

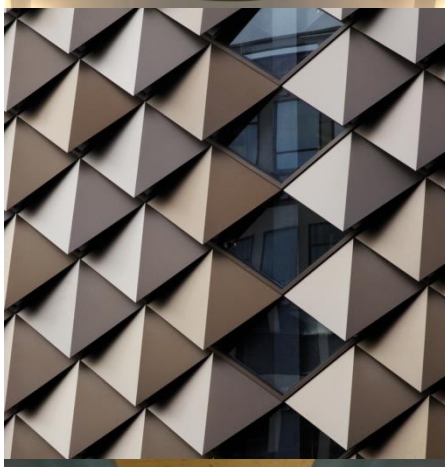



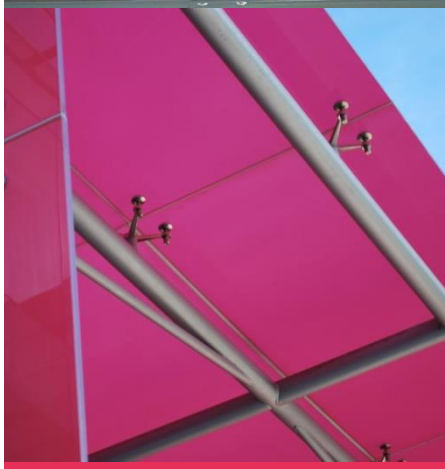

Wilmott Street Car Park

Transport Statement

Curtins Ref: 069831-CUR-00-XX-RP-TP-001-V03
Revision: V03
Issue Date: 05 November 2018

Client Name: National Car Parks Limited

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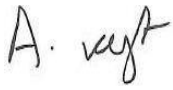
Alex Vogt BSc (Hons) MSc FCIHT TPP Technical Director		05 November 2018

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of National Car Parks Limited (NCP) to provide traffic and transportation advice in relation to a proposed temporary (3 year) surface car park in the south of Manchester City Centre.

1.1.2 It is envisaged that the site could accommodate 110 car parking spaces (including five disabled bays).

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

1.3.1 Initial discussions have been held with Manchester City Council (MCC) Highways with regard to the principle of temporary car parking on the site, and access from Hulme Street. On this basis, this TS contains the following:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals;
- A summary of relevant transport planning policy;
- A review of accessibility by all sustainable modes of travel;
- Information regarding traffic generation and trip rates; and
- Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.4.3 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals. The section is concluded with comments on anticipated highway impact.

1.4.6 The report is summarised and concluded in **Section 6**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The proposed development site is located in the south of Manchester City Centre. The site is bounded by Hulme Street to the north, an existing surface car park operated by Manchester City Council to the east, Chester Street to the south and Wilmott Street to the west.

2.1.2 **Figure 2.1** shows the site location:



Figure 2.1 – Site Location

2.2 Existing Use

2.2.1 The application site currently comprises undeveloped brownfield land. It is understood that the site has remained largely unchanged in this condition since the demolition of the former Social Services Centre building.

2.3 Existing Access Arrangements

2.3.1 There are existing vehicular access points from Hulme Street and Wilmott Street, albeit these access points are currently closed off. A knee-rail marks the site boundary to discourage pedestrian access.

2.4 Surrounding Highway Network

Hulme Street

2.4.1 Hulme Street forms a single lane, two-way road with a typical carriageway width of approximately 8m. The road extends for approximately 500m along an east/west alignment between a signalised junction at Oxford Road/Charles Street in the east, to a point where the carriageway terminates adjacent to the Mancunian Way/A5103 grade-separated junction.

2.4.2 The road is subject to a 20mph speed limit, with footways provided along both sides of the carriageway. Adjacent to the site, the footways are generally in good repair, and are in excess of 2m in width.

2.4.3 There are four Pay and Display (P&D) parking bays along the southern side of the carriageway in the vicinity of the site, in addition to two Electric Vehicle (EV) bays. Additional on-street P&D bays are positioned at regular intervals along the length of the carriageway. Traffic Regulation Orders (TROs) in the form of double and single yellow line parking restrictions are present along the carriageway in those areas not designated for parking.

Cambridge Street/Gloucester Street

2.4.4 Cambridge Street (named Gloucester Street at its northernmost extent) extends along a north/south alignment to the east of the site. The road is a single lane, two-way road with a typical carriageway width of approximately 8m plus various instances of widening to accommodate various loading areas and on-street parking.

2.4.5 The road is subject to a 20mph speed limit with footways and street lighting provided along both sides of the carriageway. Adjacent to the site, the footways are generally in good repair, and are in excess of 2m in width.

2.4.6 In the vicinity of the site, Cambridge Street/Gloucester Street link exhibits TROs in the form of double yellow lines along much of the eastern side of the carriageway, with P&D bays along the western side.

Chester Street

2.4.7 Chester Street forms a single lane, two-way road with a typical carriageway width of approximately 8m in the vicinity of the site. The road extends for approximately 425m along an east/west alignment between priority junctions at Oxford Road in the east, and Newcastle Street in the west.

2.4.8 The road is subject to a 20mph speed limit, with footways provided along both sides of the carriageway. Adjacent to the site, the footways are generally in good repair, and are in excess of 2m in width.

2.4.9 There are 12 Pay and Display (P&D) parking bays along the southern site boundary, seven on the northern side of the carriageway and five along the southern side of the carriageway. Additional on-street P&D bays are positioned at regular intervals along the length of the carriageway. Traffic Regulation Orders (TROs) in the form of double and single yellow line parking restrictions are present along the carriageway in those areas not designated for parking.

Wilmott Street

2.4.10 Willmott Street forms a single lane, two-way road with a typical carriageway width of approximately 8m. The road extends for approximately 175m along a north/south alignment between a priority junction with Hulme Street in the north, to a point where the carriageway terminates adjacent to the Mancunian Way/A5103 grade-separated junction in the south.

2.4.11 The road is subject to a 20mph speed limit, with footways provided along both sides of the carriageway (albeit the western footway is currently obstructed by First Street construction hording). Adjacent to the site on the eastern side of the carriageway, the footways are generally in good repair, and are in excess of 2m in width.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester online collision records (accessible at gmtu.gov.uk/gmaccidents) for the most recent three years.

