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Proposed Residential Development
at Osbourne Yard, Oldham Road, Manchester
for MPH Ancoats Limited
Highways Technical Note – S73

September 2025 (Initial Issue)

Quality Management

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1. Introduction

1.1.1 The development Site is located approximately 1.8km north east of Manchester City Centre. The Site was previously in use as a car wash facility with two accesses into the Site from Oldham Road. The Site in relation to the local highway network is shown on Figure 1.

1.1.2 A Transport Statement was previously prepared by Mosodi and submitted in support of the approved planning application for the proposed residential apartment development on a Site west of Oldham Road. This application (ref:12791/FO/2020) was for 90 apartments and 53 car parking spaces which equates to a parking ratio of 58%.

1.1.3 This S73 application looks to remove 7 car parking spaces and replace them with a water tank whilst retaining the same number of apartments – the revised parking ratio is 51%. Enhanced cycle facilities have therefore been provided in order to assist future residents to travel more sustainably, instead of relying on the private car.

1.1.4 Planning condition 26 of the approved application covers the approved travel plan which is contained in Appendix A. A travel plan framework will be submitted prior to first occupation of the Site with the latest information updated.

1.1.5 Planning condition 27 confirms the approved car parking layout and this is attached in Appendix B. The layout shows the following:

- 53 (58%) car parking spaces, including:
 - o 4 accessible bays;
 - o 6 EV charging bays;
- 4 Motorcycle bays;
- 120 cycle parking; and
- Car club bay on Helga Street.

1.1.6 Following commencement of works, it has been identified that there is a requirement for the installation for a water storage tank to serve the development. Due to site layout constraints, the proposed location for the water tank will necessitate the loss of 6 car parking spaces from the originally approved layout, leaving 46 remaining car parking spaces to serve 90 apartments. All other elements of the original consent remain the same, except for an improvement in the cycle parking numbers from the approved 120 to 128, with the addition of cycle lockers, wash area and repair station.

1.1.7 The revised parking layout is shown in Appendix C and is summarised below:

- 90 apartments;
- 46 (51%) Car Parking Spaces, including:
 - o 4 accessible bays;
 - o 6 EV charging bays;
- 4 motorcycle spaces – which have been designed to also accommodate accessible bikes;

- 128 Cycle Parking Spaces (20 within the car park and 108 spaces within cycle parking area);
- Addition of a cycle repair area, 15 lockers and wheel wash facility; and
- Car Club Space on Helga Street.

1.1.8 Planning condition 28 confirms a requirement for 120 cycle spaces. The level of cycle parking is now proposed to be increased to 128 cycle spaces and as shown on the architect's layout in Appendix C, this now also includes a cycle repair area, wheel wash area and 15 cycle lockers which are large enough to accommodate folding bikes.

1.1.9 Planning condition 29 confirms the following required highway works to be provided prior to occupation:

- Amendments to Helga Street to facilitate the vehicular access (including use of tactile paving where appropriate);
- Parking restrictions on Helga Street/Hampton Street (including traffic regulation orders and signage);
- Car club bay and signage (including appropriate traffic regulation order);
- Footway reinstatement and resurfacing along Oldham Road including reinstatement of redundant vehicular accesses; and
- Installation of Street Trees to the footways.

1.1.10 The above highway improvement works are still proposed to be provided prior to occupation and will ensure that there are no opportunities close by for off site car parking associated with the development. The provision of the car club will enable lower car ownership amongst the development and within the surrounding area.

1.1.11 This Technical Note has been prepared by Mosodi to assess the implications of a reduction in parking provision from 58% to 51% to serve the Site and what impact this may have on the surrounding highway network. It will specifically review the total number of spaces and determine whether this level of provision is sufficient to meet the anticipated demand.

1.1.12 It also reviews the site's accessibility by sustainable modes of travel to local services, the town centre and surrounding areas, allowing future residents to access employment, leisure and essential amenities without reliance on the private car.

1.1.13 The following sections of this Technical Note report covers the following topics:

- Chapter 2 – describes the revised proposals and existing transport conditions;
- Chapter 3 – describes the existing parking demand within the surrounding area for apartment developments; and
- Chapter 4 – summarises and concludes the report.

2. Proposed Development

2.1 Revised Scheme Proposals

2.1.1 The revised scheme proposals, which are illustrated in Appendix A, are summarised below:

- 90 apartments (unchanged from previous application);
- Vehicular access via Helga Street (unchanged);
- New loading bay on Oldham Road (unchanged);
- 46 Car Parking Spaces (reduction of 6 spaces);
- 4 accessible bays (unchanged);
- 6 EV charging bays (unchanged);
- 4 motorcycle spaces (unchanged);
- Car Club Space on Helga Street (unchanged);
- 128 Cycle Parking Spaces (increase of 8);
- Addition of provision of accessible cycle parking within the car park (utilisation of motorcycle bays); and
- Addition of cycle repair area, 15 lockers (capable of accommodating folding bikes) and wheel wash facility.

2.1.2 The original, approved development for 90 apartments was supported by a Transport Assessment (TA) which included provision for 53 on-site car parking spaces. This level of provision was accepted for the scale and nature of the scheme.

2.1.3 Following commencement of construction, the design was amended to incorporate a water tank within the car park area. The location of the water tank occupies six previously allocated car parking spaces, reducing the total on-site capacity from 53 to 46 spaces. This amends the parking ratio from 58% to 51%. The revised parking layout is shown in Appendix C.

2.1.4 The quantum of accessible parking spaces, EV charging spaces and motorcycle parking spaces remains unchanged.

2.1.5 Vehicular access to the development is taken from Helga Street and retains the existing junction arrangement with Oldham Road – i.e., left in/left out arrangement due to the central reserve in place on Oldham Road. Helga Street is an adopted highway and has an overall adopted width of circa 7m.

2.1.6 In order to dissuade parking on Helga Street, it has been proposed to introduce parking restrictions through a TRO which will be funded by the development.

2.1.7 Revised tracking drawings are shown in Appendix D (ATR.02) and show the car park layout working sufficiently.

2.1.8 No changes to the remaining development layout, access arrangements or sustainable travel measures have been made since the initial application was submitted and approved. The purpose of this Technical Note is to assess whether the revised provision of 46 spaces remains sufficient to serve the development, taking

into account comparable parking demand evidence, local Census data and the measures contained within the approved Travel Plan.

2.2 Site Accessibility

2.2.1 Accessibility by sustainable travel modes including bus, rail, tram, cycling and walking have been assessed in detail within the previously approved Transport Statement. This assessment has since been reviewed to ensure it remains up to date, and any changes or updates to the site accessibility are outlined in the following section.

2.2.2 During the weekday, bus services combine to provide an overall frequency of 36 buses per hour departing from the local bus stops on Oldham Road. This is an increase of two buses per hour than previously mentioned in the original Transport Statement. Since the previous application in 2020 cheaper bus fares have been introduced within Greater Manchester which caps the price and has reduced the cost of bus travel. TfGM also now controls bus franchising and a more coordinated approach to bus travel will also assist users of the development. This is already seen through the increased frequency serving the Site.

2.2.3 The bus network also interlinks with the Manchester Metrolink Network, which provides connections to the following key locations: Trafford Centre, Manchester Airport and Salford, alongside the entirety of Manchester City Centre.

2.2.4 The existing bus network alongside the tram network will provide residents with high frequency access across the city and to the town centres of Oldham, Rochdale and Salford, as well as the transport interchanges in Manchester.

2.2.5 The Manchester Bee network has advanced considerably since the submission of the original TA. The Bee Network is now an integrated transport network that includes bus, tram, cycling and walking routes to create a seamless travel experience by connecting transport. Oldham Road adjacent to the Site is an on-road cycle route providing access directly into Manchester City Centre; it also benefits from a number of pedestrian crossings.

2.2.6 Both Manchester Victoria and Manchester Piccadilly Stations are within 2.4km of the Site. This equates to a walk time of 30 minutes or a cycle time of 8 minutes. Manchester Piccadilly serves destinations including Manchester Airport, Chester, Warrington, Windermere, Huddersfield, Stockport, Liverpool, Blackpool, London, Nottingham, Sheffield, Hull and Edinburgh amongst others.

2.2.7 Pedestrian and cycle access remains to be taken direct from Oldham Road. The Site frontage along Oldham Road will be improved through the resurfacing of the whole site frontage footway with the removal of the two current vehicular accesses into the car wash facility.

3. Parking Demand Assessment

3.1.1 Due to the reduction in car parking provision by 6 spaces from 53 (58%) spaces to 46 (51%) spaces, it is necessary to reassess the parking provision for the development. The original parking levels were approved as part of the original application.

3.1.2 Any reduction in car parking capacity requires a review to ensure that sufficient spaces remain to meet anticipated demand and continue to operate effectively without causing overspill parking or highway safety issues.

3.1.3 Since 2020 there has been a policy shift away from designing for cars and providing additional facilities to enable walking, cycling and public transport. The TfGM Transport Strategy 2040 sets out an ambitious vision for a different travel mix by 2040, aimed at achieving greater sustainability and healthier communities. A key objective under their “Right Mix” approach is for 50% of all daily trips to be made via public transport or active travel modes. The strategy aims to promote modal shift by improving infrastructure, creating safer walking and cycling routes (including the Bee Network) and integrating transport planning to reduce the reliance on private cars.

3.1.4 This ambition directly supports the reduction in parking provision at the Osbourne Yard site. By providing 46 spaces for 90 apartments, there is a strong incentive for residents to choose alternative more sustainable modes. The reduction in parking therefore strongly aligns with the TfGM 2040 strategy, supporting regional transport goals.

3.1.5 As part of the original application, there was a focus towards providing for walking, cycling, shared mobility and public transport. This is set out through the approved highway works as summarised below:

- Amendments to Helga Street to facilitate the vehicular access (including use of tactile paving where appropriate);
- Parking restrictions on Helga Street/Hampton Street (including traffic regulation orders and signage);
- Car club bay and signage (including appropriate traffic regulation order);
- Footway reinstatement and resurfacing along Oldham Road including reinstatement of redundant vehicular accesses; and
- Installation of Street Trees to the footways.

3.1.6 These amendments will assist in the transition to a more sustainable travel pattern from the Site. Furthermore, as part of this S73 application, the Site is proposing to improve the cycling facilities further through incorporating an additional 8 cycle parking spaces, 15 cycle storage lockers (which can accommodate a folding bike), a cycle repair area and a cycle wash area.

3.1.7 To assess whether the revised parking provision remains sufficient following the loss of 6 spaces, local evidence from a comparable development (Victoria Mills), Census 2021 car ownership data and TRICS information has been reviewed. This provides the most realistic review of future demand for parking from apartment developments.

3.2 Victoria Mills Parking Provision/Occupancy

3.2.1 A nearby occupied residential scheme, Victoria Mills, involved the conversion of a former mill building into 103 apartments. The Victoria Mills site as shown in Figure 2 is considered comparable to the proposed development in terms of location, accessibility to local services and residential profile. The location of Victoria Mills is shown in Figure 2.

