

mode
transport planning



Cambridge Park Ltd

82-84 Market Street, Manchester City Centre

Transport Statement

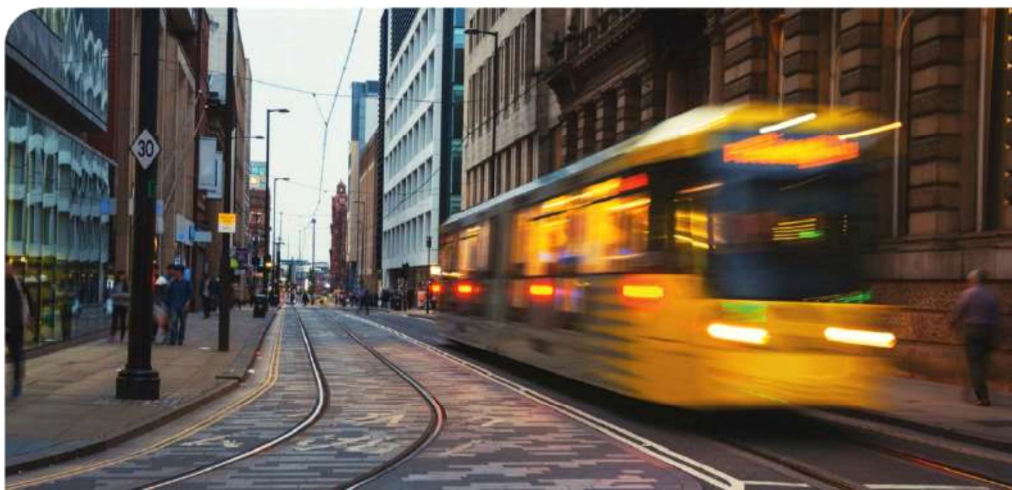
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Cambridge Park Ltd

82-84 Market Street, Manchester City Centre

Transport Statement

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APPENDICES

APPENDIX A Scoping Advice from MCC Highways

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APPENDIX B Proposed Development Site Layout Drawings

APPENDIX C Waste Collection and Storage Plans

APPENDIX D Full TRICS Outputs

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Cambridge Park Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a proposed development at 82-84 Market Street in Manchester City Centre.

1.1.2 The proposed development will comprise a change of use from office space to residential apartments, providing a total of 8no. 1 and 2-bedroom apartments. The existing retail unit at the ground floor will remain as existing and is outside the remit of this planning application.

1.1.3 The indicative site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary (image source : Google Maps)



1.2 Methodology

1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking'* (2014), which supersedes the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.2.2 A Framework Travel Plan (FTP) is also being produced to accompany the planning application, with the purpose of promoting and encouraging travel by sustainable modes to and from the site.

1.2.3 Scoping advice was sought via email from Manchester City Council (MCC) Highways. A response was received on Monday 27th January 2025, and is attached in Appendix A.

1.2.4 A site visit was undertaken on Thursday 30th January 2025.

1.3 Report Structure

1.3.1 Following this introductory chapter, the TS has been structured as follows:

- Chapter 2 describes the site location and local highway network;
- Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
- Chapter 4 details accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected vehicle trip generation; and
- Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in Figure 2.1, the development site is located on Market Street in Manchester City Centre.

Figure 2.1 : Strategic Site Location



2.1.2 The existing four-storey building includes a retail unit (Greggs) on the ground-floor and office space across the three-storeys above.

2.1.3 The development site is shown in Photograph 2.1 and Photograph 2.2.

Photograph 2.1 : 82-84 Market Street



Photograph 2.2 : 82-84 Market Street – Upper Floors



2.2 Local Highway Network

2.2.1 The site abuts Market Street to the north, existing commercial buildings to the west, Sickle Street to the south and a footpath (between Market Street and Sickle Street) to the east.

2.2.2 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Market Street

2.2.3 Market Street runs in a broadly east-to-west alignment along the northern boundary of the site, between Picadilly Gardens to the east and St Mary's Gate to the west.

2.2.4 Market Street is a Pedestrian Zone and is one of the main retail streets in Manchester. Signage indicates that vehicular access is not permitted on Market Street from Fountain Street, except for loading between 06:00 and 10:30.

2.2.5 The existing conditions along Market Street are summarised in Table 2.1 and shown in Photograph 2.3 to Photograph 2.5.

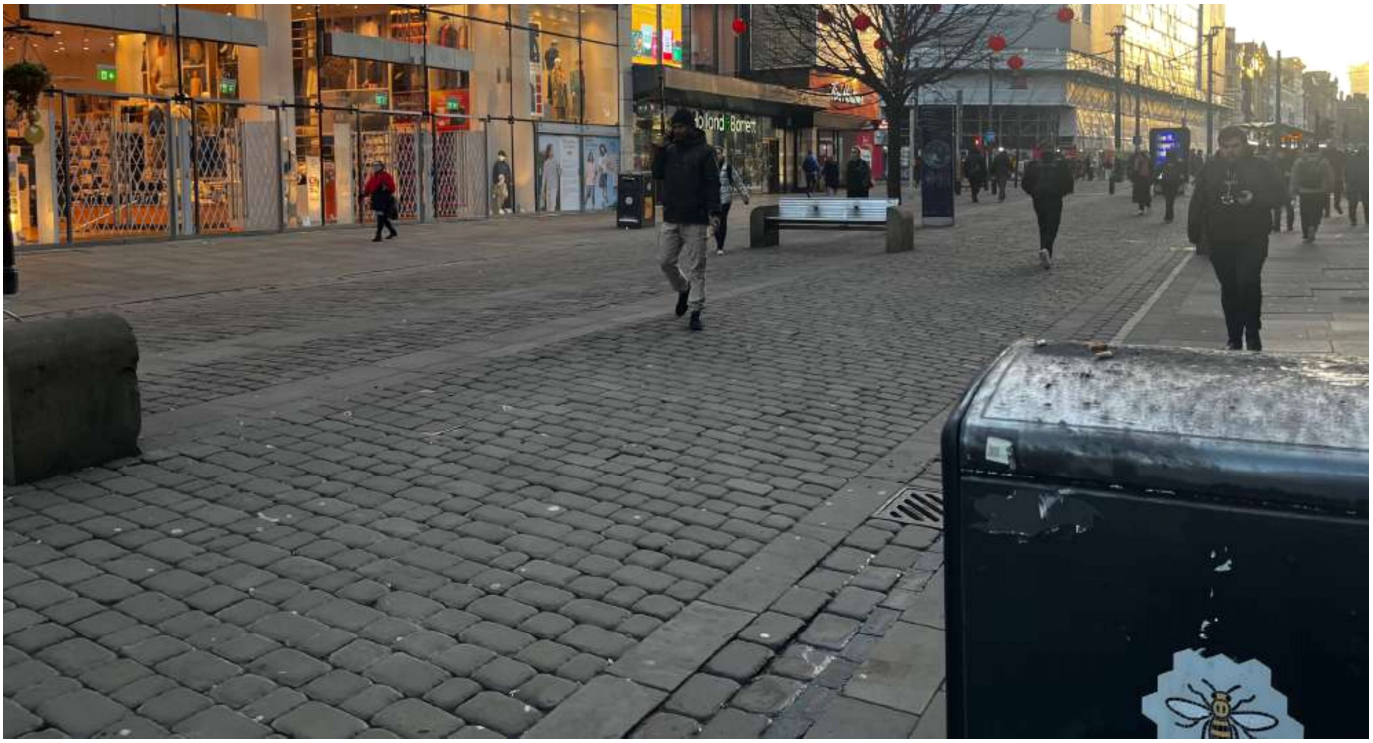
Table 2.1 : Market Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.4.0 – 5.0m
Road Type	Pedestrian Zone	Pedestrian Facilities	Part of Pedestrian Zone
Speed Limit	Not applicable	Cycle Facilities	No
Carriageway Width	c.9.2m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.3 : Market Street – Westbound



Photograph 2.4 : Market Street – Eastbound



Photograph 2.5 : Market Street – Droppable Bollards (adjacent to Fountain Street)



Sickle Street / Phoenix Street

2.2.6 Sickle Street is accessible to pedestrians from Market Street to the east of the site via a pedestrian route. It runs in a broadly north-to-south alignment to the southeast of the site.

2.2.7 Sickle Street is accessed from Phoenix Street to the east by servicing vehicles, where bins are stored by the existing commercial properties. No vehicles are permitted along Phoenix Street except for loading. Signage indicates that loading is permitted between 08:00 and 20:00,.

2.2.8 The existing conditions along Sickle Street / Phoenix Street are summarised in Table 2.2 and shown in Photograph 2.6 to Photograph 2.10.

Table 2.2 : Sickle Street / Phoenix Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.1.0 - 2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways available
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.2.0 – 4.5m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

