

Postal Street
Transport Statement
250328/SK22476/TA01(-02)

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1 Introduction

- 1.1 This document has been prepared by SK on behalf of The Council of the City of Manchester (“the Applicant”), in support of a full planning application for residential development at the Postal Street site.
- 1.2 The development is being brought forward by This City, a housing company owned by Manchester City Council (MCC).
- 1.3 The development comprises the erection of a residential apartment building (Use Class C3a), of eight storeys (126 apartments); together with ground floor commercial units (Use Class E), cycle parking provision, and other associated works. The proposed development comprises 126 new residential units and 711sqm of commercial ground floor space.
- 1.4 The site location plan (red line boundary) and landscape layout are attached as Appendix A.
- 1.5 The Local Planning Authority and Local Highway Authority is MCC. A Transport Statement (TS) Scoping Report was submitted to MCC, in January 2025 following an initial meeting in December 2024 with MCC’s highway officers. MCC provided feedback on the TS Scoping Report in January 2025 and these comments are acknowledged in this TS.

2 Baseline Situation

Site Description

- 2.1 The site location in the context of the city centre is shown on Figure 2.1 The red line/location plan is attached in Appendix A.
- 2.2 The site is situated within the Northern Quarter, an inner-city neighbourhood located within Manchester city centre, sitting within the Piccadilly ward. The site is bounded by Postal Street to the east, Newton Street to the north, Faraday Street to the west and Dean Street to the south.
- 2.3 Following the demolition of commercial units, the site currently comprises an area of vacant hardstanding containing no vegetation. The site can be accessed along the frontage on Newton Street and with vehicular access via Dean Street.

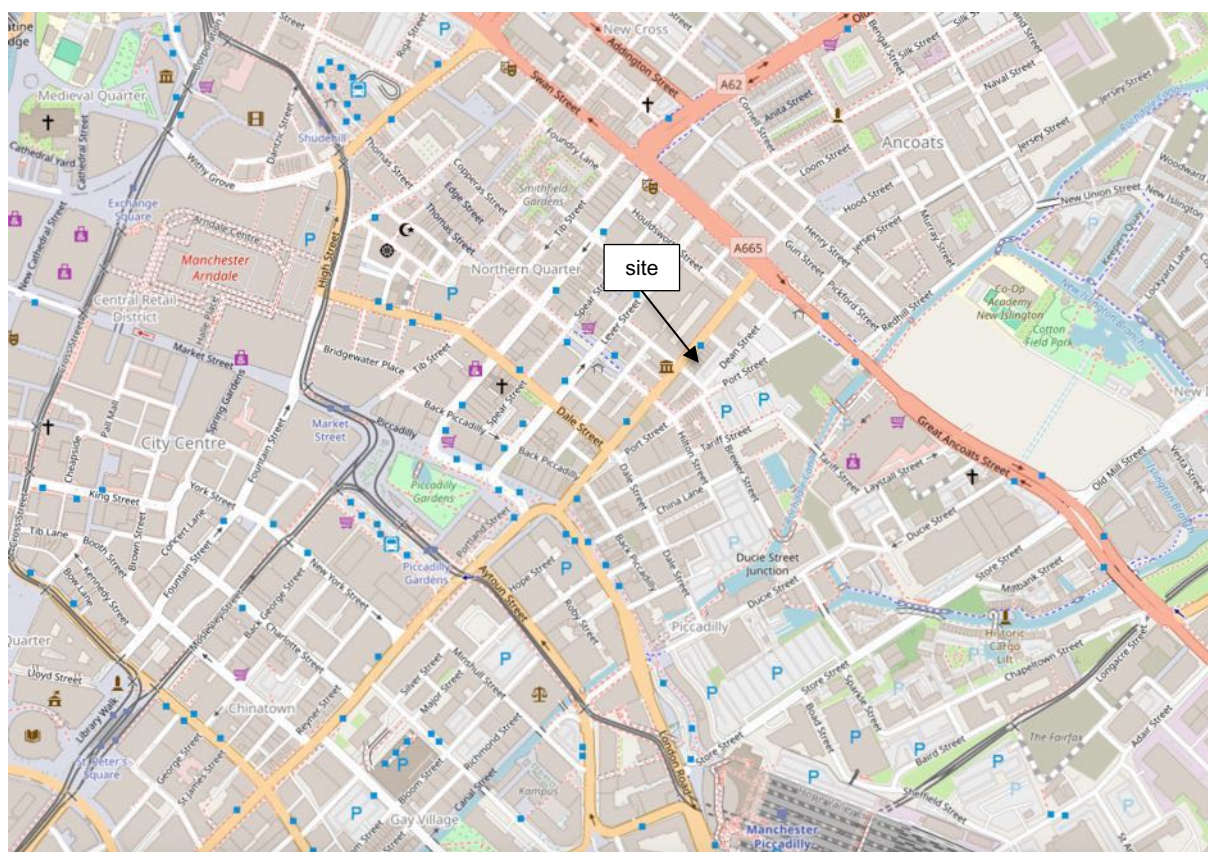


Figure 2.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 2.4 In the vicinity of the site, Newton Street is a two-way 10.5m road with a 2.9m footway on the site frontage and 2.6m wide footway opposite. A bus stop with flag pole located directly outside the site. The flag pole states that the stop is for alighting only, though it is noted that Newton Street is currently not a bus route corridor, so no services are currently using the stop. As such, removal of the bus stop would be preferred, subject to agreement with TfGM.
- 2.5 Postal Street provides a connection between Newton Street and Dean Street. Postal Street has a carriageway of 3.1m with relatively narrow footways on both sides (1.2m on the site side), acknowledging its service route function. Dropped kerbs are present at the junction of Newton Street/Postal Street but no tactile paving.
- 2.6 Postal Street meets Dean Street at a priority junction with vehicles emerging from Postal Street limited to left turns only. In the vicinity of the site, Dean Street has a carriageway width of 3.7m and a footway width of 1.7m (site side). Dean Street also provides a service function. Dropped kerbs are present at the junction of Postal Street/Dean Street but no tactile paving.
- 2.7 Dean Street meets Faraday Street at a simple priority junction, again dropped kerbs and tactile paving are absent from the junction. Faraday Street has a carriageway width of 4m and a footway width of 0.8m (site side). Faraday Street meets Newton Street at a priority junction at the south-western corner of the site. Dropped kerbs are present at the junction of Faraday Street/Newton Street but no tactile paving.
- 2.8 Travelling south on Newton Street provides access to Hilton Street, Dale Street and the A6 (Piccadilly). Controlled crossing facilities are provided at each junction. Travelling north on Newton Street provides access to the A665 (Great Ancoats Street) and controlled crossing facilities are in place.

Traffic Regulation Orders

- 2.9 The site sits in [City Centre Parking Zone 2](#) where parking is controlled by double yellow lines and Pay & Display parking bays (two hour maximum duration).¹ A plan has been prepared that shows the Traffic Regulation Order (TRO) controls on the roads bounding the site and this is attached as Appendix B. A summary of the current TRO controls is provided below.
- 2.10 There are double yellow line controls on the kerbsides on all four bounding roads. There are no loading restrictions on Postal Street, Dean Street and Faraday Street. Loading restrictions (single kerb blips) are in place on Newton Street prohibiting loading activity between 8am and 10am, and 4pm and 6pm.
- 2.11 Opposite the site on Newton Street 10 Pay & Display and a long loading bay are in place. Two further Pay & Display bays are provided on Newton Street to the south of the junction with Faraday Street.
- 2.12 To the west of Dean Street on Port Street, Brewer Street and Tariff Street further Pay & Display parking bays are provided. A loading bay is also provided on Port Street just to the south of the junction with Faraday Street.
- 2.13 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre. Existing bays in the vicinity of the site are shown in the plan in Appendix B.

Road Safety Patterns

- 2.14 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.² The TfGM database states that data is currently available for five years to 31st December 2023.
- 2.15 The database shows that there have been no collisions on the roads bounding the site during the five-year period assessed.
- 2.16 There has been a single collision at the junction of Dean Street/Port Street. The collision was classified as slight and occurred in 2023.

3 Proposed Development

Land Use Schedule

- 3.1 The development comprises the erection of a residential apartment building (Use Class C3a), of eight storeys (126 apartments); together with ground floor commercial units (Use Class E), cycle parking provision, and other associated works. The proposed development comprises 126 new residential units and 711sqm of commercial ground floor space.

Access Strategy

- 3.2 The residential entrance to the building will be provided from Newton Street. The commercial units will front onto Dean Street, Faraday Street and Newton Street.
- 3.3 Redundant vehicle access points on the perimeter of the site will be reinstated as continuous footway and the footways bounding the site re-surfaced as part of the proposed development.
- 3.4 As noted earlier, the roads bounding the site (other than Newton Street) serve a service function and this is reflected in the existing footway widths. The building line is set back slightly on Postal Street to increase the footway width in this location to 1.5m.
- 3.5 It is proposed that Faraday Street and Dean Street will be subject to a prohibition of motor vehicles order, recognising the greater pedestrian function that these roads will serve with the

¹ https://www.manchester.gov.uk/info/500346/city_centre_parking/146/on-street_parking/3

² <https://www.gmtu.gov.uk/gmaccidents/>

commercial frontages on these sides of the proposed building and also, in the case of Faraday Street, for connection through to the Port Street/Tariff Street area.

- 3.6 Tactile paving is not provided at the existing dropped kerb crossing points at the junctions on roads bounding the site and will be provided on the following:
- Newton Street/Postal Street
 - Newton Street/Faraday Street
- 3.7 Whilst no tactile paving is present at the Postal Street junction with Dean Street and the Dean Street/Faraday Street junction, Postal Street is not considered to serve a pedestrian function of any significance, with limited pedestrian provision continuing north on Dean Street, no change is proposed in this location. The interface area between Faraday Street/Dean Street/Port Street will be enhanced as part of the proposed pedestrianisation scheme.
- 3.8 A plan showing the above works is attached as Appendix C. The proposed development will introduce a TRO prohibiting motor vehicles from Faraday Street and Dean Street between Faraday Street and Postal Street, to be enforced with bollards and with a landscape-led resurfacing/footway enhancement. Given that the premise of the scheme is to remove vehicular activity from these sections of road and introduce an enhanced and traffic-free environment for pedestrians a Road Safety Audit should not be required prior to planning determination.
- 3.9 A purpose-built cycle store is proposed at ground floor that can accommodate 64 bikes, with an additional five spaces suitable for adapted bikes, providing a total of 69 spaces (55%). In addition to this, 50% of the apartments have dedicated cycle storage space, with access routes and lifts through the building designed to accommodate cycle transfer from street level. The commercial uses will be required to accommodate cycle parking for staff in their back of house areas.
- 3.10 A further three external stands are proposed on the Newton Street frontage for visitor cycle parking. In line with Department for Transport (DfT) guidance the short-stay, visitor cycle parking will be uncovered.³ Existing visitor cycle parking is also available at the junction of Port Street/Faraday Street.
- 3.11 A Framework Travel Plan has been prepared for the site and is attached as Appendix D. The Framework Travel Plan also sets out delivery and servicing strategy measures.

Delivery & Refuse Arrangements

- 3.12 Refuse stores are located at ground floor level on the Postal Street frontage. Bins will be transferred by site staff on site to Newton Street for collection.
- 3.13 Day-to-day deliveries, such as take-aways, shopping, post and Amazon will be able to use the existing loading bays on Newton Street and Port Street. Similarly, the commercial units will be serviced from the existing loading bays which are either side of the building, indicated in Figure 3.1 below.

³ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

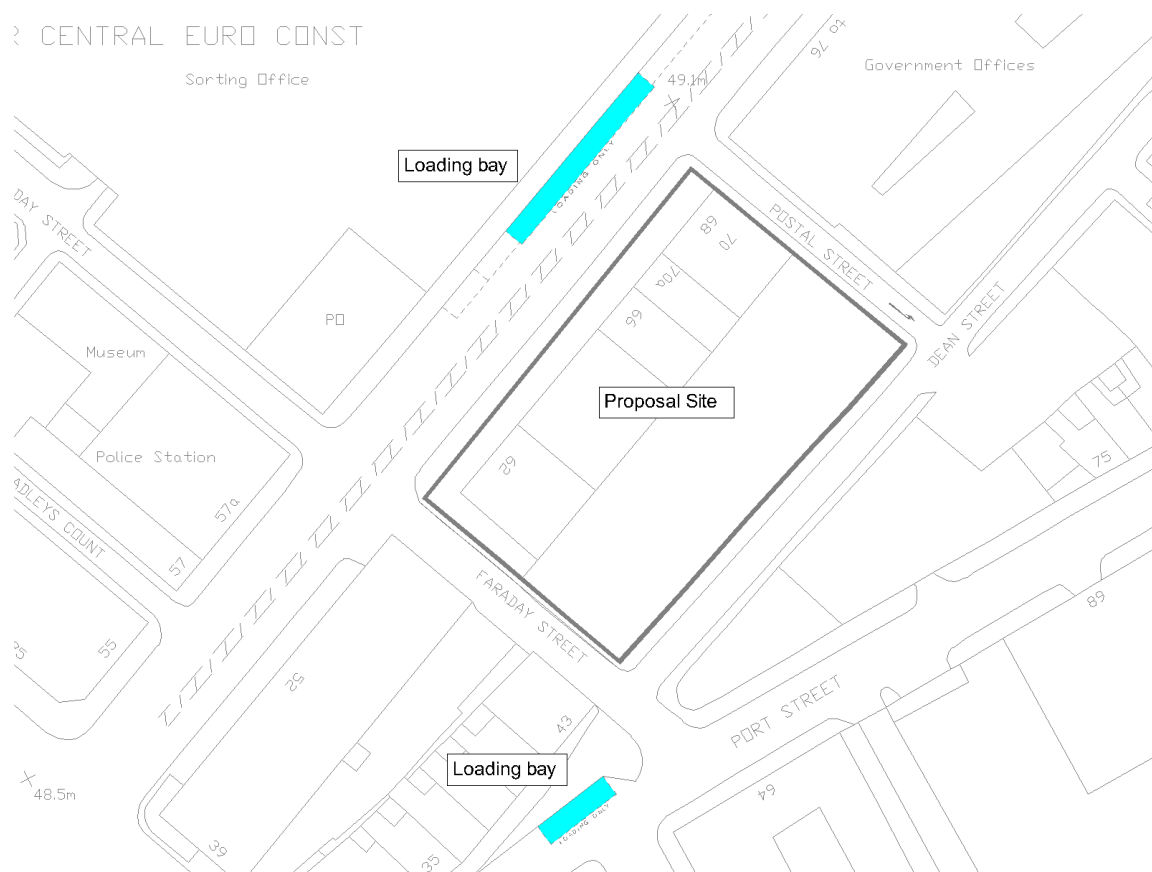


Figure 3.1: Loading Bay Locations

- 3.14 Refuse stores are located on the Newton Street frontage and on the Postal Street frontage close to Newton Street, it is the intention that the site management team will move bins to an area outside the site on Newton Street for collection. The refuse vehicle will then wait kerbside. This is permissible within the existing TRO loading controls and in line with the historic servicing practices at the site.
- 3.15 Residents will be advised of the delivery locations serving the site and the strategy will be monitored via the Travel Plan attached as Appendix D.

