



PROPOSED YOUTH CENTRE

OMYOP

306A YEW TREE ROAD, MANCHESTER

TRANSPORT STATEMENT

MAY 2025

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MAY 2025

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Prepared by:	HI / MS
Approved by:	RG
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**Proposed Youth Centre
OMYOP
306a Yew Tree Road, Manchester
Transport Statement**

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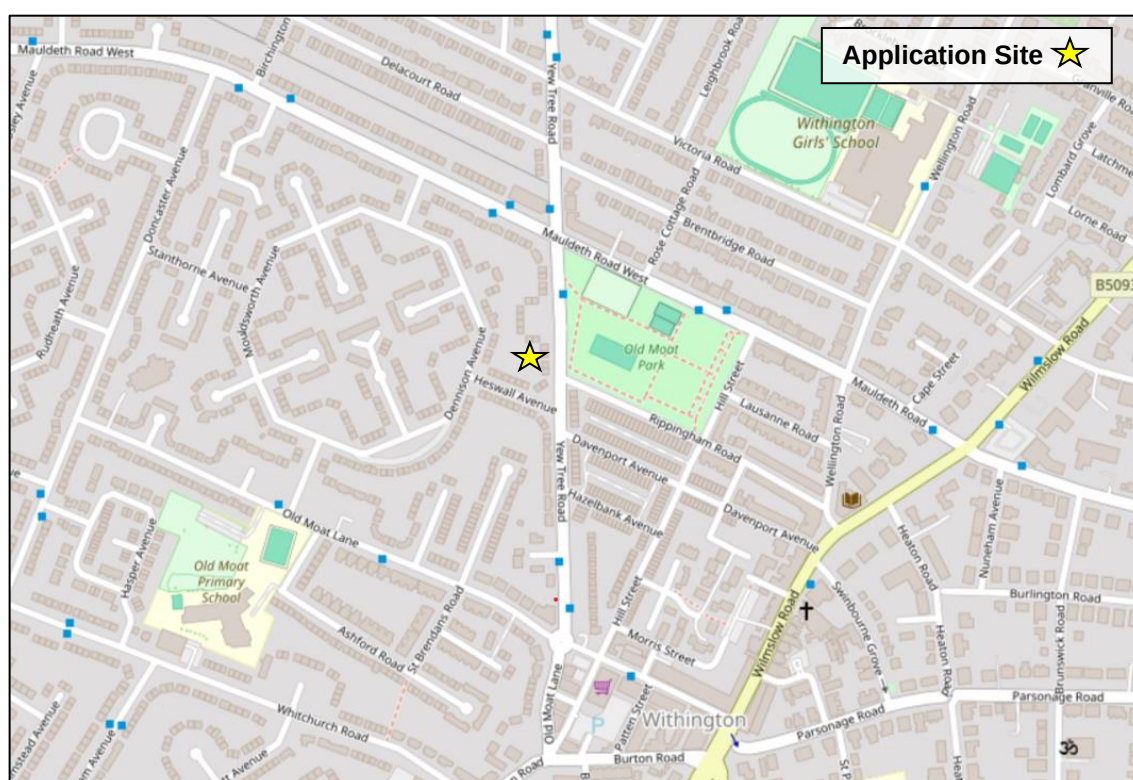
1 Introduction

- 1.1 Mayer Brown Limited has been appointed to prepare a Transport Statement (TS) in support of a new youth centre on land off Yew Tree Road, Withington, Manchester, M20 3GF. It is intended to form part of the planning application documentation to be submitted to the local planning and highway authority, Manchester City Council.
- 1.2 The development proposals comprise demolition of the existing depot buildings and construction of a new youth centre building, to provide improved new facilities for the local community.
- 1.3 Old Moat Youth Outreach Project (OMYOP) currently provides a range of services in the local community but has no dedicated building from which to do so. Construction of the new youth centre will enable a range of new activities to be provided from a central hub that is easy to access from the surrounding residential areas.

2 Site Background

Site location

- 2.1 The Youth Hub will be sited in a mainly residential area to the rear of numbers 306 and 308 Yew Tree Road, Withington and is bounded on all sides by residential housing. The site is currently a Council depot site, with planning for unrestricted use as a depot with vehicle access and use of fork lifts for moving items internally.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.



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Figure 2.1: Site location

Highway network

- 2.3 Yew Tree Road is a 20mph residential road with footways on both sides and regularly spaced streetlighting. Parking is permitted on both sides of the road, although many houses have access to private off-road parking. To the north, Yew Tree Road meets with Mauldeth Road West at a signal-controlled junction before continuing on to meet the A6010 Wilbraham Road at another signal-controlled junction. To the south it continues to the centre of Withington, terminating at a roundabout with Old Moat Lane and Copson Street.

- 2.4 Rippingham Road meets Yew Tree Road as the minor arm of a priority junction 25m south of the site access. It is a 20mph residential road with speed cushions along its length. Parking is available on both sides of the road for permit holders only from Monday to Friday 8am to 6pm, with this road being located at the northern edge of the Christie parking scheme area. There are footways and streetlighting on both sides of the road. After its junction with Moorfield Road, Rippingham Road becomes one-way in an eastbound direction. It terminates at a junction with Wellington Road, which is two-way to the north of this junction and one-way to the south, terminating 50m to the south at the B5093 Wilmslow Road.
- 2.5 Mauldeth Road West is a wide, 20mph single carriageway with footways and parking permitted on both sides. To the east it connects to the B5093 Wilmslow Road and to the west it connects to the A5103 Princess Road.
- 2.6 The B5093 Wilmslow Road is a 30mph distributor road with segregated cycleways provided alongside it. To the north it meets the A6010 in Fallowfield before continuing eastwards towards Levenshulme. To the south it heads to the centre of Withington and onwards to Didsbury.
- 2.7 The A5103 Princess Road is a major 30mph arterial road connecting the south of Manchester to the centre. It is a dual carriageway, with two lanes in each direction separated by a grass verge.
- 2.8 The A6010 Wilbraham Road connects to the A5103 and Chorlton-cum-Hardy to the west and the B5093 to the east.

[Highway safety](#)

- 2.9 A preliminary review of accident mapping using crashmap.co.uk was undertaken for the years 2018 – 2022 inclusive. This found a total of 14 collisions in the vicinity of the site, of which three were serious and one was fatal.
- 2.10 As a result, accident data was acquired from Transport for Greater Manchester for the period from October 2019 to September 2024 to enable a more detailed investigation of the same study area. This noted a total of 13 collisions during the period, including the same three serious collisions and one fatal collision as the crashmap.co.uk data.
- 2.11 Three out of the 13 collisions included pedestrians, of which two were serious. Five of the collisions included cyclists, of which one was serious. Three of the collisions involved children, of which none were serious.
- 2.12 Of these collisions, eight were clustered at the junction of Mauldeth Road West and Yew Tree Road. A summary of these eight collisions is provided:

- A car driver being pursued by police ignored a red light and collided with a taxi and two parked vehicles. This accident resulted in one **fatality** and two **serious** injuries, all of which were passengers.
- A car driver collided with a pedestrian crossing the road at a point masked by a parked vehicle, this resulted in a **serious** injury.
- A car travelling southbound on Yew Tree Road turned right onto Mauldeth Road West and collided with a pedestrian crossing the road. Dazzling sun is marked as a potential contributing factor.
- A driver overtook a cyclist too closely, causing an argument between the two. The driver suddenly stopped at the light causing the cyclist to hit the rear of the car at the junction.
- A rear end shunt between two cars.
- A car overtook a cyclist without leaving sufficient room, causing a nearside collision.
- An HGV travelling north on Yew Tree Road ignored the red lights and collided with a car turning left onto Yew Tree Road southbound.
- A child cyclist collided with the offside of a car heading south on Yew Tree Road at night.

2.13 Of the collisions at the junction between Yew Tree Road and Mauldeth Road West, the majority of these appear to be a result of human error as follows:

- Two collisions involved drivers ignoring red lights.
- Two collisions involved drivers not giving enough room to cyclists in the approach to the junction.
- One collision involved a rear shunt between two cars at the traffic lights.
- One collision between a cyclist and vehicle travelling perpendicular to each other at night. Causes were not listed for this collision.