3.2.2 Its location in proximity to Manchester City Centre is similar to the proposed Site, with similar access to train and tram services. However, the proposed Site is located adjacent to high frequency bus services on Oldham Road, whilst Victoria Mills is located over 400m away from the Oldham Road bus stops. As such the accessibility of the Site is considered greater than Victoria Mills.

3.2.3 A planning application (ref: 138806/FO/2023) at Victoria Mills to increase the number of flats from 103 to 110 was approved based on an existing survey of car parking demand at the Site. The survey extracted from the Axis TS which supported the Site is summarised in Table 3.1.

Table 3.1 Victoria Mills Parking Survey

	Number of Vehicles Parked	Number of Unused* Cars Observed	Car Ownership per Unit (Excluding Unused)	Free Spaces (designated resi bays only)
01/06/15 – 18:40	52	5	0.46	51
03/06/15 – 18:45	48	5	0.42	55
04/06/15 – 18:40	55	5	0.49	48
16/10/23 – 18:40	50	1	0.48	53
Average	51	4	0.46	52

*The unused cars refer to those cars observed during each survey that were self-evidently in various states of long term storage/maintenance, and which would otherwise likely not be parked at the site if parking were not unrestrained and freely available.

3.2.4 Table 3.1 shows the results of the on-site occupation surveys undertaken over four separate days to determine actual parking demand. The results identified a maximum accumulation of 50 vehicles across the survey period. This equates to a maximum demand ratio of 0.485 spaces per apartment (48.5%).

3.2.5 The Highway Authority accepted this level of demand as being appropriate for this location and it was comfortably accommodated within the on-site parking provision.

3.2.6 Applying the same 0.485 maximum ratio to the 90 apartments at the proposed site would generate an estimated demand of 44 car parking spaces at peak demand. Therefore, the revised on-site parking capacity of 46 spaces would provide 2 spare spaces compared to the forecast maximum demand based on this local benchmark.

3.3 Census 2021 Car Ownership Data

3.3.1 To supplement the site-specific survey evidence from Victoria Mills, car ownership data from the 2021 Census for the surrounding area has also been assessed.

3.3.2 The Census 2021 data has been extracted and analysed and the summary of the data is provided in Appendix E.

3.3.3 Across all dwelling types in the vicinity (Manchester 061A), the average car ownership is 0.610 vehicles per dwelling (61% car ownership). This reflects the wider housing mix, which includes larger townhouse and semi-detached properties with typically higher car ownership levels and 1 to 2 car parking spaces per property.

3.3.4 When considering flats/apartments only, the Census data records a significantly lower average of 0.424 vehicles per dwelling (42.4% car ownership). This reflects the smaller household sizes, higher proportion of single-person households and generally greater accessibility to services and public transport associated with apartment living.

3.3.5 The application of a 0.424 car ownership per dwelling ratio to the 90 apartments at the proposed site results in a forecast demand of 39 car parking spaces. The revised on-site parking capacity of 46 spaces would therefore provide 7 surplus spaces compared to the forecast demand based on this 2021 census data assessment.

3.4 TRICS Assessment

3.4.1 A TRICS parking accumulation assessment has been undertaken using comparable private flat developments located on the edge of town centres. The purpose of this exercise is to establish a robust, evidence-based view of likely parking demand for developments of this nature. The TRICS assessment output is shown in Appendix F.

3.4.2 The dataset covers seven sites considered to have similar characteristics to Osbourne Yard. Across all sites, the maximum occupancy recorded was 50.81%. On a per-dwelling basis, the average peak occupancy across all sites equates to 0.40 vehicles per flat (39.92%). This demonstrates that, even where relatively high levels of parking are provided, demand is consistently below full capacity, with a significant proportion of spaces remaining unoccupied.

3.4.3 The application of a 0.40 car ownership per dwelling ratio to the 90 apartments at the proposed site results in a forecast demand of 36 car parking spaces. The revised on-site parking capacity of 46 spaces would therefore provide 10 surplus spaces compared to the forecast demand based on this TRICS assessment.

3.4.4 The TRICS evidence therefore reinforces the conclusion that apartment schemes typically generate lower levels of car parking demand compared to more traditional housing types. Therefore, the revised provision of 46 spaces for 90 apartments is consistent with observed demand levels across comparable developments and should comfortably meet anticipated requirements.

3.5 Parking Demand Assessment Summary

3.5.1 The evidence from the Victoria Mills occupation survey, the Census 2021 flats-only car ownership data and the TRICS data indicate that the reduced parking provision is more than sufficient for the proposed development type. The evidence suggests demand is likely to fall between 39 and 44 spaces as summarised in Table 3.2, meaning the revised provision of 46 spaces maintains an appropriate level of provision while avoiding significant over-provision of parking. Over-provision of

parking can counterintuitively encourage higher levels of car ownership and undermine sustainable travel objectives as set out within the Greater Manchester Transport Strategy.

Table 3.2 Parking Demand Assessment Summary

	Ratio	Forecast Parking Demand	Spare Capacity
Victoria Mills Ratio	0.485	44	2
Census 2021 Flats Ratio	0.424	39	7
TRICS Assessment Ratio	0.40	36	10

3.6 Travel Plan Measures

3.6.1 An approved Travel Plan is already in place for the development (dated August 2020), containing a comprehensive package of measures to promote sustainable travel and further reduce the reliance on private cars. Key provisions include improved footways along the site frontage, 120 secure cycle parking spaces, promotion of local walking and cycling routes and dissemination of public transport information through communal areas.

3.6.2 The Travel Plan also funds and promotes a Car Club bay on Helga Street, incentivises car sharing and encourages measures to reduce the need to travel, such as home working and home delivery services. A £36,000 Travel Plan Fund has been secured over the first three years to support these initiatives. These measures will continue to minimise car use and ownership, further supporting the conclusion that the revised parking provision of 46 spaces remains sufficient for the 90 apartments.

3.6.3 Planning condition 26 of the approved application covers the approved travel plan which is contained in Appendix A. A travel plan framework will be submitted prior to first occupation with the latest information updated.

4. Summary and Conclusions

4.1.1 Mosodi have been appointed to produce this Technical Note on behalf of MPH Ancoats Limited for the ongoing development of Osbourne Yard, Oldham Road.

4.1.2 Following commencement of works, it has been identified that there is a requirement for the installation of an external water storage tank to serve the development. Due to site layout constraints, the proposed location for the water tank will necessitate the loss of six car parking spaces from the originally approved layout, leaving 46 remaining car parking spaces to serve 90 apartments.

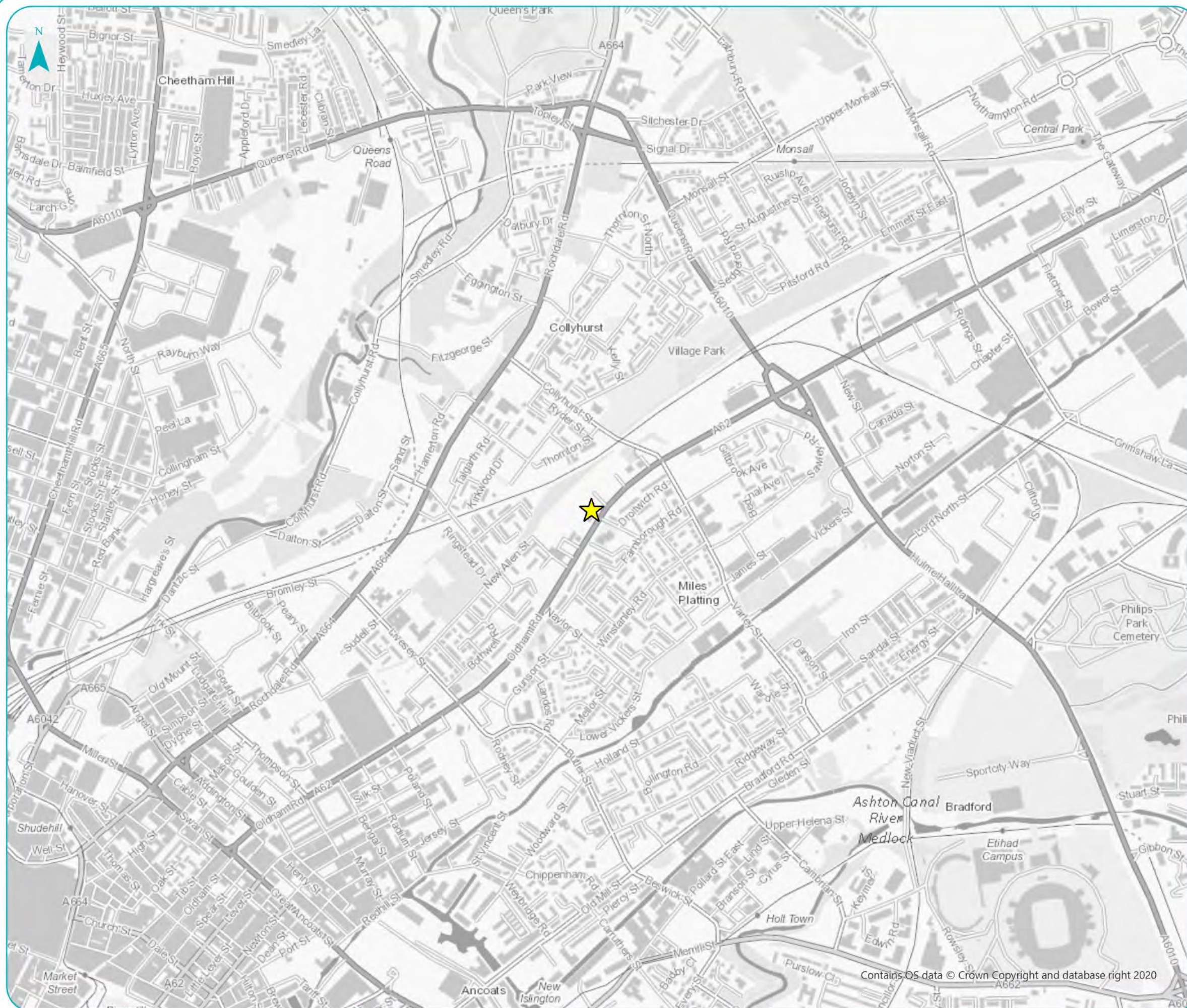
4.1.3 This provides a parking ratio of 51%, which is a reduction from the previously approved 58% parking ratio.