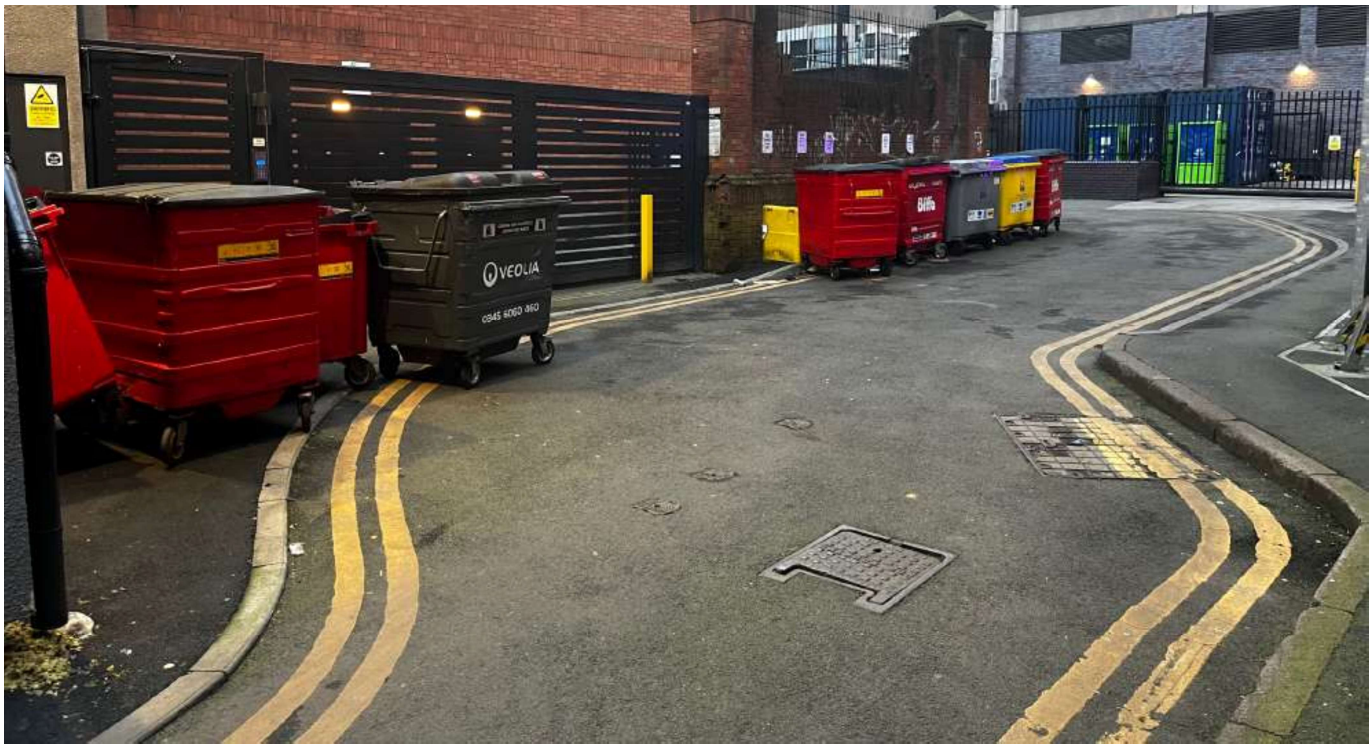
Photograph 2.6 : Sickle Street – Pedestrian Route from Market Street



Photograph 2.7 : Sickle Street – Existing Rear of Building



Photograph 2.8 : Sickle Street – Bin Storage for Surrounding Businesses & TRO



2.2.9 As shown in Photograph 2.7, Sickle Street features a Traffic Regulation Order (TRO) in the form of double yellow lines to prevent waiting or parking.

2.2.10 A dedicated loading bay is in place on the northern side of Phoenix Street (Photograph 2.9), as well as 3no. pay-and-display parking bays (Photograph 2.10).

Photograph 2.9 : Phoenix Street – Loading Bay



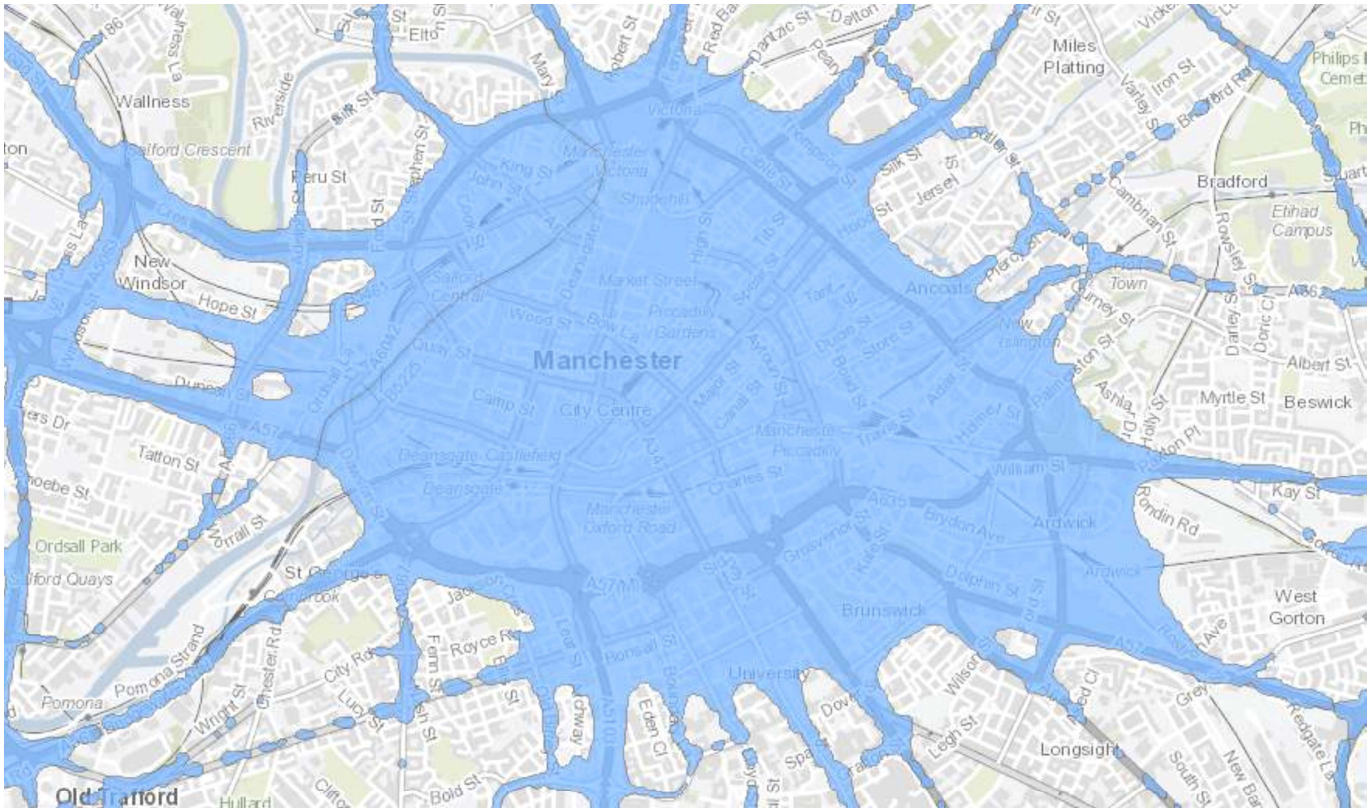
Photograph 2.10 : Phoenix Street – Pay-and-Display Parking Bays



2.5 Air Quality

2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is located within an Air Quality Management Area (AQMA) that covers Manchester City Centre as shown in Figure 2.4.

Figure 2.4 : Air Quality Management Area Map (source : DEFRA)



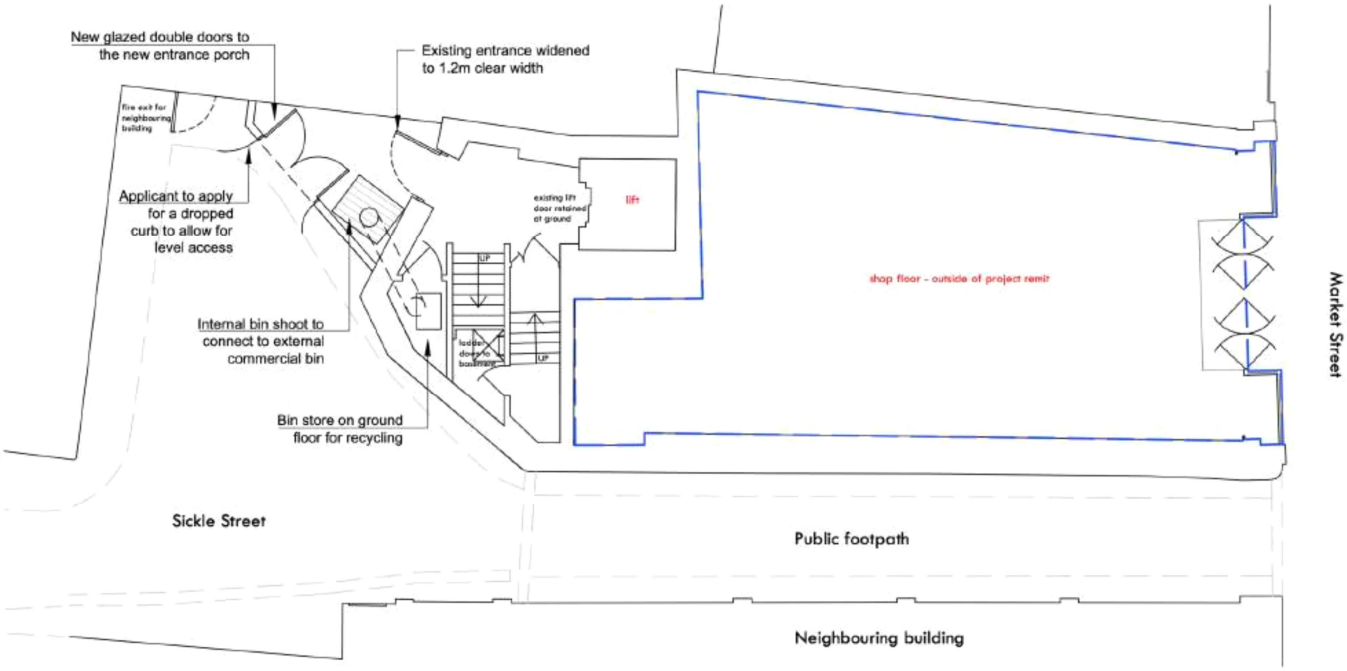
3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development will comprise a change of use from office space to residential apartments, providing a total of 8no. 1- and 2-bedroom apartments. The existing retail unit at the ground floor will remain as existing and is outside the remit of this planning application.

3.1.2 The proposed ground floor layout is shown in Figure 3.1, with the full drawings attached in Appendix B.

Figure 3.1 : Proposed Ground Floor Layout (source : NC Architecture)



3.2 Pedestrian Access

3.2.1 Pedestrian access to the site will remain as existing, via the pedestrian route from Market Street, onto Sickle Street to the rear of the property. As shown in Figure 3.1, the existing entrance to the building will be widened to 1.2m, and a new entrance porch will be provided as part of the proposals.

3.3 Servicing and Delivery Arrangements

3.3.1 As existing, servicing and delivery vehicles will access Sickle Street to the rear of the property, from Phoenix Street. As existing, it is not anticipated that servicing and delivery vehicles will directly access the building, as per the arrangements for the neighbouring units.

3.3.2 The proposed bin store locations and collection area are shown on plans attached in Appendix C. Commercial bins will be stored within the site's demise, where they will connect with internal bin shoots within the building to collect residents' waste. Building staff will be responsible for moving these bins to the collection point, where refuse collection vehicles are able to access them for collection, before promptly moving them back into the building's demise.

