

**Ancoats Dispensary,
Old Mill Street, Ancoats**

TRANSPORT STATEMENT

Report prepared for
Great Places Housing Group

May 2021

Report Reference 1743/1/C



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ASSOCIATES



Transport Statement

Ancoats Dispensary, Old Mill Street, Ancoats

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Transport Statement

Ancoats Dispensary, Old Mill Street, Ancoats

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1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Great Places Housing Group to prepare a Transport Statement (TS) to support the planning application for a residential development at Ancoats Dispensary, Old Mill Street, Ancoats (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 1.2 The Site is part of the former Ancoats Hospital and is a Grade II listed building. The proposed development comprises the restoration of the existing dispensary building to provide 39 apartments.
- 1.3 The issues addressed within this TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact on the operational performance of the local highway network.
- 1.4 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.
- 1.5 The accessibility of the Site by choice of mode is considered in Chapter 4.
- 1.6 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.



2 Policy Context

- 2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies, including National Planning Policy Framework (NPPF), Manchester City Council (MCC) Core Strategy, and City Centre Transport Strategy to 2040.

2.2 NPPF: Achieving Sustainable Transport

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

- 2.2.2 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

- 2.2.3 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**"*

2.3 NPPF: Promoting Sustainable Transport

- 2.3.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 102 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*



- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places."*

2.3.2 This is expanded in paragraph 103, which states:

"The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.3.3 NPPF states in paragraph 108 that:

"In assessing sites that may be allocated for development in plans, or specific applications for 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."*

2.3.4 NPPF makes it clear in paragraph 109 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**."* (AHA emphasis).

2.3.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 110, NPPF sets out that development should:



- "a) give priority first 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;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.4 MCC Core Strategy

2.4.1 Policy DM 1 states:

"All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

...

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*

...

- Vehicular access and car parking.*

..."

2.4.2 Policy SP 1 states:

" The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.*

...

- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to*



the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

Development in all parts of the City should:-

...

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."*

2.4.3 Policy T 1 states:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.*
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- ...*
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic.*

2.4.4 Policy T2 states:

The Council will actively manage the pattern of development to ensure that new development:-

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*



- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites ...
- 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.
- ...
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

2.5 City Centre Transport Strategy

2.5.1 The City Centre Transport Strategy is a joint strategy developed by Manchester City Council, Salford City Council, Transport for Greater Manchester, and the Greater Manchester Combined Authority. The strategy aims to support sustainable growth within the city centre.

2.5.2 The strategy outlines 7 ambitions, which are:

Ambition 1: Walking is the main way of getting around the city centre,

Ambition 2: The city centre is cleaner, greener and less congested,

Ambition 3: More people choose to cycle to destinations within the city centre,

Ambition 4: The city centre benefits from better public transport connections,

Ambition 5: Parking in the city centre is smarter and integrated with other modes,

Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre,

Ambition 7: Innovation is embraced where it benefits the city centre and its users.



3 Highway Network

3.1 The Site has frontage on the following public highway:

- (i) Old Mill Street, to the north
- (ii) Lampwick Lane, to the east.

3.2 There is presently no vehicular access to the Site.

3.3 Existing Conditions

3.3.1 Old Mill Street

3.3.1.1 Old Mill Street is boulevard type road in the vicinity of the Site frontage, with single lane carriageways separated by a circa 7m space that includes street furniture, lighting, and parking spaces. It is subject to a 20mph speed limit in the vicinity of the Site. Old Mill Street is subject to a Restricted Waiting Zone except for marked bays in the vicinity of the Site.

3.3.1.2 There is footway on both sides of Old Mill Street in the vicinity of the Site. The footway is at grade with the road, but pedestrian areas are clearly delineated with tactile paving. This is also reinforced in parts through street furniture.

3.3.1.3 Old Mill Street is a bus route and there are bus stops on both sides of the road in close proximity to the Site.

3.3.2 Lampwick Lane

3.3.2.1 Lampwick Lane is a single carriageway road and forms a priority controlled junction with Old Mill Street. The carriageway is circa 6.0m wide and there is footway on both sides of the road. At present the footway part of the carriageway at the Site frontage is closed due to a temporary scaffolding to support the existing building at the Site.

3.3.2.2 Lampwick Lane also provides access to the car park for the Stubbs Mill office building, the car park of the adjacent Lampwick residential development, and an underground parking/servicing area for the Chips residential building and commercial units.



3.3.3 Accident History

- 3.3.3.1 The Crashmap website has been interrogated for the latest available five-year accident records for Old Mill Street in the vicinity of the Site. The Crashmap accident records covers the 5-year period from 2015 to 2019.
- 3.3.3.2 The Crashmap website shows that one accident was recorded on Old Mill Street in the vicinity of the Site access in the latest 5-year period. The accident was recorded in 2016 and was classified as slight in severity.
- 3.3.3.3 The slight accident involved a vehicle and a cyclist, both proceeding along the carriageway in wet weather conditions.
- 3.3.3.4 Whilst all accidents are regrettable, there is no evidence of a recurring accident problem in the vicinity of the Site. Therefore, it is concluded that accident mitigation/remedial measures are not required as part of the proposed development.



4 Proposed Site Access and Parking Arrangements

4.1 Access Strategy

- 4.1.1 The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development.

4.2 Parking

4.2.1 Proposed Parking Provision

- 4.2.1.1 The proposed development parking provision is shown on Drg 1743/02, and comprises;

- Car Parking: 1 accessible parking bay on Lampwick Lane, adjacent to the Site, subject to Traffic Regulation Order.
- Cycle Parking: 39 covered spaces, within a secure gated courtyard, representing a ratio of 1 cycle space per apartment.

4.2.2 Manchester City Council Parking Standards

- 4.2.2.1 The Manchester City Council parking standards for new development are set out in Manchester Residential Quality Guidance (March 2017). The guidance states:

"In accordance with the 'comply or justify' approach of this document, the following standards are required:

- *City Centre - Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements;*
- *Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point:*

In both scenarios, 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 proposed 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.*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme."*

4.2.2.2 The Site is located within New Islington neighbourhood. New Islington neighbourhood is part of Manchester City Centre, as defined in the Manchester Residential Quality Guidance. Therefore, parking should be provided within the constraints of Site specific circumstances.

4.2.3 Secure Cycle Parking

4.2.3.1 As set out above, the proposed development includes 39 cycle parking spaces, representing a ratio of 1 per apartment. This is located within a secure gated compound and is covered. Therefore, the proposed provision is well in excess of the 50% provision relative to apartment numbers mentioned in the residential quality guidance.

4.2.4 Off-Site Parking

4.2.4.1 The Site is located within Ancoats and New Islington Regeneration Area, and the area around Old Mill Street in the vicinity of the Site has seen the delivery of a substantial number of New Apartments in recent years. AHA has reviewed planning applications within the last 5 years for residential apartments on sites with frontage on Old Mill Street to determine the proposed/delivered levels of car parking at recent nearby developments. The numbers and ratios of car and cycle parking for each development is summarised in Table 3.1. Car parking ratios are within the range of 0.18 per apartment to 0.40 per apartment.

4.2.4.2 The Ancoats and New Islington regeneration area aims to provide a range and mix of residential accommodation, which will appeal to different household types. There is a need for car parking within the neighbourhood as a whole, as not all accommodation types and household compositions are suitable for zero car ownership. However, in the area around Old Mill Street, the low ratios of parking provision in preceding developments show that anticipated



demand for parking is generally considered to be low. In the immediate vicinity of the Site, the approved parking strategies rely on most households not owning a car, which suggests that reduced or zero car parking is appropriate provision in this specific location. Therefore, there is no requirement to identify off-site parking capacity to serve the proposed development.

4.2.5 On-Street Parking

4.2.5.1 As set out in Chapter 2, Old Mill Street is within a restricted waiting zone, and there are double yellow lines on Lampwick Lane. This means there is no on-street parking available in the immediate vicinity of the Site. A combination of on-street restrictions and an absence of off-street provision for the proposed development is likely to influence residents to adopt non-car modes which is consistent with the majority of existing residents in the immediate vicinity of the Site.

4.2.5.2 As set out above, the proposed development includes provision of a single on-street accessible parking space on Lampwick Lane, adjacent to the proposed development.

4.2.5.3 The on-street accessible parking provision is intended for resident and visitor use. MCC do not have any standards for accessible visitor parking for residential developments, but the proposed level is considered suitable to meet the likely demand generated by the proposed development.

4.2.5.4 It is proposed that the on-street accessible parking bay comprises a 6.6m x 2.7m marked bay with signage, in accordance with Traffic Signs Regulations and General Directions, and is subject to a Traffic Regulation Order (TRO). It is proposed that the applicant provides a contribution for the implementation of the TRO, and associated signage and markings.

4.2.6 On-Site Parking

4.2.6.1 The former dispensary is a Grade II listed building. The Manchester Residential Quality Guidance states:

"In the city centre, the ability to deliver car parking on site at a level that will fully satisfy demand is often a product of the configuration, size, topography and ground conditions associated with a particular site. Small infill sites in the city centre are often key to wider regeneration outcomes; however, in isolation it is extremely difficult to meet on site requirements.

With listed buildings, for example, it is often impossible to accommodate car parking in a manner that does not compromise the architectural and historic qualities of that asset. In these



scenarios there is a need to look more holistically at car parking provision across an area, and utilise appropriate off site car parking solutions to meet demand."

- 4.2.6.2 The listed building occupies the majority of the development Site. The part of the Site that is not occupied by the existing building is required for extension of the existing building in order for the restoration of the listed building to be viable, as set out in the viability statement that accompanies the planning application. It is therefore not possible to provide on-site car parking as part of the proposed development.

4.2.7 Parking Demand: Census Data

- 4.2.7.1 The Site is located in a highly sustainable location, with good existing walk, cycle, and public transport infrastructure in the vicinity of the Site. There is very good opportunity residents of the proposed development to access the Site by walk, cycle, bus, Metrolink and rail, and this is set out further in Chapter 5 herein.

- 4.2.7.2 Furthermore, 2011 census data for Manchester 013 Middle Level Super Output Area (MSOA) shows that local car ownership is very low in the vicinity of the Site. The census data is summarised as:

	Manchester 013 MSOA	Greater Manchester
No cars or vans in household:	58.1%	30.6%
1 car or van in household:	35.7%	42.7%
2 cars or vans in household:	5.6%	21.8%
3 cars or vans in household:	0.5%	3.9%
4 or more cars or vans in household:	0.0%	1.1%

- 4.2.7.3 The low car ownership in Manchester 013 MSOA is reflected in the 2011 census modal split for journeys to work, which shows that only 30.7% of residents in the MSOA travel to work as car driver. The census data shows that the majority of households in Manchester 013 MSOA do not own a car, and do not use a car to travel to work.

4.2.8 Tenant Parking Demand and Site Management

- 4.2.8.1 The residential quality guidance states:

"For apartment schemes within the city centre, there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of demand. Conversely, the emerging



build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement.

In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport."