4.1.4 The reduction in car parking to 51% (46 spaces) is acceptable and safe due to the following:

- The Greater Manchester Transport Strategy dated 2021 is looking to reduce car use to less than 50% and by reducing car parking provision in this highly sustainable location, it will help achieve this goal;
- The Site is located within an extremely sustainable area on a high frequency bus corridor and within a short walk and cycling distance of Manchester city centre;
- Census data shows that car ownership in the area is low with a ratio of 0.424 per apartment;
- Parking surveys at Victoria Mills identified a maximum parking demand ratio of 0.485 spaces per apartment (48.5%);
- A TRICS assessment of similar apartment schemes on the edge of town centres has been undertaken which shows that peak car occupancy is on average 40% across 7 Sites;
- The proposed on site car club will help to reduce the car ownership further at the Site;
- On street car parking in the immediate vicinity of the Site will be restricted through the provision of a TRO; and
- An approved Travel Plan is already in place for the development (dated August 2020), containing a comprehensive package of measures to promote sustainable travel and further reduce reliance on private cars.

4.1.5 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes based on the amended car parking spaces.

Figures



Key

★ Osbourne Yard

Proposed Residential
Development
Osbourne Yard
Site Location Plan

Figure 1

Scale @ A3 1:10,000

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Key

- ★ Osbourne Yard
- ★ Victoria Mills
- Bus Stops
- 🚂 Railway Stations
- 🚊 Metrolink Stops
- Metrolink Routes

Proposed Residential
Development
Osbourne Yard
Public Transport Accessibility

Figure 2

Scale @ A3 1:12,000

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Appendices

Appendix A Travel Plan September 2020



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Proposed Residential Development
at Osbourne Yard, Oldham Road, Manchester
for Cert Property & Heatley Developments
Travel Plan

September 2020 (Revision 1)

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Figure 2	Pedestrian Accessibility
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APPENDICES

Appendix A	Masterplan
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1. Introduction

1.1.1 This Travel Plan (TP) has been prepared on behalf of Cert Property & Heatley Developments to support a planning application for a residential development on a Site adjacent to Oldham Road, Manchester.

1.1.2 The scheme proposals which are illustrated on the Architects Plans in Appendix A comprises:

- 90 apartments;
- Main Reception and Residents Area;
- Vehicular access via Helga Street;
- New loading bay on Oldham Road;
- 53 Car Parking Spaces;
- Car Club Space on Helga Street; and
- 120 Cycle Parking Spaces.

1.1.3 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment.

1.1.4 This TP provides details of measures to be incorporated into the overall design of the development to encourage residents and guests to use sustainable transport along with a range of initiatives to encourage sustainable modes of travel.

1.1.5 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for accessing the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- An assessment of the Site accessibility;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips; and
- Suggestions for regular monitoring and review schedules of progress against objectives.

1.1.6 This report is intended to detail the obligations on the development to fulfil the principles of the strategy. It is structured to provide a generic toolkit approach to the development listing those travel management measures that are applicable to the site.

1.1.7 This document comprises of a variety of measures i.e. initiatives aimed at encouraging and supporting the occupying residents to make more sustainable travel choices and at the Management company who will be responsible for ensuring that this plan is successfully delivered.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

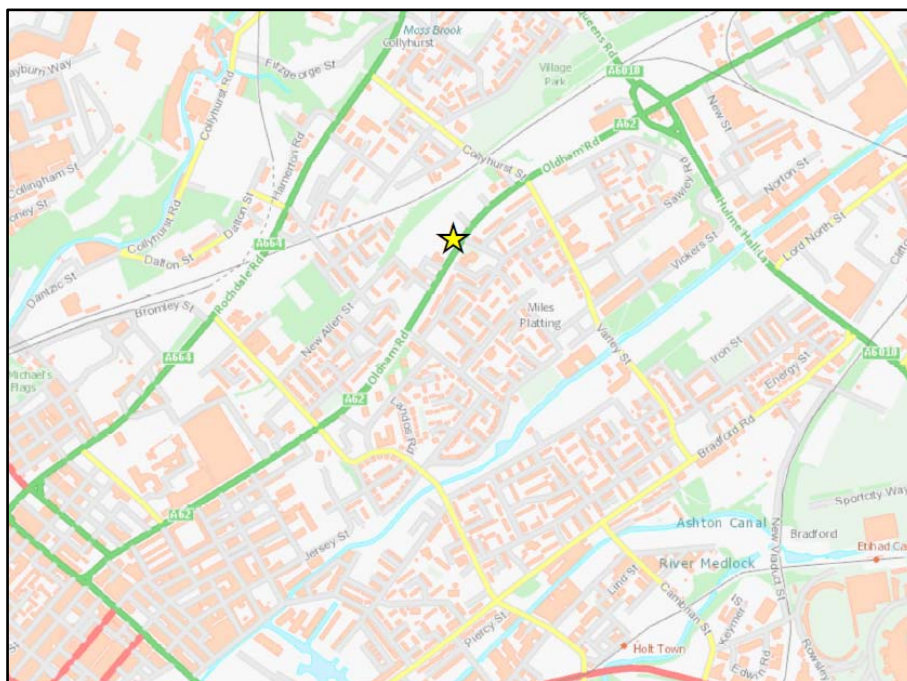
2.2 Existing Site

2.2.1 The development Site is located approximately 1.8km north east of Manchester City Centre as the crow flies. The Site is currently in use as a car wash facility with two accesses into the Site from Oldham Road.

2.2.2 The Site is bound to the north by Helga Street, to the west by the A62 Oldham Road and to the south and east by existing commercial developments.

2.2.3 The Site in relation to the local highway network is shown on Figure 1. An extract of Figure 1 is shown in Image 2.1.

Image 2.1 Site Location Plan



2.3 Existing Local Highway Network

2.3.1 The A62 Oldham Road runs on a north south axis, the section of Oldham Road that bounds the east of the Site is a dual carriageway separated by a central reservation with a width of circa 16m and a circa 4.5m footway on either side of the highway.

2.3.2 Oldham Road is street lit and subject to a 30mph speed limit. Parking restrictions are enforced with the provision of double yellow markings on both sides of the highway.

2.3.3 A cycle lane is provided on each side of the highway along with a bus stop on the Site frontage, which is shown in Image 2.2.

Image 2.2 Site Frontage



2.3.4 Helga Street bounds the Site to the north, it is an adopted highway but is currently not in use as it is severely overgrown, as can be seen in Image 2.3. A simple priority junction currently connects Helga Street to Oldham Road, with a left in, left out arrangement.

Image 2.3 Helga Street



2.3.5 A signalised pedestrian crossing is located approximately 115m south of the Site on Oldham Road, as shown in Image 2.4.

Image 2.4 Signalised Pedestrian Crossing on Oldham Road



2.4 Cycle Infrastructure

2.4.1 The National Cycle Network (NCN) Route 66 runs parallel to Oldham Road along the embankment of the Rochdale Canal on a north east to south west axis connecting Manchester to Yorkshire. The NCN is approximately 500m east of the Site.

2.4.2 In addition to the NCN, TfGM have a network of cycle infrastructure which runs along Oldham Road to the north and south of the Site.

2.4.3 Image 2.5 shows the cycle infrastructure available within the vicinity of the Site.

Image 2.5 Extract of Greater Manchester Infrastructure Map



2.5 Existing Bus Infrastructure

2.5.1 As previously mentioned, there is a bus stop located on the Site frontage on Oldham Road which provides northbound travel with a shelter, seating and timetable information. The southbound bus stop is located approximately 150m to the south of the Site, again provided with a shelter, seating and timetable information.

2.5.2 The existing services in the vicinity of the Site are shown in Image 2.6 and a summary of the services are provided in Table 2.1.

Image 2.6 Extract of TfGM Manchester North Public Transport Map



Table 2.1 Existing Bus Services

Service	Route	Day of Operation	Time of Operation	One Way Service Frequency
83	Manchester - Sholver	Weekday	05:01 – 00:16	4 per hour
		Saturday	06:01 – 00:16	4 per hour
		Sunday	06:43 – 00:16	2 per hour
83	Sholver - Manchester	Weekday	04:34 – 23:49	4 per hour
		Saturday	05:34 – 23:49	4 per hour
		Sunday	06:13 – 23:49	2 per hour
84	Manchester - Huddersfield	Weekday	05:41 – 23:46	8 per hour
		Saturday	05:41 – 23:46	8 per hour
		Sunday	07:01 – 23:46	2 per hour
84	Huddersfield - Manchester	Weekday	05:04 – 23:19	8 per hour
		Saturday	05:04 – 23:19	8 per hour
		Sunday	06:23 – 23:19	2 per hour
114	Manchester - Middleton	Weekday	06:48 – 23:31	3 per hour
		Saturday	07:01 – 22:31	1 per hour
		Sunday	10:17 – 22:26	1 per hour
114	Middleton - Manchester	Weekday	06:36 – 22:26	3 per hour
		Saturday	06:49 – 22:26	1 per hour
		Sunday	10:02 - 23:03	1 per hour
181	Manchester to Rochdale	Weekday	06:30 – 17:30	1 per hour
		Saturday	07:30 – 17:30	1 per hour
		Sunday	n/a	n/a
181	Rochdale to Manchester	Weekday	04:44 – 17:44	1 per hour
		Saturday	06:44 – 17:44	1 per hour
		Sunday	n/a	n/a
182	Manchester to Rochdale	Weekday	05:00 – 23:06	1 per hour
		Saturday	07:00 – 23:06	1 per hour
		Sunday	08:08 – 23:06	1 per hour
182	Rochdale to Manchester	Weekday	05:42 – 22:52	1 per hour
		Saturday	07:14 – 22:52	1 per hour
		Sunday	07:52 – 22:52	1 per hour

2.5.3 During the weekday the services set out above combine to provide an overall frequency of 34 buses per hour departing from the local bus stops on Oldham Road.

2.5.4 The bus services from these stops provide access to the following destination:

- Manchester City Centre – 23 minute journey, every 10 minutes;
- Oldham – 35 minute journey, every 10 minutes; and
- Rochdale – 60 minute journey, every 60 minutes.

2.5.5 The bus network also interlinks with the Manchester Metrolink Network, which provides connections to the following key locations: Trafford Centre, Manchester Airport and Salford, alongside the entirety of Manchester City Centre.

2.5.6 The Tram services run every 10-20 minutes during the weekdays and Saturdays between the hours of 06:00 - 23:00 and Sundays between 07:00 – 22:00 every 20 minutes.

