

Lord Street, Manchester

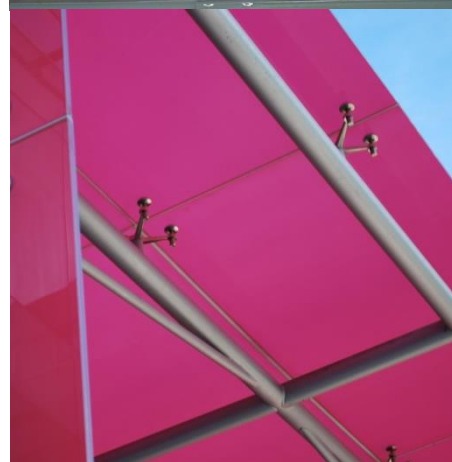
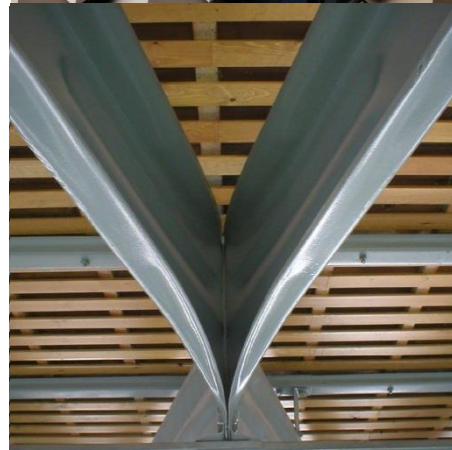
Transport Statement

Curtins Ref: 76687-CUR-00-XX-RP-TP-001

Revision: V04

Issue Date: 24 June 2021

Client Name: LBG1.10 Ltd c/o MCR Property Group



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Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Appendix C – 2011 Census Data

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by MCR Property Group on behalf of LBG1.10 Ltd to provide transport and highways advice in relation to a planning application for the re-development of 3 derelict buildings on the corner of Lord Street, Stocks Street and Stocks Street East in Manchester.
- 1.1.2 The proposal is to regenerate these vacant buildings to provide a new homeless shelter to help with the growing number of rough sleepers within the city. The new facility will comprise a total of 31 standalone bedrooms with en-suite shower rooms (including two Disability Discrimination Act (DDA) compliant rooms), associated communal amenity space, an ancillary healthcare facility/office, staff offices, internal and external breakout areas and internal and external storage areas.
- 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 (MCC) 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 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, this TS contains the following:
- A review of the proposed site layout in terms of access, visibility splays, parking, deliveries and servicing;
 - A summary of the multi-modal accessibility of the site;
 - Trip generation estimates based on first principles, the number of rooms, staff and visitors;
 - Review of collision data records in the past five years in the vicinity of the site;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays based on the posted speed limit;
 - Summarise any measures to encourage sustainable travel by staff and visitors; and
 - A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also considers the site location and surrounding highway network and contains a review of the Personal Injury Accident records within the vicinity of the site.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact, with **Section 6** providing a summary of measures to encourage sustainable travel by staff and tenants.
- 1.4.5 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Cheetham Hill, c. 2km to the north of Manchester city centre. The site is located just outside the city's inner ring road and is adjacent to the A665 Cheetham Hill Road, which is a key arterial route into Manchester city centre.

2.1.2 In a more local context, the site is enclosed by Mehtab House, a car garage / workshop to the north, Stock Street to the west, Lord Street to the south, and Stock Street East to the east. Further to the south of Lord Street lies the Green Quarter residential scheme with new apartments alongside local businesses and hotels. **Figure 2.1** below shows the site in a local context relating to the local highway network.



Figure 2.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps)

2.2 Existing Use and Access

2.2.1 The site is c. 0.2 hectares in size and consists of two connected buildings and a third standalone building which sits in the external courtyard to the rear. The buildings were formerly occupied by a number of

tenants such as a nail salon, a broadcasting network, and a toy shop. At the time of writing, the building is now derelict.

- 2.2.2 The main pedestrian access to the existing building is located along Lord Street, however this does not grant level access and instead has a series of steps leading to an elevated ground floor. There is another entrance located along Stocks Street, however this is also not a level access.
- 2.2.3 The standalone building is accessed from the rear courtyard via a stepped access. A single skin of brickwork prevents access to the proposed site from Stocks Street East.
- 2.2.4 The perimeter of the site is subject to Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time). As such, vehicular access is only achieved from the rear courtyard off Stocks Street.

2.3 Surrounding Highway Network

Lord Street

- 2.3.1 Forming the southern boundary of the site, Lord Street extends in an approximate west-to-east alignment for a length of c. 450m from a priority junction with Southall Street to a priority junction with Red Bank and Roger Street.
- 2.3.2 In the vicinity of the site, Lord Street comprises a two-way single carriageway with an average width of c. 8m. There is good pedestrian infrastructure along the road, evidenced by wide footways on both sides of the road at c. 2-3m in width, dropped kerbs and tactile paving at certain points, and street light columns at regular intervals along both sides of the carriageway.
- 2.3.3 At the priority junction with Red Bank and Roger Street, there are dropped kerbs with tactile paving. Similarly, at its junction with the A665 Cheetham Hill Road, there are dropped kerbs, tactile paving, signalised crossing facilities, and advanced cycle stop lanes at all four arms of the junction.
- 2.3.4 The road is subject to a speed limit of 30mph, and there are some speed cushions to the east of the site due to the gradient and to encourage lower vehicular speeds. Most of the road comprises TROs in the form of single (no waiting between 08:00 – 18:00 Mondays to Fridays and 08:00 – 12:30 Saturdays) and double yellow parking restrictions.
- 2.3.5 Along other parts of the road where there are no TROs, some on-street parking can be observed, particularly to the south of the site. On-street parking occurs half on the footway and half on the carriageway to minimise disruption to traffic.

Stocks Street / Stocks Street East

- 2.3.6 Forming the western and eastern boundaries of the site, Stocks Street and Stocks Street East are part of the compact grid-like arrangement within the urban grain. Stocks Street extends for c. 550m in a

northerly direction between a priority junction with Lord Street and a roundabout junction with North Street and Rayburn Way; whereas Stocks Street East extends for c. 440m parallel to Stocks Street, terminating at a priority junction with Broughton Street.

- 2.3.7 In the vicinity of the site, both roads comprise a two-way single carriageway, where Stocks Street is slightly wider at c. 6m compared to Stocks Street East at c. 5m. There are wide footways on both sides of the road at c. 2-3m in width, and street light columns along one side of the carriageway.
- 2.3.8 Notwithstanding, the usable width of the footway is less than this, as there are instances of on-street parking on both sides of the carriageway. Some lengths of the road are subject to TROs in the form of double yellow parking restrictions, but it can be observed that vehicles park on the double yellow lines.
- 2.3.9 The roads are subject to a speed limit of 30mph.

A665 Cheetham Hill Road

- 2.3.10 Further to the west of the site, the A665 Cheetham Hill Road extends for c. 3km between a signalised junction with the Inner Ring Road in the south, through Strangeways and Cheetham Hill, and continues on as the A56 Bury New Road at a signalised junction with Crescent Road.
- 2.3.11 In the vicinity of the site, the road comprises a two-way single carriageway with an average width of 12m. Pedestrian infrastructure along the road is good, with footways measuring c. 3m-wide along both sides of the carriageway and are complete with dropped kerbs, tactile paving, and signalised crossing points at all four arms of its junction with Lord Street.
- 2.3.12 There are also bus stops located in pairs at regular intervals which are clearly marked on the road. At the closest bus stops to the site (c. 200m to the north-west of the site), the bus stops comprise a flag pole with journey information, and host services to areas within Greater Manchester such as Bury and Altrincham (detailed in **Section 4.4** below). The northbound bus stop also has a shelter with seating provision.
- 2.3.13 The road is subject to a speed limit of 30mph, although there are no traffic calming measures to enforce this. There are TROs in the form of single yellow parking restrictions along the majority of the road, with signage stating no waiting and loading is permitted between 07:30 – 09:30 and 16:00 – 18:30 Mondays to Fridays, and 07:00 – 09:30 Saturdays.

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 (2016 – 2020 inclusive). The

details of the search are contained in **Figure 2.2** and include local roads in the immediate vicinity of the site. A breakdown of the information is contained in **Table 2.1**:

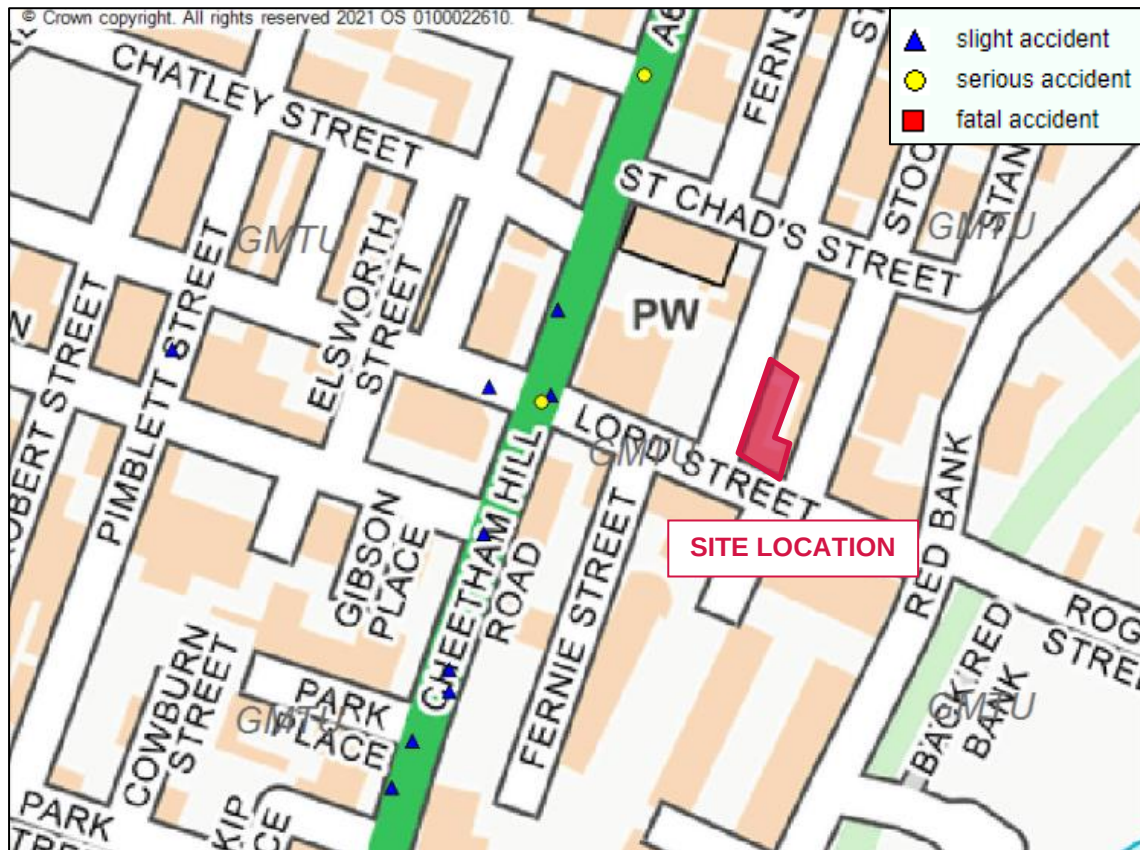


Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 years)

(Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Totals
Lord Street (west of A665)	1	0	0	1
Lord Street / A665 Cheetham Hill Road	1	1	0	2
A665 Cheetham Hill Road	6	0	0	6
A665 Cheetham Hill Road / Empire Street	0	1	0	1
Pimblett Street	1	0	0	1
Total	9	2	0	11

Table 2.1 – Personal Injury Accident Data Summary

2.4.2 The PIA review confirms that there have been no incidents within the immediate vicinity of the site in the latest five-year period available. Further afield, **Table 2.1** confirms that there has been a total of 11 collisions, 9 of which were 'slight' severity incidents, and 2 of which were 'serious' severity incidents. There were no fatal accidents recorded in the study area and search period.

- 2.4.3 Although all PIAs are regrettable, there is no significant concentration of vehicle collisions at any single location that would suggest 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 proposed development will comprise a new homeless shelter with a total of 31 standalone bedrooms with en-suite shower rooms (including two DDA compliant rooms), associated communal amenity space, an ancillary healthcare facility/office, staff offices, internal and external breakout areas and internal and external storage areas.
- 3.1.2 These amenity spaces will allow the tenants access to facilities for the development of skills, job searching, and other necessary access such as facilities for applying for benefits. The flexible landscaped external courtyard would also serve as a safe space for any outdoor activities and exercise.
- 3.1.3 The ancillary healthcare facility/office and staff offices are likely to be operated as a GP Surgery for homeless referrals only.
- 3.1.4 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular and Cycle Access

- 3.2.1 The existing service yard access off Stocks Street will be retained to allow for vehicular access.
- 3.2.2 There would also be a secure cycle store located within the proposed terrace area, which can be accessed from the service yard.

