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Transport Statement

Client: Bluesky Student Ladybarn House Limited
Project: Ladybarn House
Date: July 2024



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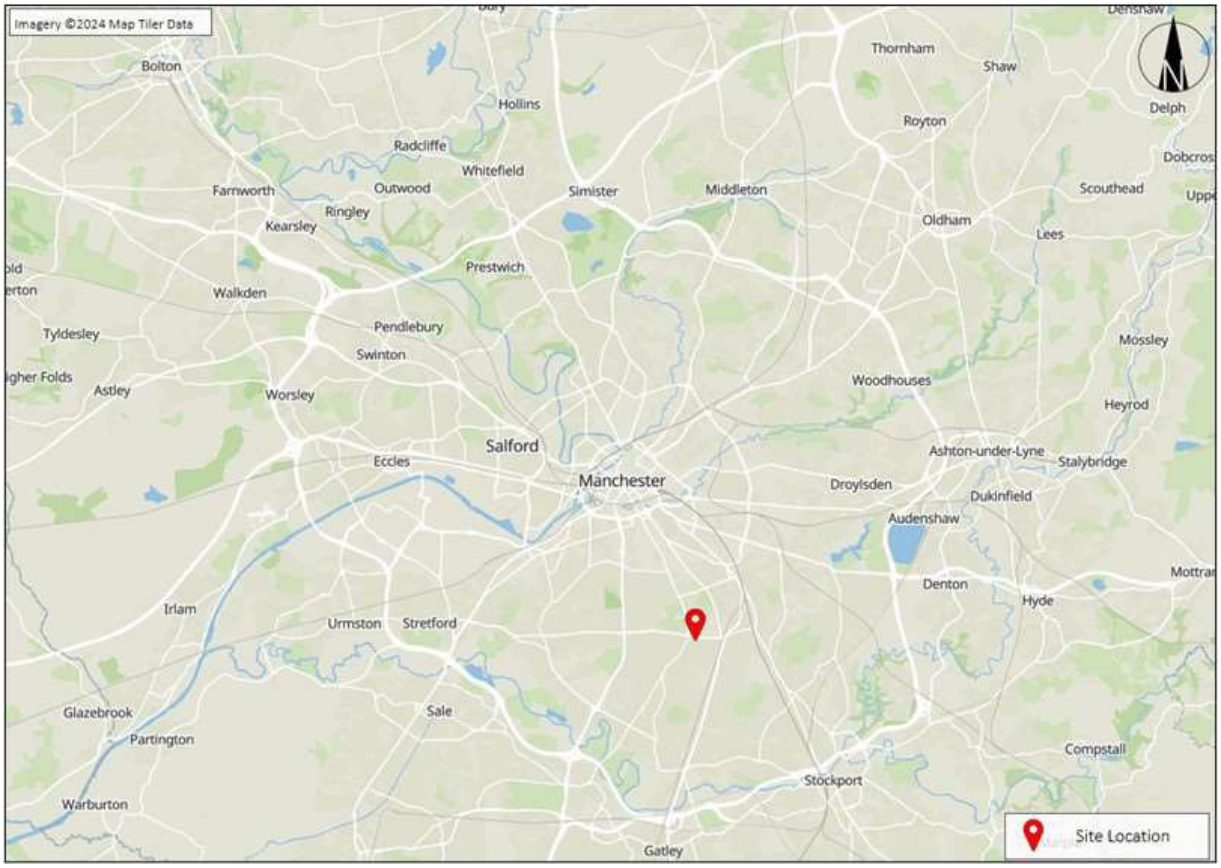
1. Introduction

1.1 Background

The Transportation Consultancy Ltd (ttc) has been commissioned by Bluesky Student Ladybarn House Limited (the client) to prepare a Transport Statement (TS) in support of a planning application for the construction of 36 no. new student units on the existing car park of Ladybarn House.

Figure 1.1 illustrates the site's location within a strategic context.

Figure 1.1 Site Location within a Strategic Context



1.2 Purpose of Report

This TS has been prepared to accompany a Detailed Planning Application for the development proposals and evaluates the impact of the development proposals on the local highway network.

The aim of the report is to identify the transport characteristics of the development site and surrounding area and examine the likely transport implications of the proposed development.

This TS has been prepared with reference to the National Planning Policy Framework (NPPF) 2021 and Planning Practice Guidance (PPG).

PPG states that a TS should address the following:

- *the planning context of the development proposal.*
- *appropriate study parameters (i.e., area, scope, and duration of study).*
- *assessment of public transport capacity, walking/cycling capacity and road network capacity.*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal.*
- *measures to promote sustainable travel.*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.*

This report seeks to demonstrate that the development site is well located in terms of access to local facilities and public transport opportunities, and as such will enable access by sustainable transport modes.

1.3 Structure of Report

This TS is structured as follows:

- Chapter 2: Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns.
- Chapter 3: Determines the Local and National Policy context in relation to the proposed development.
- Chapter 4: Describes the proposed development, parking provision, servicing arrangements and site access.
- Chapter 5: Highlights the traffic generated by the proposed development and determines the likely impact on the local highway network.
- Chapter 6: Presents a summary and conclusion of the report.

2. Existing Situation

2.1 Overview

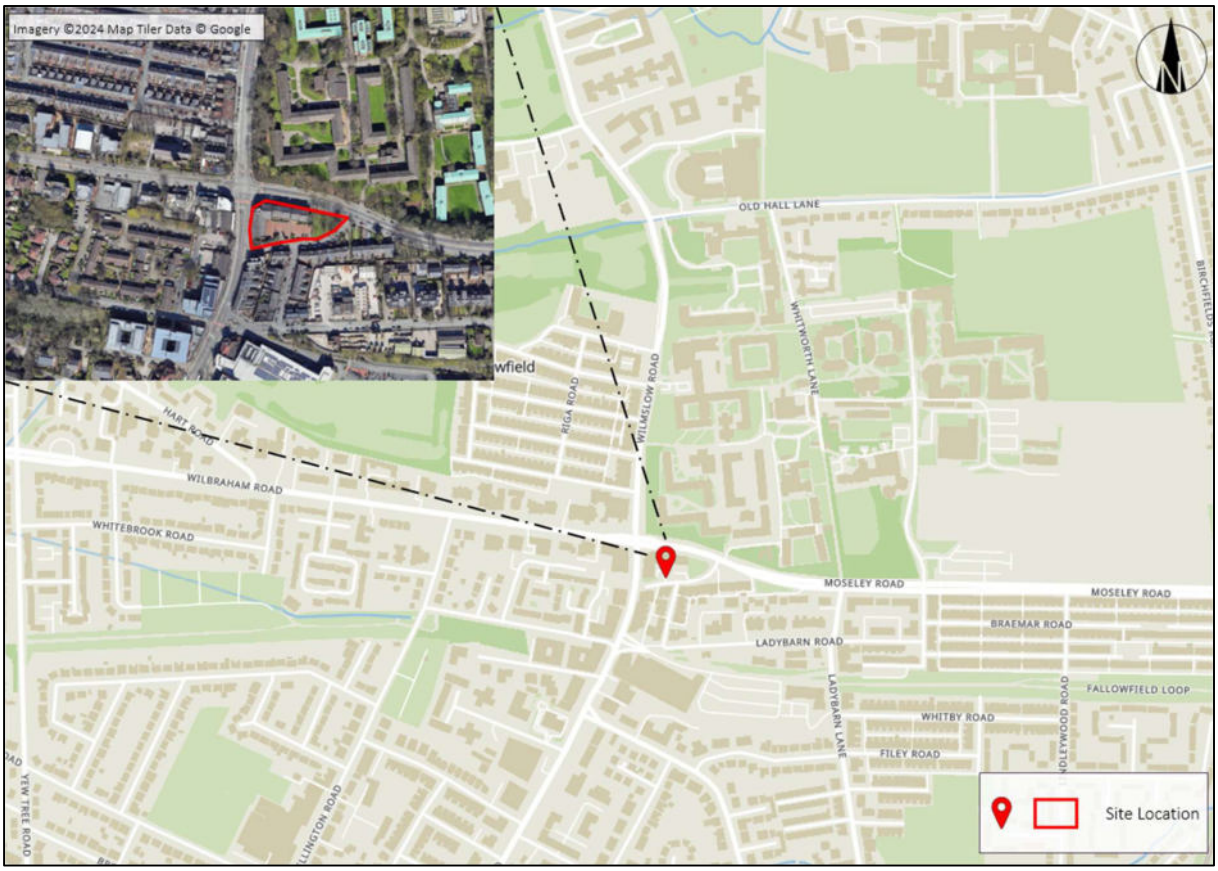
This section of the TS outlines the existing sustainable transport and highway conditions, as well as reviewing highway safety in the vicinity of the proposed development site.

