College View, Moss Lane East

Manchester

Transport Assessment

250130/SK22425/TA01(-02)

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Contents

		Page
1	Introduction	1
2	Baseline Situation	1
3	Development Proposal	3
4	Accessibility Assessment	6
5	Impact Assessment	11
6	Conclusions	13

Appendices

A	Proposed Layout & Red Line Boundary
B	Existing & Proposed Traffic Regulation Orders
C	Framework Travel Plan
D	Swept Path Analysis
E	TRICS Output
F	Servicing Trip Generation

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1 Introduction

1.1 This Transport Assessment (TA) has been prepared by SK on behalf of Cheshire Homes Group (the Applicant) in support of a full planning application for the demolition of the existing building on the Site and the construction of a new purpose-built student accommodation (PBSA) development at College View, 410-418 Moss Lane East, Manchester, M14 4PQ.

1.2 The development description is as follows:

"Demolition of 410-418 Moss Lane East and the erection of part five, part three storey building for use as PBSA, associated landscaping, servicing, cycle parking and other associated works."

1.3 The PBSA will provide 132 bedrooms, including 126 studios and six accessible. The development is car free, other than two disabled spaces that will be provided on street by modifying the existing Traffic Regulation Orders (TRO). The proposed layout is attached as Appendix A.

1.4 The TA has been prepared in line with the agreements made with the Local Highway Authority, Manchester City Council (MCC) during pre-application discussions.

2 Baseline Situation

Site Location

2.1 The location of the site is shown on Figure 2.1. The red line boundary for the development is attached as Appendix A.

2.2 The site occupies a sustainable location on the edge of both the city centre boundary and the Higher Education Corridor, a short walk from the main university campuses, frequent public transport corridors and defined Bee Network Corridors. Details of the accessibility characteristics of the site are set out later in this TA.

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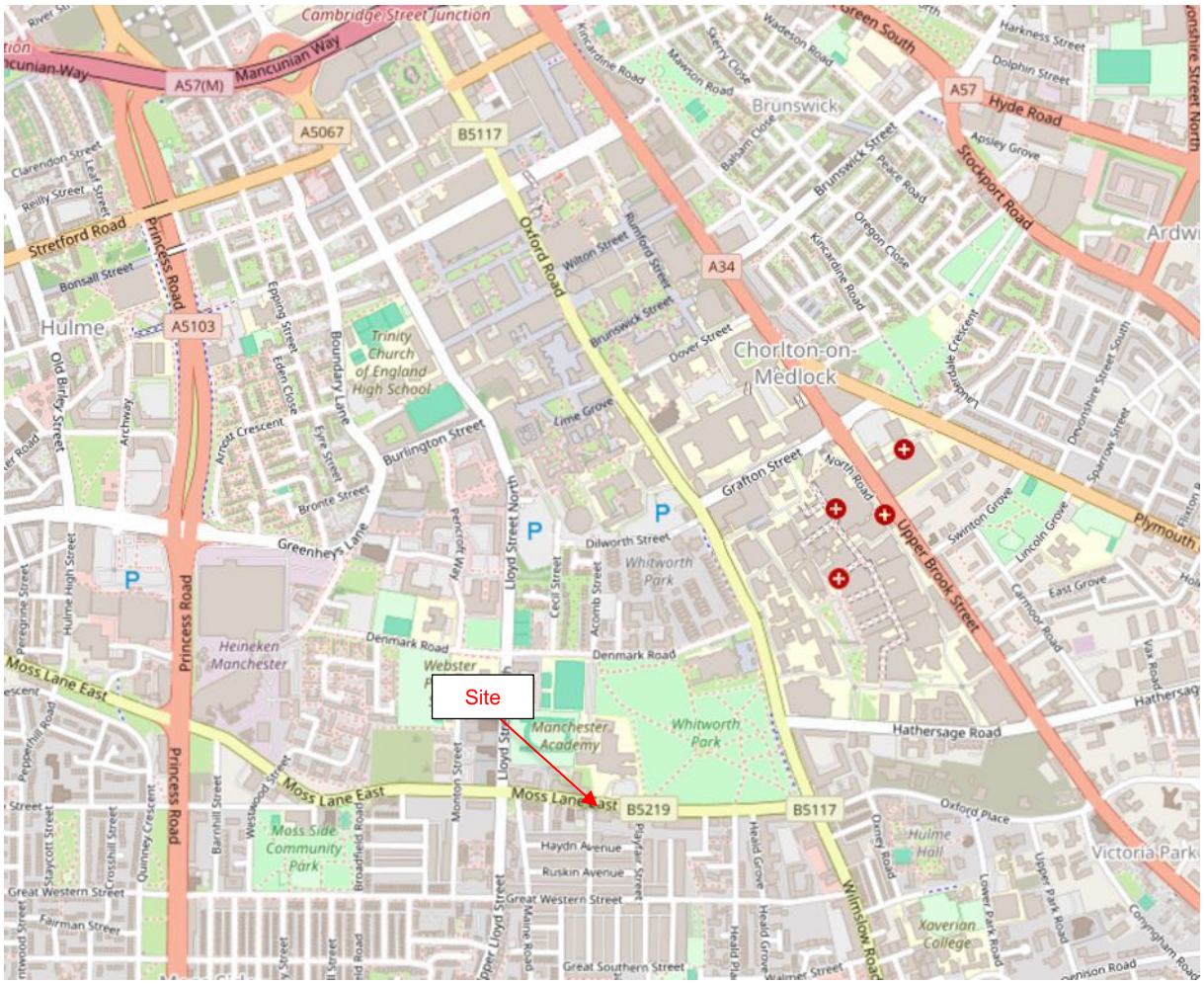


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Baseline Site Use

2.3 The site is currently occupied by a building with 19 apartments. Vehicle access to the site is provided from Acomb Street.

2.4 A small site parking is area is provided off the Acomb Street access. In addition to this, street parking (Resident Parking Permit) will have been available to residents of the building.

2.5 Servicing, including refuse collection, will have occurred from kerbside with bins stored in the parking area off Acomb Street.

Local Transport Network

2.6 The site is bounded to the north by the B5129 (Moss Lane East) which is a 20mph, traffic calmed street that routes east-west between the Oxford Road Corridor and Lloyd Street. In the vicinity of the site footways are in excess of 2m wide and a signalised crossing is in place just to the east of the site on Moss Lane East. Moss Lane East is a bus route corridor, and a bus stop is located directly outside the site with shelter and timetable information.

2.7 Acomb Street bounds the site to the west and is a 20mph residential street. Footways on both sides of the carriageway are over 2m wide.

2.8 Controlled crossings are provided at the signalised junction with Lloyd Street to the west of the site. Uncontrolled crossings (dropped kerbs and tactile paving) are provided at the side road junctions on Moss Lane East, including at the junction with Acomb Street.

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Traffic Regulation Orders

2.9 The site sits within the Rusholme and Moss Side Residents Parking Permit Zone. The Council's website shows that residents in the existing building are entitled to a parking permit.[1]

2.10 The TRO markings are present in the form of double yellow line and marked parking bays. There are double yellow line controls on Moss Lane East site boundary and parking bays on the Acomb Street boundary. The existing TRO controls are shown on the plan in Appendix B.

2.11 The parking controls on Acomb Street allow parking for residents with a permit and short-stay parking for three hours (no return within three hours).

2.12 There are no loading restrictions on the roads on the site frontage and existing properties in the area (including the existing building) are serviced from kerbside.

Road Safety Patterns

2.13 The TfGM database has been used to establish collision patterns over the most recent five-year period available.[2] The TfGM database states that the current data available is for five years to 31st December 2023. The website states that the next database update is expected shortly.

2.14 The database shows that there have been no collisions at the existing site access/Acomb Street junction or at the junction of Acomb Street/Moss Lane East during the five-year period assessed.

2.15 There was a single collision recorded at the signalised crossing on Moss Lane East, just to the east of the site. The collision was classified as serious and involved a pedestrian (child) and a vehicle.

3 Development Proposal

Overview

3.1 The development description is as follows:

"Demolition of 410-418 Moss Lane East and the erection of part five, part three storey building for use as PBSA, associated landscaping, servicing, cycle parking and other associated works."

3.2 The PBSA will provide 132 bedrooms, including 126 studios and six accessible. The development is car free, other than two disabled spaces that will be provided on street by modifying existing Traffic TRO. The proposed layout is attached as Appendix A.

Active Travel

3.3 Pedestrian access to the site will be focused on the Moss Lane East frontage.

3.4 The assessment confirms that existing bounding footways are at least 2m wide. The applicant will fund the reinstatement of the redundant vehicle access point and resurfacing of bounding footways via Section 278 Agreement.

3.5 MCC's cycle parking standards are set out in the Core Strategy.[3] This confirms that MCC does not maintain any parking standards for PBSA developments. A cycle store is provided in a separate and covered store to the rear of the building. A total of 40 cycle parking spaces will be provided at the site (30%). The rate of provision has been agreed with MCC during pre-application discussions.

[1] https://www.manchester.gov.uk/info/500347/resident_parking_schemes/8564/rusholme_and_moss_side_residents_parking_scheme
[2] https://www.gmtu.gov.uk/gmaccidents/
[3] MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan

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3.6 The use of the resident cycle parking will be monitored via the Travel Plan to ensure sufficient space is provided to meet demand.

3.7 A Travel Plan has been prepared and is attached as Appendix C.

Car Parking Provision

3.8 The site car park associated with the existing C3 residential dwellings at the site will be removed as part of the proposal and replaced with built form and landscaping space.

3.9 In line with the requirements of the student residents at the development and other PBSA across the city, the development will be car-free. The appropriateness of the site for car-free living has been agreed with MCC during pre-application discussions.

3.10 The existing parking bay will be modified to provide two disabled parking bays, to retain a length of permit/short-stay parking and to provide a loading bay. The applicant will fund the modifications to the TRO as part of the Section 278 Agreement. The proposed modifications are shown on the plan in Appendix B.

3.11 Residents will be advised that there is no car parking at the site and will be required, as part of their tenancy agreement, to commit to not bringing a car to the site. The existing TRO surrounding the site will assist in removing any overspill parking from the site and the Council could further enforce this by not allowing residents at the site, other than disabled residents, a street parking permit.

Delivery & Service Management Strategy

3.12 The applicant will fund modifications to the TRO in the bay bounding the site on Acomb Street to allow the introduction of a loading bay. This will then be in place for use by the refuse vehicle and other day-to-day deliveries. It will provide a benefit to both the development and surrounding community. The proposed modifications to the TRO are attached as Appendix B. A swept path has been undertaken for a MCC sized refuse vehicle and is attached as Appendix D.

3.13 The bin store is located in a separate store to the rear of building. A route is provided within the site to a gate on Acomb Street located conveniently for the loading bay.

3.14 The development will also attract day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cycles, cars, light goods vehicles, and motorbikes). It is expected that the delivery vehicles, other than pedal cycles, will use the loading bay on Acomb Street and the pedal bikes will use the cycle parking provided at the main entrance.

3.15 MCC has requested that the delivery strategy be set in the TA and consideration is given to each element below. MCC's requirements are shown in *italics* with SK's response below.

- *Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location early accessible to delivery drivers.*
  Residents of the development are expected to order deliveries including food supplies, takeaway food and other shopping. Delivery vehicles will be expected to use the loading bay on Acomb Street and to then take the delivery to the entrance foyer reception area.
- *Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point.*
  The main entrance to the site is clearly identifiable, the requirement to provide further signage as part of the monitoring process.
- *Inform Residents: If possible, notify all residents of the delivery process. Inform them about the designated drop-off point and any specific rules or guidelines to follow when receiving deliveries.*
  In the Welcome Pack residents will be told that they need to collect deliveries from the entrance foyer reception area.
- *Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.*

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Given the type of resident it is expected that food/parcel deliveries will be spread across the day, with the majority occurring outside the network peak periods. The nature of many online delivery practices, such as Amazon, is that when there are multiple deliveries to an address these are co-ordinated to occur together to minimise the number of vehicle trips.

- *Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers and staff to identify any areas for improvement and make necessary adjustments.*
  Measures for surveying and reviewing the delivery process are set out in the Travel Plan in Appendix B.
- *Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can especially helpful for residents who may not be immediately available to receive orders.*
  A delivery storage area will be provided in the entrance foyer for parcels.
- *Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management implement appropriate measures.*
  Parcel deliveries will be required to report to reception where they can be stored. Residents will be required to meet food deliveries at the main entrance.
- *Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help assess the efficiency of the process and identify any potential issues that need to be addressed.*
  Feedback on the delivery process will be collected as part of the Travel Plan in Appendix B.

3.16 A trip generation exercise has been undertaken later in the TA to allow an understanding of the number of vehicles that will use the loading bay across a typical day.

Arrival & Departure Management Strategy

3.17 As with other PBSA, there will be a requirement to manage the periods at the start and end of the year when students move in and out with their possessions. As is standard practice, this will be managed using a strict appointment system to minimise the impact on the transport network.

3.18 Prior to arrival/departure, residents will be asked to confirm their arrival arrangements and arrival modes. Students travelling by public transport or air will be provided with details of the locations of public transport nodes and taxi company details. Students being dropped off by a parent or carer will be provided with information on loading locations and information on the location of public car parks (the nearest public car park is Q-Park at Manchester Hospitals which is 400m from the site).

3.19 Students arriving by private car or taxi will be able to load within the TRO control on the new loading bay on Acomb Street.

3.20 All students will be required to book an appointment so that the moving in procedure can be regularised and to spread the use of the loading bay on Acomb Street.

3.21 Based on SK's experience of other PBSA it is expected that 75% of students will arrive at the Arrival Week weekend. Assuming that all students will arrive by private car/taxi to allow a worst-case assessment, this equates to circa 50 students arriving per day on the Saturday and Sunday. The loading bay has capacity for two cars to unload at the same time and the unloading booking will be a maximum of 20 minutes per vehicle. Based on this, six unloading slots will be available per hour over a 10 hour period per day on Saturday and Sunday, which is more than sufficient to accommodate the number of students arriving per day.