4.2.8.2 The proposed development is for affordable rent, and this has an influence on parking demand. The development will be managed by Great Places Housing Group, who manage a substantial portfolio of housing for affordable rent, and have reported a recent shift in attitude to car ownership within affordable housing. Great Places are to agree a local lettings policy with Manchester City Council which would allow the properties to be marketed and let to 'non car owners' on first let and this would be encouraged on subsequent lets. Great Places Housing Group own a large housing stock holding within the Ancoats and New Islington area that has parking provision, including the new proposed development, Downley Drive which is located within a 400m (5 minute) walk of this site. Prospective tenants who rely on a car or van (e.g. For work) would be offered alternative accommodation within the area, that would be more suited to their circumstances and requirements.

4.2.8.3 A Travel Plan is submitted as part of the planning application, and will be operated at the proposed development. This provides a mechanism for reducing reliance on car-based trips at the Site and encouraging and enabling the use of sustainable transport modes. Lettings at the Site will be described a suitable for non-car owners at first let, and this will be subsequently managed for subsequent lets through the Travel Plan. This ensures car parking is managed and that the development has no material impact on on-street provision in the vicinity of the Site.

4.2.8.4 A high level of secure cycle parking is proposed as required by the Manchester Residential Quality Guidance. The proposed cycle parking provision is 100%. In addition, there is an existing Enterprise Car Club vehicle located outside the Chips apartment building Lampwick Lane, within a 100m walk of the main building entrance, which is available for use by residents of the proposed development.

4.2.9 Conclusion

4.2.9.1 The Manchester Residential Quality Guidance requires that car parking for city centre apartment developments is determined based on site specific circumstances. It is demonstrated that the development is in a sustainable location with very good accessibility by walk, cycle and public transport. This is reflected in low car ownership in the vicinity of the Site,



despite existing parking provision, demonstrating that the proposed location is suitable for car-free development.

4.2.9.2 It is demonstrated that the proposed development meets the criteria of the MCC Residential Quality Guidance for no on-site provision as follows;

- (i) There is secure cycle parking at a ratio of 1 space per apartment,
- (ii) The proposed development is in a suitable location for zero parking provision, and no off-street parking is required in an off-site location,
- (iii) The provision of an on street accessible parking bay can be implemented with suitable geometry as set out in TSRGD,
- (iv) The Site is a Grade II listed building, and there is no viable option to provide on-site parking,
- (v) Local census data, and current market trends indicate that demand for car parking at the Site will be low.

4.2.9.3 Management of the development provides a practical mechanism for managing car parking at the Site. The development will be managed as car-free development, minimising the development parking impacts on the local area. A high level of cycle parking will be provided, and residents have access to a car club vehicle in very close proximity to the Site. It is concluded that the zero on-site parking provision is suitable for the proposed development.

4.3 Servicing

4.3.1 It is proposed that all servicing and refuse collection is undertaken from Lampwick Lane as shown on Drg 1743/03. Swept path analysis of a refuse vehicle servicing the proposed development is shown on Drg 1743/SP/01. A detailed description of the proposed refuse collection arrangements is set out in Technical File Note 1, Appendix A, and has been agreed in-principle with MCC highways.



5 Accessibility By Non-Car Modes

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

5.1.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 80% of journeys are carried out on foot.

5.1.3 The NTS establishes that:

- (i) 80% of all trips under 1 mile (1.6km) are made by foot,
- (ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
- (iii) Walking accounts for 26% of all trips and 3% of distance travelled,
- (iv) Education and Shopping trips account for 39% of all walk trips,
- (v) 71% of people undertake a walk of 20 minutes or more at least once a week,
- (vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.

5.1.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 5.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

5.1.5 Shops and Food stores

5.1.5.1 Review of Figure 5.1 shows that Great Ancoats Street is within a 400m-800m (5-10 minute) walk and there are numerous shops and amenities along both sides of the road. There is a Co-Op food store on Blossom Street, which is within an 800m (10 minute) walk of the Site and a row of shops on Bollington Road that includes a convenience store and is also within a 10 minute walk.

5.1.5.2 The Northern Quarter is located within a 1200m-1600m (15-20 minute) walk and contains numerous shops and food stores.



5.1.6 Education

5.1.6.1 There are also schools within a practical walk of the Site. The nearest primary school to the Site is St Anne's Roman Catholic Primary School on Carruthers Street. It is located circa 450m from the Site. This equates to a circa 5-6 minute walk. The walk route to St Anne's primary benefits from:

- (i) Continuous footway
- (ii) Tactile paving
- (iii) Pedestrian crossing facilities
- (iv) Street lighting.

5.1.6.2 New Islington Free School is located within a 500m walk of the Site and Park View Community School is within a 1200m (15 minute) walk of the Site.

5.1.7 Leisure & Recreation

5.1.7.1 There is a children's playground to the east of Chippenham Road within an 800m (10 minute) walk of the Site. Ancoats Green and Victoria Mill Park are located within a 1200m (15 minute) walk of the Site.

5.1.7.2 There are numerous sports facilities at Sportcity and which is within 2000m (25 minute) walk of the Site. The facilities at Sportcity which are open to the public include:

- (i) Athletics facilities
- (ii) Squash courts
- (iii) Tennis courts
- (iv) Velodrome
- (v) Fitness centre
- (vi) Philips Park recreational area.

5.1.8 Health

5.1.8.1 New Islington Medical Practice is a circa 145m walk distance from the Site, which equates to a 1-2 minute walk. The practice is part of New Islington Primary Care Centre which also includes a dentist and pharmacy.



5.1.9 Transport

- 5.1.9.1 There are bus stops on Old Mill Street and Great Ancoats Street that are within a 100m of the Site. Shudehill bus interchange is within a circa 1500m of the Site.
- 5.1.9.2 New Islington Tram Stop is located next to Pollard Street to the south of the Site and is within a 300m walk of the Site. The New Islington stop is located on the Ashton-under-Lyne to Eccles Metrolink line.
- 5.1.9.3 Manchester Piccadilly rail station is within a 1200m (15 minute) walk of the Site; Manchester Victoria train station is located within 2000m (a 25 minute walk) of the Site.

5.1.10 The Bee Network

- 5.1.10.1 The Greater Manchester Bee Network is a proposal to create a cycling and walking infrastructure network to connect communities across Greater Manchester, making it easy to undertake journeys without using a car. It has been developed in collaboration with all 10 Greater Manchester local authorities and co-ordinated by Transport for Greater Manchester.
- 5.1.10.2 Figure 5.2 presents the proposed Bee Network in the vicinity of the Site and Figure 5.3 shows the section of this network that have already been confirmed as Beeways. There are proposals for an extensive network of Beeways in the vicinity of the Site.
- 5.1.10.3 Review of Figure 5.3 shows that Rochdale canal tow path to the north of St Vincent Street is a confirmed Beeway. This part of the network continues to westward to the A665 Great Ancoats Street. Improvements to this route are under construction at the time of writing. The improvements include;
- Better quality surface,
 - Improved headroom under a low bridge at Butler Street to the east of the Site,
 - Improvements to stepped accesses to the towpath.
- 5.1.10.4 Figure 5.3 also confirms that routes connecting New Islington Metrolink stop to Great Ancoats Street, Pollard Street, and Rochdale canal towpath are confirmed Beeway infrastructure. These routes form part of the Manchester Northern and Eastern Gateway Route, which has been allocated Bee Network funding (Tranche 5), and is presently under development. It is understood that the route will include an improved bridge crossing of Ashton Canal, improving connectivity between the Site and New Islington Metrolink stop.



5.2 Cycle

5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

5.2.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

5.2.3 Figure 5.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 5.4 highlights that a large part of the city centre of Manchester is within a 10 minute cycle ride. All of the city centre, west Gorton, Clayton and parts of Failsworth and Crumpsall are within a 25 minute cycle ride. This provides very good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes, including work, education, shopping and leisure.

5.2.4 Cycle Routes

5.2.4.1 Figure 5.5 presents the cycle routes in the vicinity of the Site. National Cycle Route 66 runs along Old Mill Street to the north of the Site. The provides a connection to Manchester Piccadilly rail station to the west, and to Miles Platting, Newton Heath and Failsworth to the east. The majority of the route to the east of the Site utilises Rochdale Canal Towpath and is traffic-free.

5.2.4.2 National Cycle Route 60 runs to the east of the Site along the A6010. National Route runs between the northernmost edge of Houldsworth Golf Course in Reddish and Harpurhey to the north.

5.2.4.3 Also shown on Figure 5.5 is part of National Cycle Route 6, to the west of the Site in the centre of the city. National Cycle Route 6 is a long distance route that links London to the Lake district, passing through numerous towns and cities, including Manchester city centre. It also connects with National Cycle Route 60 at North Reddish.

5.2.4.4 Figure 5.6 presents the Transport for Greater Manchester cycle routes in the vicinity of the Site. Review of Figure 5.6 shows an existing cycle lane connecting Old Mill Street to Reddish Street to the north. There is also an existing canal towpath to the south of the Site.



- 5.2.4.5 The Site is within a 20mph zone and therefore provides a good environment for cycling in the immediate vicinity of the Site.

5.3 Public Transport

- 5.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus, Metrolink and rail.

5.3.2 Bus

- 5.3.2.1 There are existing bus stops on Old Mill Street that are less than a 100m walk from the Site. There are also bus stops on Great Ancoats Street within a 400m (5 minute) walk of the Site. There are bus stops on Every Street and Butler Street within an 800m (10 minute) walk of the Site. The services that call at stops within a 5 minute walk of the Site are set out below:

Service	Route	Mon-Fri	Frequency	
			Saturday	Sunday
216	Manchester - Ashton	10-15 min	15-20 min	15-30 min
217	Wythenshawe hosp - Ashton	60 min	60 min	60 min
230	Manchester - Littlemoss/Ashton	30-60 min	30-60 min	60 min
231	Manchester - Littlemoss/Ashton	30 min	30 min	60 min.

- 5.3.2.2 In addition to the 217 bus service, the 709 bus calls at the stops Old Mill Street. The 709 is a school service that operates that runs between Ancoats and St Matthews High School. This service operates 1 trip from Ancoats to the school in the morning and 1 return trip in the evening.

- 5.3.2.3 The additional services that call at stops within a 10 minute walk of the Site are set out below:

Service	Route	Mon-Fri	Frequency	
			Saturday	Sunday
74/76	Manchester - Oldham	15 min	-	-

- 5.3.2.4 In addition, the Y4 bus service calls at the stops on Every Street within a 10 minute walk of the Site. The Y4 is a school bus service that operates between St peter's High School and Moss Side. The service operates 1 trip to the school in the morning and 1 return trip in the afternoon.

- 5.3.2.5 Piccadilly Gardens and Shudehill bus interchanges are with a 1600m (20 minute) walk of the Site. There are numerous bus services available from Piccadilly and Shudehill to a variety of destinations in Greater Manchester.



- 5.3.2.6 There is a free bus service operating around the Manchester city centre. The service operates with 3 routes and these are set out below:

Route 1

Monday to Friday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Salford Central Station, Spinningfields, St James Square, to Piccadilly Rail Station.