2.14 The other two collisions at this junction involve pedestrians crossing the road at various points near to the junction. An informal pedestrian crossing with a traffic island and tactile paving was installed in 2024 approximately 60m southeast of the junction, which will have improved crossing safety for pedestrians.

2.15 The other five collisions were spread out on Yew Tree Road with no clustering, and one other collision on Mauldeth Road West at its junction with Pickmere Avenue. These accidents are summarised below:

- A car travelling north on Yew Tree Road collided with a pedestrian who was crossing at Heswall Avenue resulting in **serious** injuries.

- A cyclist travelling east across Yew Tree Road at the roundabout with Old Moat Lane collided with a driver travelling south on Yew Tree Road which resulted in **serious** injuries.
- A car turning right from Pickmere Avenue onto Mauldeth Road West collided with a car travelling northwest on Mauldeth Road West. A parked car obscuring vision blocked the second car from the first's view.
- A car driver turning right from Hopelea Street onto Old Moat Lane had its vision obscured by a parked vehicle and collided with a cyclist travelling south on Old Moat Lane.
- On Yew Tree Road a driver rear shunted another car whilst on the phone.

2.16 Due to the spread and range of causes of the reported injury accidents, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development resulting from highway layout arrangements that would need to be addressed by the proposed scheme.

Existing site overview

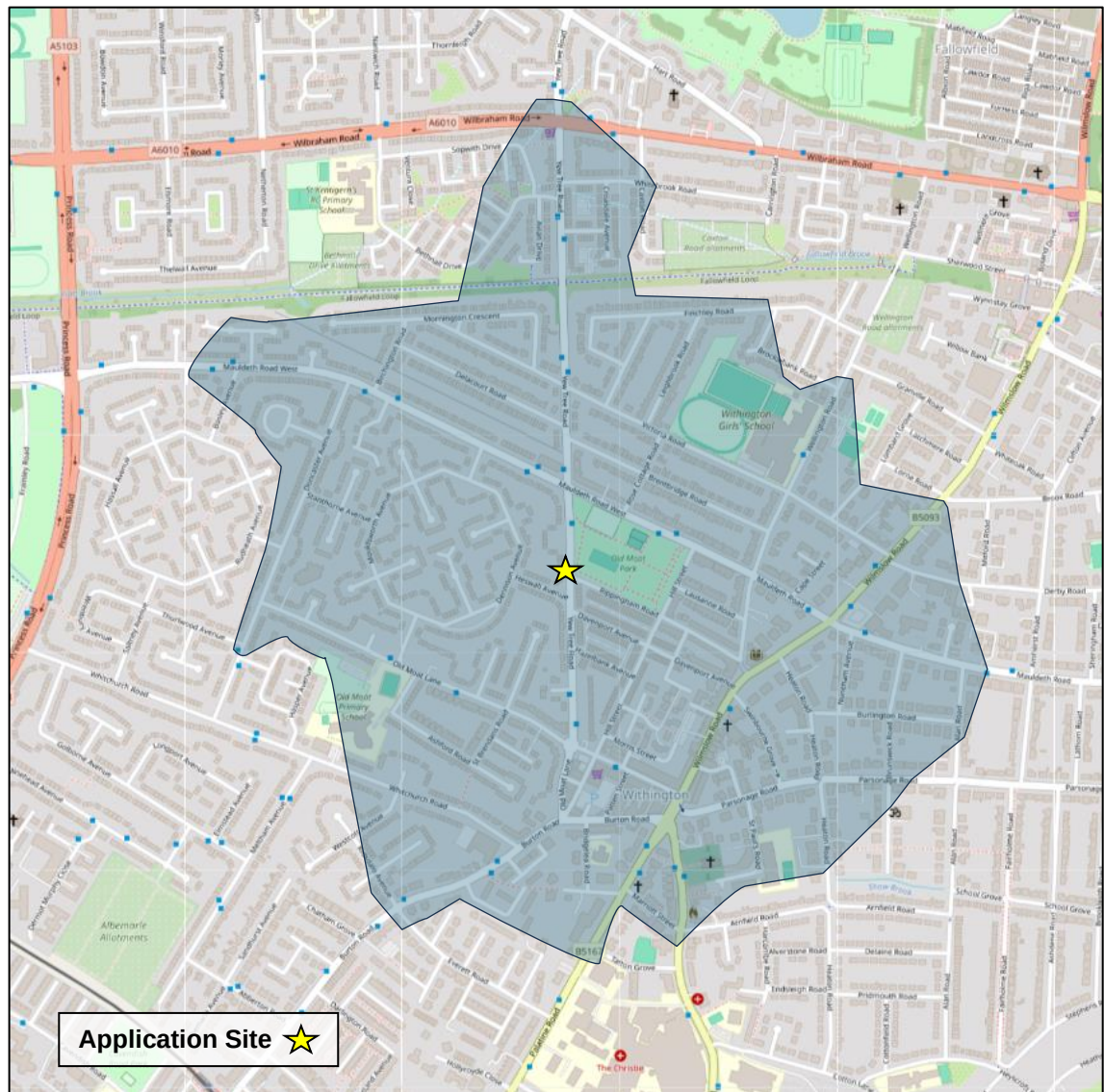
2.17 The site is located to the rear of properties on Yew Tree Road, Heswall Avenue and Dennison Avenue. It currently comprises several depot buildings and takes vehicular access from Yew Tree Road via a driveway between 306 and 308 Yew Tree Road. Pedestrian access to the existing building is also via this driveway route.

3 Accessibility

- 3.1 An assessment of how the site can accessed via non-car modes of travel has been undertaken.

Walking

- 3.2 The Chartered Institute of Highways and Transportation document 'Planning for Walking' published in March 2015 indicates that people will typically only walk if their destination is less than a mile away with a typical catchment of around 800m, or a 10-minute walk time based on a comfortable walking pace of 80m per minute. This is also considered a realistic walking distance for parents/carers of younger children, whilst older teenagers may be willing to walk further if travelling independently and/or with a group of friends.
- 3.3 A walking distance of 800m covers an area bounded broadly by bounded to the north by the Fallowfield Loop cycle trail, to the east by Alan Road, to the south by Marriott Street / Everett Road and to the west by Doncaster Avenue, as shown in **Figure 3.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.1: Walking catchment area