Car Parking Provision

- 3.16 MCC does not maintain any adopted parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments in the city centre should:

“... provide a level of car parking which reflects the highly accessible nature of the location.”⁴
- 3.17 The assessment confirms that the site occupies a highly sustainable location. The location of the site is such that residents are unlikely to own a car and can readily access key destinations by other modes. Given this the development is considered suitable for car free development. The existing TRO in the city centre remove opportunities for overspill parking on street.
- 3.18 Residents who are Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays. The assessment shows that there are numerous Pay & Display parking bays a short distance from the site that can be used by Blue Badge holders. The nearest Pay & Display parking spaces are shown on the plan in Appendix B.

⁴ Manchester City Council (2012), Core Strategy

- 3.19 It was agreed with MCC that no parking provision would be necessary to serve the development during pre-application discussions.

4 Sustainable Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.⁵
- 4.2 The existing footway widths bounding the site are as set out previously and summarised below:
- Newton Street: 2.9m
 - Postal Street: 1.2m
 - Dean Street: 1.7m
 - Faraday Street: 0.8m
- 4.3 Excluding Newton Street, the roads bounding the site provide largely a service route function/minor access routes.
- 4.4 Dropped kerbs are present at the junctions formed by the bounding roads but no tactile paving.
- 4.5 Controlled crossings are provided at key junctions on routes north and south of the site including:
- Newton Street/High Street
 - Newton Street/Dale Street
 - Newton Street/Piccadilly
 - Newton Street/Great Ancoats Street
- 4.6 Figure 4.1 shows that the site relates well to the Greater Manchester Cycle Network. The streets surrounding the site are 20mph roads which provide a suitable environment for pedestrians and cyclists. Hilton Street, Port Street, Dale Street and Stevenson Square are defined as routes on the cycle network. To the north of the site access can be gained to cycle facilities on Great Ancoat Street and traffic free routes alongside the Rochdale Canal. The site is also located a short distance west of National Cycle Network Route 66.
- 4.7 Advanced cycle stop facilities are also provided at the junctions in the bullet list above.
- 4.8 Street cycle parking is provided across the city centre and the nearest stands to the site are located on Port Street and Tariff Street.

⁵ <https://tfgm.pindarcreative.co.uk>

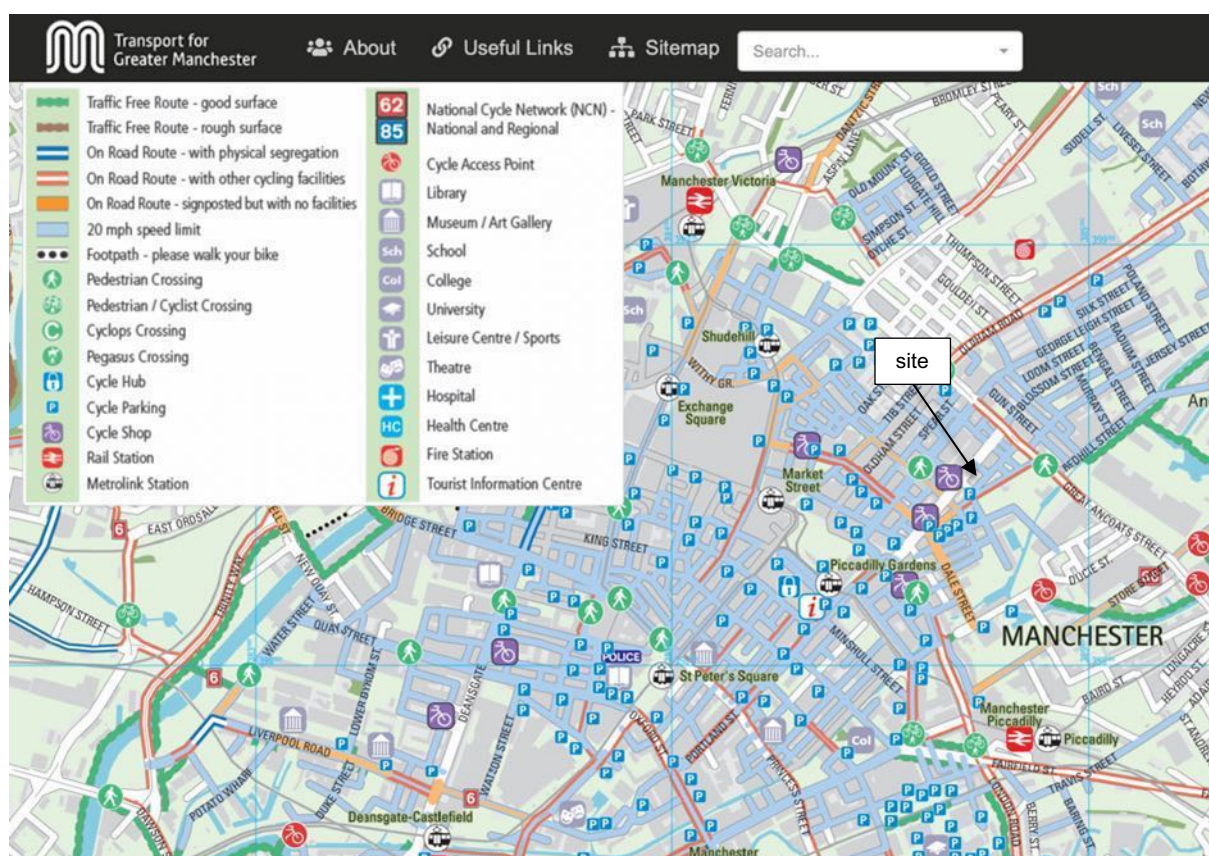


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.9 The [Mapping GM website](#) of Bee Network shows that Newton Street, Faraday Street, Houldsworth Street, Hilton Street and Stevenson Square are Bee Network Routes.⁶ Recent Bee Network works (Northern Quarter Area 1) have been completed near to the site to make it more attractive for socialising, walking and cycling. These works are on a route that connects High Street and Ducie Street via Stevenson Square.
- 4.10 The site is also located within the [Cycle Hire Scheme Zone](#).⁷ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford. The nearest bike docks to the site are located on Great Ancoats Street, Church Street and Dale Street.
- 4.11 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.
- 4.12 The proposed development includes improvements to the bounding footways along with a proposed prohibition of motor vehicles from Faraday Street and Dean Street (between Faraday Street and Postal Street). This will be enforced with bollards. Surface improvements will be introduced along with localised footway widening. The landscape layout is shown in Appendix A and external works layout is shown in Appendix C.

Public Transport Routes

- 4.13 Figure 4.2 shows [TfGM's public transport network map](#) for the local area.⁸ This shows the location of public transport nodes, including operational bus stops and streets that operate as bus route corridors.

⁶ <https://mappinggm.org.uk/bee-network/>

⁷ <https://beryl.cc/scheme/greater-manchester>

⁸ <https://tfgm.com/maps>

- 4.14 The nearest bus stops to the site are located on Lever Street (130m away), Great Ancoats Street (210m away), Oldham Street (290m away), Dale Street (300m away), and Piccadilly (350m away). Access can be gained to the Free Bus Routes 1 and 2 from Piccadilly.
- 4.15 Figure 4.2 confirms that the bus stop directly outside the site is not currently operational and it is the Applicant's preference that this be removed, subject to agreement with TfGM.
- 4.16 The site is also located only 500m away from Piccadilly Gardens Interchange (trams and buses), 600m away from Shudehill Interchange (buses and trams) and 650m away from Piccadilly Station (trams and trains).
- 4.17 The locations of public transport nodes serving the site and ticketing information will be promoted to residents via the Travel Plan. A Framework Travel Plan has been prepared and is attached as Appendix D.

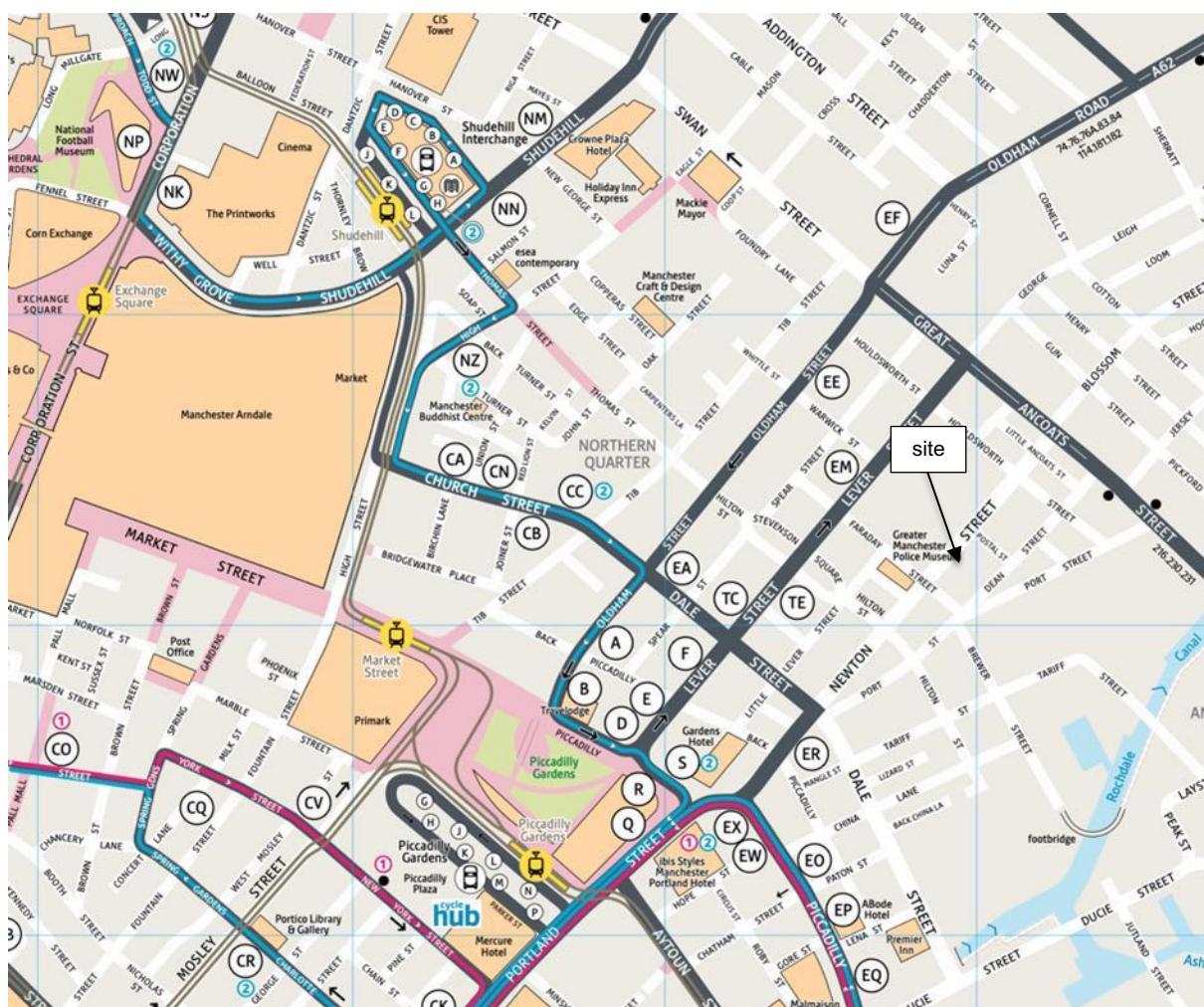


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

Car Club Network

- 4.18 Car clubs provide people in the city centre with an opportunity to borrow a car if they need one, meaning that they do not have to own their own car.
- 4.19 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.

- 4.20 [Enterprise Car Club](https://www.enterprisecarclub.co.uk/gb/en/home.html) has vehicles parked across the city.⁹ The nearest car club vehicles to the site are located on Tariff Street (170m away).
- 4.21 Information on the city centre car club will be provided to residents via the Travel Plan, including membership details and car locations. A Framework Travel Plan has been prepared and is attached as Appendix D.

Accessibility Assessment

- 4.22 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle. Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as health care, leisure destinations and open space, and 25-minute walk times for commuting or education trips. Figure 4.3 shows walking time catchments from the site.