Saturday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Museum of Science & Industry, St James Square, to Piccadilly Rail Station.

Sunday and Public Holidays: Piccadilly Rail Station, St Mary Gate, Spinningfields, St James Square, to Piccadilly Rail Station.

Route 2

Piccadilly Rail Station, Stevenson Square, Shudehill Interchange, Victoria Rail Station, Oxford Street, to Piccadilly Rail Station.

Route 3

Piccadilly Rail Station, Oxford Road Rail Station, Deansgate Castlefield Metrolink Station, Spinningfields, Victoria Rail Station, Shudehill Interchange, to Piccadilly Rail Station.

- 5.3.2.7 A copy of the route map is included in Appendix B.
- 5.3.2.8 Route 1 operates with a 10 min frequency between 0700 and 1915 on Mondays to Fridays. On Saturdays it operates with a 10 min frequency between 0820 and 1915 and on Sundays it has a 12 min frequency and operates between 1100 and 1800.
- 5.3.2.9 On Mondays to Fridays, Route 2 operates with a 10 minute frequency between 0630 and 1910 and then with a 20 minute frequency between 1910 and 2330. It operates between 0830 and 1930 on Saturdays with a 10 minute frequency, reducing to a 15 minute frequency between 1930 and 2330. On Sundays, the service operates between 1000 and 1900 with a 12 minute frequency.
- 5.3.2.10 Route 3 operates in the evenings only. It has a 20 minute frequency between 1930 and 2330 on Mondays to Fridays. On Saturdays it operates with a 15 minute frequency between 1930 and 2330.



5.3.2.11 All three free bus services call at Piccadilly rail station within a 1200m (15 minute) walk of the Site.

5.3.3 Metrolink

5.3.3.1 The nearest Metrolink station to the Site is New Islington which is within a 300m walk of the Site.

5.3.3.2 New Islington tram stop is on the Eccles/ Media City UK – Ashton-Under-Lyne tram line.

5.3.3.3 The frequency of the services calling at the New Islington Metrolink stop are as follows:

Day	Frequency
Monday-Friday	06:00-19:00 every 10 mins 19:00-00:00 every 20 mins
Saturday	06:00-08:00 every 20 mins 08:00-20:00 every 10 mins 20:00-00:00 every 20 mins
Sunday	07:00-23:00 every 15 mins.

5.3.3.4 Review of the above shows that residents of the Site will benefit from a frequent Metrolink service only a short walk from their homes. Whilst the New Islington stop is on the Eccles-Ashton-under-Lyne Metrolink line, there will be opportunity to change trams to access other parts of the network.

5.3.4 Rail

5.3.4.1 Manchester Piccadilly rail station is located within a 1200m (15 minute) walk of the Site and Manchester Victoria is within a 2000m (25 minute) walk of the Site. Both stations are also connected to the Greater Manchester Metrolink network, proving residents of the Site the opportunity to travel to/from these stations by tram. Cycle storage is also available at both stations.

5.3.4.3 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:



Destination	Journey Time (min)	Frequency (hourly)
Manchester Airport	19-22	3-5
Stalybridge	4	1
Huddersfield	32-42	1
Dewsbury	53-59	1
Leeds	72	1
Wigan	28-32	1
Preston	36-60	1-2
Stockport	7-13	8-9
Glossop	37	2
Macclesfield	21-33	1
Stoke-on-Trent	37-55	1
Sheffield	50	1-2
New Mills	30	2
Liverpool Lime St	51-62	1-3.

5.3.4.4 Other destinations available from Manchester Piccadilly include Birmingham, Edinburgh, Glasgow and London.

5.3.4.5 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Victoria are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Rochdale	13-20	3-4
Dewsbury	42-70	2
Salford Central	3	4
Salford Crescent	6	4
Bolton	19	1
Blackburn	51	1
Clitheroe	75	1
Huddersfield	27-31	1
Leeds	55-86	2-3
Wigan Wallgate	36-45	1-2
Chester	60-69	1-2
Liverpool Lime St	40	1
Stalybridge	14	1.

5.3.4.6 It is clear from the above that the residents of the Site will have very good opportunity to undertake journeys to a range of destinations by train.



5.4 Summary

- 5.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and there is good existing infrastructure to encourage journeys to be undertaken by walk and cycle. The Site is within a walkable neighbourhood within Manchester city centre, with a wide range of amenities and employment opportunities within close proximity of the Site. This provides very good opportunity for trips to be undertaken by walk and cycle. This provides a positive contribution to policy aims of NPPF, MCC Core Strategy, and the City Centre Transport Strategy.
- 5.4.2 The Site is accessible by public transport. There is a range of bus services calling within close proximity of the Site, and New Islington Metrolink stop is within a 300m walk of Site. Additionally, Piccadilly rail station is within a circa 1200m (15 minute) walk of the Site, and Manchester Victoria is within a 2000m walk or cycle of the Site. Both stations are also accessible via Metrolink. This provides very good opportunity for residents of the proposed development to undertake journeys to a very wide range of destinations by rail.



6 Trip Generation

6.1 Peak Periods

- 6.1.1 The times when the combination is greatest of traffic generated by the proposed residential development and existing highway network traffic are the weekday AM and PM peak hours. TS quantitative analysis is undertaken for the AM and PM peak hours. These are typically 0800-0900 and 1700-1800.

6.2 Fall Back Situation

- 6.2.1 There is an existing building on the Site. However, it has been disused for some time and is not currently structurally safe to occupy. It is therefore assumed that all traffic generated by the proposed development is new to the Site.

6.3 Proposed Development

- 6.3.1 The proposed development comprises 39 apartments. There is no on-site parking provision. 1 on-street disabled visitor space is proposed, subject to a Traffic Regulation Order. The absence of resident parking and the excellent accessibility of the Site by non-car modes will influence the modal split of journeys undertaken to/from the proposed development.

- 6.3.2 TRICS is interrogated to establish suitable multi-modal trip generation rates for the proposed residential development. The most relevant category in TRICS for the proposed development is Affordable/Local Authority Flats. However, there is a general absence of comparable Sites with no parking in this category. There are a greater number of sites in the Flats Privately Owned category that have no parking. It is likely that the absence of parking will have a greater effect on travel patterns than the tenure of the proposed apartments. The Flats Privately Owned category is therefore used to estimate trip rates for the proposed development. The criteria adopted for the TRICS interrogation is as follows:

- Flats Privately Owned,
- Multi-modal surveys,
- Up to 60 units,
- Sites with on-site car parking removed,
- All surveys 2012 or more recent,



- Any sites in Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

6.3.3 On this basis, 3 sites are identified and the results of the TRICS interrogation are included in Appendix C.

6.3.4 The adopted AM and PM peak hour, and daily person trip rates for the proposed dwellings are set out below:

	Arrival	Departure	Two-way
AM (0800-0900)	0.069	0.500	0.569
PM (1800-1900)	0.328	0.155	0.483
Daily (0700-2100)	1.999	2.171	4.170

6.3.5 Review of the TRICS data showed the 1800-1900 trip generation rates are actually slightly higher than those for the typical network peak hour of 1700-1800. For robustness, the 1800-1900 trip generation rates are adopted.

6.3.6 The consequent estimate of the total person trips generated by the proposed development in the AM and PM peak hours, and daily (14-hour) is:

	Arrival	Departure	Two-way
AM (0800-0900)	3	19	22
PM (1800-1900)	13	6	19
Daily (0700-2100)	78	84	162

6.4 Modal Split

6.4.1 The modal split of trips generated by the proposed development can be estimated using TRICS multi-modal data and 2011 census travel to work data.

6.4.2 TRICS Multi Modal Data

6.4.2.1 The TRICS interrogation reported above and included in Appendix C includes trip rates for all transport modes. The daily (14-hour) trip rates for each mode, and consequent estimates of daily trips and modal split derived from TRICS are set out below.



Mode	Trip Rate (0700-1900, 2-way)	Estimated Trips	Modal Split
Tram ⁽¹⁾	1.184	46	30.4%
Train	0.068	3	2.0%
Bus	0.652	25	16.6%
Taxi	0.136	5	3.3%
Motorcycle	0.034	1	0.7%
Car (passenger)	0.239	9	6.0%
Cycle	0.223	9	5.9%
Walk	1.358	53	35.1%
Total		151	100%
Servicing	0.272	11	
Total (including servicing)		162	

Notes: 1. Tram trip rate and trip estimate is based on TRICS multi-modal data for underground/metro.

6.4.2.2 It is acknowledged that the TRICS data is for a number of similar sites to the proposed development. However, local circumstances may have an impact on modal split. It is therefore necessary to check the estimated modal split against local census data.

6.4.3 2011 Census

6.4.3.1 The 2011 census provides travel to work modal split data for people living in an area and travelling to work at a variety of end destinations. Whilst this only provides modal split for a specific journey type, ie journeys to work, it does provide an indication of the relative use of different transport modes within a locality.

6.4.3.2 Census modal split journey to work statistics is available for the scenario of 'Middle Super Output Area (MSOA)/Borough is the 'origin' of work trips': ie residents travel to work **from** here. This is applicable to the proposed residential use.

6.4.3.3 The 2011 Census is interrogated for recorded journey to work modal split for Manchester 013 Middle Super Output Area (MSOA), in which the Site is located. Data for car drivers is removed from the dataset on the basis that the proposed development will have no on-site parking and will be operated as a car-free development. The modal split for Manchester 013 MSA journeys to work excluding car driver is:

Mode	2011 Census
Tram ⁽¹⁾	4.0%
Train	9.4%
Bus	27.6%
Taxi	1.1%

Motorcycle	0.5%
Car (passenger)	5.1%
Cycle	5.3%
Walk	46.2%
Other	0.4%
Total	100%

6.4.3.4 It should be acknowledged that the East Manchester Metrolink line was opened after 2011 census. The line has several stations within Manchester 013 MSOA, including among others New Islington, which is within 300m of the Site. It is therefore likely that the tram mode share for Manchester 013 MSOA is substantially higher than the census data suggest.

6.4.4 Comparison of Census and TRICS Modal Split Estimates

6.4.4.1 A comparison of the 2011 census modal split for journeys to work for Manchester 013 MSOA and TRICS multi-modal data is presented below;

Mode	2011 Census	TRICS Data
Tram ⁽¹⁾	4.0%	30.4%
Train	9.4%	2.0%
Bus	27.6%	16.6%
Taxi	1.1%	3.3%
Motorcycle	0.5%	0.7%
Car (passenger)	5.1%	6.0%
Cycle	5.3%	5.9%
Walk	46.2%	35.1%
Other	0.4%	0.0%
Total	100%	100%

6.4.4.2 Comparison of the Census modal split for journeys to work for people residing in Manchester 013 MSOA and the daily modal split for all journeys based on TRICS multimodal data highlights that:

- There are substantial differences between the census and TRICS modal splits for public transport modes, including taxi. However, it is likely that travel by tram is substantially more popular than the census data suggests, and there is likely to be corresponding reductions in popularity of bus and rail modes. Ride sharing apps such as Uber have also lead to a general increase in the mode share of taxis since the census. This suggests that, despite the differences with census modal split, the TRICS modal split is a reasonable,



- Walking is likely to be the most popular mode choice according to both census and TRICS data, albeit that the census data suggests that walking may be more popular locally the TRICS data suggests,
- The cycle and car passenger mode share a broadly consistent between the two datasets.