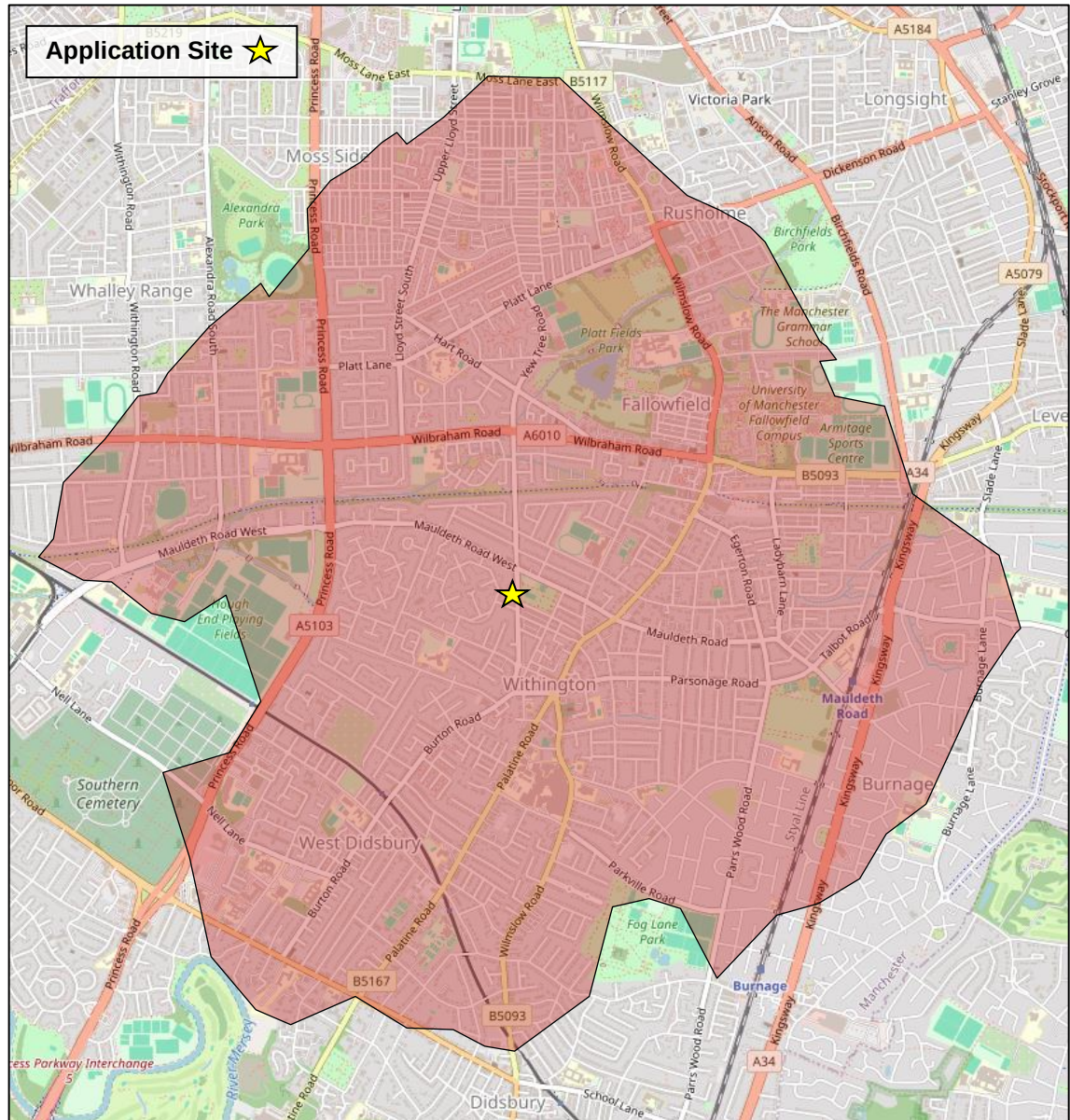
- 3.4 The majority of local roads have footways on both sides and are lightly trafficked which makes crossing easier/safer. There is a crossing with dropped kerbs and tactile paving over the access to the site along Yew Tree Road. Dropped kerbs and tactile paving are provided over Rippingham Road and Heswall Avenue, with the latter also having a central refuge for crossing.
- 3.5 To the east of the site is Old Moat Park which has several footpaths through it and may provide more direct or pleasant routes for walkers to/from the east.

Cycling

- 3.6 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). Given the land use and age

profile of users, however, a maximum 10-minute cycle time is seen as more realistic at this site.

3.7 A plan showing a 2.5km cycling catchment area for the site is shown in **Figure 3.2**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.2: Cycling catchment area

3.8 Yew Tree Road and Ripplingham Road both have speed limits of 20mph and so are suitable for many cyclists as potential routes. A 750m cycle from the site via Yew Tree Road and Avian Drive gives access to the National Cycle Network (NCN) routes 6 and 60, locally named the Fallowfield Loop. Approximately 400m to the southeast Ripplingham Road provides access to the Wilmslow Road Cycleway.

- 3.9 When complete, the NCN route 60 will serve as an orbital route around Manchester. Currently it links with Chorlton-cum-Hardy and the NCN route 55 to the west and with Levenshulme and Gorton to the east. The NCN route 60 is an off-road route which is fully paved but not lit.
- 3.10 Wilmslow Road Cycleway travels parallel to Wilmslow Road from the centre of Manchester to Didsbury. It has segregated cycleways for most of its length, separated from the main carriageway by kerbs and low bollards, and is paved with coloured surfacing for additional distinction in its portions as an on-road cycle lane.
- 3.11 The NCN route 6 splits from the route 60 just west of Princess Road and travels to the centre of Manchester via quiet roads and cycleways. The NCN route 55 continues towards Trafford from Chorlton.

Public transport

- 3.12 Late afternoon and early evening bus services are likely to potentially receive the highest level of usage from centre attendees, due to the hours of operation.
- 3.13 The nearest bus stops to the site are located on Yew Tree Road (a 70m walk north or 200m walk south from the site) and receive routes 87 and 111. These stops provide shelters with seating and timetable information. Additional routes can be accessed by bus stops along Mauldeth Road West and the B5093 Wilmslow Road.
- 3.14 Details of local bus services are set out within **Appendix A**.
- 3.15 The nearest tram stop at Burton Road is 1.2km away and is served by the Pink Line. This line has trams to East Didsbury once every six minutes during daytime hours, as well as towards Manchester, Rochdale and Shaw every six minutes, alternating between Rochdale and Shaw as the termini.

4 Development Proposals

Proposed development

- 4.1 The scheme aims to provide a new modern and energy-efficient single-storey building of 148sqm that is suitable for all users. There will be a main hall, meeting room, kitchen and toilet facilities, office and stores. The existing depot buildings will be demolished.
- 4.2 The site will be operated by OMYOP, providing a new base and office for their activities. All of their existing activities requiring dedicated indoor space, which currently take place at a range of locations, are expected to transfer to the new youth hub. Any off-site outreach activities will continue as at present.
- 4.3 Plans showing the proposed layouts are included in **Appendix B**.

Site access arrangements

- 4.4 Shared access will be taken from the existing lane which serves the site at present. The gate at the western end of the lane will be retained for security outside of opening hours.

Parking

Bicycles

- 4.5 Five Sheffield stands accommodating ten bicycles will be provided to the north of the building within a shelter.
- 4.6 Manchester City Council cycle parking standards set out within *Core Strategy* require minimum provision of one space per 140sqm to a minimum of two spaces for Use D2: Other Leisure Facilities.
- 4.7 Provision therefore exceeds these standards.

Car parking

- 4.8 Two disabled parking spaces are proposed for the site, located to the north of the building.
- 4.9 Manchester City Council car parking standards set out within *Core Strategy* for Use D2: Other Leisure Facilities are as follows:
- Maximum of one standard space per 25sqm.
 - Minimum of three or 6% of parking spaces to be provided for disabled users.

- 4.10 There is insufficient space to provide three disabled spaces but the proposed level of parking is considered appropriate for the site, given no standard spaces are being provided.

Servicing and deliveries

- 4.11 There are expected to be two to three deliveries per week to the building, which would occur during office hours, from 10am to 4pm, and would not generally conflict with the main after-school or evening activities. Delivery vehicles will be able to pull into the site car park to drop off materials, either reversing up the access lane or turning within the site.
- 4.12 A dedicated bin store will be provided, and waste collected on a weekly basis via a Council bin collection service. Bins will be taken to the end of the access lane by staff to allow for collection from the roadside.

Attendee times and numbers

- 4.13 The site will have the following staffing levels:
- Full-time – one person working Monday to Friday at various time between 10am-9pm; and
 - Part-time – five staff members Monday to Friday at various time between 10am-9pm.
- 4.14 A timetable of estimated predicted usage of the building, including typical user numbers and ages at each session, is shown in **Appendix C**.
- 4.15 The busiest sessions will be the activities group with a predicted 22 attendees per session. The specific days of the week for each session are yet to be determined, but as there are four proposed sessions each occurring between 18:30 and 20:00, it is assumed that there will be no overlap between sessions, and each will occur on separate days.

5 Trip Generation

Travel Surveys

- 5.1 As the site is new, no travel surveys could be undertaken by current attendees.
- 5.2 Other youth sites with current users also receiving funding from the Youth Investment Fund undertook travel surveys as part of their transport statements and so data from those travel surveys has been used to estimate trip generation where appropriate.
- 5.3 The average from the other similar sites predicted the following modal share, although these vary by specific group/age:
- Walking – 76%;
 - Scooting – 0%;
 - Cycling – 10%;
 - Public transport (bus/rail) – 0%;
 - Dropped off by car – 13%; and
 - Car driver who parked on-site/nearby – 1%.
- 5.4 OMYOP expects most users to walk or cycle to sessions, with a few people being dropped off and picked up by car, although this will not be encouraged. This is consistent with the travel survey results from other youth centres.