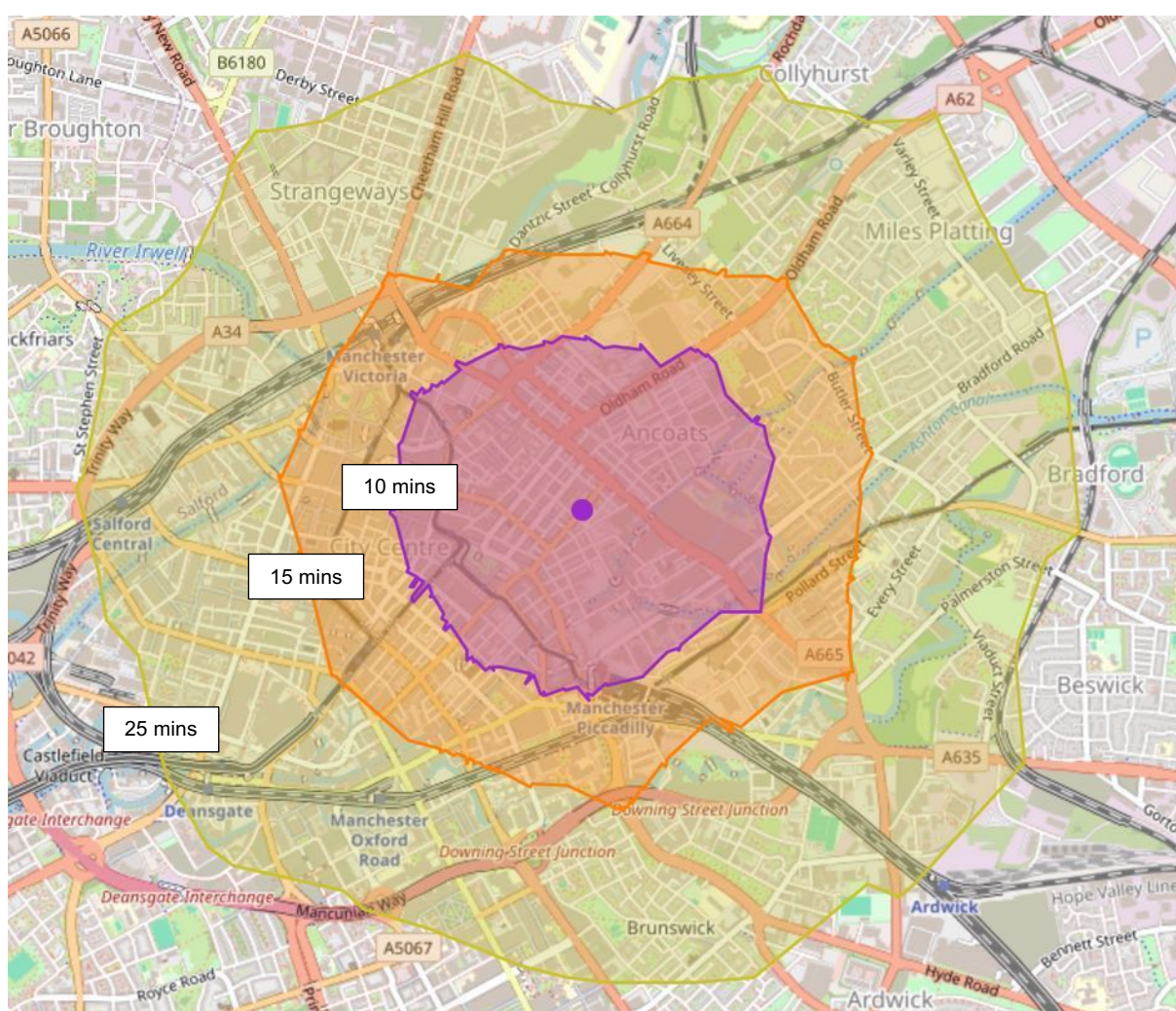


Figure 4.3: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 4.23 Figure 4.3 shows that the site is within a 10-minute walk of Piccadilly Gardens, Market Street, Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of China Town, Victoria, Exchange Square, The Village, King Street and

⁹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Deansgate. The site is within a 25-minute walk the Oxford Road Corridor, Salford Central and Castlefield.

- 4.24 The assessment confirms that the site is well located for access to a host of services and amenities by active travel modes. Given this it can be expected that active travel will be a dominant mode of travel for future residents at the site. The site is also shown to be very well located for access to the public transport network.
- 4.25 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.¹⁰ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.26 The site has a GMAL of 8 (score: 118.95), which is an exceptional level of accessibility by public transport as would be expected of a site located close to major interchanges serving the city centre.

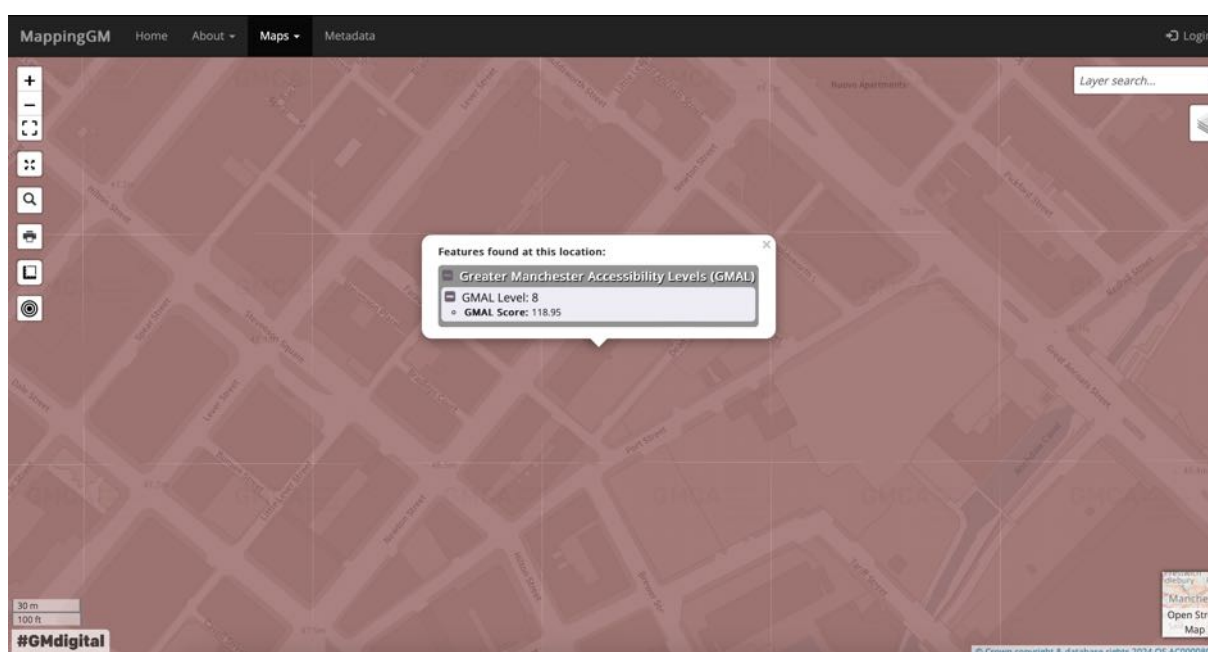


Figure 4.4: Greater Manchester Accessibility Level
[source: Transport for Greater Manchester]

Policy Compliance

- 4.27 The assessment confirms that the site is well located in terms of access to active and sustainable transport routes, and also in relation to local amenities and services in the city centre.
- 4.28 Paragraph 115 of NPPF supports developments where sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and where safe and suitable access to the site can be achieved for all users.¹¹ This is echoed in Policy JP-C1 (An Integrated Network) of Places for Everyone (PfE) which aims to help deliver an accessible, low carbon Greater Manchester by supporting developments that minimises the need to travel and is located where a significant proportion of trips can be made by walking, cycling and public transport.¹² Policy T1 (Sustainable Transport) of MCC's Core Strategy seeks to deliver a high quality and integrated transport network to encourage mode shift from the private car and

¹⁰ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

¹¹ Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework

¹² Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022-2039

based on this support is given to developments that allow a choice of sustainable transport and puts pedestrians and cyclists first.¹³ The proposed development accords with these requirements.

- 4.29 Policy JP-C3 (Public Transport) states that support will be given to improved public transport routes and services and Policy JP-C6 (Walking and Cycling) states that active travel routes should be of suitable standard to allow connections for the community and to ensure direct and easily navigable links to public transport nodes. The assessment confirms that the existing infrastructure serving the site is of good quality and the development includes site layout measures such as secure cycle parking, pedestrian access facilities, improvements to bounding footways, removal of motor vehicles and surface improvement on Faraday Street and Dean Street, and a Travel Plan. The proposed development therefore accords with both policies.
- 4.30 The proposed development also accords with Policy JP-C8 (Transport Requirements for New Developments) of PpE in that it provides suitable facilities for pedestrians, disabled, and cyclists, and is located to support walking, cycling and public transport use. and Paragraph 117 of NPPF requires developments to give priority first to pedestrians and cycle movements, to cater for the needs of people with disabilities and allow for the efficient delivery of goods. The proposed development accords with these requirements.

5 Impact Assessment

Trip Generation – Residential Units

- 5.1 The site provides no car parking residential units and in terms of vehicle trips will generate traffic associated with delivery/refuse collection and taxi movements.
- 5.2 The TRICS output is attached as Appendix E with a summary of peak hour and daily trips provided below. The trip generation has been agreed with MCC at pre-application stage.

	Person Trip Rates			Total Servicing Trip Rates			OGV Trip Rates			Taxi Trip Rates		
	(per dwelling)			(per dwelling)			(per dwelling)			(per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.086	0.502	0.588	0.011	0.007	0.018	0	0	0	0.008	0.007	0.015
PM Peak Hour	0.397	0.187	0.584	0.004	0.003	0.007	0	0	0	0.005	0.005	0.01
	Person Trips			Total Servicing Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	11	63	74	1	1	2	0	0	0	1	1	2
PM Peak Hour	50	24	74	1	0	1	0	0	0	1	1	2

Table 5.1: TRICS Trip Rates & Development Trip Generation – Residential Units

Trip Generation – Commercial Units

- 5.3 In this instance MCC has requested that a trip generation exercise is undertaken for the commercial units. The site provides no car parking for the commercial units and in line with the agreed residential trip generation, the units will generate traffic associated with delivery/refuse collection and taxi movements. Delivery movements over which the occupiers of the units have control will be timed to occur outside peak periods.
- 5.4 The TRICS output is attached as Appendix E with a summary of peak hour and daily trips provided below.

¹³ Manchester City Council (2012), Manchester's Local Development Framework – Core Strategy Development Plan Document

	Person Trip Rates			Total Servicing Trip Rates			OGV Trip Rates			Taxi Trip Rates		
	(per 100sqm)			(per 100sqm)			(per 100sqm)			(per 100sqm)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2.141	0.137	2.278	0.091	0.159	0.25	0	0	0	0	0	0
PM Peak Hour	0.159	2.072	2.231	0	0	0	0	0	0	0	0	0
	Person Trips			Total Servicing Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	15	1	16	1	1	2	0	0	0	0	0	0
PM Peak Hour	1	15	16	0	0	0	0	0	0	0	0	0

Table 5.2: TRICS Trip Rates & Development Trip Generation – Commercial Units

Trip Generation – Total Development

5.5 Table 5.3 shows the total trips generated by the development.

	Person Trips			Total Servicing Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	26	64	90	2	2	4	0	0	0	1	1	2
PM Peak Hour	51	39	90	1	0	1	0	0	0	1	1	2

Table 5.3: TRICS Trip Rates & Development Trip Generation – Total Development

Service Vehicle Trip Generation

- 5.6 The TRICS forecast shows that the development will attract 21 service vehicles per day, which will be mainly comprised of cycles, motorcycles, cars, and light goods vehicles. As agreed with MCC during pre-application discussions, these vehicles will use the existing loading bays nearby on Newton Street and Port Street.
- 5.7 As noted earlier, residents will be advised of the delivery locations serving the site and the strategy will be monitored via the Travel Plan attached as Appendix D.

Impact Assessment

- 5.8 The trip generation forecast shows that the development will be associated with a minimal level of vehicle trips in the network peak hours. The level of traffic is well below the Department for Transport's (DfT) significance levels of 30 vehicles per hour.
- 5.9 Based on the above, the development will not have an impact on highway operation.

Pedestrianisation Proposed development

- 5.10 At the request of the MCC, Automatic Traffic Count (ATC) surveys have been undertaken to collect baseline traffic data for Faraday Street, Dean Street and Postal Street in order to establish the volume of traffic that will be affected by the proposed prohibition of motor vehicles from Faraday Street and (part of) Dean Street.
- 5.11 The ATC were undertaken between Wednesday 15 January 2025 and Monday 20 January 2025. The surveys were timed to fit with the project timescales and to allow both weekday and weekend traffic volumes to be established.

- 5.12 Unfortunately, the ATC cable on Faraday Street was vandalised and the survey had to be repeated the following week.
- 5.13 The ATC data is attached as Appendix F. A summary of the recorded hourly vehicle movements is provided in Table 5.4 for the weekday AM and PM peak periods (07.00-10.00 and 16.00-19.00), the weekday inter-peak (10.00-16.00) and Saturday/Sunday daytime busiest recorded periods (10.00-16.00).

Time Period	Hourly traffic flows		
	Postal Street	Faraday Street	Dean Street
AM Peak Period	7	40	5
Inter Peak	5	37	7
PM Peak Period	8	63	18
Saturday	0	20	4
Sunday	1	22	2

Table 5.4: Surveyed Traffic Flows Summary

- 5.14 Table 5.5 shows the total numbers of larger vehicle movements recorded on a daily (24h) basis. The roads bounding the site attract occasional large vehicle trips, though these are limited to OGV1 classification. A single OGV2 vehicle was recorded on one day of the survey on Faraday Street (still resulting in the average daily movements being zero over the week) and this is likely to have been a construction delivery. On review of the data, it can be seen that the vast majority of the OGV1 vehicles are Class 2 vehicles (rigid 2 axles/box vans). It should be noted that there is an active construction site on the eastern side of Dean Street, and it can be expected that some of the larger vehicle movements captured in the survey on both Dean Street and Faraday Street will be associated with this.