2.2 Site Location and Context

The proposed development site is situated adjacent to the A6010 and B5093 junction in Fallowfield, Manchester. The site currently comprises of an existing student accommodation building for 120 students with an existing car park located off the access at Carill Drive. The site also has a small green space to the East of the site bound by Carill Drive and Moseley Road (B5093).

The site in a local context is illustrated in **Figure 2.1** below.

Figure 2.1 Site in Local Context



The proposed development site is situated in a mix-use area in proximity to existing established suburbs, services, local amenities, and transport connections. The site is triangular in shape being bound by Moseley Road to the North, Carill Drive to the East and South and Wilmslow Road to the West.

2.3 Local Highway Network

Within the vicinity of the application, the highway network is managed by the Local Highway Authority (LHA), Manchester City Council (MCC).

Wilbraham Road (A6010)

Wilbraham Road is a two-way carriageway routeing on an East to West alignment that is c.11m wide. The road consists of a hatched central area c.2m wide which accommodates crossing points with refuges at regular intervals. Wilbraham Road also provides a small amount of on-street parking. The road provides c.3m footways and a c.1.5m on-road cycle lanes on either side, and a small offset c.1m to facilitate semi off-street parking. The street has footways on both sides measuring c.3m wide and has regular street lighting. Wilbraham Road also has sheltered Bus Stops and a cycle hire hub.

Although taking on different names at in different areas, Wilbraham Road acts as a main arterial road in South Manchester connecting Chorlton-Cum-Hardy to Burnage via Fallowfield.

Wilmslow Road (A6010 / B5093)

Wilmslow Road is a two-way carriageway routing on a North to South alignment that varies in width but is c.10.5m wide next the site. The road has cycle lanes on both sides, with the Northbound cycle lane c.1.5m wide, being on carriageway level but segregated by a permeated kerbed islands to facilitate access between the cycle lane and carriageway. The Southbound cycle lane is c.1.5m wide and forms part of a combined footway/cycleway provision, signified by a solid white line and cycle imagery at regular intervals. This road has regular street lighting and sheltered bus stops.

This road is also a major arterial road for South Manchester connecting the city centre with Wythenshawe and connections to the M56 and M60.

Moseley Road (B5093)

Moseley Road is a two-way dual carriageway routing on an East to West alignment that is c.16m wide. At some points, the road reverts to a single carriageway highway to accommodate bus stops and/or on-street parking. The road has sheltered bus stops and regular street lighting.

This road links Fallowfield local centre up to the A34 Kingsway, a major trunk road linking Manchester to Birmingham.

2.4 Sustainable Transport

Walking and Cycling

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1000m, respectively. A preferred general maximum walking distance of 2000m is identified.

The *Manual for Streets* (MfS) reinforces this advice, stating that *"walkable neighbourhoods"* should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

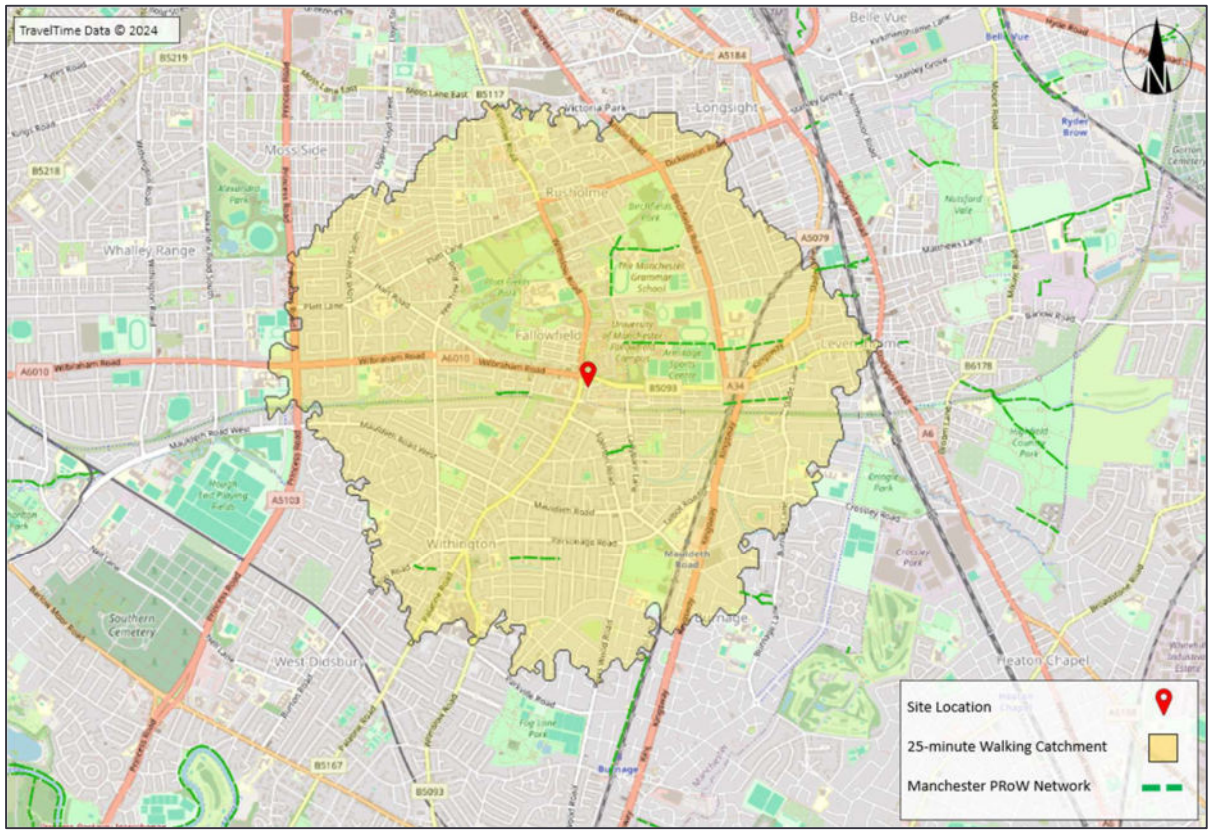
> *'The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'*

Regarding walking, the local environment surrounding the site has a network of permeable footways, which provide convenient and safe access to/from the site. The footways are contiguous, hard surfaced and generally in good condition. The footway network provides pedestrian access to surrounding destinations where numerous services and amenities are found such as:

- Fallowfield local centre
- Platts Fields Park
- Armitage Sports Ground
- Birchfield's Park
- Maudeth Road Station
- Ladybarn Park

An illustration of the local PRoW network in relation to a 25-minute walking isochrone is displayed within **Figure 2.2** below and by association the footway network, which is present along all highways within the vicinity of the site.