3.3.3 The proposed servicing and delivery arrangements will therefore reflect those that are already existing in the area.

3.3.4 It should be noted that a completed Waste Management Proforma has been submitted with this application.

3.4 Parking Provision

3.4.1 No car parking spaces are proposed as part of the development, and therefore the units will be marketed as car-free.

3.4.2 MCC summarise their residential parking standards in Appendix B of their 'Core Strategy Development Plan Document', which forms part of Manchester's Local Development Framework, adopted in July 2012. For residential developments within the City Centre, *'Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements'.*

3.4.3 Car-free residential developments in City Centres are common; as outlined in in Chapter 4, the site is accessible by a range of sustainable modes and is within a short walking distance of numerous amenities, including food outlets, convenience stores and cafes.

3.4.4 The apartments will be advertised as car-free; however, any residents who wish to bring a car can utilise the local parking options, as outlined in Section 2.3.

3.4.5 In addition, reduced on-site car parking can be justified on the basis of *'secure cycle parking in excess of 50% provision relative to apartment numbers'.* 100% (8no. spaces) cycle parking will be provided insecure cycle stores on each floor of the building.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.

4.1.3 Paragraph 110 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. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

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

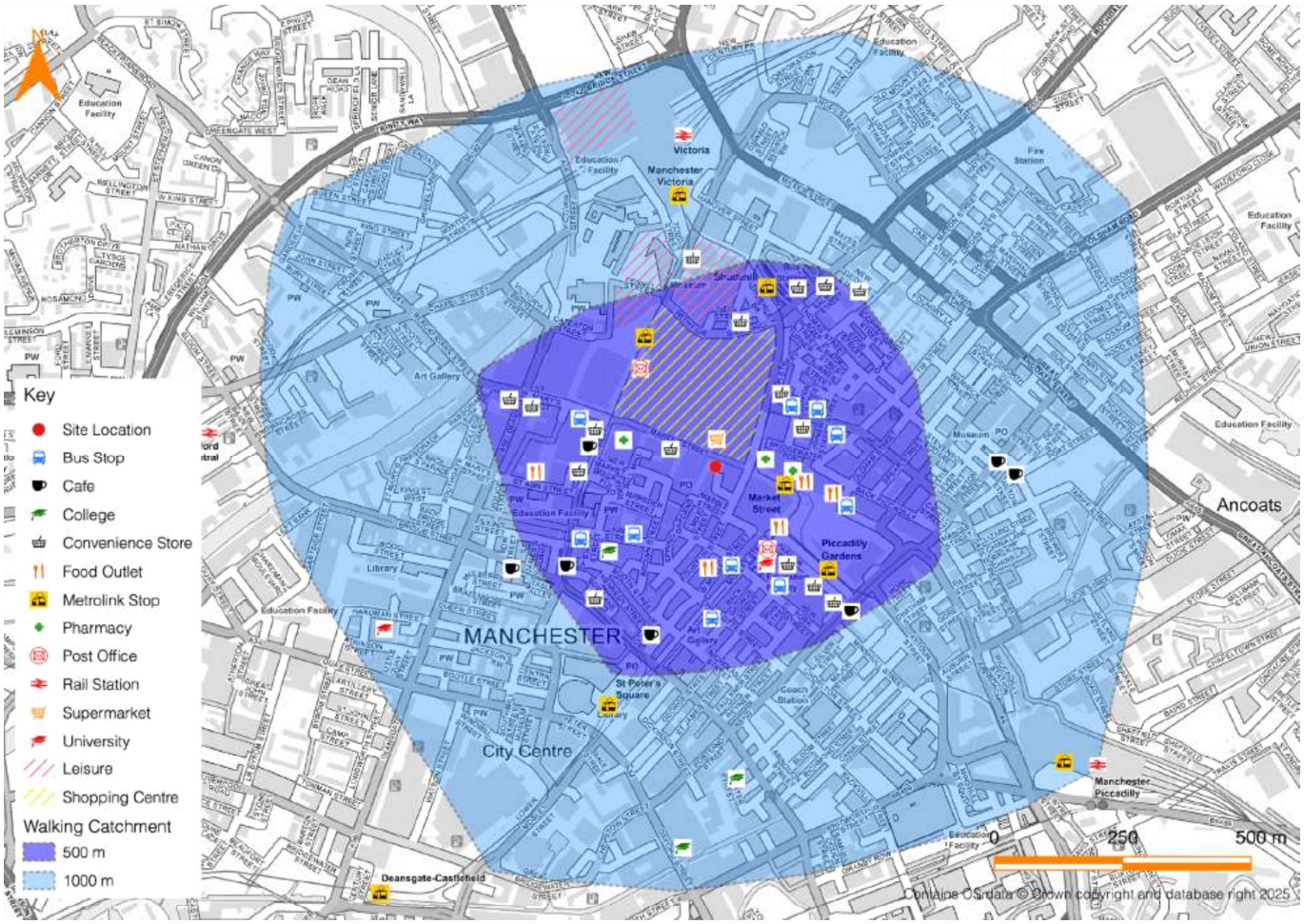
4.2.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.2.5 Figure 4.1 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 As shown in Figure 4.1, the site's City Centre location means a wide range of public transport connections and amenities are available within the walking catchment.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Arndale Shopping Centre	90m	1 minute
Tesco Express with ATM	90m	1 minute
Market Street Metrolink Stop	120m	1 minute
Boots Pharmacy	180m	2 minutes
Bus Stops on Church Street	190m	2 minutes
Piccadilly Gardens Bus Station	350m	4 minutes
Manchester Printworks Entertainment Venue	500m	6 minutes
Manchester Victoria Rail Station	700m	8 minutes

4.2.8 As shown in Figure 4.1, various bus stops are available on the local highway network within a 500m walking catchment, including the closest bus stop to the site on Church Street within c.190m (2-minute walk). Additional services are also available from Piccadilly Gardens Bus Station within c.350m (4-minute walk) to the east of the site.

4.2.9 Other public transport connections are also available within the walking catchment. This includes the Market Street Metrolink stop, which is the closest Metrolink stop to the site, within c.120m (1-minute walk). Manchester Victoria Rail Station is also accessible to the north of the site within c.700m (8-minute walk).

4.2.10 The site's City Centre location means it is well situated in terms of access to amenities. In additional to various shops, pharmacies and convenience stores along Market Street, the Arndale Shopping Centre is available on the opposite site of Market Street, which provides a range of shops, food outlets, cafes and leisure facilities.

4.2.11 As described previously, Market Street is a Pedestrian Zone and the local highway network beyond there benefits from an extensive network of footways, including dropped kerbs and tactile paving. Due to its central location, the site is well situated in terms of accessibility to local public transport services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

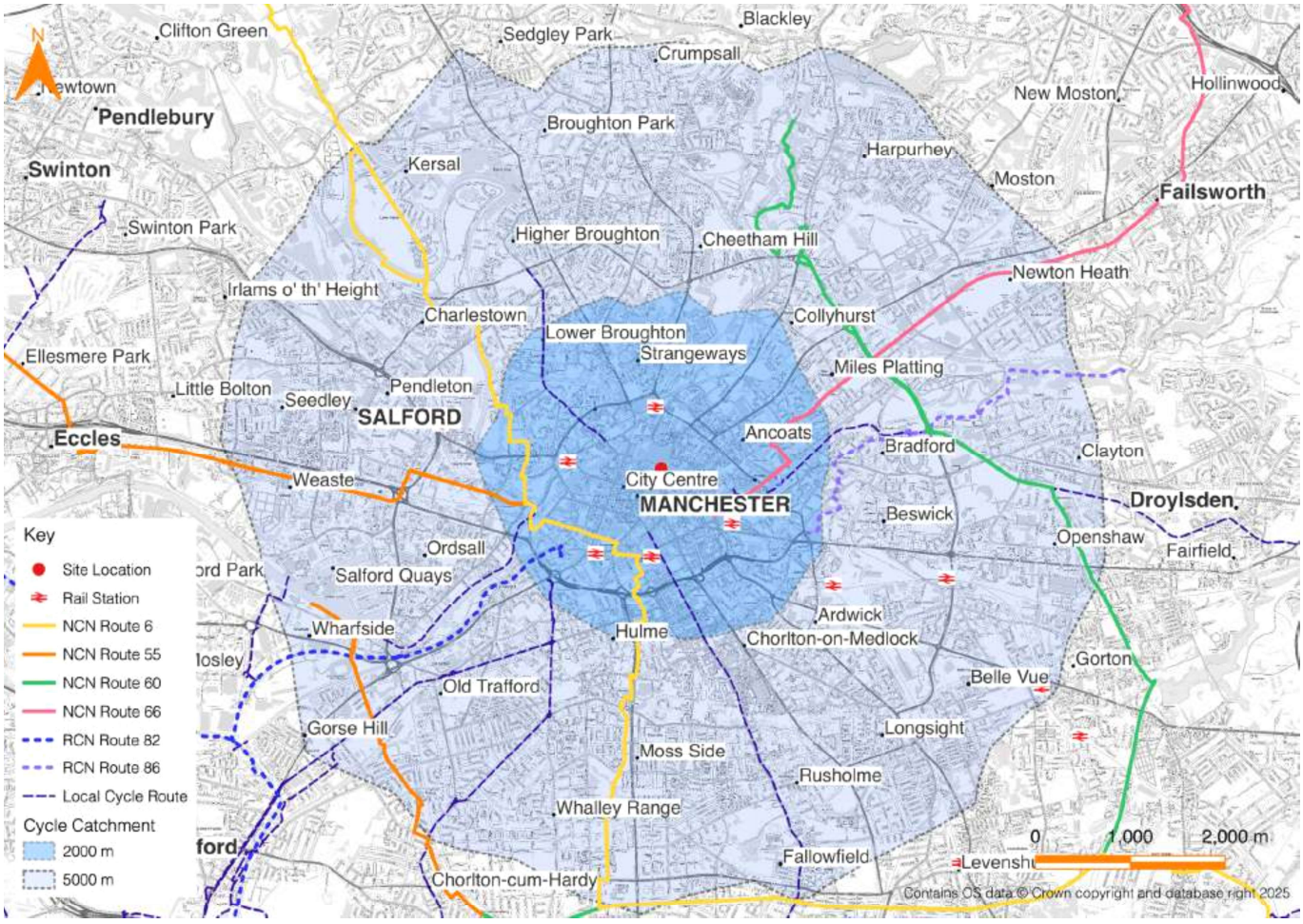
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan

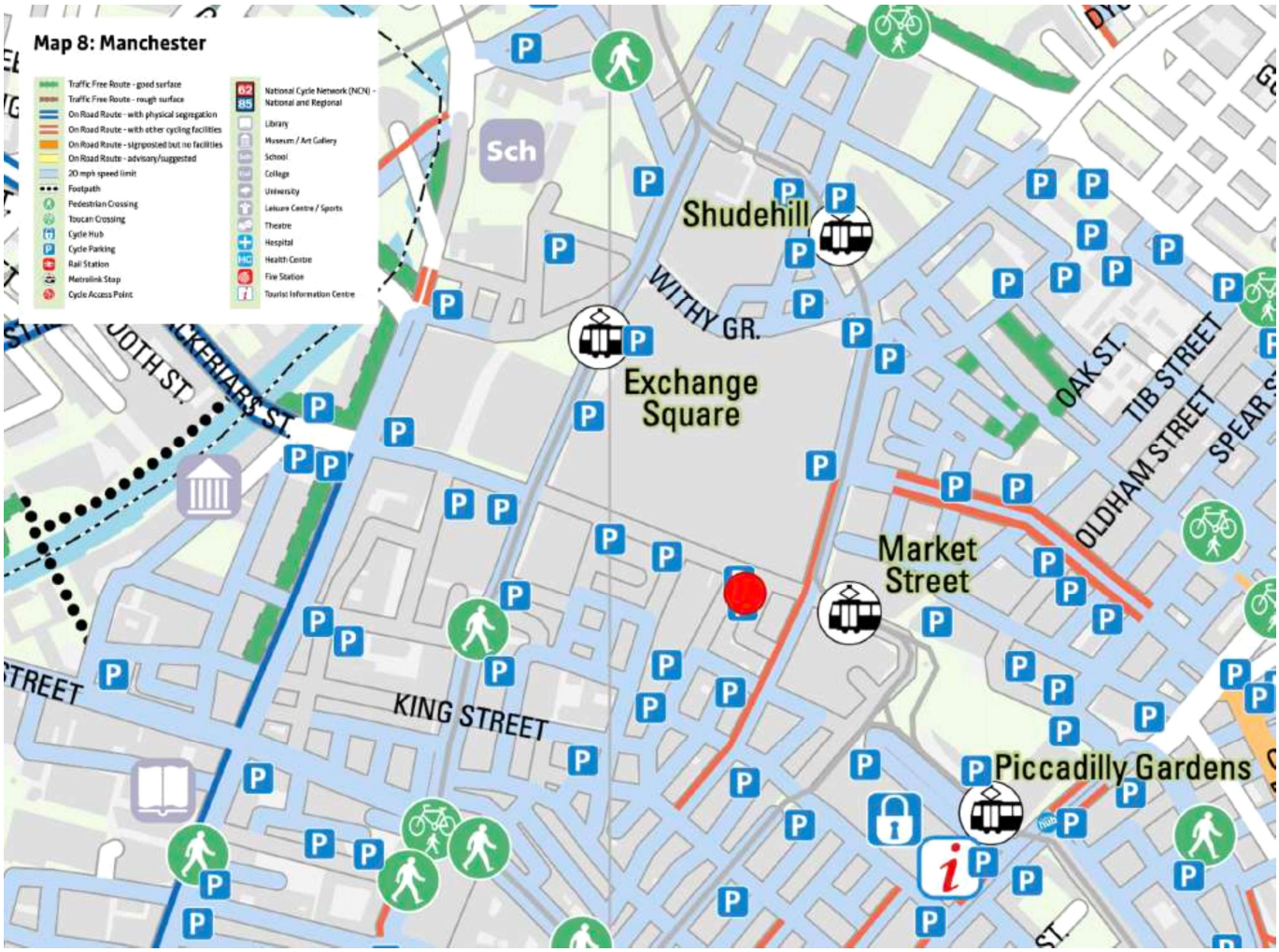


4.3.4 As shown in Figure 4.2, the suburbs of Ancoats, Lower Broughton and Strangeways are available within a 2km cycle catchment, as well as various railway stations in Manchester City Centre including Victoria, Piccadilly and Deansgate. A number of suburban areas, as well as Salford City Centre, are located within a 5km cycle catchment of the site.

4.3.5 A number of routes are available on both the National Cycle Network (NCN) and the Regional Cycle Network (RCN) within the cycle catchment; this includes NCN Route 6 and NCN Route 66 which are both accessible within the 2km cycle catchment.

4.3.6 A network of local cycle routes and facilities are available in the vicinity of the site as shown in Figure 4.3.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.7 As shown in Figure 4.3, 20 mph speed limits are in place in the vicinity of the site, which provides a safer cycling environment. There are also several cycle parking locations in the vicinity of the site. A northbound cycle lane is also available on High Street to the east of the site.

4.3.8 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents or visitors, particularly as an alternative to private car trips or for trips around the city centre.

4.4 Public Transport Services

Local Bus Services

4.4.1 Several bus stops are available on the local highway network within a short walk from the site, including the closest bus stop to the site on Church Street within c.190m (2-minute walk).

4.4.2 Table 4.3 provides a summary of routes and times of local bus services accessible from these bus stops.

Table 4.3 : Local Bus Services – Church Street

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
59	Oldham Mumps - Chadderton - Middleton - Piccadilly Gardens	6	6	6	6	3
112	Piccadilly Gardens - Moston - Greengate - Middleton	4	4	4	4	2
117	Greengate - New Moston - Moston - Collyhurst -Manchester	2	2	2	2	1
118 / 119	Piccadilly Gardens - Harpurhey - Moston - Higher Crumpsall	6	6	6	6	3
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	6	6	6	6	6
163	Bury - Heywood - Langley - Middleton - Piccadilly Gardens	5	5	5	5	4

4.4.3 As shown in Table 4.3, a wide range of regular bus services are available from Church Street, providing direct services around the City Centre, as well as across Greater Manchester to designations such as Oldham, Higher Crumpsall and Bury.

4.4.4 Additional services are also available from Piccadilly Gardens Bus Station within c.350m (4-minute walk); from here, c.30no. services are available, proving bus access across Greater Manchester.

4.4.5 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities, as well as for those visiting the retail space.

Rail Services

4.4.6 The closest rail station to the site is Manchester Victoria Railway Station c.700m (8-minute walk) to the north of the site. It is therefore accessible within the walking catchment.

4.4.7 Table 4.4 summarises the direct rail services available from Manchester Victoria.

Table 4.4 : Direct Rail Services – Victoria Station

Destination	Approx. Frequency	Approx. Journey Time
Blackburn *via Bolton*	1 service / hour	55 minutes
Blackburn *via Burnley Manchester Road*	1 service / hour	1 hour 5 minutes
Chester via Warrington Bank Quay	1 service / hour	1 hour 5 minutes
Clitheroe *via Blackburn*	1 service / hour	1 hour 20 minutes
Headbolt Lane *via Wigan Wallgate*	1 service / hour	1 hour 5 minutes
Hull *via Leeds*	1 service / hour	2 hours
Leeds *via Bradford Interchange*	2 services / hour	1 hour 20 minutes
Leeds *via Dewsbury*	1 service / hour	1 hour 30 minutes
Liverpool Lime Street *via Lea Green*	1 service / hour	40 minutes
Liverpool Lime Street *via Newton-le-Willows*	1 service / hour	35 minutes
Manchester Airport *via Manchester Piccadilly*	1 service / hour	30 minutes
Newcastle *via Leeds*	1 service / hour	2 hours 25 minutes
Redcar Central *via Leeds and York*	1 service / hour	2 hours 35 minutes
Rochdale	2 services / hour	20 minutes
Scarborough	1 service / hour	1 hour 15 minutes
Southport *via Bolton*	1 service / hour	1 hour 20 minutes
Stalybridge *via Ashton-under-Lyne*	1 service / hour	15 minutes
Wigan Wallgate	1 service / hour	45 minutes

4.4.8 Table 4.4 shows that there are multiple frequent services from Manchester Victoria to destinations across Greater Manchester, including Rochdale, Wigan and Stalybridge, as well as across the north of England, including Leeds, Newcastle, Liverpool and Wigan. All of these services also access local stations along these routes.

4.4.9 This demonstrates the high accessibility of the site via rail, specifically as an alternative to private car trips for accessing the development site, from locations across the north of England, as well as across Greater Manchester.

Metrolink Services

4.4.10 The nearest Metrolink Stop located is located Market Street, c.120m (1-minute walk) to the east of the site. Other public transport connections are also available within the walking catchment.