Pedestrian Access

- 3.2.3 A new entrance to the building is proposed on the corner of Lord Street and Stocks Street. This entrance would lead to a reception area and subsequently to interview rooms, flexible breakout areas, a laundry room, visitor WC, staff offices, and change facilities. At first floor level, the existing standalone building would also be demolished to form a new terrace area.
- 3.2.4 The access to the ground level via the existing alleyway (along the west of the site, off Stocks Street) is to be retained. This will serve as an independent entrance to the ancillary healthcare facility/office, and there would be internal alterations to achieve level access.
- 3.2.5 It is proposed that the existing entrance on Lord Street will also be infilled with brick and made level internally.
- 3.2.6 There would be a new stair lift proposed at the rear entrance of the building via the existing service yard to allow DDA access into the building.

- 3.2.7 It is also proposed that the temporary brick wall (along the east of the site, off Stocks Street East) will be removed to allow the installation of an access gate.
- 3.2.8 The footway along Stocks Street site frontage is currently incomplete due to a former access to the site, as illustrated in **Figure 3.1** below:

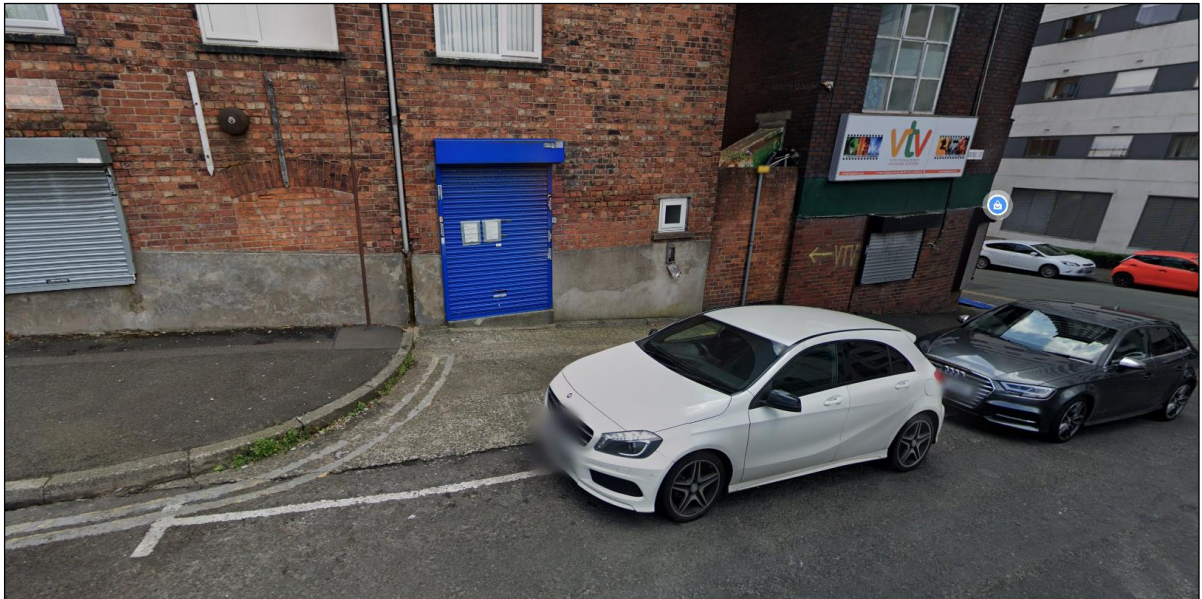


Figure 3.1 – Existing Footway/Former Access on Stocks Street
(Source: ©2020 Google)

- 3.2.9 It is proposed that this footway is reinstated to enhance pedestrian access to the site.

3.3 Proposed Parking

Car Parking

- 3.3.1 Appendix B in the Manchester Core Strategy (2012 – 2027, titled 'Parking Standards', states that "maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis".
- 3.3.2 It is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off.
- 3.3.3 However, there may be a need for some staff or visitors to arrive by car. There is an opportunity to provide two car parking spaces within the service yard as shown on **Drawing 76687-CUR-00-XX-DR-TP-75001-P02** at the rear of this report. Whilst the spaces are marked as standard spaces (2.4m x 4.8m), there is adequate space surrounding the bays that means they would provide for accessible access. These spaces would therefore support access to the site by disabled users and those with reduced mobility.

- 3.3.4 The drawing demonstrates that vehicles would access and egress the site in a forwards gear, albeit with multi-point turns / reversing manoeuvres within the site.
- 3.3.5 The drawing also shows visibility splays (2.4m x 43m) for vehicles egressing the site based on the posted speed limit of 30mph. This drawing demonstrates that suitable visibility can be achieved. It is noted that 'no waiting at any time' restrictions (double yellow lines) are currently in place along Stocks Street, although it is noted that on-street parking activity does take place. This is an enforcement matter for MCC to ensure the visibility splays remain unobstructed.

Cycle Parking

- 3.3.6 Cycle parking would be catered for within a secure cycle store located within the proposed terrace area where there is relatively high pedestrian footfall and therefore, good natural surveillance. The number of cycle parking spaces would be determined in conjunction with MCC. This is one of the many initiatives to encourage more staff and tenants to travel by sustainable modes.

3.4 Proposed Servicing Arrangements

- 3.4.1 It is proposed that the site is serviced on-street, along Stocks Street. The refuse store would be located within the service yard adjacent to the terrace area, and on collection day, management staff would wheel the bins to the presentation / collection point along Stocks Street where the bins will be emptied and moved back to the refuse store promptly.
- 3.4.2 In order to facilitate on-street servicing, a loading bay (2.7m x 12m) is proposed along the site frontage, as shown on **Drawing 76687-CUR-00-XX-DR-TP-05001-P02** at the rear of this report. Vehicle swept path analyses for a large refuse vehicle and 10m rigid heavy good vehicle are also shown on this drawing, to demonstrate satisfactory servicing arrangements for the site.
- 3.4.3 The proposed reinstatement of the footway along Stocks Street is also shown on this drawing.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 The accessibility of the proposed development is considered for the following modes of travel for staff and visitors to the site:

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

4.1.2 The review also provides context for the occupants of the homeless shelter.

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 Centers (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 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered. These are a good approximation for staff and visitor trips associated with the development.

4.2.1 Within 500m of the site, the area surrounding the site is a mix of residential to the south, light industrial and offices to the north, east, and west. As mentioned in **Section 2** above, the Green Quarter residential scheme with local businesses and hotels, and a Co-op supermarket is located to the south of the site. There are additional local shops, restaurants, hot food takeaways, and places of worship along the A665 Cheetham Hill Road to the north-west of the site.

4.2.2 Most notably, the bus stops along Cheetham Hill Road can be accessed within a 500m walk. These bus stops host services to areas within Greater Manchester such as Bury and Altrincham (detailed in **Section 4.4** below).

- 4.2.3 Additional facilities and amenities in addition to those mentioned above can be accessed within 1,000m of the site, such as the Manchester Fort retail park to the north, Manchester Victoria rail and Metrolink stations to the south, along with Shudehill Metrolink and bus interchange, open spaces such as the St Michael's Flags and Angel Meadow Park, post offices the NOMA estate, Exchange Square, and the Printworks (comprising leisure outlets and restaurants/bars and the Vue cinema).
- 4.2.4 Within the wider 1,000m – 2,000m catchment, additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, Piccadilly Gardens, Chinatown, The Lowry, and Parsonage Gardens. The vast majority of Manchester city centre is within a 2,000m walk of the site.
- 4.2.5 The 2,000m catchment also includes Smedley, Cheetham Hill, Cheetwood, Collyhurst, Blackfriars and Greengate, where there are additional residential areas, food and drinks outlets / public houses, schools, local shops, parks, supermarkets and community centres.
- 4.2.6 Overall, the site is considered accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including key transport links. The catchment also extends as far as Cheetham Hill, Heaton Park and Prestwich to the north, Moston, Failsworth, and Clayton to the east, Hulme and Rusholme to the south, and Ordsall, Old Trafford, and Chorlton to the west.
- 4.3.3 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising advisory on-road routes and additional cycle infrastructure within Manchester city centre. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

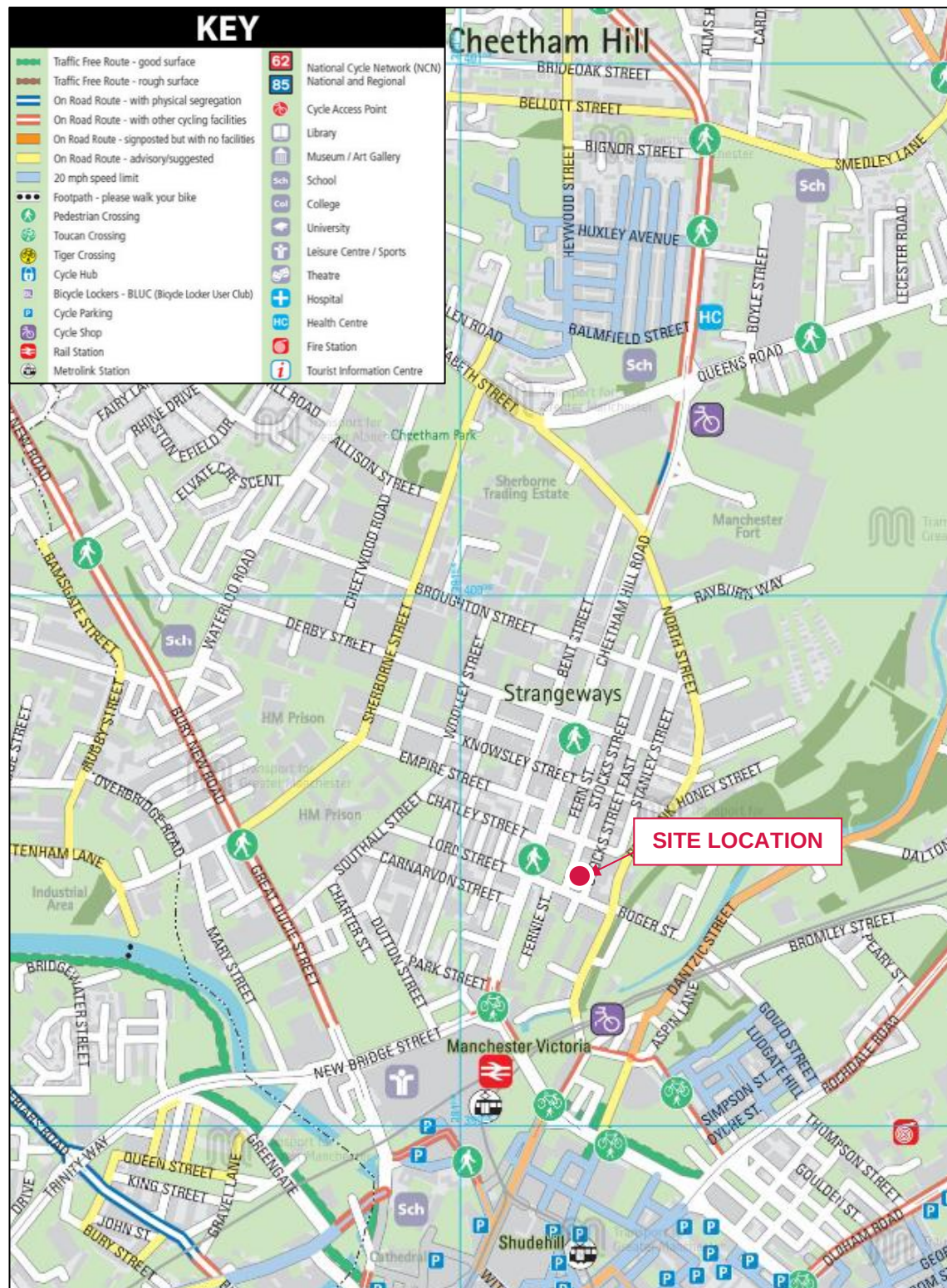


Figure 4.1 – Local Cycle Network
(Source: TfGM)

4.3.4 The local cycle network shown above 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.

- 4.3.5 The site is located directly north of confirmed Bee Network improvements as part of the Manchester Northern / Eastern Gateway (commencing at the Lord Street / A665 Cheetham Hill Road junction) as illustrated in **Figure 4.2**, allowing staff and visitors that cycle to benefit from better safety and quality of commute.

