Transport Assessment

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

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Basis of Report

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1.0 Introduction

Background

1.1 SLR has been appointed by EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED to provide traffic and transportation advice as part of a full planning application for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished and replaced by new purpose-built buildings.

1.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. It is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site.

1.3 There is already a student accommodation facility managed by Hello Student Management Limited with 566 bed units (in 271 studios and two, three and four bedroom-apartments) distributed over six mid-rise blocks. The total site capacity will be enlarged to 876 bed units (in 679 studios and two, three and four bedroom-apartments) also across six blocks. This means that 310 extra bed units will be available on site after the completion of the proposed development. An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level.

1.4 It is proposed to reduce the number of surface car parking bays on site, on Bax Road, and within basement parking areas underneath the retained blocks to release space for the proposed new constructions.

1.5 This Transport Assessment (TA) has been prepared to inform Planning and Highways Officers at Manchester City Council (MCC) of all traffic and transportation matters associated with the planning application.

1.6 This version of the TA addresses the comments made by MCC Highways in June 2024 after reviewing the previous version of the TA that was submitted as part of the planning application.

Structure of the Report

1.7 This Transport Assessment (TA) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014) document and has been prepared to inform Planning and Highways Officers at Manchester City Council (MCC) of all current traffic and transportation matters associated with the application.

1.8 Following this introductory chapter, the report provides the following information:

- **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
- **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;

- **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
- **Section 5: Proposed Development** – sets out the development proposals, access and servicing strategy, parking proposals and how the new and improved highway accesses would be delivered;
- **Section 6: Transport Impact Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.

1.9 In addition to the above, SLR has also prepared a Travel Plan (TP) and a Waste Management Strategy (WMS) to be submitted as part of the planning application under separate cover. This Transport Assessment should be read alongside the TP and WMS.

2.0 Policy Context

Overview

2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TA is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019, 2021 and September 2023. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

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

2.4 Paragraph 111 goes on to state 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'.

2.5 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a Travel Plan.

2.6 Accordingly, a Travel Plan has been prepared in support of this application, which will form the basis of a long-term management strategy for the site, delivering sustainable transport objectives.

Local Planning Policy

2.7 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD and Planning Guidance and the Greater Manchester Transport Strategy.

Manchester Core Strategy

2.8 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."

2.9 In addition, the policy goes on to state that developments in all parts of the city should '*improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'*.

2.10 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.

2.11 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

a) "Improve choice by developing alternatives to the private car.

b) Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

i) Pedestrians and disabled people
ii) Cyclists, public transport,
iii) Commercial access,
iv) General off-peak traffic,
v) General peak time traffic."

2.12 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

2.13 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

a) "Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and

b) Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."

2.14 The MCC Manchester Core Strategy 2012 to 2027 has a policy that regulated the delivery of new purpose-built accommodation in accordance with criteria in policy H12, with the proposed development being complaint with it. Nevertheless, *"whilst it has been successful in general, in 2019-2020 MCC researched about this issue and met with different*

stakeholders involved, concluding that the number of 'quality' rooms in student accommodation was well below other cities in the UK".

2.15 The results of this process were summarised in a report of the Strategic Director, Growth and Development of MCC, published in December 2020. This report also stated that accommodation is considered to be less sustainable where:

a) *"It is a greater than 20-minute walk to campus*", which is not the case, except for the northernmost faculties and buildings on the Manchester Metropolitan University campus;

b) *"Room quality is below average";* which will not be the case; and

c) *"There is below average quality common space",* with will not be case either, as the proposals will improve common/amenity space, and a less car-dominated layout will help to enhance the outdoor space within the site.

2.16 Furthermore, *"given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, the proximity to campus and meeting the highest standards of sustainability are key for granting planning permission to new student residential schemes, which are expected to provide appropriate public realm and connectivity and encourage walking and cycling, also contributing to levels of wellbeing"*. Therefore, this policy will be modified as part of the new MCC Local Plan which is currently being drafted.

2.17 With regards to parking standards, the Core Strategy does not set any for student accommodation developments.

2.18 It is therefore considered that the proposed reduction of car parking spaces and increase on in cycle parking spaces as a result of the site redevelopment will contribute to achieving these sustainability targets.

Guide to Development in Manchester SPD & Planning Guidance

2.19 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

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

Greater Manchester Transport Strategy 2040

2.20 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.21 The vision is for Greater Manchester to have *"World class connections that support long-term, sustainable economic growth and access to opportunity for all"*. The Transport Vision aims are as follows:

a) Supporting Sustainable Economic growth;

b) Protecting Our Environment;

c) Improving Quality of Life for All; and

d) Developing an Innovative City Region.

2.22 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.23 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

Summary

2.24 The following chapters of this Transport Assessment and the accompanying Travel Plan will demonstrate that the development proposals follow relevant national and local planning policy guidelines.

2.25 The proposed development, with fewer car parking spaces, new and extended cycle parking facilities and a sustainable location, will help prospective residents and visitors to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise within Manchester, helping the city and the wider region to achieve their environmental targets.

3.0 Baseline Conditions

Site Location and Existing Use

3.1 This site is located to the south east of Manchester City Centre, within the Victoria Park area. There is already a student accommodation facility (Victoria Point) with 566 units distributed over six mid-rise blocks.

3.2 The site is bounded by residential properties to the north and to the east, the Victoria Baths event venue to the south east, Hathersage Road to the south (with residential properties beyond), the Octagon House medical centre and associated parking facilities to the west.

3.3 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



3.4 The site is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site. The access to Bax Road is not gated, although the rest of the perimeter of the site is fenced.

3.5 Pedestrians can access blocks 1 to 5 through Bax Road, while Block 6 is accessed directly through Hathersage Road. Residents need a fob to get access to their block.

3.6 Meanwhile, blocks 1 to 5 have an underground car and cycle parking area each, where the bin store can also be located. Vehicles can drive to the underground parking areas via Bax Road and then the roller shutters granting access to them can be opened with a fob. The

underground floors are internally connected with the rest of the floors of each building via a staircase and a lift. Block 6 has no underground parking facilities.

3.7 **Figure B** shows the access to Bax Road from Hathersage Road and an example of a vehicular and pedestrian access to a block.

Figure B: Bax Road Access from Hathersage Road (left) and Access to Blocks 4 and 3 (right)



3.8 Surface parking areas can be found in front of blocks 1, 2 and 3 (not gated) and between blocks 4 and 5 and 5 and 6 (gated car parks). Kerb line parking, except around accesses and pedestrian crossings, is permitted.

3.9 The site general reception is in a modular building on the parking area between blocks 5 and 6.

Local Highway Network

3.10 A site visit was undertaken by SLR staff on Monday 9th October 2023 between 08:15 and 09:45 to examine the site and to observe its transport and highway operational characteristics.