Figure 2.2 PRoW Network and 25-Minute Walking Isochrone



The site is situated within the vicinity of a local centre at the junction of the A6010 and the B5093. This means that within 500 metres of the proposal there are the following amenities:

- A church
- A Jewish student centres.
- Multiple restaurants and cafes
- Multiple pubs and bars
- A superstore and smaller independent grocery stores
- Multiple hotels
- Fast food restaurants

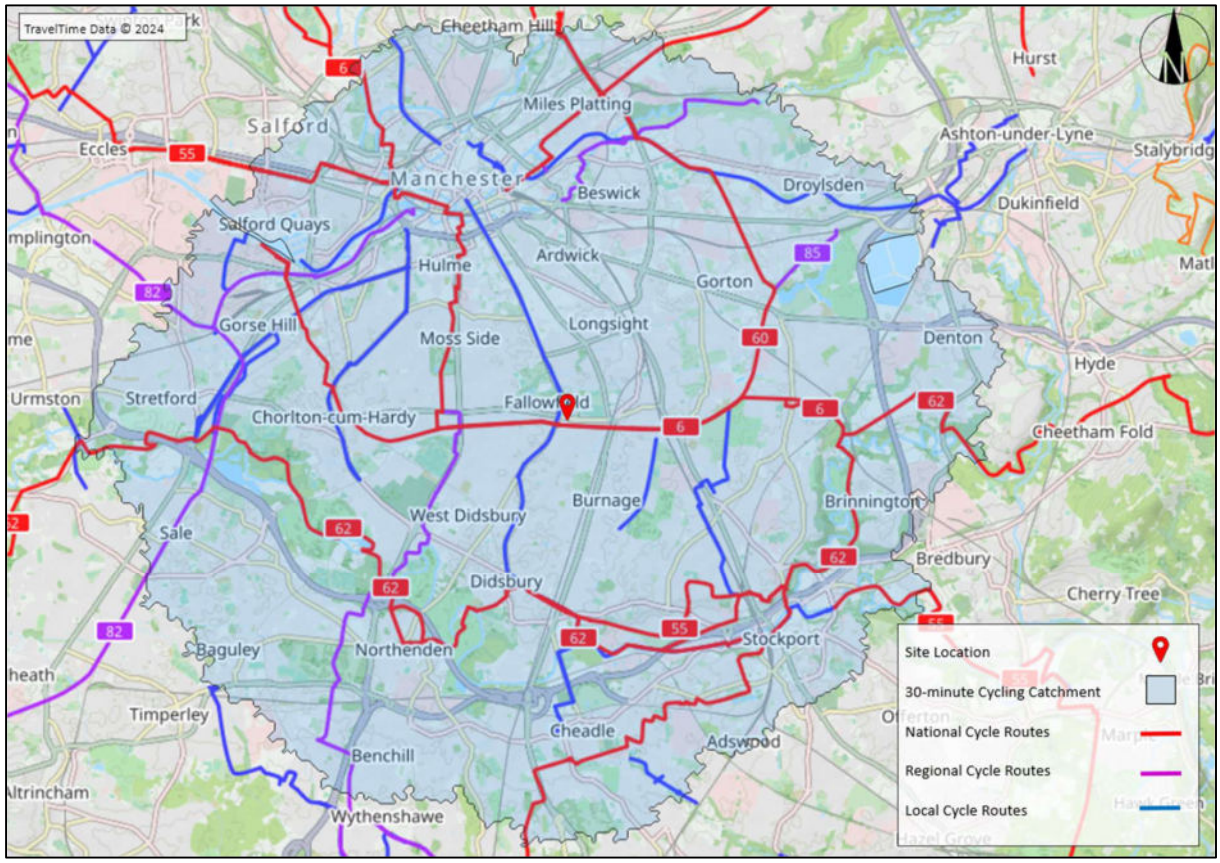
The local centre is within the 'acceptable' threshold for walking and provides all the services and facilities required to make a sustainable development without reliance on a private motor vehicle to access them.

The proposal also benefits from access to a number of local cycle routes, including one adjacent connecting to Manchester City Centre. The proposal is also in very close proximity to national cycle routes 60 and 6 which can be used to access the entire of Greater Manchester.

The 30-minute catchment for cycling from the site makes this site a very sustainable location. With the vast majority of Greater Manchester being in commutable distance, promoting sustainable travel.

An illustration of the national, regional, and local cycle networks in relation to a 30-minute cycling isochrone is displayed within **Figure 2.3** below.

Figure 2.3 Cycle Network and 30 Minute Cycle Isochrone



The above-mentioned cycle infrastructure provides the proposed development with the following journey times via cycling:

- Manchester University Fallowfield Campus – 2 minuets
- Manchester Metropolitan University Main Campus – 10 minutes
- Manchester City Centre – 14 minuets
- Manchester University Main Campus - 16 minuets
- Media City – 28 minuets
- The Trafford Centre – 36 minuets

Manchester Cycle Hire

As part of the BEE Network in Manchester, bike hire is c.150m away from the site. This allows users to rent a bike and use them across the entire of Manchester. Cycle hire stations across the city are situated close to tram and train stations. Allowing them to be used for sustainable commuting.

Bus Services

The nearest bus stop is c.155m North-East from the proposal on Wilbraham Road. This service has two stops with an alternative bus stop. A summary of the services follows in **Table 2.1.**

Table 2.1 Bus Services Summary

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
41	Middleton-Sale	Every 20 minutes	Every 30 minutes	Every 30 minutes
42A/B/C	Piccadilly-Handforth-Stockport	Every 30 minutes	Every 30 minutes	Every hour
43	Piccadilly-Manchester Airport	Every 10-15 minutes	Every 10-20 minutes	Every 30 minutes
142	Piccadilly-East Didsbury	Every 10 minutes	Every 10 minutes	Every 10 minutes
143	Piccadilly-West Didsbury	Every 10 minutes	Every 10 minutes	Every 10 minutes
147	Ancoats-West Didsbury	Every 30 minutes	No service	No service
150	Trafford Centre-Gorton	Every 30 minutes	Every 30 minutes	No service

As can be gauged from **Table 2.1** that the site benefits from frequent bus services to many destinations across the Greater Manchester Area most of the services run late into the night and resume in the early hours of the morning. Therefore, bus travel is highly encouraged as a mode of sustainable travel getting to and from the proposal.

Rail Services

The nearest railway station to the site is Mauldeth Road Station, c.1.5km / 22-minute walk from the proposal. Mauldeth road station has a range of facilities including:

- A ticket office open Mon - Fri, 07:10 - 13:50
- 20 vehicular parking spaces
- CCTV protected cycle storage.
- Ramps for train access