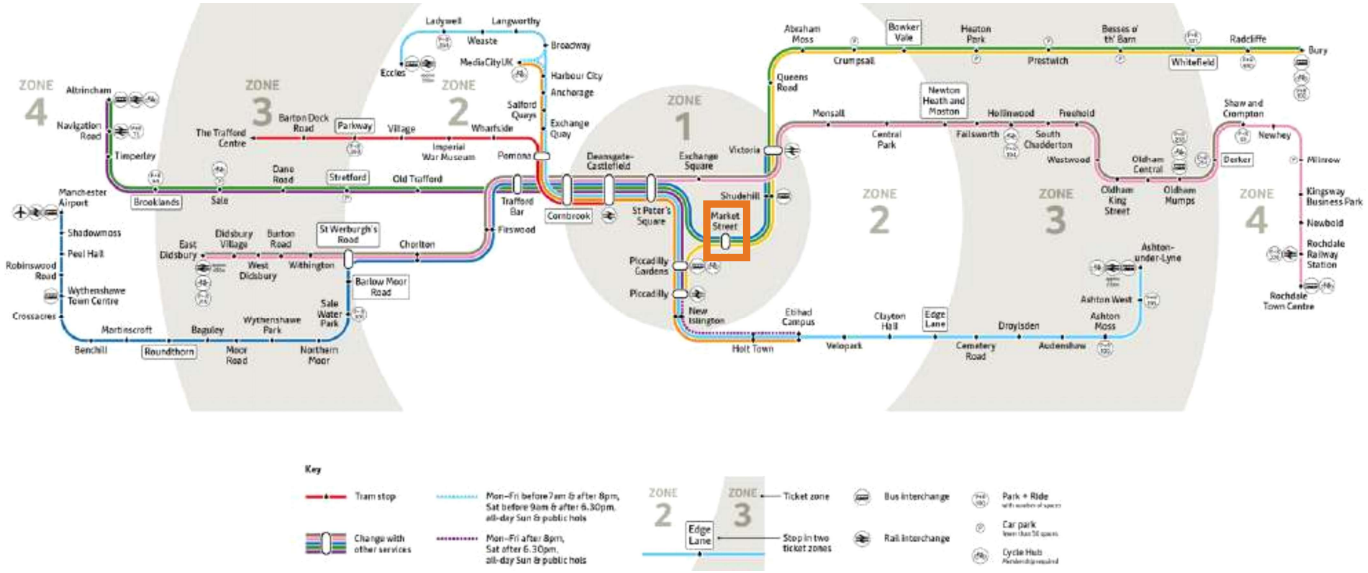
4.4.11 The regular Metrolink services which operate here are:

- Yellow Line – Piccadilly to Bury;

- Green Line – Altrincham to Bury; and
- Navy Line – Victoria to Manchester Airport.

4.4.12 Figure 4.4 presents the Transport for Greater Manchester (TfGM) Metrolink network, with the Market Street stop highlighted.

Figure 4.4 : Metrolink Tram Network (source: TfGM)



4.4.13 The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

4.5 Promoting Sustainable Travel via Travel Plans

4.5.1 It should be noted that this TA has been produced in parallel with a Framework Travel Plan (FTP), which outlines initial strategies and measures for encouraging residents to travel by sustainable modes, rather than single occupancy car trips.

4.6 Summary

4.6.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision.
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes.

- Access to a network of cycle-friendly routes within the local area, as well as an on-road northbound cycle lane along High Street.
- Regular bus services from the Church Street provide access around the City Centre, as well as across Greater Manchester to designations such as Oldham, Higher Crumpsall and Bury.
- A wide variety of bus services are also available from Piccadilly Gardens Bus Station within a short walk from the site.
- Manchester Victoria Railway Station provides frequent and direct rail services to a wide range of destinations across Greater Manchester and the north of England. These services also provide access to local stations along each respective route.

4.6.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.6.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.6.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'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'.*

5. Trip Generation

5.1 TRICS Trip Rates

5.1.1 To quantify the traffic impact of the development on the local highway network, a multi-modal trip generation exercise has been undertaken for proposed residential units.

5.1.2 Multi-modal trip rates have been derived from the TRICS database (v7.11.4) using the *'Residential – Flats Privately Owned'* land use categories. The full TRICS outputs are attached in Appendix D.

5.1.3 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

5.1.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region, with the exception of London. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.

5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Town Centre and 'Edge of Town Centre' location types have been selected.

5.2 Multi-Modal Trip Generation

People Trips

5.2.1 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.1 for the proposed apartments.

Table 5.1 : TRICS Trip Generation (per dwelling) - People

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Residential – Flats Privately Owned'*	0.132	0.523	**0.655**	0.42	0.282	**0.702**
Proposed Development (8no. dwellings)	1	4	**5**	4	2	**6**

5.2.2 As shown in Figure 5.1, the proposed apartment units are expected to generate **5** two-way people trips during the AM peak hour and **6** two-way people trips during the PM peak hour.

All Vehicle Trips

5.2.3 The TRICS trip rates and estimated vehicle trip generation during the weekday AM and PM peak hour are shown in Table 5.2 for the proposed apartments.

Table 5.2 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Residential – Flats Privately Owned'*	0.063	0.207	**0.270**	0.147	0.135	**0.282**
Proposed Development (8no. dwellings)	1	2	**3**	1	1	**2**

5.2.4 As shown in Figure 5.2, the proposed apartment units are expected to generate **3** two-way vehicle trips during the AM peak hour and **2** two-way vehicle trips during the PM peak hour.

Servicing, Delivery and Taxi Trips

5.2.5 At the request of MCC Highways (Appendix A), the TRICS trip rates and estimated trip generation associated with servicing, delivery and taxi trips weekday AM and PM peak hour are shown in Table 5.3 for the proposed apartments.

5.2.6 Based on the TRICS data available, it is assumed that the HGV, LGV and taxi trips rates will provide a robust estimate of all servicing and delivery trips, including food and parcel deliveries.

5.2.7 As shown in Figure 5.3, servicing, delivery and taxi trips associated with the development are expected to be negligible during the AM and PM peak hours.

Table 5.3 : TRICS Trip Generation (per dwelling)

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
HGV Trips						
Trip Rate *'Residential – Flats Privately Owned'*	0.000	0.000	**0.000**	0.000	0.000	**0.000**
Proposed Development (8no. dwellings)	0	0	**0**	0	0	**0**
LGV Trips						
Trip Rate *'Residential – Flats Privately Owned'*	0	0.009	**0.009**	0	0.003	**0.003**
Proposed Development (8no. dwellings)	0	0	**0**	0	0	**0**
Taxi Trips						
Trip Rate *'Residential – Flats Privately Owned'*	0	0.003	**0.003**	0.006	0.003	**0.009**
Proposed Development (8no. dwellings)	0	0	**0**	0	0	**0**

5.3 Traffic Impact

5.3.1 The trip generation exercise shows that the proposed development will generate approximately 1 additional trip every 20-30 minutes when averaged over the peak hours as a result of the new residential units.

5.3.2 Based on this expected trip generation, it can be reasonably concluded that the development will have a negligible impact, and certainly not a *'severe'* impact, on the local highway network, as stated in paragraph 116 of the National Planning Policy Framework (NPPF) under which development should not be refused on highways grounds.

5.3.3 Additionally, taking into account the lack of parking proposed, commuting patterns of City Centre residents, and the site's excellent level of sustainable accessibility, it is reasonable to assume that sustainable modes will be preferred by future residents/visitors and vehicle trips generated by the proposed development will be low.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by Cambridge Park Ltd to provide transport planning and highways advice in relation to a planning application for a proposed development at 82-84 Market Street in Manchester City Centre.

6.1.2 The proposed development will comprise a change of use from office space to residential apartments. The proposals will provide a total of 8no. 1 and 2-bedroom apartments. The existing retail unit at the ground floor will remain as existing and outside the remit of this planning application.

6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and local public transport services. These travel options provide a realistic alternative to single occupancy car travel.
- Pedestrian access to the site will be taken from Market Street as existing.
- Delivery and servicing will be taken from the rear of the building from Sickle Street, where vehicles will access via Phoenix Street.
- On-site car parking provision will not be provided. The development will be marketed to residents as car-free.
- Each apartment will be provided with a cycle parking space.
- The proposed development is expected to generate 5 two-way people trips during the AM peak period and 6 two-way people trips during the PM peak period.
- The proposed development is expected to generate 3 two-way vehicle trips during the AM peak period and 2 two-way vehicle trips during the PM peak period, therefore it can be reasonably concluded that the development will not have a 'severe' impact on the local highway network, (paragraph 116 of the NPPF) under which development should not be refused on highways grounds.

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

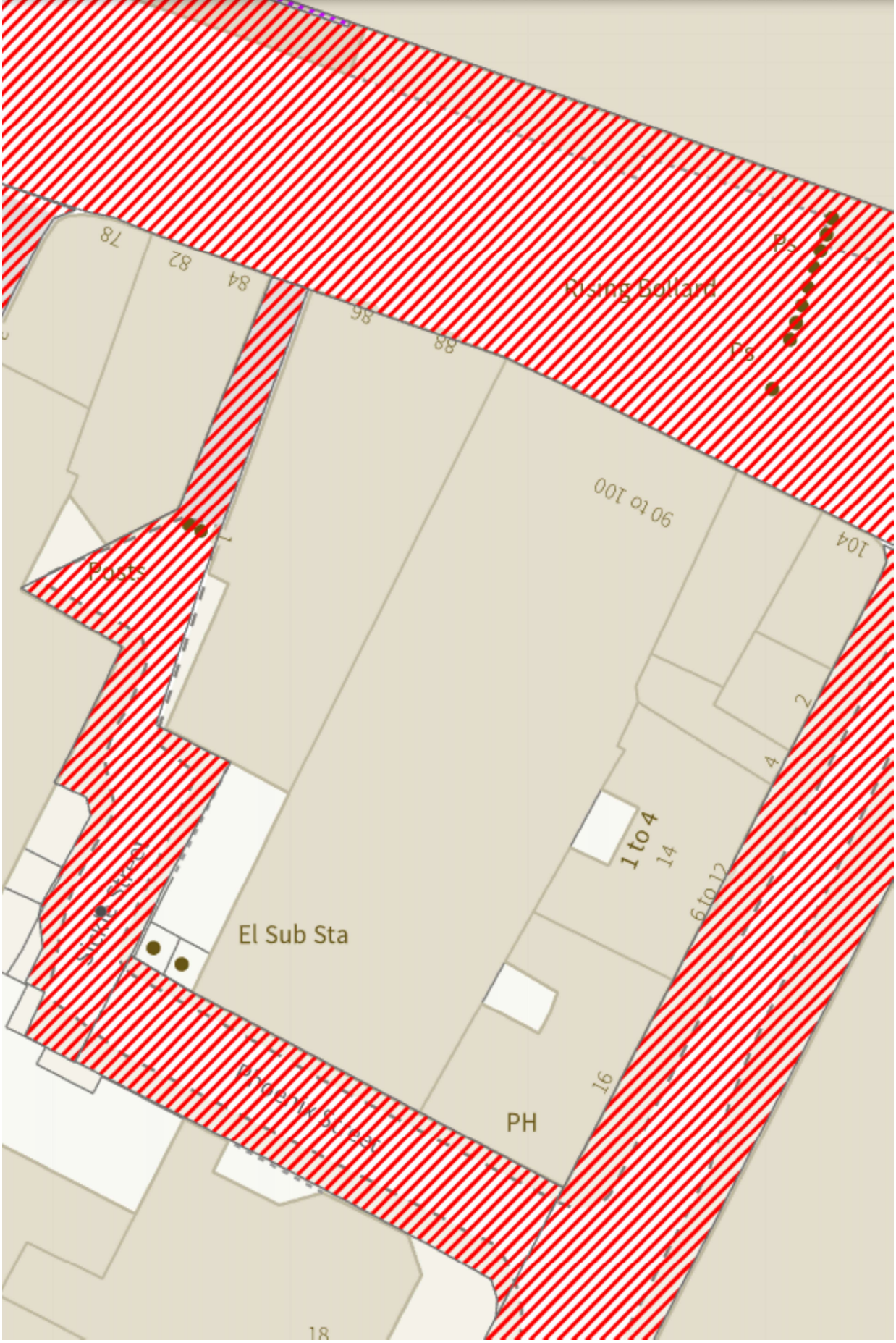
APPENDIX A Scoping Advice from MCC Highways

Subject: RE: 82 - 84 Market Street - TN Scoping
Date: Thursday 30 January 2025 at 16:04:29 Greenwich Mean Time
From: [redacted]
To: [redacted]
CC: [redacted]
Attachments: image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.gif, image009.png, image001.png

Afternoon Michael,

I hope you are well and thank you for your email.