6.4.4.3 In general, whilst there are differences between modal split of public transport journeys for 2011 census data journeys to work, and the TRICS data modal split estimates, the TRICS data is considered to provide a reasonable basis for estimating the modal split and therefore the trip generation by mode for the proposed development.

6.4.4.4 As set out in Chapter 4, there are good walk and cycle infrastructure in the vicinity of the Site, as well as a wide range of public transport options. It is estimated that the majority of trips generated by the proposed development will be by sustainable transport modes, and that these trips can be accommodated by existing infrastructure.

6.5 Net Traffic Impact

6.5.1 The vehicle trip rates in the AM and PM peak hours derived from the multi-modal TRICS data, refer Appendix C, are;

	Arrival	Departure	Two-way
AM (0700-0800)	0.034	0.034	0.068
PM (1700-1800)	0.052	0.052	0.104

6.5.2 The consequent estimate of the total person trips generated by the proposed development in the AM and PM peak hours is:

	Arrival	Departure	Two-way
AM (0800-0900)	1	1	2
PM (1800-1900)	2	2	4

6.5.3 It is concluded that the net traffic impact of the proposed development is not material.

6.6 Summary & Conclusions

6.6.1 The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development. The development traffic impact in the AM & PM peak hours, and the modal split



of trips generated by the proposed development has been estimated. The proposed development is estimated to generate a negligible number of vehicle trips in the AM & PM peak hours. It is concluded that the proposed residential development will not have a material impact on the local highway network in the AM and PM peak hours.



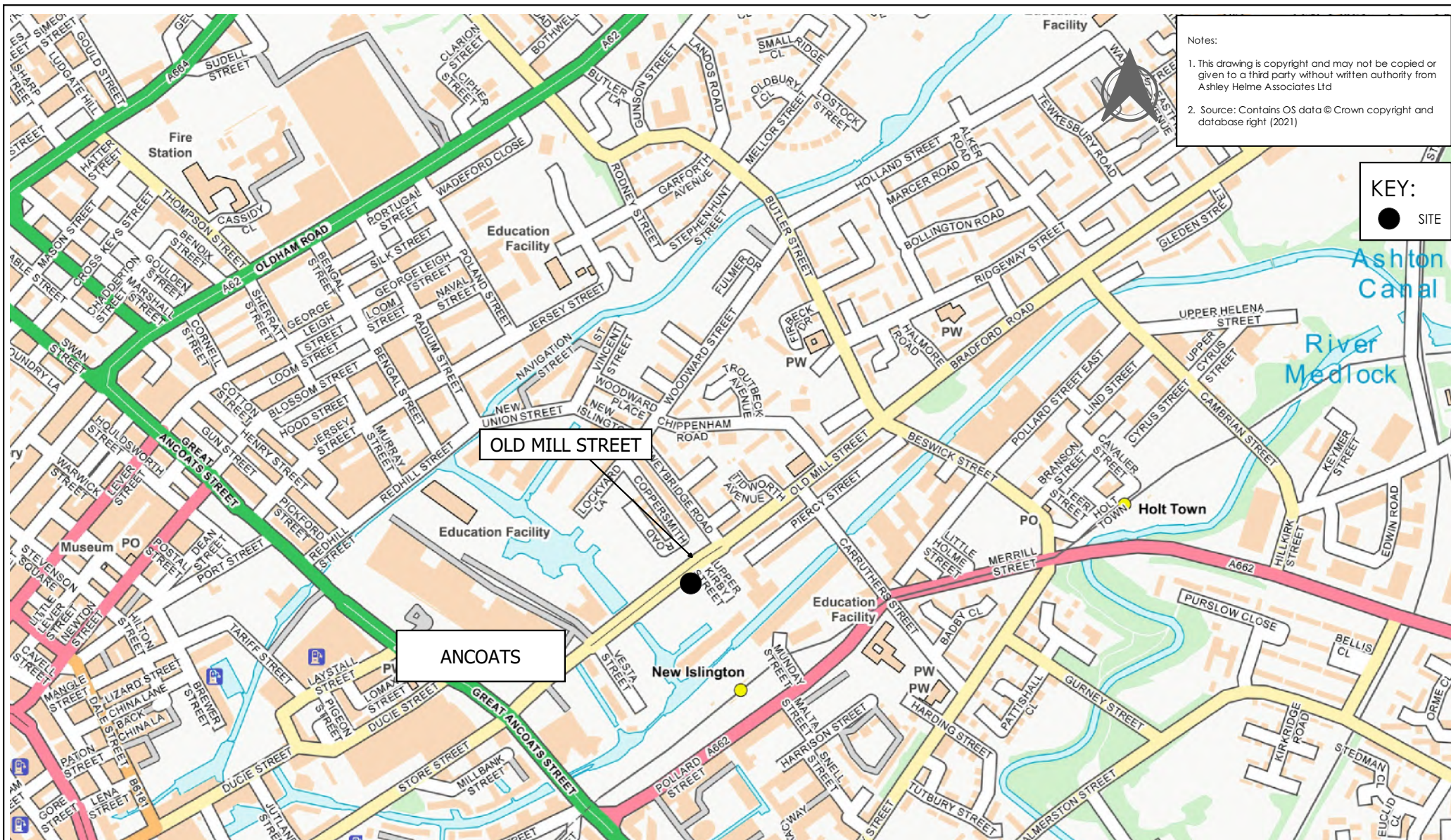
7 Summary & Conclusions

- 7.1 Ashley Helme Associates Ltd (AHA) are appointed by Great Places Housing Group to prepare a Transport Statement (TS) to support the planning application for residential development at the Former Ancoats Dispensary, Old Mill Street, Ancoats. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 7.2 The Site is part of the former Ancoats Hospital and is a Grade II listed building. The proposed development comprises the restoration of the existing dispensary building to provide 39 apartments.
- 7.3 The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development.
- 7.4 It is proposed that all servicing and refuse collection is undertaken from Lampwick Lane. Swept path analysis confirms that a refuse vehicle can enter Lampwick Lane in a forward gear, turn at the southern end of Lampwick Lane, and exit in a forward gear. It is concluded that the servicing strategy is suitable for the proposed development.
- 7.5 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and there is good existing infrastructure to encourage journeys to be undertaken by walk and cycle. The Site is within a walkable neighbourhood within Manchester city centre, with a wide range of amenities and employment opportunities within close proximity of the Site. There is a range of bus services calling within close proximity of the Site, and New Islington Metrolink stop is within a 300m walk of Site. Additionally, Piccadilly and Victoria rail stations are accessible by walk/cycle from the Site, providing opportunity for residents of the proposed development to undertake journeys to a very wide range of destinations by rail.
- 7.6 The development traffic impact in the AM & PM peak hours, and the modal split of trips generated by the proposed development has been estimated. The proposed development is estimated to generate a negligible number of vehicle trips in the AM & PM peak hours. It is concluded that the proposed residential development will not have a material impact on the local highway network in the AM and PM peak hours.

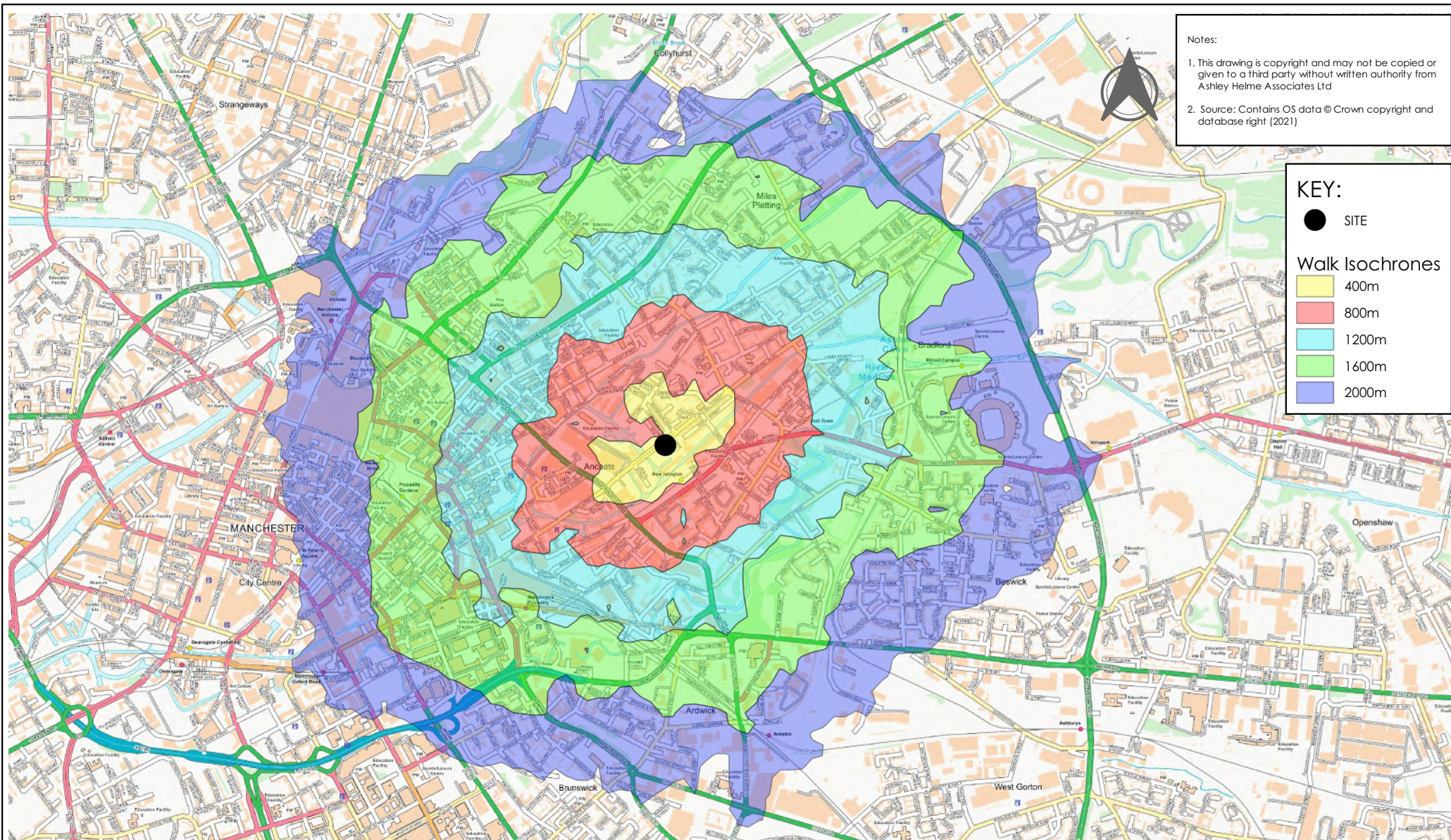


- 7.7 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies in NPPF, MCC Core Strategy, and the City Centre Transport Strategy. There are no transport/highways reasons for refusal of planning permission.