3.22 Once the vehicle has been unloaded the driver will be required to vacate the loading bay and park in a public car park.

3.23 Staff will be on hand with luggage trolleys so that possessions can be moved into the entrance foyer.

3.24 A similar strategy will be used during move-out periods at the end of the year. In SK's experience the move-out period is usually spread over a number of days or even weeks.

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3.25 A Construction Management Plan will be prepared prior to any construction activity at the site and this will be dealt with by a suitably worded planning condition.

4 Accessibility Assessment

Active Travel Routes

4.1 The footways bounding the site are at least 2m wide and controlled and uncontrolled crossings are in place allowing easy connections to key areas of activity.

4.2 Moss Lane East is a 20mph route which creates a suitable environment for pedestrian and cycle trips. Traffic-free shared pedestrian-cycle routes are also available across Whitworth Park providing an alternative means of accessing the city centre and main university campuses.

4.3 Figure 4.1 shows an extract from TfGM's cycle network map.[4] This shows that using the local routes outlined above, access can be gained to strategic cycle routes, including routes with physical segregation such as the Oxford Road Corridor. Figure 4.2 shows an extract from the Bee Network map.[5] This shows that the site is well placed for access to defined routes on the network, such as the route across Whitworth Park and the Oxford Road Corridor route.

4.4 The site is shown to be served by good quality pedestrian and cycle infrastructure.

4.5 Pedestrian access to the site will be focused on the Moss Lane East frontage. The applicant will fund the reinstatement of the redundant vehicle access point and resurfacing of bounding footways via a Section 278 Agreement. The development includes cycle parking for residents and visitors/delivery cyclists. A Travel Plan will be adopted to promote and support active travel trip making.

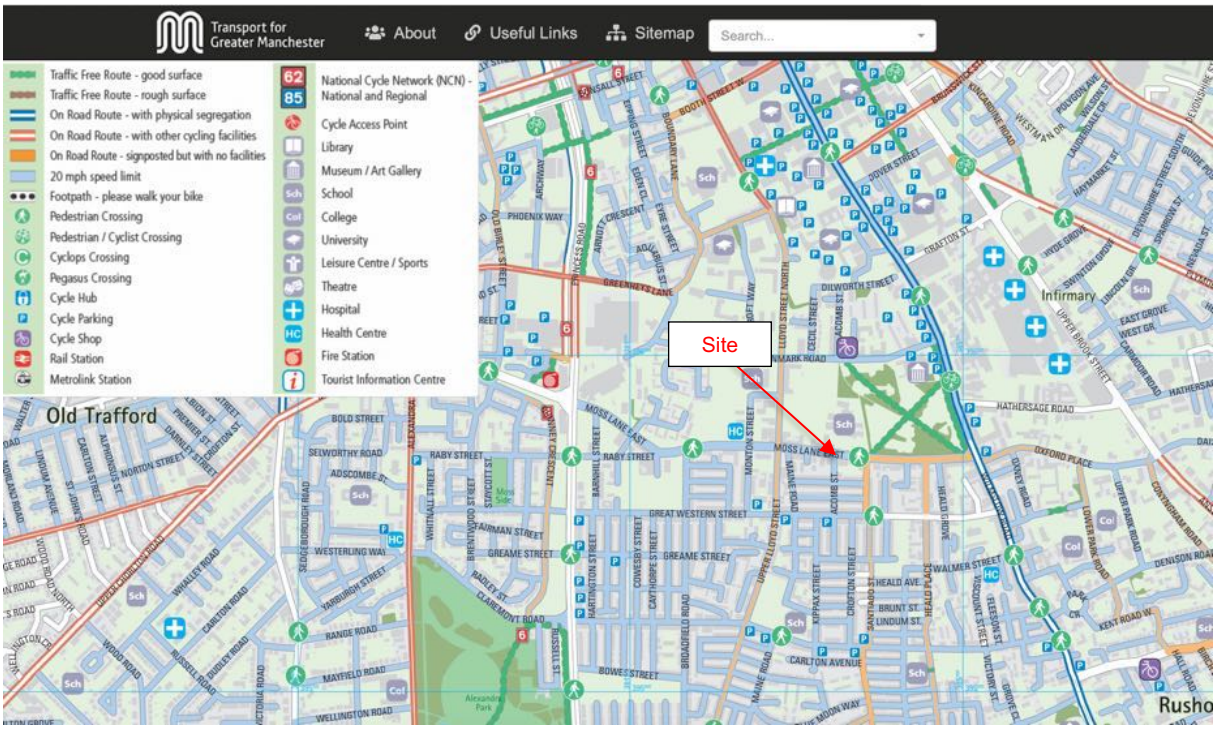


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

[4] https://tfgm.pindarcreative.co.uk
[5] https://mappinggm.org.uk/bee-network/

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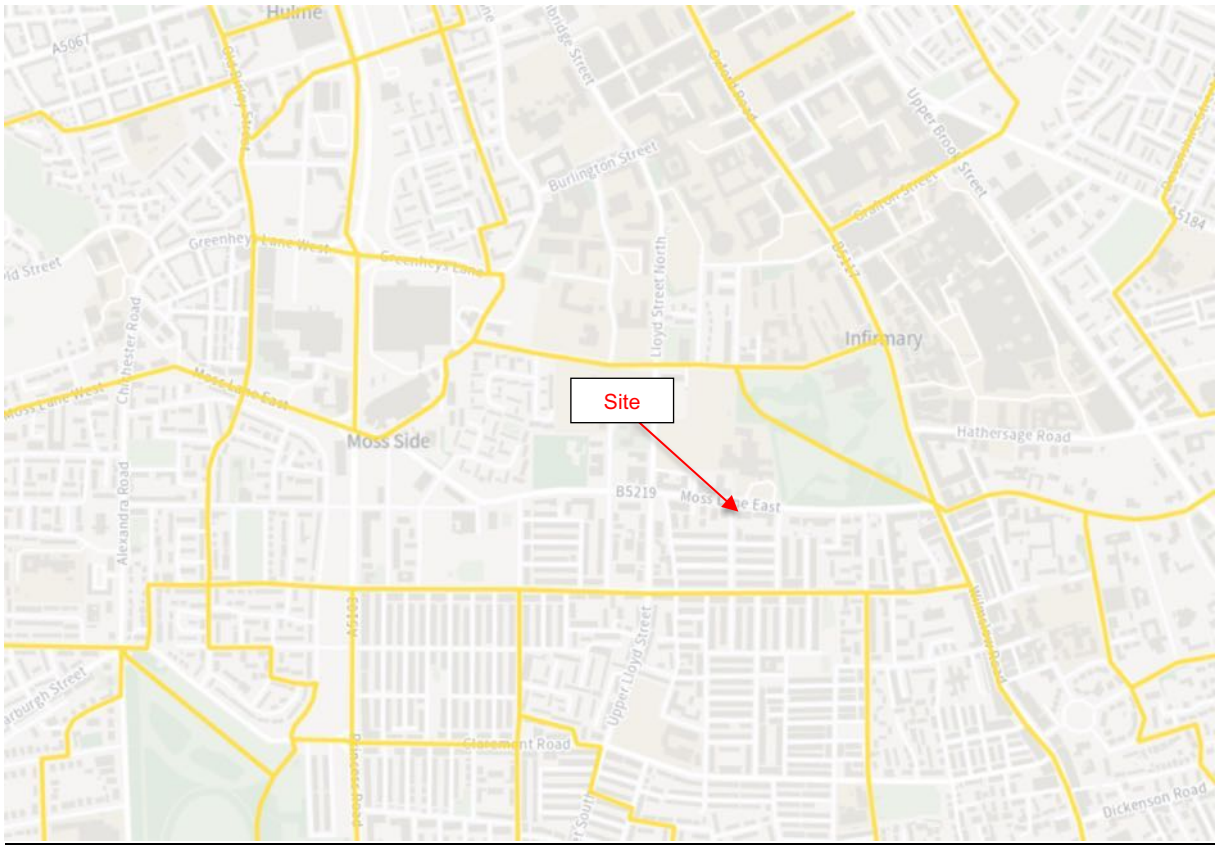


Figure 4.2: Bee Network
[source: Mapping GM]

Public Transport Routes

4.6 Figure 4.3 shows an extract from TfGM's public transport network map for the local area.[6]

[6] https//tfgm.com/maps

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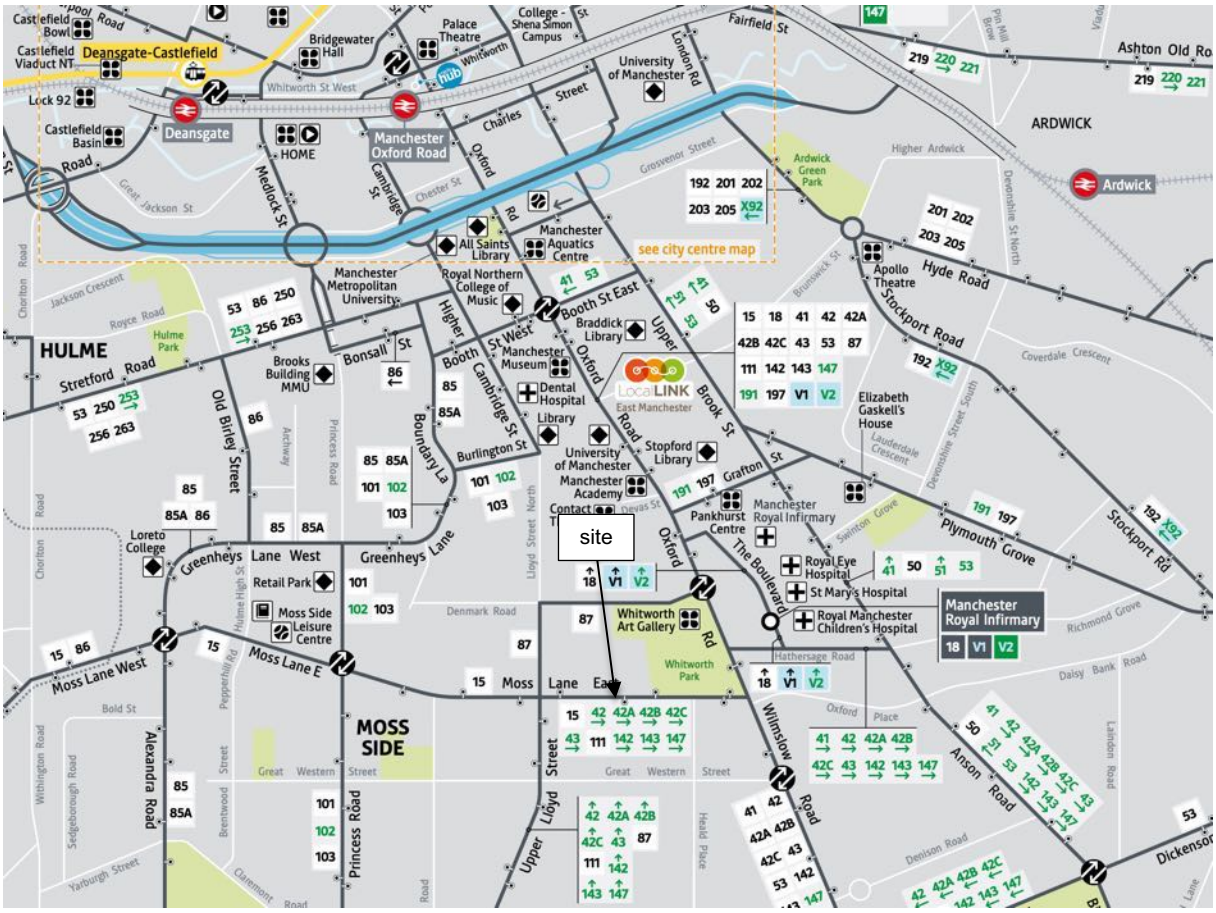


Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

4.7 This shows that the site is served by a host of buses passing immediately outside and also that access can be gained to the Oxford Road Corridor (400m away/five-minute walk) allowing access to a key public transport corridor serving the city. The sites are served by frequent bus routes providing access to the city centre and university campuses.

4.8 The bus stops on Moss Lane East have shelters, timetable information and flag poles, and are lit by street lighting. The bus stops on Oxford Road have shelters, seating, timetable information, flag poles and raised border facilities, and are lit by street lighting.

4.9 Table 4.1 provides a summary of the bus services routeing within 400m of the site taken from TfGM's bus timetables at the time of writing the TA.[7]

[7] https://www.tfgm.com/plan-a-journey/schedules/bus-timetables

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No.	Route	Frequency (buses/hour)					
		Weekday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
15	Flixton – Urmston – Stretford – Hulme – Manchester	2	1	2	1	1	1
41	Sale – Sale Moor – Bowker Vale – Middleton	3	2	3	1	2	1
42	Stockport – Heaton Mersey – Moss Side – Manchester	2	2	2	2	1	2
42A	North Reddish – Heaton Moor – Manchester	2	-	2	-	-	-
42B	Woodford – Cheadle – Manchester	1	1	1	1	1	1
42C	Handforth Dean – Heald Green – Manchester	1	1	1	-	-	-
43	Airport – Moss Side – Manchester	6	3	6	2	4	2
53	Pendleton – Old Trafford – Cheetham Hill	2	1	2	1	1	1
111	Chorlton – Withington – Manchester	4	3	4	3	3	2
142	East Didsbury – Moss Side – Manchester	3	3	3	3	3	3
143	West Didsbury – Withington – Manchester	3	3	3	3	3	1
147	Ancoats – Manchester – Rusholme – Didsbury	2	1	-	-	-	-

Table 4.1: Local Bus Services
[source: Transport for Greater Manchester]

4.10 The assessment confirms that the site is served by good quality public transport routes providing a good coverage of local and regional destinations.