Please see a screenshot from MCCs Parkmap which shows the adoption status of Sickle Street. Please be aware that this may not be completely up to date and please do not share this outside of the organisation.



You can also get up to date info in relation to the highway boundary plan via the following webpage: https://www.manchester.gov.uk/info/500344/roads_and_transport/1954/road_ownership_usage_and_plans/2 to find information

In term of the CMP, Waste Management Strategy and Service Management Strategy these can be conditioned. As always having a summary of strategies for waste and servicing with the TS/Transport

Note is requested.

Many thanks,

[redacted]

[redacted]
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

[redacted]

[redacted]
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



_____

[redacted]

[redacted]

From: [redacted]
Sent: 30 January 2025 14:45
To: [redacted]
Subject: Re: 82 - 84 Market Street - TN Scoping

> **ALERT** This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

[redacted]

Thank you for your pre-application consultation response.

Is it possible to get hold of the adopted highway information for Sickle Street?

It is noted that a Construction Management Plan, Waste Management Plan and Servicing Plan are required – can these be conditioned?

Kind regards,

Michael.

Michael Anthony MCIHT
Associate Director

0161 464 9495
07841 572743
michaelanthony@modetransport.co.uk
www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: [redacted]
Date: Monday, 27 January 2025 at 16:20
To: [redacted]
Cc: [redacted]
Subject: RE: 82 - 84 Market Street - TN Scoping

Hi Michael,

I hope you are well. Thank you for your email and providing us with the opportunity to provide comments on the proposed development.

Context:

The proposals are for the change of use from office space to residential apartments.

Response:

The Scoping email confirms that a Transport Note will be provided and a Framework Travel Plan will be prepared. This is acceptable to Highways.

As part of the submission a Construction Management Plan, Waste Management Plan and Servicing Plan are required.

Scope of Assessment:

The proposed scope of the Transport Note is acceptable to Highways.

Trip Generation:

The Scoping Email confirms that a TRICS assessment will be undertaken and detailed within the submitted Transport Note. This is acceptable to Highways.

Site Accessibility

The site is well accessed by sustainable modes with regular bus services and Metrolink services within walking distance of the site.

An accessibility assessment will be provided within the Transport Note – this is acceptable to Highways.

Access:

A pedestrian access will be in place from Sickle Street. This is acceptable in principle.

In regards to the porch canopy it is understood that this will project over the adopted highway and be subject to a Projection Over Licence. Highways would have concerns with the porch canopy due to the limited space available on Sickle Street and existing servicing arrangements at adjacent properties.

Off-Site Highways Works

It is understood that there are no works proposed on the adopted highway. However, if any works are proposed than a S278 agreement would be required.

Vehicle Parking:

The development will be prompted as 'car-free' with no general parking to be provided on-site.

Given the city centre location, the lack of on-site car parking is considered acceptable in principle. This will be subject to robust travel planning strategies and appropriate cycle storage provision to encourage the use of sustainable modes.

Cycle Parking:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

The Scoping email confirms that 1 cycle parking space will be provided for each apartment. This is acceptable in principle.

TRO Review:

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure the development does not impact highway operation/safety.

Servicing Arrangements:

Consideration should be given to private taxi, food & drink and parcel delivery movements. In order to fully understand the potential impacts of private taxi & food / parcel deliveries for new residential developments within the city and the impact of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns

promptly and collaborate with building management to implement appropriate measures.

8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Swept path analysis should be provided for the largest expected service/delivery vehicle. The number of deliveries and location of the delivery points should also be provided. It is also requested that a Service Management Strategy is in place.

Waste Collection

A Waste Management Strategy will be required to support the proposed site.

The information should include the number of collections and location of collection points.

It is noted that Sickle Street is used as a servicing area for a number of properties. It is understood that this area is accessed via Phoenix Street. In principle using the existing servicing arrangements acceptable in principle, however the Transport Note should include detailed information.

Swept path analysis should be provided of a 11.5m refuse vehicles at the proposed loading area. The swept path should demonstrate that the refuse vehicle can enter and exit in forward gear and manoeuvre around the site/highway network safely. If the development site proposes private waste collection then it is requested that details of this are provided.

It is requested that waste collection and servicing is undertaken outside of the network AM and PM peak periods.

Waste collection at the existing ground floor commercial unit to remain as existing.

CMP

The CMP is to be submitted prior to the start of works. This should include:

- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway – evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Informative:

A S278 agreement is required for works to the adopted highway – a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access: https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Many thanks,

[redacted]

[redacted]
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

[redacted]

Email: [redacted]
Phone Number: [redacted]
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



_____

Out of Office:

[redacted]

From: [redacted]
Sent: 22 January 2025 13:17
To: [redacted]
Cc: [redacted]
Subject: 82 - 84 Market Street - TN Scoping

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

[redacted]

I hope you are well.

Mode has been instructed to provide transport planning and highways advice in relation to a planning application for a residential development at 82-84 Market Street in Manchester City Centre.

The proposals comprise a change of use from office space to residential apartments, including a total of 8no. 1 and 2-bedroom apartments. No on-site car parking provision is provided for future residents. Cycle parking provision is provided for each apartment on each floor. The existing shop (Greggs) at the ground level will remain as existing and is outside the remit of this project.

Please see the attached development layout drawings (subject to change), which shows the pedestrian access arrangement from Sickle Street. This includes a new entrance porch with glazed double doors, canopy, and area for external bin (connected to bin shoot). The servicing/ refuse collection arrangement at the shop would remain as existing.

I would be grateful if you could provide your initial thoughts/ advice on the proposed pedestrian access arrangement from Sickle Street, waste-collection/ bin requirements and cycle parking provision. Please can I also request the adopted highway information for Sickle Street.

It is intended to produce a Transport Note to accompany the planning application, and I am emailing to agree the scope of assessment, which is briefly described below:

- Review the existing transport and highway operation in the vicinity of the site.
- Assess sustainable accessibility of the site by walking, cycling and public transport to demonstrate compliance with local and national transport planning policy and guidance.
- Describe the development proposals, including access arrangements and servicing arrangement.
- Review the cycle parking provision in accordance with local parking standards.
- Present case to support the car-free development, including brief review of off-site car parking availability and car clubs in the local area.
- Estimate car parking demand generated by residents (using census data).
- Estimate the trip generation for the proposed development using the TRICS database (TRICS output attached).
- Review the refuse collection arrangement, including swept path analysis (if required).

It is also intended that a Framework Travel Plan will be submitted with the planning application.

If you have any queries on the proposals, please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate Director

0161 464 9495
07841 572743
michaelanthony@modetransport.co.uk
www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



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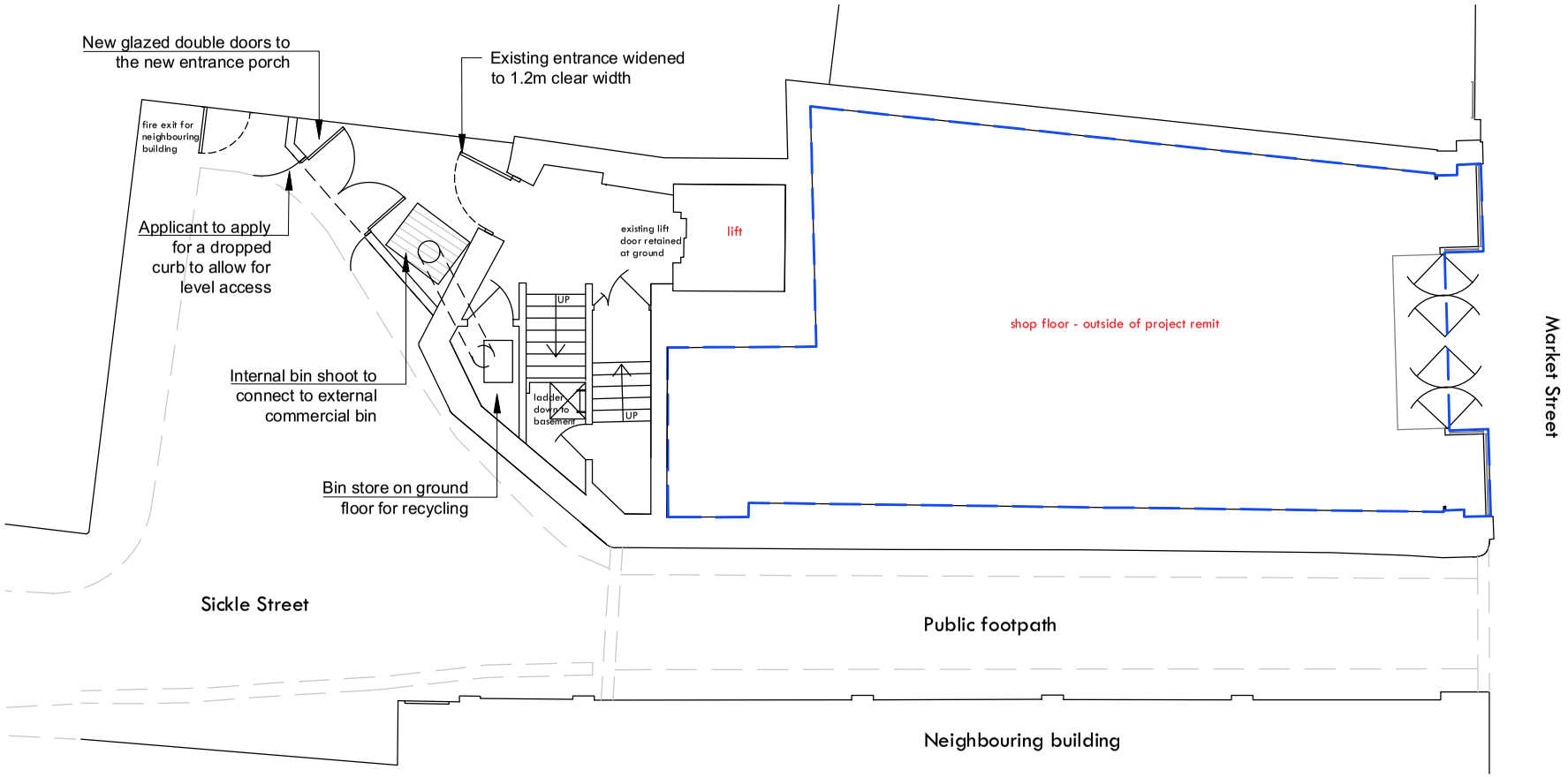
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APPENDIX B Proposed Development Site Layout Drawings