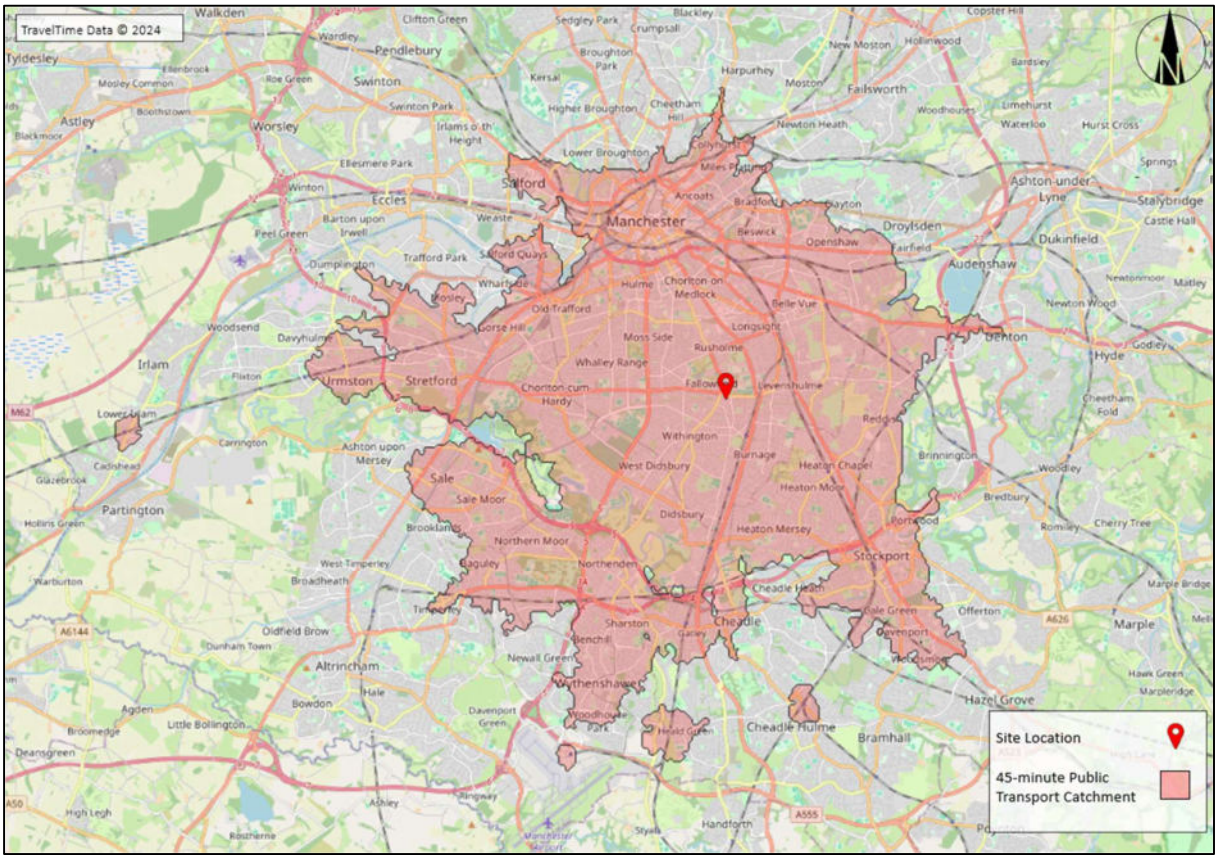
A summary of the services provided from this station follow below in **Table 2.2**.

Table 2.2 Train Services Summary

Destination	Frequency	Journey Time
Manchester Piccadilly	Hourly	8-minutes
Crewe via Manchester Airport	Hourly	1 hour
Liverpool Lime Street	Hourly	1 hour 10 minutes
Manchester Airport	Hourly	20 Minutes

Figure 2.4 below shows the 45-minutes isochrone via public transport from the site.

Figure 2.4 45-minute Public Transport Isochrone



2.5 Local Services and Facilities

The Site's accessibility is judged against the Institute of Highways and Transportation (IHT) 'Guidelines for providing for Journeys on Foot' (2000) in relation to acceptable walking distances to services and facilities.

Table 2.3 summarises the desirable, acceptable, and preferred maximum walking distances to local community facilities and services.

Table 2.3 Recommended Accessibility Thresholds

	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), Guidelines for Providing Journeys on Foot. IHT: London

The acceptable cycling distances from LTN 1/04 'Policy, Planning and Design for Walking and Cycling' (2004) have been used to assess the site's accessibility to local services and facilities by bicycle. This guidance states that the average length for a cycling journey is 4km (2.4 miles), but that journeys of up to three times this distance is not uncommon for regular commuters.

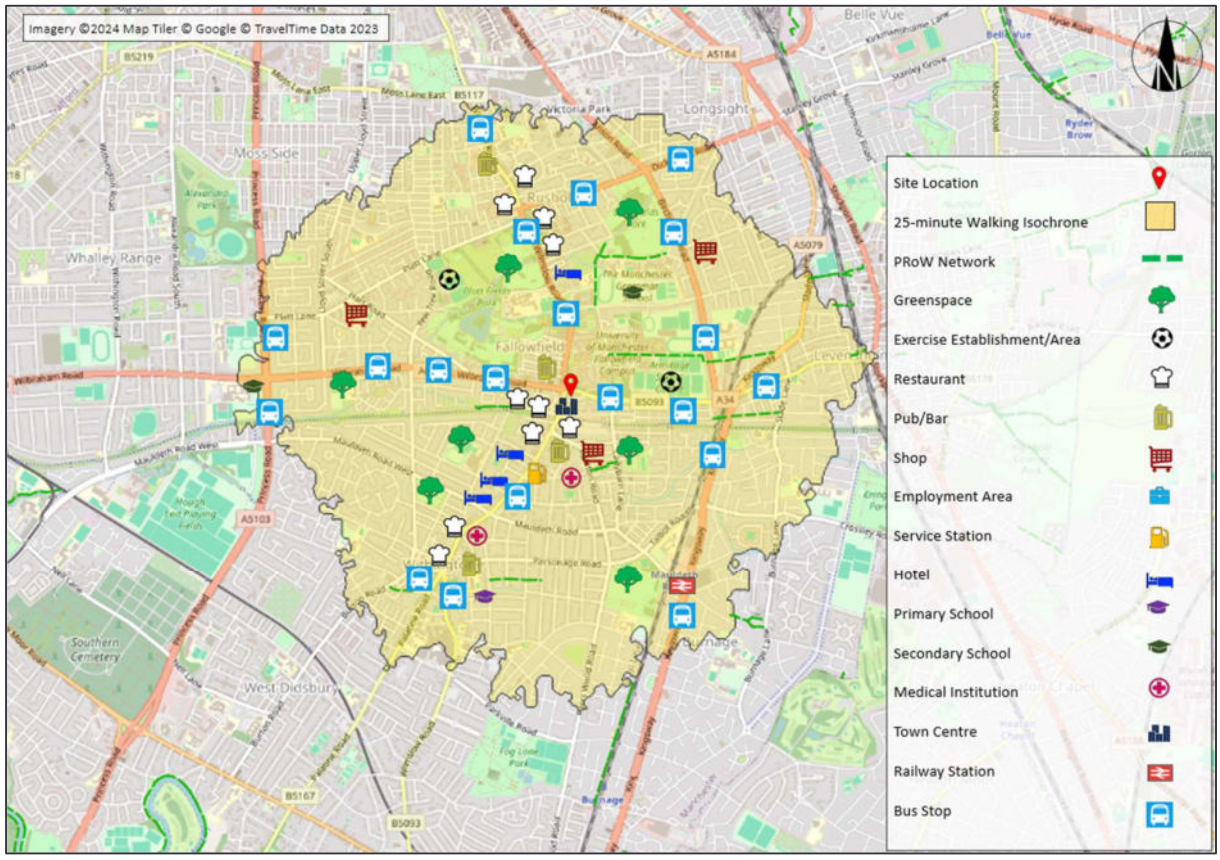
The site is situated within the vicinity of a local centre at the junction of the A6010 and the B5093. This means that within 500 metres of the proposal there are the following amenities:

- A church
- A Jewish student centre
- Multiple restaurants and cafes
- Multiple pubs and bars
- A superstore and smaller independent grocery stores
- Multiple hotels
- Fast food restaurants

The local centre is within the 'acceptable' threshold for walking and provides all the services and facilities required to make a sustainable development without reliance on a private motor vehicle to access them.

Figure 2.5 below shows a map of the local amenities within a 25-minute walk.

Figure 2.5 Local Amenities within a 25-minute Walk



2.6 Personal Injury Accident Data

Personal Injury Accident (PIA) data has been extracted from Crashmap (https://www.crashmap.co.uk/), the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal**: any death that occurs within 30 days from causes arising out of the accident.
- **Serious**: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight**: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The PIA assessment area for the most recent 5 year period (2018-2022) is shown below in **Figure 2.6.**

Figure 2.6 PIA Assessment Area



The PIA assessment area was selected with due consideration of the sustainable nature of the location, where footfall within the immediate vicinity is expected to be at its highest level when using the adjacent crossings, cycle lanes and bus stops.

Due to the development being a largely car free student development, only accidents involving cyclists and pedestrians have been taken into account in this PIA analysis. This is because any potential existing issues are unlikely to be exacerbated by the proposal as the site will not be adding to vehicular traffic on a regular basis.

The A6010 and B5093 junction in the middle of Figure 2.5 has an accident rate of over 1 per annum. This means that this junction requires further analysis to decide whether the proposal will be contributing to any existing highway safety issues.