Bax Road

3.11 Bax Road is the internal, private road within the site, granting pedestrian, cycle and vehicular access to five of the six blocks (as block 6 is accessed directly from Hatersage Road as previously stated) and the associated parking bays around them and on the underground floors. Images of Bax Road can be found as **Figure C**.

3.12 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.

3.13 It is a single carriageway (with 5.5 metres in width), two-way road.

3.14 Signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.

3.15 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.

Figure C: Bax Road Southern Section (left) and Eastern Section (right)



Hathersage Road

3.16 Hathersage Road (see **Figure D**) is the point of contact with the publically adopted highway network and is a single carriageway, two-way road subject to a 20mph speed limit. It links Bax Road (the site internal road) with Upper Brook Street and Oxford Road to the east and with Richmond Grove and Plymouth Grove to the west.

3.17 The road carriageway reaches a width of 9m around the development site.

3.18 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.

3.19 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.

3.20 Furthermore, on the road section of between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.

3.21 There is also a bay for coach parking in front of the Victoria Baths facility.

3.22 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.

3.23 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.

3.24 The road is covered by a system of street lighting. There are footways to both sides of the road, with 3.5 metres in width.

3.25 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street

Figure D: Hathersage Road around the junction with Bax Road



Richmond Grove

3.26 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.

3.27 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure E**).

Figure E: Richmond Grove In Lane (left) and Out Lane (right)



3.28 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders ‘B’ only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.

3.29 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.

Carmoor Road

3.30 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.

3.31 It has been included in this assessment as it can be used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove and also due to the availability of on-road parking spaces.

3.32 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure F**).

Figure F: Carmoor Road



3.33 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions.

3.34 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.

Upper Brook Street

3.35 Upper Brook Street (see **Figure G**) is part of the A34 corridor, which a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.

3.36 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although a additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure G: Upper Brook Street around the Junction with Hathersage Road



3.37 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.

3.38 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.

3.39 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailing.

Plymouth Grove

3.40 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.

3.41 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.

3.42 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak

hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).

3.43 It has on-road cycle lanes on both sides of the carriageway as shown in **Figure H** and advanced cycle stop boxes.

3.44 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

Figure H: Plymouth Grove

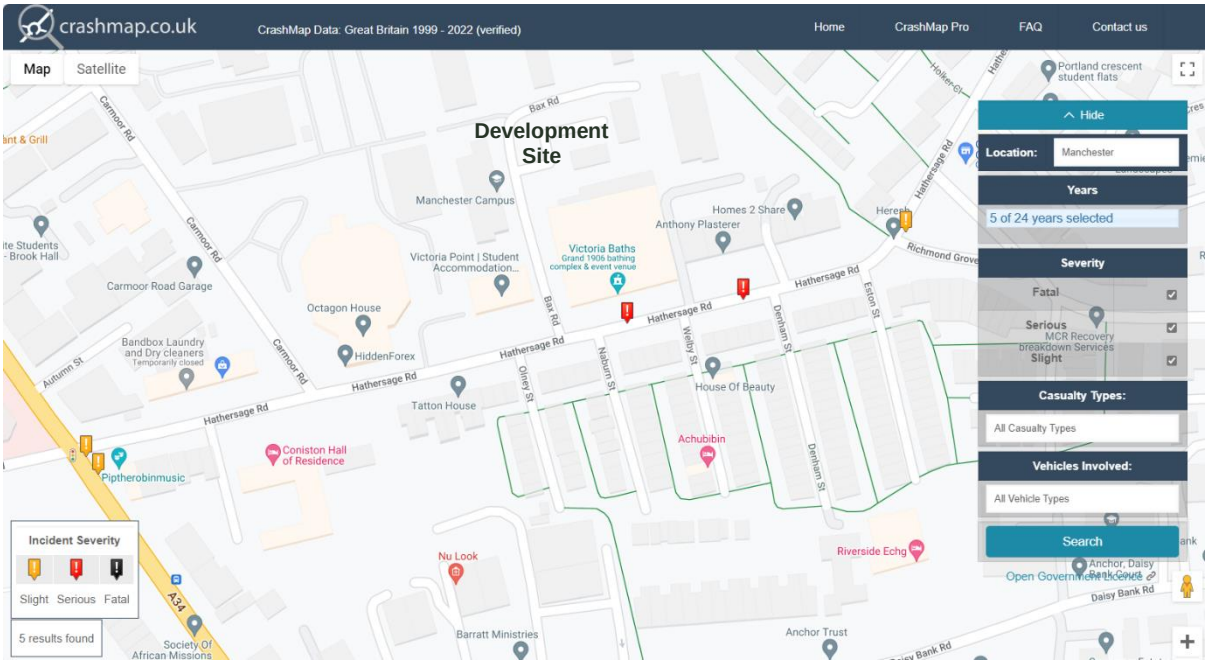


Road Safety Analysis

3.45 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.46 The CrashMap analysis has been undertaken for the most recent five-year period available as required by MCC Highways, which is between 2018 and 2022. Five collisions have been recorded in the area immediately surrounding the development site (on Bax Road and the Hathersage Road section between the A34 Upper Brook Street and Richmond Grove) as shown in **Figure I**.

Figure I: Collision Search Area (Source: CrashMap)



3.47 Cars were involved in all five collisions, while a goods vehicle, a bicycle and a pedestrian were involved in one collision each. Four of the collisions resulted in slightly injured casualties and the remaining two resulted in seriously injured casualties. No fatal accidents were recorded in the study area.

3.48 A collision was recorded on Hathersage Road between the junctions with Naburn Street and Welby Street, where a car and a pedestrian were involved, with the latter getting serious injuries.

3.49 Another accident was recorded on Hathersage Road between the junctions with Welby Street and Denham Street, where a single car was involved, with one of the vehicle occupants getting serious injuries.

3.50 The collisions recorded on the Hathersage Road / Richmond Grove junction had a car and a bicycle involved, with the cyclist being slightly injured.

3.51 Finally, with regards to the collisions recorded around the Hathersage Road junction with the A34 Upper Brook Street junction, one of the incidents involved a car and a goods vehicle and the other one a single car only. In both cases, a single vehicle occupant per collision got slight injuries.

3.52 No collisions took place on Bax Road nor at the junction of this road and Hathersage Road (which is effectively the development site access).

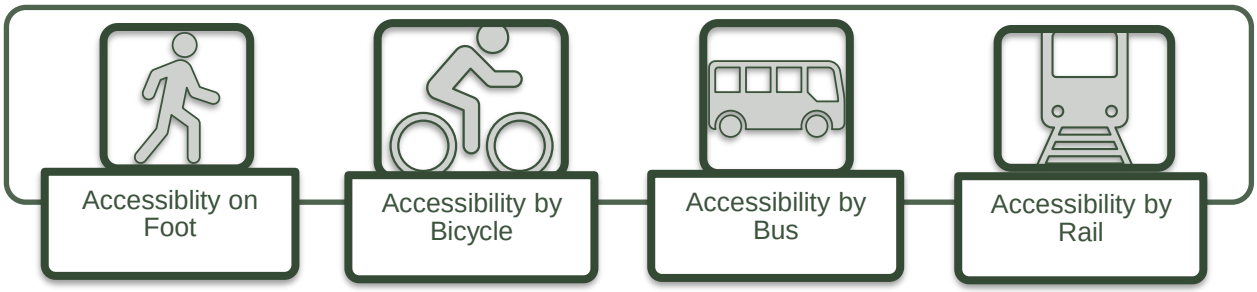
3.53 The level of collisions recorded on Hathersage Road is comparable with other similar highways in the area.