	Average Daily (24 Hour)		
	OGV1	OGV2	Total
Dean Street Total	10	0	10
Northbound	4	0	4
Southbound	6	0	6
Postal Street Total	4	0	4
Westbound	1	0	1
Eastbound	3	0	3
Faraday Street Total	0	0	0
Northbound	59	0	59
Southbound	43	0	43

Table 5.5: Surveyed Large Vehicle Traffic Flows

- 5.15 The traffic will re-route following the pedestrianisation proposed development but given the volumes in question this is not considered to be of a level that will cause an impact on highway operation. On balance, when considered in the context of the improvements created to the pedestrian environment and the narrowness of the street, the minimal level of displaced vehicle

movements is not considered to be a significant disbenefit. These vehicles are already present on the wider highway network and will merely re-route from Faraday Street to more appropriate means of travelling between Port Street and Newton Street at Hilton Street, Houldsworth Street or Great Ancoats Street.

Policy Compliance

5.16 Paragraph 116 of NPPF states that:

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

- 5.17 The assessment confirms that the level of traffic generated by the proposed development will not have negative effects on highway operation or road safety. The proposed development itself is car-free, the level of vehicle movements associated with the proposed development have been assessed and are shown to be very low. It is also proposed that motor vehicles will be prohibited from Faraday Street and (part of) Dean Street which will locally benefit pedestrian movement. Surveys have been undertaken to determine the existing level of traffic using these streets and this is also extremely low. As such the displacement of these movements would not be expected to materially affect highway operation in the locality.
- 5.18 Policy JP-C8 (Transport Requirements for New Development) states that a Transport Assessment/Statement and Travel Plan should be prepared to assess development impacts and determine whether mitigation is required on the Strategic Road Network and local transport network. Both documents have been prepared, and the TS confirms that the development will not have an impact on network operation and that the measures proposed within the site layout and the Travel Plan will result in a benefit to future site users without recourse to wider network mitigation.

6 Conclusions

- 6.1 This document has been prepared by SK on behalf of the Applicant), in support of a full planning application for residential development at the Postal Street site.
- 6.2 The development comprises the erection of a residential apartment building (Use Class C3a), of eight storeys (126 apartments); together with ground floor commercial units (Use Class E), cycle parking provision, and other associated works. The proposed development comprises 126 new residential units and 711sqm of commercial ground floor space.
- 6.3 A TS Scoping Report was submitted to MCC, in January 2025 following an initial meeting in December 2024 with MCC's highway officers. MCC provided feedback on the TS Scoping Report in January 2025 and these comments are acknowledged in this TS.
- 6.4 The assessment confirms that the site occupies an accessible location which provides opportunities for residents to access extensive amenities in the city centre. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. Measures are included in the proposed development to support active and sustainable living practices, including cycle parking, localised pedestrian route enhancements, a proposed prohibition of motor vehicles from Faraday Street and (part of) Dean Street with associated landscape scheme, and a Travel Plan.
- 6.5 Appropriate infrastructure is in place on streets adjacent to the site to allow the site to be suitably serviced and refuse to be collected.
- 6.6 The assessment confirms that the site is a suitable location for living without a car and that there will be no negative highways effects from the proposed development.
- 6.7 A traffic assessment has been undertaken, and this shows that the proposed development will be associated with an insignificant level of trips during the peak hours and that the existing level of

traffic on Faraday Street and the section of Dean Street that will be affected by the proposed prohibition of motor vehicles order is minimal. It is also shown that there are no local accident hotspots.

- 6.8 The TS confirms that the proposed development accords with local, regional and national policy requirements.

Appendix A

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Status codes:		
S1 - Suitable for Coordination		
S2 - Suitable for Information		
S3 - Suitable for Review & Comment		
S4 - Suitable for Review & Authorization		
S5 - Suitable for Review & Acceptance		
A/n - Approved & Accepted as Stage complete		
Rev	Description	Date
P01	Issued for Coordination	21.02.25
P02	Issued for Coordination	26.02.2025
P03	Issued for Planning Submission Review	26.02.25
P04	Issued For Planning Submission Review	19.03.25
P05	Issued for Planning	21.03.25
P06	Issued for Planning	25.03.25

26-28 Hilton Street
Manchester M1 2EH

mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\Brown

Project
Postal Street
Manchester
M1 2EH

Drawing
Proposed Floor Plan - Ground
Floor

Scale @ A1
1 : 100

Date
25.03.25

Drawn By
HECW

Checked By
JT

Job Number
210258

Status
S5

Purpose of Issue
For Review & Acceptance

Drawing No.
POST-HBA-SW-00-DR-A-080100

Rev
P06

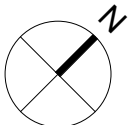
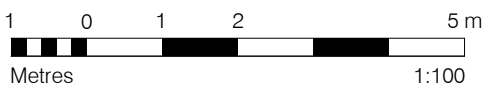


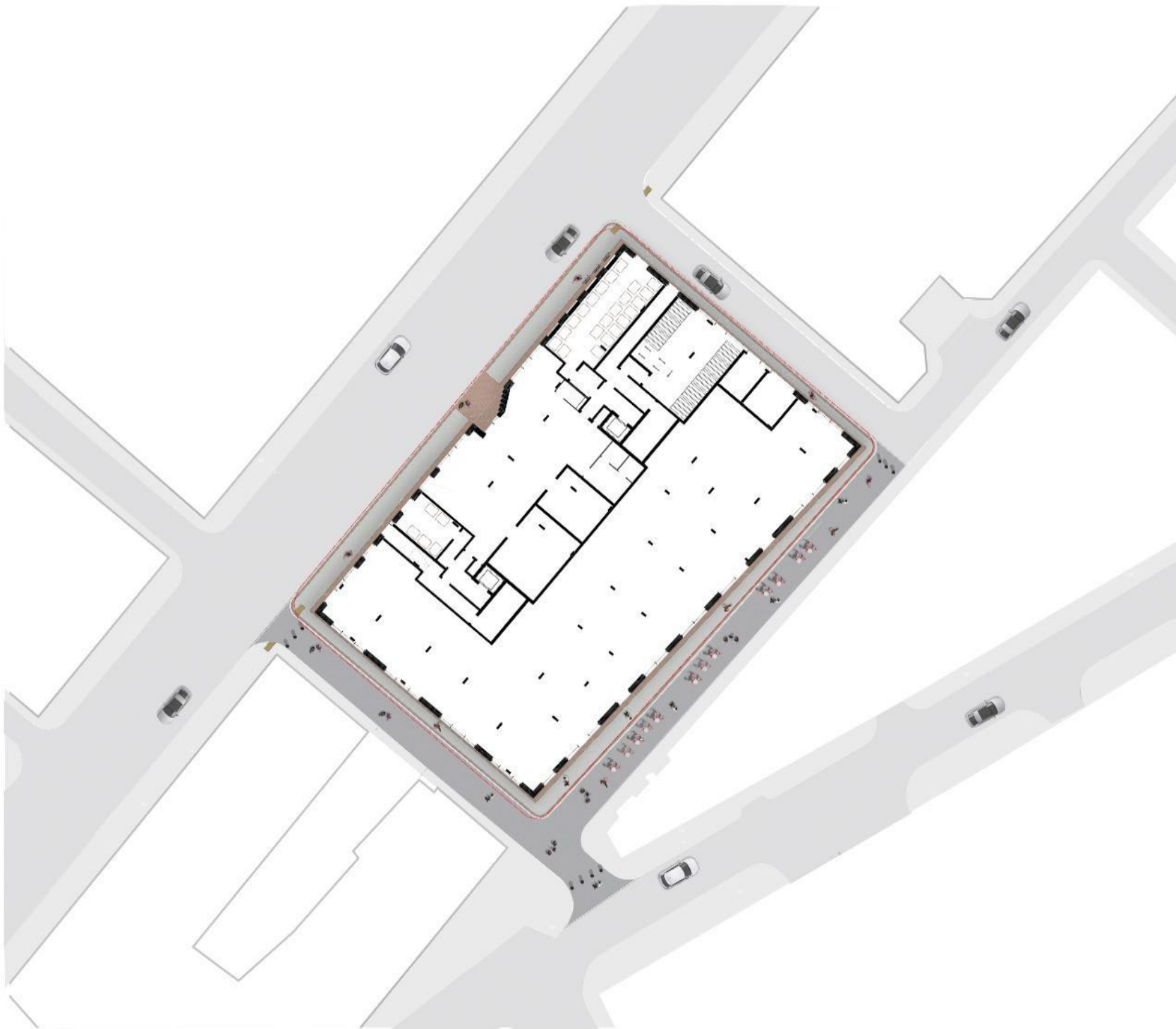
Legend

- 1B1P Apartment
- 1B2P Apartment
- 2B3P Apartment
- 2B4P Apartment
- Commercial Use
- Front of House
- Back of House

Access Doors

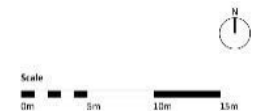
- Residential Entrance
- Residential BoH
- Residential Fire Escape
- Commercial Entrance
- Commercial BoH (Potential)





- Key**
- Planning application boundary
 - Paving type 1
Tarmac
 - Paving type 2
Tumbled concrete block paver
200 x 50 x 60mm. Colour tbc
 - Paving type 3
Resturfacing to previous carriageways
 - Demountable bollards
 - New herb edging
 - Visitor cycle stands

- Notes**
- All dimensions in mm, unless otherwise stated.
 - Scaling from drawing if printed incorrectly may lead to errors.
 - All information outside red line boundary shown for contextual purposes only.
 - All work patterns are indicative only unless stated otherwise.
 - This drawing is to be read in conjunction with all re-form landscape and horticulture documentation.
 - AND all relevant documentation from the design team (such as information on the existing situation, the design intent). The contractor is to check and verify all levels and dimensions against site survey information.
 - Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
 - All landscape products shall be included in strict accordance with manufacturers written instructions, refer to other consultants drawings and specifications for the following design information:
 - Foundation details
 - Base course and/or sub-bases design & specification
 - Waterproofing of any element
 - Levels & drainage design and infrastructure
 - Lighting and shading
 - Cutting & proposed utilities
 - Plant quantities are to suit site areas in accordance with scheduled plant schedules.
 - Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.



Drawn by: re-form landscape architecture
Date: 10/10/2023
Drawn by: re-form landscape architecture
Date: 10/10/2023

re-form
landscape architecture

W: re-formlandscape.com
P: info@re-formlandscape.com
T: Edinburgh +44 (0)131 354 1870
Leeds +44 (0)113 245 4095
Manchester +44 (0)161 357 4953