Accessibility Assessment

4.11 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.2.[8]

[8] Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

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Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.2: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

4.12 Figure 4.4 shows walking isochrones from the site based on the CIHT guidance in Table 4.2.

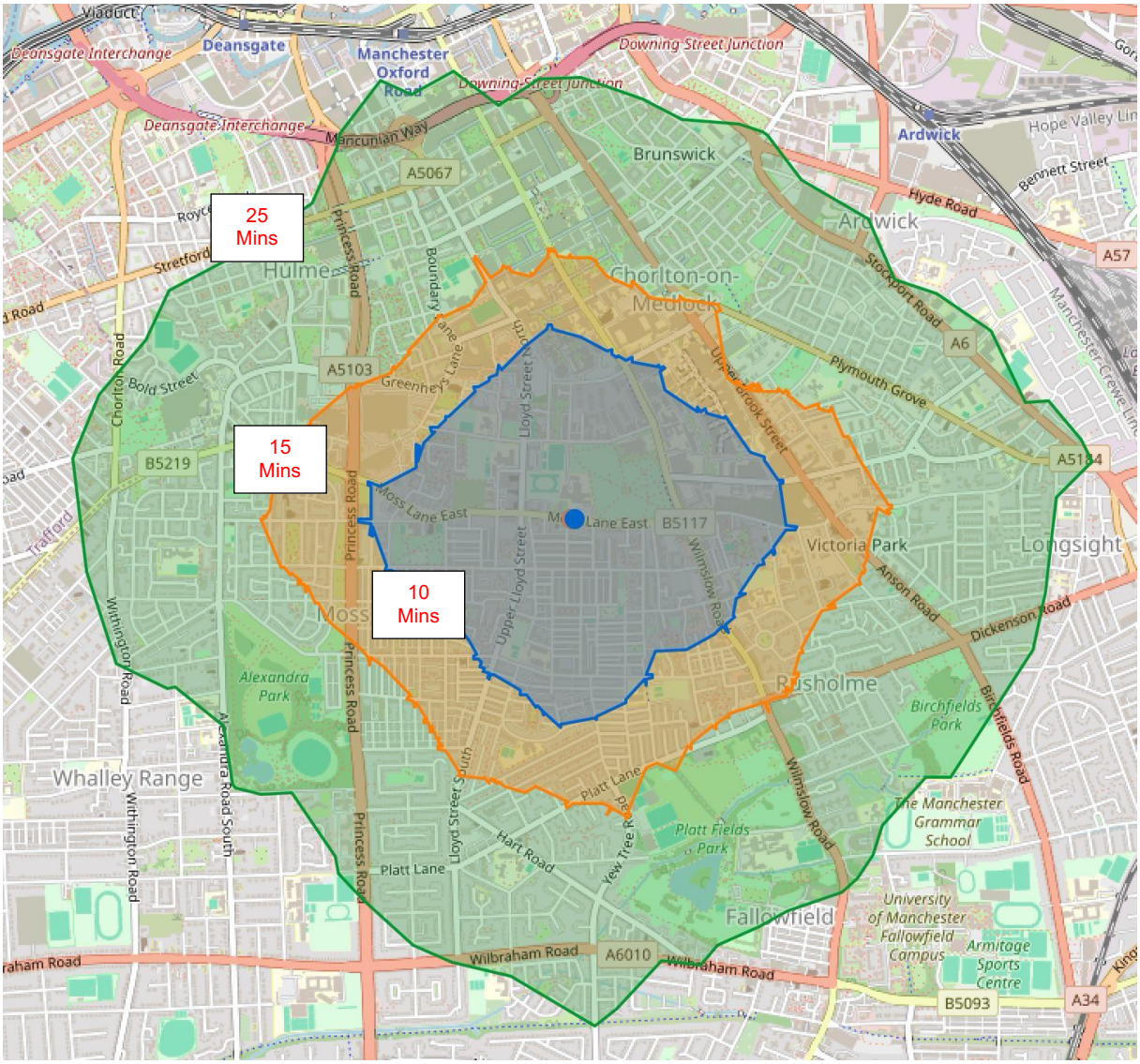


Figure 4.4: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.13 Figure 4.4 shows that within a 10-minute walk of the site access can be gained to local centre amenities on Wilmslow Road that include a Tesco, Lidl, Co-op, takeaways, post box, cash machines, hairdressers, pharmacies, doctors surgery etc. Access can also be gained to the Moss Lane Medical Centre, Whitworth Park and the University of Manchester within a 10-minute walk of the site. Manchester Royal Infirmary is within a 15-minute walk of the site and Manchester City Centre and Manchester Metropolitan University are within a 25-minute walk of the site.

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4.14 The assessment confirms that the site is well located to allow access to local services and amenities on foot and the surrounding area by cycle.

4.15 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[9] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.16 The site has a GMAL of 8 (score of 27.85), which is an exceptional level of accessibility by public transport.

4.17 The site is shown to be highly accessible by public transport.

Policy Compliance

4.18 The assessment confirms that the site is well located in terms of access to active and sustainable transport routes, and also in relation to local amenities and services.

4.19 Paragraph 115 of NPPF supports developments where sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and where safe and suitable access to the site can be achieved for all users.[10] This is echoed in Policy JP-C1 (An Integrated Network) of Places for Everyone (PfE) which aims to help deliver an accessible, low carbon Greater Manchester by supporting developments that minimises the need to travel and is located where a significant proportion of trips can be made by walking, cycling and public transport.[11] Policy T1 (Sustainable Transport) of the Council's Core Strategy seeks to deliver a high quality and integrated transport network to encourage mode shift from the private car and based on this support is given to developments that allow a choice of sustainable transport and puts pedestrians and cyclists first.[12] The proposal accords with these requirements.

4.20 Policy JP-C3 (Public Transport) states that support will be given to improved public transport routes and services and Policy JP-C6 (Walking and Cycling) states that active travel routes should be of suitable standard to allow connections for the community and to ensure direct and easily navigable links to public transport nodes. The assessment confirms that the existing infrastructure serving the site is of good quality and the development includes site layout measures such as secure cycle parking, pedestrian access facilities, localised improvements to bounding footway treatments, and a Travel Plan. The proposal therefore accords with both policies.

4.21 The proposal also accords with Policy JP-C8 (Transport Requirements for New Developments) of PfE in that it provides suitable facilities for pedestrians, disabled, and cyclists, and is located to support walking, cycling and public transport use. and Paragraph 117 of NPPF requires developments to give priority first to pedestrians and cycle movements, to cater for the needs of people with disabilities and allow for the efficient delivery of goods. The proposal accords with these requirements.

5 Impact Assessment

Trip Generation

5.1 In line with other PBSA any traffic generated by the development on a typical day will be associated with taxi and servicing movements, and there will be minimal movements in the highway network peak periods.

5.2 A trip generation exercise has been undertaken using comparable sites on the TRICS database. The TRICS assessment has been undertaken in line with latest good practice guidance and a

[9] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf
[10] Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
[11] Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022-2039
[12] Manchester City Council (2012), Manchester's Local Development Framework – Core Strategy Development Plan Document

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review has been made of the sites to ensure that they have the same, or worse, accessibility levels, as the proposal site.[13] The TRICS output is attached as Appendix E.

5.3 A summary of the trip rates and development trip generation provided below. The trip generation method was presented to MCC during pre-application discussions and is agreed.

	Person Trip Rates (per resident)			Total Vehicle Trip Rates (per resident)			OGV Trip Rates (per resident)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.018	0.147	0.165	0.004	0.003	0.007	0	0	0
PM Peak Hour	0.139	0.092	0.231	0.002	0.007	0.009	0	0	0
	Pedestrian Trip Rates (per resident)			Cyclist Trip Rates (per resident)			Public Transport Trip Rates (per resident)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.007	0.084	0.091	0.001	0.007	0.008	0.006	0.054	0.06
PM Peak Hour	0.084	0.06	0.144	0.005	0.001	0.006	0.049	0.024	0.073

Table 5.1: Trip Rates

	Person Trips			Total Vehicle Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2	19	22	1	0	1	0	0	0
PM Peak Hour	18	12	30	0	1	1	0	0	0
	Pedestrian Trips			Cyclist Trips			Public Transport Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	1	11	12	0	1	1	1	7	8
PM Peak Hour	11	8	19	1	0	1	6	3	10

Table 5.2: Development Trip Generation

Traffic Impact

5.4 Table 5.3 provides a summary of the peak hour residual traffic flows that will be generated by the development.

5.5 This confirms that the development will not be associated with a significant level of traffic during the peak periods and as agreed with MCC, it is concluded that the development will not have an impact on highway operation.

	Total Vehicle Trips		
	In	Out	Total
AM Peak Hour	1	0	1
PM Peak Hour	0	1	1

Table 5.3: Total Development Traffic Flows

[13] TRICS (2023) TRICS Good Practice Guidance 2024

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Parking Impact

5.6 The changes to the TRO to accommodate the disabled and loading provision is not expected to impact on street parking activity in the area given the existing building on site is entitled to parking permits in the area and this permit demand will be removed by the development, and as the vehicle access will be removed at the site which will create more street space.

5.7 As noted in Section 3, the PBSA is car free and students will have committed to not bringing a car to the site as part of their tenancy agreement. Therefore, the development will not have an impact on day-to-day parking activity on surrounding streets.

Servicing Impact

5.8 The TRICS data presented earlier shows that the development will attract one OGV vehicle per day (two trips). The OGV will be associated with refuse collection movements.

5.9 The TRICS data includes some sites at which LGV data was collected. These sites have been isolated from the rest of the sample to allow an understanding of the level of smaller vehicle delivery trips that will be attracted to the site. The TRICS output is attached as Appendix F, with a summary provided below.

5.10 The TRICS forecast shows that the development will attract four LGV vehicles per day (eight trips). As noted earlier in the TA, parcel and food deliveries are combined by delivery providers such as Amazon to reduce the number of vehicle trips. The TRICS output shows that the LGV arrival and departure patterns are spread across the day and therefore it is concluded that the loading bay is sufficient to meet the needs of the development.

5.11 It is also notable that a significant proportion of takeaway deliveries in the city centre are undertaken by pedal bike for which separate provision is made in the cycle stands outside the main entrance.

	LGV Trips			OGV Trips		
	In	Out	Total	In	Out	Total
Daily	4	4	8	1	1	2

Table 5.4: Servicing Trips

Policy Compliance

5.12 Paragraph 116 of NPPF states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.’

5.13 The assessment confirms that the proposal will not have negative effects on highway operation or road safety because the development will not be associated with a significant level of traffic.

5.14 Policy JP-C8 (Transport Requirements for New Development) states that a TA and Travel Plan should be prepared to assess development impacts and determine whether mitigation is required on the Strategic Road Network and local transport network. The TA confirms that the development will not have an impact on network operation and that the measures proposed within the site layout and the Travel Plan will result in a benefit to future site users without recourse to wider network mitigation.

6 Conclusions

6.1 SK has been appointed to prepare a TA that examines the impact of developing a PBSA on a site off Moss Lane East in Manchester. The development proposes 132 bedrooms.

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6.2 The TA has been prepared in line with standard appraisal methods and prevailing policy and assessment guidance. The scope of the TA was agreed with the Local Highway Authority (MCC) at pre-application stage.

6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a GMAL of 8, which is an exceptional level of accessibility. The site is shown to be well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan.

6.4 The TA confirms that there are no road safety issues on routes bounding the site. A trip generation exercise has been undertaken and this confirms that the development will not be associated with a significant level of traffic during the network peak hours and so it is concluded that there will be no negative effects on road safety or highway operation.

6.5 A Service and Delivery Management Strategy is proposed that sets out how refuse will be collected and day-to-day deliveries to the site will be managed. A loading bay is proposed on Acomb Street that will be used by servicing vehicles. Swept paths have been undertaken.

6.6 As agreed with MCC, the site is a suitable location for car-free living. It is expected that MCC will not allow residents at the development to have a street parking permit. Modifications to the TRO on Acomb Street are proposed to accommodate two disabled parking spaces. As part of this permit holder spaces and the loading bay will also be provided. The modifications to the TRO will not impact on street parking capacity as residents of the historic site use will have been allowed street parking permits and this demand will be extinguished by the development. Also, the development will remove the existing site vehicle access, allowing the area in front of the access to be used as part of the new TRO.

6.7 The TA concludes that the development meets local, regional and national planning policy requirements and that there are no highways or transport reasons why the development should not be granted planning permission.

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Appendix A



STATUS	DESCRIPTION	DATE	CHECKED BY
Rev A	Planning drawings for coordination	17.12.24	SL
Rev B	Final planning drawings	08.01.25	SL

DRAFT FOR COORDINATION

CLIENT. Cheshire Home Limited

PROJECT. Moss Lane East Manchester

DRAWING. Location plan

STAGE. Information NO. MLE-TOD-10-ZZ-DR-A-10001

PLOT DATE. - SCALE. 1:1250@A3

FILEPATH. -

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DRAFT FOR COORDINATION

Rev no:	Date:	Amendment:	Dwn by:	Ckkd by:
P06	08.01.25	Planning issue	WA	SL

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Status:	Information
Client:	Cheshire Homes Limited
Date:	08.01.25
Project Name:	Moss Lane East Manchester
Dwn by: / Ckd by:	WA / SL
Drawing Title:	Proposed ground floor plan
Scale: / Page:	1:100 / A1
Drawing No:	MLE-TOD-20-00-DR-A-20002
Revision:	P06

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Appendix B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Site layout updated	JAT / LGS Check	21.01.25	A

Drawing Number

SK22425-001

Moss Lane East PBSA

Drawing Title

Proposed TRO Modifications

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	10.05.24

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Appendix C

College View, Moss Lane East

Manchester

Framework Travel Plan

250130/SK22425/FTP01(-02)

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Contents

		Page
1	Introduction	1
2	Travel Plan Process, Benefits & Objectives	2
3	Site Location & Highway Network	4
4	Accessibility Audit	5
5	Plan Management	9
6	Measures Toolkit	9
7	Monitoring & Review Mechanisms	13
8	Action Plan & Funding	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22425	FTP01	00	First Draft – Text Only Issue	L Speers	LGS	23/07/2024
SK22425	FTP01	01	Updated Draft	L Speers	LGS	22/01/2025
SK22425	FTP01	02	Submission	L Speers	LGS	30/01/2025

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1 Introduction

Background

1.1 This Framework Travel Plan has been prepared by SK on behalf of Cheshire Homes Group (the Applicant) in support of a full planning application for the demolition of the existing building on the Site and the construction of a new purpose-built student accommodation (PBSA) development at College View, 410-418 Moss Lane East, Manchester, M14 4PQ.