3.54 It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.

4.0 Accessibility By Sustainable Modes of Transport

Introduction

4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.

4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table A.**

Table A: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting trips. Catchments have been measured from the centre of the site.

4.5 The 500-metre catchment incorporates the surrounding area to the site, including the Hathersage Road section between the Rawnsley Building (Manchester Royal Infirmary) to the west and the junction with Plymouth Grove to the east, the residential roads to the south of it, Carmon Road to the north west, part of Richmond Grove to the south east and Daisy Bank Road and Hannover Crescent to the south. The catchment incorporates:

- The closest bus stops to site on Upper Brook Street (400m away) and Plymouth Grove (500m away);
- Convenience store (Go Local) at the Hathersage Road / Richmond Grove junction (300m away);
- Bars, restaurants and takeaways on Upper Brook Street (400m to 500m away);
- Religious buildings (churches and mosques – also 400m to 500m away).

4.6 Meanwhile the 1-kilometre walking catchment encompass further residential areas to the south, east and west of the site, as well as the commercial area to the north, east and south as well as part of the Manchester Royal Infirmary Building

- The bus stops on Stockport Road (800m away);
- Petrol Station and supermarket (Tesco Express - Esso) on Upper Brook Street (600m away) and Lidl on Oxford Road (900m away);
- Health Centres as the Surrey Lodge Group Practice on Anson Road (600m away), the St Mary's Sexual Assault referral Centre on Oxford Road (900m away) and the New Bank Health Centre on Stockport Road (1km away);
- A pharmacy (Wise Pharmacy) on Anson Road (600m away);
- Additional bars, restaurants and takeaways on Upper Brook Street and Oxford Road Religious buildings (churches and mosques – also 400m to 500m away); and
- Consulate General of China on Denison Road (900m away) and of Pakistan on Dickenson Road (1km away), which could be useful for overseas student residents.

4.7 Finally, the 2-kilometre catchment includes Ardwick to the north, Belle Vue to the east, Longsight to the south east, Birchfields Park to the south, Claremont to the south west, the Universities' Campuses to the east and the north east, and Brunswick to the north east. Multiple additional services can be found in this area.

4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:

- Hathersage Road has ample footways on both sides, as well as a 20mph speed limit for vehicles. A signalised crossing point with dropped kerbs and tactile paving is available around the junction with Upper Brook Street (see **Figure J**). In general, sightlines available to cross this road around the site are good, due to its straight alignment;
- Upper Brook Street has also ample footways on both sides, as well as signal-controlled, all of them provided with dropped kerbs and tactile paving;
- Routes towards the Universities' Campuses are also of a good quality, with the aforementioned facilities for pedestrians being provided along them; and
- Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.

4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and residential areas.

Figure J: Signal-Controlled Pedestrian Crossing Facilities on Upper Brook Street / Hathersage Road Junction



Cycle Accessibility

4.10 Cycling is a popular mode of transport and is an effective mode for short trips.

4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.

4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Miles Platting and the Etihad Campus to the north, Openshaw to the north east, Gorton to the east, Levenshulme and Crossley Park to the south east, Withington to the south, Whalley Range to the south west, Old Trafford to the west and Manchester City Centre to the north west. Access to local facilities, the Universities'' Campuses and key rail and bus stations is therefore possible within the 5km cycle zone.

4.13 The Hathersage Road section around the site is a 20mph and from there, cyclists have multiple routes available, including:

- On-road cycle lanes on Plymouth Grove (**Figure L**) and Stockport Road to the east;
- On-road cycle lanes on Anson Road to the south and on-road cycle routes (signposted but with no dedicated facilities) on Conymgham Road, Lower Park Road and Birch Grove,
- Segregated cycle lanes on Wilmslow Road, with this facility being available along the entire Manchester Oxford Road to Didsbury corridor, allowing site users to reach the city centre and connect with other cycle routes safely;
- On-road cycle lanes on Brinsweich Street, Booth Street West, Grosvenor Street and traffic-free paths across the Universities' Campuses to the north east and north; and
- Multiple minor roads in the area are also 20mph hence they are safe for cycle users.