Trip Generation

- 5.5 As set out in the previous section, the new building will result in an increase of up to 22 users at each new session.
- 5.6 Multi-modal trip generation for the predicted users is shown in the calculation tables in **Appendix D**, based on the survey results from other comparable youth sites.
- 5.7 This estimates that the busiest session for vehicular traffic is likely to occur when other parties use the site for primary school-aged children, generating up to four new vehicles to this section of the highway network at the start and end of each session.
- 5.8 This level of additional trip generation is not expected to have a major impact on the local highway network and its capacity.
- 5.9 Additionally, it should be noted that there is likely to be an element of car sharing, by siblings or friends, which will result in increased vehicular occupancy and may therefore result in a reduced level of vehicular trips than estimated above.

Car parking demand

- 5.10 It is probable that for older children, parents will pull up at the roadside to drop off children, but for younger children they will park briefly to walk the children to the centre. At the end of the sessions, parents are more likely to park locally and then walk to the centre to collect the children.
- 5.11 The parking demand predicted for the proposed centre is therefore for up to four additional vehicles for approximately five to ten minutes at the start and end of the busiest sessions throughout the week. The proposed session timings are not consecutive, so the traffic leaving and arriving is unlikely to overlap.
- 5.12 On-street parking is permitted along Yew Tree Road in the vicinity of the site. Due to the low number of generated car trips, it is considered that existing parking availability in the vicinity of the site is appropriate to accommodate the short-term associated demand and not cause adverse impact on the local highway network.

6 Conclusion

6.1 Mayer Brown Limited has been appointed by to prepare this Transport Statement in support of the proposals for demolition of the existing buildings and construction of a new youth centre building on land to the rear of Yew Tree Road, Withington.

6.2 This Transport Statement demonstrates that:

- OMYOP currently provides local services but has no dedicated building from which to do so. Construction of the new youth centre will allow new sessions and facilities to be provided for local children;
- Access to the site for members of the public and staff is currently provided via a driveway from Yew Tree Road;
- The site is accessible via sustainable modes of travel with footways on surrounding roads, low speed limits and bus stops nearby;
- It is expected that the majority of attendees will travel via sustainable modes;
- Development proposals seek to provide a new energy efficient building to current design standards that provides new facilities for young people and other members of the local community;
- Two formal disabled parking spaces will be provided;
- New cycle storage will be provided that exceeds local policy requirements;
- Up to four cars to the site are predicted at the start and end of each session; and
- Given the low increase in vehicular traffic, it is expected that the proposed development would have no material/significant impact on the safety or operation of the local highway network.

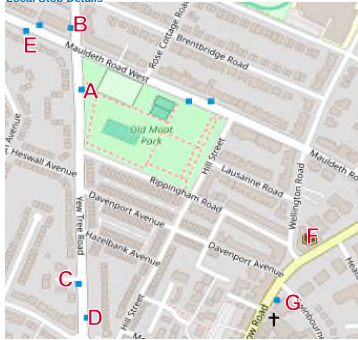
6.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

APPENDIX A: Existing bus services

OMYOP Depot, Yew Tree Road, Manchester

Local Bus Information

Local Stop Details



Stop Name	Direction	Walk Distance (m)	Routes served
A Maudslith Road West	Southbound	75	87, 111, 143
B Maudslith Road West	Northbound	150	87, 111, 143, 149, 163, 176
C Copson Street	Northbound	225	87, 111, 143, 160
D Copson Street	Southbound	250	87, 111, 143
E Yew Tree Road	Eastbound / Westbound	200	25, 108
F Withington Library (Stop B)	Northbound	400	41, 42, 42A, 42B, 42C, 43, 142, 143, 147, 163, 165
G Withington Library (Stop E)	Southbound	425	41, 42, 42A, 42B, 42C, 43, 142, 143, 147, 163, 165, 166

Stop Facilities e.g. shelter, BTPN, seating, layby / raised bus kerbs, paper timetables etc.
A Signpost, Paper Timetables
B Shelter, Seating, Paper Timetables
C Shelter, Seating, Paper Timetables
D Signpost
E Shelter, Seating, Paper Timetables
F Shelter, Seating, Paper Timetables, Layby
G Shelter, Seating, Paper Timetables, Layby, Cycle Parking

Service No:	82															
Local Stop(s) Served:	E, G															
Operator:	Bee Network															
Route:	Dockstock to Manchester Piccadilly Gardens via Didsbury															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/82-regularly-updates															
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 30 minutes</td><td>Every 30 minutes</td><td>Hourly</td></tr><tr><td>Daytime: Every 30 minutes</td><td>Every 30 minutes</td><td>Hourly</td></tr><tr><td>Evening: Every 30 minutes</td><td>Every 30 minutes</td><td>Every 30 minutes</td></tr><tr><td>08:00-19:00</td><td>22</td><td></td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 30 minutes	Every 30 minutes	Hourly	Daytime: Every 30 minutes	Every 30 minutes	Hourly	Evening: Every 30 minutes	Every 30 minutes	Every 30 minutes	08:00-19:00	22	
Mon - Fri	Saturday	Sunday														
Morning: Every 30 minutes	Every 30 minutes	Hourly														
Daytime: Every 30 minutes	Every 30 minutes	Hourly														
Evening: Every 30 minutes	Every 30 minutes	Every 30 minutes														
08:00-19:00	22															
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 04:55</td><td>04:55</td><td>05:50</td></tr><tr><td>Last Service: 23:49</td><td>23:49</td><td>23:12</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 04:55	04:55	05:50	Last Service: 23:49	23:49	23:12						
Mon - Fri	Saturday	Sunday														
First Service: 04:55	04:55	05:50														
Last Service: 23:49	23:49	23:12														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 05:52</td><td>06:52</td><td>07:47</td></tr><tr><td>Last Service: 23:52</td><td>23:55</td><td>23:47</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 05:52	06:52	07:47	Last Service: 23:52	23:55	23:47						
Mon - Fri	Saturday	Sunday														
First Service: 05:52	06:52	07:47														
Last Service: 23:52	23:55	23:47														

Service No:	82C															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	Standforth Dean to Manchester Piccadilly Gardens via Didsbury															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/82C-regularly-updates															
Timetable Last Updated:	26/09/2023															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Hourly</td><td>Hourly</td><td>-</td></tr><tr><td>Daytime: Hourly</td><td>Hourly</td><td>-</td></tr><tr><td>Evening: Hourly</td><td>-</td><td>-</td></tr><tr><td>08:00-19:00</td><td>11</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Hourly	Hourly	-	Daytime: Hourly	Hourly	-	Evening: Hourly	-	-	08:00-19:00	11	-
Mon - Fri	Saturday	Sunday														
Morning: Hourly	Hourly	-														
Daytime: Hourly	Hourly	-														
Evening: Hourly	-	-														
08:00-19:00	11	-														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 08:11</td><td>09:52</td><td>09:50</td></tr><tr><td>Last Service: 20:10</td><td>18:05</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 08:11	09:52	09:50	Last Service: 20:10	18:05	-						
Mon - Fri	Saturday	Sunday														
First Service: 08:11	09:52	09:50														
Last Service: 20:10	18:05	-														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:32</td><td>08:17</td><td>08:26</td></tr><tr><td>Last Service: 18:34</td><td>18:25</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:32	08:17	08:26	Last Service: 18:34	18:25	-						
Mon - Fri	Saturday	Sunday														
First Service: 06:32	08:17	08:26														
Last Service: 18:34	18:25	-														

Service No:	143															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	West Didsbury to Manchester Piccadilly Gardens															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/143-regularly-updates															
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 10 minutes</td><td>Every 10 minutes</td><td>Every 10 minutes</td></tr><tr><td>Daytime: Every 10 minutes</td><td>Every 10 minutes</td><td>Every 10 minutes</td></tr><tr><td>Evening: Every 10 minutes</td><td>Every 10 minutes</td><td>Every 12 minutes</td></tr><tr><td>08:00-19:00</td><td>66</td><td>Every 12 minutes</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 10 minutes	Every 10 minutes	Every 10 minutes	Daytime: Every 10 minutes	Every 10 minutes	Every 10 minutes	Evening: Every 10 minutes	Every 10 minutes	Every 12 minutes	08:00-19:00	66	Every 12 minutes
Mon - Fri	Saturday	Sunday														
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Evening: Every 10 minutes	Every 10 minutes	Every 12 minutes														
08:00-19:00	66	Every 12 minutes														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:29</td><td>09:33</td><td>09:24</td></tr><tr><td>Last Service: 23:31</td><td>23:51</td><td>19:59</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:29	09:33	09:24	Last Service: 23:31	23:51	19:59						
Mon - Fri	Saturday	Sunday														
First Service: 06:29	09:33	09:24														
Last Service: 23:31	23:51	19:59														
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Mon - Fri	Saturday	Sunday														
First Service: 07:33	10:30	10:09														
Last Service: 00:35	04:05	20:45														
Friday 04/05																