1.2 The development description is as follows:

"Demolition of 410-418 Moss Lane East and the erection of part five, part three storey building for use as PBSA, associated landscaping, servicing, cycle parking and other associated works."

1.3 A Transport Assessment (TA) has been prepared for the planning application, and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

1.4 The PBSA will provide 132 bedrooms, including 126 studios and six accessible. The development is car free, other than two disabled spaces that will be provided on street by modifying the existing Traffic Regulation Orders (TRO). The proposed layout is attached as Appendix A of the TA.

1.5 Pedestrian access to the site will be focused on the Moss Lane East frontage.

1.6 The assessment confirms that existing bounding footways are at least 2m wide. The applicant will fund the reinstatement of the redundant vehicle access point and resurfacing of bounding footways via Section 278 Agreement.

1.7 MCC's cycle parking standards are set out in the Core Strategy.[1] This confirms that MCC does not maintain any parking standards for PBSA developments. A cycle store is provided in a separate and covered store to the rear of the building. A total of 40 cycle parking spaces will be provided at the site (30%). The rate of provision has been agreed with MCC during pre-application discussions.

1.8 The site car park associated with the existing C3 residential dwellings at the site will be removed as part of the proposal and replaced with built form and shared communal garden.

1.9 In line with the requirements of the student residents at the development and other PBSA across the city, the development will be car-free. The appropriateness of the site for car-free living has been agreed with MCC during pre-application discussions.

1.10 The existing parking bay will be modified to provide two disabled parking bays, to retain a length of permit/short-stay parking and to provide a loading bay. The applicant will fund the modifications to the TRO as part of the Section 278 Agreement. The proposed modifications are shown on the plan in Appendix B of the TA.

1.11 Residents will be advised that there is no car parking at the site and will be required, as part of their tenancy agreement, to commit to not bringing a car to the site. The existing TRO surrounding the site will assist in removing any overspill parking from the site and the Council could further enforce this by not allowing residents at the site, other than disabled residents, a street parking permit.

1.12 The applicant will fund modifications to the TRO in the bay bounding the site on Acomb Street to allow the introduction of a loading bay. This will then be in place for use by the refuse vehicle and other day-to-day deliveries. It will provide a benefit to both the development and surrounding community. The proposed modifications to the TRO are attached as Appendix B of the TA. A

[1] MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan

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swept path has been undertaken for a MCC sized refuse vehicle and is attached as Appendix D of the TA.

1.13 The bin store is located in a separate store to the rear of building. A route is provided within the site to a gate on Acomb Street located conveniently for the loading bay.

1.14 The development will also attract day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cycles, cars, light goods vehicles, and motorbikes). It is expected that the delivery vehicles, other than pedal cycles, will use the loading bay on Acomb Street and the pedal bikes will use the cycle parking provided at the main entrance. Details of the daily servicing trips is set out in Section 5 of the TA.

1.15 As with other PBSA, there will be a requirement to manage the periods at the start and end of the year when students move in and out with their possessions. An Arrival and Departure Management Strategy will be adopted at the site, as outlined in Section 3 of the TA.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following guidance:

- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
- Manchester City Council (2012), Manchester's Local Development Framework – Core Strategy Development Plan Document
- Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2024), Planning Practice Guidance
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.

2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.

2.5 This framework version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

2.6 The Department of Transport (DfT) states that:

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"… it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought."[2]

2.7 The DfT pyramid is shown in Figure 2.1.

2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.

2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.

2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

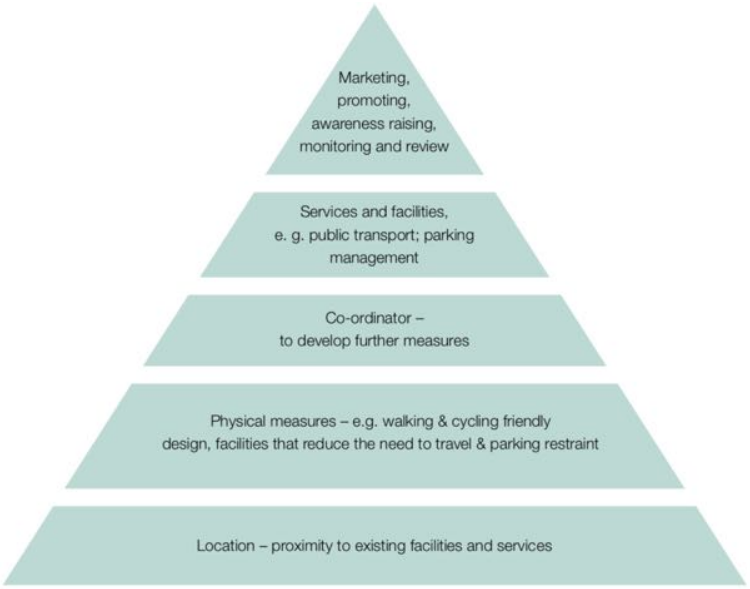


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.

2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.

[2] Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

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2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.

2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

2.18 The objectives of the Travel Plan are to:

Objective 1: To increase trips by active/sustainable modes of travel.
Objective 2: To reduce the number of single occupancy private car trips.

3 Site Context

Site Location & Baseline Site Use

3.1 The location of the site is shown on Figure 2.1.

3.2 The site occupies a sustainable location on the edge of both the city centre boundary and the Higher Education Corridor, a short walk from the main university campuses, frequent public transport corridors and defined Bee Network Corridors. Details of the accessibility characteristics of the site are set out later in this report.

3.3 The site is currently occupied by a building with 19 apartments. Vehicle access to the site is provided from Acomb Street.

3.4 A small site parking is area is provided off the Acomb Street access. In addition to this, street parking (Resident Parking Permit) will have been available to residents of the building.

3.5 Servicing, including refuse collection, will have occurred from kerbside with bins stored in the parking area off Acomb Street.

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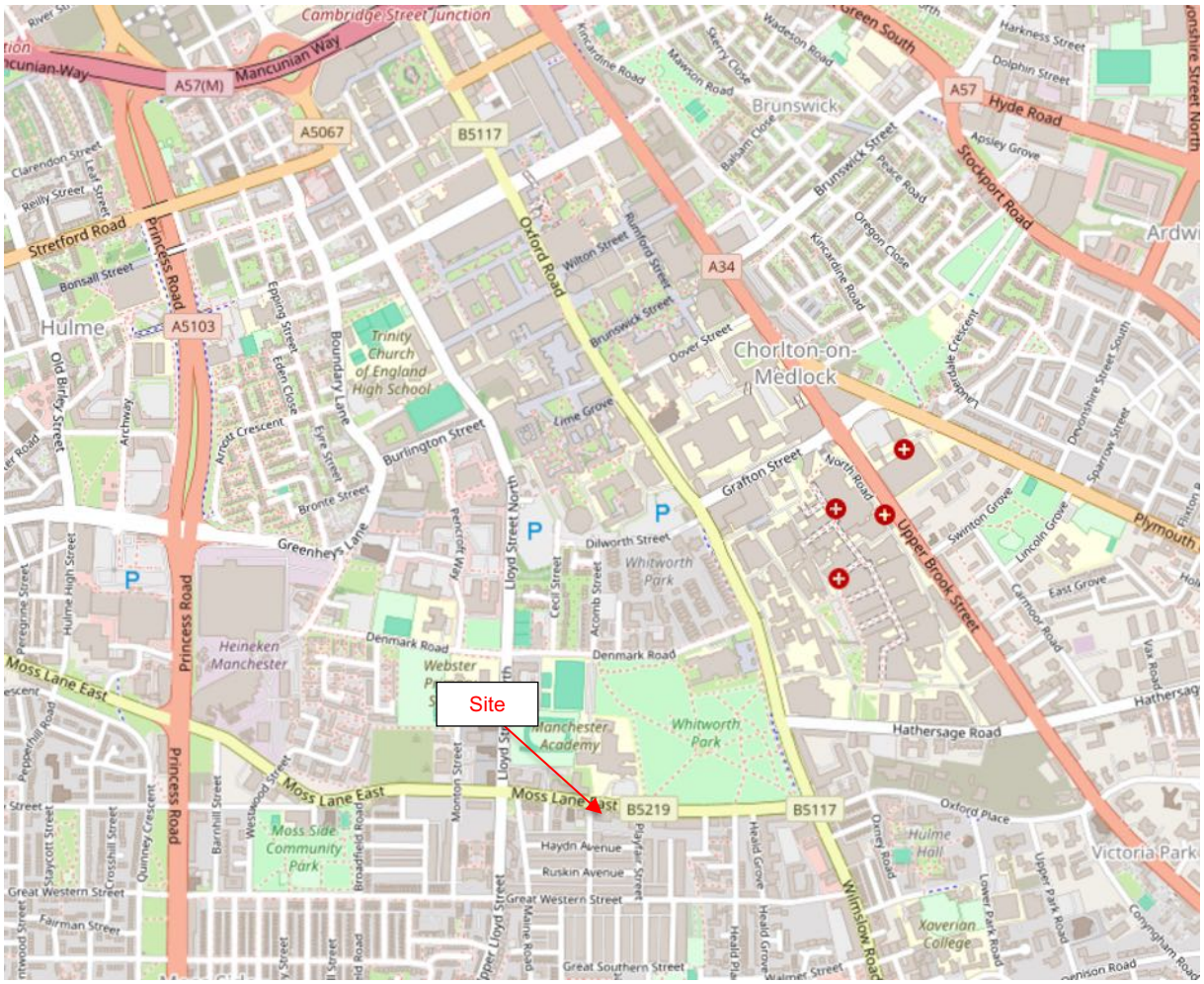


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Transport Network

3.6 The site is bounded to the north by the B5129 (Moss Lane East) which is a 20mph, traffic calmed street that routes east-west between the Oxford Road Corridor and Lloyd Street. In the vicinity of the site footways are in excess of 2m wide and a signalised crossing is in place just to the east of the site on Moss Lane East. Moss Lane East is a bus route corridor, and a bus stop is located directly outside the site with shelter and timetable information.

3.7 Acomb Street bounds the site to the west and is a 20mph residential street. Footways on both sides of the carriageway are over 2m wide.

3.8 Controlled crossings are provided at the signalised junction with Lloyd Street to the west of the site. Uncontrolled crossings (dropped kerbs and tactile paving) are provided at the side road junctions on Moss Lane East, including at the junction with Acomb Street.

Traffic Regulation Orders

3.9 The site sits within the Rusholme and Moss Side Residents Parking Permit Zone. The Council's website shows that residents in the existing building are entitled to a parking permit.[3]

[3] https://www.manchester.gov.uk/info/500347/resident_parking_schemes/8564/rusholme_and_moss_side_residents_parking_scheme

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3.10 The TRO markings are present in the form of double yellow line and marked parking bays. There are double yellow line controls on Moss Lane East site boundary and parking bays on the Acomb Street boundary. The existing TRO controls are shown on the plan in Appendix B of the TA.

3.11 The parking controls on Acomb Street allow parking for residents with a permit and short-stay parking for three hours (no return within three hours).

3.12 There are no loading restrictions on the roads on the site frontage and existing properties in the area (including the existing building) are serviced from kerbside.

4 Accessibility Audit

Active Travel Routes

4.1 The footways bounding the site are at least 2m wide and controlled and uncontrolled crossings are in place allowing easy connections to key areas of activity.

4.2 Moss Lane East is a 20mph route which creates a suitable environment for pedestrian and cycle trips. Traffic-free shared pedestrian-cycle routes are also available across Whitworth Park providing an alternative means of accessing the city centre and main university campuses.

4.3 Figure 4.1 shows an extract from TfGM's cycle network map.[4] This shows that using the local routes outlined above, access can be gained to strategic cycle routes, including routes with physical segregation such as the Oxford Road Corridor. Figure 4.2 shows an extract from the Bee Network map.[5] This shows that the site is well placed for access to defined routes on the network, such as the route across Whitworth Park and the Oxford Road Corridor route.

