Prime
Transport Planning
Together for Progress

Transport Statement

Apollo Pub Site, Varley Street, Miles Platting, Manchester

Client: Jigsaw Homes North



Document Control		
Report Reference	P25032/TS	
Document Version	Final	
File Reference	Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25032 - Apollo Pub Site, Varley Street, Miles Platting, Manchester\7.Reports\TS	
Date	May 2025	
Client	Jigsaw Homes North	
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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Transport Statement (TS) assesses the highways and transportation implications associated with a proposal for the development of up to 13 x 1 bed affordable apartments and 19 x 2 bed affordable apartments with associated parking area and green space. The development is proposed on the site of the former Apollo pub off Varley Street, Miles Platting, Manchester.

1.1.2 Manchester City Council (MCC) is the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.1.3 This document has been prepared in accordance with the Government's Planning Practice Guidance (PPG): *Travel Plans, Transport Assessments and Statements* (2014) and *Transport evidence bases in plan making and decision taking* (2015). It considers the accessibility of the site and safety for all modes of travel including walking, cycling and public transport.

1.1.4 This TS has been produced by Prime Transport Planning (Prime) and forms part of the documentation produced to support the full planning application by Sutcliffe, on behalf of Jigsaw Homes North.

1.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.

1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Prime contacted MCC via email on 26th March 2025 to set out the proposed scope and methodology of the TS. Although a response was received and a subsequent meeting held with MCC, the meeting did not include those within Development Control (and as such was not relevant to the proposal). A second contact was attempted on 14th April 2025, although at the time of writing, no response has been received. The scoping emails are included as part of Appendix A.

1.2.2 Following this introduction, the remainder of this report is structured as follows:

- Section 2 summarises the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site location, local highway network and traffic conditions, whilst also reviewing the collision records for the local highway network;
- Section 4 provides details of the development proposal including the access strategy and parking arrangements;

- Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
- Section 6 forecasts the potential impact of the development traffic on the adjacent highway network; and
- Section 7 concludes the findings of the report.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.1.1 It is important that any developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024 and sets out the Government's current planning policies. At the heart of NPPF is *'a presumption in favour of sustainable development'* as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

> *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'*

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

> *'…it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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

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

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

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focused on in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 MCC Core Strategy 2012 – 2027

2.4.1 The Core Strategy 2012 – 2027 (CS) was adopted in July 2012 and is a key document in the Manchester Local Plan. The CS was updated in 2024 following the adoption of the '*Places for Everyone Joint Development Plan'.*

2.4.2 The CS sets out the long-term strategic policies for development and forms the framework that planning applications will be assessed against. Sections 2.3 and 2.4 of the document identify portions of Miles Platting as part of the *'North Manchester Regeneration Area'* and the remainder as part of the *'East Manchester Regeneration Area'.*

2.4.3 Six spatial objectives are set out in the report, with the more pertinent to this application being:

> *'SO1. Spatial Principles – Provide a framework within which the sustainable development of the city can contribute to halting climate change.'*
>
> *'SO3. Housing – Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. '*
>
> *'SO5. Transport - Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.'*

2.4.4 In relation to new development, Paragraph 9.9 of the CS states that:

> *'Development should be located on sites in close proximity to centres or public transport routes. 'Close proximity' in this context can be taken to mean within 300 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services.'*

2.4.5 Appendix B of the document outlines MCC parking standards, although no standards in relation to C3 dwellings are provided. It is noted, however that all parking standards outlined within the document are maximums. MCC state that the accessibility of a development location is a consideration for all assessments.

2.5 Greater Manchester Transport Strategy 2040

2.5.1 This document is the fourth iteration of the Local Transport Plan and is often abbreviated to GMLTP4. The aim of this overarching strategy is to establish a fully integrated, high-capacity transport network for Greater Manchester (GM), led by Transport for Greater Manchester (TfGM), who have responsibility for co-ordinating transportation services throughout GM. The strategy links into supporting the GM Spatial Framework and provides the focus on transport leading towards 2040.

2.5.2 The vision is for GM to have *'World Class connections that support long-term sustainable economic growth and access to opportunity for all'*. The transport challenges for GM are identified as:

> *'supporting sustainable economic growth, improving quality of life, protecting our environment and developing an innovative city region'*

2.6 Places for Everyone Joint Development Plan

2.6.1 The Places for Everyone Joint Development Plan (JDP) is a long-term plan for jobs, homes and sustainable growth across Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and was adopted in 2024.

2.6.2 The JDP sets out the type of development that should take place across the region, maximising the use of brownfield land and urban spaces, protecting the green belt, strategically realising sites for housing and employment, and transport integration.

2.6.3 Objective 2 of the report (*Create Neighbourhoods of Choice)* states that developments should *'prioritise sustainable modes of transport to reduce the impact of vehicles on communities'*.

2.7 Guide to Development in Manchester SPD

2.7.1 The Guide to Development in Manchester SPD was adopted in 2007. It expands and provides further details on existing policies. It provided an update to the original Guide to Development in Manchester report that was published in 1997.

2.7.2 With relevance to this report, Paragraph 2.10 states that:

> *'Streets should define and help to identify individual neighbourhoods and buildings, as well as providing access to and through them. They should enliven and define an area and reinforce its character, helping to achieve and foster a sense of place and quality. The design of street furniture, the range of materials and the choice of street trees should reflect the nature, role and accessibility of the street.'*

2.7.3 With regards to junctions, Paragraph 2.20 states that:

> *'UDP Part 1 Policy T2.1 refers to priority being given for schemes which improve conditions for pedestrians and cyclists including junction improvements and pedestrian*

crossing facilities. Junctions are important landmarks and points of reference for people walking or cycling through an area, as well as for traffic. They are the point at which people decide their route and therefore become nodes of activity. Their design and street furniture should facilitate this, as well as controlling vehicles and assisting pedestrian movement and safety, and clutter and conflicting activities should be avoided.'

2.7.4 Furthermore, Paragraph 2.22 states:

'In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'

2.7.5 With regards to cyclists and pedestrians Paragraph 2.28 states:

'UDP Part 1 Policy T3.6 sets out the Council's intention to promote a network of safe, attractive and clearly marked pedestrian and cycle routes to work, retail, health, education and leisure facilities throughout the City. UDP Part 1 Policy T3.1 refers to the needs of cyclists and pedestrians being catered for in new developments. The identification of key routes for pedestrians and cyclists will be required as an integral part of the design of new development schemes…'

2.7.6 With regards to public transport Paragraph 2.29 states:

'Developments across the City have an important role to play in supporting the promotion of sustainable public transport. Developments should have regard to, and respond to, the location of all public transport facilities, routes and stops. Where this is insufficient, developers should actively pursue access to different forms of public transport provision for their site. The Council will continue to promote the development of its highly successful Metrolink network, and developers bringing forward proposals adjacent to proposed routes will be expected to support and accommodate its future development and use'.

2.8 Manchester Residential Quality Guide

2.8.1 The Manchester Residential Quality Guide (MRQG) clarifies design criteria such as parking standards and waste management. The document has an overarching theme of *'comply or justify'*.

2.8.2 The residential quality guide states:

'…there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.

Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street.

Often the surrounding context may provide a steer as to the appropriate solution, but this is not always the case and solutions may need to offer an alternative approach.'