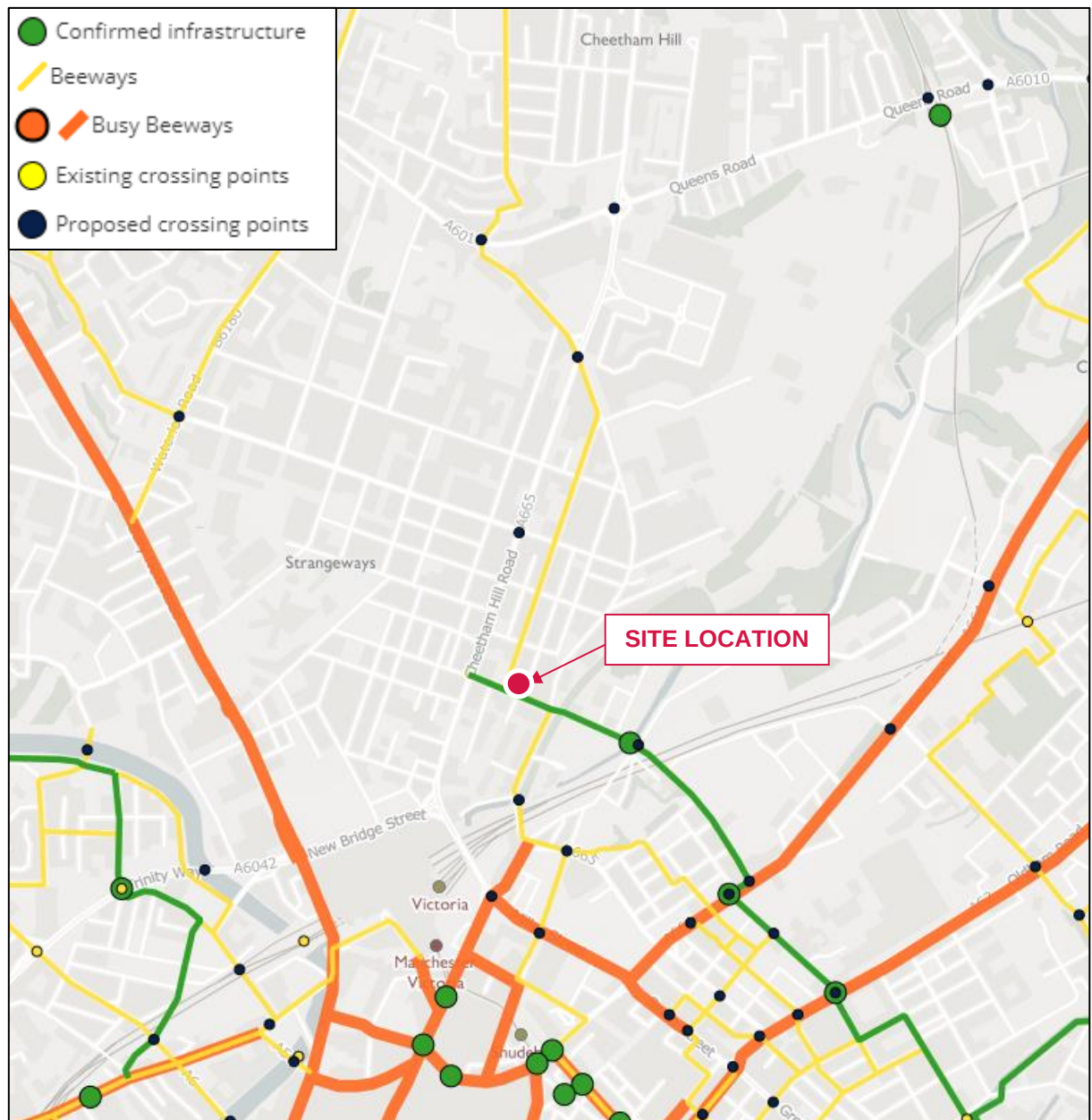


Figure 4.2 – Bee Network Map
(Source: MappingGM)

- 4.3.6 The site is therefore ideally placed to take advantage of the cycle connections around Manchester city centre. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.
- 4.3.7 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 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.
- 4.4.2 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 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester city centre.
- 4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

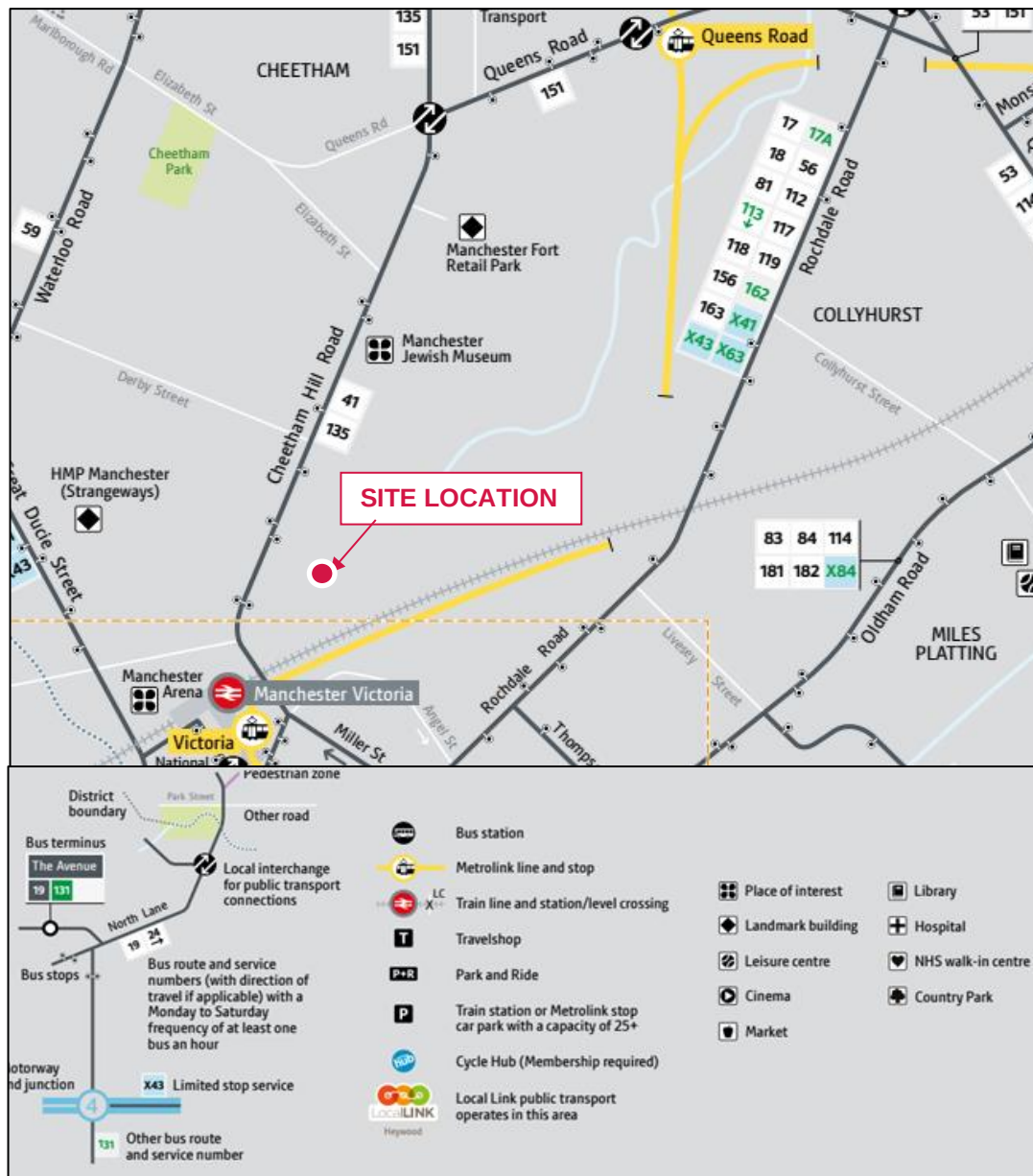


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Guidelines for Planning for Public Transport in Developments*’ indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.5 The nearest bus stop to the site is located c. 200m to the north-west of the site, along the A665 Cheetham Hill Road. Further to the south of the site at the National Football Museum, there are additional bus stops that can be accessed within a c. 800m walk (c. 9.5 minute walk). These would be beyond the recommended CIHT distance of 400m, yet may still be used by staff and visitors to the site.

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 A665 Cheetham Hill Road:				
41	Middleton – Higher Blackley – Bowker Vale – Didsbury – Sale	15 mins	15 mins	30 mins
135	Piccadilly Gardens – Cheetham Hill – Whitefield – Whitefield – Bury	10 mins	10 mins	10 mins
From Manchester Victoria (41 and 135 as above, with the following additional services)				
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	12 mins	12 mins	20 mins
10	Shudehill – Salford – Pendleton – Brookhouse Estate	12 mins	12 mins	20 mins
59	Piccadilly Gardens – Middleton – Chadderton – Oldham Mumps	10 mins	10 mins	20 mins
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	2 in the AM	3 in the AM	30 mins in the AM
92	Shudehill – Salford – Prestwich – Hollins – Redvales – Bury	3 in the late PM	3 in the late PM	Hourly in the PM
93	Shudehill – Salford – Lower Broughton – Prestwich – Bury	15 mins	15 mins	30 mins
96	Shudehill – Higher Broughton – Prestwich – Simister	Hourly	Hourly	Hourly
97	Shudehill – Salford – Lower Broughton – Hollins – Bury	20 mins	20 mins	30 mins
98	Shudehill – Salford – Whitefield – Radcliffe – Elton – Bury	20 mins	20 mins	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	15 mins	15 mins	15 mins
113	Middleton – Greengate – Moston – Piccadilly Gardens	2 in the AM	-	-

Table 4.2 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.6 The above services primarily link the site to Greater Manchester. Shudehill Interchange is located c. 850m from the site also has bus and coach services that run to all areas of Manchester and further afield. For example, services from Shudehill provide access to:

- Accrington;
- Birmingham;
- Burnley;
- Coventry;
- Glasgow;
- Liverpool;
- Preston;
- Prestwich; and
- Skipton.

4.4.7 Furthermore, the National Football Museum bus stop and Shudehill Bus Interchange are calling points of Routes 2 and 3 respectively of the Manchester free bus. The free bus is a service providing direct access to the Deansgate and Oxford Road railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** below:

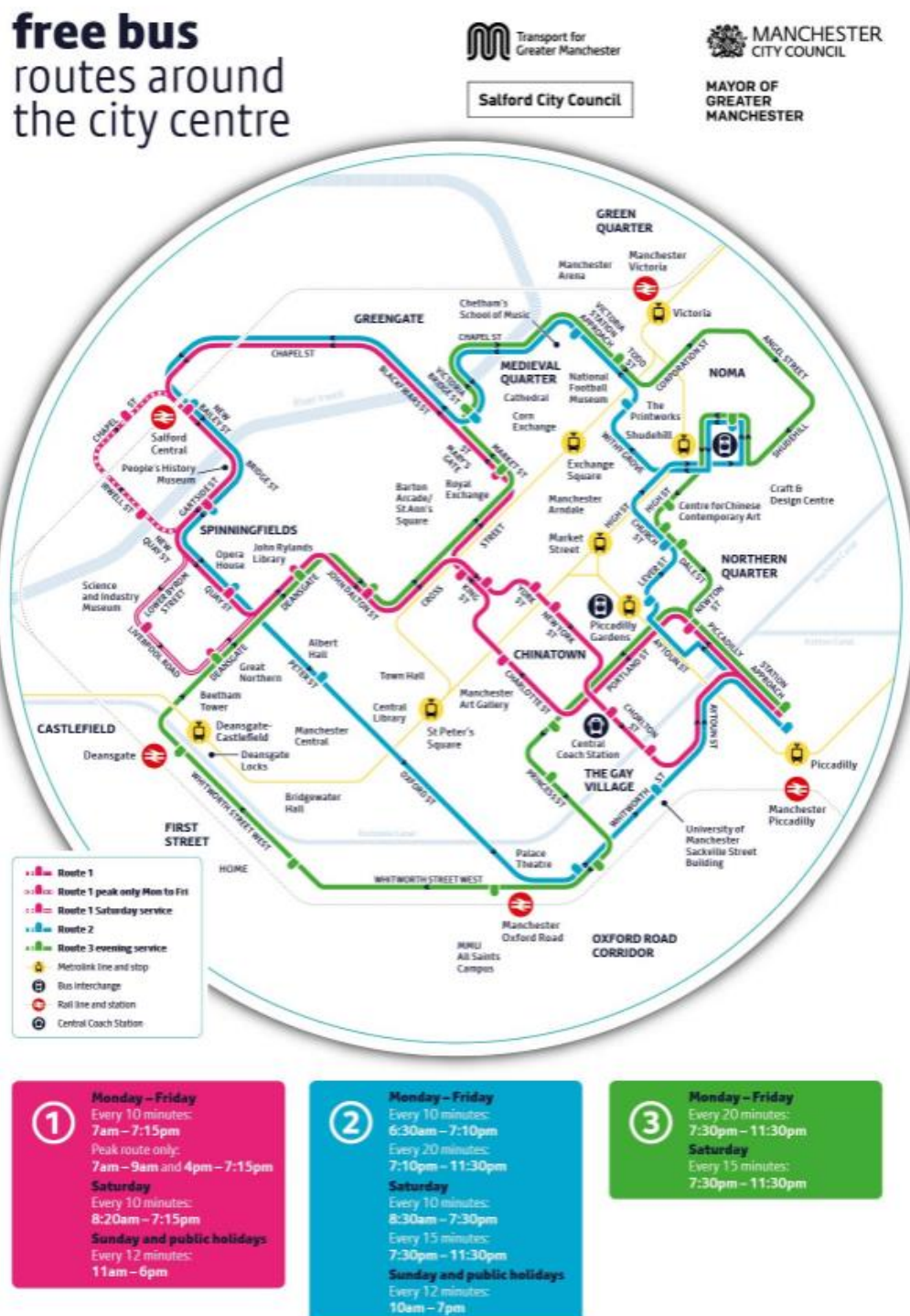


Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM)

4.4.8 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.