4.14 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure K.**

Figure K: Greater Manchester Cycle Map Extract

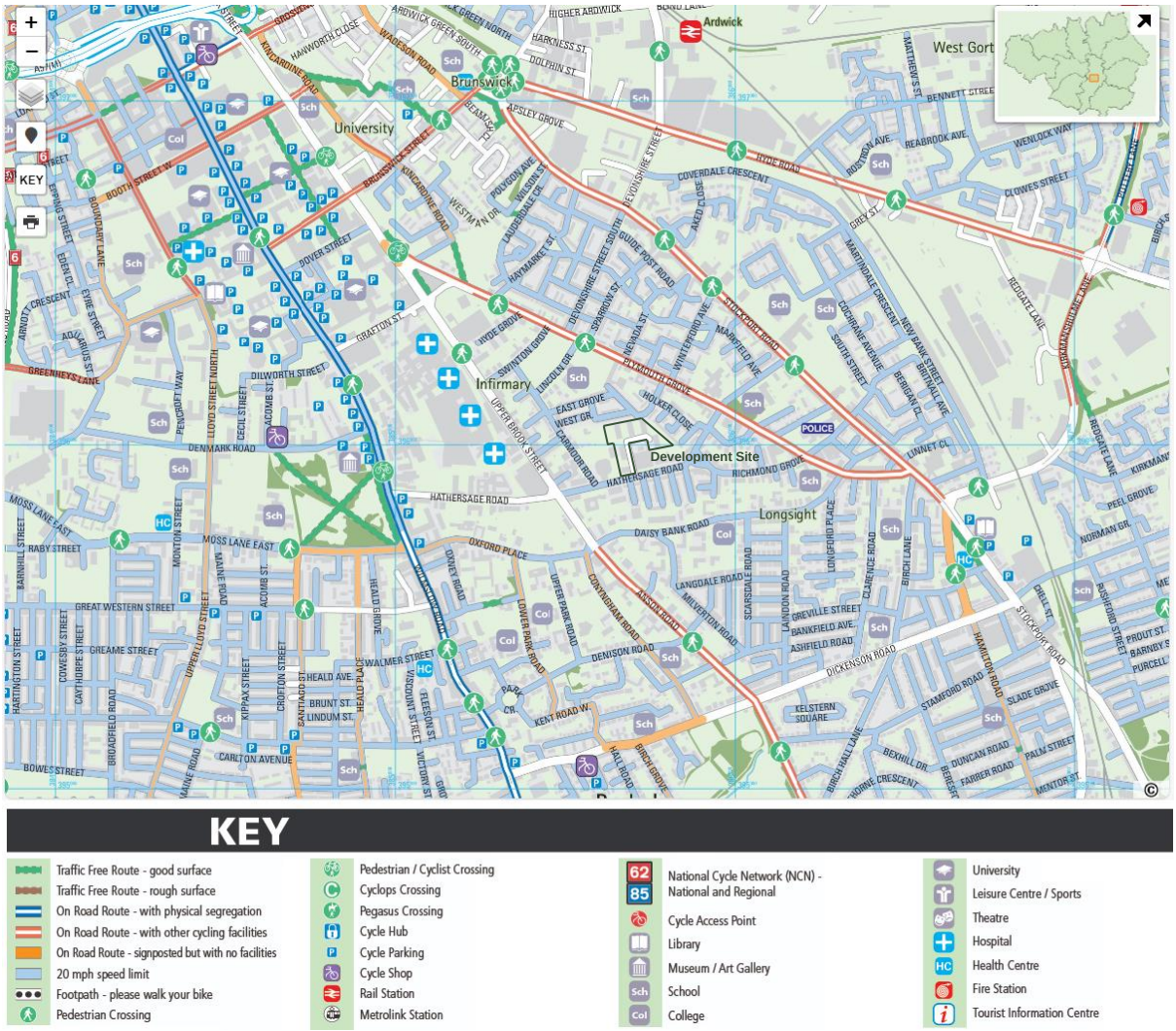


Figure L: Cycle Hire Station on Heathersage Road (left) and Cycle Lanes on Plymouth Grove (right)



4.15 Additionally, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one in close proximity to the site on Hathersage Road, 100m to the west of the junction with Bax Road (see **Figure L**).

4.16 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km and to form part of a longer journey by public transport.

Accessibility by Bus

4.17 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.

4.18 The site benefits from access to two bus stops within this catchment area. These stops are on Upper Brook Street, around the junction with Hathersage Road and approximately 400m away from the centre of the site. As shown in **Figure M**, the northbound stop, to the north of the aforementioned junction is provided with an indicative flagpole, a shelter, a bin, and an information board, while the southbound stop, to the south of the junction, is provided with the same facilities stated for the northbound stop, but also with seating facilities.

Figure M: Bus Stop on Upper Brook Street



4.19 Furthermore, there are another two bus stops on Plymouth Grove around the junction with Plymouth Avenue slightly away from the 400m catchment (with the northbound stop being 500m away from the site and the southbound stop being 550m to the south). The stops are provided with an indicative flagpole and an information board.

4.20 A summary of the bus services and their frequencies from these stops is outlined in **Table B**:

Table B: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Bus Stops on Upper Brook Street (400m away)							
50	Media City > Pendleton > Salford > Manchester Town Hall > Manchester Royal Infirmary > Birchfields > East Didsbury	12 min	12 min	12 min	15 min	12 to 20 min	15 to 30 min
Bus Stops on Plymouth Grove (500m away)							
191	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes (inbnd. only)	No service	30 minutes (outbnd.), 1h (inbound)	No service	No service	No service
197	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes	20 minutes	20 minutes	30 minutes to 1h	30 minutes to 1h	1 h

4.21 As **Table C** demonstrates that three bus services stop close to the site which provide frequent connections to Manchester city centre (including the Chorlton Street Coach Station, where further regional and national coach services can be taken).

4.22 Additionally, there are several stops around 800m to 1k away from the centre of the site where additional services can be found. Residents' may walk to these stops for other specific destinations not covered by routes 50, 191 and 197 or for the 142N night service. These stops are on Stockport Road (bus service 192), and Oxford Road (bus services 15, 41, 42, 42A, 42B, 42C, 43, 53, 111, 142, 142N, 143, 147, offering a combined frequency of less than 5 minutes to Manchester city centre).

4.23 It is therefore concluded that bus public transport accessibility is good.

Accessibility by Rail

4.24 Manchester Oxford Road and Piccadilly Stations are approximately 2.7km and 2.9km to the north of the site respectively, with journey times of 18 to 22 minutes by bus, 11 to 13 minutes by bicycle and 37 to 40 minutes on foot.

4.25 These stations are key nodes on the national rail network, offering services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Southampton or Bournemouth, regional services to destinations in the north of England as Leeds, Liverpool, Sheffield, Newcastle or York and local services within Greater Manchester.

4.26 These stations have various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets and step-free access to all platforms. In addition, multiple retail units can be found in Manchester Piccadilly.

4.27 Furthermore, other local rail stations can be also accessed from the site as Belle Vue and Levenshulme, with travel times of around 25 minutes by bus, 10 minutes by bicycle and 40 minutes on foot. However, it is not likely that residents, which will be students, will regularly use them. Belle Vue offers hourly services to Manchester Piccadilly and New Mills Central, while Levenshulme has trains to multiple destinations as Buxton, Crewe, Hazel Grove, Alderley Edge and Manchester Piccadilly.

4.28 Ardwick station is around 1.7km away from the site but offers only a train per day per direction hence it will not be popular among site residents.

4.29 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

4.30 The closest Manchester Metrolink tram stops are Manchester Piccadilly and St Peter's Square being approximately 2.9-3km away to the north, with journey times of 18 to 22 minutes by bus, 11 to 13 minutes by bicycle and 37 to 40 minutes on foot.

4.31 All 10 lines except the Green Line can be catch on St Peter's Square while Yellow, Blue, Purple and Orange lines' services can be found on Manchester Piccadilly.

4.32 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays. The Grey and Orange lines do not operate on Sundays.

4.33 It is therefore possible to travel to site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

4.34 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in

Greater Manchester and in the rest of England under the English National Concessionary Travel Scheme.

4.35 The Travel Pass for Disabled People enable eligible users to travel for free:

- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.