No other part of the PIA assessment area shows an accident rate of over 1 per annum for pedestrians or cyclists.

Table 2.4 below sets out the accidents at the specified junction.

Table 2.4 Accident Analysis

No. of vehicles involved	Types of vehicles	Severity	Weather Conditions	Brief Description
2	Car and pedal cycle	Slight	Wet / Dark	Cyclist knocked off bike due to poor visibility weather conditions
2	Car and pedal cycle	Slight	Dry / Daylight	Cyclist knocked off bike due to driver error
2	Car and pedal cycle	Slight	Dry / Daylight	Cyclist knocked off bike due to driver error
2	Car and pedal cycle	Slight	Dry / Daylight	Cyclist knocked off bike due to driver error (hit and run)
2	Car and pedal cycle	Slight	Wet / Dark	Cyclist knocked off bike due to poor visibility and driver age

Based on the review of the accident data descriptions, it is clear that that driver error and/or inclement weather conditions are the principal factors impact local highway safety. None of the descriptions reference a defect in the design or maintenance of the junction and therefore no tangible improvements have been identified. As such, it is unlikely the development proposals would result in any significant impacts on highway safety.

2.7 Summary

The site is:

- Well connected to the surrounding highway, footway, and cycleway network.
- There are public transport connections situated within reasonable proximity to the site that provide regular access to local destinations.
- The site is situated within proximity to a number of local services and facilities, which will cater for day-to-day requirements.
- The existing highway safety issues will not be exacerbated by the development proposals.

3. Policy Context

3.1 Overview

This chapter of the TS outlines the relevant national and local policy guidance that the proposed development contributes to.

3.2 National Planning Policy Framework

In, December 2023 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a significant piece of material consideration in planning considerations.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan-making and decision-making. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at the pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that 'opportunities to promote walking, cycling and public transport use are identified and pursued.'

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108-117). Within this section of the NPPF, it is recognised that transport policies have an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choices and to locate sustainable transport modes that can be maximised.

Paragraph 114 identifies that plans and decisions should consider whether:

> *a) appropriate opportunities to promote sustainable transport modes can be–or have been taken up, given the type of development and its location.*
>
> *b) safe and suitable access to the site can be achieved for all users.*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code48; and*
>
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.*
>
> *Paragraph 116 identifies these developments should be located and designed where practical to:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
>
> *b) address the needs of people with disabilities and reduced mobility concerning all modes of transport.*

c) create places that are safe, secure, and attractive–which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

With regards to impacts on highways, Paragraph 115, states:

'Development should only be prevented or reduced on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 117 concludes that all developments expected to generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The proposed development will be designed in accordance with the NPPF guidelines.

3.3 Local Planning Policy

Greater Manchester Authority Joint Development Plan (2022-2039)

The Greater Manchester Authority Joint Development Plan Is a long-term plan of 9 Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. The plan is in effect until 2039 at the latest or until it is replaced by a more updated plan.

Public Transport

The Greater Manchester Authority Joint Development Plan places an emphasis on inner city areas, like the area that the proposal is situated in, saying that they have had the highest increase in population out of any other of the city over the last 15 years. The plan sites this age group being ones with lower car ownership saying that sustainable transport has potential for growth in these areas.

"4.42 Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings have been identified within the inner areas."

The long-term aim of the Greater Manchester Combined Authority is that:

"Policy JP-Strat14: A Sustainable and Integrated Transport Network The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods".

The proposal is also supported by the Joint Development Plan with the use of land within a short walking distance of transport hubs. Strategic objective 2 sets out how the city wants to create neighbourhoods of choice. One of these points from strategic objective 2 relating to transport is:

"Focus new homes within 800m of public transport hubs".

The sites generally zero car policy is also supported by the plan in Policy JP-S5: Clean Air which states that:

"*Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution.*"

The site proposes to not replace any existing parking and will not allocate any remaining spaces to students; it intends for parking to be for pick up/ drop off of students at the start/end of term and for the servicing of the site. Therefore, the site supports this policy by reducing the reliance on private vehicles.

Walking and Cycling

The plan addresses a long-term strategy for walking and cycling in the 9 districts this proposal is in support of.

1. *Creating safe, attractive, and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance.*
2. *Ensuring routes are direct, easily navigable and integrated with the street and public transport network.*
3. *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.*
4. *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings.*
5. *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements is proposed; and*
6. *Utilising and enhancing green infrastructure, including canals, parks, and recreation grounds, to create opportunities for walking and cycling.*

The proposed site's sustainable location and proximity to university campus will support a high proportion of trips by foot and bike which ensures that the development aligns with this policy's vision.

Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 is a statutory document prepared by Transport for Greater Manchester (TfGM), Greater Manchester's ten local councils and key partners and stakeholders. The plan focuses on creating an integrated and sustainable transport system taking into account all types of travel. The plan places a large emphasis on active travel and discouraging residents from using private, single occupancy cars.

"Policy 20: We will ensure our streets are welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses."

The proposal is in support of this by being based in a highly sustainable location and by not allocating any parking to the students, in turn reducing the number of trips made by private vehicles.

3.4 Conclusions

As covered in detail in **Chapter 2**, the proposed development site will be well located in terms of proximity to sustainable transport links, which can be accessed by foot or bicycle. It will be demonstrated within **Chapter 4** that the development proposals will improve accessibility into the site and ensure that all necessary cycle parking requirements are provided to facilitate and promote journeys by this mode.

As a result, it is considered that the development site is fully compliant with the NPPF and current Local Policy.

4. Development Proposals

4.1 Overview

This chapter describes the proposed development quantum and the proposals for access, parking, and servicing.

4.2 Development Description

The development proposals comprise of utilising the existing car parking space to accommodate a new student accommodation building containing 36 new units. The site layout plan is included within **Appendix A**.

4.3 Access Arrangements

Vehicular Access

The existing site is accessed by a gated priority junction that feeds directly into the existing car park. Due to the proposed student accommodation block being built within this area, the new proposed access will be moved circa 10m west. The junction will be identical to the existing arrangement and has been subject to vehicle tracking to confirm its suitability.

Drawing 211038-02 illustrates the visibility splays from the proposed site access.

Drawing 211038-03 illustrates that entry and exit movements can be accommodated by the new access. The tracking considers vehicles entering from and exiting to the east, given the road to the west is stopped up.

All drawings can be found in **Appendix B.**

Pedestrian and Cycle Access

The proposed access for pedestrians and cyclists will continue to operate as per the existing arrangements for the retained building.

All drawings can be found in **Appendix B.**

4.4 Parking Provision

Vehicular

Manchester City Council doesn't have any set guidance on vehicle parking standards for student accommodation. However, it specifies 3 bays or 6% (whichever is higher) for disabled parking. The proposal sets out space for two disabled bays which equates to 33% of the total spaces (6 total) which is higher than the minimum requirement. Moreover, the existing site does not allocate any spaces or permits to students, and this is to be a continued policy with the introduction of the new accommodation block. Also, on-site observations of the site also show that most of the car park is vacant, signifying the lack of demand.

The proposed 6 parking spaces will accommodate pick up and drops off on moving days and support any associated operation of the site (i.e. deliveries, maintenance etc.). It is concluded that this is more than sufficient to support the site and also promotes sustainable travel choices over private car use.

Cycle

Manchester City Council doesn't have any set guidance on cycle parking standards for student accommodation. However, the proposed site is striving to achieve BREEAM accreditation; to achieve one credit the BREEAM guidance on cycle parking for student residences is 1 space per 2 residents. Subsequently, 18 spaces are proposed to accommodate the new 36 dwellings; these will be in the form of 9 Sheffield stands located throughout the site.

4.5 Servicing Arrangements

The refuse store will be located directly adjacent to the new access and the development will be serviced in accordance with the existing access arrangements, with kerbside collection from Carill Drive.