4.4.9 Overall, the site is very well served by bus. The site also benefits from the free city centre bus service.

Rail Accessibility

4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.11 The closest rail station to the development is Manchester Victoria, located c. 800m to the south of the site. **Table 4.3** shows the frequencies of regular trains that run from Manchester Victoria:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail			
York, Leeds and Colne to Preston and Blackpool Calling at, but not limited to: Manchester Victoria, Rochdale, Todmorden, Burnley, Rose Grove, Accrington and Blackburn. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops.	4 per hour each way	4 per hour each way	2 per hour each way
Manchester to Blackburn and Clitheroe Calling at, but not limited to: Manchester Victoria, Salford Central, Bolton, Bromley Cross, Blackburn, Ramsgreave & Wilpshire, Clitheroe	Hourly each way	Hourly each way	Hourly each way
Manchester to Southport and Kirkby Calling at, but not limited to: Rochdale, Manchester Victoria, Salford Crescent, Kearsley, Bolton, Wigan Wallgate, Gathurst, Burscough Bridge, Southport. Change at other stations to access additional stops	3 per hour each way	3 per hour each way	Hourly each way
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown Calling at, but not limited to: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Eccles, Manchester Victoria. Change at other stations to access additional stops	3 per hour each way	2 per hour each way	Hourly each way

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Stalybridge and Huddersfield Calling at: Manchester Victoria, Ashton-under-Lyne, Stalybridge	Hourly each way	Hourly each way	No service
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Preston, Leyland, Chorley, Horwich Parkway, Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops	Every 2 hours each way	Every 2 hours each way	1 in the AM 1 in the PM
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn Calling at, but not limited to: Leeds, Bradford Interchange, Halifax, Hebden Bridge, Todmorden, Rochdale, Manchester Victoria. Change at other stations to access additional stops	4 per hour each way	4 per hour each way	2 per hour each way
Chester to Leeds Calling at, but not limited to: Chester, Runcorn East, Warrington Bank Quay, Newton-le-Willows, Manchester Victoria, Rochdale, Halifax, Bradford Interchange, Leeds	Hourly each way	Hourly each way	No service
By TransPennine Express			
Liverpool and Manchester to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at, but not limited to: Liverpool Lime Street OR from Manchester Airport, Manchester Victoria, Huddersfield, Leeds, York, Scarborough,	2 per hour each way	2 per hour each way	Hourly each way

Table 4.3 – Summary of Rail Services Calling at Manchester Victoria

- 4.4.12 The trains that service Victoria Rail Station run 7 days a week from a number of different locations within the North West. More locally, the above services provide access to areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale.
- 4.4.13 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also new direct links to Manchester Airport from across the north of England.
- 4.4.14 It is noted that the provision of rail services will change during different seasons in the year and 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 Northern Rail and TransPennine Express' websites: northernrailway.co.uk/travel/timetables and <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.15 It is therefore considered the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.16 There are Metrolink stops located at Victoria and Shudehill, both a c. 800 – 850m (c. 10-minute) walk from the site. The following lines call at these stops:

- **Navy Line** – Manchester Airport to Manchester Victoria;
- **Yellow Line** – Piccadilly to Bury; and
- **Pink Line** – Rochdale Town Centre to East Didsbury (Victoria only).

4.4.17 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

4.4.18 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.19 It is therefore considered that the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 This section has demonstrated that 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 large number of public transport opportunities within walking distance of the site.

5.0 Trip Generation

5.1 Introduction

- 5.1.1 It is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. Therefore, there will be a very limited number of vehicle trips generated in the immediate vicinity of the site.
- 5.1.2 Notwithstanding, this section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, the TRICS database has been used for the extant planning uses, whereas a first principles approach combined with Census data is used for the forecast trip generation.
- 5.1.3 This is because whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that homeless shelters are considered 'Sui Generis' and there is a lack of representative data surrounding these types of development on the database.

5.2 Extant Trip Generation

- 5.2.1 The extant use of the buildings can be classified as c. 871m² Gross Floor Area (GFA) of office uses. The level of trips generated historically have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B**, whilst a summary is provided in **Table 5.1** below. All trip rates are per 100m² GFA:

TRICS	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	1.961	0.253	2.214	71%	0.238	1.770	2.008	66%
Cyclists	0.102	0	0.102	3%	0.006	0.096	0.102	3%
Pedestrians	0.395	0.049	0.444	14%	0.077	0.500	0.577	19%
Public Transport	0.340	0.028	0.368	12%	0.034	0.309	0.343	11%

Table 5.1 – Extant Multi-Modal Trip Rates and Split

- 5.2.2 From **Table 5.1** above, the total number of trips generated based on the extant planning uses can be found. This is provided in **Table 5.2**:

871 sqm	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	17	2	19	2	15	17
Cyclists	1	0	1	0	1	1
Pedestrians	3	0	3	1	4	5
Public Transport	3	0	3	0	3	3

Table 5.2 – Extant Trip Generation

- 5.2.3 The number of vehicle trips generated by the extant uses could equate to 19 and 17 two-way movements respectively during the typical AM and PM peak hours (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecast Trip Generation

Tenants

- 5.3.1 It is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. Therefore, there will be a very limited number of vehicle trips generated in the immediate vicinity of the site.

Staff

- 5.3.2 It is envisaged that there would be a total of 10 full-time equivalent (FTE) staff at the site, both at the homeless shelter and at the ancillary healthcare facility/office.
- 5.3.3 The 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)' has been consulted to derive the likely modal split. The middle super output area (MSOA) of Manchester 056 where the site is located has been used as the place of work, whereas, the assumptions used for the places of residence include all ten Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan).
- 5.3.4 The mode of travel to work data extracted from the output areas is provided in **Appendix C** and summarised in **Table 5.3**:

Mode of Travel to Work	Percentage
Work mainly at or from home	0%
Underground, metro, light rail or tram	3%
Train	3%
Bus, minibus, or coach	17%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	54%
Passenger in a car or van	6%

Mode of Travel to Work	Percentage
Bicycle	2%
On foot	12%
Other method of travel to work	0%
Total	100%

Table 5.3 – 2001 Census Method of Travel to Work

5.3.5 **Table 5.3** confirms that the mode share for car drivers is c. 54%. As such, approximately half of the 10 FTE staff (equating to 5 staff) could travel by car, with the remainder travelling by sustainable modes of transport.

5.3.6 There are various car parks available within a 5-minute walk of the site. However, staff and visitors would be encouraged to travel by sustainable modes of transport, making use of the various modes of public transport, as well as walking and cycling opportunities, that are available to occupants of this site. Further details are provided in **Section 6** of this report.

5.4 Net Site Impact

5.4.1 The proposed development could result in a decrease of 14 and 12 two-way vehicular trips in the AM and PM peak hours respectively, compared with the extant use, due to the nature of the proposed development and the likely modal split of site occupants.

5.4.2 It is therefore concluded that that the highway network would not experience any adverse traffic impacts resulting from the proposed development.

6.0 Measures to Encourage Sustainable Travel

6.1 Introduction

- 6.1.1 This section of the report is intended to encourage staff and visitors of the site to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all.
- 6.1.2 **Section 4** earlier comprises a detailed audit of the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling. Building on this, key sustainable travel measures are summarised below.

6.2 Sustainable Travel Initiatives

- 6.2.1 It is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. Additionally, considering the high levels of accessibility, it is considered the majority of staff and visitors would travel to and from the site via sustainable modes of travel. Notwithstanding this, the following measures will be provided in order to encourage travel by public transport, cycle, and by foot:

- Provision of Welcome Packs, including the following information:
 - Maps showing local walking / cycling routes and places of interest;
 - Details of the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.plotaroute.com website for journey planning on foot;
 - Details of cycle parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Details of public transport services within walking distance of the site and TfGM's journey planning services <https://tfgm.com/plan-a-journey>; and
 - Details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk.
- Promoting the Cycle2Work scheme; and
- Implement a policy of using sustainable transport for travel in the course of work wherever feasible.

- 6.2.2 Alternatively, car sharing and car club schemes could be promoted as they are an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. Car sharers would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme and employers would need to sign up to the scheme for their employees to benefit from this.

- 6.2.3 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. It is considered that car sharing would be an attractive facility for people who do not own a car but require occasional use.
- 6.2.4 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs.

6.3 Summary

- 6.3.1 As outlined earlier, the site is accessible by active and sustainable modes of travel. Sustainable travel initiatives are proposed to encourage travel by public transport, cycle, and by foot, thereby minimising car use, particularly single car occupancy travel.

7.0 Transport Planning Policy

7.1 Introduction

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

7.2 National Planning Policy Framework (2019)

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

- 7.2.2 Paragraph 11 states that:

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

- 7.2.3 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.”

- 7.2.4 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.”

- 7.2.5 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.

- 7.2.6 Paragraph 108 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; and*
- c) *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.”*

- 7.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, where improvements would be put in place to improve pedestrian amenity and provide level access that

is DDA compliant. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 109 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.”

7.2.9 It is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. A first principles assessment for staff and visitors has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

7.2.10 Paragraph 110 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.”*

7.2.11 The proposed development is situated in an 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.

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

7.3 National Planning Practice Guidance (NPPG)

7.3.1 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.”*

7.3.2 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.

7.3.3 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.

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF.

7.4.2 Policy H10, titled ‘Housing for People with Additional Support Needs’, states that proposals for accommodation for those with additional support needs (such as homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities) will be supported where:

- *“There is not a high concentration of similar uses in the area already;*
- *Where it will contribute to the vitality and viability of the neighbourhood; and*
- *Where there would not be a disproportionate stress on local infrastructure such as health facilities.”*

7.4.3 By providing an ancillary healthcare facility/office on-site, helping with the growing number of rough sleepers within the city (in the short term), and helping people develop the necessary skills to become more tenancy ready and to re-connect to society (in the long term), the development supports Policy H10 of the Manchester Core Strategy.

7.4.4 The core strategy also contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

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

7.4.6 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

7.4.7 It is considered the low level of on-site car parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of staff, visitors and tenants. The development would benefit from sustainable transport links across the city centre.

7.4.8 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.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, 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;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 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.”*

7.5.4 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.

7.6 Conclusions

7.6.1 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.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed by MCR Property Group on behalf of LBG1.10 Ltd to provide transport and highways advice in relation to a planning application for the re-development of 3 derelict buildings on the corner of Lord Street, Stocks Street and Stocks Street East in Manchester.
- 8.1.2 The proposal is to regenerate these vacant buildings to provide a new homeless shelter to help with the growing number of rough sleepers within the city. The new facility will comprise a total of 31 standalone bedrooms with en-suite shower rooms (including two DDA compliant rooms), associated communal amenity space, an ancillary healthcare facility/office, staff offices, internal and external breakout areas and internal and external storage areas.
- 8.1.3 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.
- 8.1.4 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 8.1.5 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 8.1.6 The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 8.1.7 Additionally, it is envisaged that tenants of the site would not travel by car and would mostly arrive on foot, cycle, public transport, or be dropped-off. Considering the high levels of accessibility, it is considered the majority of staff and visitors would also travel to and from the site via sustainable modes of travel. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the site.
- 8.1.8 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