Proposed Site Layout and Ground Floor Plan

Key:

Outside of project remit

Schedule of Accommodation

Flats GIA:		GIA Communal Areas:	GIAs Totals per Floor:
Flat 1:	50m²	Ground: 26m² (entrance lobby, basement lobby and stairs 22m2, lift 4m2)	Ground: 26m² (not including shop floor)
Flat 2:	65m²	First: 25m² (landing and half of stairs 17m2, lobby 8m2)	First: 140m²
Flat 3:	50m²	Second: 25m² (landing and half of stairs 17m2, lobby 8m2)	Second: 140m²
Flat 4:	65m²	Third: 25m² (landing and half of stairs 17m2, lobby 8m2)	Third: 140m²
Flat 5:	50m²	Fourth: 20m² (landing, half of stairs and cleaners cupb'd 1.4m2, lobby 6m2)	Fourth: 129m²
Flat 6:	65m²		**Total: 575m²**
Flat 7:	39m²		
Flat 8:	70m²		
NIA: 454m²			

1:100

0 5

nc architecture
The Island, St. Ann's Parade,
Wilmslow, Cheshire SK9 1HG

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W: www.ncarchitecture.com

RIBA Chartered Practice
Architects Registration Board

nc architecture

PROJECT
Market Street

SITE ADDRESS
82-84 Market Street
Manchester
M1 1PD

DRAWING
Site and Ground Floor Plan

PROJECT NO.	DWG NO.	REV NO.	SCALE @ A3
08823	P-0010	-	1:100

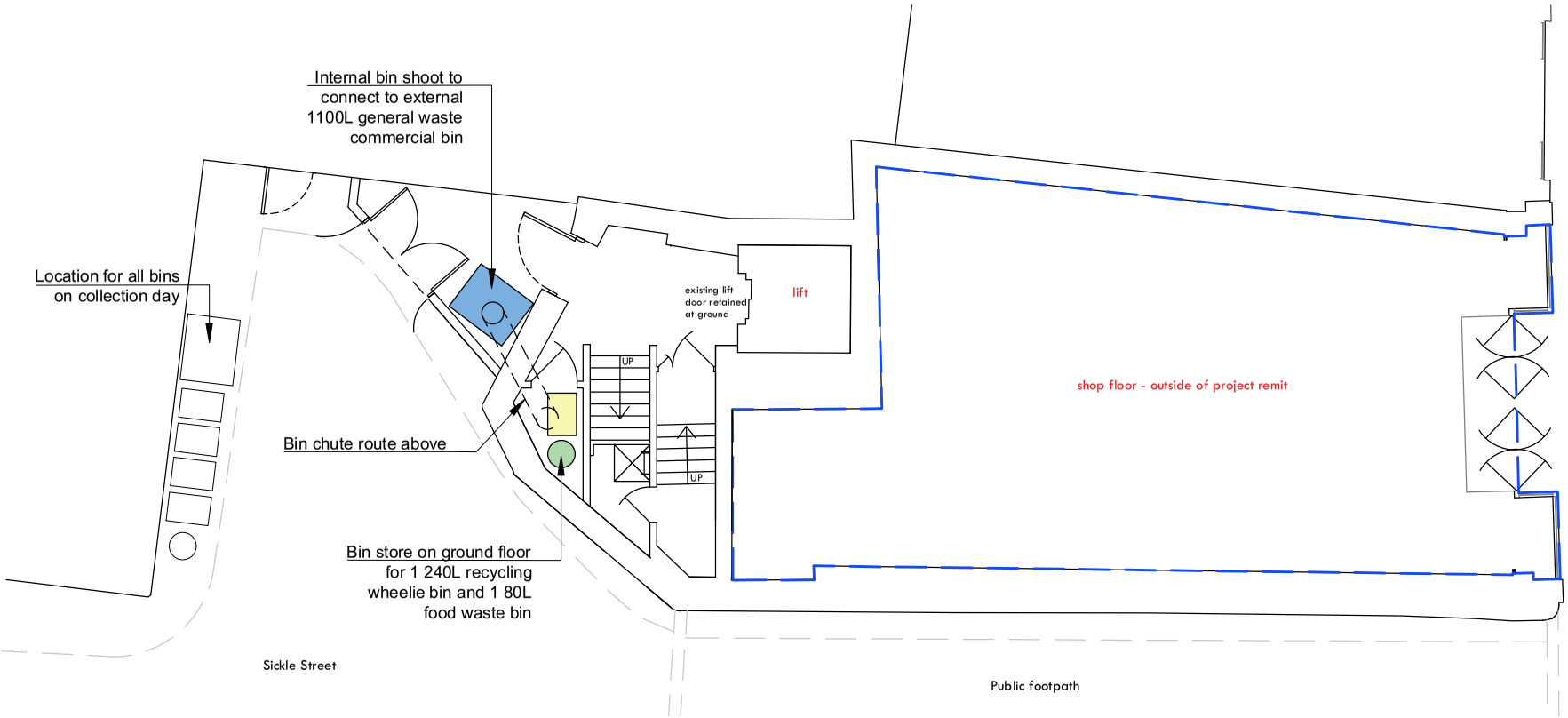
DRAWN BY	CHECKED BY
HON	AW

PLANNING

REV	DESCRIPTION	INTL.	CHK.	DATE
-	First issue	HON	AW	05.02.25

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APPENDIX C Waste Collection and Storage Plans



Proposed Bin Storage and Collection Area

Key:

- Outside of project remit
- General waste - 1100L commercial bin
- Mixed recycling - 240L wheelie bin
- Pulpable recycling - 240L wheelie bin
- Food waste - 80L bin

Note: Route for the collection vehicle to remain the same as existing.

1:100

0 5

nc architecture

PROJECT
Market Street

SITE ADDRESS
82-84 Market Street
Manchester
M1 1PD

DRAWING
Bin Storage and Collection Area

PROJECT NO.	DWG NO.	REV NO.	SCALE @ A3
08823	P-0401	-	1:100

DRAWN BY	CHECKED BY
HON	AW

PLANNING

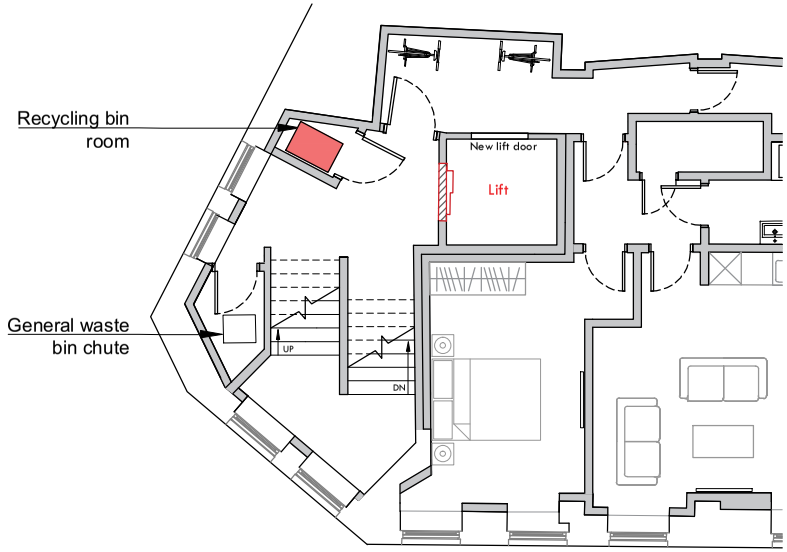
REV	DESCRIPTION	INTL	CHK	DATE
-	First issue	HON	AW	13.02.25

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The Island, St. Ann's Parade,
Wilmslow, Cheshire SK9 1HG

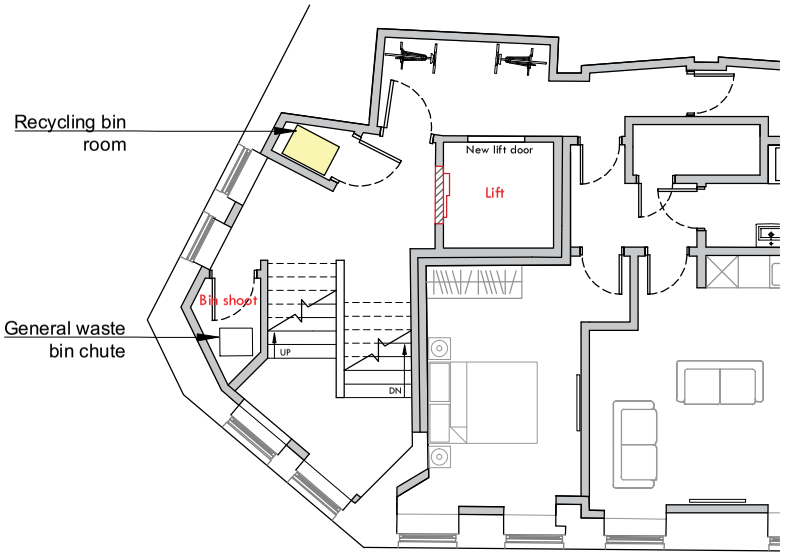
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W: www.ncarchitecture.com