4.36 The Travel Plus Pass for Disabled People holders are entitled to free travel:

- On all Greater Manchester buses, trams and trains at any time; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays

4.37 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

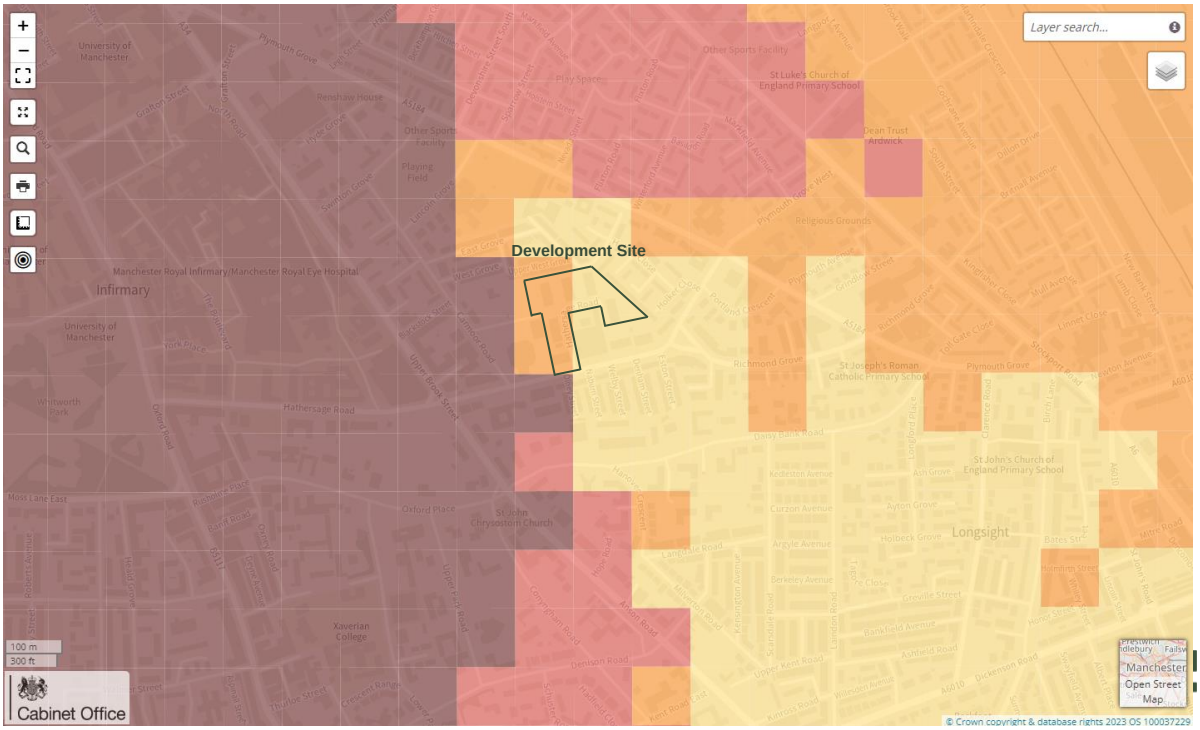
Greater Manchester Accessibility Level (GMAL)

4.38 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.

4.39 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.

4.40 **Figure N** provides an extract of the GMAL Map for the area in the vicinity of the site.

Figure N: GMAL Map (Source: GMCA/gov.uk)



4.41 **Figure N** shows that the western part of the site has a GMAL of 6 (areas coloured in orange) and the eastern have has a GMAL of 5 (areas in yellow), indicating that the site is relatively highly accessible from any location in Greater Manchester, with good connections to public transport services as previously discussed. As a result, it would be easy to access the site without needing a car and therefore, the proposed decrease in car parking spaces on site without causing much overspill parking is realistic.

Availability of Car Club Vehicles

4.42 Car Clubs are an alternative to traditional private car ownership as they offer an easier, cost-effective, and greener alternative to car ownership and traditional car hire, as members only pay for the car or van they use it. Car Clubs play a key role in supporting sustainable transport, regeneration and tackling climate change because according to Sustrans, one car club car can remove 20 private cars of the roads.

4.43 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental.

4.44 The Enterprise membership for frequent users is £20 per month and then the user is charged at £7.13 per hour and 27p per mile (14p per mile for electric vehicles), while for casual users the membership fare is £7 per month or £60 per year (only £10 in the first year) with the user being charged at £8.63 per hour and also 27p per mile (14p per mile for electric vehicles).

4.45 The nearest car club bay is located 650m away from the site, on the Harrington Building car park (Manchester Royal Infirmary), accessed through East Street. Its postcode is Manchester M13 0HX.

4.46 Additionally, Hyacar, which rent affordable vehicles from trusted local owners by the hour or the day, with different rental, booking and insurance fees.

Accessibility Conclusions

4.47 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 103 indicates that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

4.48 The site is situated within the Victoria Park area, an established residential area (including other student accommodation sites), with a high number of complementary land uses as supermarkets, restaurants, bars, the Universities' campuses and healthcare facilities within acceptable walking distance of the development. The high standard of the existing pedestrian infrastructure, with many traffic signal-controlled crossing facilities and the availability of dedicated cycle infrastructure at short distance from the site.

4.49 It has been demonstrated that the site is served by a number of frequent bus routes, while the main bus and rail stations in central Manchester can be accessed by bus services or by bicycles, connecting the site to areas all over the region and the country quickly and frequently.

4.50 It can be concluded that the proposed development is in a highly sustainable location.

5.0 Development Proposals

Proposed Development Summary

5.1 The development proposals are for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished and replaced with a new building.

5.2 The total site capacity will therefore be enlarged from the existing 566 bed units (in 271 studios and apartments) to 876 bed units (in 679 studios and apartments). This means that 310 extra bed units will be available on site after the completion of all proposed works.

5.3 **Table C** below includes a summary of the works proposed for each block within site as well as the current and future units to be available on each block. **Table D** shows the number of each type of flats on site, comprising from studios to four-bedroom flats.

Table C: Proposed Works, Current and Future Number of Units per Block

Block	Proposed Works	Current Bed Units	Proposed Bed Units	Difference
1	Internal refurbishment, recladding and side extension	98	74	-24
2	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
3	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
4	Demolition and rebuild	84	185	+101
5	Internal refurbishment, recladding and top extension (subject to structural review)	135	179	+44
6	Demolition and rebuild (with connection to Block 5)	79	186	+107
Total		**566**	**876**	**+310**

Table D: Total Number of Flats per Type

Flat Type	Flats	Bed Units	Flat Type	Flats	Bed Units
Premier Studio	132	132	2 Bed Cluster Flat	64	128
Standard Studio	325	325	3 Bed Cluster Flat	50	150
Wheelchair Studio	23	23	4 Bed Cluster Flat	11	44
Postgraduate Studio	74	74	**Total**	**679**	**876**

5.4 New high quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include new reception, lounge areas, study-space, student stores, co-working spaces and post lockers. The majority of these amenity spaces will be provided at ground floor or underground level.

5.5 An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level on the southeastern corner of Block 6.

5.6 Furthermore, 101 of the existing formal car parking spaces on site will be removed to release their footprint for the proposed new constructions. Additionally, another the site will remove an additional 22 kerbside spaces, as it is considered that vehicles could only park on limited sections of Bax Road kerb lines.

5.7 In parallel with the latter, the number of cycle parking spaces to be provided on site will grow from 58 to 203.

5.8 Landscaping along Bax Road and around the residential blocks on site will also be improved.

5.9 The proposed site masterplan layout is attached as **Appendix B** at the rear of this report.

Access and Servicing

Access and Internal Road Layout

5.10 As previously discussed, the site is currently accessed via Bax Road, off Hathersage Road for pedestrians, cyclists and motor vehicles.