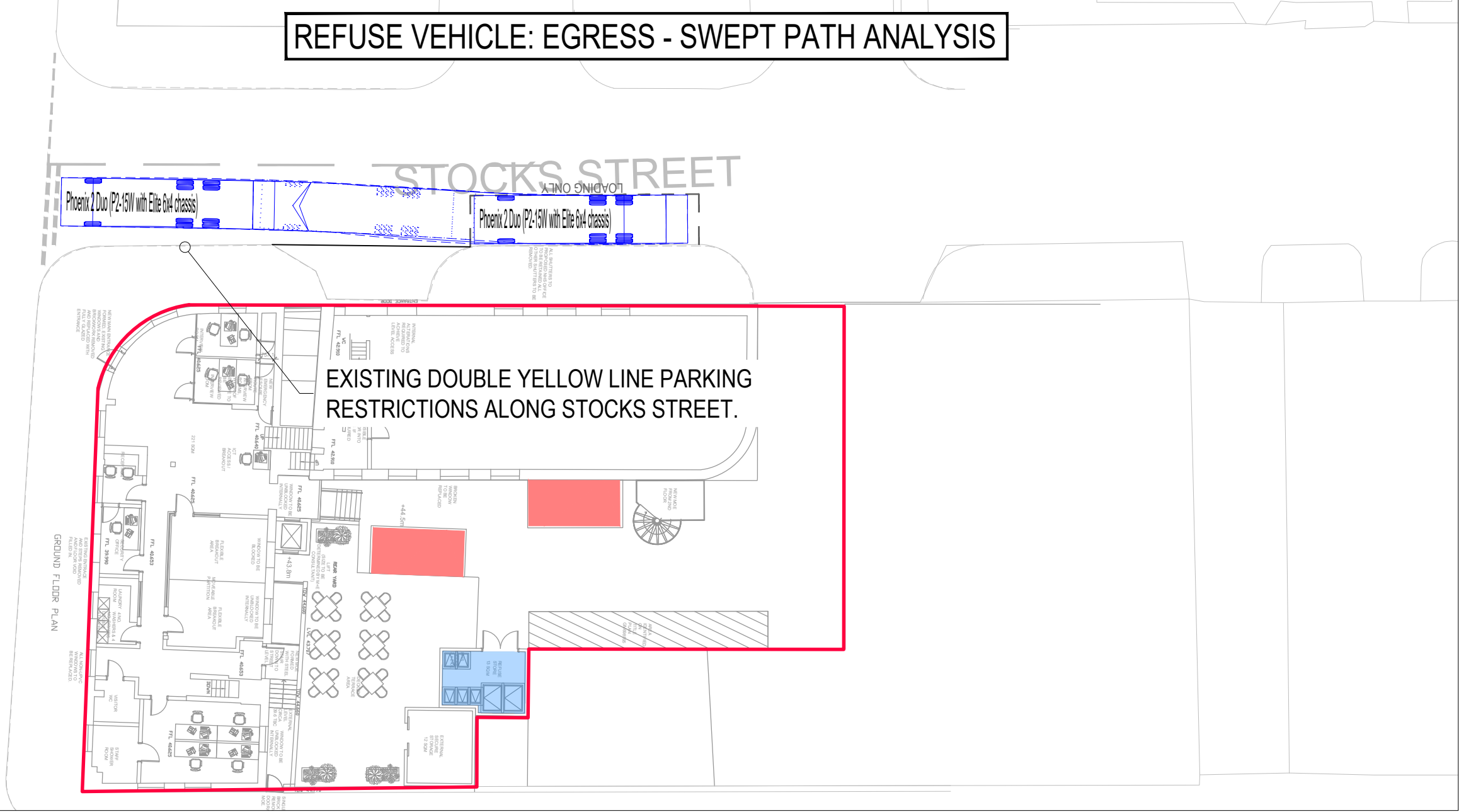
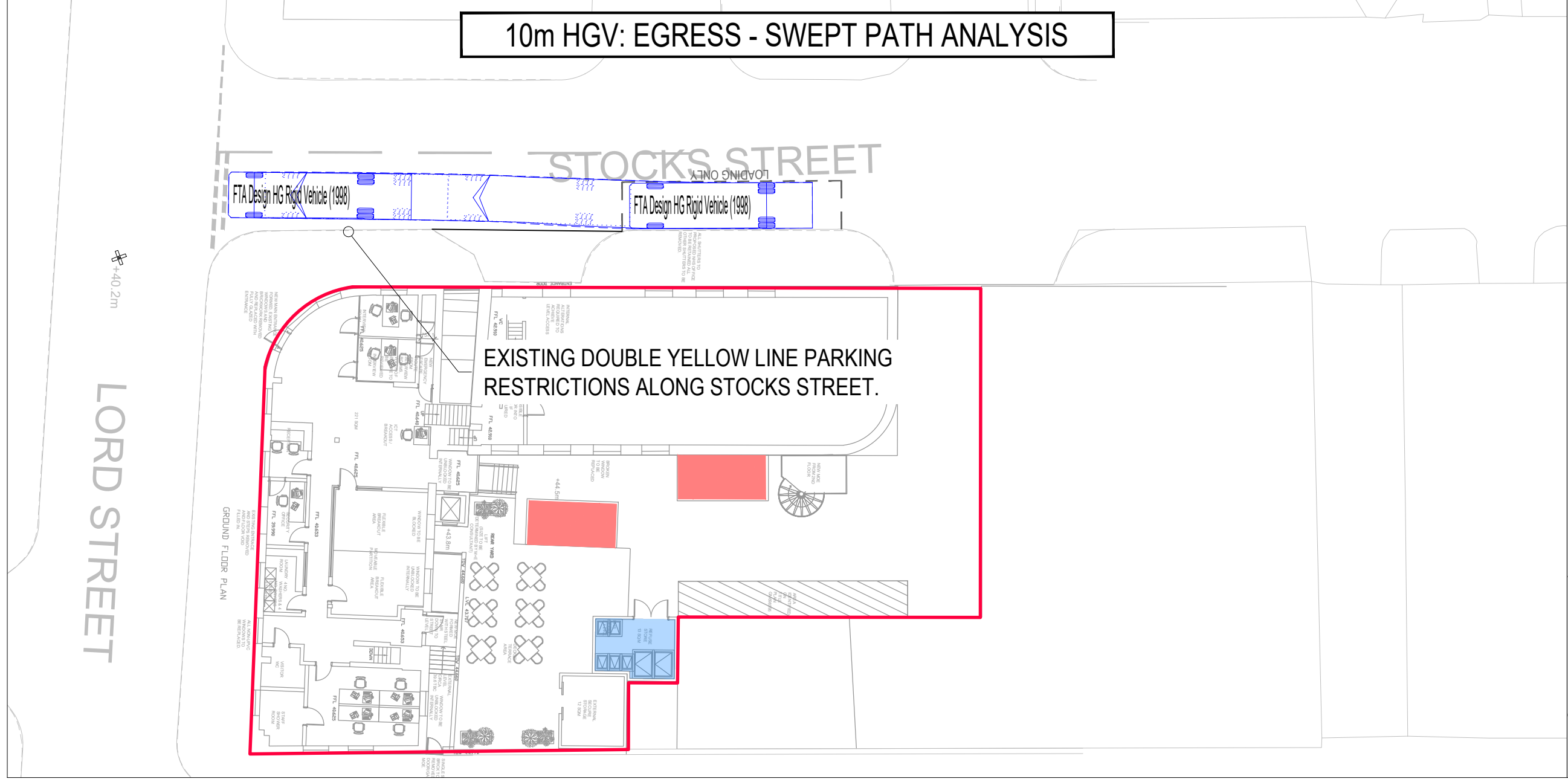
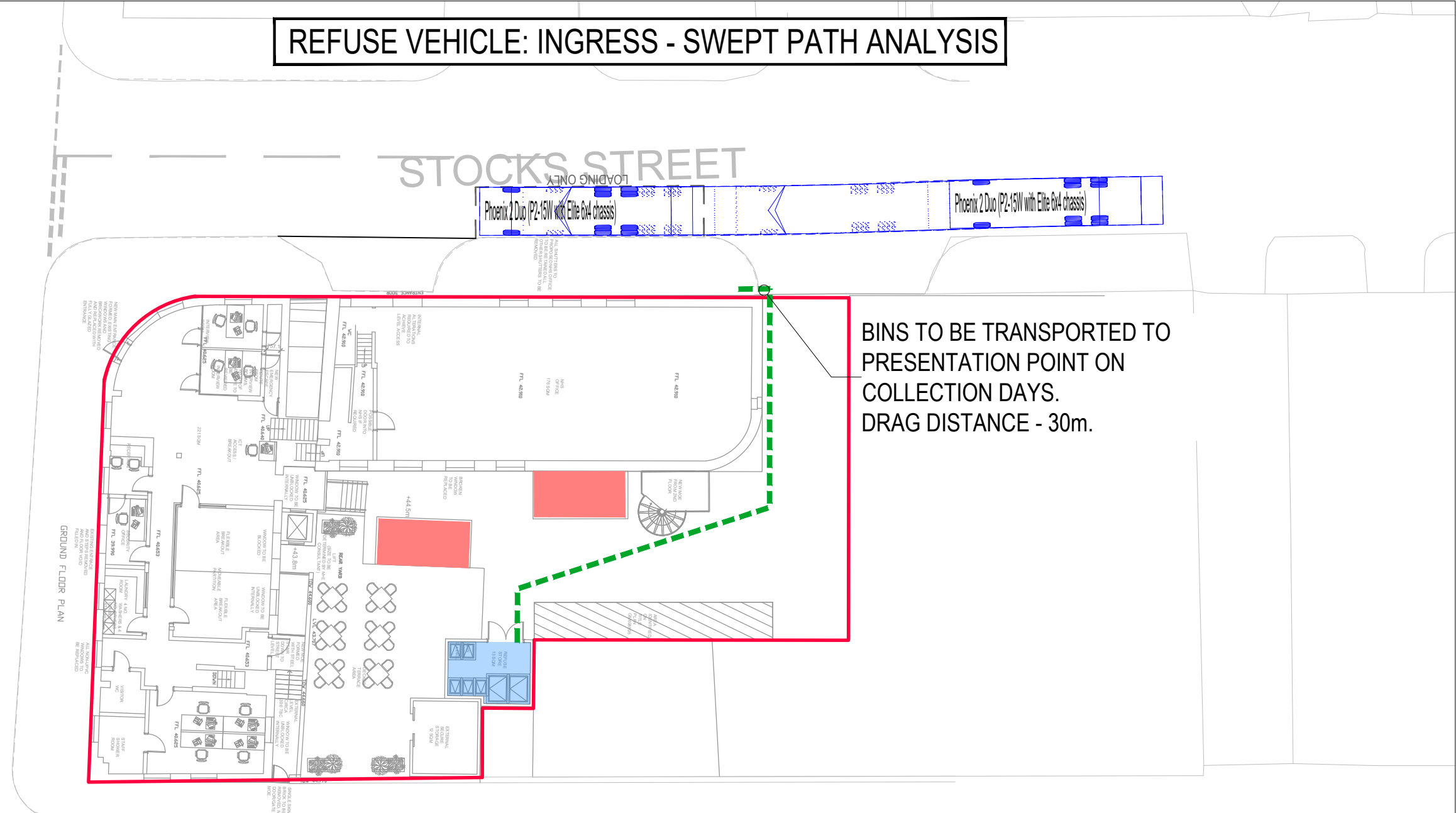
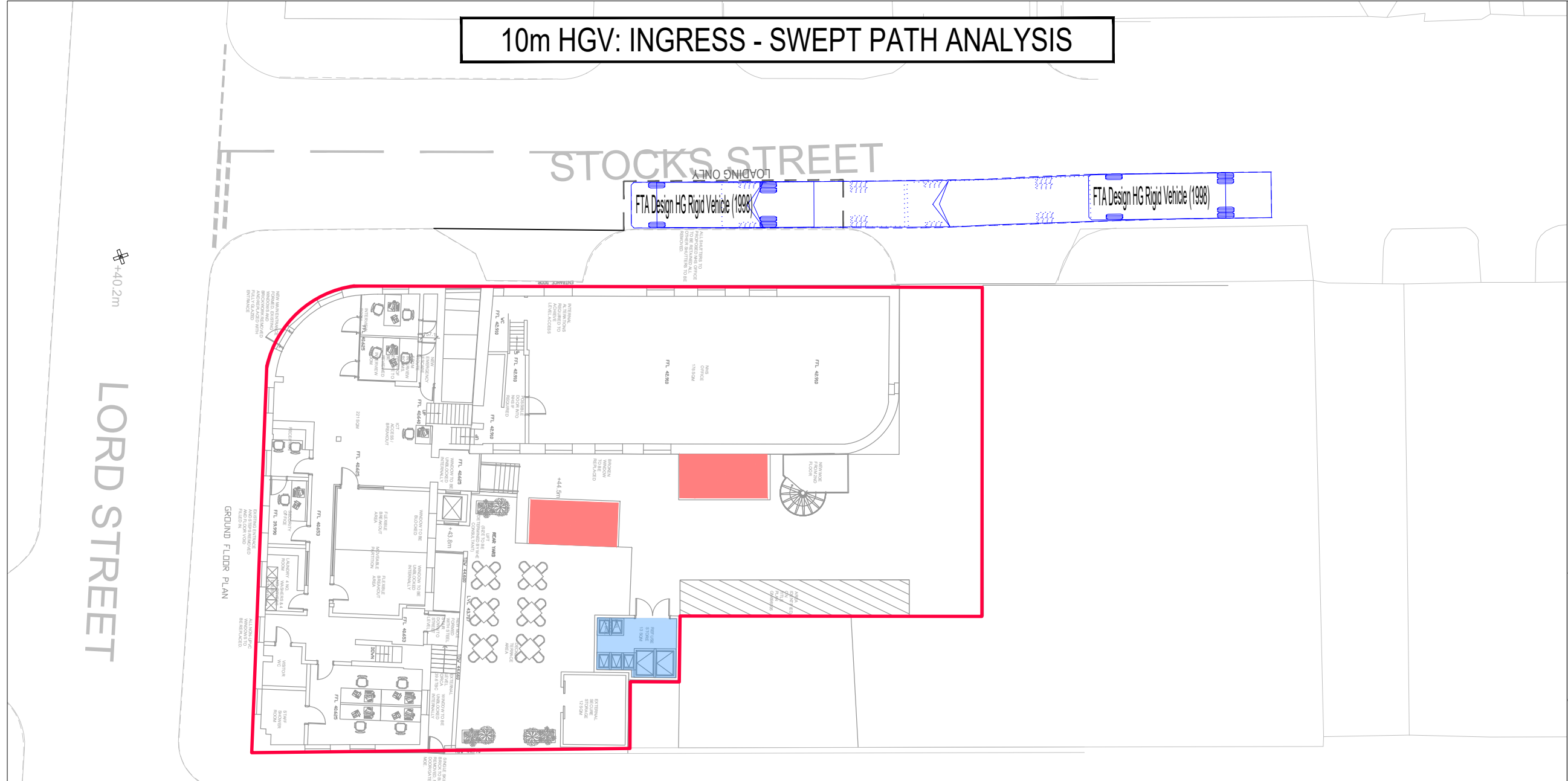
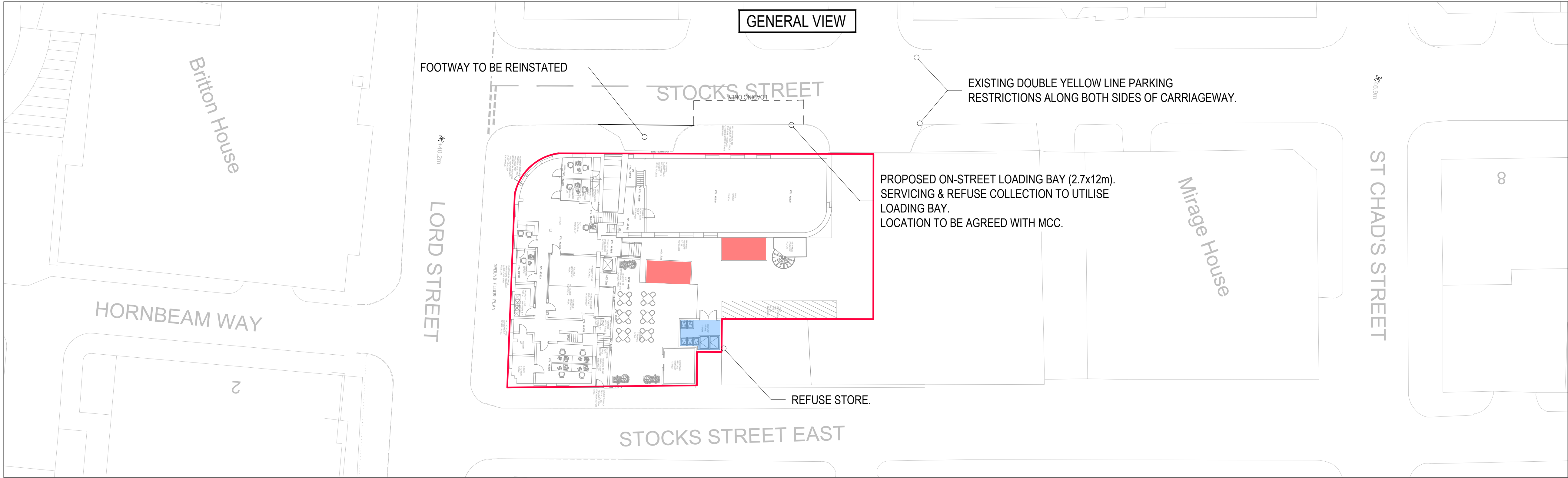
8.2 Conclusions