3 EXISTING SITUATION

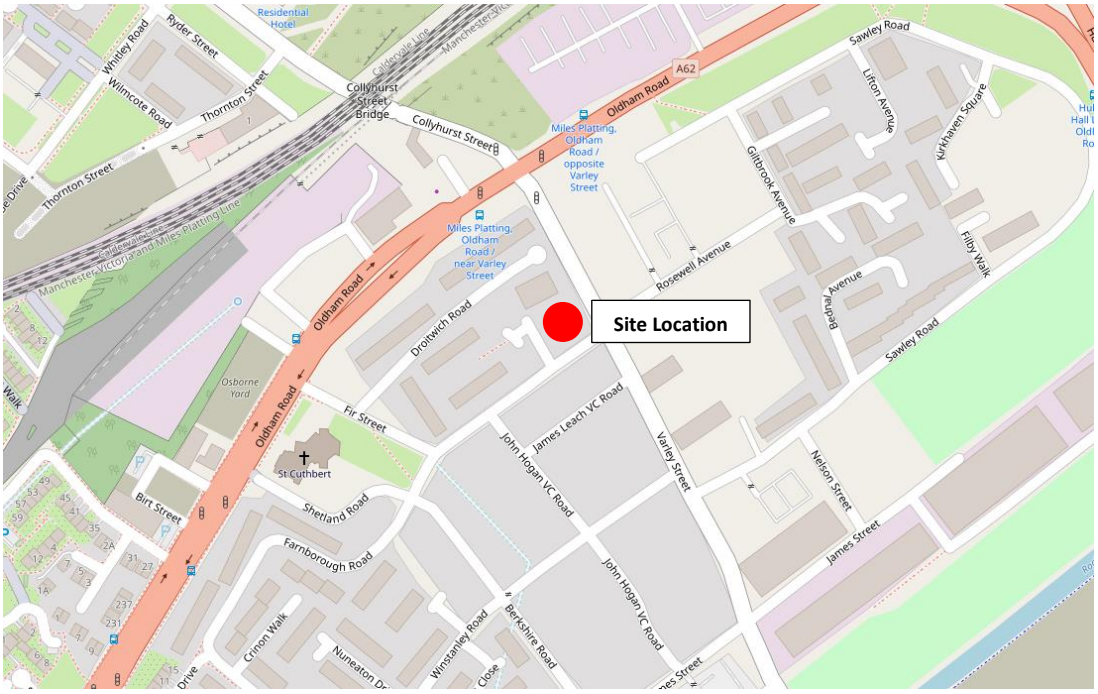
3.1 Site Description

3.1.1 The development is located on the site of the former Apollo pub off Varley Street, Miles Platting, Manchester. Vehicular access is currently provided via Thornden Road, which bisects the site and serves a small, shared surface area for resident parking. Thornden Road and any other previously adopted highway have been 'stopped up' under a Section 247 order to facilitate this development proposal. Demolition of the structures on site was approved in February 2025 (Planning Ref:141599/FO/2024).

3.1.2 The site is bounded to the north by an existing residential block, to the east by Varley Street and to the south by Farnborough Road. The western boundary is defined by existing terraced housing and a footpath.

3.1.3 The location of the site in the context of the local highway network is illustrated in Image 3.1 below.

Image 3.1: Site Location and Local Highway Network



Source: [OpenStreetMap]

3.1.4 The site in question has been subject to several previous planning applications, with the most recent being approved in June 2009 (Planning Ref: 089146/FO/2009/N1), which proposed the development of a 34-bedroom nursing home. Although the approval dates back several years, it established the principle of developing the site, along with setting a precedent for its trip-generating potential.

3.2 Local Highway Network

Varley Street

3.2.1 As mentioned above, Varley Street forms the site's eastern boundary, providing circa 30m of frontage to the adopted highway. In the vicinity of the site, the carriageway for Varley Street is circa 7.5m in width, with circa 2.5m wide footways provided on either side of the road. Street lighting, dropped kerbs and tactile paving are present along its length, with the road itself being subject to a 20mph speed limit. Road markings in the form of *'Slow'* and '*20mph*' are provided in the carriageway.

3.2.2 Varley Street runs in a north to south alignment, providing access to various residential neighbourhoods, businesses and educational facilities within Miles Platting. Circa 85m north of the site boundary, Varley Street forms the southern arm of the A62 Oldham Road/Varley Street/ Collyhurst Street signalised junction, which is equipped with advanced stop lines for cyclists and controlled crossings for pedestrians with refuge islands, dropped kerbs and tactile paving.

3.2.3 Approximately 240m south of the site, the carriageway narrows to circa 5m/5.5m in width. A further 60m south, Varley Street bridges over the Rochdale Canal Towpath where the carriageway noticeably widens again to circa 7.5m in width, with central hatching separating the lanes.

3.2.4 South of the bridge, Varley Street provides direct frontage and access to Park View Community School. Traffic Regulations Order (TRO) are in place with signs displaying '*No Stopping, Mon – Fri, 8am – 5pm on entrance markings',* and *'School – keep – clear'* markings on the carriageway are present adjacent to the school's frontage (along with a raised table to help manage vehicle speeds). Laybys subject to parking restrictions are present along this stretch of the road, essentially narrowing the carriageway. However, a suitable width which allows for continuous two-way traffic flow is available. Further south, Varley Street forms a simple priority-controlled junction with Bradford Road.

3.2.5 Due to its proximity to various sports stadia and large entertainment venues, a *'permit holders parking only'* TRO is in place along the southern stretch of Varley Street and surrounding residential roads. Relevant signage is present, which states the parking restrictions are in place from '*midday – 11pm'* or for a maximum of 90 minutes stay with no return within 4 hours. Additionally, double yellow lines prohibiting parking are present in proximity to priority-controlled junctions along the road stating '*No loading at any time'.*

Farnborough Road

3.2.6 As previously mentioned, Farnborough Road forms the site's southern boundary. The road runs in an east to west alignment, providing access to various residential dwellings and estates from Varley Street.

3.2.7 In the vicinity of the site, the carriageway is circa 5m wide, with 1.5m/2m wide footways provided on either side of the road, with street lighting, dropped kerbs and tactile paving also present. Double

yellow line waiting restrictions are in place around most junctions' mouths from the road to prohibit vehicles from being parked and restricting visibility.

Thornden Road

3.2.8 As previously mentioned, Thornden Road provides vehicular access to the development area from Farnborough Road, bisecting the site. The road is situated to the west of the existing Apollo Pub, it is circa 40m long with an approximate 5m wide carriageway and 2m wide footpath along its western edge.

3.2.9 Thornden Road also provides access to a shared surface parking area and substation. As noted previously, Thornden Road has been 'stopped up' under a Section 247 order, it no longer forms part of the adopted highway.

A62 Oldham Road

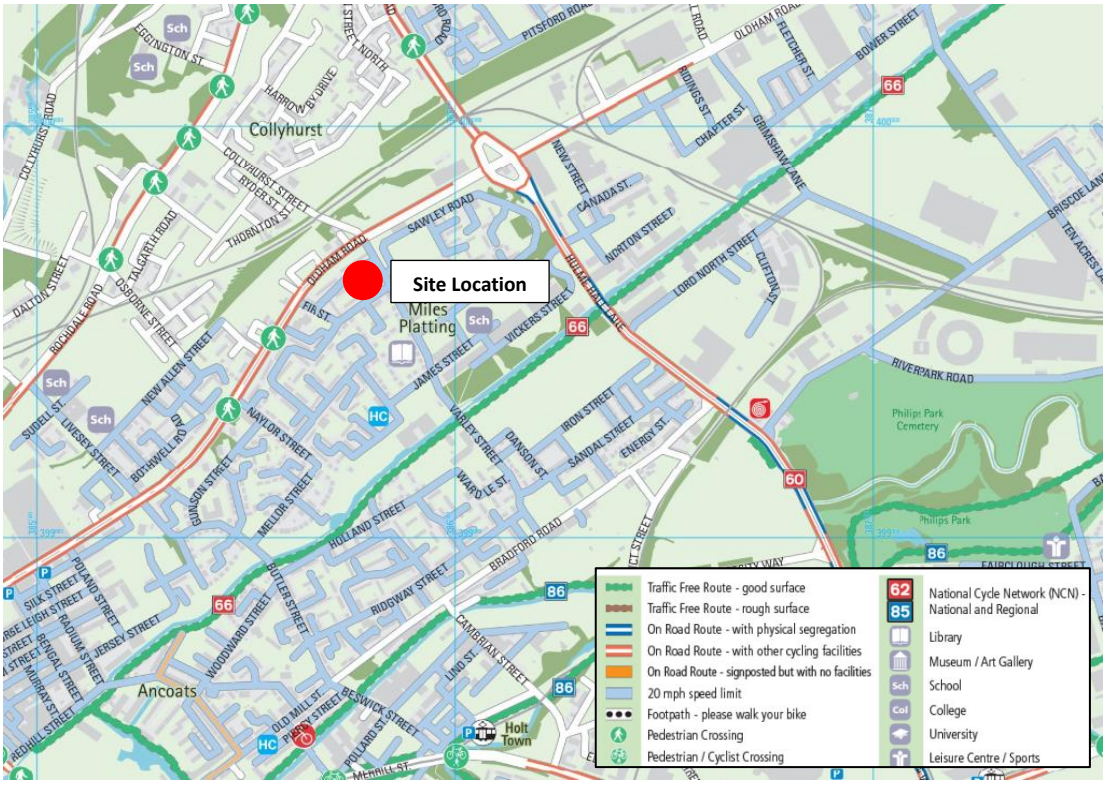
3.2.10 The A62 Oldham Road is situated north of the site and can be accessed via the A62 Oldham Road/ Varley Street/Collyhurst Street signalised junction. The A62 Oldham Road forms a strategic route in the area, connecting to the M60 motorway and A6010 to the east. To the west, the road connects to Great Ancoats St, Manchester City Centre and the Manchester Ring Road. To the west of Varley Street, the A62 Oldham Road consists of a dual carriageway, whilst to the east it forms a singular carriageway with dual lanes in both directions.