5.11 Pedestrian access to all blocks will be modified, being step-free. In addition, all cycle stores (except the basement store in Block 5+6) will have individual and external accesses, so bicycles will not be wheeled through internal block corridors. Underground store areas around Blocks 2, 3 and 4 will be accessed through external staircases with wheeling ramps.

5.12 The carriageway on the northern section of Bax Road, including all parking areas, will be at level with the surrounding footways, following pedestrian-first philosophy in this area. The carriageway on the southern section of Bax Road will be at a different level than the footways along it; however, the parking bays in front of Blocks 5 and 6 will be at level with the adjacent footway, and therefore when no vehicles are parked on them, they could be used by pedestrians.

5.13 All pedestrian routes on site will have a minimum of clearance of 1.8m (as required by MCC Highways) including the aforementioned parking spaces. It is worth noting that DfT Manual for Street states that width of 1.5m is sufficient for an elderly person, a wheelchair and a couple with a pram when using a footway.

5.14 Block 1 basement car park access will be retained, while car parking areas in Blocks 2, 3 and 4 will be removed (and therefore no vehicles will access them, and their vehicular gates and ramps will be removed).

5.15 The ancillary commercial unit on the ground floor of Block 6 could be accessed directly from Hathersage Road or from Bax Road.

5.16 All blocks will remain being fob-accessible to both the gate entry point, the main entrance door and to the lift and lobbies. Bin and cycle stores are to be fob-accessed per block.

5.17 Block 6 is the main entry point, and this is monitored by a main reception. Visitors are to register at the main reception. Additionally, Block 4 has a smaller reception desk should students require staff assistance, also providing monitoring and security to the communal spaces within that block.

Servicing

5.18 Servicing arrangements will not be altered, with refuse lorries and other servicing vehicles accessing the site from Hathersage Road, using then Bax Road and manoeuvring on the turning spaces around Block 1 and between Blocks 4 and 5.

5.19 The location of the new constructions on site has been designed in such a manner as to ensure that vehicles can access the aforementioned areas and egress the site in forward gear.

5.20 A vehicle tracking exercise of a refuse lorry, a panel van, a box van and a medium-size car has been undertaken to demonstrate the safety and suitability of the proposed access, servicing and parking arrangements. This is shown in **Drawing VN232822-TR100, TR101, TR102, TR103** and **TR104** in **Appendix C.**

5.21 As previously discussed, Block 6 will centralise some of the site services, including the main reception (with all deliveries' vehicles access being managed from there), as well as a parcel delivery room, letterboxes and Amazon lockboxes.

5.22 New parking bays marked specifically for servicing vehicles will be available on the area between Blocks 4 and 5 and in close proximity to Blocks 5 and 6 entrances, with the latter having retractile bollards to control access to them.

5.23 Following MCC Highways comments, it is worth clarifying that all large deliveries will be undertaken on the bays adjacent to Blocks 5 and 6, while deliveries' bays between Blocks 4 and 5 will be primarily used during check-in and check-out periods (as well as any small deliveries in case the bays in front of Blocks 5 and 6 were occupied), with no large deliveries' vehicles being permitted to load or unload on them. Therefore, **Drawing VN232822-TR104** has been amended accordingly to show the largest vehicle that will use the bays between Blocks 4 and 5, with no alteration to the previously proposed layout needed.

5.24 The ancillary commercial unit on the ground floor of Block 6 will be serviced directly from Hathersage Road, as this is permitted on that road in front of the unit and the expected number of daily deliveries is minimal (around one per day). Any exceptional, long-stay deliveries could use the bays in front of Block 5 on Bax Road.

5.25 Additionally, new external bin stores will be provided around Blocks 2, 3, 4 and 5+6 in close proximity to (and at ground level with) Bax Road. The commercial unit in Block 6 will have its own internal bin store.

5.26 The waste storage requirements have been calculated using the MCC Waste Storage and Collection Guidance for New Developments (2023), which recommends 104 litres per bedspace (55 litres per room for general waste, 22 litres for pulpable recycling, 22 litres for comingled recycling and 5 litres food waste per bedspace). This is based on a collection once every two weeks.

5.27 To calculate the waste proportions for the small commercial unit within Block 6, national guidance BS5906:2005 has been applied. A rate of 10 litres per sqm, per week has been applied, with 50% of this figure allocated for recycling and 50% allocated for general refuse.

5.28 The site management has confirmed that collection for general refuse is currently undertaken twice a week, and recyclables and other refuse once a week.

5.29 Additional details can be found within the Waste Management Strategy that has also been prepared by SLR as part of this planning application.

Proposed Parking Provision

5.30 The MCC Manchester Core Strategy 2012 to 2027 does not include car or cycle parking standards for residential developments, nor specifically for PBSA developments.

Car Parking Provision

5.31 15 surface car parking spaces will be retained, although reconfigured, distributed as follows:

- 2 bays to the south of Block 4, which will be marked for small van deliveries, with additional space for manoeuvring;
- 4 staff parking bays and 3 disabled bays to the north of Block 5;
- 2 staff bays around the southeastern corner of Block 2; and
- To the east of Block 5, 2 bays for visitors will be available. Additionally, 2 flexible spaces could either be used for deliveries or during student changeover days. These bays could accommodate one or two large vans / lorries instead (for big-size deliveries as furniture drop-off). A line of bollards will be installed around these bays to control access.

5.32 In addition, 13 underground car parking spaces will be retained in Block 1.

5.33 Therefore, a total of 28 formal car parking spaces will be available on site. As there are currently 129 formal spaces on site, 101 spaces will be removed as part of the site redevelopment.

5.34 Kerbside parking is permitted on Bax Road, as no double yellow lines are observable along this road and signage indicates that parking is permitted anywhere but on landscaped areas, hatched areas and the pavement. A total of 36 vehicles can park along Bax Road kerblines, while the site reconfiguration will remove an additional 22 kerbside spaces, as it is considered that (14) vehicles could only park on limited sections of the new Bax Road kerb lines.

Car Parking Management

5.35 Further details regarding the on-site parking management are provided in this section following MCC Highways comments on the matter.

5.36 On-site parking will be managed through Hello Student, which is an Empiric wholly-owned management company) along with their third-party partner, UK Parking Patrol Ltd.

5.37 Resident on-site parking will be managed through a separate parking lease agreement if requested by any resident, which will then be allocated a parking space on Block 1 basement.

5.38 Staff members are allocated a parking permit free of charge on request. They will park their vehicles at street-level. The number of parking spaces available on Bax Road for staff is sufficient for the existing demand as informed by Empiric.

5.39 Parking allocation will be regularly monitored in case any changes on the arrangements stated above are needed.

5.40 Short-stay parking permits for staff, students, and mainly visitors, are available, with these users having to check in at reception to obtain this permit. Short-stay permits allow their users to park for free on site for up to 48 hours, being charged for any additional time required.