- 8.2.1 The proposed development would make a positive contribution to Manchester city centre and from a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 76687-CUR-00-XX-DR-TP-05001-P02 – Proposed Servicing and Waste Management

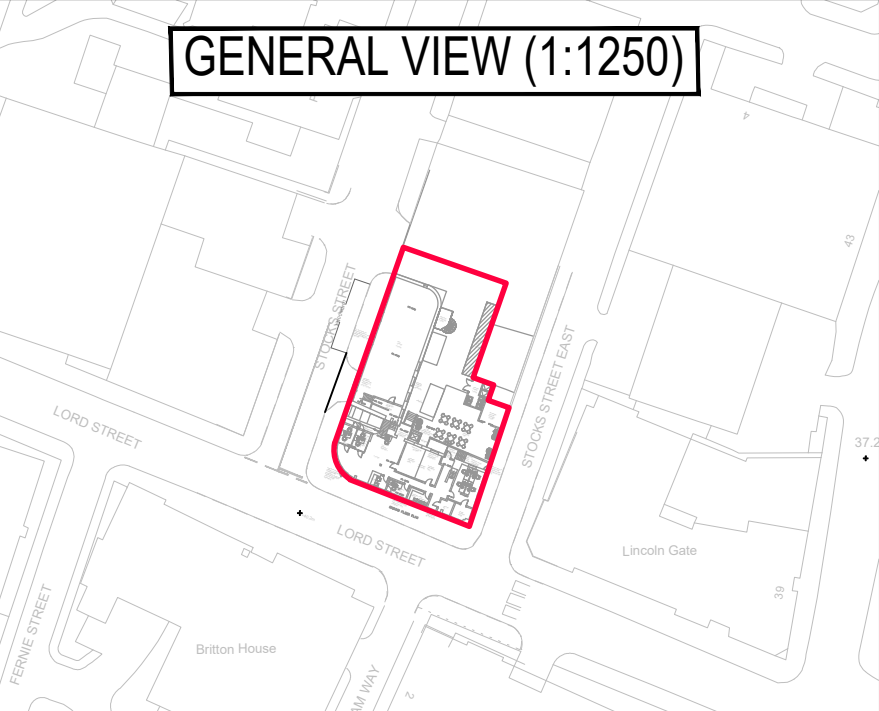
Drawing 76687-CUR-00-XX-DR-TP-75001-P02 – Visibility Splays – Swept Path Analysis Large Car



GENERAL NOTES:

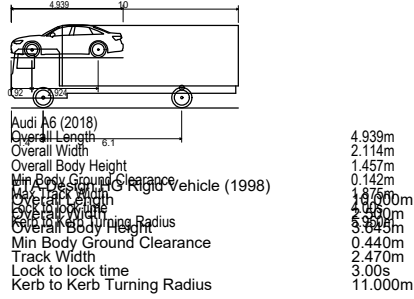
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- 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

GENERAL VIEW (1:1250)



- KEY:
- INDICATIVE RED LINE
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS
 - PROPOSED KERB LINE
 - BIN ROUTE (BIN STORE - PRESENTATION POINT)
 - PROPOSED REFUSE STORE (13sqm)
 - PROPOSED PARKING SPACE

VEHICLE PROFILE:



10m HGV (2018)	4.99m
Overall Length	11.20m
Overall Width	2.53m
Overall Body Height	3.25m
Min Body Ground Clearance	0.20m
Track Width	2.47m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	11.000m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	11.200m
Overall Width	2.53m
Overall Body Height	3.25m
Min Body Ground Clearance	0.20m
Track Width	2.47m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	11.000m

P02	SITE LAYOUT UPDATED	02/06/21	JM	CP
Rev:	Description:	Date:	By:	Chkd:



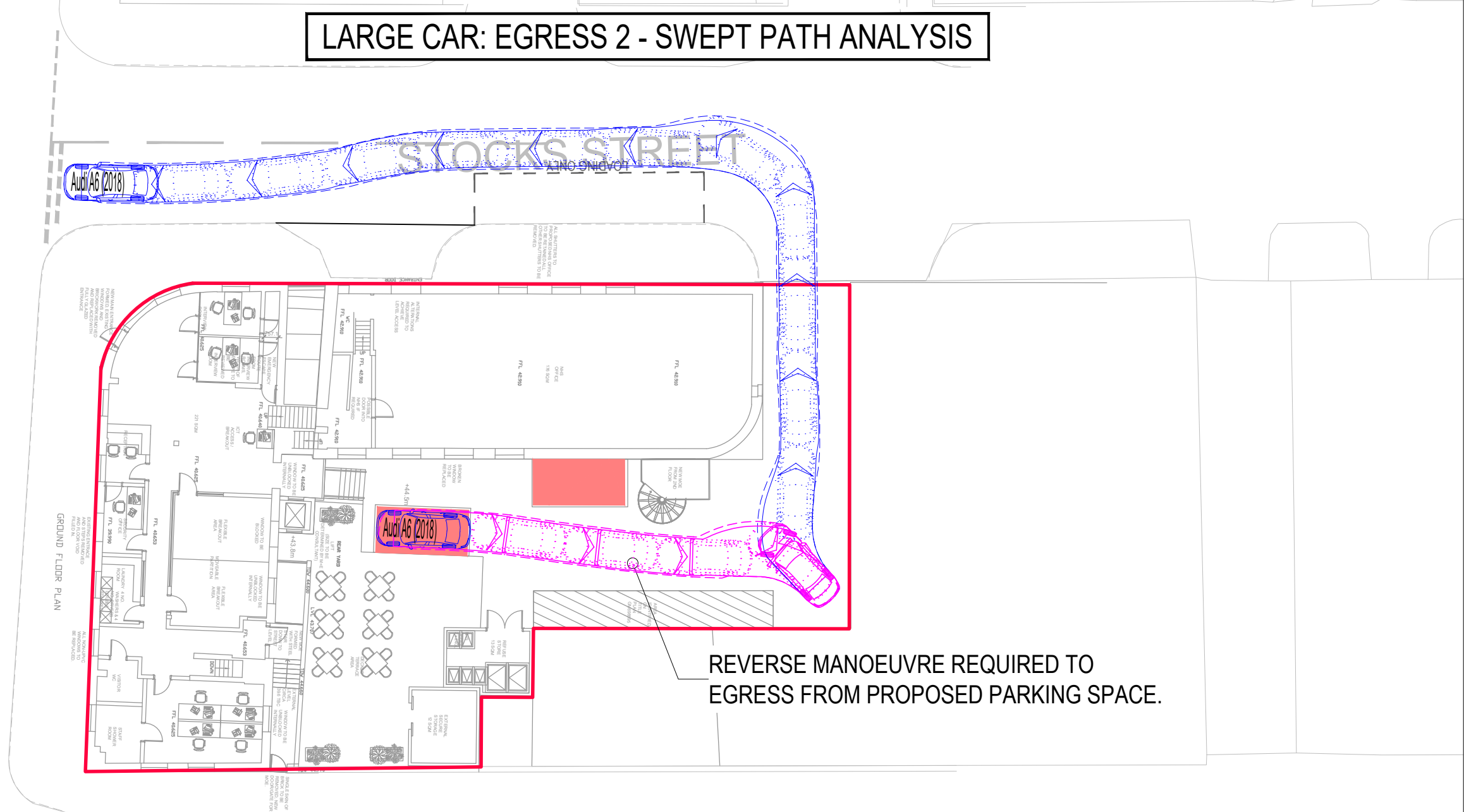
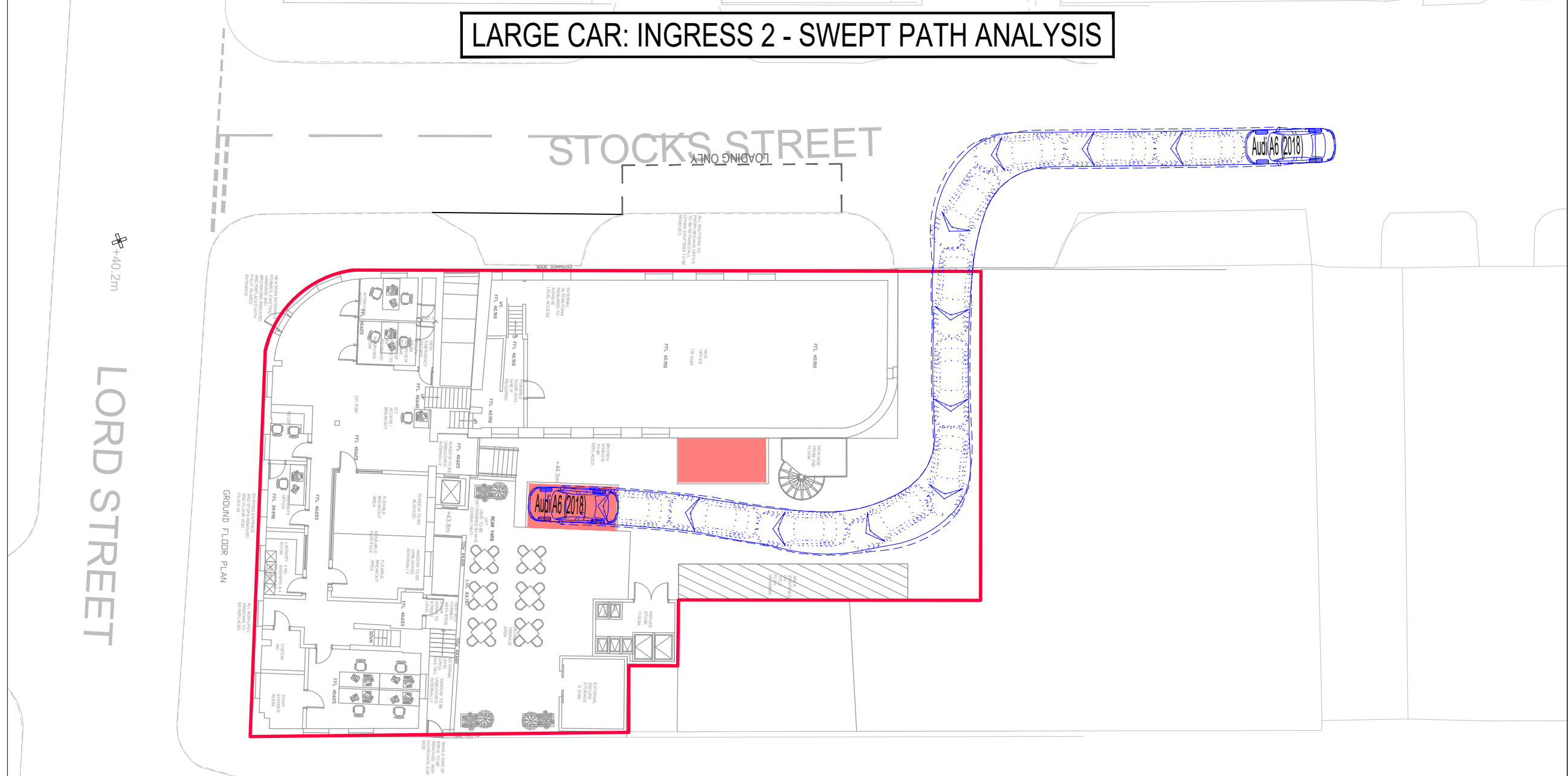
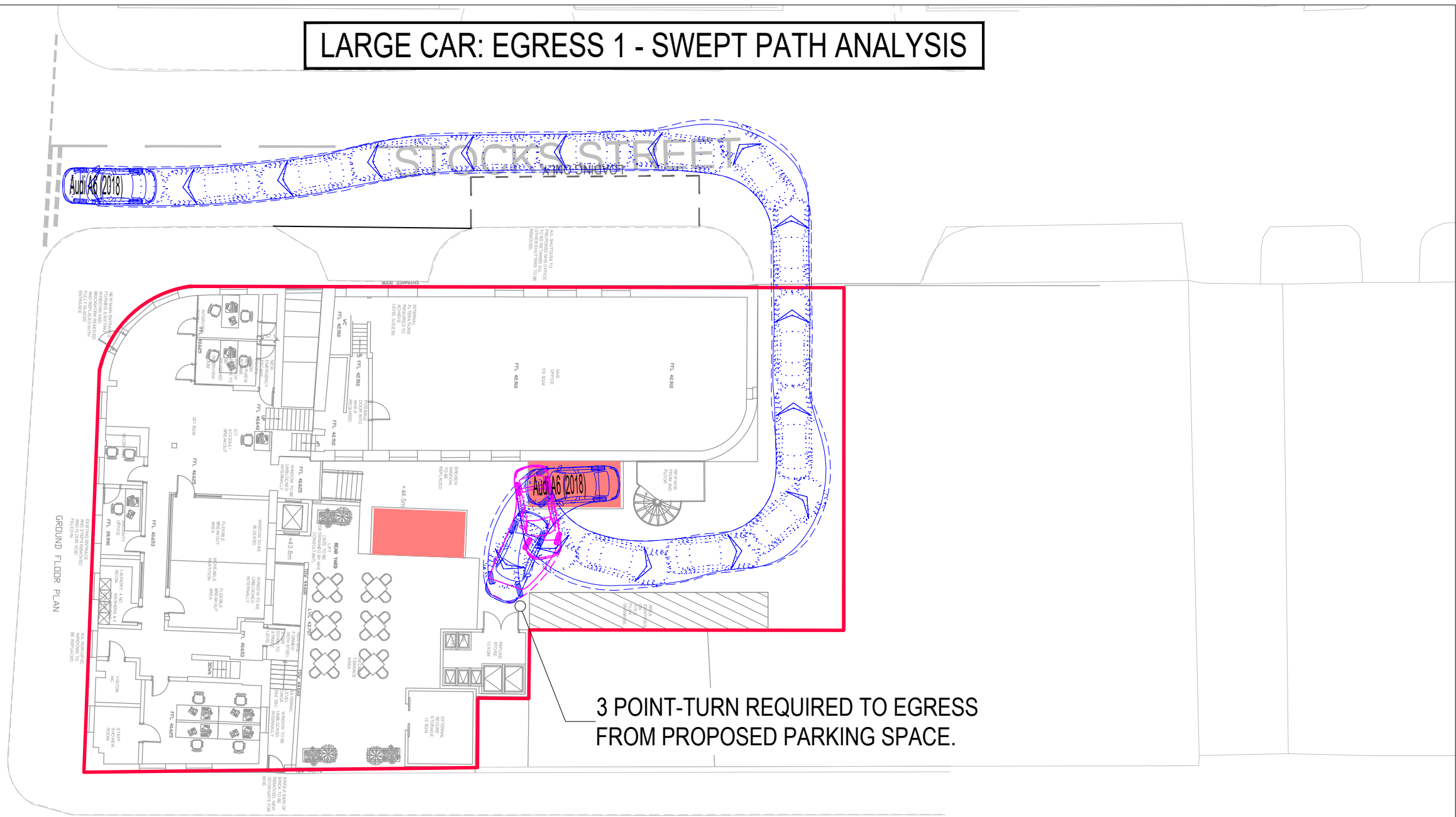
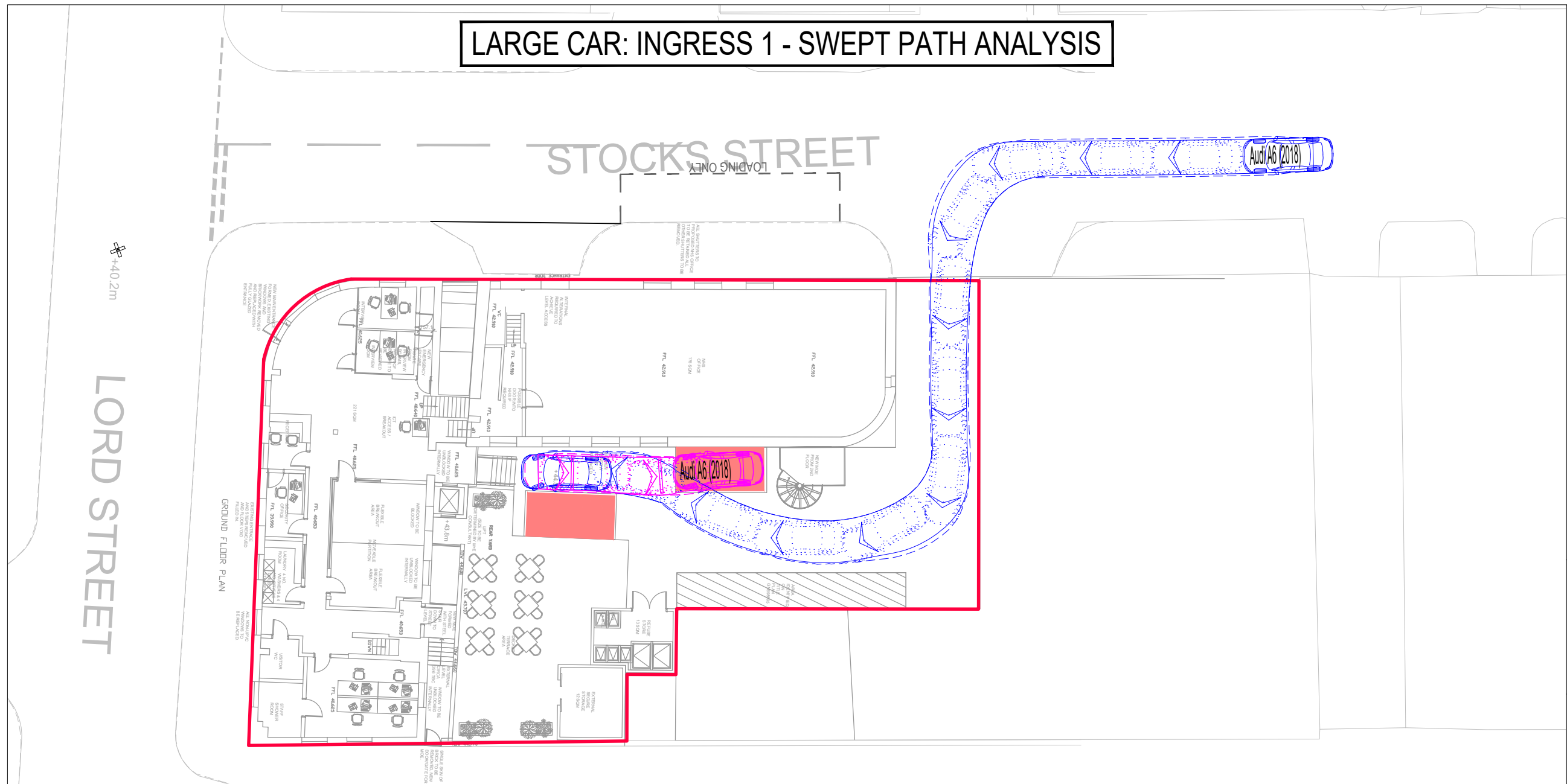
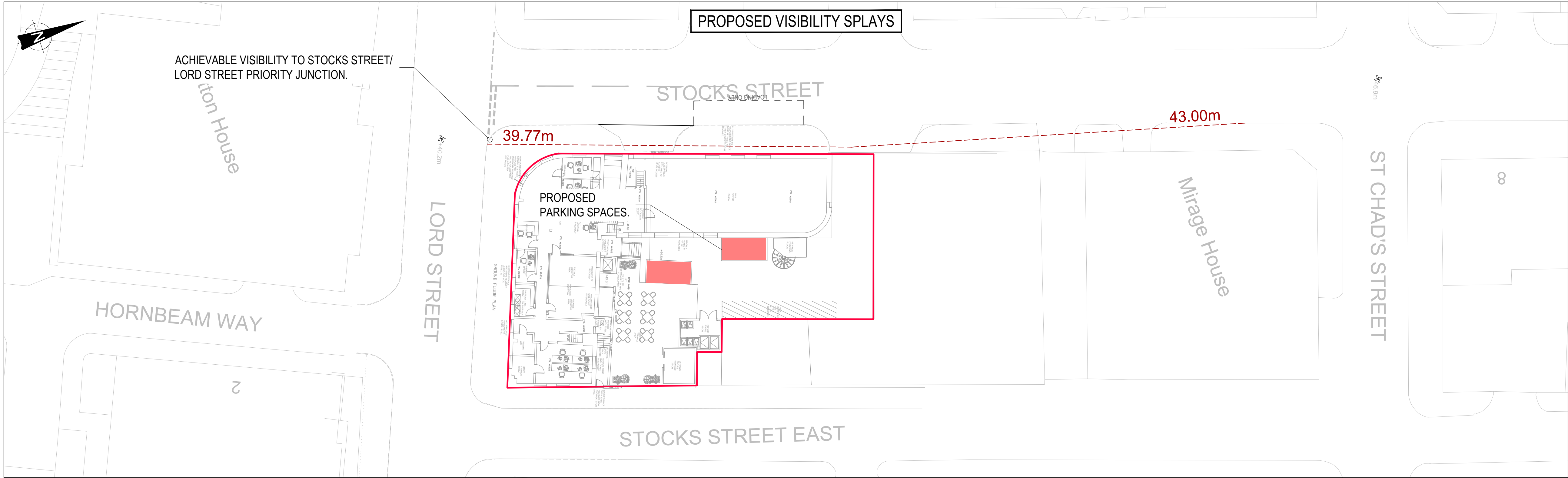
Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Dublin • Edinburgh • Glasgow • Kentville • Liverpool • London • Manchester • Nottingham

Status: PRELIMINARY

Project: LORD STREET - MANCHESTER

Orig Title: PROPOSED SERVICING AND WASTE MANAGEMENT

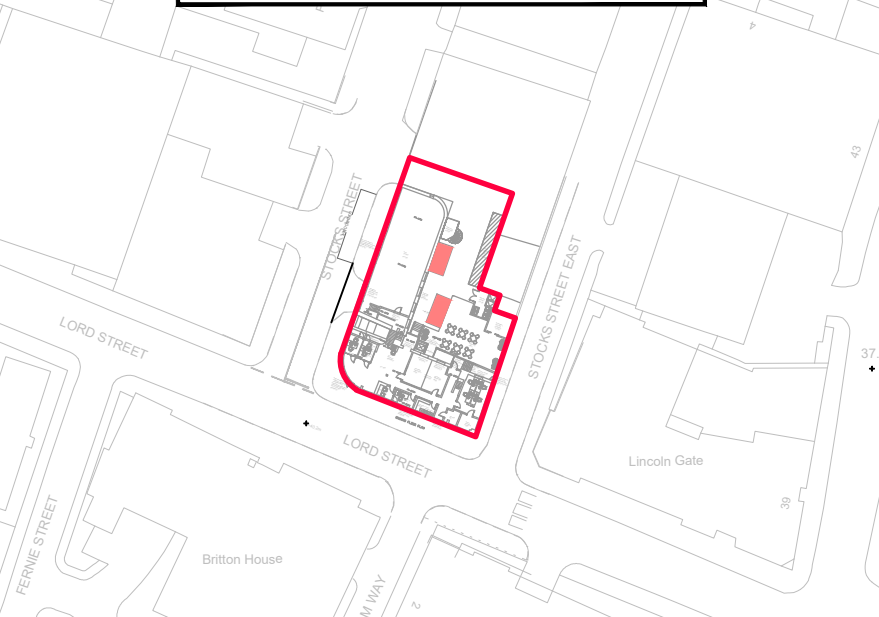
Project No:	Size:	Date:	Drawn By:	Designed By:	Checked By:
76687	A1	11/09/20	JM	JM	DD
Scale:	1:250				
Project Code:	Originator:	Volume:	Level:	Type:	Role:
76687 - CUR - 00	- XX	- DR	- TP	- 05001	- P02



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

GENERAL VIEW (1:1250)

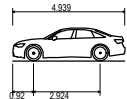


KEY: --- 2.40x43.00m VISIBILITY SPLAYS AT 30mph (ADJUSTED FOR BONNET LENGTH)