Project
POSTAL STREET, MANCHESTER
M24 1JH

Client
MANCHESTER CITY COUNCIL

Document title
ILLUSTRATIVE LANDSCAPE GENERAL
ARRANGEMENT

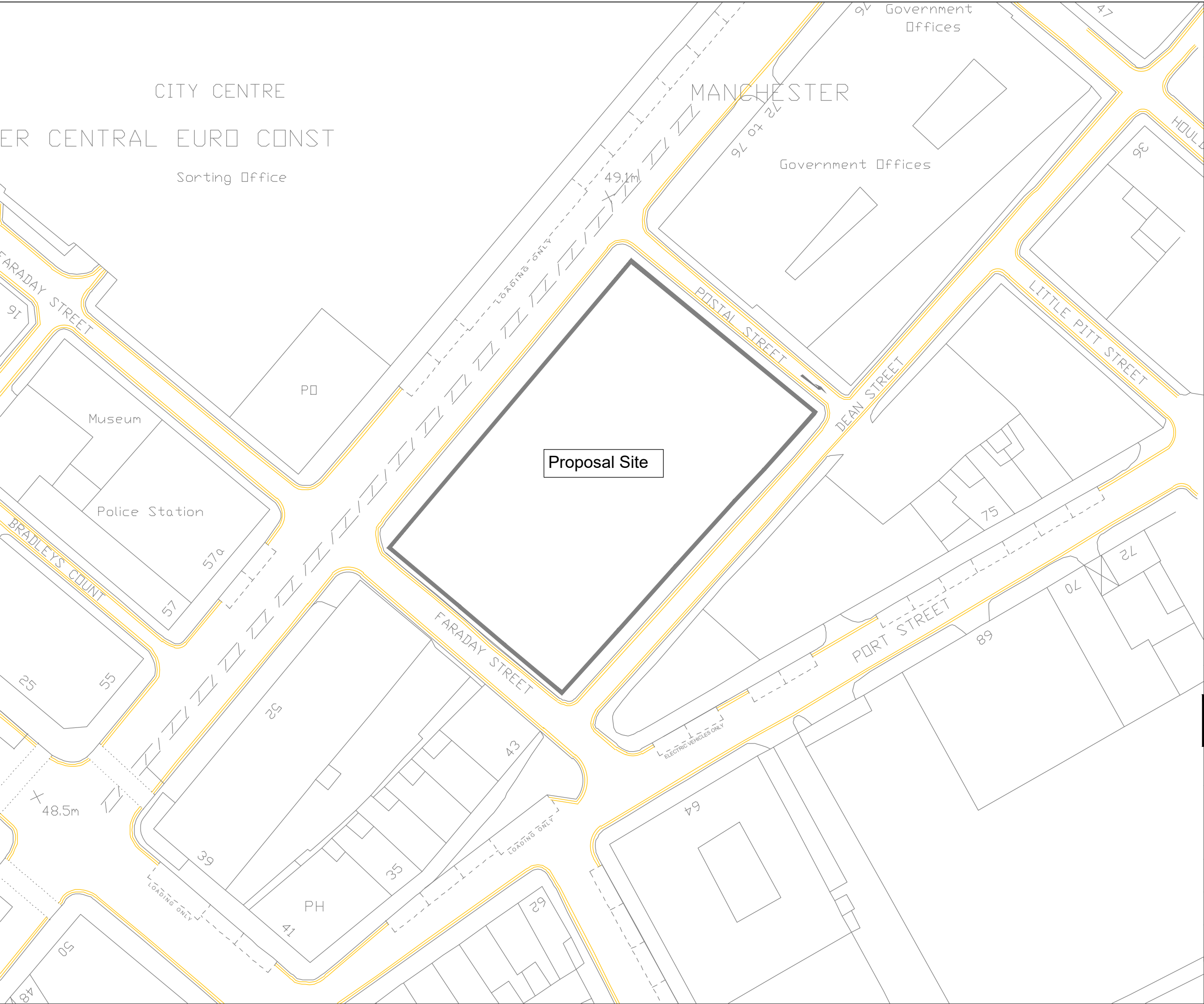
Paper size
A1

Status
FOR INFORMATION

Drawing number
1196 RPM XX DS L 9001

Revision
P01

Appendix B



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

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

Revision Details	By	Date	Suffix
Check			

Drawing Number

SK22476-001

Postal Street, Manchester

Drawing Title

Existing Highway Context

Scale at A3

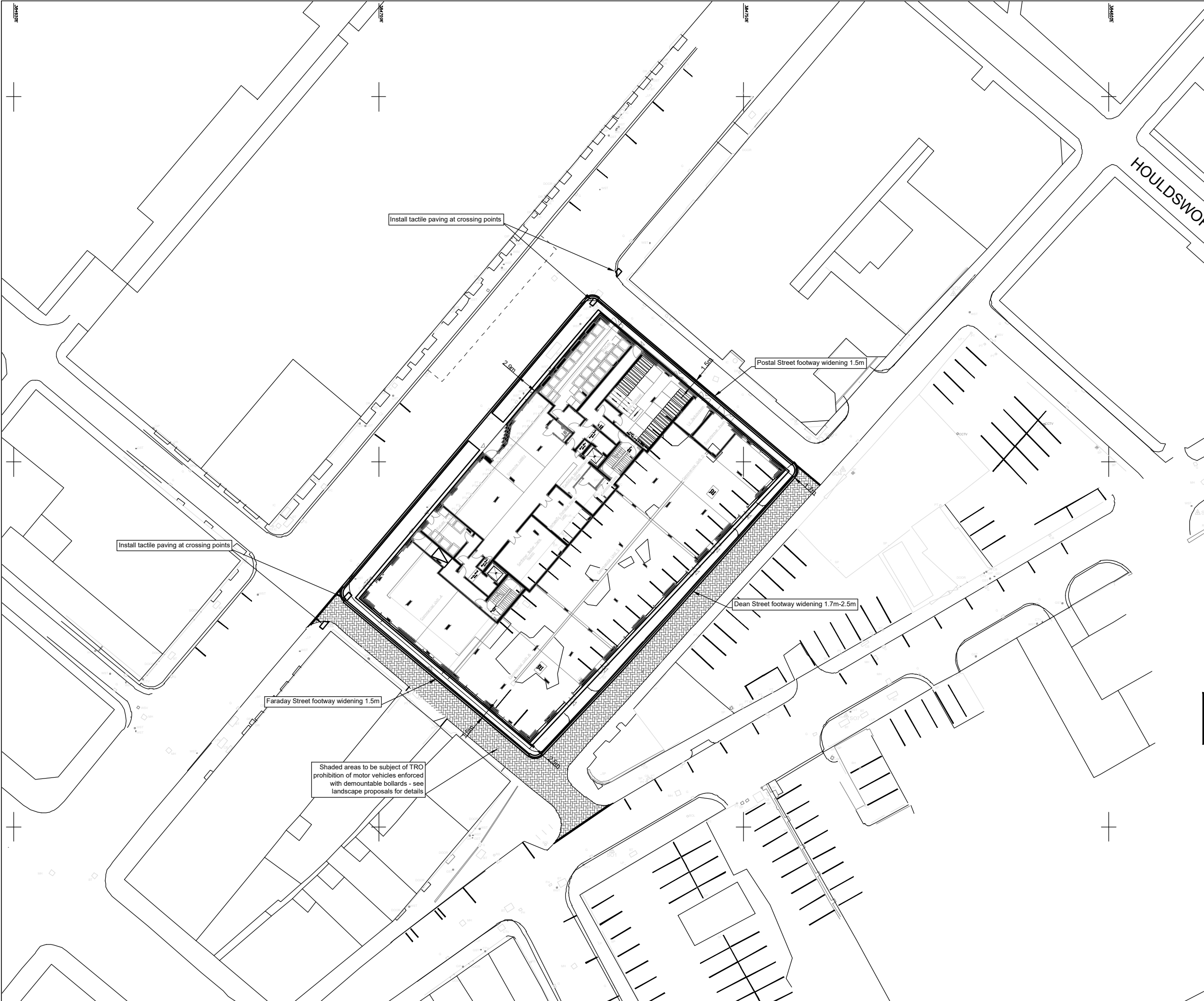
1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	21.11.24

SK

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

Appendix C



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

Revision Details		By	Date	Suffix
		Check		

Drawing Number

SK22476-004

Postal Street, Manchester

Drawing Title

External Works Proposals

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	28.03.25



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Appendix D

Postal Street
Manchester
Framework Travel Plan
250328/SK22476/FTP01(-02)

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4 Accessibility Audit	6
5 Plan Management	8
6 Measures Toolkit	11
7 Monitoring Plan	13
8 Action Plan	14

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22476	FTP01	00	Draft Issue	L Speers	LGS	30/01/2025
SK22476	FTP01	01	Updated Draft	L Speers	LGS	21/03/2025
SK22476	FTP01	02	Submission	L Speers	LGS	28/03/2025

1 Background

Introduction

- 1.1 This Framework Travel Plan document has been prepared by SK on behalf of The Council of the City of Manchester (“the Applicant”), in support of a full planning application for residential development at the Postal Street site.
- 1.2 The development is being brought forward by This City, a housing company owned by Manchester City Council (MCC).

Development Overview

- 1.3 The development comprises the erection of a residential apartment building (Use Class C3a), of eight storeys (126 apartments); together with ground floor commercial units (Use Class E), cycle parking provision, and other associated works. The proposed development comprises 126 new residential units and 711sqm of commercial ground floor space.
- 1.4 The landscape layout is attached as Appendix A of the Transport Statement, to which this document is appended.
- 1.5 The residential entrance to the building will be provided from Newton Street. The commercial units will front onto Dean Street, Faraday Street and Newton Street.
- 1.6 Redundant vehicle access points on the perimeter of the site will be reinstated as continuous footway and the footways bounding the site re-surfaced as part of the proposed development.
- 1.7 The roads bounding the site (other than Newton Street) serve a service function and this is reflected in the existing footway widths. The building line is set back slightly on Postal Street to increase the footway width in this location to 1.5m.
- 1.8 It is proposed that Faraday Street and Dean Street will be subject to a prohibition of motor vehicles order, recognising the greater pedestrian function that these roads will serve with the commercial frontages on these sides of the proposed building and also, in the case of Faraday Street, for connection through to the Port Street/Tariff Street area.
- 1.9 Tactile paving is not provided at the existing dropped kerb crossing points at the junctions on roads bounding the site and will be provided on the following:
 - Newton Street/Postal Street
 - Newton Street/Faraday Street
- 1.10 The proposed development will introduce a TRO prohibiting motor vehicles from Faraday Street and Dean Street between Faraday Street and Postal Street, to be enforced with bollards and with a landscape-led resurfacing/footway enhancement.
- 1.11 A purpose-built cycle store is proposed at ground floor that can accommodate 64 bikes, with an additional five spaces suitable for adapted bikes, providing a total of 69 spaces (55%). In addition to this, 50% of the apartments have dedicated cycle storage space, with access routes and lifts through the building designed to accommodate cycle transfer from street level. The commercial uses will be required to accommodate cycle parking for staff in their back of house areas.
- 1.12 A further three external stands are proposed on the Newton Street frontage for visitor cycle parking.
- 1.13 Day-to-day deliveries, such as take-aways, shopping, post and Amazon will be able to use the existing loading bays on Newton Street and Port Street. Similarly, the commercial units will be serviced from the existing loading bays which are either side of the building
- 1.14 The refuse store is located on Postal Street, it is the intention that the site management team will move bins to an area outside the site on Newton Street for collection. The refuse vehicle will then wait kerbside. This is permissible within the existing TRO loading controls and in line with the historic servicing practices at the site.

- 1.15 The TS confirms that the site occupies a highly sustainable location. The location of the site is such that residents are unlikely to own a car and can readily access key destinations by other modes. Given this the development is considered suitable for car free development. The existing TRO in the city centre remove opportunities for overspill parking on street.

2 Travel Plan Process

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:
- Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document
 - Ministry for Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Ministry for Housing, Communities & Local Government (2024), Planning Practice Guidance
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.5 This Framework version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

- 2.6 The Department of Transport (DfT) states that it is helpful to:

“... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.”¹

- 2.7 The DfT pyramid is shown in Figure 2.1.

¹ Department for Transport (2007), Making Residential Travel Plans Work

- 2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Sections 3 and 4 of the Plan.
- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Sections 1 and 6.
- 2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

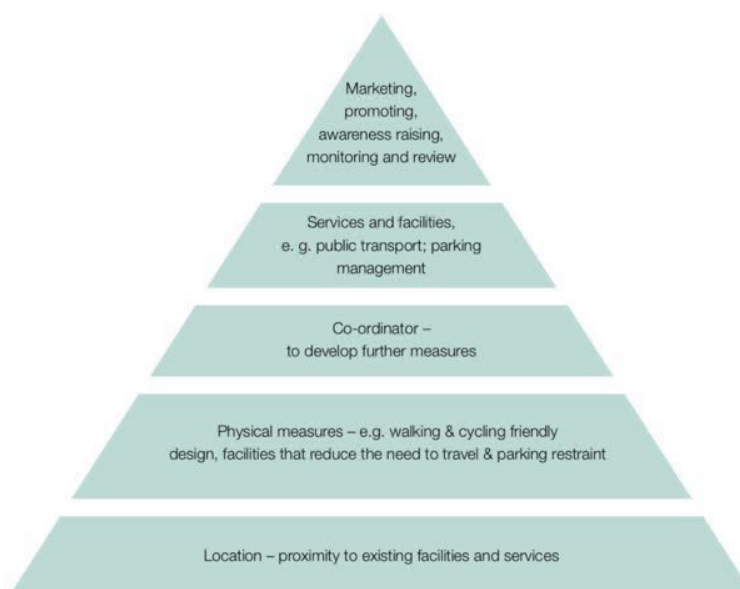


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

- 2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.18 The objectives of the Travel Plan are to:

Objective 1:

To raise awareness of the travel choices available.

Objective 2:

To implement measures to promote the use of alternative modes of travel.

Objective 3:

To periodically evaluate the transport needs of residents.

Objective 4:

To periodically update residents to make sure they have all relevant travel information.

Objective 5:

To reduce single occupancy car trips and increase sustainable trip making.

3 Site Location Context

Site Description

- 3.1 The site location in the context of the city centre is shown on Figure 2.1 The red line/location plan is attached in Appendix A of the TS.
- 3.2 The site is situated within the Northern Quarter, an inner-city neighbourhood located within Manchester city centre, sitting within the Piccadilly ward. The site is bounded by Postal Street to the east, Newton Street to the north, Faraday Street to the west and Dean Street to the south.
- 3.3 Following the demolition of commercial units, the site currently comprises an area of vacant hardstanding containing no vegetation. The site can be accessed along the frontage on Newton Street and with vehicular access via Dean Street.