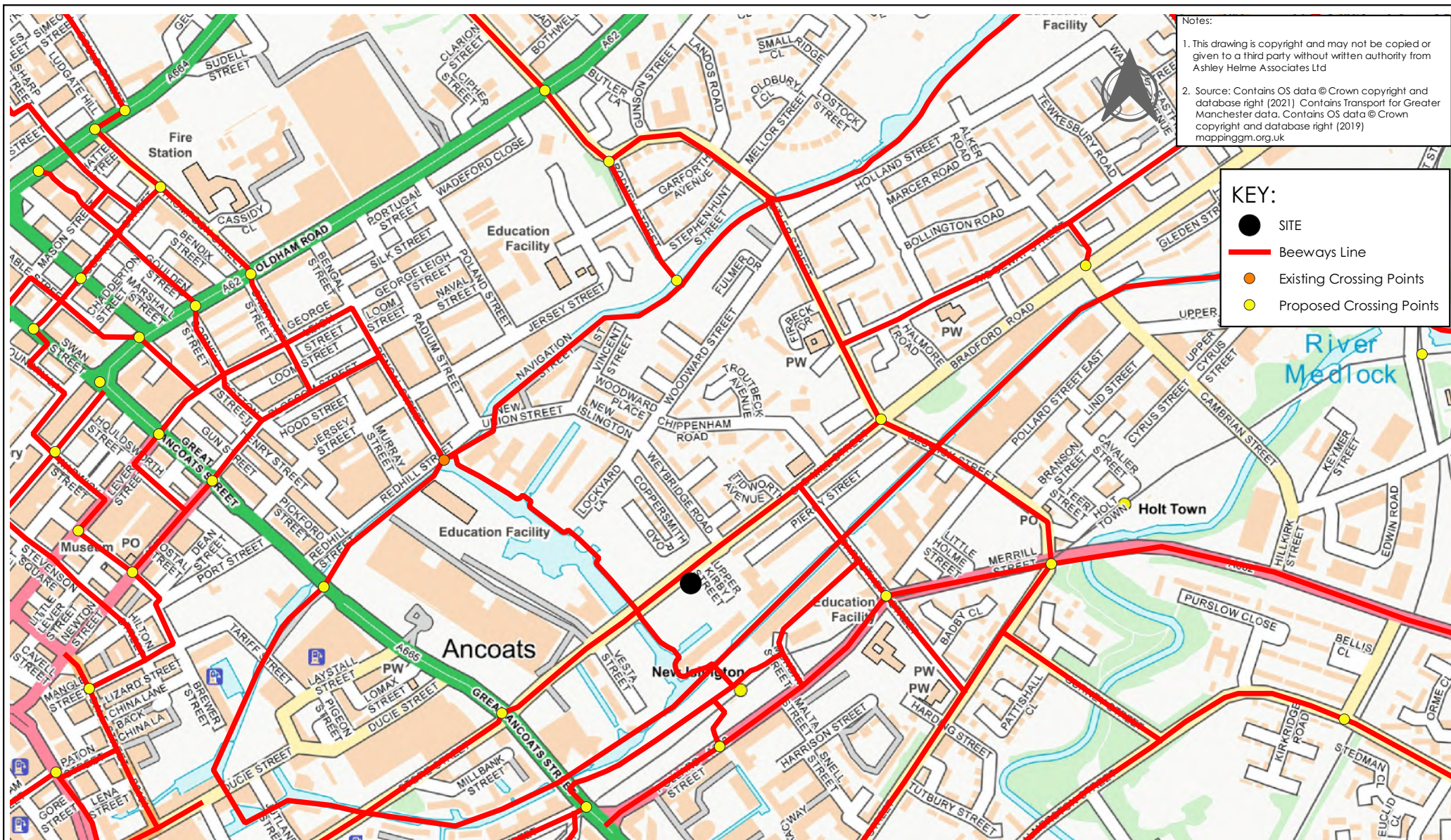
Figures



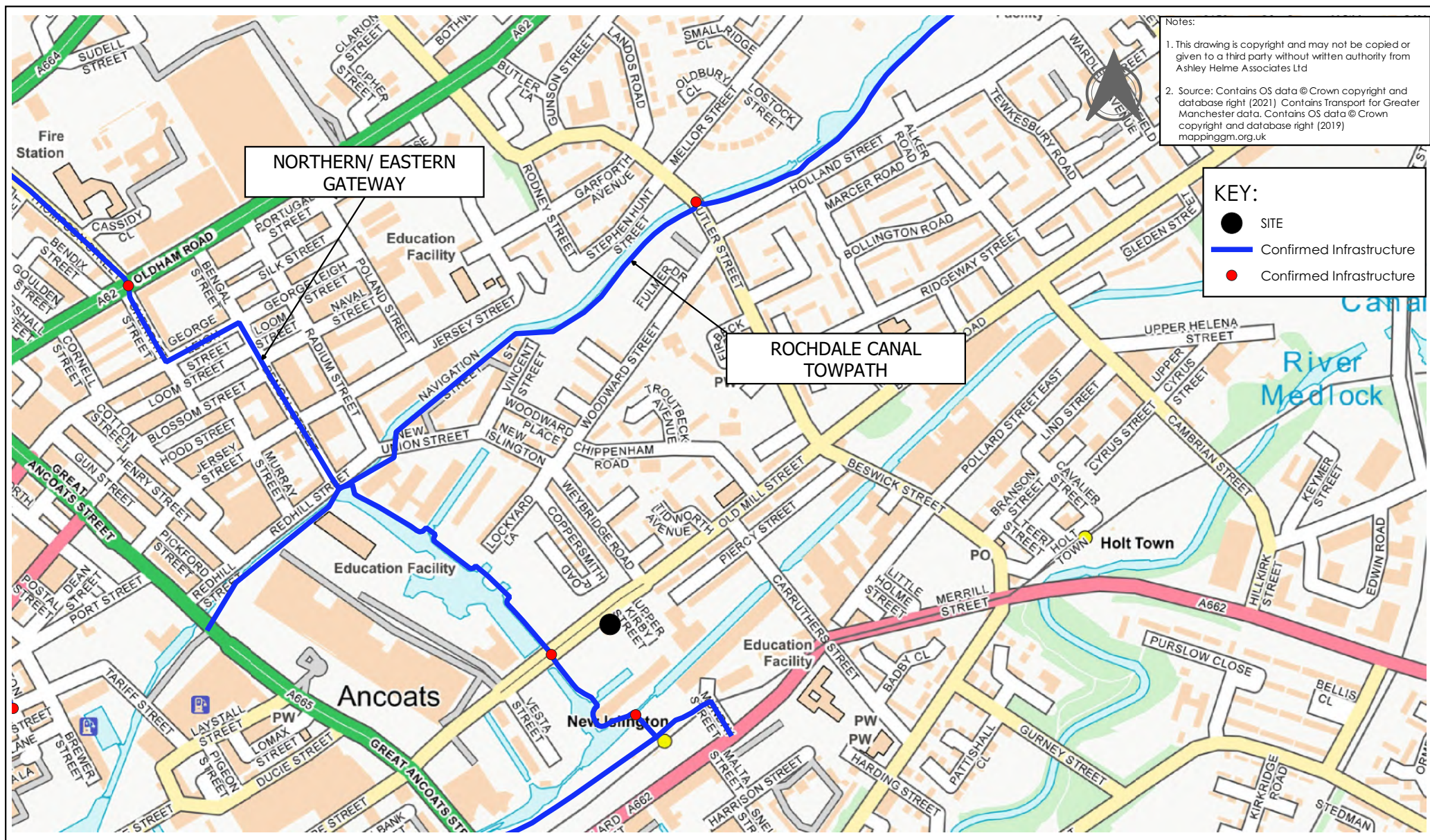
Project:	Title:	FIGURE 1.1		 ASHLEY HELME ASSOCIATES
Client:		Date:	Scale:	
GREAT PLACES	LOCATION PLAN	FEBRUARY 2021	NTS	



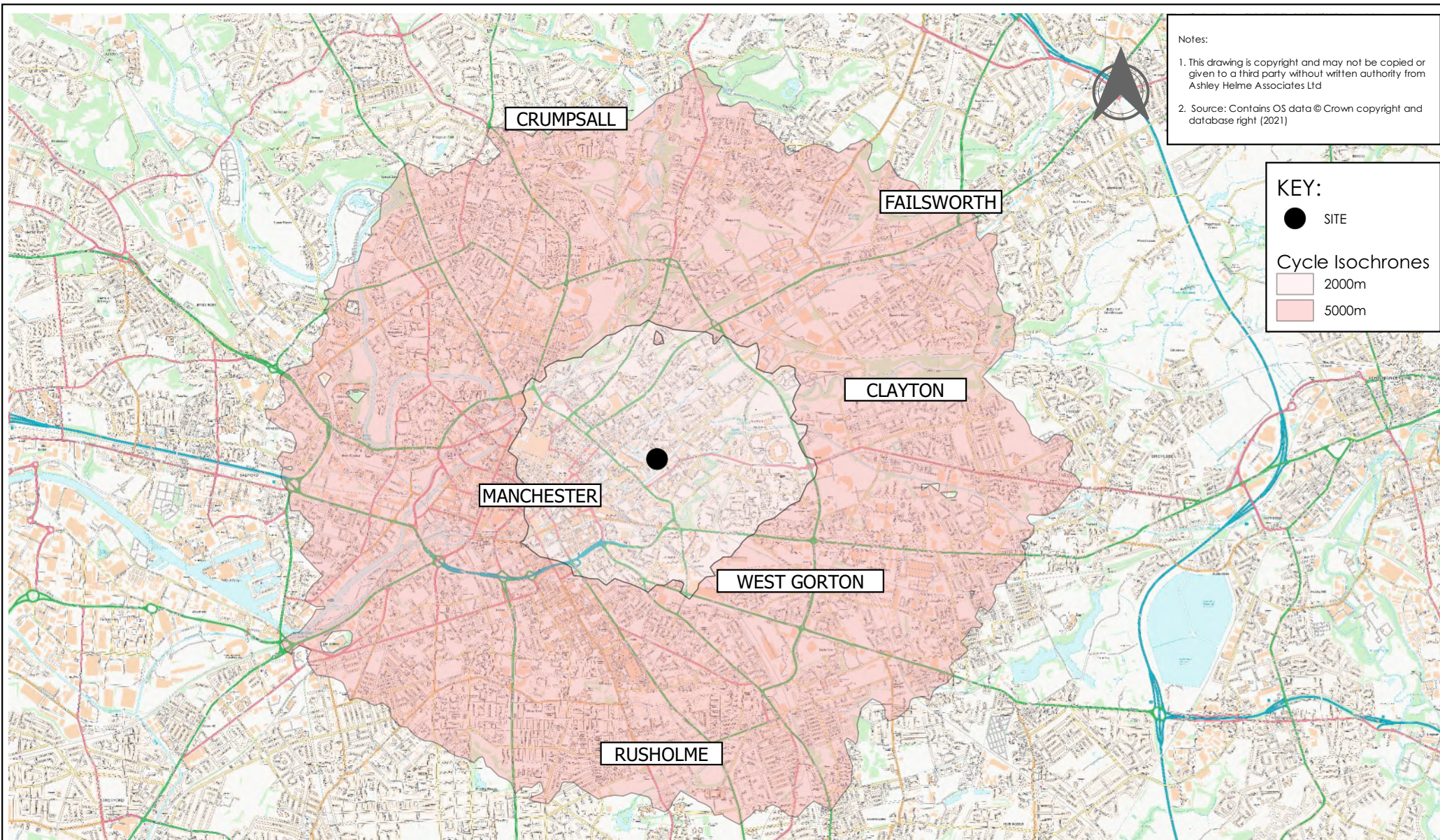
Project: ANCOATS DISPENSARY	Title: WALK ISOCHRONES	FIGURE 5.1		
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