5.41 Students, staff and visitors' vehicles are required to display their relevant parking permits at all times. Anyone parked on the Victoria Point premises without a permit will be fined by the parking attendant

5.42 A parking warden is currently employed on site in order to monitor that no unauthorised parking is taking place.

5.43 With regards to potential kerbside restrictions suggested by MCC Highways, it is not believed that they are needed, as Bax Road is a private road, Empiric employs a parking warden to monitor (and fine) any unauthorised parking on site and signage indicating that parking is permitted anywhere but on landscaped areas, hatched areas and the pavement can be found across the site. Additionally, as stated across this Transport Assessment, on-site parking demand is low.

Other Car Parking Considerations

5.44 As will be discussed in the next chapter of this TA, it is expected that the majority of trips to and from are (and will still be) made by modes other than the private car. The site is located in an accessible location for walking, cycling and public transport use and relatively close to the Universities' campuses. Therefore, providing fewer car parking spaces at this location is considered acceptable and logical.

5.45 Furthermore, it is considered that students choosing to live close to the Universities' campuses and with frequent public transport routes and safe cycle routes to the city centre will not expect to have a car parking space and will choose to live in this location with the expectation of using sustainable modes of travel rather than a private car.

5.46 In case that any additional parking is required, and as previously discussed, there is also a Multi-Storey Car Park on Hathersage Road, to the west of the junction with Upper Brook Manchester, which mainly serves the serves the Manchester Childrens Hospital but could be used by any member of the public. There is also a number of on-road parking bays on Hathersage Road, the roads to the south of it and on Carmoor Road, although they are subject to certain waiting time / user restrictions.

5.47 In addition to demonstrating suitable travel patterns and a commitment to improved sustainable transport infrastructure, and to reassure MCC that all the parking demand (even with increased number of units) can be accommodated on site, and in the rare / exceptional event of any overspill parking that this can be safely accommodated via legal on-street parking, Lambeth-style parking surveys have been undertaken around the site.

5.48 The results of the survey are shown in **Section 6**, but in summary, in case any vehicle ever needs to park offsite and on the public highway, 111 spaces were recorded to be available at nighttime.

EV Parking

5.49 The Manchester Electric Vehicle Charging Strategy (December 2022) stated that *"during 2021, as part of the Air Quality Technical Guidance note, the recommendations for the provision of EV charging points as part of new developments has been amended and strengthened (Appendix 1). This advisory guidance provides recommendations for both residential and commercial development proposals for installing chargepoints and also for providing the necessary cable routing for further chargepoints in the future as demand requires".*

5.50 EV charging recommendations for residential developments are as follows:

- On-site/allocated parking: 1 EV chargepoint (minimum 7kW*) for each dwelling; and
- Unallocated parking: minimum 20% EV (minimum 7kW*) chargepoints, and cable routes for all other spaces.

5.51 Nevertheless, requirements for the installation of EV chargepoints as part of the Building Control Regulations (Part S) came into force in June 2022. In relation to residential buildings undergoing major renovation (S3), these regulations state that *"where a residential building undergoing major renovation will have more than 10 associated parking spaces after the major renovation is completed— (a) at least one associated parking space for the use of each dwelling must have access to an electric vehicle charge point; (b) cable routes for electric vehicle charge points must be installed in all additional associated parking spaces."*

5.52 It is reasonable to consider that PBSA developments are not exactly the same as 'regular' residential developments, with students being much less likely to own electric cars due to their higher cost compared to regular cars, the following electric vehicle charging facilities will be provided on the surface car parking bays (excluding those for deliveries and student changeover):

- Two bays (one regular and one accessible) will have active EV provision, which includes ducting and the installation of a dual charging point serving them; and



- The rest of the bays (except those ones marked for deliveries) will have passive EV provision, as they will be ducted, with ability for future charger to be installed whenever required.

5.53 In response to the MCC Highways comments about this matter, due to fire safety concerns highlighted by the applicant's Fire Engineer and Insurer, it has been advised not to provide EV parking spaces within Block 1 basement, as this increases the risk to life and building safety. Additional supporting evidence from the insurer could be provided if required.

Disabled Car Parking

5.54 Three disabled bays will be located on the surface car parking area, while the bay on the southwestern corner of the underground car park in Block 1 will also be accessible as there is a wide space between it and the adjacent wall.

Cycle Parking

5.55 Due to the absence of local cycle parking standards, the proposed number of spaces on site is proposed to increase in line with four variables: the site cycle parking survey results, the decrease in car parking spaces, the number of additional bedrooms to be provided available on site and provision in other similar developments.

5.56 Firstly, it has been key to understand the level and type of cycle parking currently available on site, as well as their level of utilisation. In the existing set up 58 cycle parking spaces are provided for 566 residents, which equates to almost 1 space per 10 residents. The observed number of cycle spaces used on site during the site visit and parking survey on Monday the 9th of October was 49 out of 54 usable spaces (as 4 could not be used), representing 91% of the total site capacity.

5.57 Secondly, 102 out of the 129 car parking spaces available for use will be removed as previously discussed. Therefore, an alternative for those site users that would have potentially used those spaces could be provided.

5.58 Then, a total of 310 new residential units will be provided on site.

5.59 Finally, SLR has already worked in other PBSA projects within Manchester, where it was agreed that a ratio of 0.25 spaces per unit should be provided.

5.60 Taking all items above in consideration, it is proposed to provide a total of 282 cycle parking spaces, with 264 of them being covered and access-controlled, for long stay, and the remaining 20 being uncovered, for short stay.

5.61 The distribution of the 264 covered spaces will be distributed on site as follows:

- An external covered cycle store around Block 1, with 12 Sheffield stands for 24 bicycles;
- A store on the underground floor of Block 2, with 14 Sheffield stands for 28 bicycles, which is accessed through the landscaped courtyards and down a set of steps where there will be a guide track / ramp to wheel the bicycle, and an external cycle store at ground level with 5 Sheffield stands for 10 bicycles;

- A store on the underground floor of Block 3, with 14 Sheffield stands for 28 bicycles, which is accessed through the landscaped courtyards and down a set of steps where there will be a guide track / ramp to wheel the bicycle, and an external cycle store at ground level with 6 Sheffield stands for 12 bicycles;
- Block 4 has its own covered and secure cycle store to the rear of its ground floor, with 32 two-tier stands for 64 bicycles. This is accessed through the communal courtyard; and
- For blocks 5 and 6, an external enclosure storage with 24 two-tier stands for 48 bicycles, and an internal basement storage accessed with a ramp and a rail mounted on stairs, with a mix of two-tier and Sheffield stands for 50 bicycles. Commercial unit staff could be granted access to (and use) these spaces if required.