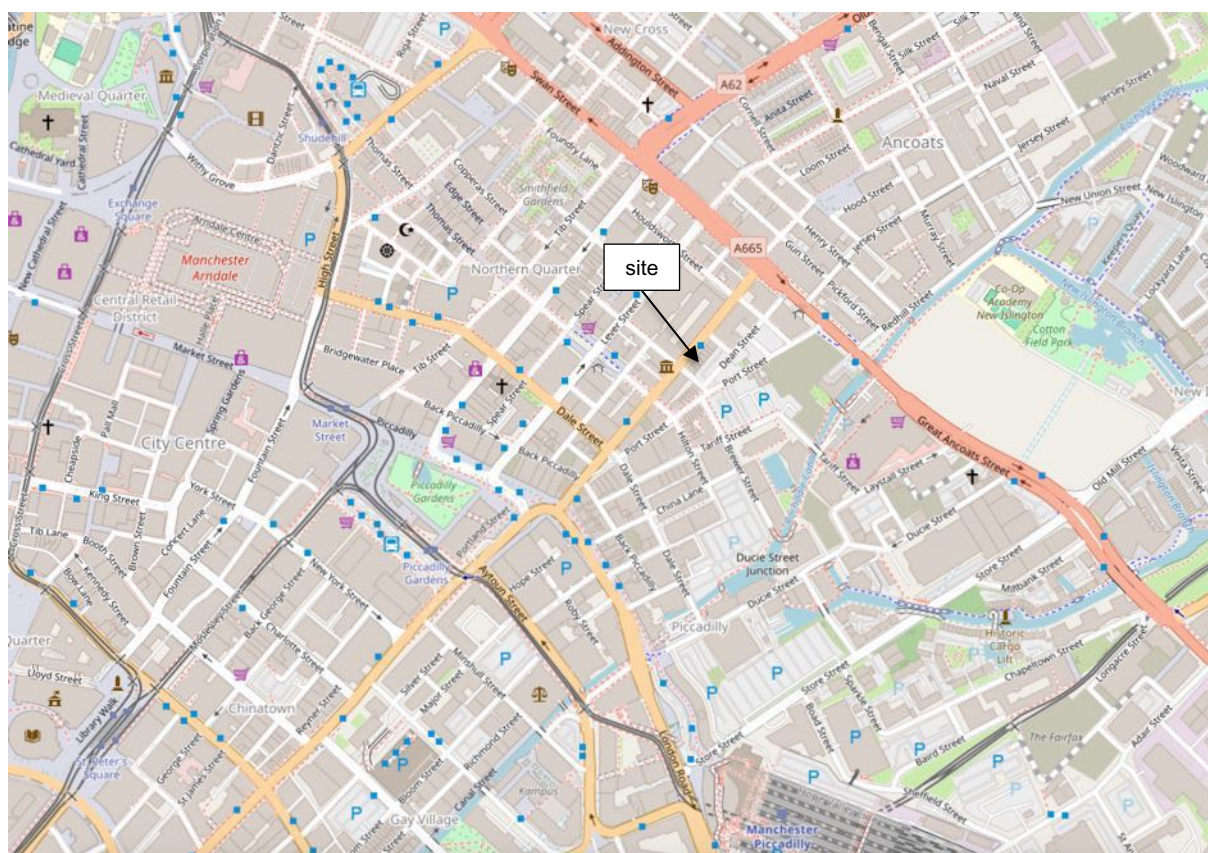


Figure 3.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 3.4 In the vicinity of the site, Newton Street is a two-way 10.5m road with a 2.9m footway on the site frontage and 2.6m wide footway opposite. A bus stop with flag pole located directly outside the site. The flag pole states that the stop is for alighting only, though it is noted that Newton Street is currently not a bus route corridor, so no services are currently using the stop. As such, removal of the bus stop would be preferred, subject to agreement with TfGM.
- 3.5 Postal Street provides a connection between Newton Street and Dean Street. Postal Street has a carriageway of 3.1m with relatively narrow footways on both sides (1.2m on the site side), acknowledging its service route function. Dropped kerbs are present at the junction of Newton Street/Postal Street but no tactile paving.
- 3.6 Postal Street meets Dean Street at a priority junction with vehicles emerging from Postal Street limited to left turns only. In the vicinity of the site, Dean Street has a carriageway width of 3.7m and a footway width of 1.7m (site side). Dean Street also provides a service function. Dropped kerbs are present at the junction of Postal Street/Dean Street but no tactile paving.
- 3.7 Dean Street meets Faraday Street at a simple priority junction, again dropped kerbs and tactile paving are absent from the junction. Faraday Street has a carriageway width of 4m and a footway width of 0.8m (site side). Faraday Street meets Newton Street at a priority junction at the south-western corner of the site. Dropped kerbs are present at the junction of Faraday Street/Newton Street but no tactile paving.
- 3.8 Travelling south on Newton Street provides access to Hilton Street, Dale Street and the A6 (Piccadilly). Controlled crossing facilities are provided at each junction. Travelling north on Newton Street provides access to the A665 (Great Ancoats Street) and controlled crossing facilities are in place.

Traffic Regulation Orders

- 3.9 The site sits in [City Centre Parking Zone 2](#) where parking is controlled by double yellow lines and Pay & Display parking bays (two hour maximum duration).² A plan has been prepared that shows the Traffic Regulation Order (TRO) controls on the roads bounding the site and this is attached as Appendix B of the TS. A summary of the current TRO controls is provided below.
- 3.10 There are double yellow line controls on the kerbsides on all four bounding roads. There are no loading restrictions on Postal Street, Dean Street and Faraday Street. Loading restrictions (single kerb blips) are in place on Newton Street prohibiting loading activity between 8am and 10am, and 4pm and 6pm.
- 3.11 Opposite the site on Newton Street 10 Pay & Display and a long loading bay are in place. Two further Pay & Display bays are provided on Newton Street to the south of the junction with Faraday Street.
- 3.12 To the west of Dean Street on Port Street, Brewer Street and Tariff Street further Pay & Display parking bays are provided. A loading bay is also provided on Port Street just to the south of the junction with Faraday Street.
- 3.13 Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre. Bay locations are shown in the plan in Appendix B of the TS.

Road Safety Data

- 3.14 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.³ The TfGM database states that data is currently available for five years to 31st December 2023.

² https://www.manchester.gov.uk/info/500346/city_centre_parking/146/on-street_parking/3

³ <https://www.gmtu.gov.uk/gmaccidents/>

- 3.15 The database shows that there have been no collisions on the roads bounding the site during the five-year period assessed.

4 Sustainable Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.⁴
- 4.2 The existing footway widths bounding the site are as set out previously and summarised below:
- Newton Street: 2.9m
 - Postal Street: 1.2m
 - Dean Street: 1.7m
 - Faraday Street: 0.8m
- 4.3 Excluding Newton Street, the roads bounding the site provide largely a service route function/minor access routes.
- 4.4 Dropped kerbs are present at the junctions formed by the bounding roads but no tactile paving.
- 4.5 Controlled crossings are provided at key junctions on routes north and south of the site including:
- Newton Street/High Street
 - Newton Street/Dale Street
 - Newton Street/Piccadilly
 - Newton Street/Great Ancoats Street
- 4.6 Figure 4.1 shows that the site relates well to the Greater Manchester Cycle Network. The streets surrounding the site are 20mph roads which provide a suitable environment for pedestrians and cyclists. Hilton Street, Port Street, Dale Street and Stevenson Square are defined as routes on the cycle network. To the north of the site access can be gained to cycle facilities on Great Ancoat Street and traffic free routes alongside the Rochdale Canal. The site is also located a short distance west of National Cycle Network Route 66.
- 4.7 Advanced cycle stop facilities are also provided at the junctions in the bullet list above.
- 4.8 Street cycle parking is provided across the city centre and the nearest stands to the site are located on Port Street and Tariff Street.

⁴ <https://tfgm.pindarcreative.co.uk>

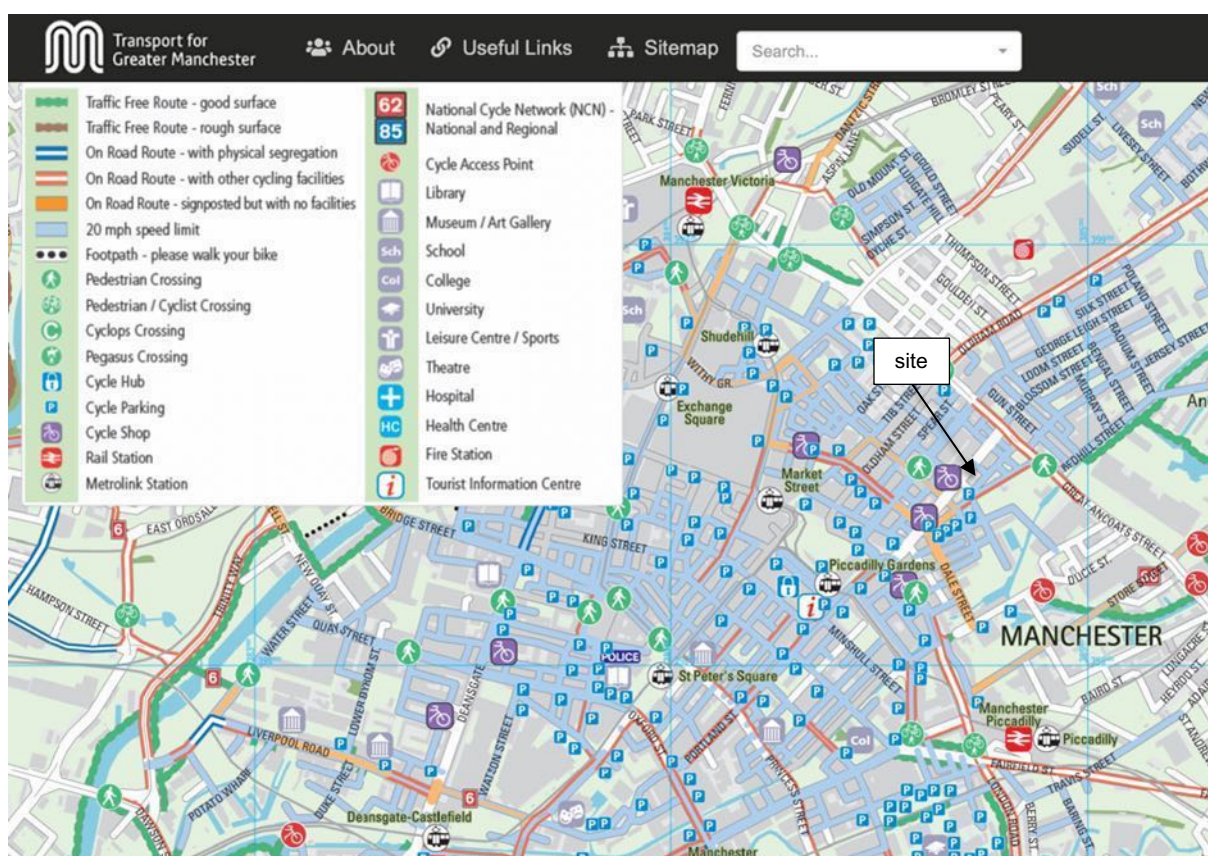


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.9 The [Mapping GM website](#) of Bee Network shows that Newton Street, Faraday Street, Houldsworth Street, Hilton Street and Stevenson Square are Bee Network Routes.⁵ Recent Bee Network works (Northern Quarter Area 1) have been completed near to the site to make it more attractive for socialising, walking and cycling. These works are on a route that connects High Street and Ducie Street via Stevenson Square.
- 4.10 The site is also located within the [Cycle Hire Scheme Zone](#).⁶ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford. The nearest bike docks to the site are located on Great Ancoats Street, Church Street and Dale Street.
- 4.11 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

Public Transport Routes

- 4.12 Figure 4.2 shows [TfGM's public transport network map](#) for the local area.⁷ This shows the location of public transport nodes, including operational bus stops and streets that operate as bus route corridors.
- 4.13 The nearest bus stops to the site are located on Lever Street (130m away), Great Ancoats Street (210m away), Oldham Street (290m away), Dale Street (300m away), and Piccadilly (350m away). Access can be gained to the Free Bus Routes 1 and 2 from Piccadilly.

⁵ <https://mappinggm.org.uk/bee-network/>

⁶ <https://beryl.cc/scheme/greater-manchester>

⁷ <https://tfgm.com/maps>

- 4.14 The site is also located only 500m away from Piccadilly Gardens Interchange (trams and buses), 600m away from Shudehill Interchange (buses and trams) and 650m away from Piccadilly Station (trams and trains).

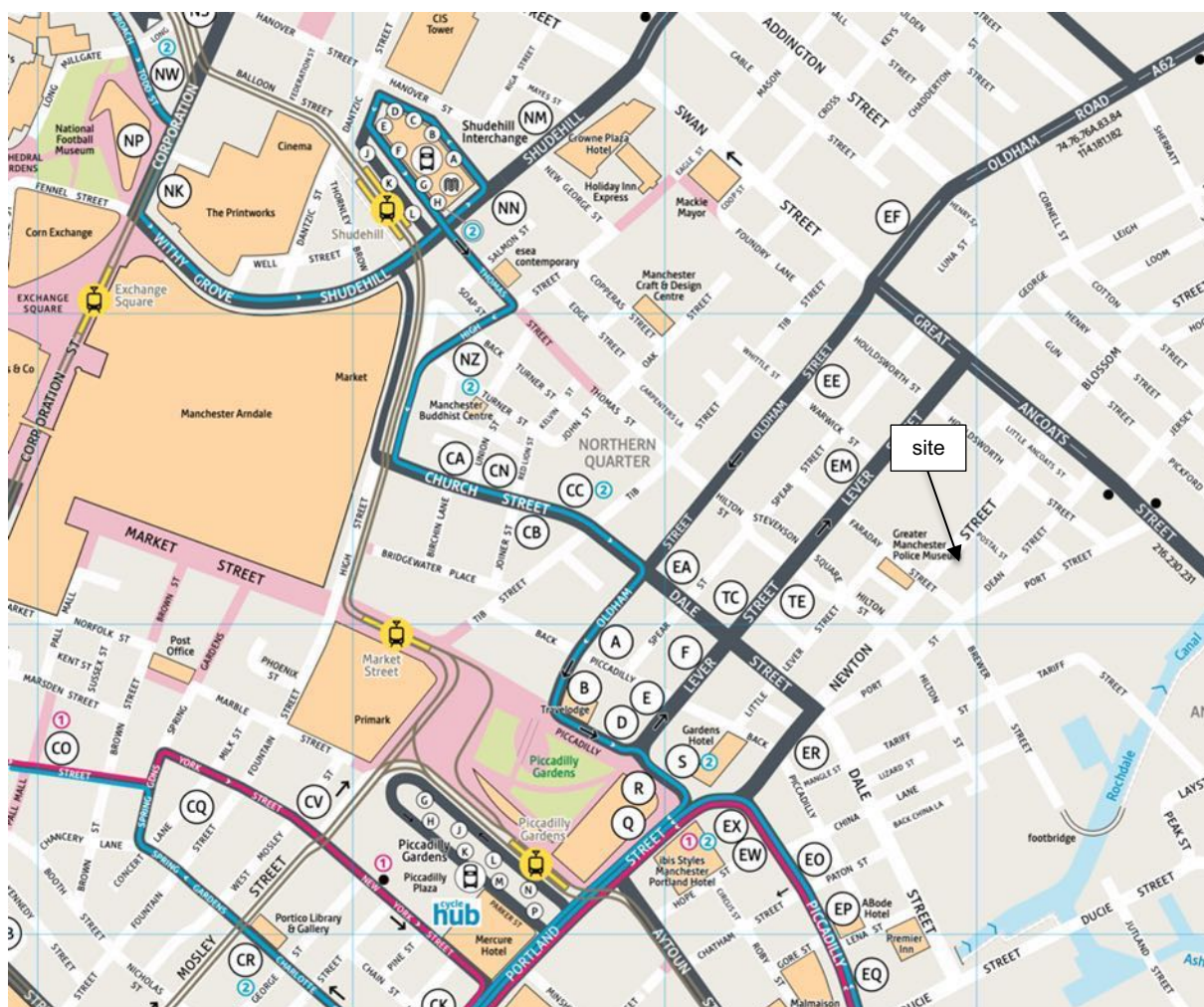


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

Car Club Network

- 4.15 Car clubs provide people in the city centre with an opportunity to borrow a car if they need one, meaning that they do not have to own their own car.
- 4.16 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.17 [Enterprise Car Club](https://www.enterprisecarclub.co.uk/gb/en/home.html) has vehicles parked across the city.⁸ The nearest car club vehicles to the site are located on Tariff Street (170m away).