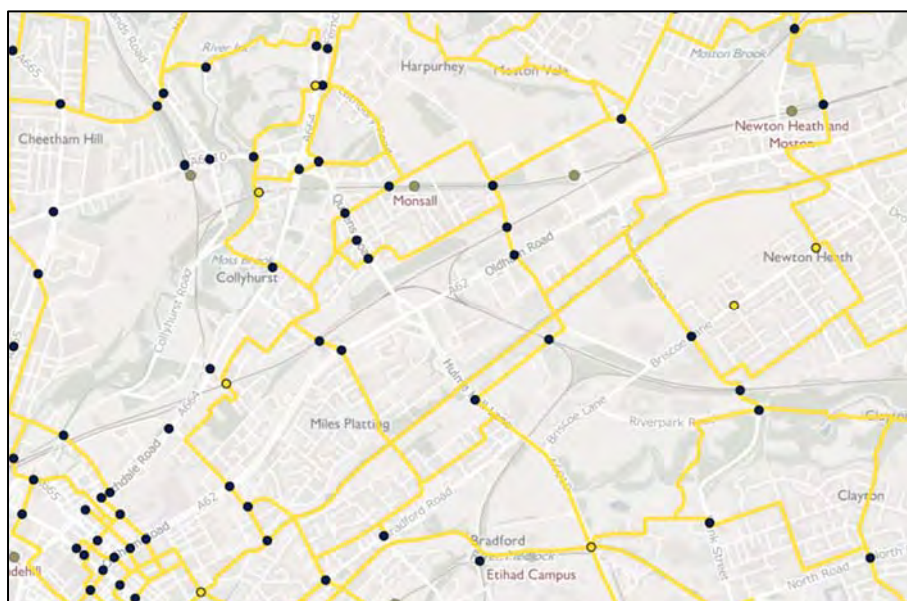
2.5.7 The existing bus network alongside the tram network will provide residents will high frequency access across the city and to the town centres of Oldham, Rochdale and Salford, as well as the transport interchanges in Manchester.

2.6 Manchester Beelines

2.6.1 Transport for Greater Manchester have recently unveiled a new plan to create joined up cycle and walking network than will cover the entire Greater Manchester City Region. These proposals are currently at consultation stage but given the potential importance of the Beelines in securing sustainable infrastructure for the future, consideration has been given to the proposals as part of this application.

2.6.2 The image below shows the Beelines proposals in the vicinity of the Site, with the nearest connection on Varley Street/Collyhurst Street.

Image 2.7 Beelines Proposals



2.7 Existing Rail Services/Facilities

2.7.1 Both Manchester Victoria and Manchester Piccadilly Stations are both within 2.4km of the Site. This equates to a walk time of 30 minutes or a cycle time of 8 minutes as shown on Figures 2 and 3 respectively.

2.7.2 Manchester Piccadilly Station is the 4th largest station in the UK outside of London and serves destinations including Manchester Airport, Chester, Warrington, Windermere, Huddersfield, Stockport, Liverpool, Blackpool, London, Nottingham, Sheffield, Hull and Edinburgh amongst others.

2.7.3 Manchester Piccadilly Station benefits from 43 cycle spaces, 856 car parking spaces with 40 accessible spaces, ticket office and machines, staffed 24/7, CCTV, First Class Lounge, WiFi, Shops, Toilets, Waiting Rooms and significant step-free access.

3. Objectives and Scope of Travel Plan

3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All residents, and where possible guests, shall be made aware of the measures included in the TP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 To ensure that the measures contained within the TP can deliver a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling and public transport as the primary modes of travel for residents;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for residents;
- To encourage more sustainable deliveries and use of eco-driving techniques by residents if applicable; and
- To deliver better informed journey planning through personalised travel planning.

3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the residents and guests to increase the use of sustainable transport means. Overarching objectives and targets for the site are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e. they must be:

- **S**ite-specific
- **M**easurable
- **A**chievable
- **R**ealistic and
- **T**ime related

3.2.3 In order to provide a set of Site specific modal split targets, detailed travel surveys will be undertaken when the Site has 50% occupation.

3.2.4 The baseline mode splits set out below have been taken from the journey to work 2011 census information for the Manchester 013 middle layer output area.

3.2.5 The travel to work data for all the residents within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

Table 3.1 Baseline Mode Split for Manchester 013

Mode	Work from Home	Tram	Train	Bus	Taxi	M'cycle	Car Driver	Car Passenger	Cycle	Foot
Baseline mode share	2.2%	2.7%	6.4%	18.6%	0.7%	0.4%	30.8%	3.5%	3.6%	31.2%

3.2.6 In advance of the detailed travel surveys being undertaken it is proposed that an interim target should be set for trips made by residents. The interim mode shift target should be a reduction of car driver trips by 5% from baseline i.e. **29.26%** (30.8×0.95).

3.2.7 Once the targets have been achieved the level of resident car driver journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with Manchester City Council.

3.2.8 Whilst the initial modal shift target may be ambitious it is anticipated that they would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

4. Site Accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- 6 primary schools are located within a 15 minute walk of the Site;
- A best one local convenience shop and Haven Chemist are located on Naylor Street within a 5 minute walk of the Site;
- Piccadilly Gardens and Shudehill Bus Stations are located within a 25 minute walk of the Site;
- The Metrolink Stops at Monsell and Holt Town are located within a 20 minute walk of the Site; and
- Manchester Piccadilly and Manchester Victoria are located within a 30 minute walk of the Site.

4.1.3 There are numerous other facilities within a short walk distance due to the edge of city centre location and it is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and transport links in and around the local area. This will help reduce the need to travel and own a private car.

4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- Monsell Metrolink Stop is within a 5 minute cycle;
- Piccadilly and Victoria Train Stations are within a 10 minute cycle;
- The Site is within a 2 minute cycle ride of NCR60 and NCR66; and
- The majority of Greater Manchester inside the M60 ring road can be cycled within a 30 minute journey time.

4.2.2 It is also considered that the more active residents will choose to cycle further than this guideline distance.

4.2.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services and facilities within a short cycle distance.

4.3 Accessibility by Bus

4.3.1 As detailed in Chapter 2 there are several bus services offering frequent services along the frontage on Oldham Road.

4.3.2 The nearest bus stops are provided on Oldham Road with the northbound route's bus stop situated adjacent to the Site access. They provide access to/from the Site to the following destinations:

- Manchester City Centre – 23 minute journey, every 10 minutes;
- Oldham – 35 minute journey, every 10 minutes; and
- Rochdale – 60 minute journey via Moston, Chadderton, Royton and Shaw every 30 minutes.

4.3.3 The existing bus services on Oldham Road will provide residents of the Site with access to a range of locations and as mentioned previously, the bus network links into the Manchester Tram Network. This will provide the residents with further accessibility to Manchester City Centre and the large Transport interchanges in Manchester.

4.3.4 It is therefore concluded that the proposed Site is accessible by bus and tram from the local and surrounding employment locations.

4.3.5 Overall it is clear that residents will have an opportunity to access the Site and employment areas by public transport and this will reduce the reliance on the private car.

4.3.6 Furthermore, the travel planning measures will have a positive influence on the sustainable travel choices made by users of the development Site.

4.4 Accessibility by Rail

4.4.1 The nearest train stations to the Site are situated at Manchester Piccadilly and Victoria Stations. Both stations are located within a 30 minute walk.

4.4.2 Manchester Piccadilly Station is the 4th largest station in the UK outside of London and serves destinations including Manchester Airport, Chester, Warrington, Windemere, Huddersfield, Stockport, Liverpool, Blackpool, London, Nottingham, Sheffield, Hull and Edinburgh amongst others.

4.4.3 Manchester Piccadilly Station benefits from 43 cycle spaces, 856 car parking spaces with 40 accessible spaces, ticket office and machines, staffed 24/7, CCTV, First Class Lounge, WiFi, Shops, Toilets, Waiting Rooms and significant step-free access.

5. Roles and Responsibilities

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

5.2 Developer

5.2.1 Prior to the commencement of the initial marketing of the residential units the Management Group will appoint a Travel Plan Co-Ordinator. Prior to first occupation the developer will implement the agreed footway upgrade, cycle parking provision and car club space.

5.3 Travel Plan Co-ordinator

5.3.1 Three months prior to occupation of the Site, the Management Group will be required to provide details of their TPC to Manchester City Council.

5.3.2 The TPC will be responsible for reducing single car occupancy. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from first occupation. After three years a decision will be made by the steering group as to whether the TPC role remains with the steering group or is handed over to a residential committee if one exists.

5.3.3 Following implementation of the plan, the completion of the initial surveys and agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum. The TPC must make dates available every 3 months for a steering group meeting and encourage all stakeholders to attend. The purpose of the Steering Group is to identify successes of the FTP and identify any areas of improvement, the content of on-going surveys, to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the group will meet to discuss these issues within a calendar month of collation of the surveys.

5.3.4 These surveys will capture details of individual circumstances, travel patterns and preferences etc. For new residents' completion of the survey would be part of the moving in process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based. Surveys must be complete within 6 months of first occupancy.

5.3.5 Prior to initial occupation the TPC shall update and/or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance.

5.3.6 As the TPC is yet to be appointed the contact at this stage will be Mosodi on behalf of the developer. The TPC must be in place 6 months prior to first occupation. Manchester City Council must be advised of any changes in TPC.

5.3.7 The duties of the TPC will include:

- Oversee the gathering of information, e.g. the travel questionnaire. The TPC will agree a template with the relevant authorities prior to issue to residents;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the residents to explain the objectives and benefits of the FTP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the Site. Hence residents will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the Steering Group;
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;
- Liaise with and promote local provider Car Club and Car Hire to residents including arranging car club material to be provided to all residents; and
- Produce a sustainable travel leaflet for all new residents to highlight the sustainable travel options available from the Site and the current travel planning measures being promoted.

5.3.8 The suggested travel management measures included in this TP are not an exhaustive list and should be subject to on-going review.

6. Travel Plan Measures

6.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

6.1.2 As part of the overall development scheme it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be considered by each tenant of the development.

6.1.3 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g. good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section.

6.2 Walking and Cycling

6.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- Provision of improved footways along the frontage of the Site; and
- Provision of 120 cycle spaces on the ground floor of the development.

6.3 Awareness of Benefits of the Existing Pedestrian/Cycle Infrastructure

- Provide plans and up to date information to residents indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of cycle routes within Manchester at: <https://tfgm.com/cycling/maps>;
- Provision of network analyst drawings detailing travel times by walking and cycling;
- Promote the health benefits of walking and cycling;
- Provide a sustainable travel leaflet to new residents and update as and when required; and
- Promote <https://walkit.com/> as a walk journey planner in the local area.

6.4 Public Transport

- Promote the Transport For Greater Manchester website as an excellent source of information for those wishing to travel by bus <https://tfgm.com/public-transport/bus>;
- Promote the TfGM journey planner at: <https://my.tfgm.com/#/planner/>
- Promote the national rail website as a source of information for rail travel at <http://www.nationalrail.co.uk/>; and
- Provision of up-to-date public transport information including hard copies of timetables in communal areas. The TPC will be responsible for ensuring that residents are fully aware of the sources of information that are

available.

6.5 Car Sharing

- Arrange for car club to be located on Helga Street with funding from the developer to promote its use amongst residents – the developer will also fund the TRO for the car club;
- The concept and benefits of car sharing will be promoted and incentivised across the site by the TPC. TPC will be responsible for ensuring that car share information is visible in communal areas; and
- Promote the use of car clubs and arrange distribution of publicity information, free membership and £50 drivetime trials.