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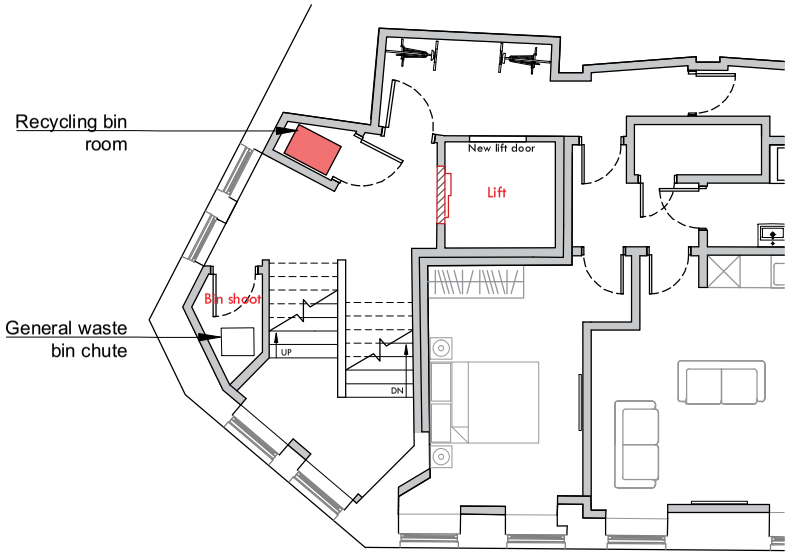
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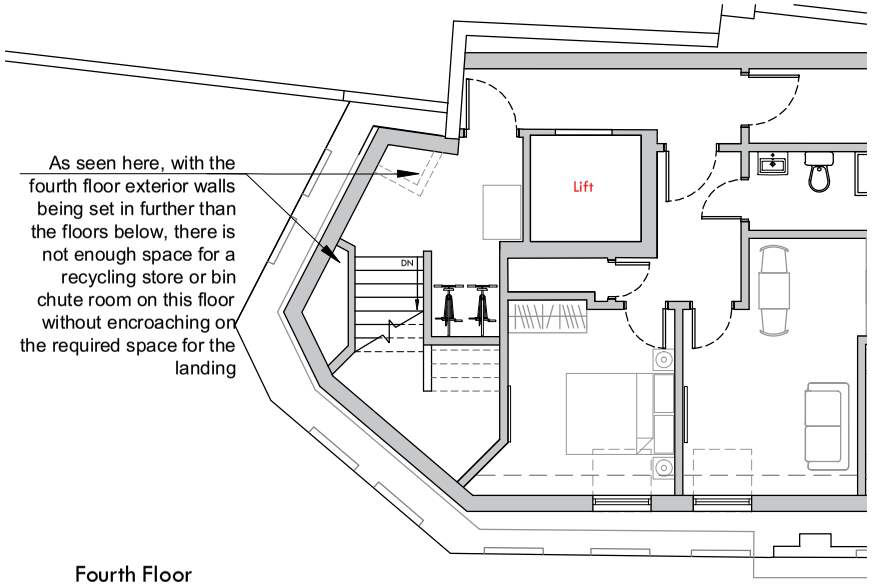
Proposed First Floor Bin Store Locations



Proposed Second Floor Bin Store Locations



Proposed Third Floor Bin Store Locations



Fourth Floor

Key:

- General waste - 1100L commercial bin
- Mixed recycling - 240L wheelie bin
- Pulpable recycling - 240L wheelie bin
- Food waste - 80L bin

1:100

0 5

nc architecture

PROJECT
Market Street

SITE ADDRESS
82-84 Market Street
Manchester
M1 1PD

DRAWING
Proposed Bin Store Locations

PROJECT NO.	DWG NO.	REV NO.	SCALE @ A3
08823	P-0402	-	1:100

DRAWN BY	CHECKED BY
HON	AW

PLANNING

REV	DESCRIPTION	INTL	CHK	DATE
-	First issue	HON	AW	13.02.25

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NOTES: All works are to be undertaken in accordance with the Building Regulations, and the latest British Standards. All proprietary materials and products are to be used in strict accordance with the manufacturer's recommendations. Figured dimensions to be followed in preference to scaled. All dimensions to be checked on site, in the event of any discrepancy refer to the Architect. This drawing remains the copyright of the Architect and may not be copied in whole or in part without prior written consent. © Neil Collins Homes Ltd. t/a NC Architecture 2023

APPENDIX D Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-250122-0106

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SS	SOUTHEND ON SEA	1 days
05	**EAST MIDLANDS**		
	NG	NOTTINGHAM	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CU	CUMBERLAND	1 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days
12	**CONNAUGHT**		
	MA	MAYO	1 days
14	**LEINSTER**		
	LU	LOUTH	2 days
	WX	WEXFORD	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	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:	6 to 48 (units:)
Range Selected by User:	6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 02/10/23

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:

Monday	5 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	10

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	7
Built-Up Zone	3
No Sub Category	2

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	5 days	- Selected
Servicing vehicles Excluded	7 days	- Selected

Secondary Filtering selection:

Use Class:

C3	12 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	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 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	2 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 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	12 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	12 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

2 **CU-03-C-01** **BLOCK OF FLATS** **CUMBERLAND**
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

3 **HI-03-C-02** **BLOCK OF FLATS** **HIGHLAND**
KING STREET
NAIRN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: WEDNESDAY *19/04/23* *Survey Type: MANUAL*

4 **LU-03-C-02** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

5 **LU-03-C-03** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

6 **MA-03-C-01** **BLOCKS OF FLATS** **MAYO**
KNOCK ROAD
CLAREMORRIS

Edge of Town Centre
No Sub Category
Total No of Dwellings: 22
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

7 **MG-03-C-01** **BLOCK OF FLATS** **MONAGHAN**
MALL ROAD
MONAGHAN

Edge of Town Centre
No Sub Category
Total No of Dwellings: 28
Survey date: FRIDAY *06/09/13* *Survey Type: MANUAL*

8 **MS-03-C-04** **BLOCK OF FLATS** **MERSEYSIDE**
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **NG-03-C-03** **BLOCK OF FLATS** **NOTTINGHAM**
CANAL STREET
NOTTINGHAM

Town Centre
Built-Up Zone
Total No of Dwellings: 46
Survey date: MONDAY *02/10/23* *Survey Type: MANUAL*

10 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

11 **SS-03-C-01** **FLATS** **SOUTHEND ON SEA**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

12 **WX-03-C-01** **BLOCKS OF FLATS** **WEXFORD**
UPPER GEORGE'S STREET
WEXFORD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 28
Survey date: THURSDAY *20/04/23* *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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.44

	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	12	29	0.037	12	29	0.124	12	29	0.161
08:00 - 09:00	12	29	0.063	**12**	**29**	**0.207**	12	29	0.270
09:00 - 10:00	12	29	0.126	12	29	0.106	12	29	0.232
10:00 - 11:00	12	29	0.063	12	29	0.092	12	29	0.155
11:00 - 12:00	12	29	0.098	12	29	0.095	12	29	0.193
12:00 - 13:00	12	29	0.095	12	29	0.092	12	29	0.187
13:00 - 14:00	12	29	0.095	12	29	0.101	12	29	0.196
14:00 - 15:00	12	29	0.069	12	29	0.109	12	29	0.178
15:00 - 16:00	12	29	0.121	12	29	0.083	12	29	0.204
16:00 - 17:00	12	29	0.152	12	29	0.109	12	29	0.261
17:00 - 18:00	12	29	0.147	12	29	0.135	**12**	**29**	**0.282**
18:00 - 19:00	**12**	**29**	**0.164**	12	29	0.115	12	29	0.279
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.230			1.368			2.598

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:	6 - 48 (units:)
Survey date date range:	01/01/13 - 02/10/23
Number of weekdays (Monday-Friday):	12
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	29	0.000	12	29	0.000	12	29	0.000
08:00 - 09:00	12	29	0.000	12	29	0.000	12	29	0.000
09:00 - 10:00	**12**	**29**	**0.006**	12	29	0.003	**12**	**29**	**0.009**
10:00 - 11:00	12	29	0.003	**12**	**29**	**0.006**	12	29	0.009
11:00 - 12:00	12	29	0.003	12	29	0.003	12	29	0.006
12:00 - 13:00	12	29	0.003	12	29	0.000	12	29	0.003
13:00 - 14:00	12	29	0.000	12	29	0.003	12	29	0.003
14:00 - 15:00	12	29	0.003	12	29	0.003	12	29	0.006
15:00 - 16:00	12	29	0.003	12	29	0.000	12	29	0.003
16:00 - 17:00	12	29	0.000	12	29	0.003	12	29	0.003
17:00 - 18:00	12	29	0.000	12	29	0.000	12	29	0.000
18:00 - 19:00	12	29	0.000	12	29	0.000	12	29	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.44

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	29	0.057	12	29	0.279	12	29	0.336
08:00 - 09:00	12	29	0.132	**12**	**29**	**0.523**	12	29	0.655
09:00 - 10:00	12	29	0.250	12	29	0.261	12	29	0.511
10:00 - 11:00	12	29	0.170	12	29	0.239	12	29	0.409
11:00 - 12:00	12	29	0.210	12	29	0.236	12	29	0.446
12:00 - 13:00	12	29	0.241	12	29	0.264	12	29	0.505
13:00 - 14:00	12	29	0.221	12	29	0.233	12	29	0.454
14:00 - 15:00	12	29	0.216	12	29	0.241	12	29	0.457
15:00 - 16:00	12	29	0.371	12	29	0.247	12	29	0.618
16:00 - 17:00	12	29	0.391	12	29	0.250	12	29	0.641
17:00 - 18:00	**12**	**29**	**0.420**	12	29	0.282	**12**	**29**	**0.702**
18:00 - 19:00	12	29	0.371	12	29	0.239	12	29	0.610
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.050			3.294			6.344

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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