Accessibility Assessment

- 4.18 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle. Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-

⁸ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

minute walk times to other destinations such as health care, leisure destinations and open space, and 25-minute walk times for commuting or education trips. Figure 4.3 shows walking time catchments from the site.

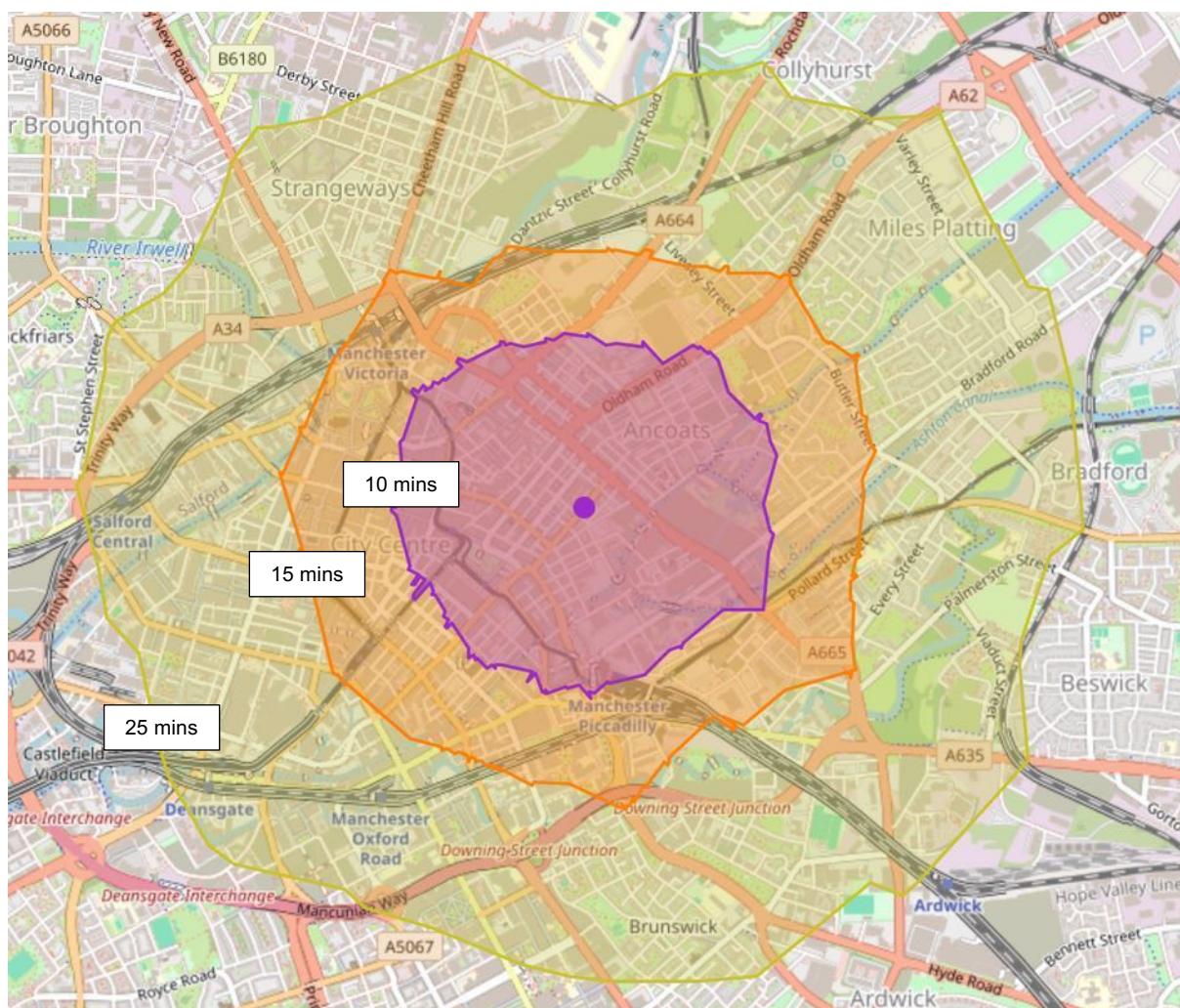


Figure 4.3: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the [Open Database License](#)]

- 4.19 Figure 4.3 shows that the site is within a 10-minute walk of Piccadilly Gardens, Market Street, Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of China Town, Victoria, Exchange Square, The Village, King Street and Deansgate. The site is within a 25-minute walk the Oxford Road Corridor, Salford Central and Castlefield.
- 4.20 The assessment confirms that the site is well located for access to a host of services and amenities by active travel modes. Given this it can be expected that active travel will be a dominant mode of travel for future residents at the site. The site is also shown to be very well located for access to the public transport network.
- 4.21 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁹ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

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

- 4.22 The site has a GMAL of 8 (score: 118.95), which is an exceptional level of accessibility by public transport as would be expected of a site located close to major interchanges serving the city centre.

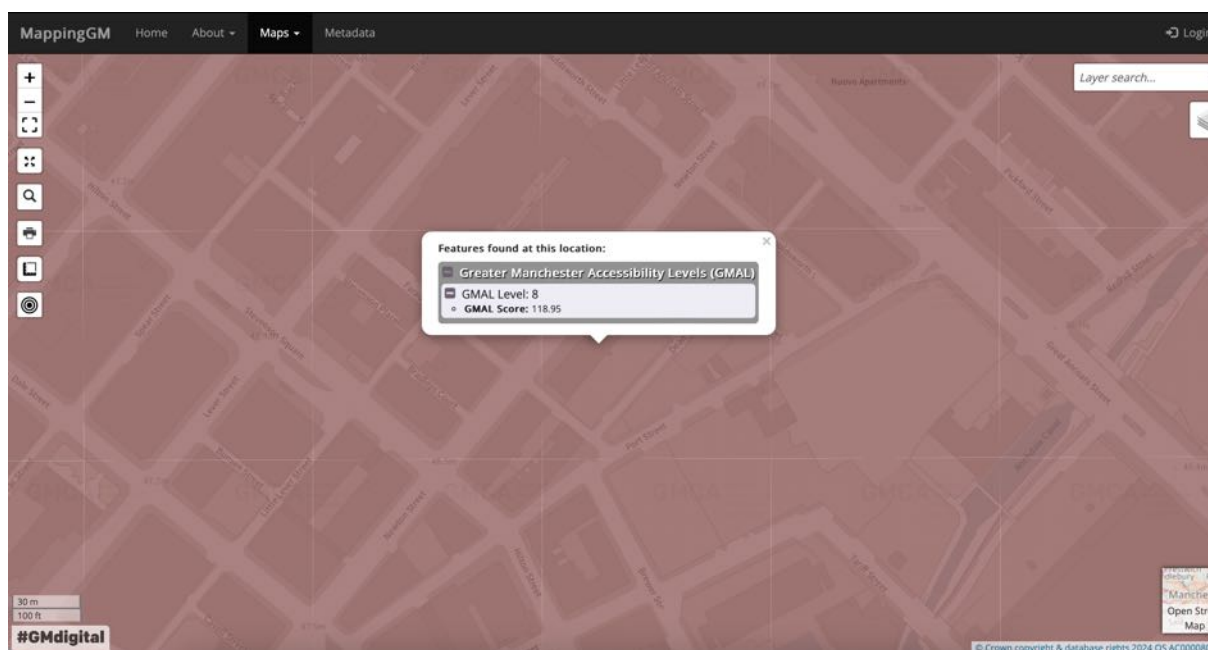


Figure 4.4: Greater Manchester Accessibility Level
[source: Transport for Greater Manchester]

5 Travel Plan Management

Applicant Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The ultimate responsibility for the Travel Plan will be the Applicant. The Applicant has been closely involved in the development of the Framework Travel Plan and is committed to its successful implementation on occupation of the proposed development.
- 5.2 The applicant will identify someone to take on the role of Travel Plan Co-ordinator prior to occupation of the proposed development.

Travel Plan Co-ordinators

- 5.3 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.
- 5.4 In summary, the Travel Plan Co-ordinator's main responsibilities are:
- Implementing the Plan measures.
 - Providing a point of contact for residents and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel packs for new households.
 - Providing regular updates to residents on any changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Periodically reporting to the Council.

Handover Arrangements

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

- 5.6 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plans to continue uninterrupted at the proposed development.

6 Measures Toolkit

Communication Measures

- 6.1 The measures set out in the Travel Plan will be clearly communicated to residents to seek to maximise its effectiveness.
- 6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that residents are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to residents.
- 6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for each household.
Other Information Distribution	The communications resources will be kept up to date and residents will be alerted to any significant changes in local services by email.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are good means of disseminating information and making sure that residents are aware of the travel choices available to them. The travel packs will comprise a succinct resource pack that contains the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. Information on on-line and phone app journey planning software.
 3. Information on cycle and walking routes.
 4. Cycle storage locations
 5. Information on bus routes and frequencies.
 6. Information on bus ticketing arrangements.
 7. Information on the building's delivery arrangements.
- 6.5 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date and provided to all new residents in a timely fashion.
- 6.6 Residents will be asked to provide an email when they move in so that the Travel Plan Co-ordinator can provide periodic updates on any changes to local services or initiatives in the area.

Journey Planning

- 6.7 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](https://tfgm.com/plan-a-journey)¹⁰
 - [Public transport maps](https://tfgm.com/maps)¹¹
 - [Active Travel route software](https://beeactive.tfgm.com)¹²
 - [Walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹³

¹⁰ <https://tfgm.com/plan-a-journey>

¹¹ <https://tfgm.com/maps>

¹² <https://beeactive.tfgm.com>

¹³ <https://tfgm.pindarcreative.co.uk>

- Links to [Google Play](#)¹⁴ and [Apple Store](#)¹⁵ Bee Network app

6.8 Details of the journey planning resources will be provided to residents in the travel packs and via email updates, where required.

Active Travel Measures

6.9 Table 6.2 summarises the active travel measures that will be used.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to residents using the relevant communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on local active travel routes.
Development Infrastructure	The development will provide the infrastructure set out in the TS and Section 1 of this report.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training/Hire	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes via the communications strategy.

Table 6.2: Active Travel Initiatives

6.10 Active travel provides the following benefits:

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

6.11 The Travel Plan Co-ordinator will provide information on the benefits of active travel via the travel packs.

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

6.13 The proposed development includes improvements to the bounding footways along with a proposed prohibition of motor vehicles from Faraday Street and Dean Street (between Faraday Street and Postal Street). This will be enforced with bollards. Surface improvements will be introduced along with localised footway widening. The landscape layout is shown in Appendix A and external works layout is shown in Appendix C of the TS.

¹⁴ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁵ <https://apps.apple.com/gb/app/bee-network/id1669705230>

- 6.14 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](#)¹⁶, [GMWalking](#)¹⁷, [Sustrans](#)¹⁸ and [Cycling UK](#)¹⁹.
- 6.15 TfGM provides [cycle training sessions](#)²⁰ for adults and family groups. This scheme will be promoted to residents.
- 6.16 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include [TfGM's Bike Libraries](#)²¹ lending scheme, and a [number of charities](#)²² that provide bike loan services.

Public Transport Measures

- 6.17 Table 6.3 shows the measures that will be used to encourage residents to travel more actively.

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

Table 6.3: Public Transport Initiatives

- 6.18 Section 4 shows that the proposed development has a very high level of public transport accessibility being located close to bus, tram and train stops/stations. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack. The Travel Plan Co-ordinator will provide information on local bus routes to residents via the travel pack.
- 6.19 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available using information from [TfGM ticketing information](#)²³. For example, the following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²⁴
The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
 - [Tram Travel](#)²⁵
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)²⁶
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

- 6.20 The following concessionary ticketing arrangements are available:

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://gmwalking.co.uk>

¹⁸ www.sustrans.org.uk/

¹⁹ www.cyclinguk.org/

²⁰ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²¹ <https://beeactive.tfgm.com/cycling/bike-libraries/>

²² <https://beeactive.tfgm.com/cycling/get-a-bike/>

²³ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁴ <https://tfgm.com/get-on-board>

²⁵ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁶ <https://www.northernrailway.co.uk/tickets/flexi>

- [Concessionary Travel](#)²⁷
Free bus travel passes are available to people living in Greater Manchester that are state pension age. An additional £10 per year can be paid to allow access to tram services. The passes permit travel on bus and/or tram services outside the peak periods during the week and at all times at the weekend.
- [Disabled Travel](#)²⁸
Certain disabilities and levels of disability qualify for low cost or free travel across Greater Manchester.

- 6.21 The Travel Plan Co-ordinator will be responsible for periodically reviewing the public transport databases to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will then update the travel packs with any changes and will let residents know by email.

Sustainable Car Measures

- 6.22 Table 6.4 shows the measures that will be used to encourage sustainable car use for residents.