6.6 Reducing the Need to Travel/ Other Measures

6.6.1 Consider provision of the following measures that reduce the need to travel:

- The TPC will promote the use of home delivery services including providing details of local grocery stores and providing information on stores which provide home delivery services;
- The TPC will promote home working and the benefits that can bring to employees and employers;
- Promote and monitor the number of EV charging points required and source funding to implement further spaces subject to demand; and
- Advise about eco driving techniques to residents.

6.7 Travel Plan Fund

6.7.1 A sum of £36,000 over the first three year period has been agreed by the developer to fund the car club provision on Helga Street and to provide second wave measures.

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC and will be distributed to tenants with guidance.

7.1.2 Resident surveys will be carried out on an annual basis (year on year from the anniversary of the baseline surveys being carried out) with monitoring of facilities such as cycle parking, car club usage and travel information.

7.1.3 Initial surveys will be completed by each resident within three months of occupation.

7.1.4 An annual monitoring/review report will be prepared and submitted to Manchester City Council within 6 weeks of the surveys being completed (following 50% occupation). Surveys will be undertaken on an annual basis as a minimum following the initial survey.

7.1.5 The survey will include the following elements:

- How residents and visitors currently travel to the site;
- How residents and visitors prefer to travel to the site;
- How residents and visitors would travel to the site if there were no barriers to their chosen mode;
- Car ownership;
- Use of the Car Club space;
- Measures that would encourage residents and visitors to use sustainable modes;
- Work/study location of residents and visitors (for example by postcode area) and;
- Travel needs/restrictions.

7.1.6 It is imperative that an appropriate number of residents and visitors are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 30% of total residents is targeted as a minimum response rate.

7.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

7.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

7.1.9 The monitoring needs to include reviews of how well the plan is working against its objectives, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

7.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little/no car sharing occurring amongst the residents, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.11 As discussed in previous sections the TPC will monitor provision of cycle parking to ensure that provision is appropriate. Where additional facilities are required these will be provided and advertised. The TPC will also monitor the use of car parking spaces, EV demand and usage and car ownership levels and advise if the on-site car parking can be used more efficiently for alternative forms of travel or uses within the building.

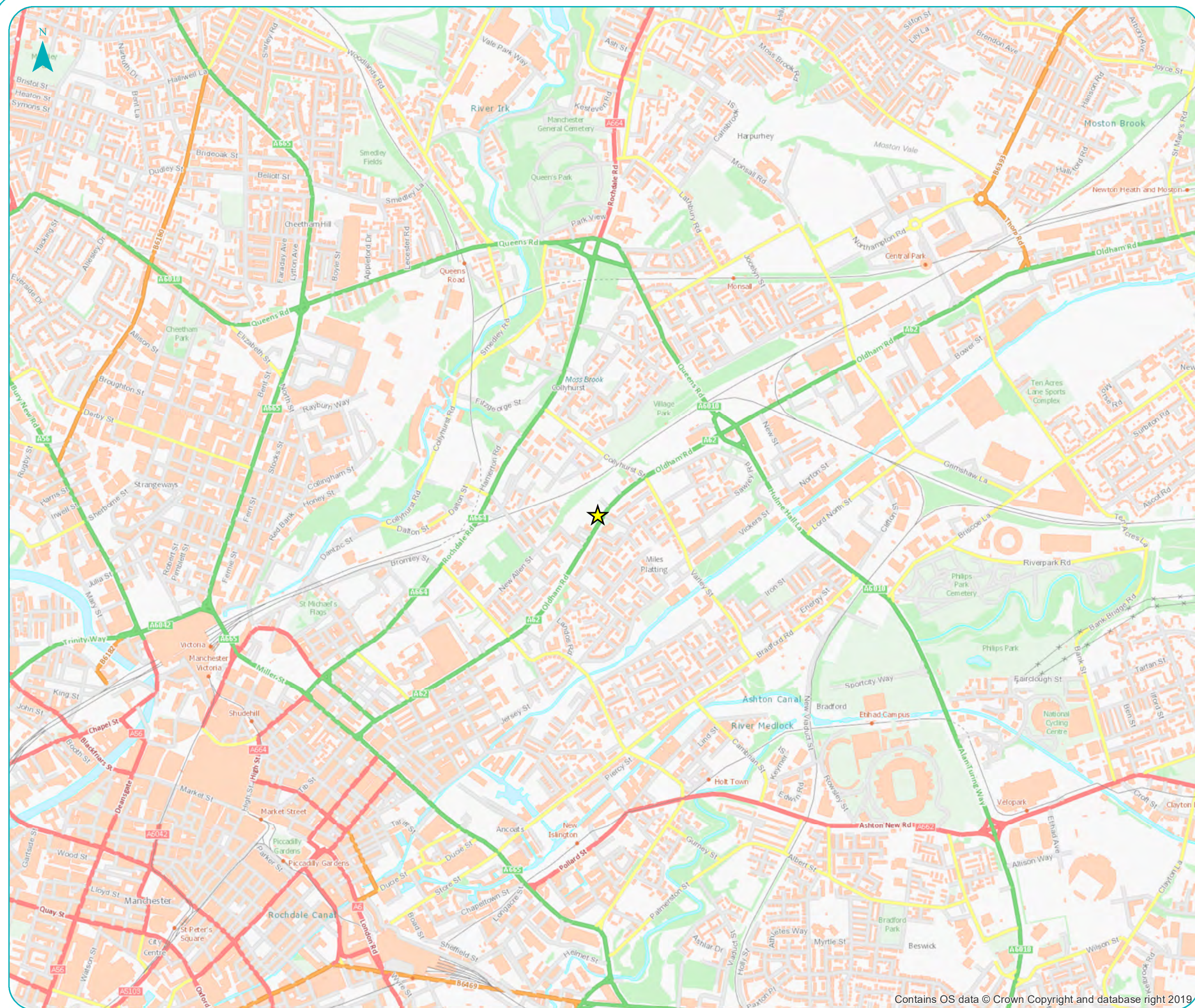
7.1.12 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the TP.

7.1.13 Second wave measures may include, for example,

- Additional cycle spaces;
- Discounted public transport ticket deals to residents;
- Further car club promotion and incentives; and
- On site cycle maintenance courses.

7.1.14 At this stage it is not appropriate to confirm the exact nature of the secondary measures as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

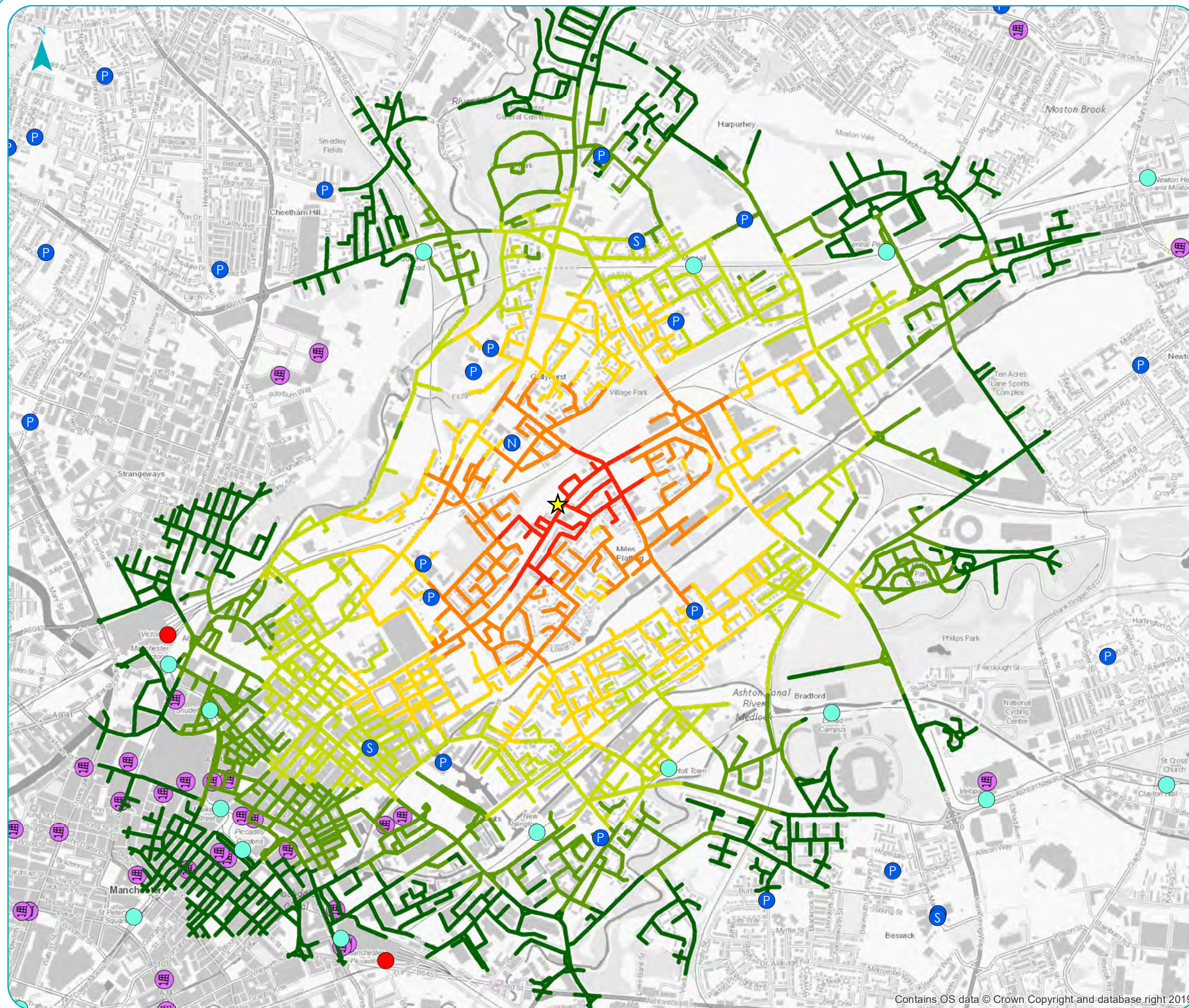
 Site Location

Osbourne Yard, Manchester Residential Development Site Location Plan

Figure 1

Scale @ A3 1:15,000

mosodi
mobility solutions through design and innovation



Key

- ★ Site Location
- Metrolink Stops
- Railway Stations
- Supermarkets

Schools

- All Through
- Nursery
- Primary
- Secondary
- College

Pedestrian Accessibility (4.8kph)