*Friday 04:05

Bus Service Summary

Service No	87															
Local Stop(s) Served	A, B, C, D															
Operator	Bee Network															
Route	Chorlton to Manchester Piccadilly Gardens															
Timetable Source	https://ltpn.com/travel-updates/the-depot-tram/Bus/87-regularly-updates															
Timetable Last Updated	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning Hourly</td><td>Hourly</td><td>-</td></tr><tr><td>Daytime Hourly</td><td>Hourly</td><td>-</td></tr><tr><td>Evening Hourly</td><td>-</td><td>-</td></tr><tr><td>08:00-19:00</td><td>11</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning Hourly	Hourly	-	Daytime Hourly	Hourly	-	Evening Hourly	-	-	08:00-19:00	11	-
Mon - Fri	Saturday	Sunday														
Morning Hourly	Hourly	-														
Daytime Hourly	Hourly	-														
Evening Hourly	-	-														
08:00-19:00	11	-														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 07:08</td><td>08:25</td><td>-</td></tr><tr><td>Last Service 18:25</td><td>17:25</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 07:08	08:25	-	Last Service 18:25	17:25	-						
Mon - Fri	Saturday	Sunday														
First Service 07:08	08:25	-														
Last Service 18:25	17:25	-														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 08:09</td><td>08:29</td><td>-</td></tr><tr><td>Last Service 18:28</td><td>17:40</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 08:09	08:29	-	Last Service 18:28	17:40	-						
Mon - Fri	Saturday	Sunday														
First Service 08:09	08:29	-														
Last Service 18:28	17:40	-														

Service No	26															
Local Stop(s) Served	E															
Operator	Bee Network															
Route	Dockstock to the Trafford Centre															
Timetable Source	https://ltpn.com/travel-updates/the-depot-tram/Bus/26-regularly-updates															
Timetable Last Updated	01/09/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning Every 30 minutes</td><td>Every 30 minutes</td><td>Hourly</td></tr><tr><td>Daytime Every 30 minutes</td><td>Every 30 minutes</td><td>Every 30 minutes</td></tr><tr><td>Evening Every 30 minutes</td><td>Every 30 minutes</td><td>Hourly</td></tr><tr><td>08:00-19:00</td><td>21</td><td></td></tr></table>	Mon - Fri	Saturday	Sunday	Morning Every 30 minutes	Every 30 minutes	Hourly	Daytime Every 30 minutes	Every 30 minutes	Every 30 minutes	Evening Every 30 minutes	Every 30 minutes	Hourly	08:00-19:00	21	
Mon - Fri	Saturday	Sunday														
Morning Every 30 minutes	Every 30 minutes	Hourly														
Daytime Every 30 minutes	Every 30 minutes	Every 30 minutes														
Evening Every 30 minutes	Every 30 minutes	Hourly														
08:00-19:00	21															
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 05:57</td><td>07:09</td><td>08:12</td></tr><tr><td>Last Service 23:02</td><td>23:02</td><td>23:02</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 05:57	07:09	08:12	Last Service 23:02	23:02	23:02						
Mon - Fri	Saturday	Sunday														
First Service 05:57	07:09	08:12														
Last Service 23:02	23:02	23:02														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 06:24</td><td>07:05</td><td>08:32</td></tr><tr><td>Last Service 00:17</td><td>00:17</td><td>22:17</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 06:24	07:05	08:32	Last Service 00:17	00:17	22:17						
Mon - Fri	Saturday	Sunday														
First Service 06:24	07:05	08:32														
Last Service 00:17	00:17	22:17														

Service No	42A															
Local Stop(s) Served	F, G															
Operator	Bee Network															
Route	Reddish to Manchester Piccadilly Gardens via Didsbury															
Timetable Source	https://ltpn.com/travel-updates/the-depot-tram/Bus/42A-regularly-updates															
Timetable Last Updated	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 30 minutes</td><td>-</td><td>-</td></tr><tr><td>Daytime: Every 30 minutes</td><td>Every 30 minutes</td><td>-</td></tr><tr><td>Evening: Every 30 minutes</td><td>-</td><td>-</td></tr><tr><td>08:00-19:00</td><td>21</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 30 minutes	-	-	Daytime: Every 30 minutes	Every 30 minutes	-	Evening: Every 30 minutes	-	-	08:00-19:00	21	-
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Morning: Every 30 minutes	-	-														
Daytime: Every 30 minutes	Every 30 minutes	-														
Evening: Every 30 minutes	-	-														
08:00-19:00	21	-														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:11</td><td>10:28</td><td>09:51</td></tr><tr><td>Last Service: 18:59</td><td>19:00</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:11	10:28	09:51	Last Service: 18:59	19:00	-						
Mon - Fri	Saturday	Sunday														
First Service: 06:11	10:28	09:51														
Last Service: 18:59	19:00	-														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:02</td><td>08:51</td><td>-</td></tr><tr><td>Last Service: 18:21</td><td>19:04</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:02	08:51	-	Last Service: 18:21	19:04	-						
Mon - Fri	Saturday	Sunday														
First Service: 06:02	08:51	-														
Last Service: 18:21	19:04	-														

Service No:	83															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	Manchester Airport / Wythenshawe to Manchester Piccadilly Gardens															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/83-regularly-updates															
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 10 minutes</td><td>Every 15 minutes</td><td>Every 30 minutes</td></tr><tr><td>Daytime: Every 10 minutes</td><td>Every 10 minutes</td><td>Every 15 minutes</td></tr><tr><td>Evening: Every 12-25 minutes</td><td>Every 30 minutes</td><td>Every 30 minutes</td></tr><tr><td>08:00-19:00</td><td>63</td><td></td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 10 minutes	Every 15 minutes	Every 30 minutes	Daytime: Every 10 minutes	Every 10 minutes	Every 15 minutes	Evening: Every 12-25 minutes	Every 30 minutes	Every 30 minutes	08:00-19:00	63	
Mon - Fri	Saturday	Sunday														
Morning: Every 10 minutes	Every 15 minutes	Every 30 minutes														
Daytime: Every 10 minutes	Every 10 minutes	Every 15 minutes														
Evening: Every 12-25 minutes	Every 30 minutes	Every 30 minutes														
08:00-19:00	63															
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 00:33</td><td>00:33</td><td>00:33</td></tr><tr><td>Last Service: 00:04</td><td>00:05</td><td>00:04</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 00:33	00:33	00:33	Last Service: 00:04	00:05	00:04						
Mon - Fri	Saturday	Sunday														
First Service: 00:33	00:33	00:33														
Last Service: 00:04	00:05	00:04														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 00:21</td><td>00:25</td><td>00:26</td></tr><tr><td>Last Service: 23:51</td><td>00:05</td><td>23:50</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 00:21	00:25	00:26	Last Service: 23:51	00:05	23:50						
Mon - Fri	Saturday	Sunday														
First Service: 00:21	00:25	00:26														
Last Service: 23:51	00:05	23:50														

Service No:	147															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	West Didsbury to Manchester Piccadilly Station															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/147-regularly-updates															
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 30 minutes</td><td>-</td><td>-</td></tr><tr><td>Daytime: Every 30 minutes</td><td>-</td><td>-</td></tr><tr><td>Evening: Every 30 minutes</td><td>-</td><td>-</td></tr><tr><td>08:00-19:00</td><td>21</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 30 minutes	-	-	Daytime: Every 30 minutes	-	-	Evening: Every 30 minutes	-	-	08:00-19:00	21	-
Mon - Fri	Saturday	Sunday														
Morning: Every 30 minutes	-	-														
Daytime: Every 30 minutes	-	-														
Evening: Every 30 minutes	-	-														
08:00-19:00	21	-														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 07:20</td><td>-</td><td>-</td></tr><tr><td>Last Service: 20:40</td><td>-</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 07:20	-	-	Last Service: 20:40	-	-						
Mon - Fri	Saturday	Sunday														
First Service: 07:20	-	-														
Last Service: 20:40	-	-														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 07:31</td><td>-</td><td>-</td></tr><tr><td>Last Service: 20:19</td><td>-</td><td>-</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 07:31	-	-	Last Service: 20:19	-	-						
Mon - Fri	Saturday	Sunday														
First Service: 07:31	-	-														
Last Service: 20:19	-	-														