3.2.11 In the vicinity of the site, the A62 Oldham Road provides controlled pedestrian crossings, cycle lanes with associated signage, bike hire facilities, wide footways (at least 3m in width), street lighting and numerous bus stops consisting of shelter, seating, raised kerbs and bus stop markings. All of this sustainable travel infrastructure forms part of TfGM's Bee Network, which is an integrated transport network comprising buses, trams and walking/cycling routes.

3.3 Cycle Facilities

3.3.1 Image 3.2 below, extracted from the TfGM website, shows a summary of the cycle network local to the site.

Image 3.2: TfGM Bee Network Cycle Map



Source: [TfGM Online Mapping - Interactive Map - County Map]

3.3.2 As seen from Image 3.2, there are several on-road and traffic-free cycle routes in the vicinity of the proposed development, the most notable of which are along A62 Oldham Road and the Rochdale Canal Towpath. Both of these routes provide direct and convenient connections to/from Manchester City Centre. Almost the entirety of the local roads surrounding the development (aside from main routes) are 20mph, which in turn helps to create a pleasant environment to cycle.

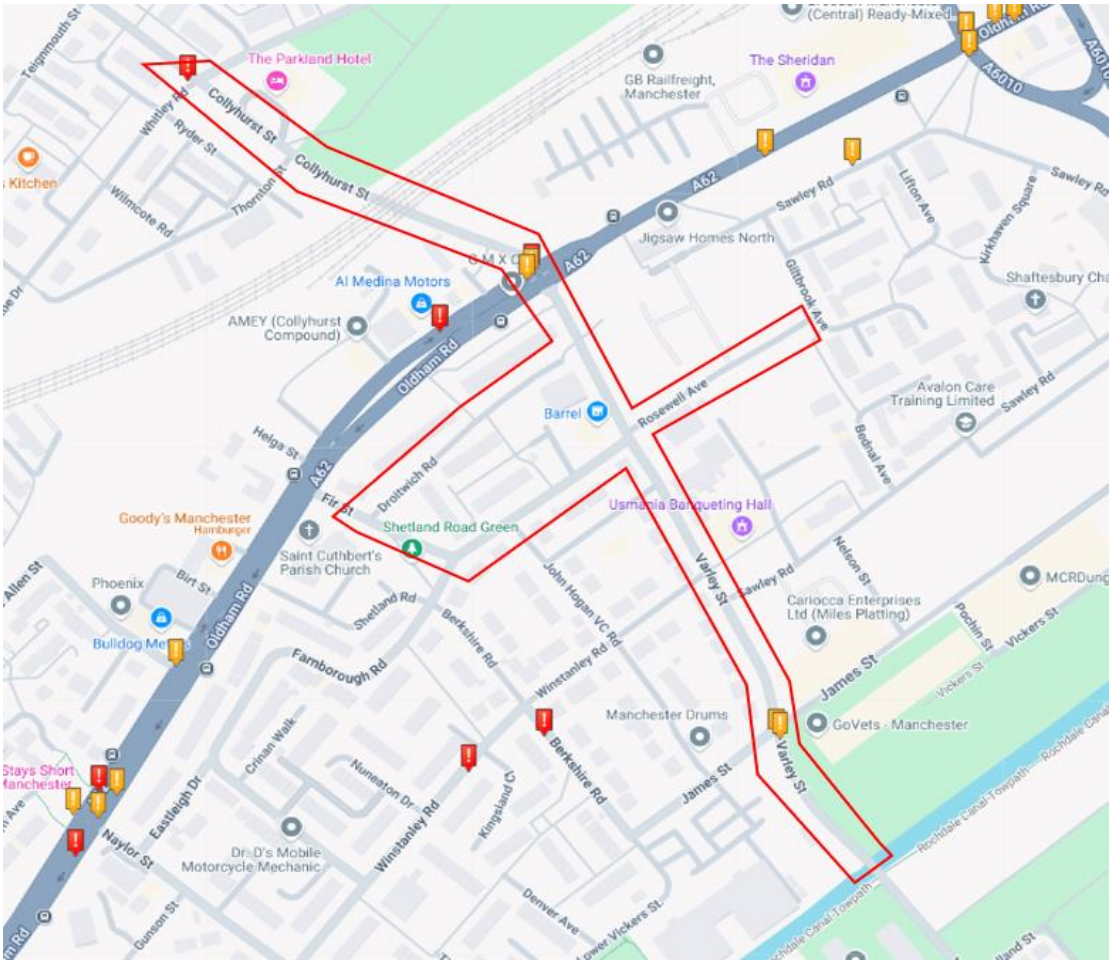
3.3.3 The cycle routes shown in Image 3.2, along with supporting infrastructure, offer viable opportunities for cycling as a sustainable means of accessing the proposed development.

3.4 Road Safety

3.4.1 A review of CrashMap for the most recent five-year period available (2019-2023), has been undertaken for the highway surrounding the development site. As such, this review includes Varley Street to the Rochdale Canal Towpath, Collyhurst Street to Thornton Street N, Farnborough Road to Fir Street, Droitwich Road and Rosewell Avenue.

3.4.2 Image 3.3 illustrates the recorded accidents in the area, with all the outputs from CrashMap being provided in Appendix B. The TfGM 'Accident Map' has also been reviewed and cross-referenced, with no other incidents noted to occur in 2024 within the study area.

Image 3.3: CrashMap Extract



Source: [CrashMap]

3.4.3 Image 3.3 illustrates that a total of six collisions were recorded within the study area during the most recent five-year period for which data is available. Of these, two were classified as serious, while the remaining four were categorised as slight.

3.4.4 The first recorded collision occurred in the early hours on the 5th of November 2019 at the Thornton Street N/Collyhurst Street/Whitley Road junction, it was dark however streetlights were present. The weather was fine, with a dry road surface, the report suggests that a vehicle exiting the minor arm did not give way to a vehicle on the major arm. This collision involved two vehicles and resulted in one serious injury.

3.4.5 The second collision occurred during daylight hours on the 20th of June 2020 at the signal-controlled junction of A62 Oldham Road/Varley Street/Collyhurst Street. The weather was fine, with a dry road surface. This collision involved one vehicle and one cyclist, resulting in one slight injury to the cyclist.