--- PROPOSED KERB LINE

--- PROPOSED PARKING SPACE

VEHICLE PROFILE:



4.58m

2.14m

1.43m

0.50m

1.67m

4.68m

5.00m

P02	SITE LAYOUT UPDATED	02/06/21	JM	CP
Rev:	Description:	Date:	By:	Chkd:



Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status: PRELIMINARY

Project: LORD STREET - MANCHESTER

Dwg Title: VISIBILITY SPLAYS
SWEEPED PATH ANALYSIS
LARGE CAR

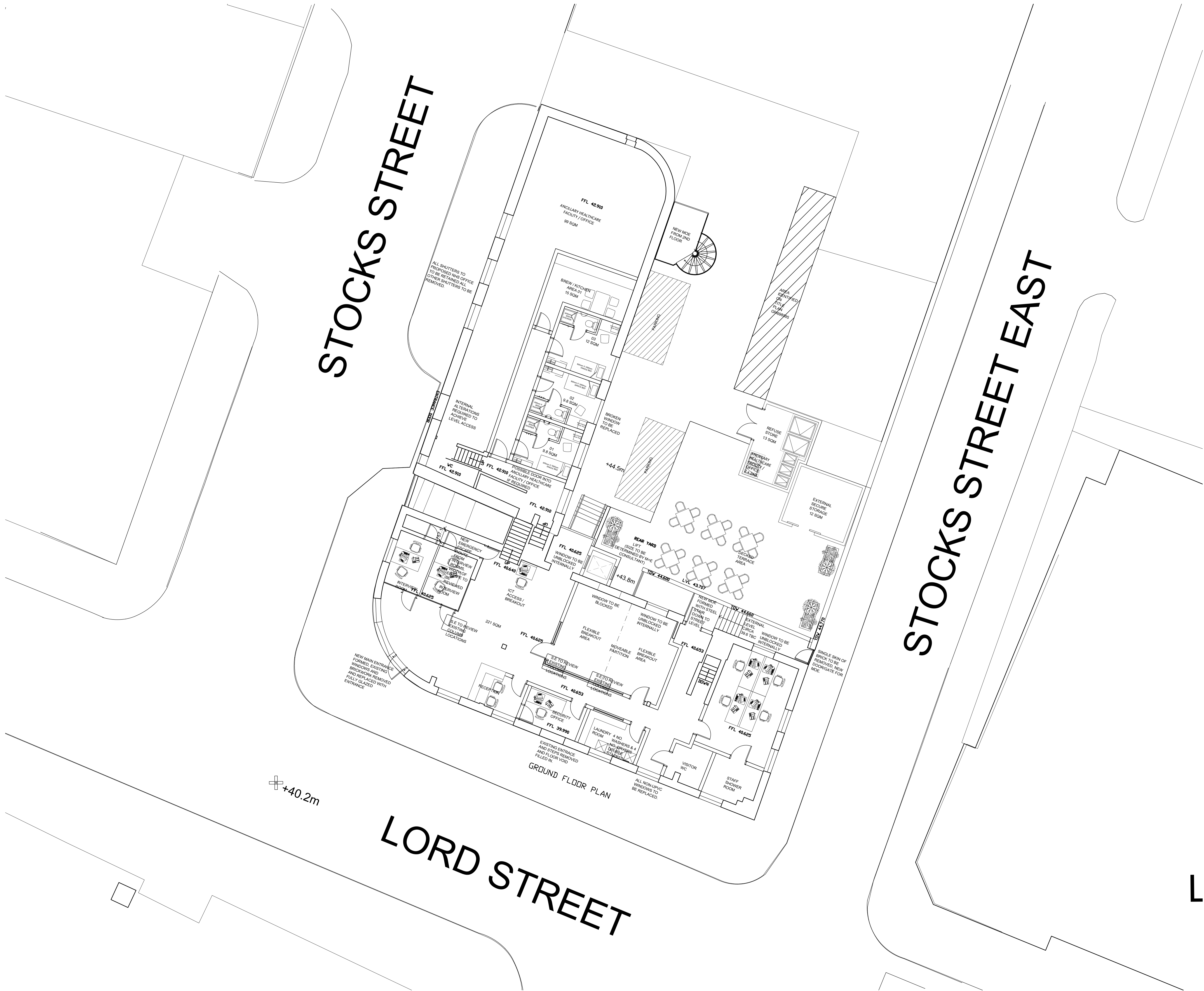
Project No:	Size:	Date:	Drawn By:	Designed By:	Checked By:
76687	A1	11/09/20	JM	JM	DD
Scale:	1:250				

Project Code:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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76687 - CUR - 00 - XX - DR - TP - 75001 - P02

\\man02\Projects\07001 - 07000\07687 - Lord Street Manchester\QA-Production\AA-Models Drawings\TPCAD075

Appendix A – Proposed Site Layout



N

rev	description	drawn	auth	date
DO NOT SCALE OFF THIS DRAWING				

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LeachRhodesWalker
Architects

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Manchester London Buxarest
+44 (0)161 833 0211 +44 (0)207 993 1363 +40 (21)650 4026

client			
MCR			
project			
20 LORD STREET, MANCHESTER			
project no	drawing no	rev	
7970	L(00)59	A	
description			
PROPOSED GROUND FLOOR PLAN EXTRA ROOMS			
scale	date drawn	drawn by	authorised by
1:100@A1	14.06.21	DL	CJG
file: \\p:\projects\09_21\20W\Project\Drawings\00-59-21\DWG\00-59-21-001.dwg			sheet: 001 of 01
purpose of issue			
planning ☐ building regs ☐ tender ☐ comment ☒ approval ☐ construction ☐			

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-200909-0951

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	2 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	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: 178 to 6505 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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	3 days
Tuesday	1 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	14 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 14

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	3
Residential Zone	2
Built-Up Zone	5
No Sub Category	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:

A1	1 days
B1	13 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:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 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	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	6 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	2 days
No	12 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	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
3	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS		DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
4	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
	Survey date: THURSDAY		26/11/15	Survey Type: MANUAL
5	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
6	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES		GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
7	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL
8	HF-02-A-04 STATION WAY ST ALBANS	OFFICES		HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		5000 sqm	
	Survey date: THURSDAY		02/10/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17		Survey Type: MANUAL
10	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: TUESDAY	12/09/17		Survey Type: MANUAL
11	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18		Survey Type: MANUAL
12	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	1930 sqm		
	Survey date: THURSDAY	14/03/19		Survey Type: MANUAL
13	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:	6505 sqm		
	Survey date: FRIDAY	19/07/13		Survey Type: MANUAL
14	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	5050 sqm		
	Survey date: THURSDAY	27/02/14		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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	2477	0.599	13	2477	0.043	13	2477	0.642
08:00 - 09:00	14	2313	1.961	14	2313	0.253	14	2313	2.214
09:00 - 10:00	14	2313	1.551	14	2313	0.497	14	2313	2.048
10:00 - 11:00	14	2313	0.516	14	2313	0.389	14	2313	0.905
11:00 - 12:00	14	2313	0.330	14	2313	0.361	14	2313	0.691
12:00 - 13:00	14	2313	0.494	14	2313	0.667	14	2313	1.161
13:00 - 14:00	14	2313	0.667	14	2313	0.500	14	2313	1.167
14:00 - 15:00	14	2313	0.448	14	2313	0.488	14	2313	0.936
15:00 - 16:00	14	2313	0.364	14	2313	0.615	14	2313	0.979
16:00 - 17:00	14	2313	0.263	14	2313	1.118	14	2313	1.381
17:00 - 18:00	14	2313	0.238	14	2313	1.770	14	2313	2.008
18:00 - 19:00	13	2477	0.071	13	2477	0.593	13	2477	0.664
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	7.502			7.294			14.796		

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:	178 - 6505 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	2477	0.006	13	2477	0.000	13	2477	0.006
08:00 - 09:00	14	2313	0.102	14	2313	0.000	14	2313	0.102
09:00 - 10:00	14	2313	0.040	14	2313	0.000	14	2313	0.040
10:00 - 11:00	14	2313	0.028	14	2313	0.012	14	2313	0.040
11:00 - 12:00	14	2313	0.012	14	2313	0.006	14	2313	0.018
12:00 - 13:00	14	2313	0.019	14	2313	0.028	14	2313	0.047
13:00 - 14:00	14	2313	0.009	14	2313	0.019	14	2313	0.028
14:00 - 15:00	14	2313	0.000	14	2313	0.009	14	2313	0.009
15:00 - 16:00	14	2313	0.015	14	2313	0.022	14	2313	0.037
16:00 - 17:00	14	2313	0.003	14	2313	0.022	14	2313	0.025
17:00 - 18:00	14	2313	0.006	14	2313	0.096	14	2313	0.102
18:00 - 19:00	13	2477	0.006	13	2477	0.025	13	2477	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.246			0.239			0.485	

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	2477	0.096	13	2477	0.003	13	2477	0.099
08:00 - 09:00	14	2313	0.395	14	2313	0.049	14	2313	0.444
09:00 - 10:00	14	2313	0.389	14	2313	0.164	14	2313	0.553
10:00 - 11:00	14	2313	0.207	14	2313	0.235	14	2313	0.442
11:00 - 12:00	14	2313	0.244	14	2313	0.263	14	2313	0.507
12:00 - 13:00	14	2313	0.528	14	2313	0.902	14	2313	1.430
13:00 - 14:00	14	2313	0.877	14	2313	0.800	14	2313	1.677
14:00 - 15:00	14	2313	0.519	14	2313	0.204	14	2313	0.723
15:00 - 16:00	14	2313	0.154	14	2313	0.120	14	2313	0.274
16:00 - 17:00	14	2313	0.068	14	2313	0.269	14	2313	0.337
17:00 - 18:00	14	2313	0.077	14	2313	0.500	14	2313	0.577
18:00 - 19:00	13	2477	0.028	13	2477	0.090	13	2477	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.582			3.599			7.181

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	2477	0.043	13	2477	0.009	13	2477	0.052
08:00 - 09:00	14	2313	0.340	14	2313	0.028	14	2313	0.368
09:00 - 10:00	14	2313	0.343	14	2313	0.062	14	2313	0.405
10:00 - 11:00	14	2313	0.099	14	2313	0.034	14	2313	0.133
11:00 - 12:00	14	2313	0.053	14	2313	0.062	14	2313	0.115
12:00 - 13:00	14	2313	0.043	14	2313	0.154	14	2313	0.197
13:00 - 14:00	14	2313	0.096	14	2313	0.179	14	2313	0.275
14:00 - 15:00	14	2313	0.071	14	2313	0.080	14	2313	0.151
15:00 - 16:00	14	2313	0.068	14	2313	0.105	14	2313	0.173
16:00 - 17:00	14	2313	0.056	14	2313	0.105	14	2313	0.161
17:00 - 18:00	14	2313	0.034	14	2313	0.309	14	2313	0.343
18:00 - 19:00	13	2477	0.022	13	2477	0.124	13	2477	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.268			1.251				2.519

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	2477	0.776	13	2477	0.040	13	2477	0.816
08:00 - 09:00	14	2313	2.971	14	2313	0.284	14	2313	3.255
09:00 - 10:00	14	2313	2.486	14	2313	0.723	14	2313	3.209
10:00 - 11:00	14	2313	0.905	14	2313	0.710	14	2313	1.615
11:00 - 12:00	14	2313	0.689	14	2313	0.726	14	2313	1.415
12:00 - 13:00	14	2313	1.168	14	2313	1.853	14	2313	3.021
13:00 - 14:00	14	2313	1.767	14	2313	1.547	14	2313	3.314
14:00 - 15:00	14	2313	1.096	14	2313	0.862	14	2313	1.958
15:00 - 16:00	14	2313	0.639	14	2313	0.948	14	2313	1.587
16:00 - 17:00	14	2313	0.408	14	2313	1.618	14	2313	2.026
17:00 - 18:00	14	2313	0.315	14	2313	2.879	14	2313	3.194
18:00 - 19:00	13	2477	0.118	13	2477	0.919	13	2477	1.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		13.338			13.109				26.447

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.

Appendix C – 2011 Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
place of work E02006913 : Manchester 056 (2011 super output area - middle layer)

Method of travel to work	usual residence										Total	%
	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan		
All categories: Method of travel	194	568	1,956	297	326	636	207	253	284	122	4,843	100%
Work mainly at or from home	0	0	0	0	0	0	0	0	0	0	0	0%
Underground, metro, light rail or	5	69	25	1	3	14	0	2	37	0	156	3%
Train	36	2	16	4	15	17	24	27	4	24	169	3%
Bus, minibus or coach	11	74	451	51	53	99	15	36	31	11	832	17%
Taxi	2	1	45	6	4	9	0	1	0	0	68	1%
Motorcycle, scooter or moped	1	1	12	1	2	5	3	4	3	0	32	1%
Driving a car or van	124	350	802	208	212	343	155	163	178	80	2,615	54%
Passenger in a car or van	10	39	102	19	25	30	6	14	20	3	268	6%
Bicycle	0	9	68	3	5	19	2	2	4	3	115	2%
On foot	4	21	427	4	3	99	2	3	7	1	571	12%
Other method of travel to work	1	2	8	0	4	1	0	1	0	0	17	0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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