2.5.2 A breakdown of the information is contained in **Table 2.1,** and the search extent is reproduced in **Appendix A**:

Junction/Link	Slight	Serious	Fatal	Totals
Hulme Street/Cambridge Street	1	0	0	**1**
Cambridge Street Link	2	0	0	**2**
Cambridge Street/Whitworth Street West	1	1	0	**2**
Cambridge Street/Hulme Street	1	0	0	**1**
Cambridge Street/Chester Street	4	1	0	**5**

Junction/Link	Slight	Serious	Fatal	Totals
Cambridge Street/Mancunian Way	4	0	0	**4**
Chester Street/Lower Chatham Street	0	1	0	**1**
Chester Street/Upper Chatham Street	2	0	0	**2**
Whitworth Street West Link	1	0	0	**1**
Medlock Street/River Street	1	0	0	**1**
Totals	17	3	0	**20**

Table 2.1 – Personal Injury Accident Data Summary

2.5.3 There has been a total of 20 accidents in the latest three-year period available, comprising 17 'slight' and three 'serious' collisions. No 'fatal' collisions have been recorded in the study area or period. There is nothing to suggest an existing safety issue from the breakdown in accidents to locations as indicated in the above table.

2.5.4 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 This Transport Statement has been prepared in order to support the use of a site to the east of Wilmott Street and the south of Hulme Street to accommodate temporary car parking.

3.1.2 It is envisaged that the site could provide parking for 110 cars, including provision for five disabled bays. The proposed parking layout is provided in **Appendix B**.

3.2 Proposed Access

Vehicular Access

3.2.1 Vehicles would be able to access the site via a two-way priority access point leading from Hulme Street at the north east corner of the site. The proposed access would be formed by widening the existing access provision (currently c.3m wide) through adjusting the eastern kerb line.

3.2.2 Window 1 in **Drawing 069831-75001** details the proposed site access point, showing achievable visibility splays to the nearside kerb line in the east (2.4m x 39.5m to the Hulme Street/Cambridge Street junction) and in the west (2.4m x 44.8m to the Hulme Street/Willmott Street junction). These achievable splays are in excess of the 2.4m x 25m splays recommended in accordance with Manual for Streets (MfS) principles for 20mph roads.

3.2.3 It is acknowledged that vehicles using the retained on-street P&D bays along the southern side of Hulme Street could, potentially, partially restrict emerging visibility to the west. However, due to vehicle speeds along Hulme Street (parked cars in themselves would provide a traffic calming measure) and the width of the carriageway itself (c.8m including on-street parking), egressing vehicles would simply drive to the edge of the parked cars before starting their turning manoeuvre. This is shown in Window 2 of **Drawing 069831-75001.**

Car Park Circulation

3.2.4 **Drawing 069831-05001** illustrates how a vehicle would circulate the site. All aisle widths are 6m or wider, and all parking bays are 2.4m x 4.8m (additional disabled bay hatching increases the total area for these bays to 3.6m x 6.0m).

Pedestrian and Cycle Access

3.2.5 Pedestrians and cyclists would access/egress the site via the vehicular entrance from Hulme Street. Pedestrians could also access the site in any gaps in the boundary knee-rail.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 It is accepted that, by its very nature, the proposed development will facilitate travel by private car.

4.1.2 However, it is considered the presence of a temporary parking area provides an alternative travel choice for those accessing Manchester City Centre either as a single occupant or as part of a car-sharing trip.

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

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

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 Distances of 500m, 1,000m and 2,000m are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips. These catchments have therefore been considered below.

4.2.3 Within the 500m 'desirable' walking distance, the mixed-use development 'Home', part of First Street, is situated to the north, which includes retail, leisure and office uses. The remainder of First Street is currently being developed out to the west, and Oxford Road Railway Station is also accessible to the north.

4.2.4 There are employment destinations, multiple bars, restaurants, leisure facilities and retail outlets located along Oxford Road to the east. Circle Square, which is currently being developed as a mixed-use office/retail/residential/leisure site is also located within the catchment, and elements of the development would continue to come forward throughout any forthcoming temporary approval.

4.2.5 Wider parts of the southern area of Manchester City Centre can be reached within a 1,000m walk. The catchment includes Deansgate Railway Station and Deansgate Metrolink Station, Manchester Central, Manchester Town Hall and Library and areas of Manchester University Campus.

4.2.6 The vast majority of Manchester City Centre is included within the 2,000m catchment. Prospective car park users would therefore have good access to services and facilities across Manchester.

4.3 Accessibility by Cycle

4.3.1 **Figure 4.1** shows the local cycle network in the vicinity of the site:

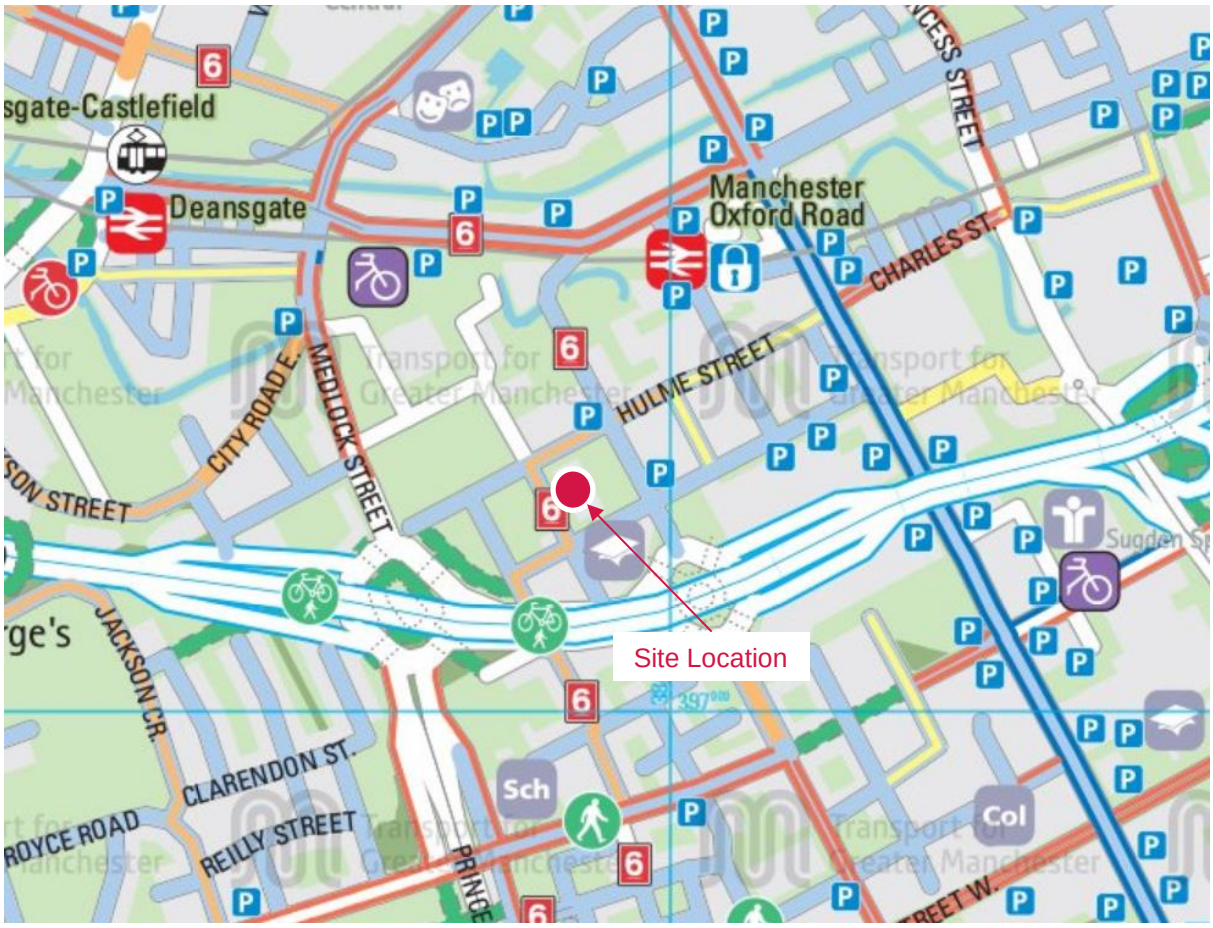


Figure 4.1 – Site Location

4.3.2 The excerpt shows facilities such as a Cycle Hub adjacent to Manchester Oxford Road Station, pedestrian/cycling crossing points adjacent to the Mancunian Way and a variety of cycle route provision.

4.3.3 National Cycle Route 6 extends along Newcastle Street/Willmott Street/Hulme Street, along the site boundary. The route forms a key cycle route from north to south across Manchester City Centre, linking to areas such as Prestwich in the north, and Whalley Range in the south.

4.3.4 A recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009) suggests considering an 8km cycling catchment.

4.3.5 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas. The catchment extends as far as Prestwich in the north, Failsworth to the east, Withington in the south and Eccles to the west.

4.4 Accessibility by Public Transport

Bus Accessibility

4.4.1 Bus services might be useful as part of onwards travel from the proposed car park to a final destination. The closest bus stops are located along Cambridge Street (c. 150m – 200m from the centre of the site) and Medlock Street (c. 250m – 300m).

4.4.2 **Table 4.2** details the services that call at these stops:

Bus Service	Route	Typical Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
101	Wythenshawe — Newall Green — Northenden — Moss Side — Manchester	15 mins	15 mins	20 mins
102/103	Wythenshawe Hospital — Wythenshawe — Moss Side — Manchester	15 mins	15 mins	30 mins
	Manchester Airport — Peel Hall — Wythenshawe — Moss Side — Manchester			
256	Flixton — Davyhulme — Stretford — Hulme — Manchester	10 mins	10 mins	30 mins
278	Reddish — Withington — Wythenshawe — Sale — Stretford — Manchester	Hourly	Hourly	5 Services

Table 4.2 – Summary of Bus Service Frequencies from Cambridge Street/Medlock Street

4.4.3 Additionally, the free 'Free Bus' Route 2 is accessible along Whitworth Street/Whitworth Street West within 500m of the site. Users can change to access the additional Free Bus Service 1. **Table 4.3** details the two Free Bus services:

Bus Service	Frequency		
	Mon – Fri (10 mins)*	Sat (10 mins)*	Sun/Hols (12 mins)
Free Bus 1	07:00 – 22:00	08:30 – 22:00	09:30 – 18:00
Free Bus 2	06:30 – 22:00	08:30 – 22:00	09:30 – 18:00

* frequency decreases to 15 mins from 18:30

Table 4.3 – Summary of Free Bus Services

4.5 Rail Accessibility

4.5.1 Alternatively, there users may wish to use rail as part of their onwards travel. There are railway stations at Deansgate and Manchester Oxford Road that provide regular services across Greater Manchester (including linking to City Centre stations such as Manchester Piccadilly and Manchester Victoria). Both stations are c.500m – 600m from the centre of the site.

4.5.2 Metrolink (light rail) services can also be caught following a walk of c.500m from the centre of the site at Deansgate Castlefield station; which accommodates the following lines:

1. Altrincham – Bury
2. Altrincham – Piccadilly
3. Ashton-under-Lyne – Eccles
5. East Didsbury – Rochdale Town Centre
6. Manchester Airport - Victoria
7. MediaCityUK – Etihad Campus

4.5.3 The Bury – Piccadilly line can be accessed once the user changes at a number of stations. **Table 4.4** outlines all Metrolink services. Trams run every 12 minutes (with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

Route		Mon - Thurs	Fri	Sat	Sun/Hols
1	Altrincham – Bury	05:49 – 23:01	05:49 – 00:01	05:49 – 00:01	06:49 - 23:01
2	Altrincham – Piccadilly	05:49 – 23:37	05:49 – 00:37	05:49 – 00:37	06:49 – 23:37
3	Ashton-under-Lyne – Eccles	05:55 – 23:05	05:55 – 00:05	05:55 – 00:05	06:56 – 22:56
5	East Didsbury – Rochdale Town Centre	05:50 – 23:14	05:50 – 23:50	05:50 – 23:50	06:46 – 22:46
6	Victoria – Manchester Airport	03:13 – 05:57	03:13 – 05:57	03:13 – 05:57	03:09 – 06:52
		05:57 – 23:09	05:57 – 00:09	05:57 – 00:09	06:52 – 23:04
7	MediaCityUK – Etihad Campus	06:06 – 23:40	06:06 – 00:40	06:06 – 00:40	07:07 – 23:31

Table 4.4 – Summary of Metrolink Services

4.6 Summary

4.6.1 It is accepted that, by its very nature, the proposed development will facilitate travel by private car. However, it is considered the presence of a temporary parking area provides an alternative travel choice for those accessing Manchester City Centre either as a single occupant or as part of a car-sharing trip.