3.4.6 The third collision occurred during daylight hours on the 15th of October 2022 at the same signal-controlled junction (A62 Oldham Road/Varley Street/Collyhurst Street). The weather was fine, with a dry road surface, the report suggests that a vehicle turning right collided with a vehicle that was

slowing down or stopping. This collision involved two vehicles and resulted in 4 slight injuries to the driver and passengers of the vehicle that was slowing down or stopping.

3.4.7 The fourth collision during daylight hours on the 4th of February 2023 at the James Street/Varley Street junction. The weather was fine, with a dry road surface, the report suggests that a vehicle exiting the minor arm did not give way to a vehicle on the major arm. Two vehicles were involved, with two slight injuries reported.

3.4.8 The fifth collision occurred during daylight hours on the 28th of July 2023, again at the James Street/Varley Street junction. The weather was fine, with a dry road surface, the report suggests that a vehicle turning right failed to give way to an oncoming vehicle. Two vehicles were involved, with two slight injuries reported.

3.4.9 The most recent collision occurred during on the 12th of December 2023 at the signalised A62 Oldham Road/Varley Street/Collyhurst Street junction, it was dark however streetlights were present. The weather was fine, however the road surface was wet/damp. One vehicle and one cyclist were involved, with one serious injury to the cyclist reported.

3.4.10 Considering the context of the study area and the strategic role of the A62 Oldham Road/Varley Street/Collyhurst Street junction in distributing traffic to and from Manchester City Centre, the occurrence of three accidents over a five-year period does not indicate a road safety issue. Likewise, the two recorded collisions on Varley Street and the single collision on Collyhurst Street do not present a safety concern that would be expected to be worsened by a development of this scale.

3.4.11 The above would therefore suggest that there are no existing road safety issues in the area surrounding the development site that would preclude the delivery of the proposals or influence the location of any proposed access into the site.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 This application is for planning permission to build a residential development on the former Apollo pub site, off Varley Street in Miles Platting, Manchester. The proposal includes up 13 x 1 bed affordable apartments and 19 x 2 bed affordable apartments, along with a parking area and landscaped green space.

4.1.2 The proposed layout places the apartment building along the southern boundary of the site, with a new access point located to the left of the building, also along the southern edge. This access serves a car park located at the rear of the development, providing 16 parking spaces and storage for 40 bicycles. A separate parking space is also provided adjacent to the substation for service vehicles.

4.1.3 A site plan produced by DK-Architects forms part of the supporting documentation; this can be viewed via the MCC planning portal.

4.2 Proposed Vehicular Access

4.2.1 The proposed vehicular access is to be taken off Farnborough Road, slightly to the west of the existing access into the site (which is to be closed in line with the development proposals).

4.2.2 The new access will take the form of a simple priority-controlled junction, which reflects the previous access that was in place. Dropped kerbs and tactile paving will also be provided on either side of the access mouth to aid pedestrians.

4.2.3 As noted, a separate car/van parking space is to be provided for the substation, to be utilised by service vehicles when required.

4.2.4 Drawing 25032-001A in Appendix C highlights the access arrangement, with a 4.6m wide internal access carriageway width proposed. The internal access road extends approximately 30m from Farnborough Road, incorporating a slight deviation in the carriageway about halfway along its length. This deviation serves both to avoid the existing substation and to function as a traffic calming measure to help reduce vehicle speeds. The carriageway widens to circa 5m at the bend to assist vehicles passing one another.

4.2.5 Visibility splays commensurate with the 20mph speed limit of the road (2.4m x 25m) have also been provided and are achievable. A 5m length vehicle has also been shown on Drawing 25032-001A to access the development, navigate internally and exit the site in a safe and appropriate manner.

4.3 Pedestrian and Cycle Access

4.3.1 Pedestrian and cycle access will be possible via the main vehicular access, although as noted, this would be via a shared surface arrangement. As such, two separate pedestrian accesses will be provided from Farnborough Road to the building to ensure a 'vehicle-free' access is available.

4.4 Access for Commercial Vehicles/ Internal Circulation

4.4.1 All servicing arrangements for the site will take place on street from Farnborough Road, matching the arrangements for the existing residential dwellings. The bin store for the building can be accessed directly from Farnborough, within a few metres walk.

4.5 Parking Provision

4.5.1 A review of the CS highlights that there are no specific standards for residential car parking. Those standards that are highlighted are maximums. The MRQG does state that *'Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point'.*

4.5.2 Following the overarching approach of *'justify or comply'* of the MRQG, 16 car parking spaces will be provided as part of the development. This level of provision is deemed adequate to meet the operational needs of the site. The MRQG states that reduced on site provision may be justified if:

> *'Secure cycle parking in excess of 50% provision relative to apartment numbers;*
>
> *Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);*
>
> *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.*
>
> *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.*
>
> *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme'*

4.5.3 In addition to the above, Paragraph 112 of the NPPF states:

> *'local parking standards for residential and non-residential development, policies should take into account:*

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels'

4.5.4 As previously noted, the development will provide 40 cycle storage spaces, this being over 125% provision compared to apartment numbers. The site's proximity to A62 Oldham Road and its integration with TfGM's Bee Network infrastructure will offer future residents convenient access to Manchester City Centre via sustainable transport modes, with dedicated cycle lanes supporting a safe and attractive cycling environment (as an alternative to private car use).

4.5.5 Car ownership levels for the Lower Super Output Area (LSAO) E01005129 (Manchester 061A), which includes the development site, have been derived from Census 2021 data. This information can be viewed below in Table 4.1.

Table 4.1: 2021 Census Car Ownership Levels (E01005129 : Manchester 061A)

Car Ownership	Household Count	% Ownership	Proportional Parking Demand for Proposed Apartments (32)
No cars or vans in household	388	47%	0
1 car or van in household	357	43%	14
2 cars or vans in household	79	9%	3
3 cars or vans in household	8	1%	0
Total	832	100%	20 Car Parking Demand

Source: Nomis - Query Tool - QS416EW - Car or van availability

4.5.6 As seen from Table 4.1, the majority of existing residential properties in the area (47%) have no vehicles in their ownership, whilst 43% have 1 vehicle and 9% have 2 vehicles. A very small percentage (less than 1%) have 3 or more. When comparing this to the 32 apartments proposed, proportionally, this could indicate that 14 of the apartments would have 1 car each, 3 apartments may have 2 cars and the remaining 15 apartments would have no vehicles. This highlights a possible demand of 20 vehicles for the proposal.

4.5.7 Although the development is proposing 16 car parking spaces, which could therefore result in a small shortfall of 4 spaces, this data does not account for the potential impact a future Travel Plan (TP) could have on the development site. As a worst case, even if 4 vehicles were to park on the surrounding highway, it has been highlighted previously that the opportunities to do so are limited.

Permit holder only parking is in place on what can be assumed to be sensitive streets in the locality, with double yellow line waiting restrictions implemented around junctions and in areas where parking could either result in safety concerns or impact on the free flow of traffic. Therefore, the highway surrounding the development is already future-proofed against improper or inconsiderate parking.

4.5.8 In any case, if 4 vehicles were to park on the highway, this is not a level that could reasonably be considered to result in a '*severe*' impact or a level which could realistically impede the free flow of traffic.

4.5.9 The site's accessibility (discussed in Section 5) further reduces the need for future residents to have a private vehicle, instead choosing to utilise means of active travel or public transport.

4.6 Cycle Parking

4.6.1 Again, the CS does not provide specific requirements for cycle parking in relation to residential development. However, 40 cycle storage spaces will be provided adjacent to the proposed car park associated with the development (a 125% provision for the 32 apartments proposed).

4.6.2 It is also envisaged that residents will have the option to store bicycles within their dwelling, further increasing capacity if required.