5. Traffic Impact

5.1 Overview

This chapter of the TS sets out the existing and proposed vehicle generation at the site and assesses the impact of the proposals on the local highway network.

5.2 Trip Generation – Existing

To determine the traffic movements that are currently generated from the existing student accommodation units, trip rate data has been extracted from TRICS for 03 'Residential' – G 'Student Accommodation'.

The following survey selection parameters were utilised:

- Greater London, Scotland, Wales, Northern Ireland, Republic of Ireland removed.
- Surveys were conducted between sites of 15-500 residents.
- Town centre and suburban data was included to reflect the site location.

Full and detailed TRICS outputs are provided in **Appendix C** with a summary of the trip rates and likely traffic generation that could be generated by the existing site outlined in **Table 5.1** below.

Table 5.1 Trip Rates and Existing Trip Generation – 120 Residents

Time Range	Arrive	Depart	Two-way
Trip Rate – 120 Residents			
AM Peak Period (08:00 – 09:00)	0.445	0.148	0.593
PM Peak Period (17:00 – 18:00)	0.148	0.445	0.593
Daily	11	11	22

5.3 Trip Generation – Proposed

To determine the traffic movements that could be generated from the proposed and existing development, trip rate data has been extracted from TRICS for 03 'Residential' – G 'Student Accommodation'.

The following survey selection parameters were utilised:

- Greater London, Scotland, Wales, Northern Ireland, Republic of Ireland removed.
- Surveys were conducted between sites of 15-500 residents.
- Town centre and suburban data was included to reflect the site location.

Full and detailed TRICS outputs are provided in **Appendix C** with a summary of the trip rates and likely traffic generation that could be generated by the existing site outlined in **Table 5.2** below.

Table 5.2 Trip Rates and Existing Trip Generation – 156 Residents

Time Range	Arrive	Depart	Two-way
Trip Rate – 156 Residents			
AM Peak Period (08:00 – 09:00)	0.578	0.193	0.771
PM Peak Period (17:00 – 18:00)	0.193	0.578	0.771
Daily	14	15	29

5.4 Estimated Net Traffic Impact

To determine the net impact of the development proposals, a comparison between the existing and proposed trip generation potential of the site has been undertaken. The outcome of this exercise is displayed within Table 5.3:

Table 5.3 Net Vehicle Impact: Daily

Total Trips	Arrive	Depart	Two-way
Consented	11	11	22
Proposed	14	15	29
Net	+3	+4	+7

As shown in Table 5.3, the net vehicle impact of the development is negligible, and it is anticipated that these vehicle trips may be lower in reality. Section 5.5 will expand on the impact associated with these vehicle trips.

5.5 Real Traffic Impact

The proposed accommodation block is being built on an existing car park and these spaces are not being replaced. The current parking policy on site is that no parking permits are to be assigned to students and this policy will be retained with the new accommodation block. Due to these factors, there is a robust case to suggest that the proposed site may be reducing vehicle trip generation as opposed to increasing it, despite there being an increased quantum.

As a result, the proposed development is supportive of NPPF Paragraph 111 where *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

It is however acknowledged that the traffic generation potential of student accommodation peaks during the start of the autumn term (September) and the end of the summer term (June).

As a result, the operator will employ a Student Management Plan (SMP) to control access during these periods and ensure the site continues to operate safely and any residual impacts, which may affect the safe operation of the local highway network are avoided.

Arrivals during the Autumn term will be focussed over two weekends and in a similar manner, collection at the end of the summer term will be focussed over two weekends.

During these periods, the operator will manage traffic flows by:

- Using additional staff from other sites to manage traffic.
- Provide a specific time slot for arrival and check-in.
- On arrival students will be given 15 minutes to unload.
- The site-based team will control traffic onto and through the site to ensure students and parents move through in less than an hour.
- Trolleys are hired to assist parents and students to move luggage from the check-in area into the building and visa-verse during collection.

The process outlined above will be conveyed to students through the issue of a Welcome Pack, which will accompany their tenancy agreement. The Welcome Pack will include details of the site and how it is run, 'house rules,' onsite services/facilities and local information. Preparation of this information will ensure a swift and straightforward process, enabling the onsite management team to welcome students and direct them to their rooms quickly and efficiently. Students will be clearly informed that the allocation of time slots is for their benefit and will minimise any localised disruption.

5.6 Summary

It can be concluded that the proposed development impact will be immaterial and result in a negligible impact on the safe operation of the local highway network.

6. Summary and Conclusions

6.1 Summary

This TS has been prepared to accompany a Full Planning Application for the construction of a new block of 36 no. student units on the rear car park of Ladybarn House, Manchester.

As a result of the information and evidence presented in this report it can be concluded:

- The proposed development site is situated within close proximity of existing public transport arrangements and a comprehensive footway, cycleway and Public Right of Way Network.
- There are several local services and facilities situated within proximity of the site that future students could make use of on a regular basis and reduces the likelihood of travelling further afield via a private car.
- There are no outstanding highway safety issues on the surrounding local highway network, which the proposed development site would be expected to exacerbate.
- The existing number of onsite parking bays is to be reduced and the number of cycle parking spaces will be increased in accordance with the Council's standard.
- The anticipated trip generation from the proposed development site has been determined and it has been established that the development would generate a minor uplift over when compared against the existing use and therefore is not expected to have a material impact on the safe operation of the local highway.
- The development is supportive of both National and Local Transport policy.

6.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended for approval in terms of highways and transportation.

Appendix A
Site Layout



Date of 1st Issue	Description	Drawn by	Checked by
29.07.24	First Issue	OT	JM

Key:

- Site / Application Boundary
- Base Mapping / Architect Layout / Topographical Survey
- Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on **architectural layout produced by BAL architecture.**

A3 SCALE
1:200

0 m — 5 m
Scale 1:100 @ A3

Drawing Title
Ladybarn, Manchester
Proposed Layout
General Arrangement

Client
Bluesky Student Ladybarn House Limited

Drawing Status
Planning

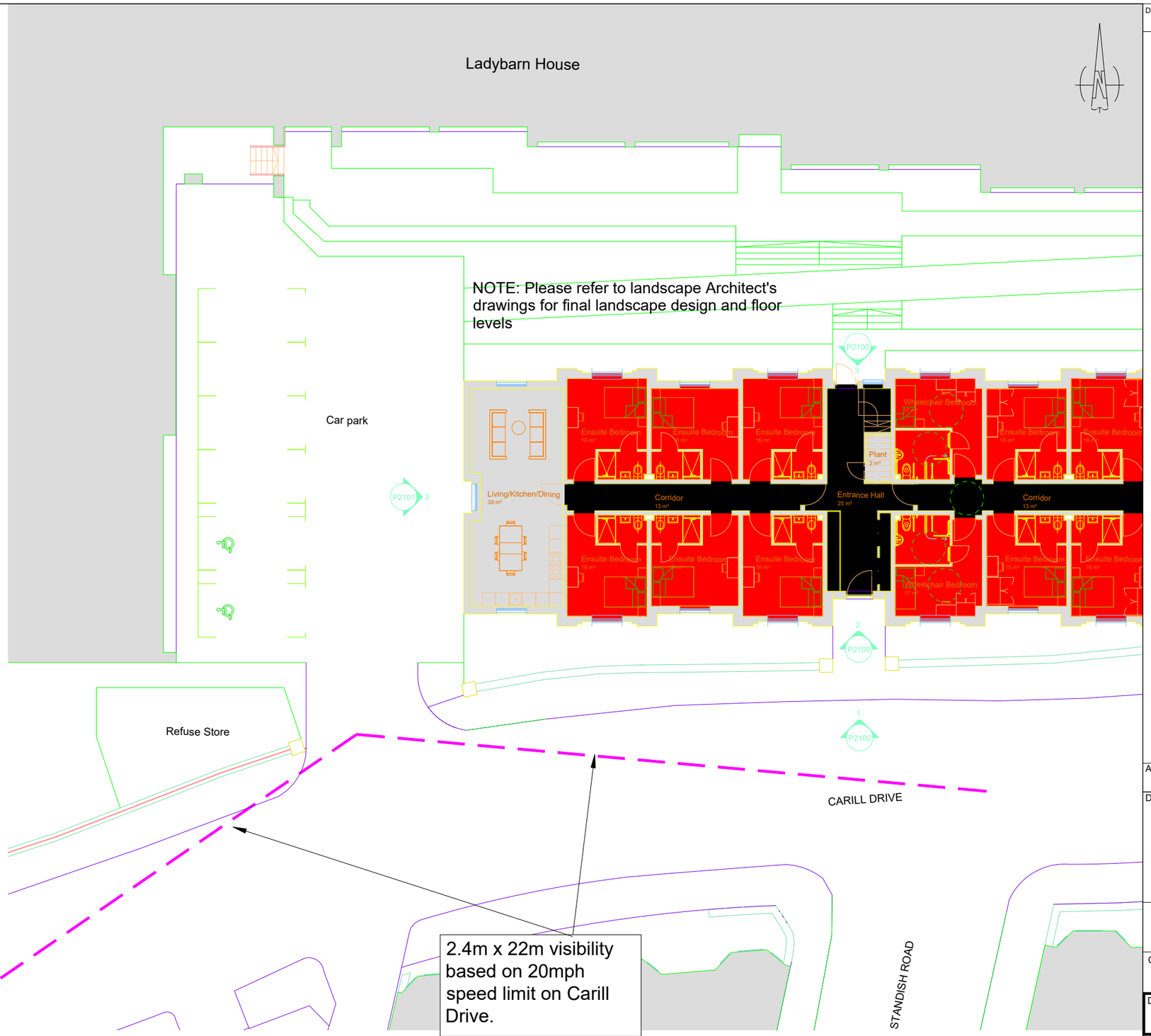
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