4.6.2 The site location offers a number of facilities available within its vicinity (including office, retail and residential uses in particular) that users of the proposed car park can access. Users can also make onward journeys by utilising nearby sustainable travel opportunities; for example, employees working in the City Centre could travel to meetings across Greater Manchester using sustainable modes.

5.0 Traffic Forecasting and Highway Impact

5.1 Methodology Overview

5.1.1 The following section contains trip generation analysis based on the proposed car parking provision. The analysis has been undertaken to forecast the likely trip generations associated with the proposals considering the site location in south Manchester.

5.1.2 A car park is not a trip generator in its own right, it is merely a focal point for the car related trips generated by the developments in the vicinity. The main user groups throughout the week are expected to be:

- Owners and staff of businesses in the immediate vicinity, using the car park ancillary to their employment/ business.
- Commuters from the nearby office precincts.
- Visitors to the nearby businesses/office precincts.

5.1.3 There is an absence of suitably representative TRICS sites available to forecast the likely development traffic from a car park. Therefore, an alternative methodology has been used comprising first principle trip generations based on a TRICS arrival and departure profiles for office-based trips. Further details of the methodology are provided in the following subsections.

5.2 TRICS Arrivals and Departures Profile

5.2.1 If it were to be assumed that all 110 parking spaces would be occupied throughout the day and that the majority of users throughout the week would be commuters, then it can also be assumed that 110 arrivals and 110 departures would occur during the mornings and afternoons of a normal working day respectively.

5.2.2 For the purposes of this assessment, departures have not been considered in the AM peak period, and arrivals have not been considered in the PM peak period. This is because these movements would be insignificant in comparison to the primary movements in each period.

5.2.3 Due to differing working patterns and initiatives such as flexible working hours, it is considered that not all employees would arrive and depart within the same 60 minutes of the traditional AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00 respectively).

5.2.4 Therefore, to undertake a representative assessment of likely conditions, it has been assumed that all office arrivals and departures will occur within the wider AM and PM peak periods of 07:00 – 10:00 and 16:00 – 19:00 respectively. To generate an appropriate profile across the wider periods, the TRICS database has been interrogated to understand usual city centre office vehicle patterns.

5.2.5 The following percentage splits in **Table 5.1** are based on a TRICS assessment carried out for office developments located in large city centres throughout England (excluding Greater London). The full outputs for the TRICS assessment are contained in **Appendix C**.

5.2.6 Within the following table, percentages for arrivals and departures have been derived for the wider AM and PM peak periods. All trip rates are per 100m^2 GFA of office development:

Time Period		TRICS Analysis	
		Trip Rates	% of Trips
AM Peak (arrivals)	07:00 - 08:00	0.442	25%
	08:00 - 09:00	**0.870**	**48%**
	09:00 - 10:00	0.485	27%
	Total AM Peak	1.797	100%
PM Peak (departures)	16:00 - 17:00	0.663	41%
	17:00 - 18:00	**0.716**	**44%**
	18:00 - 19:00	0.255	16%
	Total PM Peak	1.634	100%

Table 5.1 – TRICS Arrivals and Departures Profile

5.2.7 The above table shows that, according to the TRICS database, approximately 48% of office AM peak arrivals would occur between 08:00 – 09:00 and 44% of PM peak departures would occur between 17:00 – 18:00.

5.3 First Principles Traffic Generation

5.3.1 **Table 5.2** collates all the assumptions made throughout this section to produce a likely traffic generation across the wider peak periods:

Assumptions			Traffic Generation
100% of parking spaces are utilised throughout the day, all vehicles to arrive between 07:00 and 10:00.	110 arrivals	25% of vehicles arrive 07:00 – 08:00	27 arrivals
		48% of vehicles arrive 08:00 – 09:00	**53 arrivals**
		27% of vehicles arrive 09:00 – 10:00	30 arrivals
		100% of vehicles arrive 07:00 – 10:00	110 arrivals
100% of parking spaces are utilised throughout the day, all vehicles to depart between 16:00 and 19:00.	110 departures	41% of vehicles depart 16:00 – 17:00	45 departures
		44% of vehicles depart 17:00 – 18:00	**48 departures**
		16% of vehicles depart 18:00 – 19:00	17 departures
		100% of vehicles depart 16:00 – 19:00	110 departures

Table 5.2 – First Principles Trip Generation Assumptions

5.3.2 The above table shows that there is forecast to be approximately 53 car park arrivals in the AM peak, and 48 car park departures in the PM peak.

5.4 Highway Impact

5.4.1 Notwithstanding the above TRICS assessment, it must be noted that hardly any of these are 'new' trips. Almost all will already be on the network either parking elsewhere nearby or passing the site to get to other car parks. The proposed temporary car park would not serve any specific new development, and in itself, would therefore not be a significant generator of traffic.

5.4.2 Furthermore, there are several options for traffic distribution; with vehicles heading west from the site likely to access the M60 via Medlock Street, and those heading east likely to travel via Cambridge Street. It is considered vehicles heading north or south would also distribute relatively evenly via these two routes.

5.4.3 On this basis the anticipated highway impact is considered to be negligible.

6.0 Summary and Conclusions

6.1 Summary

6.1.1 Curtins has been appointed on behalf of National Car Parks Limited (NCP) to provide traffic and transportation advice in relation to a proposed temporary (3 year) surface car park in the south of Manchester City Centre. It is envisaged that the site could accommodate 110 car parking spaces (including five disabled bays).