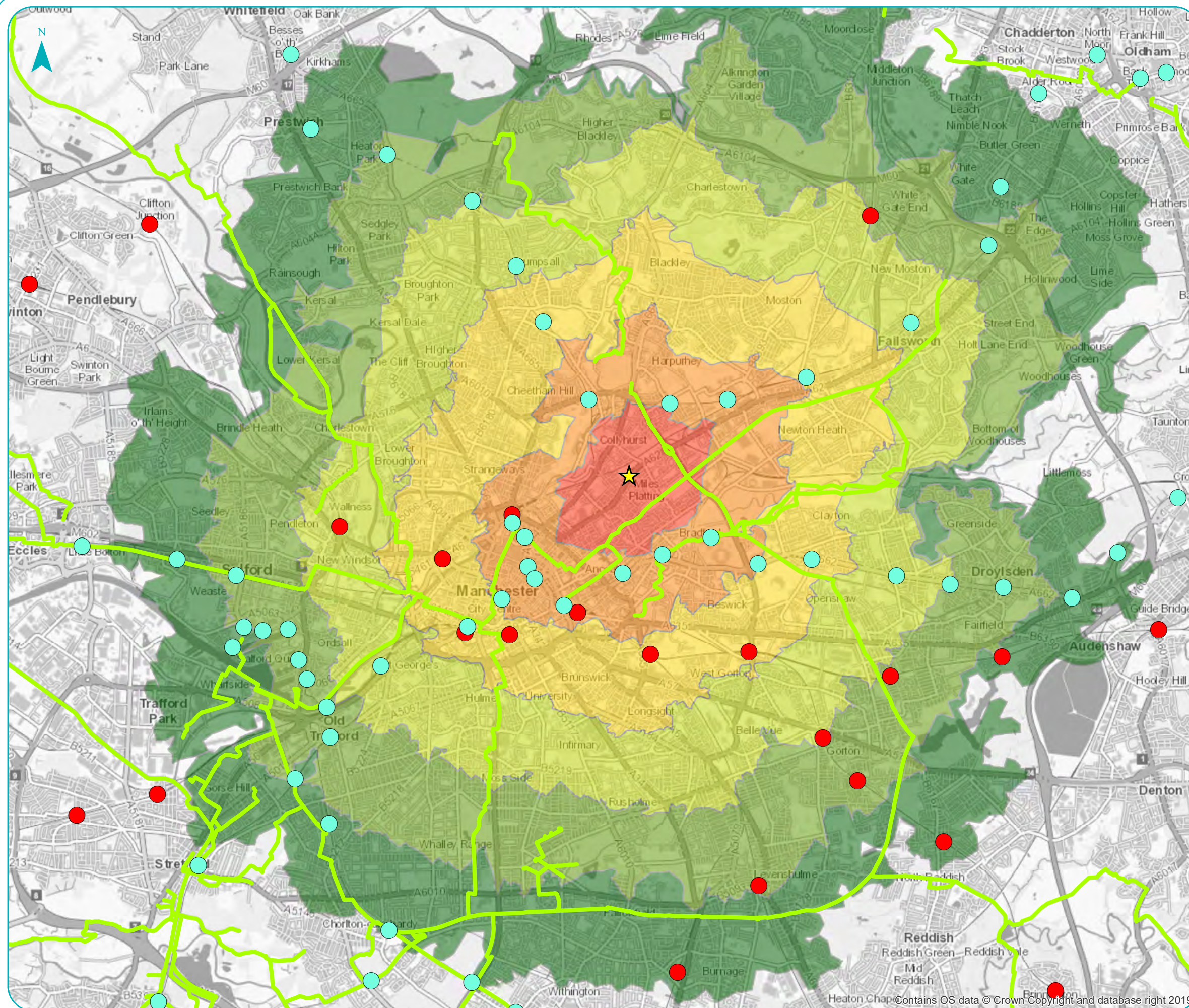
- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes

Osbourne Yard, Manchester
Residential Development
Pedestrian Accessibility

Figure 2

Scale @ A3 1:15,000

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Key

- ★ Site Location
 - Metrolink Stops
 - Railway Stations
 - National Cycle Routes
- Cycle Accessibility (16kph)
- 0-5 Minutes
 - 5-10 Minutes
 - 10-15 Minutes
 - 15-20 Minutes
 - 20-25 Minutes
 - 25-30 Minutes

Osbourne Yard, Manchester
Residential Development
Cycle Accessibility

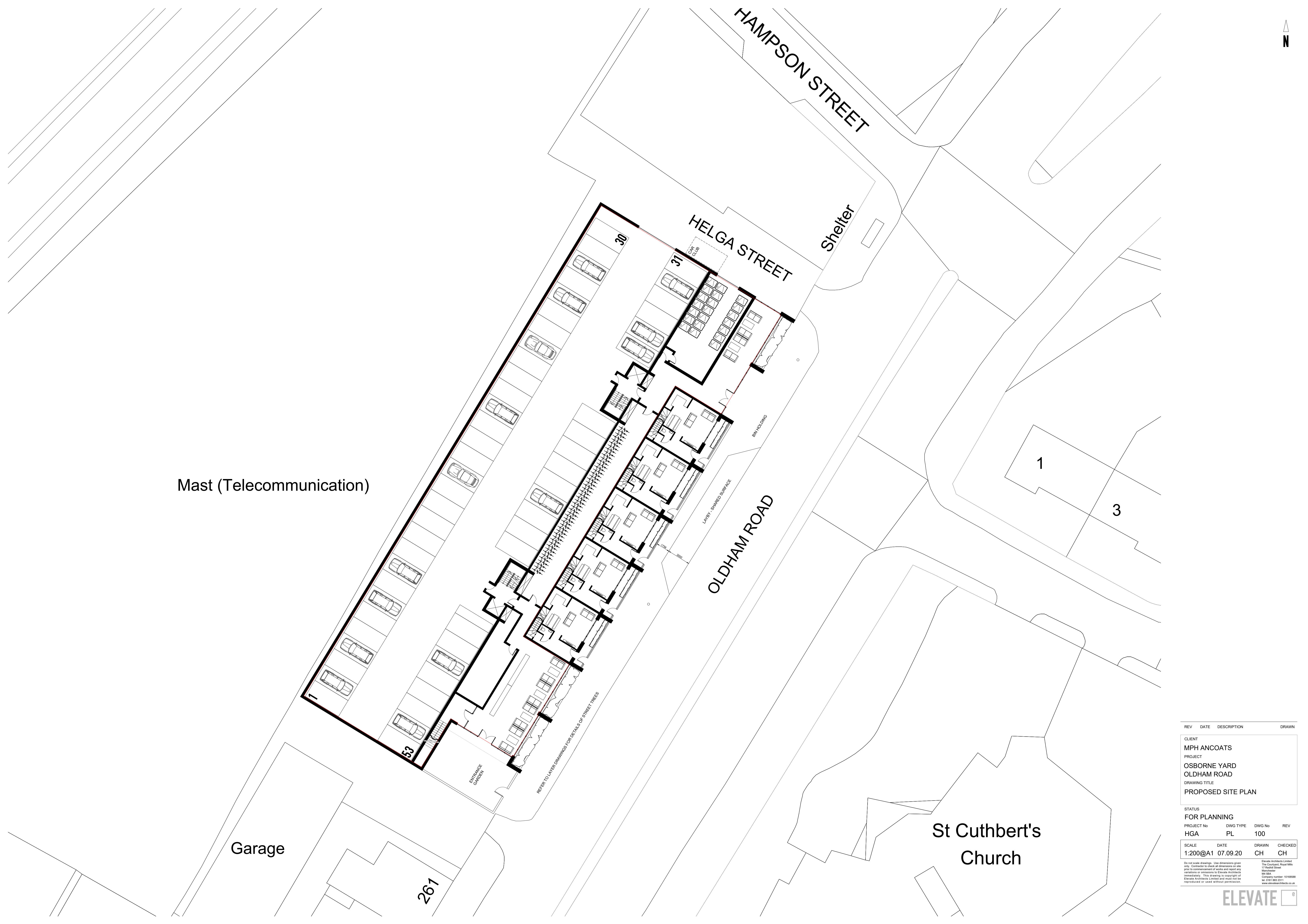
Figure 3

Scale @ A3 1:50,000

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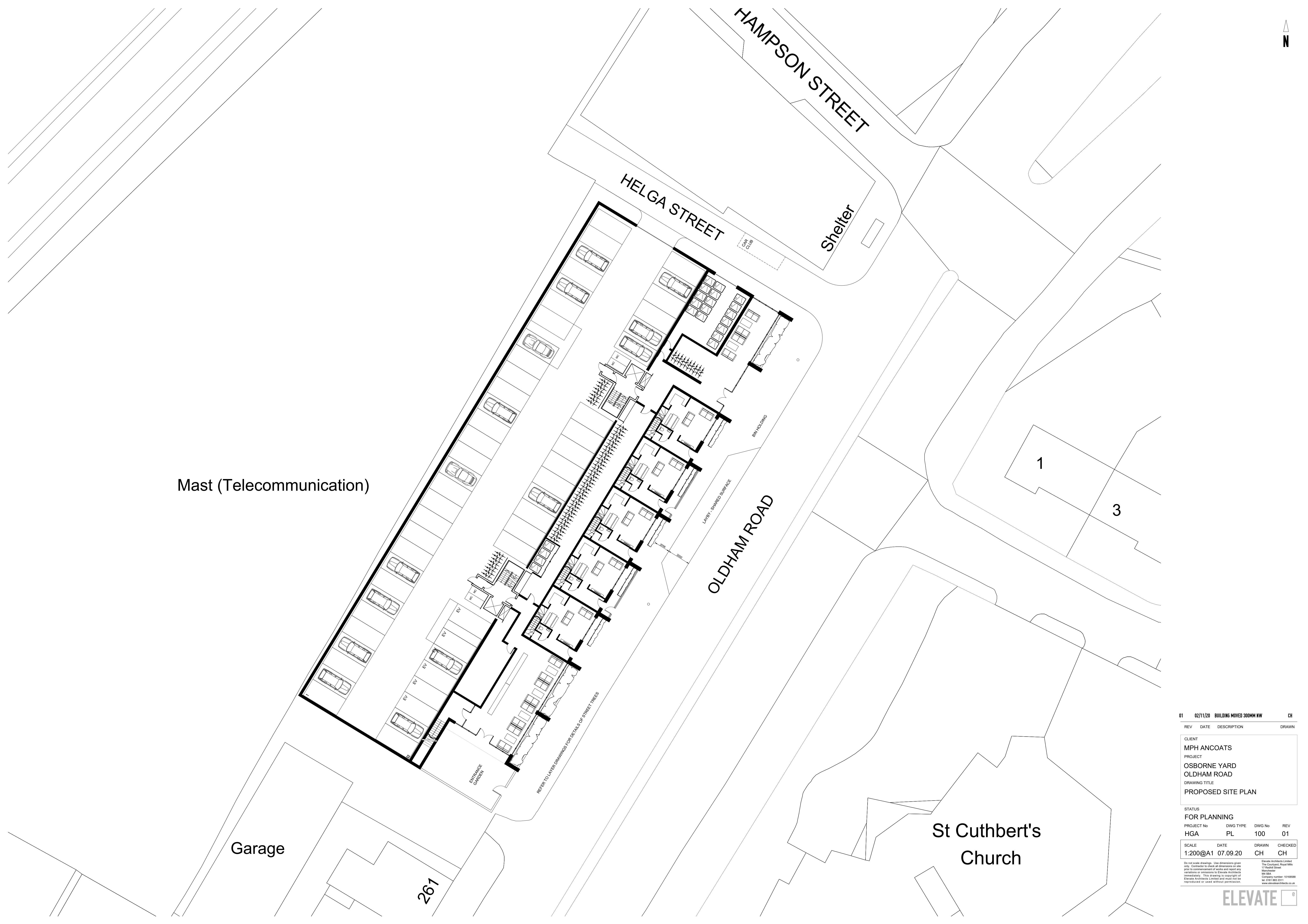
Appendices