Initiative	Description
Car Free	The development is car free.
Car Clubs	The development is located close to car club vehicles.

Table 6.4: Sustainable Car Use Initiatives

- 6.23 The proposed development is car free to acknowledge the high level of accessibility of the site and to seek to influence travel patterns from the outset.
- 6.24 Car clubs provide people in the city centre with an opportunity to borrow a car if they need one, meaning that they do not have to own their own car. [Enterprise Car Club](#) has vehicles parked across the city.²⁹ The nearest car club vehicles to the site are located on Tariff Street (170m away). Residents will be provided with information on Enterprise membership and the locations of vehicles in the travel pack.

Delivery Management Measures

- 6.25 Residential developments attract deliveries that can be split into two categories:
- **Day-to-Day Deliveries**
Deliveries in small vehicles that are associated with post, parcel, food shopping and take-aways.
 - **Infrequent Deliveries**
Deliveries of larger goods, such as white goods and furniture.
- 6.26 Deliveries will be able to use the existing loading bays on Newton Street and Port Street.
- 6.27 A post/parcel storage area is provided in the reception area of the building where deliveries can be stored for residents.
- 6.28 Refuse stores are located on the Newton Street and Postal Street frontages, it is the intention that the site management team will move bins to an area outside the site on Newton Street for collection. The refuse vehicle will then wait kerbside. This is permissible within the existing TRO

²⁷ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/travel-pass-for-older-people>

²⁸ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/disabled-people>

²⁹ <https://www.enterpriseclub.co.uk/gb/en/home.html>

loading controls and in line with the historic servicing practices at the site. Residents will be advised of the bin store locations via the travel pack.

- 6.29 The Travel Plan Co-ordinator will regularly engage with residents regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

7 Monitoring Plan

Baseline Surveys

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline resident travel surveys will be undertaken within three months of occupancy. The travel surveys collect the following type of information:
1. Usual mode of travel to work
 2. Household car and cycle ownership
 3. Reason for mode choice
- 7.3 The results from the baseline survey will be used to set the targets for the Travel Plan. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

- 7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three, and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period.

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

Table 7.1: Monitoring Plan

- 7.5 In addition to monitoring resident travel patterns, the Travel Plan Co-ordinator will periodically review the delivery management strategy measures and will engage with residents on the process.

Targets

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

- 7.7 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.8 The following Output Targets have been set for the Travel Plan:
- Provide the travel packs to all new residents on occupation of each element.
 - Undertake the baseline travel surveys within 3 months of occupation.
- 7.9 The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes and reducing single occupancy car trips from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set.
- 7.10 Preliminary Outcome Targets are set out in Table 7.2.

Provision of Travel Packs

Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The information resources will be available to residents.
Timebound	Ongoing.

Resident Surveys

Specific	Residents travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Reduce the Number of Single Occupancy Car Trips & Increase Sustainable Trip Making

Specific	Reduce the number of residents travelling alone in a private car and increase sustainable trip making.
Measurable	Verified using the baseline and monitoring surveys. Updated, quantifiable targets to be set following baseline surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

- 8.1 The Applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives.
- 8.2 The Applicant has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan. The applicant will also fund the Travel Plan Co-ordinator's costs.

8.3 The Action Plan summarises the measures set out in the Framework Travel Plan, who will be responsible for delivering them and target timescales.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Provide Contact Details	Applicant	Within 3 months of occupation
Monitoring	Prepare Survey Questionnaire	Travel Plan Co-ordinator	On occupation
	Baseline/Year 1 Surveys	Travel Plan Co-ordinator	Within 3 months of occupation
	Travel Plan Update	Travel Plan Co-ordinator	Within 3 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinator	In line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of survey
Communications	Prepare Resident Travel Packs	Travel Plan Co-ordinator	Prior to occupation
	Distribute Travel Packs	Travel Plan Co-ordinator	Prior to occupation
	Other Information Distribution	Travel Plan Co-ordinator	On-going
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Provide Development Infrastructure	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Promote Cycle Training	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Promote Cycle Hire	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
Public Transport	Raise Local Route/Ticketing Awareness	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Regular Review	Travel Plan Co-ordinator	On-going – periodic email updates
Sustainable Car	Provide Car Free Development	Applicant	Prior to occupation
	Promote Car Club	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates

Table 8.1: Action Plan

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	IS ISLINGTON	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 90 to 190 (units:)
 Range Selected by User: 90 to 493 (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: 01/01/16 to 16/11/23

Selected survey days:

Monday 1 days
 Tuesday 4 days
 Thursday 2 days

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 1
 Edge of Town Centre 6

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 2
 Built-Up Zone 3
 No Sub Category 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 10 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 5 days
 50,001 to 100,000 1 days
 100,001 or More 1 days

Population within 5 miles:

50,001 to 75,000 1 days
 125,001 to 250,000 1 days
 250,001 to 500,000 2 days
 500,001 or More 3 days

Car ownership within 5 miles:

0.5 or Less 1 days
 0.6 to 1.0 4 days
 1.1 to 1.5 2 days

Travel Plan:

Yes 3 days
 No 4 days

PTAL Rating:

No PTAL Present 4 days
 5 Very Good 2 days
 6a Excellent 1 days

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS	BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:	160	
	Survey date: MONDAY	12/11/18	Survey Type: MANUAL
2	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	190	
	Survey date: THURSDAY	20/10/22	Survey Type: MANUAL
6	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	97	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
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	7	136	0.003	7	136	0.004	7	136	0.007
08:00 - 09:00	7	136	0.008	7	136	0.007	7	136	0.015
09:00 - 10:00	7	136	0.004	7	136	0.006	7	136	0.010
10:00 - 11:00	7	136	0.005	7	136	0.005	7	136	0.010
11:00 - 12:00	7	136	0.007	7	136	0.007	7	136	0.014
12:00 - 13:00	7	136	0.007	7	136	0.007	7	136	0.014
13:00 - 14:00	7	136	0.003	7	136	0.003	7	136	0.006
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.002	7	136	0.002	7	136	0.004
16:00 - 17:00	7	136	0.006	7	136	0.006	7	136	0.012
17:00 - 18:00	7	136	0.005	7	136	0.005	7	136	0.010
18:00 - 19:00	7	136	0.003	7	136	0.003	7	136	0.006
19:00 - 20:00	3	149	0.007	3	149	0.007	3	149	0.014
20:00 - 21:00	3	149	0.011	3	149	0.009	3	149	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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	7	136	0.003	7	136	0.003	7	136	0.006
08:00 - 09:00	7	136	0.000	7	136	0.000	7	136	0.000
09:00 - 10:00	7	136	0.002	7	136	0.002	7	136	0.004
10:00 - 11:00	7	136	0.001	7	136	0.000	7	136	0.001
11:00 - 12:00	7	136	0.003	7	136	0.003	7	136	0.006
12:00 - 13:00	7	136	0.000	7	136	0.001	7	136	0.001
13:00 - 14:00	7	136	0.000	7	136	0.000	7	136	0.000
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.000	7	136	0.000	7	136	0.000
16:00 - 17:00	7	136	0.000	7	136	0.000	7	136	0.000
17:00 - 18:00	7	136	0.000	7	136	0.000	7	136	0.000
18:00 - 19:00	7	136	0.000	7	136	0.000	7	136	0.000
19:00 - 20:00	3	149	0.000	3	149	0.000	3	149	0.000
20:00 - 21:00	3	149	0.000	3	149	0.000	3	149	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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): 3.32

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	7	136	0.051	7	136	0.345	7	136	0.396
08:00 - 09:00	7	136	0.086	7	136	0.502	7	136	0.588
09:00 - 10:00	7	136	0.096	7	136	0.200	7	136	0.296
10:00 - 11:00	7	136	0.128	7	136	0.163	7	136	0.291
11:00 - 12:00	7	136	0.113	7	136	0.155	7	136	0.268
12:00 - 13:00	7	136	0.161	7	136	0.168	7	136	0.329
13:00 - 14:00	7	136	0.140	7	136	0.148	7	136	0.288
14:00 - 15:00	7	136	0.137	7	136	0.122	7	136	0.259
15:00 - 16:00	7	136	0.262	7	136	0.153	7	136	0.415
16:00 - 17:00	7	136	0.272	7	136	0.172	7	136	0.444
17:00 - 18:00	7	136	0.397	7	136	0.187	7	136	0.584
18:00 - 19:00	7	136	0.447	7	136	0.220	7	136	0.667
19:00 - 20:00	3	149	0.340	3	149	0.143	3	149	0.483
20:00 - 21:00	3	149	0.172	3	149	0.081	3	149	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.759			5.561

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
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	7	136	0.006	7	136	0.005	7	136	0.011
08:00 - 09:00	7	136	0.011	7	136	0.007	7	136	0.018
09:00 - 10:00	7	136	0.014	7	136	0.008	7	136	0.022
10:00 - 11:00	7	136	0.012	7	136	0.011	7	136	0.023
11:00 - 12:00	7	136	0.009	7	136	0.014	7	136	0.023
12:00 - 13:00	7	136	0.017	7	136	0.018	7	136	0.035
13:00 - 14:00	7	136	0.005	7	136	0.006	7	136	0.011
14:00 - 15:00	7	136	0.005	7	136	0.006	7	136	0.011
15:00 - 16:00	7	136	0.007	7	136	0.006	7	136	0.013
16:00 - 17:00	7	136	0.009	7	136	0.014	7	136	0.023
17:00 - 18:00	7	136	0.004	7	136	0.003	7	136	0.007
18:00 - 19:00	7	136	0.004	7	136	0.005	7	136	0.009
19:00 - 20:00	3	149	0.016	3	149	0.016	3	149	0.032
20:00 - 21:00	3	149	0.009	3	149	0.009	3	149	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.128			0.256

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 506 to 1306 (units: sqm)
 Range Selected by User: 500 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/03/24

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	5

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Built-Up Zone	1
High Street	1
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Not Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days
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Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Travel Plan:

No	6 days
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PTAL Rating:

No PTAL Present	5 days
3 Moderate	1 days

LIST OF SITES relevant to selection parameters

1	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES		BARNET
	Edge of Town Centre No Sub Category Total Gross floor area:		1366 sqm	
	Survey date:	THURSDAY	11/11/21	Survey Type: MANUAL
2	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date:	FRIDAY	24/06/16	Survey Type: MANUAL
3	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date:	THURSDAY	21/10/21	Survey Type: MANUAL
4	ES-02-A-01 SOUTH STREET EASTBOURNE	OFFICES		EAST SUSSEX
	Town Centre High Street Total Gross floor area:		506 sqm	
	Survey date:	THURSDAY	21/03/24	Survey Type: MANUAL
5	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		540 sqm	
	Survey date:	MONDAY	14/11/22	Survey Type: MANUAL
6	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		830 sqm	
	Survey date:	TUESDAY	17/05/22	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	732	0.000	6	732	0.000	6	732	0.000
08:00 - 09:00	6	732	0.000	6	732	0.000	6	732	0.000
09:00 - 10:00	6	732	0.000	6	732	0.000	6	732	0.000
10:00 - 11:00	6	732	0.000	6	732	0.000	6	732	0.000
11:00 - 12:00	6	732	0.023	6	732	0.023	6	732	0.046
12:00 - 13:00	6	732	0.000	6	732	0.000	6	732	0.000
13:00 - 14:00	6	732	0.023	6	732	0.023	6	732	0.046
14:00 - 15:00	6	732	0.000	6	732	0.000	6	732	0.000
15:00 - 16:00	6	732	0.000	6	732	0.000	6	732	0.000
16:00 - 17:00	6	732	0.000	6	732	0.000	6	732	0.000
17:00 - 18:00	6	732	0.000	6	732	0.000	6	732	0.000
18:00 - 19:00	6	732	0.000	6	732	0.000	6	732	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	732	0.547	6	732	0.046	6	732	0.593
08:00 - 09:00	6	732	2.141	6	732	0.137	6	732	2.278
09:00 - 10:00	6	732	1.070	6	732	0.501	6	732	1.571
10:00 - 11:00	6	732	0.524	6	732	0.478	6	732	1.002
11:00 - 12:00	6	732	0.706	6	732	0.660	6	732	1.366
12:00 - 13:00	6	732	0.797	6	732	1.412	6	732	2.209
13:00 - 14:00	6	732	1.435	6	732	1.002	6	732	2.437
14:00 - 15:00	6	732	0.455	6	732	0.319	6	732	0.774
15:00 - 16:00	6	732	0.114	6	732	0.660	6	732	0.774
16:00 - 17:00	6	732	0.114	6	732	0.569	6	732	0.683
17:00 - 18:00	6	732	0.159	6	732	2.072	6	732	2.231
18:00 - 19:00	6	732	0.023	6	732	0.251	6	732	0.274
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.085			8.107			16.192

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	732	0.114	6	732	0.046	6	732	0.160
08:00 - 09:00	6	732	0.091	6	732	0.159	6	732	0.250
09:00 - 10:00	6	732	0.068	6	732	0.068	6	732	0.136
10:00 - 11:00	6	732	0.091	6	732	0.114	6	732	0.205
11:00 - 12:00	6	732	0.091	6	732	0.068	6	732	0.159
12:00 - 13:00	6	732	0.023	6	732	0.046	6	732	0.069
13:00 - 14:00	6	732	0.023	6	732	0.000	6	732	0.023
14:00 - 15:00	6	732	0.046	6	732	0.068	6	732	0.114
15:00 - 16:00	6	732	0.023	6	732	0.023	6	732	0.046
16:00 - 17:00	6	732	0.046	6	732	0.046	6	732	0.092
17:00 - 18:00	6	732	0.000	6	732	0.000	6	732	0.000
18:00 - 19:00	6	732	0.000	6	732	0.000	6	732	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.616			0.638			1.254

Appendix F