6.1.2 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester online collision records. Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

6.1.3 Access would be retained from Hulme Street at the north east corner of the site. The proposed access would be formed by widening the existing access provision (currently c.3m wide) through adjusting the eastern kerb line. Relevant drawings have been provided to illustrate ingress/egress and circulation.

6.1.4 It is accepted that, by its very nature, the proposed development will facilitate travel by private car. However, it is considered the presence of a temporary parking area provides an alternative travel choice for those accessing Manchester City Centre either as a single occupant or as part of a car-sharing trip.

6.1.5 The site location offers a number of facilities available within its vicinity (including office, retail and residential uses in particular) that users of the proposed car park can access. Users can also make onward journeys by utilising nearby sustainable travel opportunities; for example, employees working in the City Centre could travel to meetings across Greater Manchester using sustainable modes.

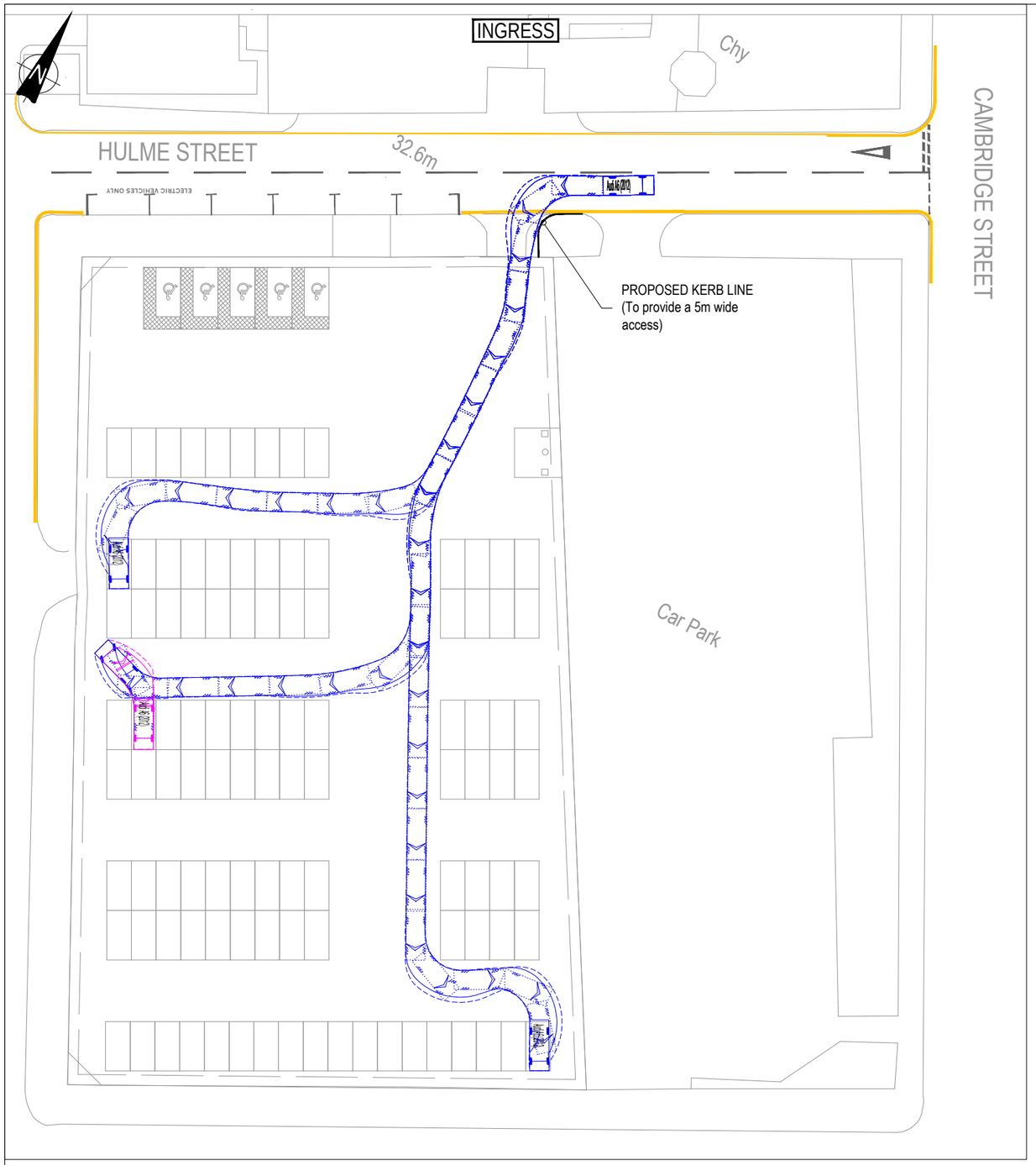
6.1.6 Arrival/departure profiles have been considered using information from the TRICS database. Notwithstanding the TRICS assessment, it must be noted that the temporary car park would not generate any substantial number of 'new' trips on the network.