4.7 EV Parking

4.7.1 The applicant will provide an appropriate level of electric vehicle charging facilities within the scheme, compliant with *The Building Regulations 2010 Approved Document S (Infrastructure for the charging of electric vehicles).*

4.8 Summary

4.8.1 As described in this section, the development access proposals conform to national and local guidance. Refuse collection will continue as per the existing arrangement for the surrounding highway (on street) and a large car (5m length) has been shown to access the development, navigate internally and exit the site in a safe and appropriate manner. Visibility splays, compliant with the prevailing speed limits of the surrounding roads, are shown to be achievable.

4.8.2 Pedestrians and cyclists will benefit from the 3 separate access points to the site from the adjacent highway. Car parking provision is ample to cater for any likely vehicular demand, with the same being said for cycle storage proposals on-site.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. NPPF (2024) defines sustainable transport modes as:

> *'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.'*

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

5.2.1 The site is located in a well-established area of Manchester. As previously noted, the roads in the vicinity of the development site create an environment conducive to walking, with suitable width footpaths, street lighting, dropped kerbs, tactile paving and crossings provided.

5.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.2.3 Given the site's close location to Manchester City Centre and the good quality pedestrian routes linking the two, a wide variety of amenities—including schools, workplaces, leisure spots, and everyday shops—can be easily reached on foot. The examples below aren't a full list of all the amenities that are available but simply highlight how well-connected and accessible the area is.

5.2.4 From the development, the CIHT's '*preferred maximum*' walking distance for local services (1.2km) includes a comprehensive range of local shops (Best-one Convenience Store, Cohens Chemist, Go-Vets), schools (Collyhurst Nursery School & Children's Centre, St Patrick's RC Primary School, Park

View Community School, Winstanley Day Nursery), recreation facilities (Victoria Mill Park) and places of worship (St Patrick's Church, Christ Temple International Church).

5.2.5 Within a 2km walking distance (CIHT's '*preferred maximum'* for commuting), Manchester's Northern Quarter can be accessed, with this area providing an array of employment opportunities within both the hospitality sector and office-based services. To the northeast of the development site, well within the 2km commuting distance, a large industrial area (ranging from A6010 Hulme Hall Lane to Grimshaw Lane) can be accessed, which further provides an array of alternative employment.

5.2.6 A pair of bus stops is located within circa 240m of the site, equating to an approximate 3-minute walk. The Monsall Metrolink Stop can also be accessed with a short walk (approximately 1.3km) from the site.

5.2.7 The development is in an accessible area, where an array of employment and education opportunities are available, as well as shops and other amenities. Its proximity to Manchester City Centre (a circa 25-minute walk) and the Etihad Stadium (a circa 25 minute walk) allows for multiple leisure opportunities for future residents.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

> *'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

5.3.3 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that:

> *'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'*

5.3.4 As mentioned previously, given the development site's location to Manchester City Centre and conducive cycling environment/cycling infrastructure which connect the two, it is clear that a plethora of amenities (ranging from educational facilities, employment, leisure and convenience) can be accessed with ease using bicycles as a method of travel. The review below should not be thought of as an extensive list of amenities, but as a select few to highlight the accessibility of the site.

5.3.5 The surrounding highway network, as outlined in Section 3, is well-equipped to accommodate the cycling needs of future residents. This is due to the availability of both on and off-road cycle routes which connect to Manchester City Centre, but additionally, the 20mph speed limits, street lighting

and vehicle waiting restrictions which are in place on many of the surrounding streets. It is also worth noting that cycle hire stations are in place on A62 Oldham Road for future residents to access.

5.3.6 Within the 8km cycling catchment, several areas are accessible from the site. These include but are not limited to the entirety of Manchester City Centre, Salford, Trafford Park, Cheetham Hill, Fallowfield, Droylsden, Longsight, Prestwich and Oldham. All of these areas individually host a range of their own amenities, educational facilities and employment opportunities

5.3.7 Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road and Salford Central can be reached within a circa 15-minute cycle. Various regional train services and local tram services call at these stations. Many Metrolink tram stops are also within an easily cycled distance from the site (circa 5 minutes).

5.3.8 Given the evidence presented above, cycling can be a realistic and viable method of travel for future residents.

5.4 Access by Bus

5.4.1 The CIHT document *Planning for Public Transport in Developments* recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.

5.4.2 The nearest pair of bus stops are located a short distance from the site on the A62 Oldham Road, within approximately 240m or a circa 3 minute walk. Both bus stops consist of flag and pole, with bus shelters, seating and timetable information available. Both the eastbound and westbound stops are linked by pedestrian crossing facilities. As demonstrated, these stops fall within the recommended CIHT walk distances.

5.4.3 Table 5.2 summarises the main services that can be accessed from these bus stops. The information above has been obtained from Traveline (https://www.traveline.info). Copies of timetable information available at the time of writing can be provided upon request.

Table 5.2: Summary of Key Bus Services

Service	Route	Monday-Friday	Saturday	Sunday
83	Manchester – Oldham	0440 – 0010 2 – 6/hr	0505 – 0011 2 – 6/hr	0619 – 0010 2 – 3/hr
84	Manchester – Uppermill	0500 – 0026 2 – 6/hr	0520 – 0025 2 – 6/hr	0631 - 2325 2 – 6/hr
114	Manchester – Alkrington	0633 – 2334 1-3/hr	0646 - 2233 1- 2/hr	1002 – 2301 1/hr
181	Manchester - Shaw	0618 – 1823 1 – 2/hr	0901 – 1832 1 – 2/hr	n/a
722 *School Service	Co – Op Academy - Monsall	0816, 1544	n/a	n/a
726 *School Service	East Manchester Academy – New Molston	0746, 1502	n/a	n/a

5.4.4 The above table demonstrates that the bus services which run in proximity to the site provide convenient and frequent connections to and from the surrounding areas, including (but not limited to) Manchester City Centre, Uppermill, Oldham, Shaw, Alkrington, Fallsworth, Ancoats, Moston and several educational facilities.

5.4.5 Given the close proximity of the bus stops and the high frequency of the services, bus travel is therefore considered to be a viable mode of transport and provides a convenient choice for future residents of the site.

5.5 Access by Rail/Tram

5.5.1 The nearest railway station, Manchester Victoria, is located circa 2.3km west of the site and can be reached within a circa 10 minute cycle, 20 minute bus journey or 30 minute walk. Manchester Victoria is served by the Blue (Manchester Airport – Victoria), Green (Altrincham – Bury), Yellow (Piccadilly – Bury), Grey (East Didsbury – Shaw) and Pink (East Didsbury – Rochdale) Metrolink tram lines which operate at a circa 12 minute frequency from 6am to midnight, Monday – Thursday. Friday – Saturday the trams operate until 1am and Sunday the trams operate till midnight, beginning at 7am at a frequency of every 15 minutes.

5.5.2 Manchester Victoria is a major transport hub, incorporating regional rail services and local bus/tram services operated by TfGM and forming part of the Bee Network. During peak hours the station is served by frequent services to multiple regional destinations such as Liverpool, Manchester Airport, Leeds, Hull, Rochdale and Newcastle, with an array of additional destinations accessible in between. The majority of the services depart several times an hour. The station provides toilets, extensive waiting and refreshment facilities and 38 cycle parking spaces.

5.5.3 Additionally, Monsall Metrolink Tram stop can be reached from the site within a circa 15 minute walk, or 5 minute cycle. Monsall Metrolink Tram Stop is served by the Pink Line (East Didsbury – Rochdale) with frequent connections between East Disbury, the city centre, Miles Platting and Rochdale. It provides 5 cycle lockers and 4 cycle stands.

5.5.4 In addition to Manchester Victoria, future residents can connect to Manchester Piccadilly Station via the Blue or Yellow tram lines, or alternatively it can be reached within a circa 10 minute cycle, or circa 30 minute walk. Manchester Piccadilly Station is also a major transport hub and acts as the central station for Manchester. The station incorporates regional and national rail services as well as local bus/tram services operated by TfGM and forming part of the Bee Network. During peak hours the station is served by frequent services to multiple national destinations such as London, Birmingham, Glasgow, Newcastle and Leeds. The station provides toilets, extensive waiting and refreshment facilities, 856 car parking spaces and 254 cycle storage spaces.