Appendix A Masterplan



REV	DATE	DESCRIPTION	DRAWN
CLIENT			
MPH ANCOATS			
PROJECT			
OSBORNE YARD			
OLDHAM ROAD			
DRAWING TITLE			
PROPOSED SITE PLAN			
STATUS			
FOR PLANNING			
PROJECT No	DWG TYPE	DWG No	REV
HGA	PL	100	
SCALE	DATE	DRAWN	CHECKED
1:200@A1	07.09.20	CH	CH
Do not scale drawings. Use dimensions given only. Contractors to check all dimensions on site prior to commencement of works and report any variations or omissions to Elevate Architects immediately. This drawing is copyright of Elevate Architects Limited and must not be reproduced or used without permission.		Elevate Architects Limited The Courtyard, Royal Mills 17 Broad Street Manchester M4 6SA Company number: 10166586 inc. 0161 603 2311 www.elevatearchitects.co.uk	

Appendix B Previous Ground Floor Layout



Mast (Telecommunication)

Garage

261

HELGA STREET

HAMPSON STREET

Shelter

OLDHAM ROAD

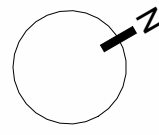
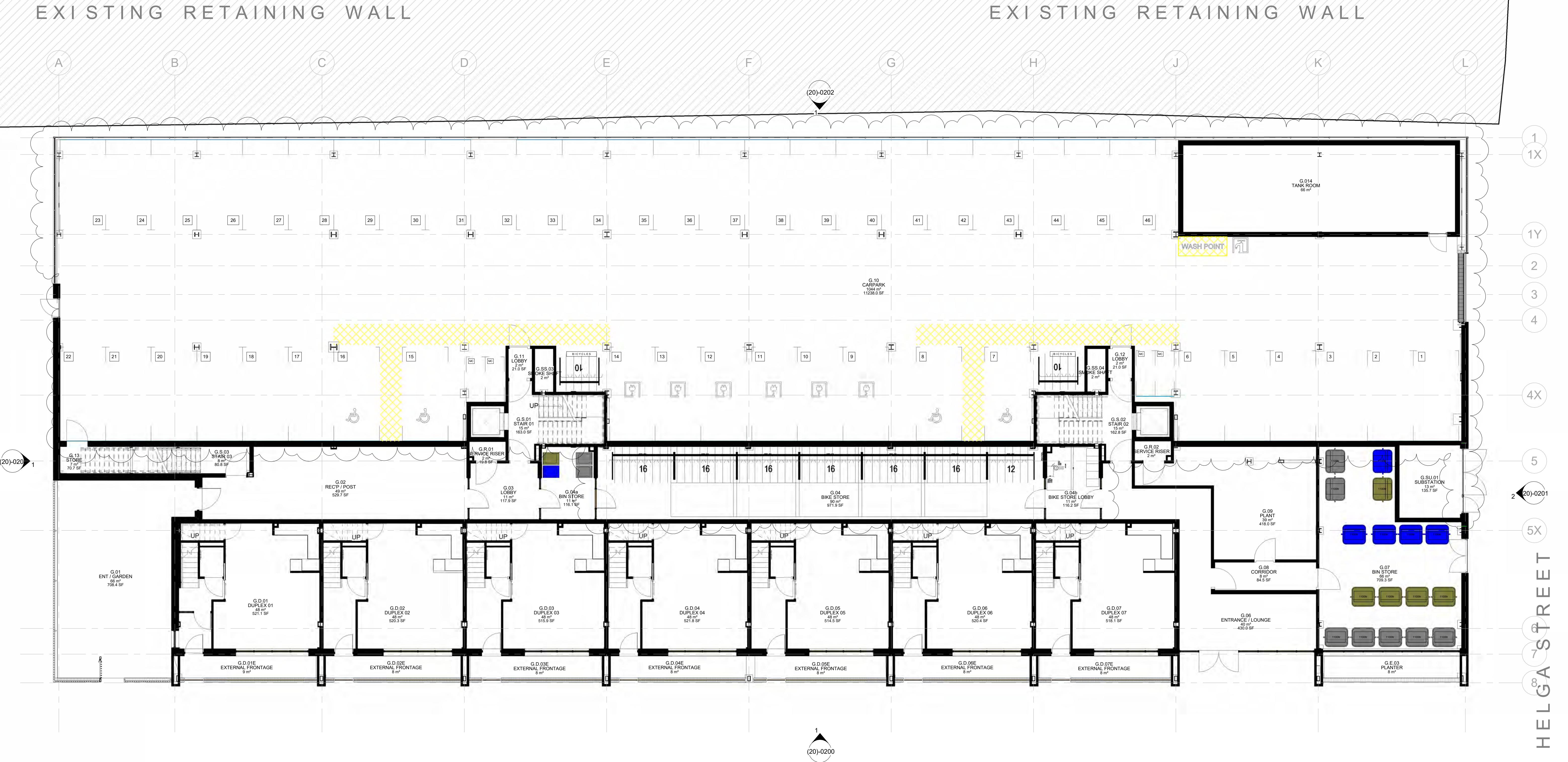
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3

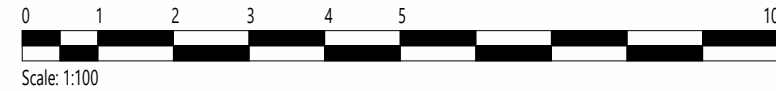
St Cuthbert's
Church

01	02/11/20	BUILDING MOVED 300MM NW	CH
REV	DATE	DESCRIPTION	DRAWN
CLIENT			
MPH ANCOATS			
PROJECT			
OSBORNE YARD			
OLDHAM ROAD			
DRAWING TITLE			
PROPOSED SITE PLAN			
STATUS			
FOR PLANNING			
PROJECT No	DWG TYPE	DWG No	REV
HGA	PL	100	01
SCALE	DATE	DRAWN	CHECKED
1:200@A1	07.09.20	CH	CH
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Appendix C Proposed Ground Floor Layout



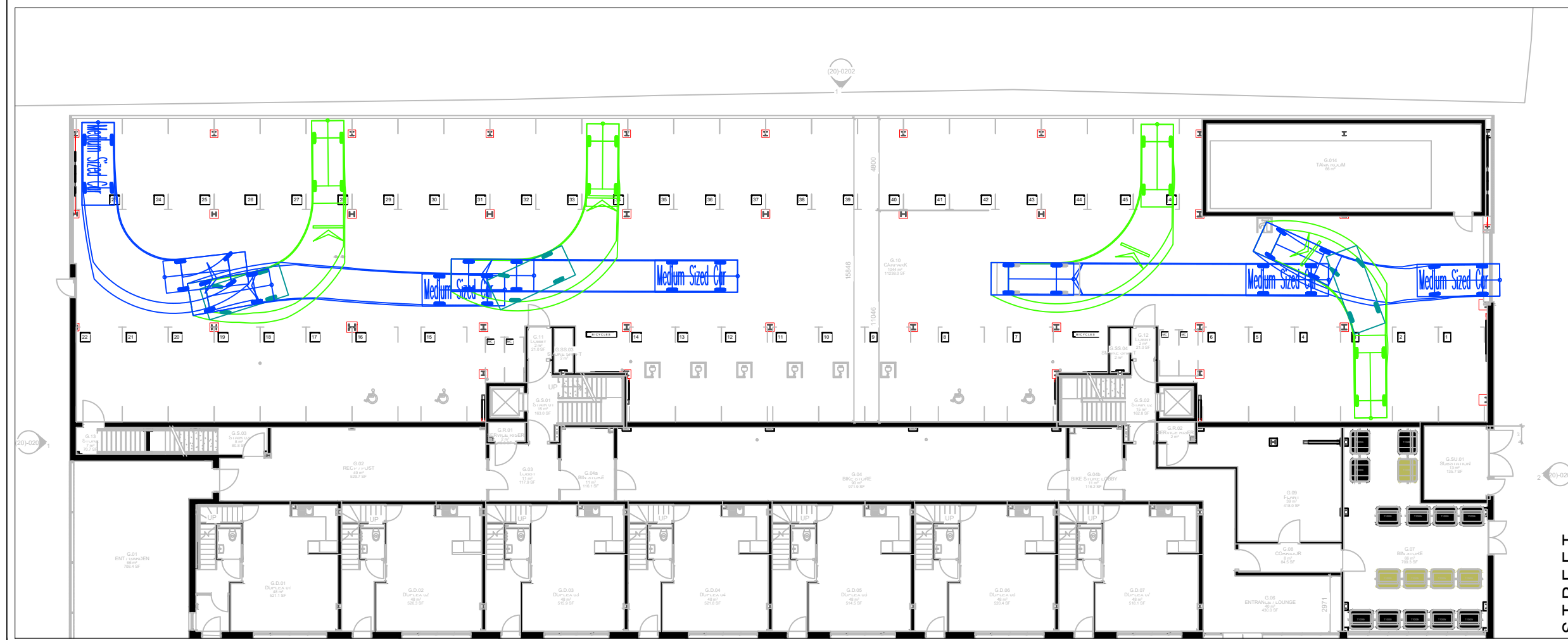
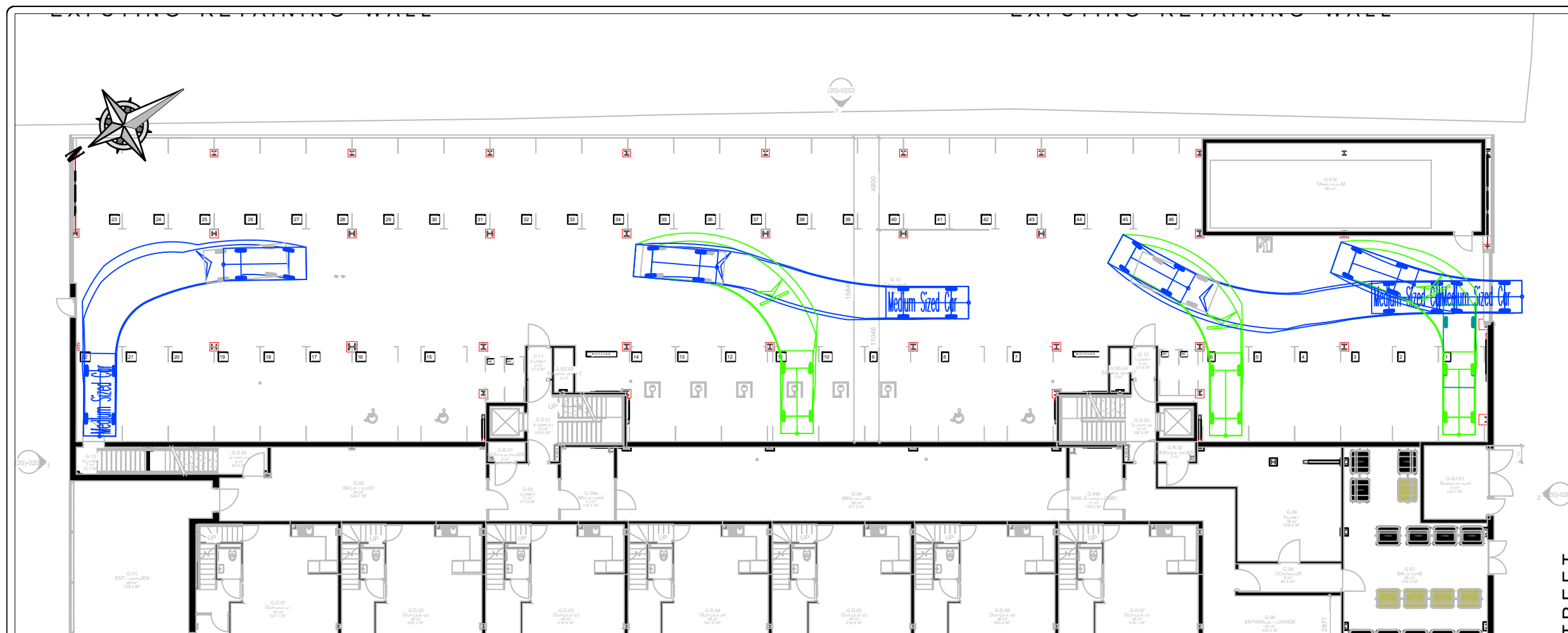
Ground floor plan
1 : 100