Service No:	111															
Local Stop(s) Served:	A, B, C, D															
Operator:	Bee Network															
Route:	Southern Cemetery to Manchester Piccadilly Gardens															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/111-regularly-updates															
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning Every 12 minutes</td><td>Every 15 minutes</td><td>Every 40 minutes</td></tr><tr><td>Daytime Every 12 minutes</td><td>Every 12 minutes</td><td>Every 20 minutes</td></tr><tr><td>Evening Every 15 minutes</td><td>Every 15 minutes</td><td>Every 30 minutes</td></tr><tr><td>08:00-19:00</td><td>52</td><td></td></tr></table>	Mon - Fri	Saturday	Sunday	Morning Every 12 minutes	Every 15 minutes	Every 40 minutes	Daytime Every 12 minutes	Every 12 minutes	Every 20 minutes	Evening Every 15 minutes	Every 15 minutes	Every 30 minutes	08:00-19:00	52	
Mon - Fri	Saturday	Sunday														
Morning Every 12 minutes	Every 15 minutes	Every 40 minutes														
Daytime Every 12 minutes	Every 12 minutes	Every 20 minutes														
Evening Every 15 minutes	Every 15 minutes	Every 30 minutes														
08:00-19:00	52															
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 05:27</td><td>06:15</td><td>07:50</td></tr><tr><td>Last Service 23:36</td><td>22:36</td><td>22:28</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 05:27	06:15	07:50	Last Service 23:36	22:36	22:28						
Mon - Fri	Saturday	Sunday														
First Service 05:27	06:15	07:50														
Last Service 23:36	22:36	22:28														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service 06:18</td><td>07:10</td><td>08:41</td></tr><tr><td>Last Service 00:04</td><td>00:34</td><td>23:33</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service 06:18	07:10	08:41	Last Service 00:04	00:34	23:33						
Mon - Fri	Saturday	Sunday														
First Service 06:18	07:10	08:41														
Last Service 00:04	00:34	23:33														

Service No:	41															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	Sale to Middleton / North Manchester General Hospital via Didsbury															
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/41-regularly-updates															
Timetable Last Updated:	24/03/2024															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 20 minutes</td><td>Every 20 minutes</td><td>Every 30 minutes</td></tr><tr><td>Daytime: Every 20 minutes</td><td>Every 20 minutes</td><td>Every 30 minutes</td></tr><tr><td>Evening: Every 20 minutes</td><td>Every 20 minutes</td><td>Hourly</td></tr><tr><td>08:00-19:00</td><td>33</td><td>Hourly</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 20 minutes	Every 20 minutes	Every 30 minutes	Daytime: Every 20 minutes	Every 20 minutes	Every 30 minutes	Evening: Every 20 minutes	Every 20 minutes	Hourly	08:00-19:00	33	Hourly
Mon - Fri	Saturday	Sunday														
Morning: Every 20 minutes	Every 20 minutes	Every 30 minutes														
Daytime: Every 20 minutes	Every 20 minutes	Every 30 minutes														
Evening: Every 20 minutes	Every 20 minutes	Hourly														
08:00-19:00	33	Hourly														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 05:33</td><td>06:48</td><td>08:42</td></tr><tr><td>Last Service: 23:55</td><td>23:55</td><td>23:54</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 05:33	06:48	08:42	Last Service: 23:55	23:55	23:54						
Mon - Fri	Saturday	Sunday														
First Service: 05:33	06:48	08:42														
Last Service: 23:55	23:55	23:54														
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Mon - Fri	Saturday	Sunday														
First Service: 05:06	06:19	07:37														
Last Service: 23:13	23:13	23:10														

Service No:	42B															
Local Stop(s) Served:	F, G															
Operator:	Bee Network															
Route:	Woodford to Manchester Piccadilly Gardens via Didsbury															
	https://ltpn.com/travel-updates/the-depot-tram/Bus/42B-regularly-updates															
Timetable Source:																
Timetable Last Updated:	26/03/2025															
FREQUENCY	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>Morning: Every 30 minutes</td><td>Every 30 minutes</td><td>Hourly</td></tr><tr><td>Daytime: Hourly</td><td>Hourly</td><td>Hourly</td></tr><tr><td>Evening: Hourly</td><td>Hourly</td><td>Hourly</td></tr><tr><td>08:00-19:00</td><td>13</td><td>Hourly</td></tr></table>	Mon - Fri	Saturday	Sunday	Morning: Every 30 minutes	Every 30 minutes	Hourly	Daytime: Hourly	Hourly	Hourly	Evening: Hourly	Hourly	Hourly	08:00-19:00	13	Hourly
Mon - Fri	Saturday	Sunday														
Morning: Every 30 minutes	Every 30 minutes	Hourly														
Daytime: Hourly	Hourly	Hourly														
Evening: Hourly	Hourly	Hourly														
08:00-19:00	13	Hourly														
OUTBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:05</td><td>06:11</td><td>08:11</td></tr><tr><td>Last Service: 20:33</td><td>20:27</td><td>19:13</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:05	06:11	08:11	Last Service: 20:33	20:27	19:13						
Mon - Fri	Saturday	Sunday														
First Service: 06:05	06:11	08:11														
Last Service: 20:33	20:27	19:13														
INBOUND	<table><tr><th>Mon - Fri</th><th>Saturday</th><th>Sunday</th></tr><tr><td>First Service: 06:22</td><td>06:27</td><td>09:17</td></tr><tr><td>Last Service: 22:19</td><td>22:44</td><td>18:25</td></tr></table>	Mon - Fri	Saturday	Sunday	First Service: 06:22	06:27	09:17	Last Service: 22:19	22:44	18:25						
Mon - Fri	Saturday	Sunday														
First Service: 06:22	06:27	09:17														
Last Service: 22:19	22:44	18:25														

Service No:	142			
Local Stop(s) Served:	F, G			
Operator:	Bee Network			
Route:	East Didsbury to Manchester Piccadilly Gardens			
Timetable Source:	https://ltpn.com/travel-updates/the-depot-tram/Bus/142-regularly-updates			
Timetable Last Updated:	26/03/2025			
FREQUENCY				
Morning	Every 10 minutes	Every 10 minutes	Every 10 minutes	
Daytime	Every 10 minutes	Every 10 minutes	Every 10 minutes	
Evening	Every 10 minutes	Every 10 minutes	Every 10 minutes	
08:00-19:00	66			
OUTBOUND		Mon - Fri	Saturday	Sunday
First Service	06:46	06:49	07:52	
Last Service	03:34	03:39	03:14	
INBOUND		Mon - Fri	Saturday	Sunday
First Service	06:41	07:32	08:23	
Last Service	04:07	03:52	03:42	

*Friday 04:12

*Timetable information taken from university term time timetables

APPENDIX B: Proposed site layout

The survey has been oriented to the Ordnance Survey (O.S.) National Grid OSG836(15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS Net).

A true OSG836 coordinate has been established near to the site centre via a transformation using the OSTN15GBS & OSGM15GB transformation models.

The survey has been correlated to this point and a further one or more OSG836(15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid.

Comments

This plan should only be used for its original purpose. iG Surveys accepts no responsibility for this plan if supplied to any party other than the original client.

