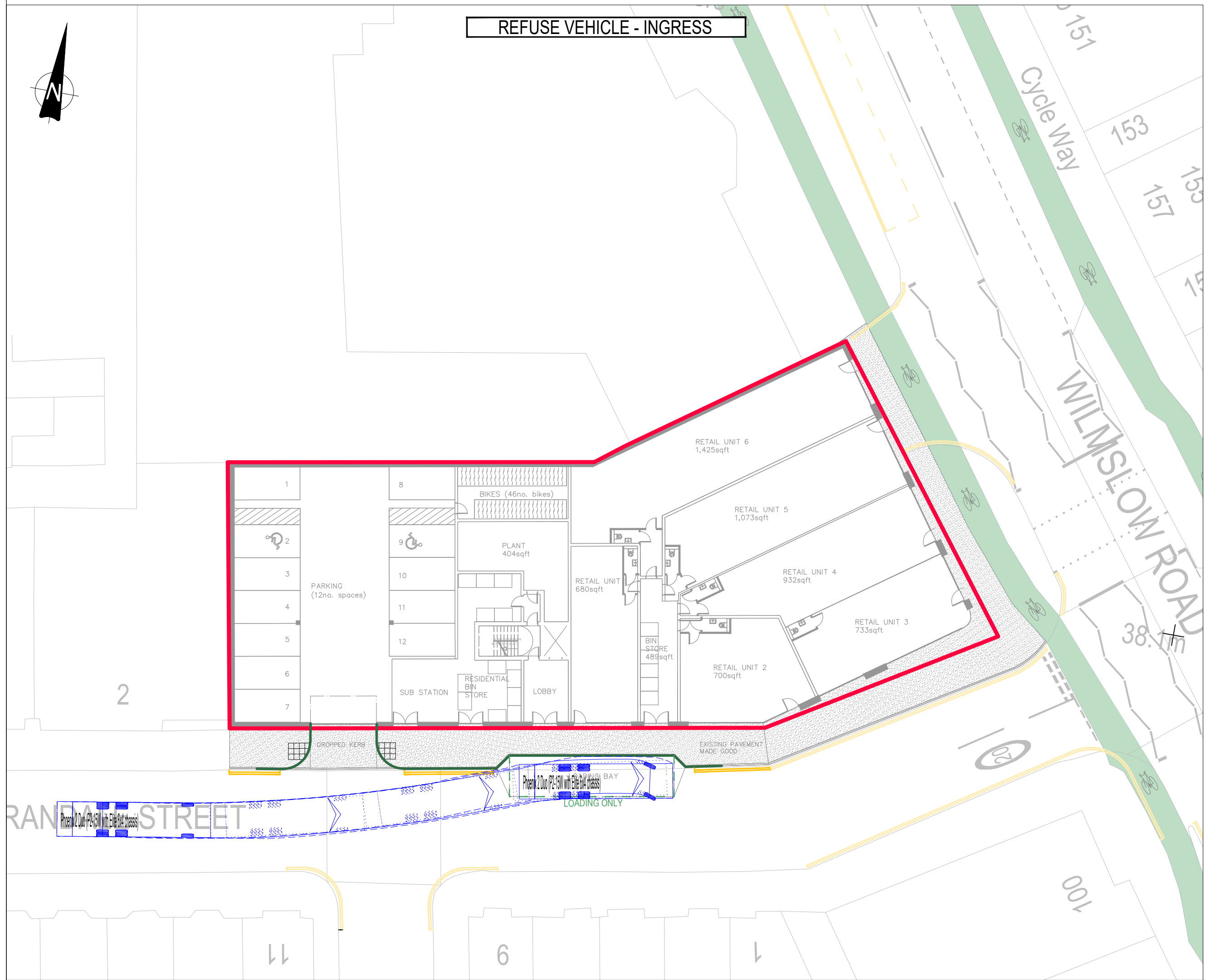
- INDICATIVE RED LINE BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	1.350m
Wheel Body Ground Clearance	1.350m
Track Width	2.500m
Lock to Lock	1.000m
Kerb to Kerb Turning Radius	9.500m