Drawing Number
211038-01

Revision
-

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Appendix B
Vehicle Tracking



Date of 1st Issue	Description	Drawn by	Checked by
29.07.24	First Issue	OT	JM

Key:

- Site / Application Boundary
- Base Mapping / Architect Layout / Topographical Survey
- Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on **architectural layout produced by BAL architecture.**

A3 SCALE
1:500

0 m — 5 m
Scale 1:100 @ A3

Drawing Title
Ladybarn, Manchester
Proposed Layout
Visibility

Client
Bluesky Student Ladybarn House Limited

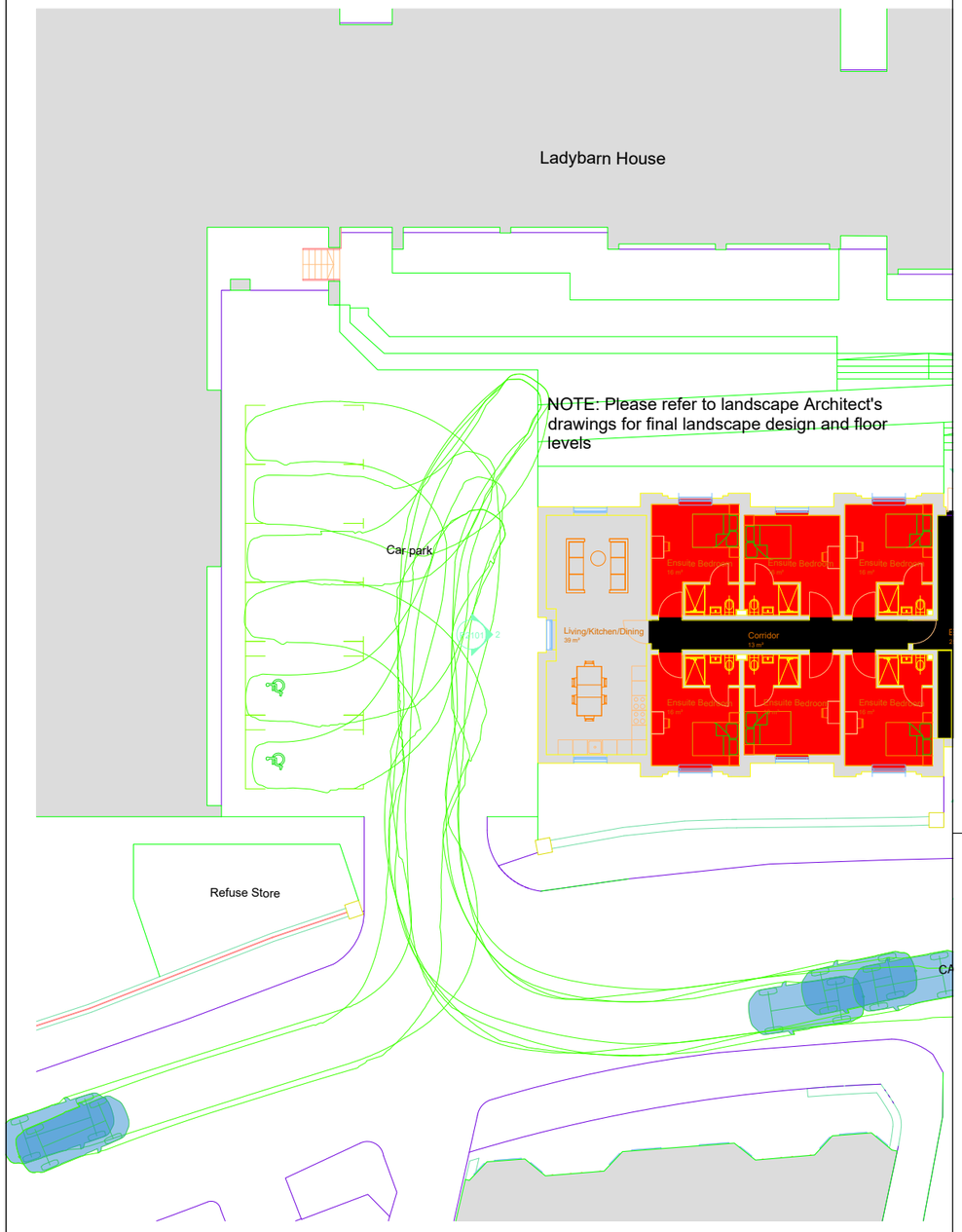
Drawing Status
Planning

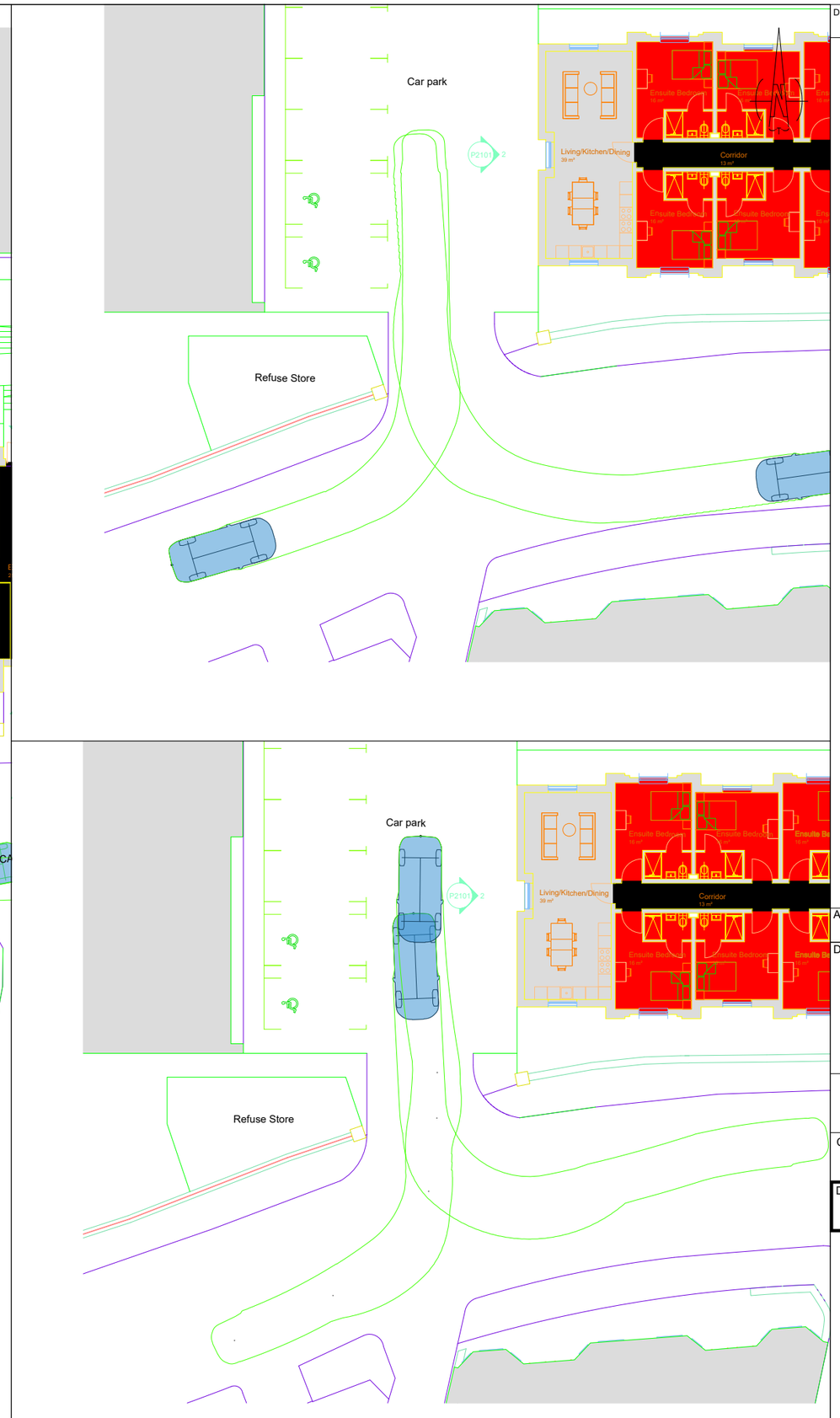
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number
211038-02

Revision
-





Date of 1st Issue	Description	Drawn by	Checked by
29.07.24	First Issue	OT	JM

Key:

Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on **architectural layout produced by BAL architecture.**

A3 SCALE
1:250

Drawing Title
Ladybarn, Manchester
Proposed Layout
Vehicular Tracking

Client
Bluesky Student Ladybarn House Limited

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

Drawing Number
211038-03

Revision
-

Appendix C
Trip Rates

The Transportation Consultancy 397 Birmingham Road Redditch Licence No: 154301

Calculation Reference: AUDIT-154301-240626-0601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
09	NORTH		
	DH	DURHAM	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:	Number of residents
Actual Range:	168 to 350 (units:)
Range Selected by User:	15 to 500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/09/19

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	BA-03-G-01	STUDENT FLATS		BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD			
	BATH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of residents:		291	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL
2	DH-03-G-01	STUDENT FLATS		DURHAM
	ASHWOOD			
	DURHAM			
	GILESGATE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		168	
	Survey date: THURSDAY		18/10/18	Survey Type: MANUAL
3	DY-03-G-02	STUDENT ACCOMMODATION		DERBY
	CATHEDRAL ROAD			
	DERBY			
	Town Centre			
	Built-Up Zone			
	Total Number of residents:		350	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
TOTAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 120 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	270	0.002	0.297	3	270	0.004	0.445	3	270	0.006	0.742
08:00 - 09:00	3	270	0.004	0.445	3	270	0.001	0.148	3	270	0.005	0.593
09:00 - 10:00	3	270	0.007	0.890	3	270	0.002	0.297	3	270	0.009	1.187
10:00 - 11:00	3	270	0.009	1.038	3	270	0.009	1.038	3	270	0.018	2.076
11:00 - 12:00	3	270	0.010	1.187	3	270	0.012	1.483	3	270	0.022	2.670
12:00 - 13:00	3	270	0.005	0.593	3	270	0.006	0.742	3	270	0.011	1.335
13:00 - 14:00	3	270	0.006	0.742	3	270	0.005	0.593	3	270	0.011	1.335
14:00 - 15:00	3	270	0.002	0.297	3	270	0.005	0.593	3	270	0.007	0.890
15:00 - 16:00	3	270	0.006	0.742	3	270	0.010	1.187	3	270	0.016	1.929