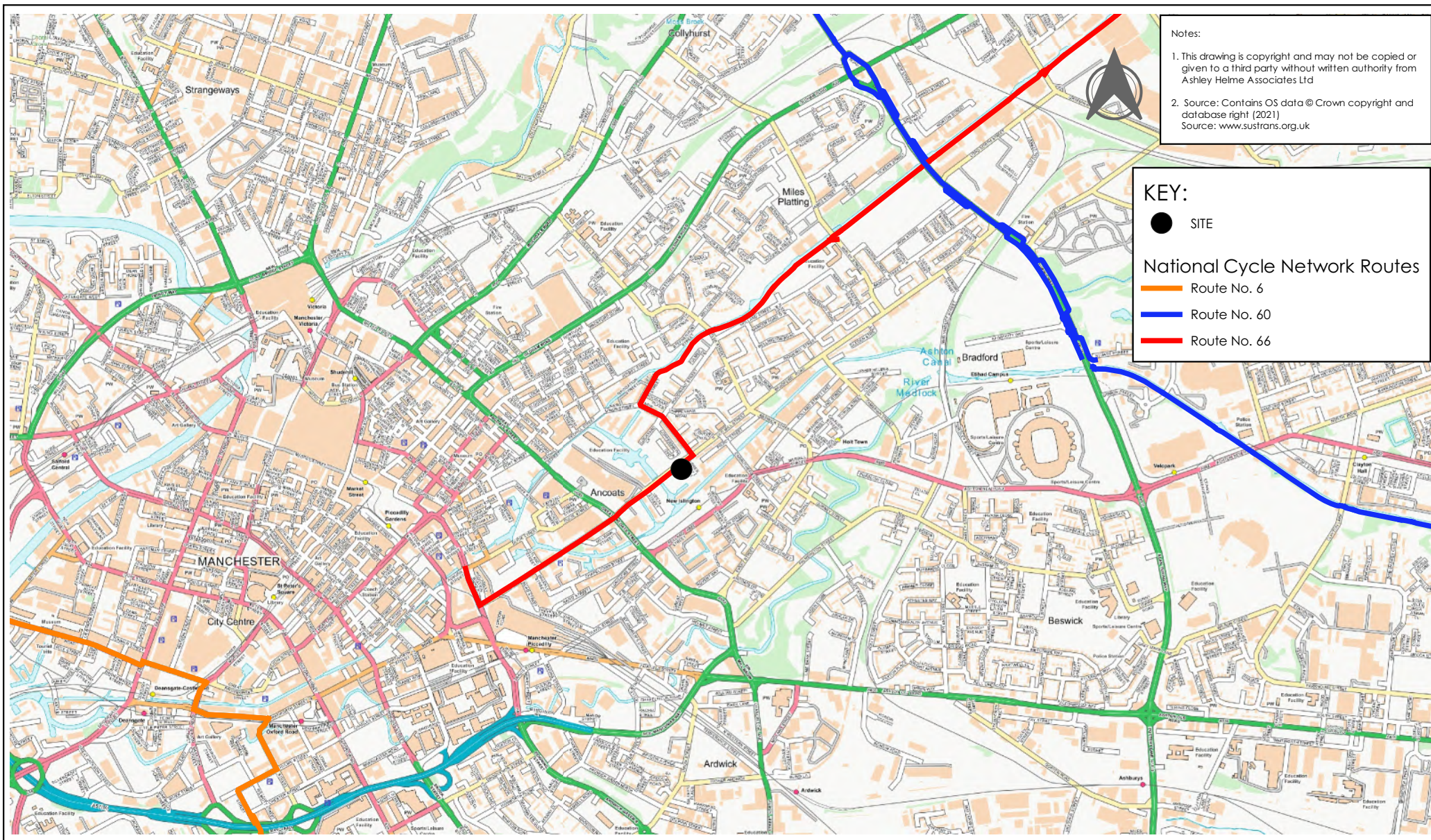
Project: ANCOATS DISPENSARY	Title: THE BEE NETWORK (WITH CROSSING POINTS)	FIGURE 5.2		
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



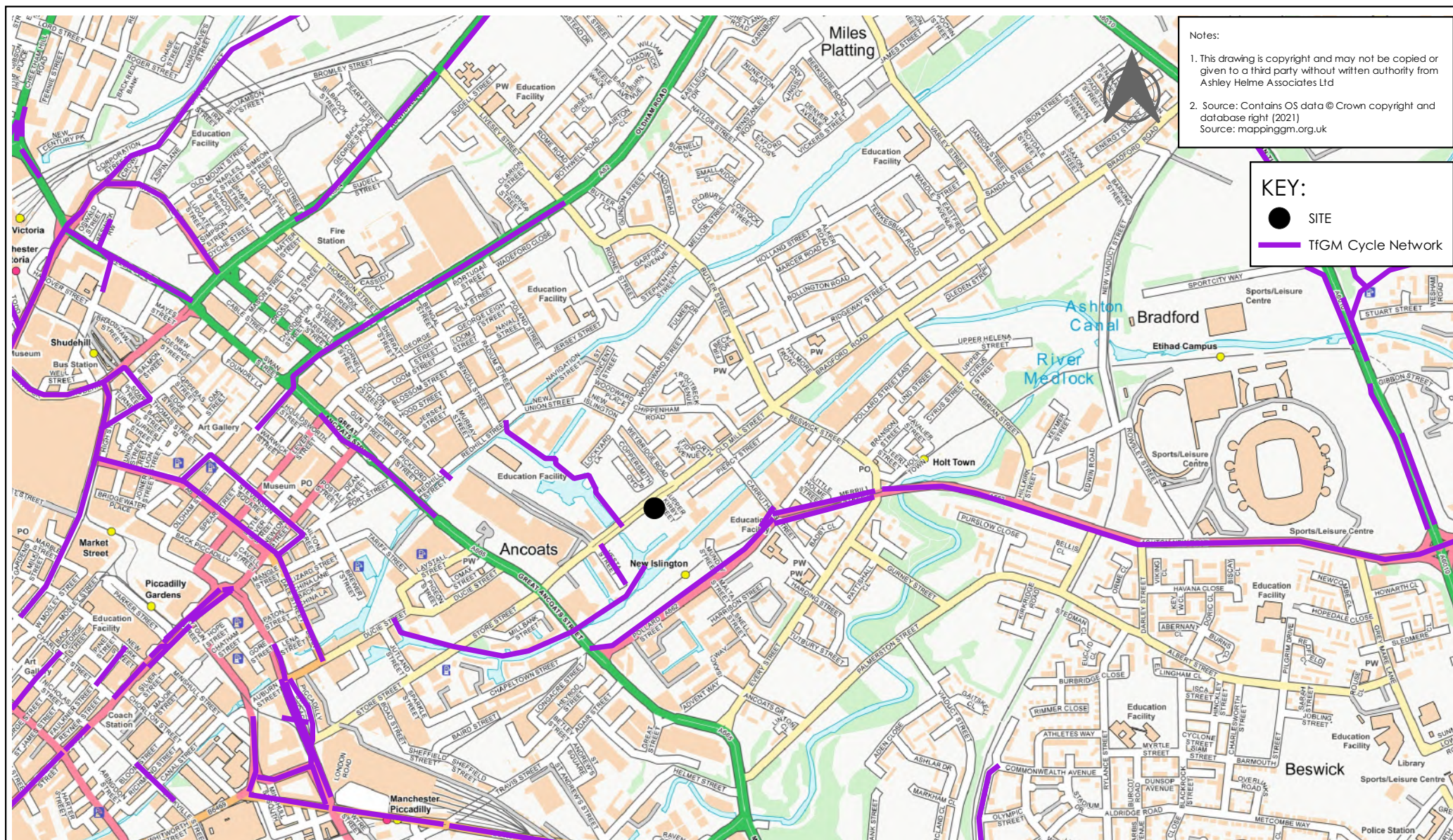
Project:	Title:	FIGURE 5.3		 ASHLEY HELME ASSOCIATES
Client:	THE BEE NETWORK CONFIRMED INFRASTRUCTURE	Date:	Scale:	
GREAT PLACES		APRIL 2021	NTS	



Project: ANCOATS DISPENSARY	Title: CYCLE ISOCHRONES	FIGURE 5.4		
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



Project: ANCOATS DISPENSARY	Title: CYCLE ROUTES (NATIONAL CYCLE NETWORK)	FIGURE 5.5	
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS



Project: ANCOATS DISPENSARY	Title: CYCLE ROUTES (TFGM CYCLE NETWORK)	FIGURE 5.6	
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS

Tables

DEVELOPMENT	PLANNING REFERENCE	DEVELOPMENT UNITS			CAR PARKING		CYCLE PARKING	
		Houses	Apartments	Commercial (sm)	Spaces	Ratio	Spaces	Ratio

Weavers Quay	112658/FO/2016/N1		201		64	0.32	130	0.65
Lampwick	116190/FO/2017		213	300	64	0.30	130	0.61
Manchester Life; Vesta Street	115947/FO/2017	3	169		68	0.40	138	0.80
Islington Wharf Phase 3 (1)	109676/FO/2015		101		23	0.23	111	1.10
Islington Wharf Phase 4	126669/FO/2020		106	163	19	0.18	106	1.00

Notes:

1. Islington Wharf Phase 3 residents may also have access to residueal parking from earlier phases. Transport Statement states that cycle parking is within dwellings.

Table 4.1 **Permitted Parking Provision**
Old Mill Street Developments
Applications within latest 5 year period.

TECHNICAL FILE NOTE 1						 ASHLEY HELME ASSOCIATES
Project	Former Ancoats Dispensary			Project No	1743	
Contact		Originator	IDC	Date	06.05.21	

Refuse Collection Arrangements

1.0 Introduction

- 1.1 This Technical File Note outlines the swept path analysis of the refuse collection vehicle arrangements for the proposed residential development at the former Ancoats Dispensary, Old Mill Street.
- 1.2 The applicant has undertaken pre-application discussions with MCC highways. MCC confirmed that refuse collection should not be undertaken from Old Mill Street, and that this was consistent with the refuse collection strategies for other recent developments in the vicinity of the Site. A refuse collection strategy utilising Lampwick Lane is therefore proposed.
- 1.3 The proposed refuse collection strategy is shown on Drg 1743/03, and the associated swept path analysis is shown on Drg 1743/SP/01. This Technical File Note should be read in conjunction with both of these drawings.