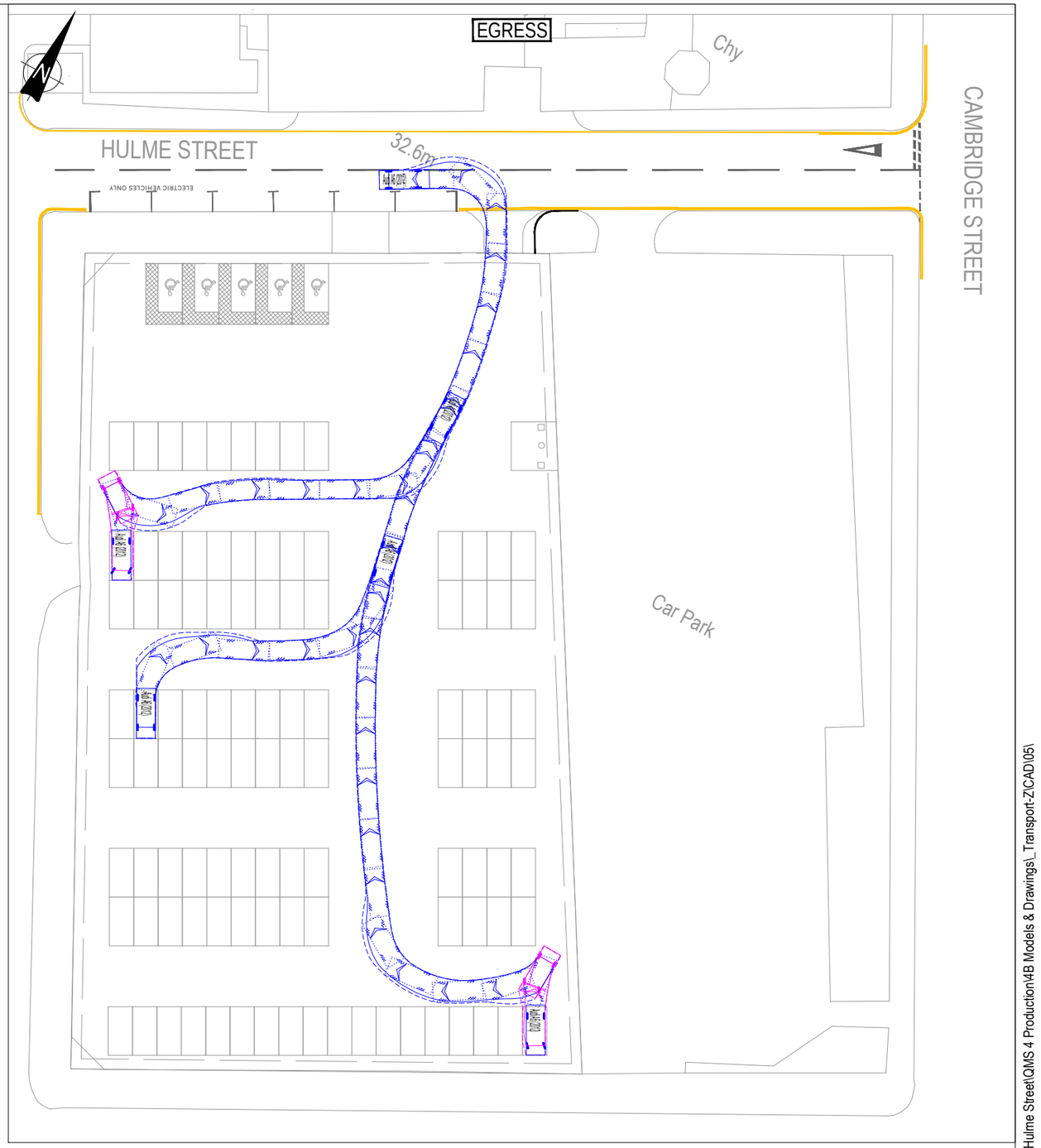
6.1.7 Almost all trips will already be on the network either parking elsewhere nearby or passing the site to get to other car parks. Furthermore, there are several options for traffic distribution as vehicles access/egress the site. Therefore, the anticipated highway impact is considered to be negligible.

6.2 Conclusions

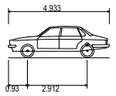
6.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings





VEHICLE PROFILE:



Audi A6 (2012)	
Overall Length	4.933m
Overall Width	1.874m
Overall Body Height	1.528m
Min Body Ground Clearance	0.313m
Max Track Width	1.852m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

GENERAL NOTES:

Rev:	Description:	Date:	By:
P03	Vehicle tracking modified	01/11/18	JM
P02	Layout updated	19/07/18	DD

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Project:
HULME STREET NCP - MANCHESTER