4.4 The site is shown to be served by good quality pedestrian and cycle infrastructure.

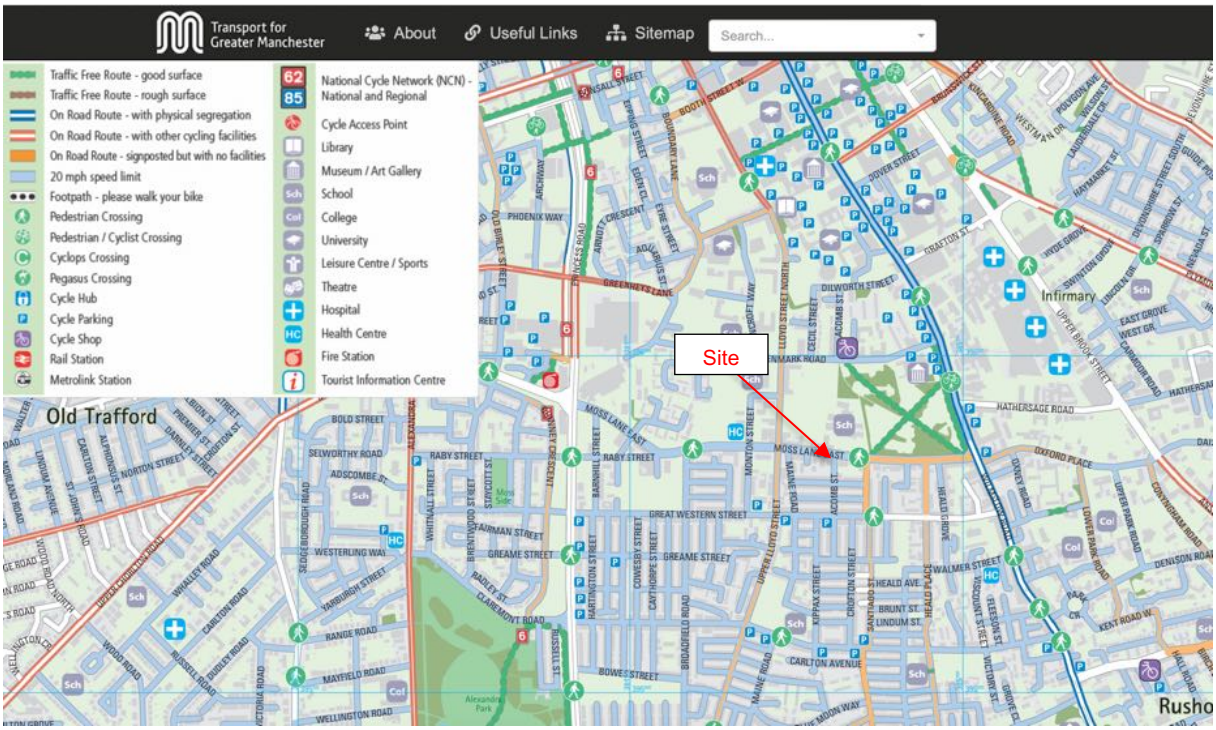


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

[4] https://tfgm.pindarcreative.co.uk
[5] https://mappinggm.org.uk/bee-network/

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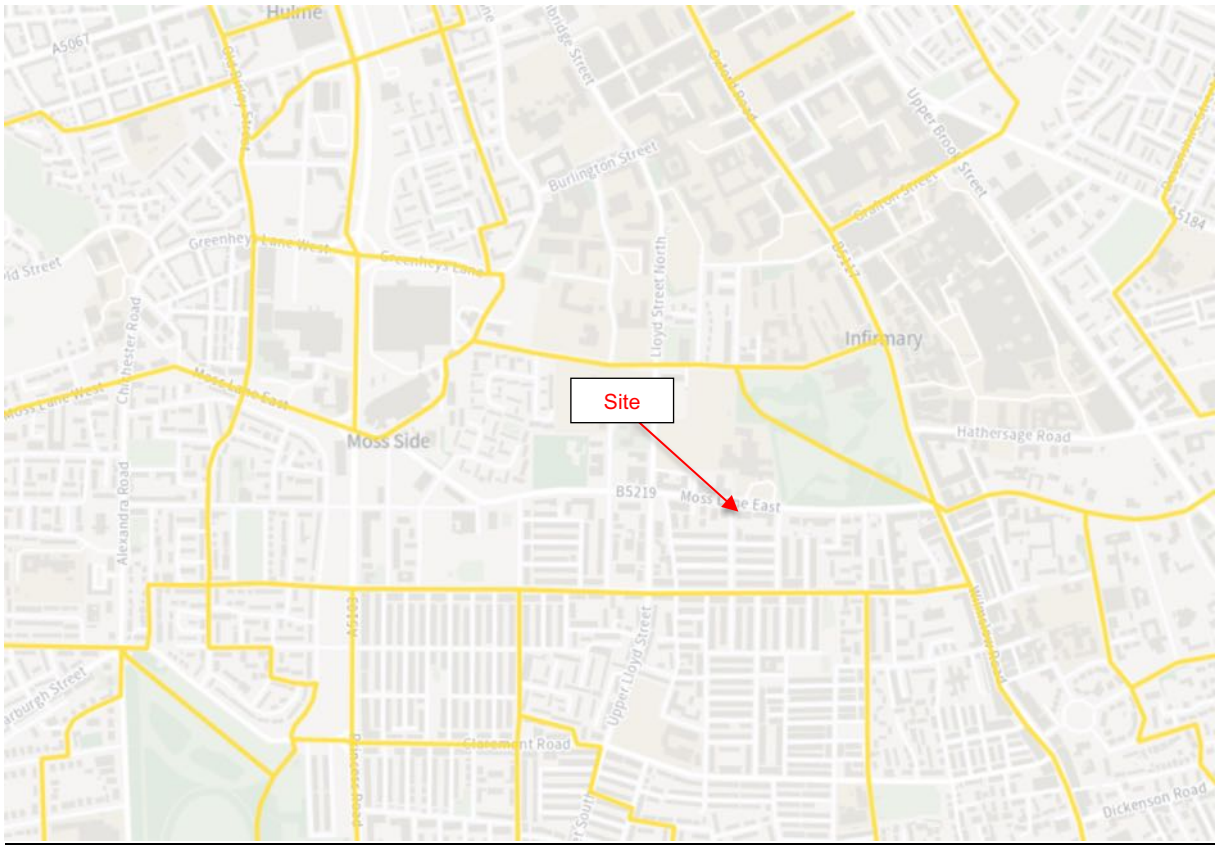


Figure 4.2: Bee Network
[source: Mapping GM]

Public Transport Routes

4.5 Figure 4.3 shows TfGM's public transport network map for the local area.[6]

4.6 The site is served by a host of buses passing immediately outside and also that access can be gained to the Oxford Road Corridor (400m away/five-minute walk) allowing access to a key public transport corridor serving the city. The sites are served by frequent bus routes providing access to the city centre and university campuses.

4.7 The bus stops on Moss Lane East have shelters, timetable information and flag poles, and are lit by street lighting. The bus stops on Oxford Road have shelters, seating, timetable information, flag poles and raised border facilities, and are lit by street lighting.

[6] https//tfgm.com/maps

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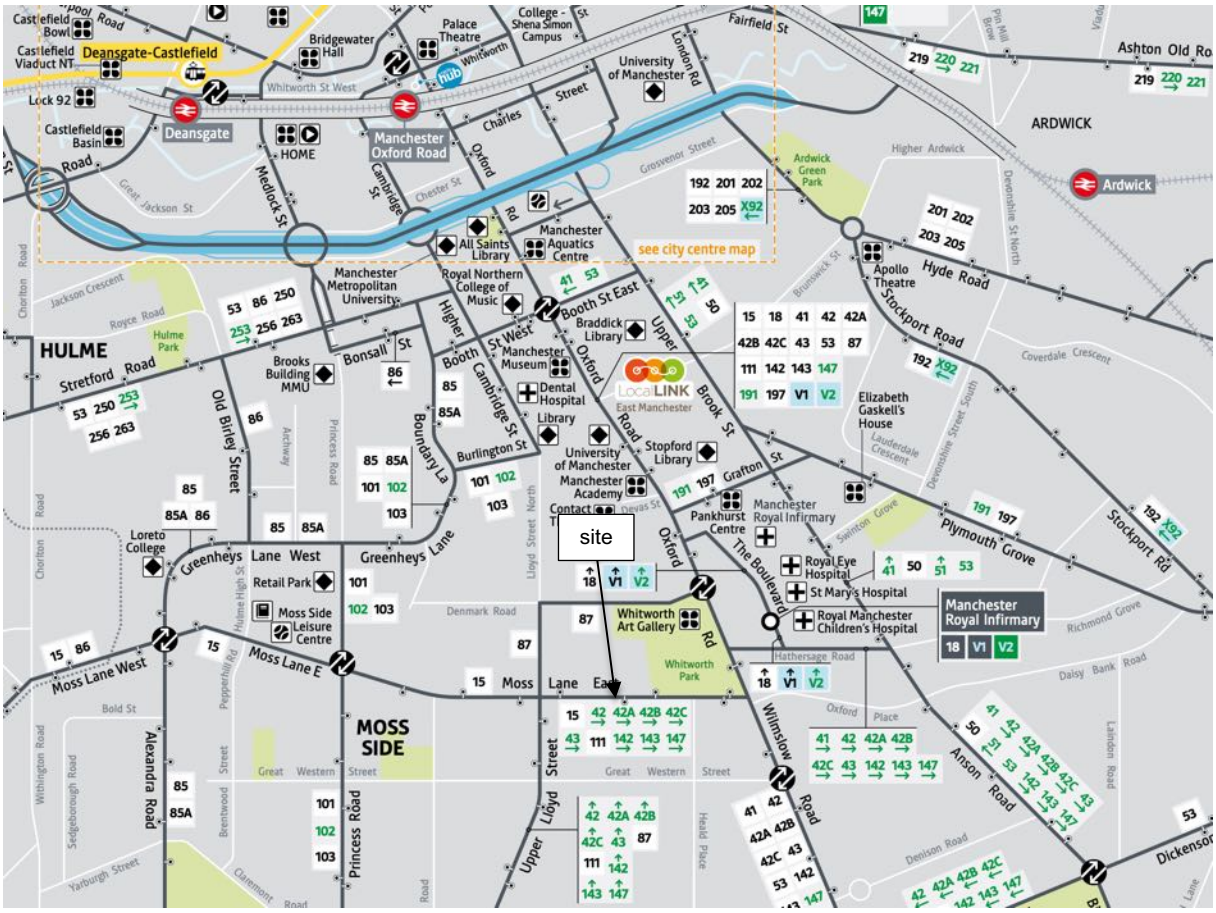


Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

4.8 Table 4.1 provides a summary of the bus services routeing within 400m of the site taken from TfGM's bus timetables at the time of writing the report.[7]

[7] https://www.tfgm.com/plan-a-journey/schedules/bus-timetables

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No.	Route	Frequency (buses/hour)					
		Weekday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
15	Flixton – Urmston – Stretford – Hulme – Manchester	2	1	2	1	1	1
41	Sale – Sale Moor – Bowker Vale – Middleton	3	2	3	1	2	1
42	Stockport – Heaton Mersey – Moss Side – Manchester	2	2	2	2	1	2
42A	North Reddish – Heaton Moor – Manchester	2	-	2	-	-	-
42B	Woodford – Cheadle – Manchester	1	1	1	1	1	1
42C	Handforth Dean – Heald Green – Manchester	1	1	1	-	-	-
43	Airport – Moss Side – Manchester	6	3	6	2	4	2
53	Pendleton – Old Trafford – Cheetham Hill	2	1	2	1	1	1
111	Chorlton – Withington – Manchester	4	3	4	3	3	2
142	East Didsbury – Moss Side – Manchester	3	3	3	3	3	3
143	West Didsbury – Withington – Manchester	3	3	3	3	3	1
147	Ancoats – Manchester – Rusholme – Didsbury	2	1	-	-	-	-

Table 4.1: Local Bus Services
[source: Transport for Greater Manchester]

4.9 The above confirms that the site is well served by existing public transport services.

Accessibility Assessment

4.10 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.2.[8]

[8] Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

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Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.2: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

4.11 Figure 4.4 shows walking isochrones from the site based on the CIHT guidance in Table 4.2.

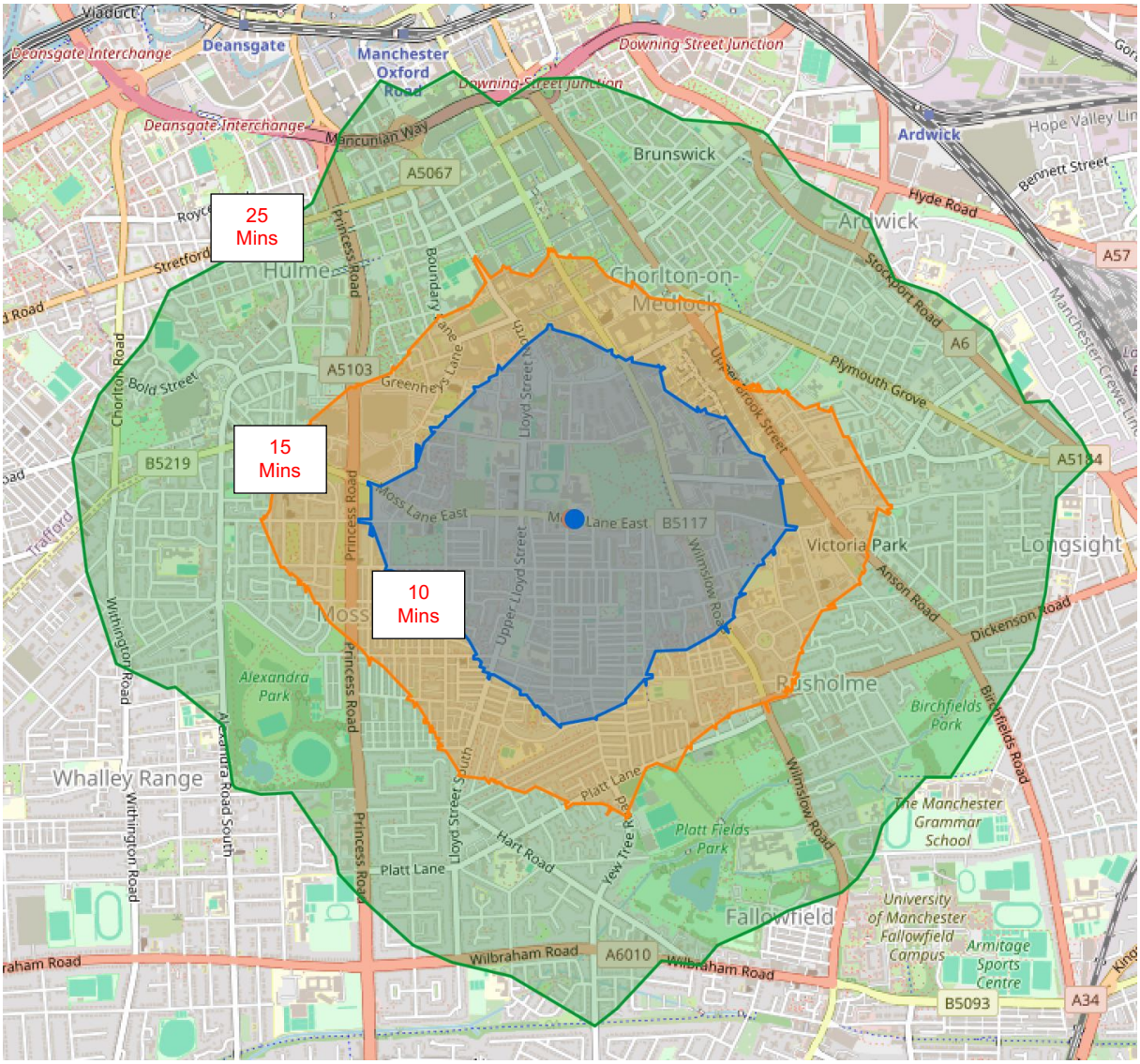


Figure 4.4: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.12 Figure 4.4 shows that within a 10-minute walk of the site access can be gained to local centre amenities on Wilmslow Road that include a Tesco, Lidl, Co-op, takeaways, post box, cash machines, hairdressers, pharmacies, doctors surgery etc. Access can also be gained to the Moss Lane Medical Centre, Whitworth Park and the University of Manchester within a 10-minute walk of the site. Manchester Royal Infirmary is within a 15-minute walk of the site and Manchester City Centre and Manchester Metropolitan University are within a 25-minute walk of the site.