2.0 Refuse Storage and Transfer

- 2.1 The proposed development bin storage is within a gated compound to the west of the Site. The gates provide pedestrian access from Old Mill Street. Therefore, it is not possible to refuse collection to take place directly from the bin store, and there is a requirement for the applicant to transfer the bins to Lampwick Lane for collection.
- 2.2 The applicant will arrange for the bins to be transferred from the bin store to Lampwick Lane prior to collection. The proposed transfer route is shown on Drg 1743/03. The bins will be stored at the back of footway, along the Site boundary. A detailed strategy will be agreed between the applicant and MCC in order to ensure that bins are left of the highway for a practical minimum length of time, prior to, and following refuse collection.
- 2.3 The proposed transfer route is consistent with the approved commercial waste collection strategy for the adjacent Lampwick development (application ref 116190/FO/2017).

3.0 Refuse Vehicle Swept Path Analysis

- 3.1 Swept path analysis was undertaken using a large 11.2m refuse vehicle as design vehicle. The swept path analysis is shown on Drg 1743/SP/01, and comprises the following movements.
 - (i) The refuse vehicle turns left from Old Mill Street into Lampwick Lane and proceeds to Chips apartment building service area at the southern end of Lampwick Lane, and undertakes a turning manoeuvre within service area,
 - (ii) The refuse vehicle proceeds northwards on Lampwick Lane towards the Site. If the proposed accessible parking bay on Lampwick Lane is unoccupied then the refuse vehicle can proceed directly to the kerbside collection location adjacent to the Site. If the accessible parking bay is unoccupied then the refuse vehicle must proceed past the accessible parking bay to Old Mill Street and reverse to the kerbside collection location,
 - (iii) It appears the refuse vehicle cannot turn directly left from the kerbside collection location into Old Mill Street, due to the narrow carriageway width on Old Mill Street. Therefore, Drg 1743/SP/01 shows the refuse vehicle manoeuvring towards the centre of the Lampwick Lane in order to perform a left turn into Old Mill Street.
- 3.2 The above vehicle tracking is consistent with approved refuse collection strategy for the adjacent Lampwick development, which includes all domestic and commercial waste collection from Lampwick Lane. It is also consistent with the existing Chips building waste collection arrangements. In practice, there is likely to be a single vehicle servicing all three developments in a single trip.

4.0 Pre-Application Consultation

- 4.1 Following the initial pre-application meeting between the applicant and MCC, a further pre-application meeting was arranged to discuss the proposed refuse collection strategy proposed herein. This resulted in an in-principle agreement from MCC highways to the proposed strategy, as confirmed in the enclosed email. It is concluded that the refuse collection arrangements set out in this Technical File Note are suitable to serve the proposed development.

Ian Cronshaw

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 04 May 2021 10:58
To: Ian Cronshaw
Cc: [REDACTED]
Subject: Re: Former Ancoats Dispensary

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Ian, in principle that's fine.

We look forward to providing our full highway comments once the application is received by the LPA.

Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Ian Cronshaw <ian.cronshaw@ashleyhelme.co.uk>
Sent: 04 May 2021 10:54 AM
To: Andy Connell <andy.connell@manchester.gov.uk>
Cc: [REDACTED]
Subject: Former Ancoats Dispensary

Hi Andy

Many thanks for your time earlier. To briefly summarise what we discussed;

- That waste collection strategy for the Site is for all waste to be collected from Lampwick Lane, which is consistent with the waste collection strategy for the neighbouring Lampwick development,
- The vehicle tracking which is shown on Drg 1743/SP/01, please see attached, and the rationale for all the tracking movements shown, given the constraints of Old Mill Street and Lampwick Lane in the vicinity of the Site,
- The management of the refuse bins, which will be moved to the collection point on the highway by Great Places, and will remain on the highway for the minimum practical period of time.

The Transport Statement accompanying the planning application will include full reasoning and justification for the proposed strategy, as discussed. I would be grateful if you could confirm your in-principle agreement to the proposed refuse collection strategy.

Kind regards

Ian



Ian Cronshaw
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76 Washway Road, Sale, Manchester M33 7RE

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Calculation Reference: AUDIT-733101-210312-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	2 days
SK	SOUTHWARK	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	14 to 29 (units:)
Range Selected by User:	6 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/03/20

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3	3 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 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	3 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	1 days
No	2 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:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-03-C-01	parking
CO-03-C-01	parking
EX-03-C-01	parking
HM-03-C-01	parking
KI-03-C-03	parking
NF-03-C-01	parking
SA-03-C-01	parking
SK-03-C-01	parking
SR-03-C-02	parking
WH-03-C-01	parking

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

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	3	19	0.034	3	19	0.034	3	19	0.068
08:00 - 09:00	3	19	0.000	3	19	0.017	3	19	0.017
09:00 - 10:00	3	19	0.017	3	19	0.017	3	19	0.034
10:00 - 11:00	3	19	0.034	3	19	0.034	3	19	0.068
11:00 - 12:00	3	19	0.017	3	19	0.017	3	19	0.034
12:00 - 13:00	3	19	0.034	3	19	0.017	3	19	0.051
13:00 - 14:00	3	19	0.069	3	19	0.034	3	19	0.103
14:00 - 15:00	3	19	0.000	3	19	0.034	3	19	0.034
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.052	3	19	0.052	3	19	0.104
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.034	3	19	0.052	3	19	0.086
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.017	3	19	0.034	3	19	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.308			0.342			0.650

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 - 29 (units:)
 Survey date range: 01/01/12 - 06/03/20
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 10

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 TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.017	3	19	0.034
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.017	3	19	0.017	3	19	0.034
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.017	3	19	0.017	3	19	0.034
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.017	3	19	0.034
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.068			0.136

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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Licence No: 733101

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.017	3	19	0.000	3	19	0.017
13:00 - 14:00	3	19	0.000	3	19	0.017	3	19	0.017
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.000	3	19	0.000
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.000	3	19	0.000	3	19	0.000
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.017	3	19	0.017
08:00 - 09:00	3	19	0.000	3	19	0.069	3	19	0.069
09:00 - 10:00	3	19	0.000	3	19	0.017	3	19	0.017
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.017	3	19	0.017
17:00 - 18:00	3	19	0.034	3	19	0.000	3	19	0.034
18:00 - 19:00	3	19	0.000	3	19	0.000	3	19	0.000
19:00 - 20:00	3	19	0.069	3	19	0.000	3	19	0.069
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.120			0.223

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.034	3	19	0.034
08:00 - 09:00	3	19	0.000	3	19	0.017	3	19	0.017
09:00 - 10:00	3	19	0.052	3	19	0.052	3	19	0.104
10:00 - 11:00	3	19	0.017	3	19	0.034	3	19	0.051
11:00 - 12:00	3	19	0.017	3	19	0.017	3	19	0.034
12:00 - 13:00	3	19	0.034	3	19	0.017	3	19	0.051
13:00 - 14:00	3	19	0.069	3	19	0.034	3	19	0.103
14:00 - 15:00	3	19	0.000	3	19	0.034	3	19	0.034
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.069	3	19	0.034	3	19	0.103
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.069	3	19	0.086
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.017	3	19	0.034	3	19	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.292			0.376			0.668

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.034	3	19	0.034
08:00 - 09:00	3	19	0.034	3	19	0.121	3	19	0.155
09:00 - 10:00	3	19	0.017	3	19	0.121	3	19	0.138
10:00 - 11:00	3	19	0.017	3	19	0.034	3	19	0.051
11:00 - 12:00	3	19	0.017	3	19	0.017	3	19	0.034
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.017	3	19	0.034	3	19	0.051
14:00 - 15:00	3	19	0.017	3	19	0.017	3	19	0.034
15:00 - 16:00	3	19	0.000	3	19	0.034	3	19	0.034
16:00 - 17:00	3	19	0.138	3	19	0.034	3	19	0.172
17:00 - 18:00	3	19	0.069	3	19	0.069	3	19	0.138
18:00 - 19:00	3	19	0.138	3	19	0.069	3	19	0.207
19:00 - 20:00	3	19	0.103	3	19	0.052	3	19	0.155
20:00 - 21:00	3	19	0.069	3	19	0.086	3	19	0.155
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.636			0.722			1.358	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.103	3	19	0.120
08:00 - 09:00	3	19	0.000	3	19	0.069	3	19	0.069
09:00 - 10:00	3	19	0.017	3	19	0.069	3	19	0.086
10:00 - 11:00	3	19	0.000	3	19	0.034	3	19	0.034
11:00 - 12:00	3	19	0.017	3	19	0.000	3	19	0.017
12:00 - 13:00	3	19	0.017	3	19	0.000	3	19	0.017
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.017	3	19	0.017	3	19	0.034
16:00 - 17:00	3	19	0.017	3	19	0.000	3	19	0.017
17:00 - 18:00	3	19	0.069	3	19	0.000	3	19	0.069
18:00 - 19:00	3	19	0.052	3	19	0.000	3	19	0.052
19:00 - 20:00	3	19	0.086	3	19	0.034	3	19	0.120
20:00 - 21:00	3	19	0.017	3	19	0.000	3	19	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.326			0.652

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.103	3	19	0.103
08:00 - 09:00	3	19	0.034	3	19	0.224	3	19	0.258
09:00 - 10:00	3	19	0.000	3	19	0.103	3	19	0.103
10:00 - 11:00	3	19	0.000	3	19	0.034	3	19	0.034
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.034	3	19	0.034
13:00 - 14:00	3	19	0.017	3	19	0.017	3	19	0.034
14:00 - 15:00	3	19	0.034	3	19	0.034	3	19	0.068
15:00 - 16:00	3	19	0.034	3	19	0.017	3	19	0.051
16:00 - 17:00	3	19	0.017	3	19	0.000	3	19	0.017
17:00 - 18:00	3	19	0.121	3	19	0.017	3	19	0.138
18:00 - 19:00	3	19	0.121	3	19	0.017	3	19	0.138
19:00 - 20:00	3	19	0.190	3	19	0.000	3	19	0.190
20:00 - 21:00	3	19	0.069	3	19	0.017	3	19	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.637			0.617			1.254

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.207	3	19	0.224
08:00 - 09:00	3	19	0.034	3	19	0.293	3	19	0.327
09:00 - 10:00	3	19	0.017	3	19	0.172	3	19	0.189
10:00 - 11:00	3	19	0.000	3	19	0.069	3	19	0.069
11:00 - 12:00	3	19	0.017	3	19	0.000	3	19	0.017
12:00 - 13:00	3	19	0.017	3	19	0.034	3	19	0.051
13:00 - 14:00	3	19	0.017	3	19	0.017	3	19	0.034
14:00 - 15:00	3	19	0.034	3	19	0.034	3	19	0.068
15:00 - 16:00	3	19	0.052	3	19	0.034	3	19	0.086
16:00 - 17:00	3	19	0.034	3	19	0.000	3	19	0.034
17:00 - 18:00	3	19	0.190	3	19	0.017	3	19	0.207
18:00 - 19:00	3	19	0.172	3	19	0.017	3	19	0.189
19:00 - 20:00	3	19	0.276	3	19	0.034	3	19	0.310
20:00 - 21:00	3	19	0.086	3	19	0.017	3	19	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.945			1.908