Drg Title:
SWEPT PATH ANALYSIS
LARGE CAR

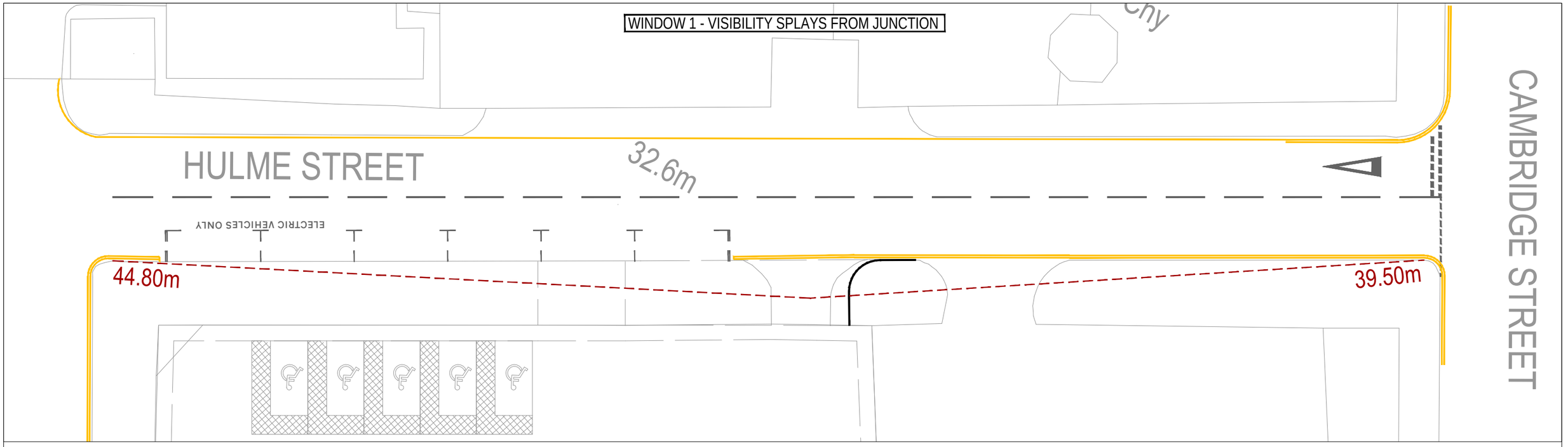
Status:
PRELIMINARY

Drawn By:	JM	Checked By:	DJ
Designed By:	JM	Date:	22/10/18
Scale:	1:500		

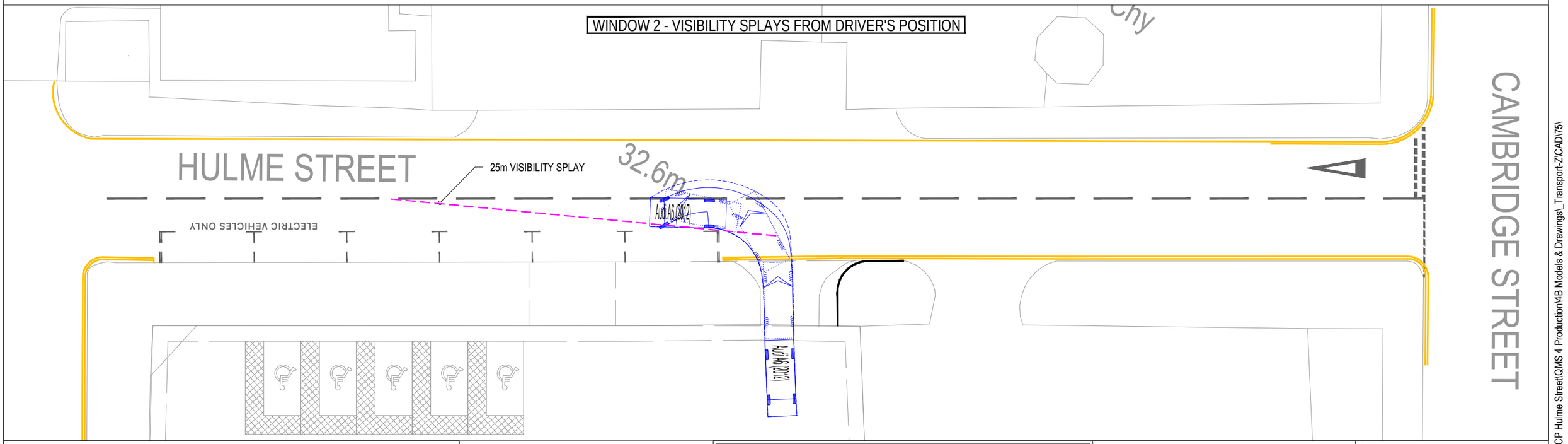
Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
69831	CUR	00	XX	DR	TP	05001	P02

\\mafs02\Projects\069001 - 070000\069831 - NCP Hulme Street\QMS 4 Production\4B Models & Drawings_Transport-Z\CAD\05\

WINDOW 1 - VISIBILITY SPLAYS FROM JUNCTION



WINDOW 2 - VISIBILITY SPLAYS FROM DRIVER'S POSITION



KEY:
- PROPOSED KERB LINE
- EXISTING ROAD MARKINGS
- MAXIMUM ACHIEVABLE VISIBILITY (ADJUSTED TO BONNET LENGTH)
- VISIBILITY TO CENTRE LINE (ADJUSTED TO BONNET LENGTH)

GENERAL NOTES:

Rev:	Description:	Date:	By:
P03	Visibility to centre-line added	01/11/18	JM
P02	Layout updated	19/10/18	JM

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Project: HULME STREET NCP - MANCHESTER

Drg Title: PROPOSED ACCESS

Status: PRELIMINARY

Drawn By:	JM	Checked By:	DJ
Designed By:	JM	Date:	20/09/18
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
69831	- CUR -	00	- XX -	DR	- TP -	75001	-P03

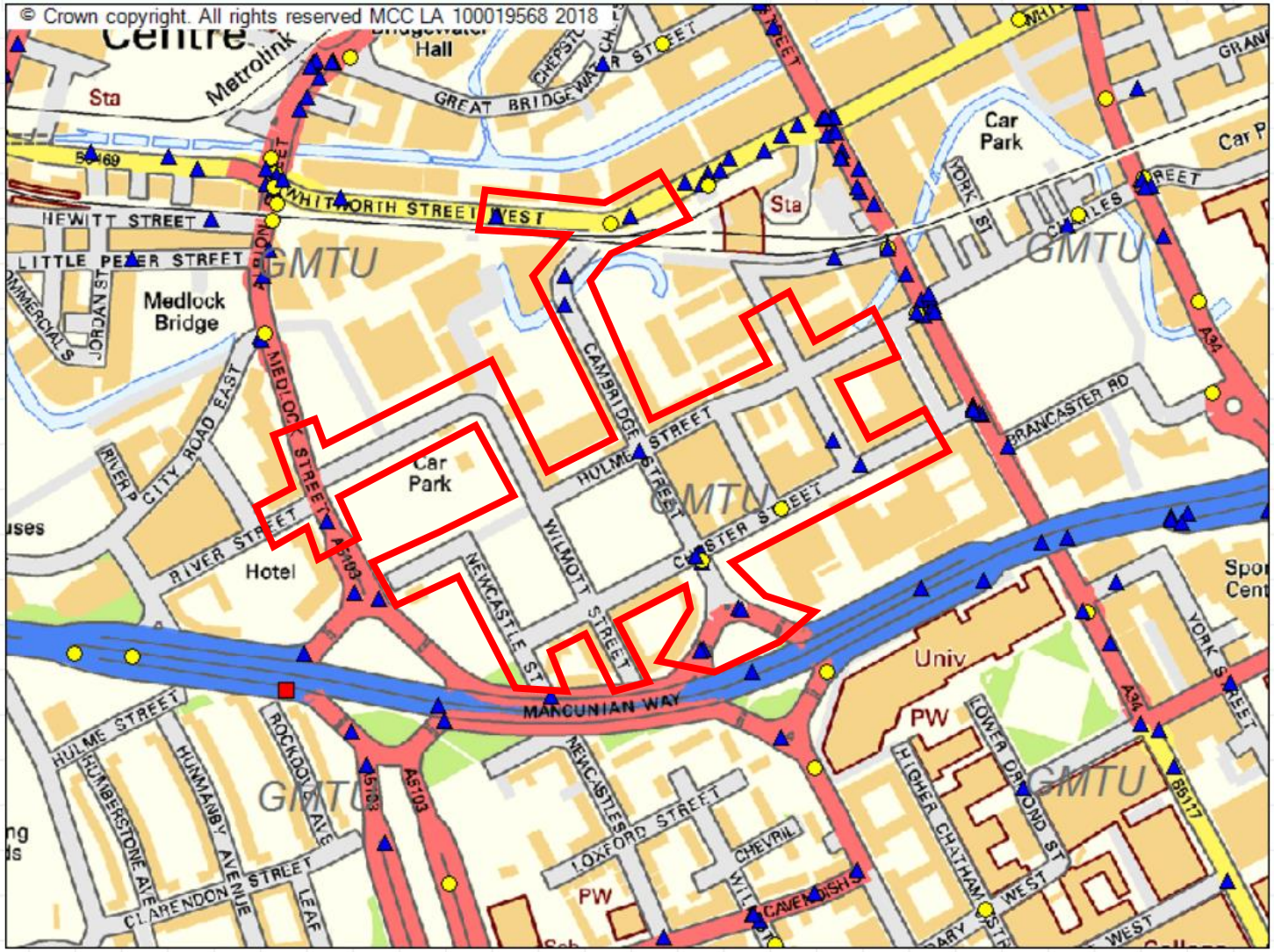
\\mafs02\Projects\069001 - 070000\069831 - NCP Hulme Street\QMS 4 Production\4B Models & Drawings_Transport-ZCAD\75\