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4.13 The assessment confirms that the site is well located to allow access to local services and amenities on foot and the surrounding area by cycle.

4.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[9] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.15 The site has a GMAL of 8 (score of 27.85), which is an exceptional level of accessibility by public transport.

4.16 The site is shown to be highly accessible by public transport.

5 Travel Plan Management

Management Structure

5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its successful implementation.

5.2 The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

5.3 The applicant will appoint a Travel Plan Co-ordinator prior to occupation of the development.

Travel Plan Co-ordinator

5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. A Travel Plan Co-ordinator for the site will be identified prior to occupation.

5.5 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

5.6 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for residents and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing travel packs.
- Providing regular updates to residents on changes to local services and facilities.
- Monitoring and surveying travel patterns.
- Periodically reporting to the Council.

5.7 Should the Travel Plan Co-ordinator at the site change then the applicant will provide the Council with the replacement's full contact details in a timely manner.

Future Management & Handover Arrangements

5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site owner and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

[9] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

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6 Measures Toolkit

Communication Measures

6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.

6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.

6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Promotional Materials	Distribution of materials/updates to residents.
Travel Packs	Preparation and issue of travel packs for residents.

Table 6.1: Communications Initiatives

6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.

6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:

1. Travel Plan Co-ordinator contact details.
2. Information on on-line and phone app journey planning software.
3. Information on cycle and walking routes.
4. Information on bus routes and frequencies.
5. Information on bus ticketing arrangements.
6. Information on the building's delivery arrangements.

Journey Planning

6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:

- TfGM journey planning software[10]
- Public transport maps[11]
- Active Travel route software[12]
- Walking and cycling route maps[13]
- Links to Google Play[14] and Apple Store[15] Bee Network app

6.7 The Travel Plan Co-ordinator will also offer a personal travel planning service to help residents that require assistance with planning their common journeys to/from the site.

Active Travel Measures

6.8 Table 6.2 summarises the active travel measures that will be used at the development.

[10] https://tfgm.com/plan-a-journey
[11] https://tfgm.com/maps
[12] https://beeactive.tfgm.com
[13] https://tfgm.pindarcreative.co.uk
[14] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[15] https://apps.apple.com/gb/app/bee-network/id1669705230

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Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure at the site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training/Hire Schemes	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes.

Table 6.2: Active Travel Initiatives

6.9 Active travel provides the following benefits:

- **Builds activity into daily routines.**
  It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost mental health and wellbeing.**
  According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
  People experience five times higher pollution levels in a car than walking or on a bike.
- **Save money.**
  Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.

6.10 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

6.11 The proposed development will provide active travel infrastructure including secure cycle parking, and localised improvements to bounding footway treatments.

6.12 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.

6.13 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by TfGM[16], GMWalking[17], Sustrans[18] and Cycling UK[19].

6.14 TfGM provides cycle training sessions[20] for adults. This scheme will be promoted to residents.

6.15 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include the Beryl Bike Hire Scheme[21], TfGM's Bike Libraries[22] lending scheme, and a number of charities[23] that provide bike loan services.

Public Transport Measures

6.16 Table 6.3 shows the measures that will be used to encourage site users to travel by public transport.

[16] https://beeactive.tfgm.com
[17] https://gmwalking.co.uk
[18] www.sustrans.org.uk/
[19] www.cyclinguk.org/
[20] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/
[21] https://beryl.cc/scheme/greater-manchester
[22] https://beeactive.tfgm.com/cycling/bike-libraries/
[23] https://beeactive.tfgm.com/cycling/get-a-bike/

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Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.3: Public Transport Initiatives

6.17 Section 4 shows that the site is well located for access to frequent bus services routeing on Moss Lane East and Oxford Road.

6.18 The Travel Plan Co-ordinator will make sure that residents are aware of ticketing arrangements available using information from TfGM ticketing information.[24]

Arrival/Departure Strategy

6.19 As with other PBSA, there will be a requirement to manage the periods at the start and end of the year when students move in and out with their possessions. As is standard practice, this will be managed using a strict appointment system to minimise the impact on the transport network.

6.20 Prior to arrival/departure, residents will be asked to confirm their arrival arrangements and arrival modes. Students travelling by public transport or air will be provided with details of the locations of public transport nodes and taxi company details. Students being dropped off by a parent or carer will be provided with information on loading locations and information on the location of public car parks (the nearest public car park is Q-Park at Manchester Hospitals which is 400m from the site).

6.21 Students arriving by private car or taxi will be able to load within the TRO control on the new loading bay on Acomb Street.

6.22 All students will be required to book an appointment so that the moving in procedure can be regularised and to spread the use of the loading bay on Acomb Street.

6.23 Based on SK's experience of other PBSA it is expected that 75% of students will arrive at the Arrival Week weekend. Assuming that all students will arrive by private car/taxi to allow a worst-case assessment, this equates to circa 50 students arriving per day on the Saturday and Sunday. The loading bay has capacity for two cars to unload at the same time and the unloading booking will be a maximum of 20 minutes per vehicle. Based on this, six unloading slots will be available per hour over a 10 hour period per day on Saturday and Sunday, which is more than sufficient to accommodate the number of students arriving per day.

6.24 Once the vehicle has been unloaded the driver will be required to vacate the loading bay and park in a public car park.

6.25 Staff will be on hand with luggage trolleys so that possessions can be moved into the entrance foyer.

6.26 A similar strategy will be used during move-out periods at the end of the year. In SK's experience the move-out period is usually spread over a number of days or even weeks.

7 Monitoring & Review Mechanisms

Baseline Travel Surveys

7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

[24] https://tfgm.com/tickets-and-passes/find-a-ticket

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7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect information on typical travel patterns to frequently accessed destinations.

7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation/final Travel Plan to be submitted within 3 months of survey completion (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey/audit	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Other Monitoring

7.5 The Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with residents on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise residents of any changes by email.

7.6 The Travel Plan Co-ordinator will periodically review usage of the cycle parking area to ensure the level of cycle parking meets demand levels.

Targets

7.7 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

7.8 Targets will be set through agreement with MCC once the baseline travel patterns have been established following the first survey.

8 Interim Action Plan & Funding

8.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives.

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8.2 The applicant has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan. The applicant will also fund the Travel Plan Co-ordinator's costs.

Measure	Action	Responsibility	Target Delivery/Method
Management/ Monitoring	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Confirm Travel Plan Co-ordinator details to Council	Applicant	On occupation
	Provide/maintain travel pack	Travel Plan Co-ordinator	Prior to occupation/on-going with regular updates
	Baseline/Year 1 travel surveys	Travel Plan Co-ordinator	In line with monitoring programme
	Travel Plan update	Travel Plan Co-ordinator	Within 3 months of baseline survey
	Monitoring travel surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of baseline survey
	Review Delivery Strategy and cycle parking usage	Travel Plan Co-ordinator	Periodically
Active Travel	Provide development walking and cycling site infrastructure as per TA	Applicant	On occupation
	Promote and support walking by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
	Promote and support cycling by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Public Transport	Offer personalised journey planning for residents	Travel Plan Co-ordinator	On occupation/on-going
	Promote and support public transport by distributing information set out in Section 6. Regular review of services and ticketing	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Arrival/ Departure	The operator will organise an arrival/departure strategy to manage fluctuations in movement at the beginning and end of the year	Operator	Prior to occupation/on-going

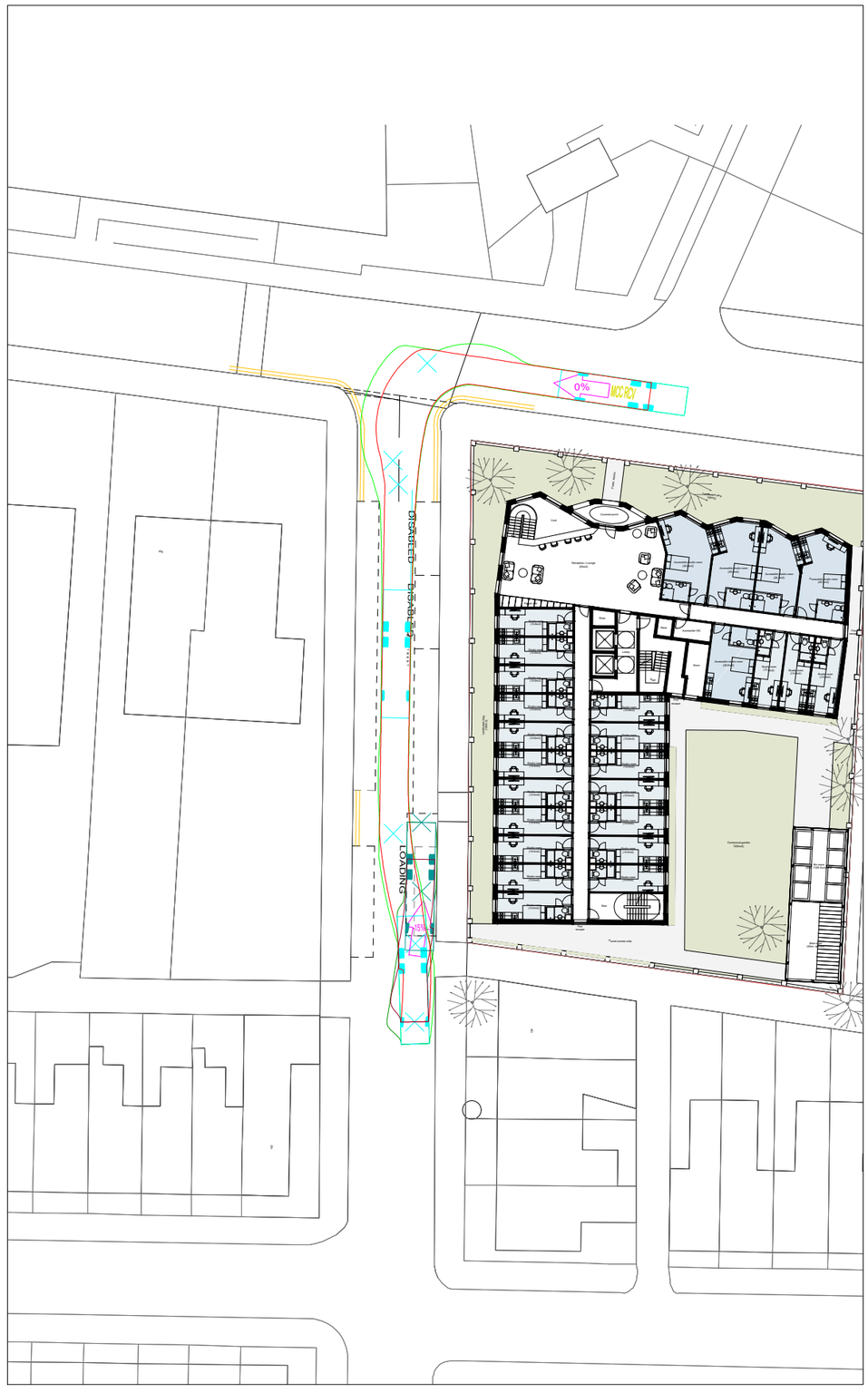
Table 8.1: Action Plan

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Appendix D



Delivery Vehicle

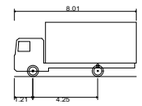


Refuse Collection Vehicle

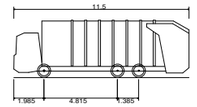
THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profiles



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m



MCC RCV	
Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	2.00 sec
Wall to Wall Turning Radius	9.700m

Revision Details	By / Check	Date	Suffix

Drawing Number

SK22425-002

Moss Lane East PBSA

Drawing Title

Swept Path Analysis

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	21.01.25

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Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HK	HACKNEY	1 days
	KI	KINGSTON	1 days
	TH	TOWER HAMLETS	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DV	DEVON	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
09	**NORTH**		
	DH	DURHAM	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	DE	DERRY	1 days

Primary Filtering selection:

Parameter: Number of residents
Actual Range: 72 to 300 (units:)
Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 25/06/21

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
100,001 or More	1 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	7 days

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

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 **DE-03-G-01** **HALLS OF RESIDENCE** **DERRY**
STRAND ROAD
LONDONDERRY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 72
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

3 **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*

4 **DV-03-G-04** **STUDENT ACCOMMODATION** **DEVON**
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total Number of residents: 241
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

5 **HK-03-G-01** **STUDENT FLATS** **HACKNEY**
GREEN LANES
STOKE NEWINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 103
Survey date: MONDAY *09/03/20* *Survey Type: MANUAL*

6 **KI-03-G-02** **STUDENT FLATS** **KINGSTON**
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

7 **TH-03-G-01** **STUDENT FLATS** **TOWER HAMLETS**
KING DAVID LANE
SHADWELL

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of residents: 100
Survey date: FRIDAY *07/12/12* *Survey Type: MANUAL*