5.5.5 As mentioned previously, Manchester Oxford Road and Salford Central can similarly be accessed with ease from the development site should future residents require it. Access to the stations allows for an even greater array of destinations and services to be accessed (including Barrow In Furness, Blackpool North, Cleethorpes and Llandudno)

5.6 Summary

5.6.1 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF (2024) states that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*, as well as providing '*safe and suitable'* access for all.

5.6.2 This section of the report has demonstrated that the site is in a sustainable location, with many areas surrounding the development being within nationally recognised walking and cycling distances. The location of the site would allow residents to access a wide range of employment, education and recreational amenities.

5.6.3 In respect of public transport, bus services which run regularly on the A62 Oldham Road will enable residents to travel to numerous destinations across Greater Manchester and locally within the city centre. Additionally, Monsall Metrolink and Manchester Victoria Train Station (as well as others) can be accessed both by public transport, or via walking and cycling. They offer regular and frequent connections across the Greater Manchester area and beyond.

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 In light of the size and location of the development proposals, no junction capacity assessments are considered to be required as part of this planning submission. Notwithstanding this, a vehicular trip generation exercise has been undertaken for the proposed development in order to estimate the vehicular demand associated with the scheme. This section sets out the methodology and findings of the trip generation exercise.

6.2 Vehicular Trip Generation

6.2.1 The industry standard TRICS 7.11.4 database has been used to estimate the likely number of vehicular trips that could be generated by the development in the weekday peak periods. The peak periods of a residential development such as this tend to align closely with the typical commuter and school influenced network peaks.

6.2.2 Trip rates have been derived for the same land use in similar geographical locations. Details of these derived samples are provided in the TRICS report output in Appendix D. The derived trip rates were then applied to the proposed 32 affordable apartments, resulting in the trip generation, calculated hourly between the hours of 07:00 and 19:00. The estimated 12-hour trip generation of the site is shown in Table 6.1 with the network AM and PM peak hours highlighted in **bold** font.

Table 6.1: Peak Period Residential Trip Rates and Trip Generation (32 Affordable Apartments)

Time	Trip Rate			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.043	0.105	0.148	1	3	4
08:00-09:00	**0.071**	**0.100**	**0.171**	**2**	**3**	**5**
09:00-10:00	0.133	0.148	0.281	4	5	9
10:00-11:00	0.119	0.129	0.248	4	4	8
11:00-12:00	0.133	0.138	0.271	4	4	8
12:00-13:00	0.114	0.090	0.204	4	3	7
13:00-14:00	0.133	0.129	0.262	4	4	8
14:00-15:00	0.138	0.148	0.286	4	5	9
15:00-16:00	0.124	0.119	0.243	4	4	8
16:00-17:00	0.171	0.100	0.271	5	3	8
17:00-18:00	**0.143**	**0.114**	**0.257**	**5**	**4**	**9**
18:00-19:00	0.090	0.086	0.176	3	3	6
Daily (12hr)	**1.412**	**1.406**	**2.818**	**44**	**45**	**89**

6.2.3 As seen from the above table, the development can be expected to generate circa 5 two way trips during the typical AM peak and circa 9 two way trips during the typical PM peak. This level of trip

generation reflects the affordable nature of the proposal, the highly accessible location (in terms of walking, cycling and public transport access) and the low car ownership level for the area (highlighted in Section 4).

6.2.4 The addition of 30 new two-way trips is commonly recognised as a threshold for when formal assessment of a junction could be required (i.e. junction capacity modelling). The proposed development, as seen in Table 6.1, is clearly below this figure and a capacity assessment is not considered necessary as a result. The impact of the development can best be described as negligible.

6.3 Summary

6.3.1 The above has demonstrated that the development proposals are unlikely to result in an *'unacceptable impact on highway safety'* and the cumulative impact of the development can certainly not be considered *'severe'* meaning that according to paragraph 116 of the NPPF the development should not be refused on highway grounds.

7 SUMMARY AND CONCLUSION

7.1.1 This TS assesses the highways and transportation implications associated with a proposal for the development of up to 13 x 1 bed affordable apartments and 19 x 2 bed affordable apartments with associated parking area and green space. The development is proposed on the site of the former Apollo pub off Varley Street, Miles Platting, Manchester.

7.1.2 The proposed vehicular access is to be taken off Farnborough Road, slightly to the west of the existing access into the site (which is to be closed in line with the development proposals). This will take the form of a simple priority-controlled access, largely reflecting the previous arrangement that was in place with Thornden Road. It has been shown that this access point can safely accommodate anticipated traffic. Pedestrian and cycle access will also be provided from Farnborough Road via a traffic free route. It has also been highlighted that parking provision on site (16 spaces) is suitable to cater for anticipated demand, with any possible overspill being minimal and mitigated through existing parking restrictions.

7.1.3 Accident data has been reviewed from CrashMap for the latest five-year period available, with a review of this data demonstrating that there are no existing road safety issues that would preclude the development proposals.

7.1.4 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local services and amenities on foot, by cycle and by public transport. Future residents of the site will benefit from the proximity of the local bus stops on A62 Oldham Road, as well as the Monsall Metrolink Stop and the numerous large train stations available in Manchester. Cycling infrastructure and wide footways along A62 Oldham Road cater for a conducive environment for pedestrians and cyclists alike to access the city centre.

7.1.5 A trip generation exercise has been undertaken using TRICS, an industry standard software, demonstrating that the site would generate minimal volumes of traffic during the peak periods and will thus have a negligible impact on the adjacent highway network.

7.2 Conclusion

7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE

Carrick McClean

From: Carrick McClean
Sent: 26 March 2025 11:52
To: 'Highway Licences'
Cc: Anthony Morley
Subject: RE: Highways Contact Details
Attachments: Scoping Note - Apollo Pub Site, Varley Street, Miles Platting, Manchester.docx; P25032-001.pdf; TRIPRATE12968.PDF

Please see the attached documents,

Prime Transport Planning have been appointed to work on highways and transportation related matters for a proposed residential development at the former Apollo Pub Site located off Varley Street, Miles Platting.

We are hoping to receive some feedback from the authority and advise us in the pre-application stages. A scoping note, TRICS output and the relevant technical drawing has been attached. The scoping note has been provided in word format so comments can be provided.

Many thanks,

Carrick Mc Clean
Graduate Transport Planner

D: +44 (0)151 728 1868

9 Hurricane Court, Liverpool International Business Park
Estuary Boulevard, Liverpool, L24 8RL

www.primetp.co.uk

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From: Highway Licences <highwaylicences@manchester.gov.uk>
Sent: 26 March 2025 11:47
To: Carrick McClean <c.mcclean@primetp.co.uk>
Cc: Anthony Morley <A.Morley@primetp.co.uk>
Subject: Re: Highways Contact Details

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Hello Carrick,

The reason for requesting the meeting was to ascertain what exactly you require.

Is it a Highway & Pavement licence? A section 50? etc...

Please send your documents to this email and we can forward to the correct team(s)

Thank you,
Taylor

Manchester City Council
Highways Streetworks & Licencing
Email - contact@manchester.gov.uk or highwaylicences@manchester.gov.uk

Highways Service
Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
Manchester
M60 2LA
www.manchester.gov.uk

From: Carrick McClean <c.mcclean@primetp.co.uk>
Sent: 26 March 2025 11:37 AM
To: Highway Licences <highwaylicences@manchester.gov.uk>
Cc: Anthony Morley <A.Morley@primetp.co.uk>
Subject: RE: Highways Contact Details

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Hi Taylor, we appreciate the offer – the site is relatively small so we feel a meeting may not be required at the moment.

For the meantime, an email contact for the relevant highways officer would be sufficient, so we can send our scoping document and receive some feedback.