P02 Layout updated & access arrangement formalised

Rev: Description: Date: By: Chkd:

curtins

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 • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status:

PRELIMINARY

Project:

98 WILMSLOW ROAD - RUSHOLME

Orig Title:

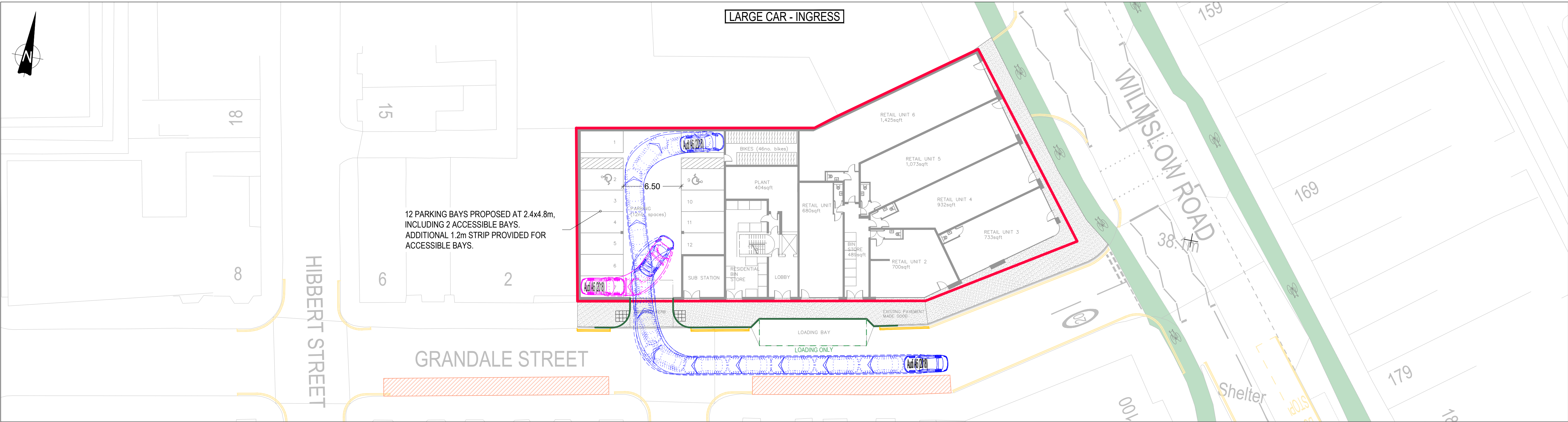
PROPOSED LOADING BAY
ACCESS ARRANGEMENT
GRANDALE STREET

Size: Date: Drawn By: Designed By: Checked By:

Scale: 1:250

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

77540 - CUR - 00 - XX - DR - TP - 75001 - P02



GENERAL NOTES:

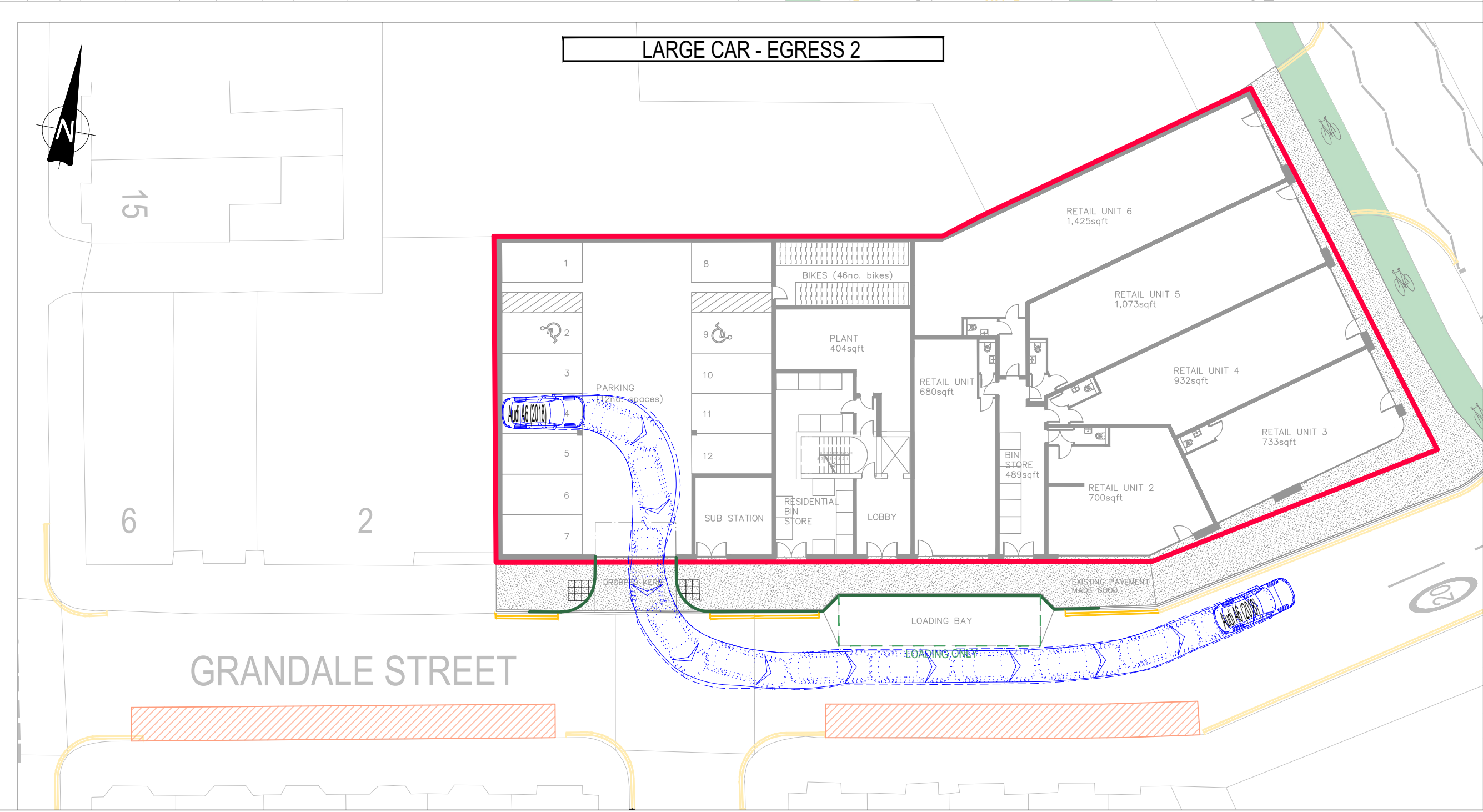
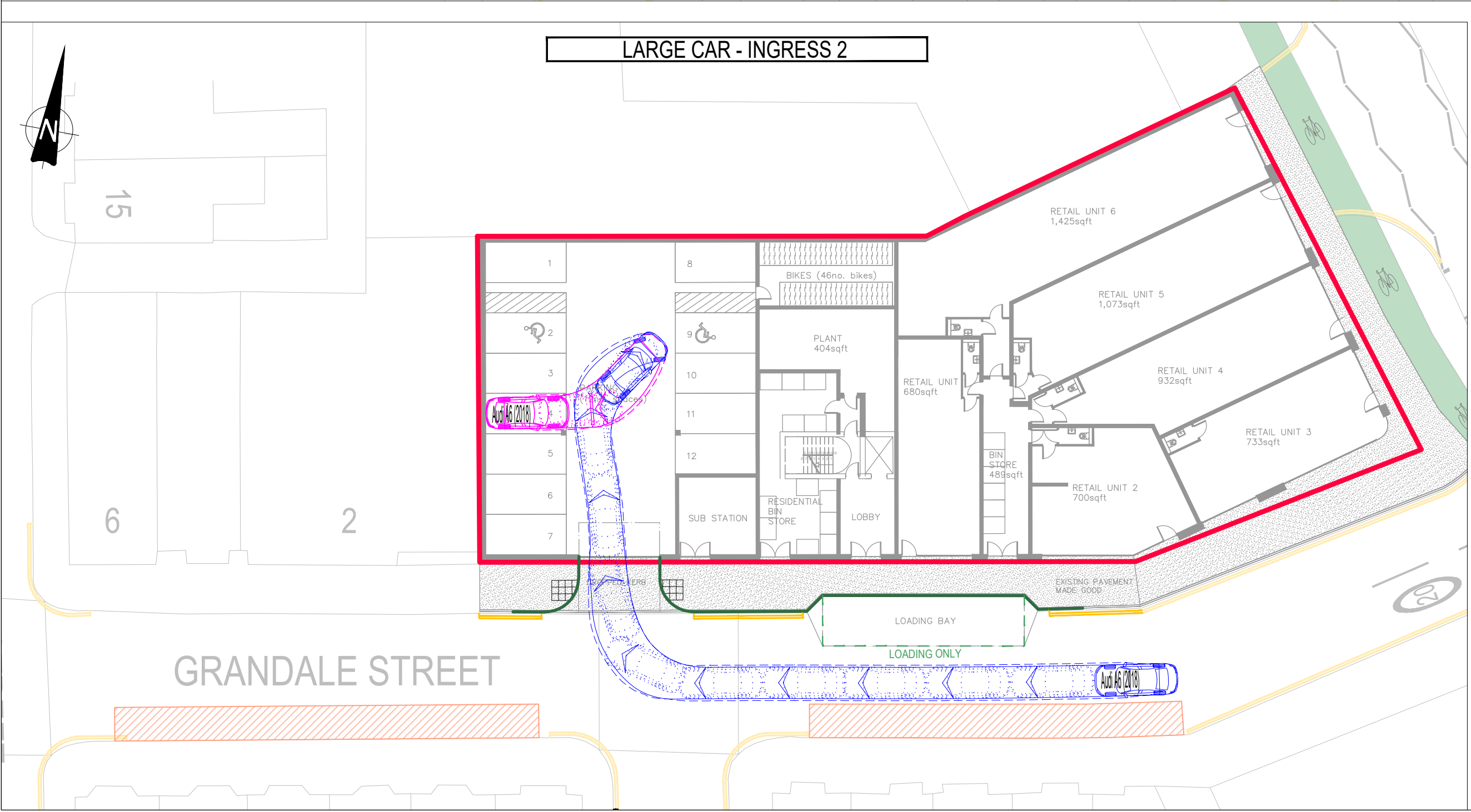