P05	10.09.2025	AMENDED TO INCLUDE PUMP HOUSE TO CARPARK AND REDUCTION TO CAR PARK SPACES. ADJUSTMENT TO CARPARK GABLES TO PROVIDE NATURAL SMOKE CLEARANCE. SMOKE STACK TERMINALS INCLUDED. CYCLE LOGISTICS ADDITIONS. PHOTOVOLTAIC PANELS INDICATED.
P04	23.10.2023	AREAS OF CHANGE INDICATED. NMA ISSUE
P03	12.10.2023	BIN STORE AND COMMUNAL GARDENS AMENDED FOLLOWING CLIENT COMMENT
P02	05.10.2023	GROUND AND FIRST FLOOR GA AMENDED FOLLOWING CLIENT COR
P01	10.10.2022	EXTERNAL WALL (FACADE) AMENDED FROM 140MM TO 100MM SFS. NOMINAL INCREASE IN GENERAL AREAS. SLAB EDGE RELOCATED ON ALL FLOORS. CILL DETAIL PROVIDED TO BRICK LIP. 160mm ALSECCO INSULATION (0.22W/m²K) ADOPTED. PROPOSED LOUVRE WINDOW TYPE INCLUDED. CORRIDOR WALLS AMENDED. SHAFT WALLS AMENDED.
REV	DATE	COMMENT

CLIENT:	CERT
PROJECT:	OSBORNE YARD
DESIGNING:	GROUND FLOOR
DRAWING N°:	2075-ABWA-Z1-GF-DR-A-(20)-0100
REV:	P05
STATUS:	S4
SCALE:	1 : 100
CHECKED:	GW
DRAWN:	GW
DATE:	27.06.22

Appendix D ATR.02 Tracking Drawing



- Notes:
1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
 2. Do not scale this drawing - check all dimensions on site.

Medium Sized Car

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.223m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

08.09.25 INITIAL ISSUE
Rev: Date: Status/Amendments: By: AE

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Manchester Leeds
0161 413 5168 0113 323 0854

Client:
MPH Ancoats Limited

Project:
Osbourne Yard, Oldham Road
Proposed Residential Development

Drawing Title:
Car Park Vehicle Tracking

Drawn By: AE	Checked By: SJP	Approved By: SJP
Scale: 1:250	Paper Size: A3	Date Created: 08.09.25
Drawing Number: 20043.ATR.02	Drawing Revision: -	

Appendix E 2021 Census Data

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 4 August 2025]

population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005129 : Manchester 061A
accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure

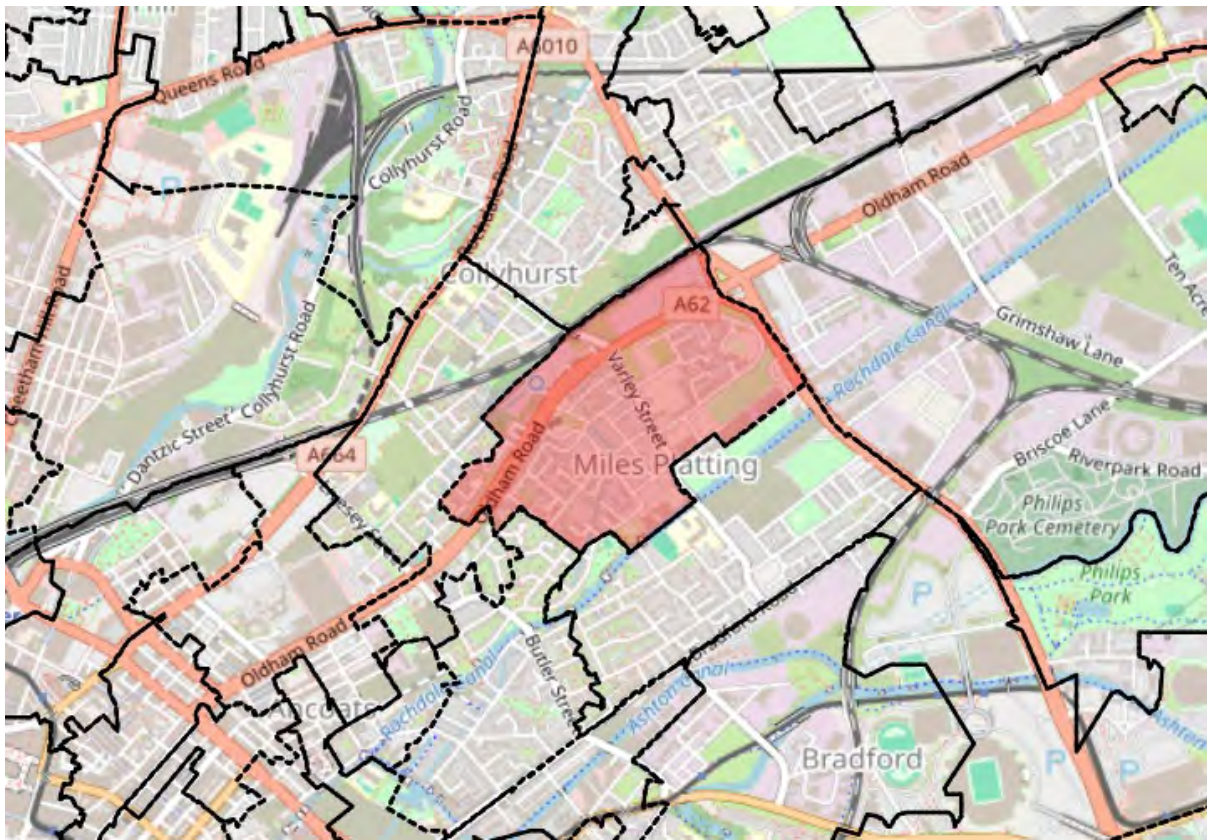
Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	295	0	200	95
No cars or vans in household	180	0	135	45
1 car or van in household	105	0	64	41
or more cars or vans in househc	10	0	1	9
	125			
	0.423728814			

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005129 : Manchester 061A
accommodation type Total

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	838	0	404	434
No cars or vans in household	389	0	252	137
1 car or van in household	362	0	145	217
or more cars or vans in househc	87	0	7	80
	536			
	0.639618138			



Appendix F TRICS Parking Assessment

TRICS data - Private Flats (edge of town centre)

Location	TRICS Ref	Peak Parking Accumulation	Number of Flats	Number of Parking Spaces	Parking Spaces per Flat	Occupied Car space per flat at peak accumulation
Leighton Buzzard	BD-03-C-01	133	350	213	60.86%	38.00%
Leighton Buzzard	BD-03-C-02	63	124	70	56.45%	50.81%
Dunstable	BD-03-C-03	101	233	182	78.11%	43.35%
Southend on Sea	EX-03-C-02	35	94	95	101.06%	37.23%
Portsmouth	HC-03-C-01	26*	189	77	40.74%	N/A
Borehamwood	HF-03-C-03	44	91	60	65.93%	48.35%
Coventry	WM-03-C-04	24	110	67	60.91%	21.82%
Total		400	1191	764	64.15%	39.92%

*Maximum figure recorded but the peak accumulation was not recorded as part of the survey

Calculation Reference: AUDIT-408201-201029-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 55 to 175 (units:)
 Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	5 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	7
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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	4
Built-Up Zone	2
No Sub Category	1

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

7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000

7 days

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

Population within 5 miles:

50,001 to 75,000

2 days

125,001 to 250,000

2 days

250,001 to 500,000

3 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

4 days

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

Travel Plan:

Yes

2 days

No

5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

7 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
5	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
6	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
7	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	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
BE-03-C-01	London
HO-03-C-03	London
IS-03-C-07	London
SK-03-C-01	London
WF-03-C-01	London

MOSODI JORDAN STREET MANCHESTER

Licence No: 408201

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

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	7	102	0.038	7	102	0.149	7	102	0.187
08:00 - 09:00	7	102	0.052	7	102	0.178	7	102	0.230
09:00 - 10:00	7	102	0.059	7	102	0.080	7	102	0.139
10:00 - 11:00	7	102	0.067	7	102	0.084	7	102	0.151
11:00 - 12:00	7	102	0.062	7	102	0.086	7	102	0.148
12:00 - 13:00	7	102	0.112	7	102	0.104	7	102	0.216
13:00 - 14:00	7	102	0.087	7	102	0.084	7	102	0.171
14:00 - 15:00	7	102	0.069	7	102	0.072	7	102	0.141
15:00 - 16:00	7	102	0.083	7	102	0.073	7	102	0.156
16:00 - 17:00	7	102	0.130	7	102	0.076	7	102	0.206
17:00 - 18:00	7	102	0.161	7	102	0.083	7	102	0.244
18:00 - 19:00	7	102	0.205	7	102	0.093	7	102	0.298
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.125			1.162			2.287	

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:	55 - 175 (units:)
Survey date range:	01/01/12 - 18/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	5

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.