Many thanks,

Carrick Mc Clean
Graduate Transport Planner

D: +44 (0)151 728 1868

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From: Highway Licences <highwaylicences@manchester.gov.uk>
Sent: 26 March 2025 11:27
To: Carrick McClean <c.mcclean@primetp.co.uk>
Cc: Planning <Planning@manchester.gov.uk>
Subject: Re: Highways Contact Details

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Hello Carrick,

We can arrange to have a site meeting if you would like.

Kind regards,
Taylor

Manchester City Council
Highways Streetworks & Licencing
Email - contact@manchester.gov.uk or highwaylicences@manchester.gov.uk

Highways Service
Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
Manchester
M60 2LA
www.manchester.gov.uk

From: Contact <Contact@manchester.gov.uk>
Sent: 26 March 2025 9:41 AM
To: Highway Licences <highwaylicences@manchester.gov.uk>
Cc: Planning <Planning@manchester.gov.uk>
Subject: FW: Highways Contact Details

From: Carrick McClean <c.mcclean@primetp.co.uk>
Sent: 26 March 2025 08:35
To: Contact <Contact@manchester.gov.uk>
Subject: Highways Contact Details

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Good morning,

Prime Transport Planning have been appointed to work on a residential development in Miles Platting. We are looking to submit a scoping document and receive some feedback from a highways

perspective. Could you kindly provide the details for the relevant highway officer/ person so that we may liaise with them?

Thank you in advance,

Carrick Mc Clean
Graduate Transport Planner

D: +44 (0)151 728 1868

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Estuary Boulevard, Liverpool, L24 8RL

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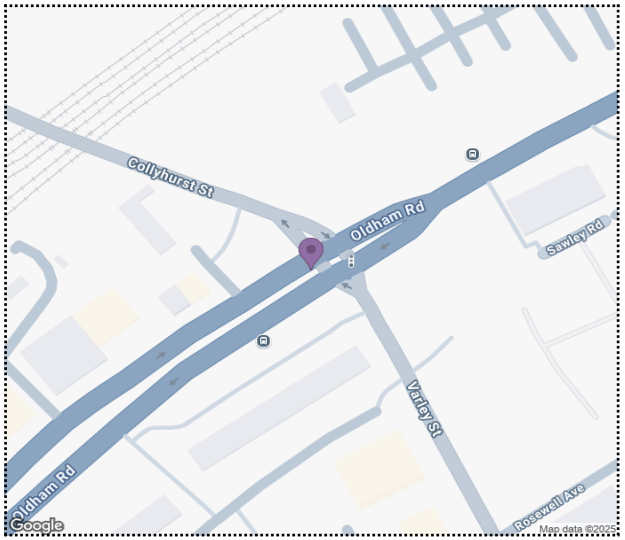
APPENDIX B

CRASHMAP OUTPUTS

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 15, 2022	**Time of Crash:**	15:54:00	**Crash Reference:**	2022061239567
Highest Injury Severity:	Slight	**Road Number:**	A62	**Casualties:**	4
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385772 399723
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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powered by agilysis

Crash Date: Saturday, October 15, 2022 **Time of Crash:** 15:54:00 **Crash Reference:** 2022061239567

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

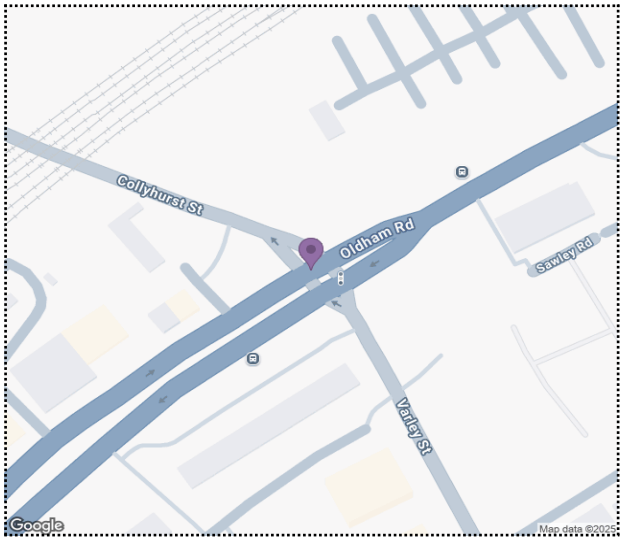
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Validated Data

Crash Date:	Tuesday, December 12, 2023	**Time of Crash:**	16:36:00	**Crash Reference:**	2023061387414
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385776 399730
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	Unknown				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Crash Date: Tuesday, December 12, 2023 **Time of Crash:** 16:36:00 **Crash Reference:** 2023061387414

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

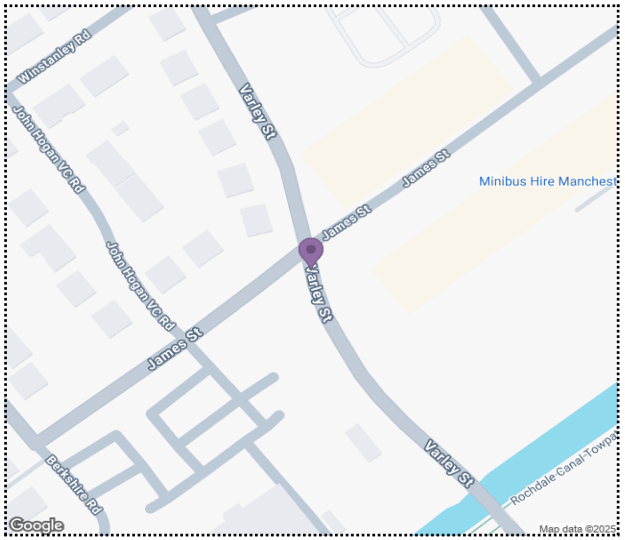
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Validated Data

Crash Date:	Friday, July 28, 2023	**Time of Crash:**	09:15:00	**Crash Reference:**	2023061337797
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385945 399394
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, July 28, 2023 **Time of Crash:** 09:15:00 **Crash Reference:** 2023061337797

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, February 4, 2023	**Time of Crash:**	15:00:00	**Crash Reference:**	2023061274659
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385942 399397
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, February 4, 2023 **Time of Crash:** 15:00:00 **Crash Reference:** 2023061274659

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

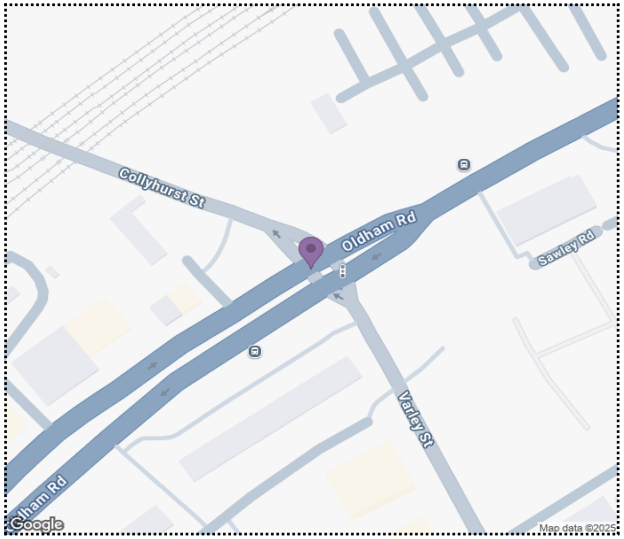
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Validated Data

Crash Date:	Saturday, June 20, 2020	**Time of Crash:**	18:27:00	**Crash Reference:**	202006A172407
Highest Injury Severity:	Slight	**Road Number:**	A62	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385775 399726
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, June 20, 2020 **Time of Crash:** 18:27:00 **Crash Reference:** 202006A172407

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	18	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