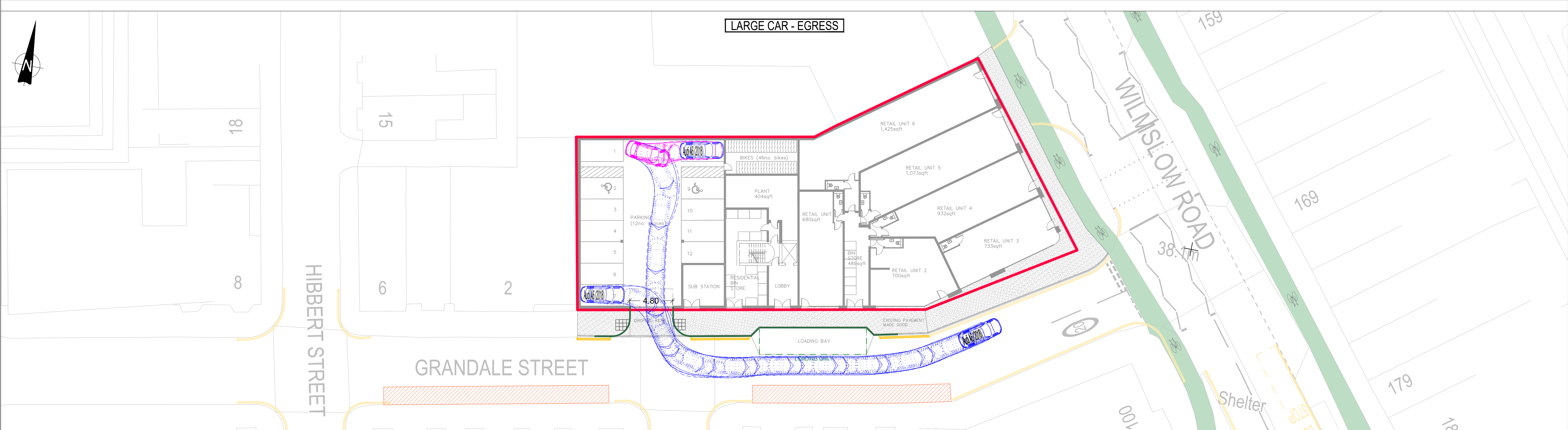
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KEY:

- INDICATIVE RED LINE BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS
- INDICATIVE EXTENT OF EXISTING ON-STREET PARKING

VEHICLE PROFILE:

Audi A6 (2018)	
Overall Length	4.93m
Overall Width	2.14m
Overall Body Height	1.43m
Min. Rook 'Clear' Clearance	1.42m
Max. Truck Width	2.55m
Lock to lock time	4.05s
Kerb to Kerb Turning Radius	5.80m



P02	Layout updated & access arrangement formalised	04/03/22	JM	MT
Rev:	Description:	Date:	By:	Chkd:

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

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Status: **PRELIMINARY**

Project: **98 WILMSLOW ROAD - RUSHOLME**

Orig Title: **SWEPT PATH ANALYSIS
LARGE CAR**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	27/01/22	JM	JM	DD

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
77540	- CUR - 00	- XX	- DR	- TP -	05001	- P02	

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-220114-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 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: 14 to 94 (units:)
 Range Selected by User: 10 to 100 (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: 01/01/13 to 23/06/21

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	6 days
Tuesday	7 days
Wednesday	7 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	24 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	12
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	14
Built-Up Zone	5
No Sub Category	4

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	24 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	8 days
15,001 to 20,000	2 days
20,001 to 25,000	6 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	8 days
75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	20 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	24 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-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	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
3	CB-03-C-02	BLOCK OF FLATS	CUMBRIA
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
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	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	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	
9	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	
10	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
11	HF-03-C-01	BLOCKS OF FLATS		HERTFORDSHIRE
	HAYLING ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL	
12	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL	
13	HF-03-C-05	BLOCKS OF FLATS		HERTFORDSHIRE
	FERNDOWN ROAD			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL	
14	MS-03-C-04	BLOCK OF FLATS		MERSEYSIDE
	HOY DRIVE			
	NEWTON-LE-WILLOWS			
	EARLESTOWN			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL	
15	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
17	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
18	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
19	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD		
	AYR		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
20	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
21	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
22	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
24	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 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.28

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	24	52	0.052	24	52	0.140	24	52	0.192
08:00 - 09:00	24	52	0.069	24	52	0.204	24	52	0.273
09:00 - 10:00	24	52	0.090	24	52	0.119	24	52	0.209
10:00 - 11:00	24	52	0.088	24	52	0.110	24	52	0.198
11:00 - 12:00	24	52	0.095	24	52	0.103	24	52	0.198
12:00 - 13:00	24	52	0.117	24	52	0.093	24	52	0.210
13:00 - 14:00	24	52	0.088	24	52	0.108	24	52	0.196
14:00 - 15:00	24	52	0.092	24	52	0.106	24	52	0.198
15:00 - 16:00	24	52	0.116	24	52	0.076	24	52	0.192
16:00 - 17:00	24	52	0.134	24	52	0.089	24	52	0.223
17:00 - 18:00	24	52	0.184	24	52	0.096	24	52	0.280
18:00 - 19:00	24	52	0.154	24	52	0.104	24	52	0.258
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.279			1.348			2.627