All dimensions should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Key:			
	Overhead cables	IC	Inspection chamber
	Control panel	PC	Photo camera
	Alarm	Ph	Phone
	Warning	Py	Pyrometer
	Link handling	Rq	Ramp
	Green	Rv	Roller
	Control/Warning	Dr	Down pipe
	Warning	Gr	Grounding point
	Orange	Ma	Manhole
	Black and white	La	Ladder
	Black Line	WL	Water level
	Green	St	Stop
	Threat / Bait / Baiting	Tr	Truck
	Area of Undergrowth	Lr	Lamp
	Area of Undergrowth	Tp	Terrapin point
	Area of Undergrowth	Ec	Electricity sign
	Area of Undergrowth	Fr	Franchise
	Area of Undergrowth	Bl	Bell
	Area of Undergrowth	SLC	SLC
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station
	Area of Undergrowth	St	Station

Station	Easting	Northing	Level
IG1	384680.137	393388.485	34.421
IG2	384722.973	393386.131	34.632

Client

Corstorphine & Wright

Project Address

Yew Tree Rd, Withington,
Manchester M20 3FG

Drawing Title	Topographical
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Scale 1:200	Paper Size A2
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Drawn By	Date
JT	29-08-2024

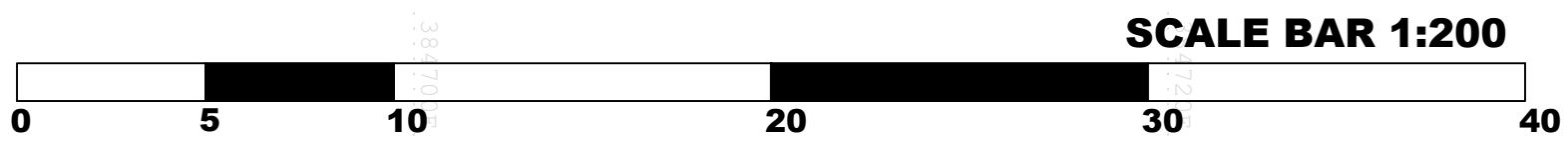
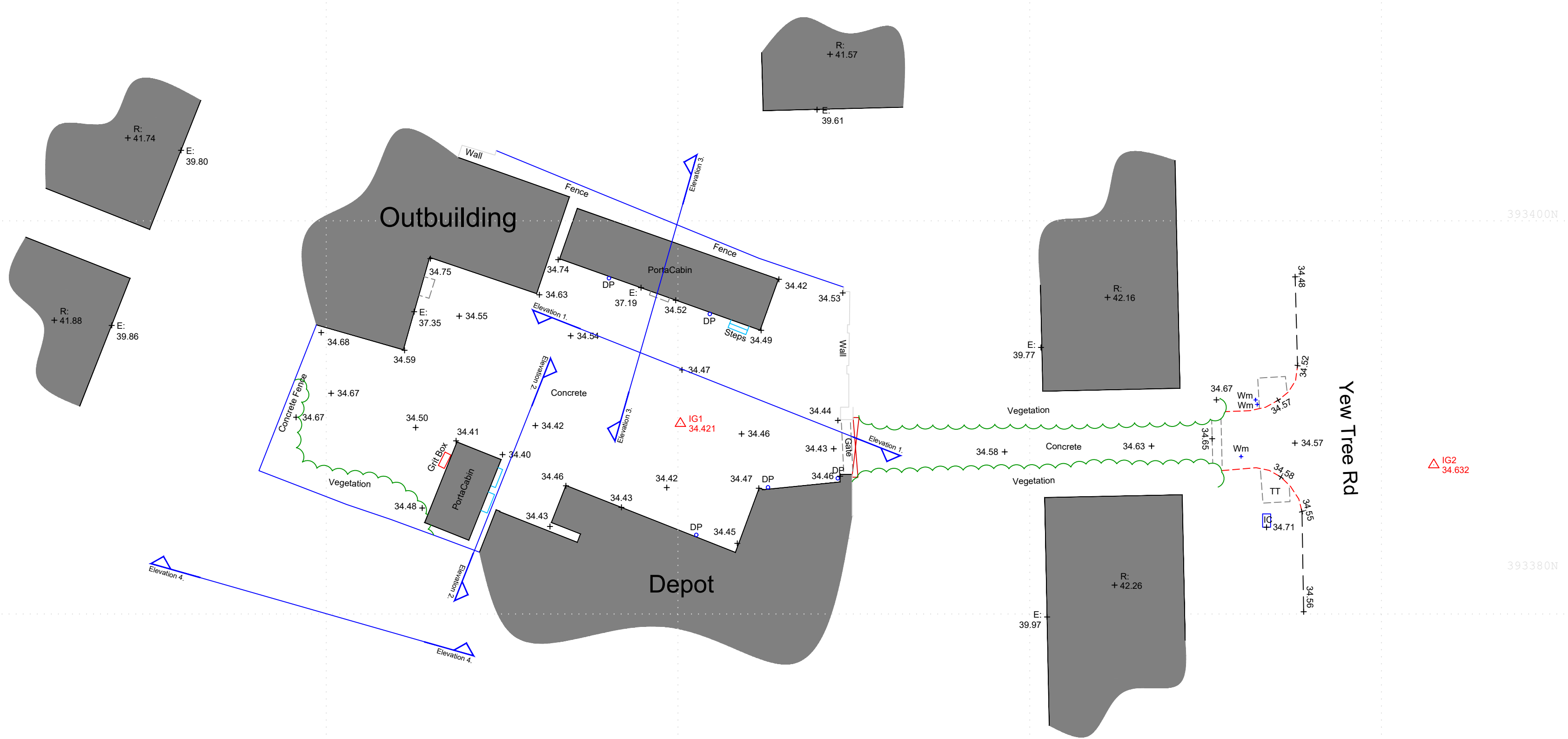
Level Datum	OS GPS
Grid Orientation	OS GPS

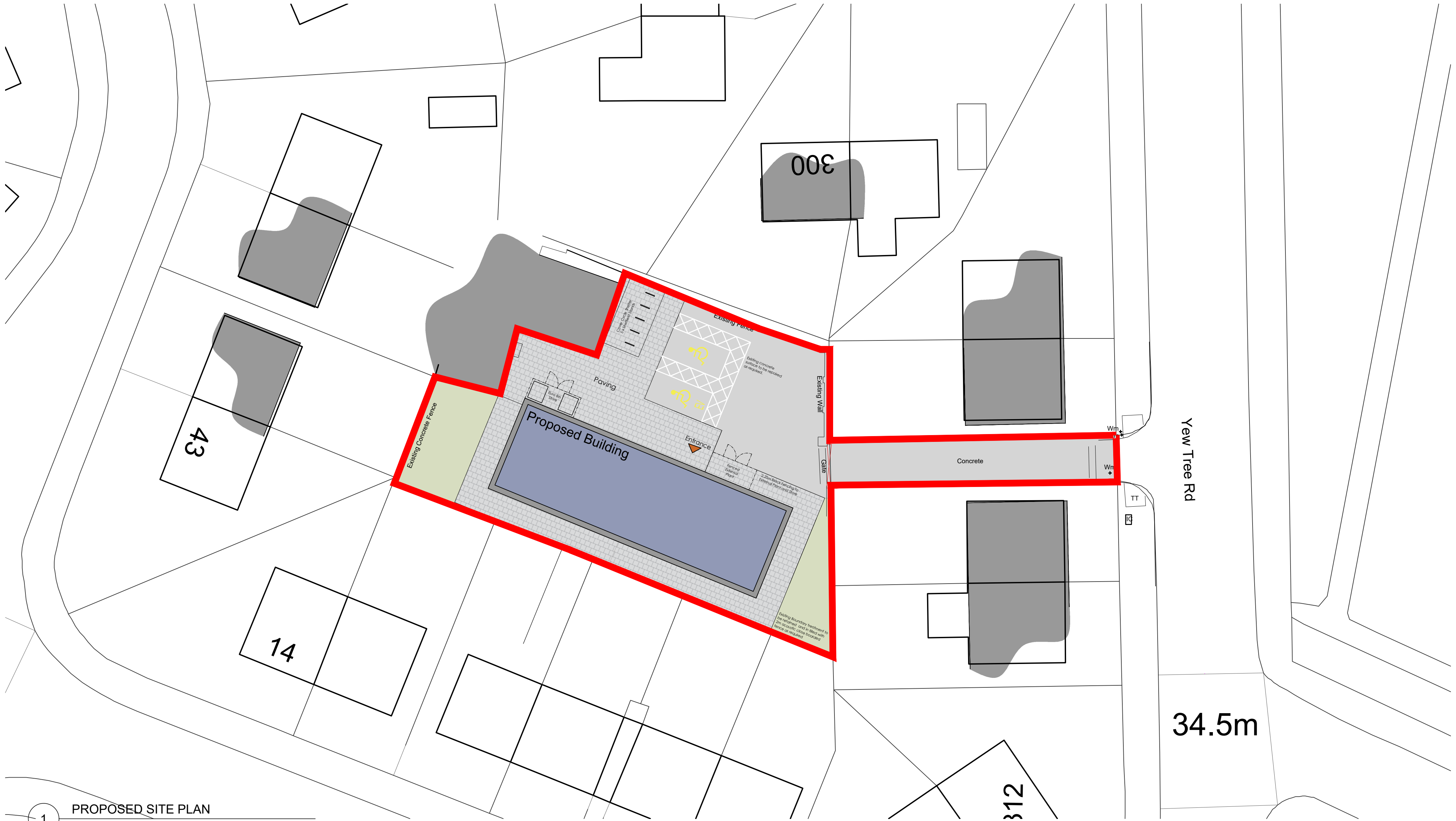
Drawing Number	Rev.
1522.01	A

5525.01	A
Notes	

[illegible]