16:00 - 17:00	3	270	0.006	0.742	3	270	0.006	0.742	3	270	0.012	1.484
17:00 - 18:00	3	270	0.001	0.148	3	270	0.004	0.445	3	270	0.005	0.593
18:00 - 19:00	3	270	0.002	0.297	3	270	0.004	0.445	3	270	0.006	0.742
19:00 - 20:00	3	270	0.006	0.742	3	270	0.005	0.593	3	270	0.011	1.335
20:00 - 21:00	3	270	0.011	1.335	3	270	0.010	1.187	3	270	0.021	2.522
21:00 - 22:00	1	168	0.012	1.429	1	168	0.012	1.429	1	168	0.024	2.858
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.089	10.924			0.095	11.367			0.184	22.291

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:	168 - 350 (units:)
Survey date date range:	01/01/16 - 25/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-154301-240626-0618

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
09	NORTH		
	DH	DURHAM	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:	Number of residents
Actual Range:	168 to 350 (units:)
Range Selected by User:	15 to 500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/09/19

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1	BA-03-G-01 LOWER BRISTOL ROAD BATH	STUDENT FLATS		BATH & NORTH EAST SOMERSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents:		291	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL
2	DH-03-G-01 ASHWOOD DURHAM GILESGATE	STUDENT FLATS		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		168	
	Survey date: THURSDAY		18/10/18	Survey Type: MANUAL
3	DY-03-G-02 CATHEDRAL ROAD DERBY	STUDENT ACCOMMODATION		DERBY
	Town Centre Built-Up Zone Total Number of residents:		350	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
TOTAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 156 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	270	0.002	0.386	3	270	0.004	0.578	3	270	0.006	0.964
08:00 - 09:00	3	270	0.004	0.578	3	270	0.001	0.193	3	270	0.005	0.771
09:00 - 10:00	3	270	0.007	1.157	3	270	0.002	0.386	3	270	0.009	1.543
10:00 - 11:00	3	270	0.009	1.350	3	270	0.009	1.350	3	270	0.018	2.700
11:00 - 12:00	3	270	0.010	1.543	3	270	0.012	1.928	3	270	0.022	3.471
12:00 - 13:00	3	270	0.005	0.771	3	270	0.006	0.964	3	270	0.011	1.735
13:00 - 14:00	3	270	0.006	0.964	3	270	0.005	0.771	3	270	0.011	1.735
14:00 - 15:00	3	270	0.002	0.386	3	270	0.005	0.771	3	270	0.007	1.157
15:00 - 16:00	3	270	0.006	0.964	3	270	0.010	1.543	3	270	0.016	2.507
16:00 - 17:00	3	270	0.006	0.964	3	270	0.006	0.964	3	270	0.012	1.928
17:00 - 18:00	3	270	0.001	0.193	3	270	0.004	0.578	3	270	0.005	0.771
18:00 - 19:00	3	270	0.002	0.386	3	270	0.004	0.578	3	270	0.006	0.964
19:00 - 20:00	3	270	0.006	0.964	3	270	0.005	0.771	3	270	0.011	1.735
20:00 - 21:00	3	270	0.011	1.735	3	270	0.010	1.543	3	270	0.021	3.278
21:00 - 22:00	1	168	0.012	1.857	1	168	0.012	1.857	1	168	0.024	3.714
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.089	14.198			0.095	14.775			0.184	28.973

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:	168 - 350 (units:)
Survey date date range:	01/01/16 - 25/09/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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