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:	14 - 94 (units:)
Survey date range:	01/01/13 - 23/06/21
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.28

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	24	52	0.086	24	52	0.348	24	52	0.434
08:00 - 09:00	24	52	0.121	24	52	0.572	24	52	0.693
09:00 - 10:00	24	52	0.185	24	52	0.298	24	52	0.483
10:00 - 11:00	24	52	0.174	24	52	0.232	24	52	0.406
11:00 - 12:00	24	52	0.203	24	52	0.214	24	52	0.417
12:00 - 13:00	24	52	0.246	24	52	0.214	24	52	0.460
13:00 - 14:00	24	52	0.199	24	52	0.217	24	52	0.416
14:00 - 15:00	24	52	0.201	24	52	0.227	24	52	0.428
15:00 - 16:00	24	52	0.304	24	52	0.173	24	52	0.477
16:00 - 17:00	24	52	0.325	24	52	0.179	24	52	0.504
17:00 - 18:00	24	52	0.468	24	52	0.215	24	52	0.683
18:00 - 19:00	24	52	0.369	24	52	0.226	24	52	0.595
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.881			3.115			5.996

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.

Calculation Reference: AUDIT-148301-220215-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 325 to 1136 (units: sqm)
 Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

Monday	2 days
Tuesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 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	4
Suburban Area (PPS6 Out of Centre)	1

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

Development Zone	2
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

E(b) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 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:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CH-06-B-01 SOUTERS LANE CHESTER	BBQ RESTAURANT		CHESHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	500 sqm		
	Survey date: TUESDAY	11/11/14	Survey Type: MANUAL	
2	HC-06-B-01 BINNACLE WAY PORTSMOUTH COSHAM	PIZZA HUT		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Gross floor area:	325 sqm		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
3	LN-06-B-01 BRAYFORD WHARF NORTH LINCOLN	PREZZO		LINCOLNSHIRE
	BRAYFORD WHARF Edge of Town Centre Development Zone			
	Total Gross floor area:	1136 sqm		
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL	
4	WM-06-B-05 THE BUTTS COVENTRY	AKBARS		WEST MIDLANDS
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	600 sqm		
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL	
5	WY-06-B-01 BINGLEY STREET LEEDS	CHINESE RESTAURANT		WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	950 sqm		
	Survey date: MONDAY	19/10/15	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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	413	1.697	2	413	1.455	2	413	3.152
11:00 - 12:00	4	728	1.202	4	728	0.584	4	728	1.786
12:00 - 13:00	4	728	1.889	4	728	0.584	4	728	2.473
13:00 - 14:00	4	728	1.546	4	728	1.821	4	728	3.367
14:00 - 15:00	4	728	0.996	4	728	1.615	4	728	2.611
15:00 - 16:00	4	728	0.550	4	728	0.756	4	728	1.306
16:00 - 17:00	5	702	1.082	5	702	0.627	5	702	1.709
17:00 - 18:00	5	702	1.310	5	702	0.513	5	702	1.823
18:00 - 19:00	5	702	1.994	5	702	1.538	5	702	3.532
19:00 - 20:00	5	702	2.222	5	702	1.851	5	702	4.073
20:00 - 21:00	5	702	1.196	5	702	2.592	5	702	3.788
21:00 - 22:00	5	702	0.513	5	702	1.396	5	702	1.909
22:00 - 23:00	5	702	0.456	5	702	1.168	5	702	1.624
23:00 - 24:00	5	702	0.313	5	702	0.598	5	702	0.911
Total Rates:			17.177			17.309			34.486

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:	325 - 1136 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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