Tanyard House
37 High Street
Measham
DE12 7HR





1 PROPOSED SITE PLAN
1:200

NORTH

0

1.0

2.0

3.0

4.0

5.0

10.0m

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P-01	Updated based on pre app discussion and end user comments	07.02.25	LC	CH
P-00	Planning Issue	11.10.24	LC	CH
Rev.	Description	Date	Drw.	Chk.

Client
YIF
Youth Investment Fund

Project
Modular Youth Hub
OMYOP Depot M20 3GF

Drawing Title
Proposed Site Plan

Drawing Status
PLANNING

Corstorphine & Wright

Tamworth Studio
5 Aldergate, Tamworth, B79 7DJ
01827 671 23
corstorphine-wright.com

Drawing No.
23519-0321

Revision
P-01

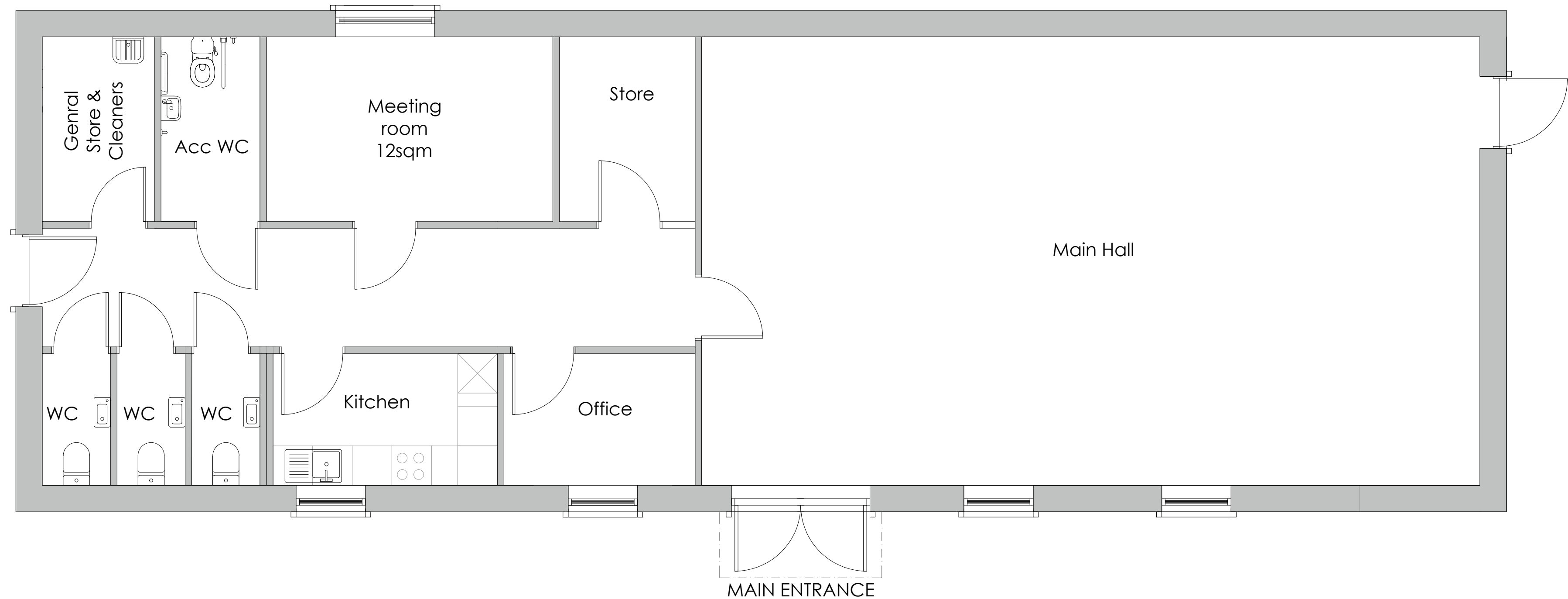
Drawn
SK

Checked
LC

Paper Size
A2

Scale
1:200

Date
19.03.24



1

Proposed Floor Plan

1:50



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P-02	Updated based on end user comments	20.03.25	LC	CH
P-01	Updated based on end user comments	07.02.25	LC	CH
P-00	Planning Issue	11.10.24	LC	CH
Rev.	Description	Date	Drw.	Chk.

Design in accordance with Modular provider constraints

Client
YIF
Youth Investment Fund
Project
Modular Youth Hub
OMYOP Depot
Drawing Title
Proposed Floor Plan

Drawing Status
PLANNING

Corstorphine & Wright

Tamworth Studio
5 Aldergate, Tamworth, B79 7DJ
01827 671 23

corstorphine-wright.com

Drawing No.
23519-0371



Drawn	Checked	Paper Size	Scale	Date
LC	CH	A2	1:50	19.03.24

Revision
P-02

APPENDIX C: Predicted timetable

Predicted Youth Centre events and attendee numbers

Activity / Group / Event	Day(s)	Time	Number of predicted attendees	Change in attendees compared to existing usage	Age of attendees (if <18)
Office use/ collecting equipment	4	At times between 10.00am-4.00pm	2	2	
Drop in/ support/ info and guidance	3	At times between 1.00-3.00pm	19	19	14-25
Youth Voice Project	1	6.00-8.00pm	19	19	11-21(25)
Arts based project	1	6.30-8.30pm	19	19	11-21(25)
Activities/ group work/socialising	1	6.30-8.30pm	22	22	11-18(25)
Girl's Group	1	6.30-8.30pm	17	17	11-18(25)
Detached base – used by staff at beginning and end of session	2	At times between 3.30-8.00pm	2	2 *	
Other partners use	2	3.30-5.30pm	22	22 *	6-13

* Transfer from other locations

APPENDIX D: Trip generation calculations

Old Moat Youth Outreach Project

Trip generation

Activity / Group / Event	Day(s)	Time		Number of attendees			Travel mode - percentage by session							Travel mode - change in attendees						
				Existing	Proposed	Change	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other
Office use/ collecting equipment	4	At times between 10.00am-4.00pm		0	2	2	25%	6%	9%	0%	44%	16%	0%	1	0	0	0	1	0	0
Drop in/ support/ info and guidance	3	At times between 1.00-3.00pm	14-25	0	19	19	76%	0%	12%	0%	12%	0%	0%	14	0	2	0	2	0	0
Youth Voice Project	1	6.00-8.00pm	11-21(25)	0	19	19	76%	0%	12%	0%	12%	0%	0%	14	0	2	0	2	0	0
Arts based project	1	6.30-8.30pm	11-21(25)	0	19	19	76%	0%	12%	0%	12%	0%	0%	14	0	2	0	2	0	0
Activities/ group work/socialising	1	6.30-8.30pm	11-18(25)	0	22	22	76%	0%	12%	0%	12%	0%	0%	17	0	3	0	3	0	0
Girl's Group	1	6.30-8.30pm	11-18(25)	0	17	17	76%	0%	12%	0%	12%	0%	0%	13	0	2	0	2	0	0
Detached base – used by staff at beginning and end of session	2	At times between 3.30-8.00pm		0	2	2	25%	6%	9%	0%	44%	16%	0%	1	0	0	0	1	0	0
Other partners use	2	3.30-5.30pm	6-13	0	22	22	83%	0%	0%	0%	18%	0%	0%	18	0	0	0	4	0	0
Average							76%	0%	10%	0%	14%	1%	0%							