8 **WM-03-G-02** **STUDENT FLATS** **WEST MIDLANDS**
RAGLAN STREET
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Number of residents: 197
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	Covid
HM-03-G-02	Covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.003	7	167	0.003	7	167	0.006
08:00 - 09:00	7	167	0.004	7	167	0.003	7	167	0.007
09:00 - 10:00	7	167	0.004	7	167	0.004	7	167	0.008
10:00 - 11:00	7	167	0.013	7	167	0.012	**7**	**167**	**0.025**
11:00 - 12:00	7	167	0.012	**7**	**167**	**0.013**	7	167	0.025
12:00 - 13:00	7	167	0.004	7	167	0.007	7	167	0.011
13:00 - 14:00	7	167	0.009	7	167	0.006	7	167	0.015
14:00 - 15:00	7	167	0.008	7	167	0.009	7	167	0.017
15:00 - 16:00	7	167	0.009	7	167	0.011	7	167	0.020
16:00 - 17:00	7	167	0.006	7	167	0.005	7	167	0.011
17:00 - 18:00	7	167	0.002	7	167	0.007	7	167	0.009
18:00 - 19:00	7	167	0.003	7	167	0.004	7	167	0.007
19:00 - 20:00	5	200	0.008	5	200	0.007	5	200	0.015
20:00 - 21:00	**5**	**200**	**0.013**	5	200	0.012	5	200	0.025
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.115			0.221

Parameter summary

Trip rate parameter range selected:	72 - 300 (units:)
Survey date date range:	01/01/11 - 25/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.001	7	167	0.001	7	167	0.002
08:00 - 09:00	7	167	0.001	7	167	0.001	7	167	0.002
09:00 - 10:00	7	167	0.000	7	167	0.000	7	167	0.000
10:00 - 11:00	7	167	0.002	7	167	0.002	7	167	0.004
11:00 - 12:00	7	167	0.003	7	167	0.003	7	167	0.006
12:00 - 13:00	7	167	0.001	7	167	0.001	7	167	0.002
13:00 - 14:00	7	167	0.003	7	167	0.003	7	167	0.006
14:00 - 15:00	7	167	0.002	7	167	0.002	7	167	0.004
15:00 - 16:00	7	167	0.002	7	167	0.001	7	167	0.003
16:00 - 17:00	7	167	0.002	7	167	0.002	7	167	0.004
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.001	7	167	0.001	7	167	0.002
19:00 - 20:00	5	200	0.004	5	200	0.003	5	200	0.007
20:00 - 21:00	5	200	0.004	**5**	**200**	**0.004**	**5**	**200**	**0.008**
21:00 - 22:00	**3**	**202**	**0.005**	3	202	0.002	3	202	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.026			0.057

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.000	7	167	0.000	7	167	0.000
08:00 - 09:00	7	167	0.000	7	167	0.000	7	167	0.000
09:00 - 10:00	7	167	0.001	7	167	0.001	7	167	0.002
10:00 - 11:00	**7**	**167**	**0.003**	**7**	**167**	**0.003**	**7**	**167**	**0.006**
11:00 - 12:00	7	167	0.000	7	167	0.000	7	167	0.000
12:00 - 13:00	7	167	0.000	7	167	0.000	7	167	0.000
13:00 - 14:00	7	167	0.000	7	167	0.000	7	167	0.000
14:00 - 15:00	7	167	0.000	7	167	0.000	7	167	0.000
15:00 - 16:00	7	167	0.000	7	167	0.000	7	167	0.000
16:00 - 17:00	7	167	0.000	7	167	0.000	7	167	0.000
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.000	7	167	0.000	7	167	0.000
19:00 - 20:00	5	200	0.000	5	200	0.000	5	200	0.000
20:00 - 21:00	5	200	0.000	5	200	0.000	5	200	0.000
21:00 - 22:00	3	202	0.000	3	202	0.000	3	202	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.000	8	184	0.006	8	184	0.006
08:00 - 09:00	8	184	0.001	8	184	0.007	8	184	0.008
09:00 - 10:00	8	184	0.002	**8**	**184**	**0.011**	**8**	**184**	**0.013**
10:00 - 11:00	8	184	0.000	8	184	0.002	8	184	0.002
11:00 - 12:00	8	184	0.002	8	184	0.003	8	184	0.005
12:00 - 13:00	8	184	0.001	8	184	0.001	8	184	0.002
13:00 - 14:00	8	184	0.002	8	184	0.001	8	184	0.003
14:00 - 15:00	8	184	0.003	8	184	0.001	8	184	0.004
15:00 - 16:00	**8**	**184**	**0.006**	8	184	0.000	8	184	0.006
16:00 - 17:00	8	184	0.004	8	184	0.000	8	184	0.004
17:00 - 18:00	8	184	0.005	8	184	0.001	8	184	0.006
18:00 - 19:00	8	184	0.003	8	184	0.000	8	184	0.003
19:00 - 20:00	7	200	0.002	7	200	0.000	7	200	0.002
20:00 - 21:00	6	217	0.002	6	217	0.001	6	217	0.003
21:00 - 22:00	3	202	0.002	3	202	0.000	3	202	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.002	8	184	0.006	8	184	0.008
08:00 - 09:00	8	184	0.007	**8**	**184**	**0.084**	8	184	0.091
09:00 - 10:00	8	184	0.014	8	184	0.050	8	184	0.064
10:00 - 11:00	8	184	0.022	8	184	0.050	8	184	0.072
11:00 - 12:00	8	184	0.031	8	184	0.040	8	184	0.071
12:00 - 13:00	8	184	0.047	8	184	0.048	8	184	0.095
13:00 - 14:00	8	184	0.051	8	184	0.061	8	184	0.112
14:00 - 15:00	8	184	0.072	8	184	0.055	8	184	0.127
15:00 - 16:00	8	184	0.080	8	184	0.057	8	184	0.137
16:00 - 17:00	8	184	0.101	8	184	0.050	8	184	0.151
17:00 - 18:00	8	184	0.084	8	184	0.060	8	184	0.144
18:00 - 19:00	**8**	**184**	**0.118**	8	184	0.075	**8**	**184**	**0.193**
19:00 - 20:00	6	217	0.042	6	217	0.038	6	217	0.080
20:00 - 21:00	6	217	0.048	6	217	0.042	6	217	0.090
21:00 - 22:00	3	202	0.040	3	202	0.025	3	202	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.741			1.500

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.001	8	184	0.023	8	184	0.024
08:00 - 09:00	8	184	0.006	8	184	0.054	8	184	0.060
09:00 - 10:00	8	184	0.005	**8**	**184**	**0.055**	8	184	0.060
10:00 - 11:00	8	184	0.005	8	184	0.030	8	184	0.035
11:00 - 12:00	8	184	0.019	8	184	0.030	8	184	0.049
12:00 - 13:00	8	184	0.023	8	184	0.025	8	184	0.048
13:00 - 14:00	8	184	0.024	8	184	0.031	8	184	0.055
14:00 - 15:00	8	184	0.029	8	184	0.031	8	184	0.060
15:00 - 16:00	8	184	0.036	8	184	0.020	8	184	0.056
16:00 - 17:00	**8**	**184**	**0.062**	8	184	0.013	**8**	**184**	**0.075**
17:00 - 18:00	8	184	0.049	8	184	0.024	8	184	0.073
18:00 - 19:00	8	184	0.031	8	184	0.012	8	184	0.043
19:00 - 20:00	6	217	0.014	6	217	0.009	6	217	0.023
20:00 - 21:00	6	217	0.014	6	217	0.002	6	217	0.016
21:00 - 22:00	3	202	0.005	3	202	0.000	3	202	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.359			0.682

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.005	8	184	0.039	8	184	0.044
08:00 - 09:00	8	184	0.018	**8**	**184**	**0.147**	8	184	0.165
09:00 - 10:00	8	184	0.026	8	184	0.118	8	184	0.144
10:00 - 11:00	8	184	0.039	8	184	0.094	8	184	0.133
11:00 - 12:00	8	184	0.065	8	184	0.087	8	184	0.152
12:00 - 13:00	8	184	0.075	8	184	0.079	8	184	0.154
13:00 - 14:00	8	184	0.086	8	184	0.097	8	184	0.183
14:00 - 15:00	8	184	0.108	8	184	0.099	8	184	0.207
15:00 - 16:00	8	184	0.132	8	184	0.090	8	184	0.222
16:00 - 17:00	**8**	**184**	**0.171**	8	184	0.066	8	184	0.237
17:00 - 18:00	8	184	0.139	8	184	0.092	8	184	0.231
18:00 - 19:00	8	184	0.154	8	184	0.092	**8**	**184**	**0.246**
19:00 - 20:00	7	200	0.063	7	200	0.049	7	200	0.112
20:00 - 21:00	6	217	0.078	6	217	0.055	6	217	0.133
21:00 - 22:00	3	202	0.059	3	202	0.033	3	202	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.218			1.237			2.455

Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS

Selected regions and areas:

01	GREATER LONDON		
	KI	KINGSTON	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
09	NORTH		
	DH	DURHAM	1 days

Primary Filtering selection:

Parameter:	Number of residents
Actual Range:	168 to 300 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 25/06/21

Selected survey days:

Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	8 days - Not Selected

Secondary Filtering selection:

Use Class:

C3	3 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	2 days
4 Good	1 days

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 KI-03-G-02 STUDENT FLATS KINGSTON
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.002	2	230	0.000	2	230	0.002
08:00 - 09:00	2	230	0.000	2	230	0.000	2	230	0.000
09:00 - 10:00	2	230	0.004	2	230	0.002	2	230	0.006
10:00 - 11:00	2	230	0.004	2	230	0.002	2	230	0.006
11:00 - 12:00	2	230	0.007	2	230	0.009	2	230	0.016
12:00 - 13:00	2	230	0.002	2	230	0.004	2	230	0.006
13:00 - 14:00	2	230	0.007	2	230	0.007	2	230	0.014
14:00 - 15:00	2	230	0.002	2	230	0.002	2	230	0.004
15:00 - 16:00	2	230	0.002	2	230	0.004	2	230	0.006
16:00 - 17:00	2	230	0.000	2	230	0.000	2	230	0.000
17:00 - 18:00	2	230	0.000	2	230	0.000	2	230	0.000
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.000	2	230	0.000	2	230	0.000
20:00 - 21:00	2	230	0.002	2	230	0.002	2	230	0.004
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

Appendix A



STATUS	DESCRIPTION	DATE	CHECKED BY
Rev A	Planning drawings for coordination	17.12.24	SL
Rev B	Final planning drawings	08.01.25	SL

DRAFT FOR COORDINATION

CLIENT. Cheshire Home Limited

PROJECT. Moss Lane East Manchester

DRAWING. Location plan

STAGE. Information NO. MLE-TOD-10-ZZ-DR-A-10001

PLOT DATE. - SCALE. 1:1250@A3

FILEPATH. -

TODD

TODD ARCHITECTS
FOURWAYS HOUSE
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F +44(0)28 9023 3363
E INFO@TODDARCH.CO.UK
W WWW.TODDARCH.CO.UK

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CONTRACTORS ARE RESPONSIBLE FOR THE VERIFICATION OF ALL DIMENSIONS ON SITE AND THE ARCHITECT IS TO BE INFORMED OF ANY DISCREPANCY. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.

DRAFT FOR COORDINATION

Rev no:	Date:	Amendment:	Dwn by:	Ckkd by:
P06	08.01.25	Planning issue	WA	SL

TODD ARCHITECTS
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T +44 (0) 28 9024 5587
E INFO@TODDARCH.CO.UK

Status:	Information
Client:	Cheshire Homes Limited
Date:	08.01.25
Project Name:	Moss Lane East Manchester
Dwn by: / Ckd by:	WA / SL
Drawing Title:	Proposed ground floor plan
Scale: / Page:	1:100 / A1
Drawing No:	MLE-TOD-20-00-DR-A-20002
Revision:	P06

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Appendix B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Site layout updated	JAT / LGS Check	21.01.25	A

Drawing Number

SK22425-001

Moss Lane East PBSA

Drawing Title

Proposed TRO Modifications

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	10.05.24

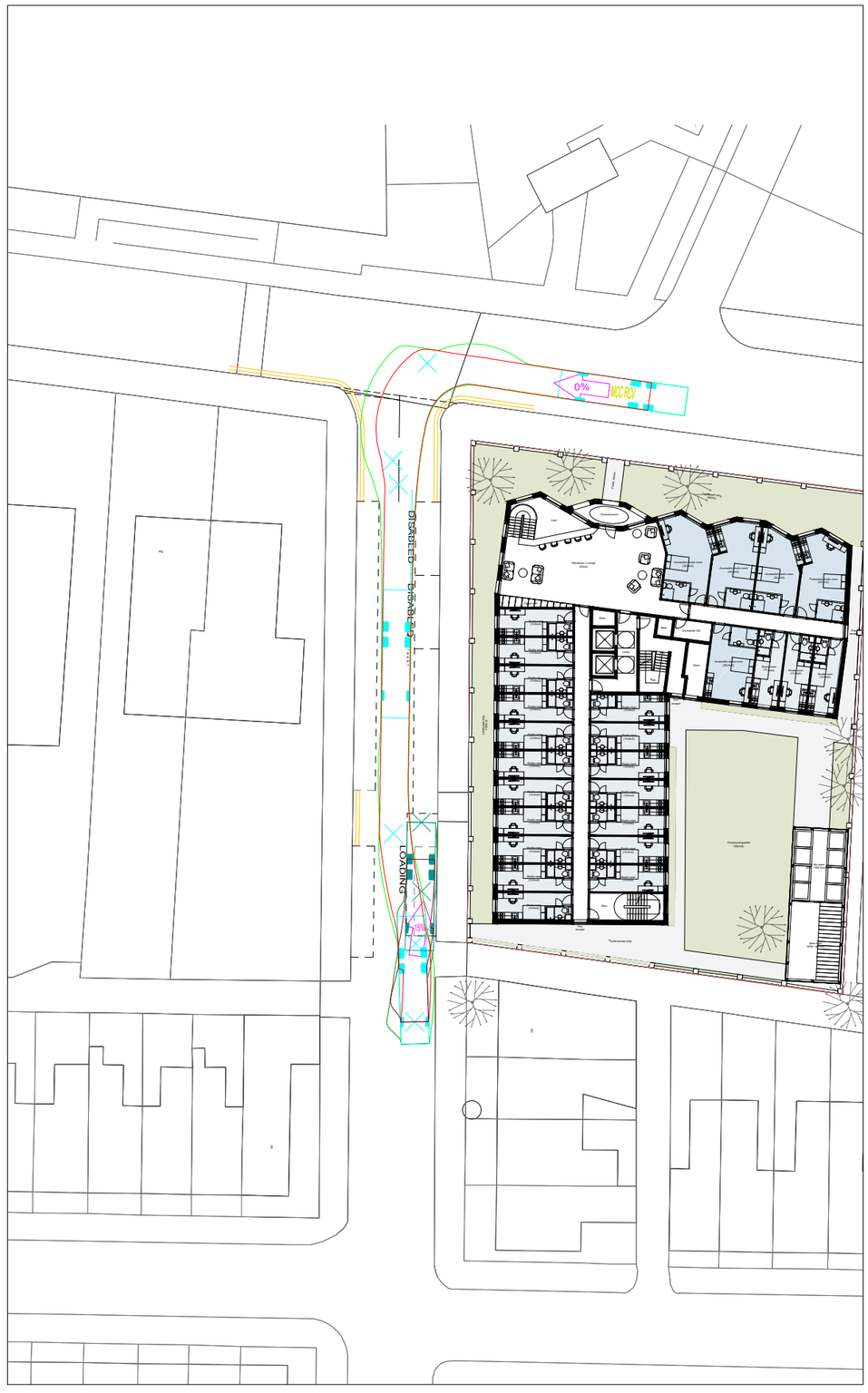
SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Appendix C