Appendix A – PIA Outputs

Transport for Greater Manchester

reported road accidents

close window | cookies



Find street | Data | Results | Key | Help

- Why can't I see any accidents on the map?
- What do the symbols mean?
- How can I investigate my area?
- How do I choose which data to display?
- How can I get information on a particular accident?
- How can I get information on a selection of accidents?

- slight accident
- serious accident
- fatal accident

Appendix B – Proposed Parking Layout

Car park entrance and exit
One-way system

Existing gates removed and car park entrance increased to 5 metre width

This section of brick boundary wall and pier demolished and replaced with low level concrete posts and rails

Remove all shrubs and vegetation

HULME STREET

Ticket machine

ANPR Camera and light positioned on the ANPR pole mount

Ticket machine

Existing low level concrete post and rails to be retained along Hulme Street boundary up to the entrance

5 disabled spaces

Existing surface to be levelled and stone chippings to minimum depth of 100mm to be provided as necessary

Cones to mark parking bays

Existing low level concrete post and rails to be retained along Wilmott Street boundary

9 spaces

8 spaces

Car park lighting - see Cundall lighting report ref: 1019855-LG-RPT-001-Lighting Assessment

NEW CAR PARK
110 car parking spaces
(incl 5 disabled)

18 spaces

8 spaces

Brick boundary wall to be retained and made good as necessary

18 spaces

8 spaces

Setting out of car parking bays indicated by markers at the boundary

Existing hoarding removed in this corner

18 spaces

18 spaces

Existing low level concrete post and rails to be retained along Chester Street boundary

EZER STREET

87

WILMOTT STRE

CHESTER STREET

Laboratory

scale metres
0 5 10 20

N

HULME STREET CAR PARK
PROPOSED SITE PLAN

Rev	Date	By	Description
H	03.10.18	RD	entr moved to match Curtins highways drawing
G	31.10.18	RD	One-way system removed / aisle width indicated / CCTV camera mounting note / 100 mm chippings added / boundary wall notes altered / cones added /
F	22.10.18	RD	One-way system added + spaces adjusted / car park spaces shown dashed / car park lighting added / note on boundary wall repair added
E	03.10.18	RD	Spaces decreased to 110 (Incl 5 disabled spaces)
D	01.10.18	RD	Disabled spaces moved towards Wilmott Street
C	27.09.18	RD	Spaces decreased to 111 (Incl 5 disabled spaces)
B	24.09.18	RD	Spaces decreased to 149 (Incl 6 disabled) / Ticket machines reduced to 2 no and relocated / ANPR camera and light added / aisle widths increased to 6m / entrance width incr to 10.5m
A	11.09.18	RD	Spaces increased to 154 (Incl 6 disabled) / Notes added

Planning

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Project	Change of Use
Location	Land Bounded by Hulme Street, Wilmott Street and Chester Street Manchester M15 6AW
Title	Proposed Site Plan
Drawing No	07474_03 Revision H
Scale	1:200 @ A1
Drawn By	RD
Date	28.08.18

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Appendix C – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	2 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	3950 to 12200 (units: sqm)
Range Selected by User:	186 to 175000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 27/02/14

Selected survey days:

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	6
Edge of Town Centre	1

Selected Location Sub Categories:

Commercial Zone	6
Built-Up Zone	1

Filtering Stage 3 selection:

Use Class:

A2	1 days
B1	6 days

Population within 1 mile:

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

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	6 days

Car ownership within 5 miles:

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

Travel Plan:

Yes	1 days
No	6 days

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	8079	0.442	7	8079	0.048	7	8079	0.490
08:00 - 09:00	7	8079	0.870	7	8079	0.166	7	8079	1.036
09:00 - 10:00	7	8079	0.485	7	8079	0.136	7	8079	0.621
10:00 - 11:00	7	8079	0.248	7	8079	0.110	7	8079	0.358
11:00 - 12:00	7	8079	0.141	7	8079	0.131	7	8079	0.272
12:00 - 13:00	7	8079	0.110	7	8079	0.108	7	8079	0.218
13:00 - 14:00	7	8079	0.113	7	8079	0.134	7	8079	0.247
14:00 - 15:00	7	8079	0.094	7	8079	0.111	7	8079	0.205
15:00 - 16:00	7	8079	0.126	7	8079	0.263	7	8079	0.389
16:00 - 17:00	7	8079	0.126	7	8079	0.663	7	8079	0.789
17:00 - 18:00	7	8079	0.108	7	8079	0.716	7	8079	0.824
18:00 - 19:00	7	8079	0.039	7	8079	0.255	7	8079	0.294
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.902			2.841			5.743

Parameter summary

Trip rate parameter range selected:	3950 - 12200 (units: sqm)
Survey date date range:	01/01/06 - 27/02/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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