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.293	3	19	0.310
08:00 - 09:00	3	19	0.069	3	19	0.500	3	19	0.569
09:00 - 10:00	3	19	0.086	3	19	0.362	3	19	0.448
10:00 - 11:00	3	19	0.034	3	19	0.138	3	19	0.172
11:00 - 12:00	3	19	0.052	3	19	0.034	3	19	0.086
12:00 - 13:00	3	19	0.052	3	19	0.052	3	19	0.104
13:00 - 14:00	3	19	0.103	3	19	0.086	3	19	0.189
14:00 - 15:00	3	19	0.052	3	19	0.086	3	19	0.138
15:00 - 16:00	3	19	0.052	3	19	0.069	3	19	0.121
16:00 - 17:00	3	19	0.241	3	19	0.086	3	19	0.327
17:00 - 18:00	3	19	0.293	3	19	0.086	3	19	0.379
18:00 - 19:00	3	19	0.328	3	19	0.155	3	19	0.483
19:00 - 20:00	3	19	0.448	3	19	0.086	3	19	0.534
20:00 - 21:00	3	19	0.172	3	19	0.138	3	19	0.310
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.999			2.171			4.170

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.017	3	19	0.034
08:00 - 09:00	3	19	0.000	3	19	0.017	3	19	0.017
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.017	3	19	0.017	3	19	0.034
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.052	3	19	0.000	3	19	0.052
14:00 - 15:00	3	19	0.000	3	19	0.034	3	19	0.034
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.017	3	19	0.017	3	19	0.034
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.000	3	19	0.017	3	19	0.017
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.017	3	19	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.136			0.239

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.017	3	19	0.017	3	19	0.034
10:00 - 11:00	3	19	0.017	3	19	0.017	3	19	0.034
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.017	3	19	0.017	3	19	0.034
13:00 - 14:00	3	19	0.017	3	19	0.017	3	19	0.034
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.017	3	19	0.017	3	19	0.034
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.017	3	19	0.034
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.102			0.204

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.

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.000	3	19	0.000
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.000	3	19	0.000	3	19	0.000
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.017	3	19	0.017	3	19	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Underground Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.086	3	19	0.086
08:00 - 09:00	3	19	0.034	3	19	0.207	3	19	0.241
09:00 - 10:00	3	19	0.000	3	19	0.069	3	19	0.069
10:00 - 11:00	3	19	0.000	3	19	0.017	3	19	0.017
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.034	3	19	0.034
13:00 - 14:00	3	19	0.017	3	19	0.000	3	19	0.017
14:00 - 15:00	3	19	0.034	3	19	0.034	3	19	0.068
15:00 - 16:00	3	19	0.034	3	19	0.017	3	19	0.051
16:00 - 17:00	3	19	0.017	3	19	0.000	3	19	0.017
17:00 - 18:00	3	19	0.052	3	19	0.017	3	19	0.069
18:00 - 19:00	3	19	0.103	3	19	0.017	3	19	0.120
19:00 - 20:00	3	19	0.172	3	19	0.000	3	19	0.172
20:00 - 21:00	3	19	0.069	3	19	0.017	3	19	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.532			0.515			1.047

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL DLR Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.000	3	19	0.017	3	19	0.017
09:00 - 10:00	3	19	0.000	3	19	0.034	3	19	0.034
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.017	3	19	0.017
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.000	3	19	0.000
17:00 - 18:00	3	19	0.069	3	19	0.000	3	19	0.069
18:00 - 19:00	3	19	0.000	3	19	0.000	3	19	0.000
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.068			0.137

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL National Rail Passengers
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.017	3	19	0.017
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.000	3	19	0.017	3	19	0.017
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.000	3	19	0.000
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.000	3	19	0.017
19:00 - 20:00	3	19	0.017	3	19	0.000	3	19	0.017
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.103	3	19	0.120
08:00 - 09:00	3	19	0.000	3	19	0.069	3	19	0.069
09:00 - 10:00	3	19	0.017	3	19	0.069	3	19	0.086
10:00 - 11:00	3	19	0.000	3	19	0.034	3	19	0.034
11:00 - 12:00	3	19	0.017	3	19	0.000	3	19	0.017
12:00 - 13:00	3	19	0.017	3	19	0.000	3	19	0.017
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.017	3	19	0.017	3	19	0.034
16:00 - 17:00	3	19	0.017	3	19	0.000	3	19	0.017
17:00 - 18:00	3	19	0.069	3	19	0.000	3	19	0.069
18:00 - 19:00	3	19	0.052	3	19	0.000	3	19	0.052
19:00 - 20:00	3	19	0.086	3	19	0.034	3	19	0.120
20:00 - 21:00	3	19	0.017	3	19	0.000	3	19	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.326			0.652

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.017	3	19	0.017	3	19	0.034
10:00 - 11:00	3	19	0.017	3	19	0.017	3	19	0.034
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.034	3	19	0.017	3	19	0.051
13:00 - 14:00	3	19	0.034	3	19	0.034	3	19	0.068
14:00 - 15:00	3	19	0.000	3	19	0.017	3	19	0.017
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.017	3	19	0.017	3	19	0.034
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.017	3	19	0.034
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

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.

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Drawings



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Introduce 39 covered cycle parking spaces in double height shelter within secure, gated courtyard.

OLD MILL STREET

Principal Entrance

Lampwick Bin Store

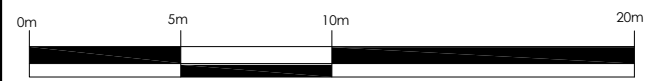
Bike Store

Bin Store

Introduce 6.6m x 2.7m accessible parking bay with associated signage and markings in accordance with TSRGD, subject to TRO

LAMPWICK LANE

Relocated dropped kerbs and tactile paving, to be delivered as part of neighbouring Lampwick development.



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Project ANCOATS DISPENSARY		Title PROPOSED PARKING PROVISION	Drawing No 1743/02	Rev	
Client GREAT PLACES HOUSING GROUP			Date APRIL 2021	Scale 1:250@A4	





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OLD MILL STREET

Principal Entrance

Lampwick Bin Store

Bin Store

49970

LAMPWICK LANE

Key:

- Proposed accessible parking bay
- Proposed bin store
- Proposed bin collection location
- Indicative refuse vehicle loading location
- Proposed bin transfer route



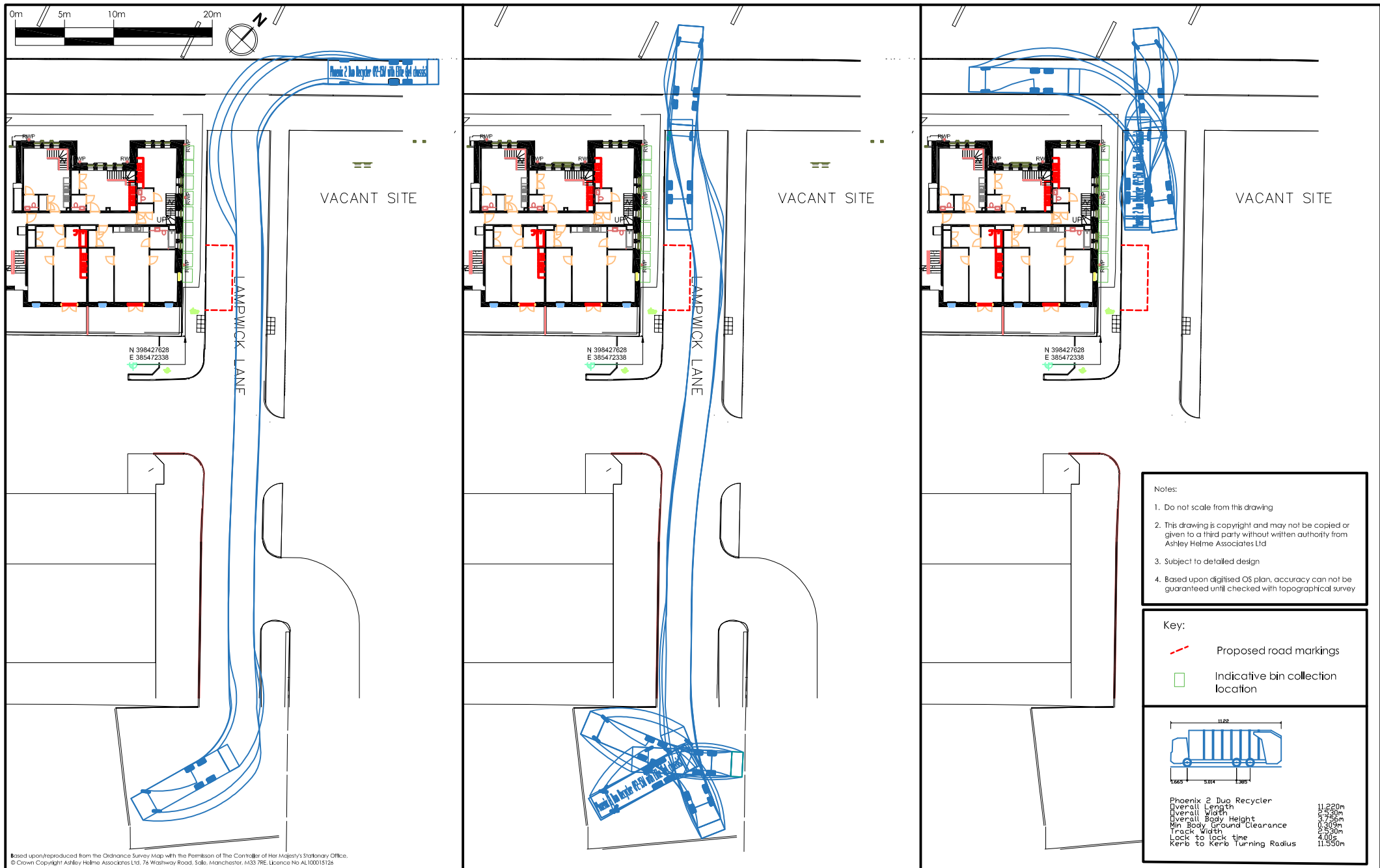
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Project	ANCOATS DISPENSARY
Client	GREAT PLACES HOUSING GROUP

Title	PROPOSED REFUSE COLLECTION ARRANGEMENTS
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Drawing No	1743/03
Date	APRIL 2021
Rev	
Scale	1:250@A4





Project
ANCOATS DISPENSARY

Client
GREAT PLACES HOUSING GROUP

Title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE

Drawing No
1743/SP/01

Date
APRIL 2021

Rev

Scale
1:500@A4