Appendix D



Delivery Vehicle

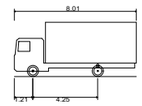


Refuse Collection Vehicle

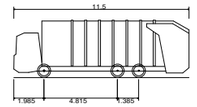
THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profiles



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m



MCC RCV	
Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	2.00 sec
Wall to Wall Turning Radius	9.700m

Revision Details	By / Check	Date	Suffix

Drawing Number

SK22425-002

Moss Lane East PBSA

Drawing Title

Swept Path Analysis

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	21.01.25

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HK	HACKNEY	1 days
	KI	KINGSTON	1 days
	TH	TOWER HAMLETS	1 days
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DV	DEVON	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
09	**NORTH**		
	DH	DURHAM	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	DE	DERRY	1 days

Primary Filtering selection:

Parameter: Number of residents
Actual Range: 72 to 300 (units:)
Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 25/06/21

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
100,001 or More	1 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	7 days

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

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 **DE-03-G-01** **HALLS OF RESIDENCE** **DERRY**
STRAND ROAD
LONDONDERRY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 72
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

3 **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*

4 **DV-03-G-04** **STUDENT ACCOMMODATION** **DEVON**
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total Number of residents: 241
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

5 **HK-03-G-01** **STUDENT FLATS** **HACKNEY**
GREEN LANES
STOKE NEWINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 103
Survey date: MONDAY *09/03/20* *Survey Type: MANUAL*

6 **KI-03-G-02** **STUDENT FLATS** **KINGSTON**
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

7 **TH-03-G-01** **STUDENT FLATS** **TOWER HAMLETS**
KING DAVID LANE
SHADWELL

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of residents: 100
Survey date: FRIDAY *07/12/12* *Survey Type: MANUAL*

8 **WM-03-G-02** **STUDENT FLATS** **WEST MIDLANDS**
RAGLAN STREET
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Number of residents: 197
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	Covid
HM-03-G-02	Covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.003	7	167	0.003	7	167	0.006
08:00 - 09:00	7	167	0.004	7	167	0.003	7	167	0.007
09:00 - 10:00	7	167	0.004	7	167	0.004	7	167	0.008
10:00 - 11:00	7	167	0.013	7	167	0.012	**7**	**167**	**0.025**
11:00 - 12:00	7	167	0.012	**7**	**167**	**0.013**	7	167	0.025
12:00 - 13:00	7	167	0.004	7	167	0.007	7	167	0.011
13:00 - 14:00	7	167	0.009	7	167	0.006	7	167	0.015
14:00 - 15:00	7	167	0.008	7	167	0.009	7	167	0.017
15:00 - 16:00	7	167	0.009	7	167	0.011	7	167	0.020
16:00 - 17:00	7	167	0.006	7	167	0.005	7	167	0.011
17:00 - 18:00	7	167	0.002	7	167	0.007	7	167	0.009
18:00 - 19:00	7	167	0.003	7	167	0.004	7	167	0.007
19:00 - 20:00	5	200	0.008	5	200	0.007	5	200	0.015
20:00 - 21:00	**5**	**200**	**0.013**	5	200	0.012	5	200	0.025
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.115			0.221

Parameter summary

Trip rate parameter range selected:	72 - 300 (units:)
Survey date date range:	01/01/11 - 25/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.001	7	167	0.001	7	167	0.002
08:00 - 09:00	7	167	0.001	7	167	0.001	7	167	0.002
09:00 - 10:00	7	167	0.000	7	167	0.000	7	167	0.000
10:00 - 11:00	7	167	0.002	7	167	0.002	7	167	0.004
11:00 - 12:00	7	167	0.003	7	167	0.003	7	167	0.006
12:00 - 13:00	7	167	0.001	7	167	0.001	7	167	0.002
13:00 - 14:00	7	167	0.003	7	167	0.003	7	167	0.006
14:00 - 15:00	7	167	0.002	7	167	0.002	7	167	0.004
15:00 - 16:00	7	167	0.002	7	167	0.001	7	167	0.003
16:00 - 17:00	7	167	0.002	7	167	0.002	7	167	0.004
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.001	7	167	0.001	7	167	0.002
19:00 - 20:00	5	200	0.004	5	200	0.003	5	200	0.007
20:00 - 21:00	5	200	0.004	**5**	**200**	**0.004**	**5**	**200**	**0.008**
21:00 - 22:00	**3**	**202**	**0.005**	3	202	0.002	3	202	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.026			0.057

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.000	7	167	0.000	7	167	0.000
08:00 - 09:00	7	167	0.000	7	167	0.000	7	167	0.000
09:00 - 10:00	7	167	0.001	7	167	0.001	7	167	0.002
10:00 - 11:00	**7**	**167**	**0.003**	**7**	**167**	**0.003**	**7**	**167**	**0.006**
11:00 - 12:00	7	167	0.000	7	167	0.000	7	167	0.000
12:00 - 13:00	7	167	0.000	7	167	0.000	7	167	0.000
13:00 - 14:00	7	167	0.000	7	167	0.000	7	167	0.000
14:00 - 15:00	7	167	0.000	7	167	0.000	7	167	0.000
15:00 - 16:00	7	167	0.000	7	167	0.000	7	167	0.000
16:00 - 17:00	7	167	0.000	7	167	0.000	7	167	0.000
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.000	7	167	0.000	7	167	0.000
19:00 - 20:00	5	200	0.000	5	200	0.000	5	200	0.000
20:00 - 21:00	5	200	0.000	5	200	0.000	5	200	0.000
21:00 - 22:00	3	202	0.000	3	202	0.000	3	202	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.000	8	184	0.006	8	184	0.006
08:00 - 09:00	8	184	0.001	8	184	0.007	8	184	0.008
09:00 - 10:00	8	184	0.002	**8**	**184**	**0.011**	**8**	**184**	**0.013**
10:00 - 11:00	8	184	0.000	8	184	0.002	8	184	0.002
11:00 - 12:00	8	184	0.002	8	184	0.003	8	184	0.005
12:00 - 13:00	8	184	0.001	8	184	0.001	8	184	0.002
13:00 - 14:00	8	184	0.002	8	184	0.001	8	184	0.003
14:00 - 15:00	8	184	0.003	8	184	0.001	8	184	0.004
15:00 - 16:00	**8**	**184**	**0.006**	8	184	0.000	8	184	0.006
16:00 - 17:00	8	184	0.004	8	184	0.000	8	184	0.004
17:00 - 18:00	8	184	0.005	8	184	0.001	8	184	0.006
18:00 - 19:00	8	184	0.003	8	184	0.000	8	184	0.003
19:00 - 20:00	7	200	0.002	7	200	0.000	7	200	0.002
20:00 - 21:00	6	217	0.002	6	217	0.001	6	217	0.003
21:00 - 22:00	3	202	0.002	3	202	0.000	3	202	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.002	8	184	0.006	8	184	0.008
08:00 - 09:00	8	184	0.007	**8**	**184**	**0.084**	8	184	0.091
09:00 - 10:00	8	184	0.014	8	184	0.050	8	184	0.064
10:00 - 11:00	8	184	0.022	8	184	0.050	8	184	0.072
11:00 - 12:00	8	184	0.031	8	184	0.040	8	184	0.071
12:00 - 13:00	8	184	0.047	8	184	0.048	8	184	0.095
13:00 - 14:00	8	184	0.051	8	184	0.061	8	184	0.112
14:00 - 15:00	8	184	0.072	8	184	0.055	8	184	0.127
15:00 - 16:00	8	184	0.080	8	184	0.057	8	184	0.137
16:00 - 17:00	8	184	0.101	8	184	0.050	8	184	0.151
17:00 - 18:00	8	184	0.084	8	184	0.060	8	184	0.144
18:00 - 19:00	**8**	**184**	**0.118**	8	184	0.075	**8**	**184**	**0.193**
19:00 - 20:00	6	217	0.042	6	217	0.038	6	217	0.080
20:00 - 21:00	6	217	0.048	6	217	0.042	6	217	0.090
21:00 - 22:00	3	202	0.040	3	202	0.025	3	202	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.741			1.500

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.001	8	184	0.023	8	184	0.024
08:00 - 09:00	8	184	0.006	8	184	0.054	8	184	0.060
09:00 - 10:00	8	184	0.005	**8**	**184**	**0.055**	8	184	0.060
10:00 - 11:00	8	184	0.005	8	184	0.030	8	184	0.035
11:00 - 12:00	8	184	0.019	8	184	0.030	8	184	0.049
12:00 - 13:00	8	184	0.023	8	184	0.025	8	184	0.048
13:00 - 14:00	8	184	0.024	8	184	0.031	8	184	0.055
14:00 - 15:00	8	184	0.029	8	184	0.031	8	184	0.060
15:00 - 16:00	8	184	0.036	8	184	0.020	8	184	0.056
16:00 - 17:00	**8**	**184**	**0.062**	8	184	0.013	**8**	**184**	**0.075**
17:00 - 18:00	8	184	0.049	8	184	0.024	8	184	0.073
18:00 - 19:00	8	184	0.031	8	184	0.012	8	184	0.043
19:00 - 20:00	6	217	0.014	6	217	0.009	6	217	0.023
20:00 - 21:00	6	217	0.014	6	217	0.002	6	217	0.016
21:00 - 22:00	3	202	0.005	3	202	0.000	3	202	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.359			0.682

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.005	8	184	0.039	8	184	0.044
08:00 - 09:00	8	184	0.018	**8**	**184**	**0.147**	8	184	0.165
09:00 - 10:00	8	184	0.026	8	184	0.118	8	184	0.144
10:00 - 11:00	8	184	0.039	8	184	0.094	8	184	0.133
11:00 - 12:00	8	184	0.065	8	184	0.087	8	184	0.152
12:00 - 13:00	8	184	0.075	8	184	0.079	8	184	0.154
13:00 - 14:00	8	184	0.086	8	184	0.097	8	184	0.183
14:00 - 15:00	8	184	0.108	8	184	0.099	8	184	0.207
15:00 - 16:00	8	184	0.132	8	184	0.090	8	184	0.222
16:00 - 17:00	**8**	**184**	**0.171**	8	184	0.066	8	184	0.237
17:00 - 18:00	8	184	0.139	8	184	0.092	8	184	0.231
18:00 - 19:00	8	184	0.154	8	184	0.092	**8**	**184**	**0.246**
19:00 - 20:00	7	200	0.063	7	200	0.049	7	200	0.112
20:00 - 21:00	6	217	0.078	6	217	0.055	6	217	0.133
21:00 - 22:00	3	202	0.059	3	202	0.033	3	202	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.218			1.237			2.455

Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS

Selected regions and areas:

01	GREATER LONDON		
	KI	KINGSTON	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
09	NORTH		
	DH	DURHAM	1 days

Primary Filtering selection:

Parameter:	Number of residents
Actual Range:	168 to 300 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 25/06/21

Selected survey days:

Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	8 days - Not Selected

Secondary Filtering selection:

Use Class:

C3	3 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	2 days
4 Good	1 days

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 KI-03-G-02 STUDENT FLATS KINGSTON
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	230	0.002	2	230	0.000	2	230	0.002
08:00 - 09:00	2	230	0.000	2	230	0.000	2	230	0.000
09:00 - 10:00	2	230	0.004	2	230	0.002	2	230	0.006
10:00 - 11:00	2	230	0.004	2	230	0.002	2	230	0.006
11:00 - 12:00	2	230	0.007	2	230	0.009	2	230	0.016
12:00 - 13:00	2	230	0.002	2	230	0.004	2	230	0.006
13:00 - 14:00	2	230	0.007	2	230	0.007	2	230	0.014
14:00 - 15:00	2	230	0.002	2	230	0.002	2	230	0.004
15:00 - 16:00	2	230	0.002	2	230	0.004	2	230	0.006
16:00 - 17:00	2	230	0.000	2	230	0.000	2	230	0.000
17:00 - 18:00	2	230	0.000	2	230	0.000	2	230	0.000
18:00 - 19:00	2	230	0.000	2	230	0.000	2	230	0.000
19:00 - 20:00	2	230	0.000	2	230	0.000	2	230	0.000
20:00 - 21:00	2	230	0.002	2	230	0.002	2	230	0.004
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064