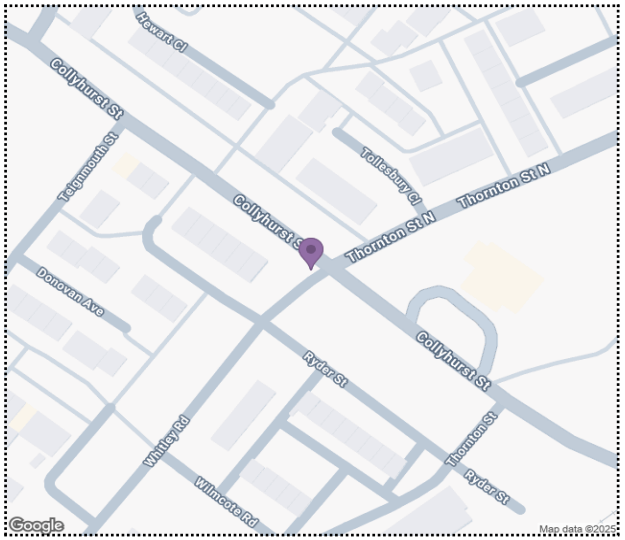
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, November 25, 2019	**Time of Crash:**	00:05:00	**Crash Reference:**	201906A266403
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385540 399865
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Monday, November 25, 2019 **Time of Crash:** 00:05:00 **Crash Reference:** 201906A266403

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

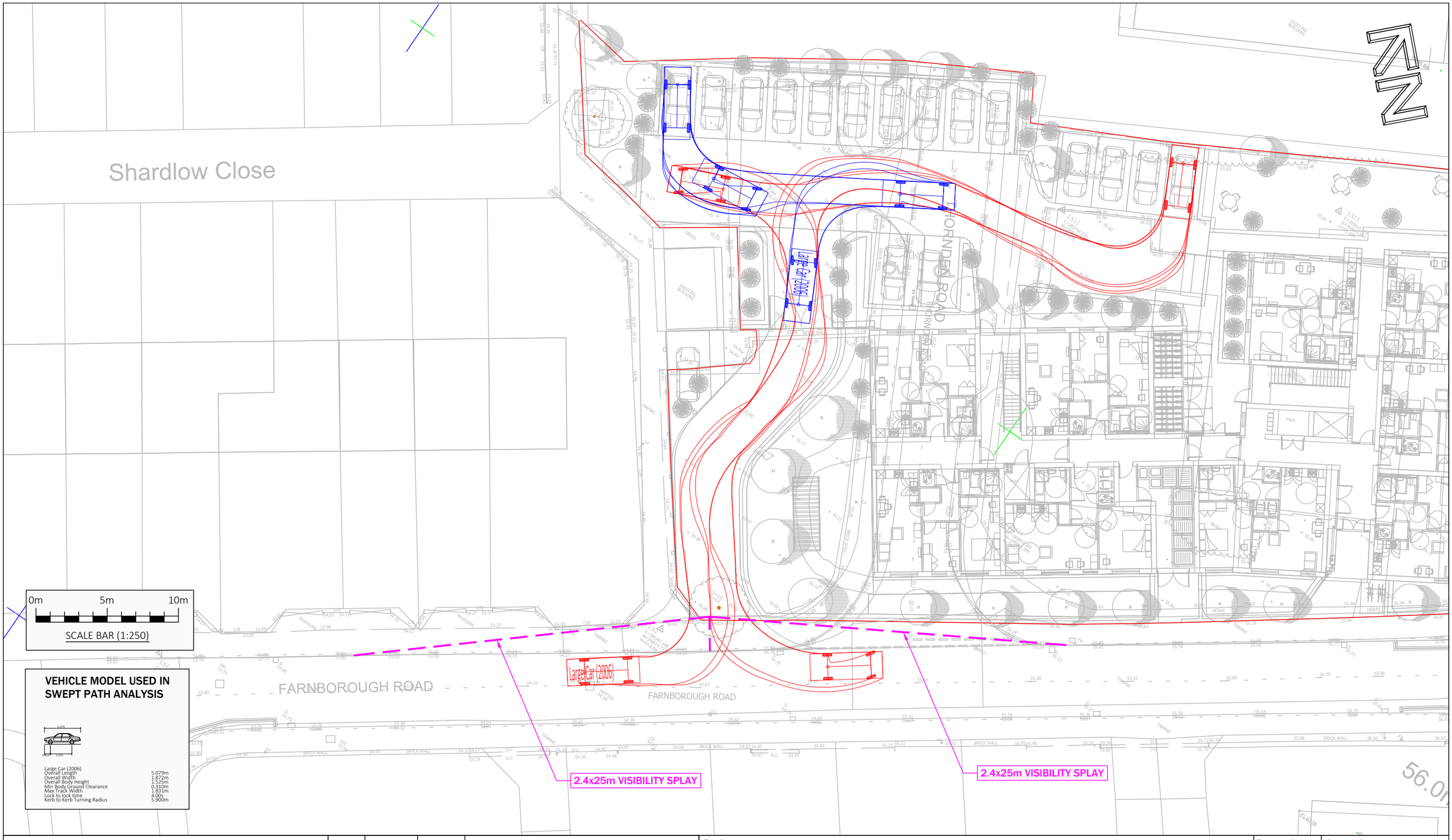
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX C

TECHNICAL DRAWINGS



Prime Transport Planning
Together for Progress

9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
A	13.04.25	RO	TOPO SURVEY ADDED

Status

INFORMATION

Project

APOLLO PUB, MANCHESTER

Title

SWEPT PATH ANALYSIS AND SITE ACCESS VISIBILITY SPLAYS

Drawn by	Issue date
RO	23 MAR 2025

Scale(s)

1:250 @ A3

Drawing No

P25032-001A

APPENDIX D

TRICS OUTPUT

PRIME Transport Planning ' Hurricane Court Liverpool Licence No: 753001

Calculation Reference: AUDIT-753001-250305-0312

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	LS	LEEDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 22 to 56 (units:)
Range Selected by User: 20 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 06/06/13 to 06/06/23

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 GS-03-D-01 BLOCKS OF FLATS GLOUCESTERSHIRE
SAINT STEPHEN'S ROAD
CHELTENHAM SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *04/05/23* *Survey Type: MANUAL*

2 GS-03-D-02 BLOCKS OF FLATS GLOUCESTERSHIRE
PRINCESS ELIZABETH WAY
CHELTENHAM SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *04/05/23* *Survey Type: MANUAL*

3 KS-03-D-01 BLOCK OF FLATS KIRKLEES
CARR STREET
HECKMONDWIKE
LIVERSEDGE
Edge of Town
Residential Zone
Total No of Dwellings: 56
Survey date: THURSDAY *01/05/14* *Survey Type: MANUAL*

4 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

5 LS-03-D-03 BLOCK OF FLATS LEEDS
PASTURE MOUNT
LEEDS
ARMLEY
Edge of Town Centre
Residential Zone
Total No of Dwellings: 43
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

6 NG-03-D-01 BLOCK OF FLATS NOTTINGHAM
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *23/06/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	35	0.043	6	35	0.105	6	35	0.148
08:00 - 09:00	6	35	0.071	6	35	0.100	6	35	0.171
09:00 - 10:00	6	35	0.133	6	35	0.148	6	35	0.281
10:00 - 11:00	6	35	0.119	6	35	0.129	6	35	0.248
11:00 - 12:00	6	35	0.133	6	35	0.138	6	35	0.271
12:00 - 13:00	6	35	0.114	6	35	0.090	6	35	0.204
13:00 - 14:00	6	35	0.133	6	35	0.129	6	35	0.262
14:00 - 15:00	6	35	0.138	6	35	0.148	6	35	0.286
15:00 - 16:00	6	35	0.124	6	35	0.119	6	35	0.243
16:00 - 17:00	6	35	0.171	6	35	0.100	6	35	0.271
17:00 - 18:00	6	35	0.143	6	35	0.114	6	35	0.257
18:00 - 19:00	6	35	0.090	6	35	0.086	6	35	0.176
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.412			1.406			2.818

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	22 - 56 (units:)
Survey date date range:	06/06/13 - 06/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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