5.62 Additionally, 20 uncovered spaces for short stays will be provided on site, including:

- 4 Sheffield stands for 8 bicycles around Block 2 entrance;
- Another 4 Sheffield stands for 8 bicycles around Block 3 entrance, also close to Block 4 entrance; and
- 2 Sheffield stands for 4 bicycles to the south of Block 6 for the commercial unit users.

5.63 The cycle provision per block will therefore be as follows:

- Block 1: 24 covered spaces;
- Block 2: 38 covered and 8 uncovered spaces;
- Block 3: 40 covered and 8 uncovered spaces;
- Block 4: 64 covered spaces; and
- Block 5+6: 98 covered spaces and 4 uncovered spaces.

5.64 At least 5% of the cycle parking bays could cater for large bicycles.

5.65 Therefore, a total of 282 spaces will be provided on site, which equates to 0.32 spaces per resident (above to similar developments in Manchester), three times more than current provision ratio. A higher cycle parking space per resident ratio would help to:

- Make up for the loss of 101 car parking spaces, providing a sustainable alternative for their potential users; and
- Allow for additional existing residents to use a bicycle (and park it on site), which could happen if the measures proposed in the Travel Plan also prepared by SLR are implemented.

5.66 Empiric staff, as well as retail unit staff, could park within the external enclosure storage behind Block 5 if needed.

Student Pick-Up / Drop-Off

5.67 The management of the student pick-up and drop-off has been considered in order to take place fully on site, avoiding the se of the parking spaces on the local highway network.

5.68 The key facets of the student pick-up and drop-off management system proposed for Victoria Point are as follows:

- Each student (resident) to be assigned a timed pick up and drop off slot (initial suggestion is a 15-minute interval would be sufficient) during the drop off/pick up weekend. This will be organised by the Victoria Point management staff;
- Resident management staff will be in charge of on-site marshalling and direction of the pick-up/drop off process;
- It is expected that the pick-up and drop off process for all residents could be completed over one weekend (Saturday and Sunday daytime);
- The two flexible bays to the east of Block 5 will be used to temporarily load/unload each vehicle. Depending on the number of students requiring this service, additional bays can be used for this purpose, as the adjacent two bays for visitors also in front of Block 5, and the two loading bays to the south of Block 4. It is worth highlighting that not all students will require this service, as a significant proportion of them will just bring some pieces of luggage with them, but no small furniture. Additionally, as the units are provided fully furnished, minimal large furniture deliveries will be sent to the site;
- There is an area between the two water fountain elements in front of Block 6 that could also be used for overflow pavement parking during the resident check-in and check-out period;
- During loading and unloading student baggage will be transported directly to and from the service corridors and / or reception using trolleys and/or barrows, where it can be secured pending movement into each individual unit;
- After unloading/loading the vehicles will be directed to a local area for parking. There are many off street parking areas and local streets nearby where vehicles can be legally parked as discussed in **Section 3** (for any purpose, as families spending the entire day together before the student/resident starts their tenancy agreement) as; and
- Detailed instructions including directions; maps and timings will be provided to each resident in advance of arrival/departure dates each term by the Victoria Point management team.

Travel Plan

5.69 To support and encourage staff to travel by sustainable means the development will adopt a Travel Plan. Accordingly, a Travel Plan has been prepared to accompany this planning application.

Funding Active Travel Measures

5.70 As detailed on a separate Technical Note addressed to MCC Highways, it is proposed by the applicant that an active travel contribution is agreed with, and provided to the Council via a Section 106 agreement based on a per-unit calculation that would be allocated for walking and cycling infrastructure improvements directly on the desire lines of Hathersage Road and Carmoor Road only and within a sensible radius of the site. It is also proposed that the pre-unit calculation is based on the number of units additional to the existing quantum currently provided on site.

5.71 A contribution of £100 per unit is proposed. For the additional 310 units being proposed, this would total a contribution of £31,000.

5.72 This contribution can then be used directly, to fund the suggested cycle signage with routes towards the city centre and university campus, or alternatively pooled by the Council with other local contributions to fund active travel infrastructure in the immediate locality.

6.0 Highways Impact Assessment

Introduction

6.1 This chapter considers the impact of the development on the local highway network within the vicinity of the site.

6.2 For this purpose, multi-modal trip generation rates for student accommodation sites have been calculated and then applied to the proposed number of new units to obtain the additional trip generation of the site.

6.3 Additionally, as the number of car parking spaces will be reduced after the construction of the new buildings, evidence on the available supply of overnight on site and on-street car parking spaces in the immediately surrounding area around the site will be collected through parking surveys, in order to show that any unlikely potential for any overspill parking can be safely and legally accommodated either on site or in the area surrounding the site.

Proposed Development Trip Generation

6.4 To determine the trip generation associated with the new student accommodation units on TRICS (7.8.3) database has been used. This is an industry-standard software tool which comprises a vast database of trip surveys of existing developments, across the UK and the Republic of Ireland, sub categorised into particular land uses such as residential developments.

6.5 The average trips from 6 student accommodation sites in edge of town centre and suburban locations in Great Britain have been applied to the proposed 310 extra residents (bedrooms).

6.6 The traditional morning and evening peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively) multi-modal rates been applied to the proposed new units to obtain the number of total person, pedestrian, cycle, public transport and vehicular trips potentially generated by the proposals, as shown in **Table E** below.

Table E: Trip Generation for the Proposed New Units

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rates	**0.017**	**0.105**	**0.122**	**0.092**	**0.062**	**0.154**
Person Trips for 310 extra units	**5**	**33**	**38**	**29**	**19**	**48**
Pedestrian Trip Rates	0.007	0.032	0.039	0.033	0.040	0.073
Pedestrian Trips for 310 extra units	2	10	12	10	12	22
Cyclist Trip Rates	0.001	0.006	0.007	0.005	0.000	0.005

Cyclist Trips for 310 extra units	0	2	2	2	0	2
Public Transport Trip Rates	0.007	0.064	0.071	0.053	0.02	0.073
Public Transport Trips for 310 extra units	2	20	22	16	6	22
Vehicular Trip Rates	0.002	0.002	0.004	0.001	0.002	0.003
Vehicular Trip Rates for 310 extra units	1	1	2	0	1	1

6.7 In relation to the total people trip generation of the proposed new student accommodation units on site, **Table E** shows that the number of additional person trips will be 38 during the morning peak and 48 during the evening peak hour.

6.8 It can also be observed that the majority of these trips would be sustainable, including public transport services, walking and cycling. Public transport services would be more popular during the morning peak hour – raising additional patronage for the local PT operators, while during the evening peak both walking and public transport services are expected to generate the same number of trips.

6.9 It is expected that the excellent cycle facilities at the development will help to attract a higher proportion of cyclists to the development.

6.10 The number of vehicular two-way trips generated by the site would be two during the morning peak and one during the evening peak hour, with some of them being servicing vehicles and not private cars. This level of vehicular trip generation is therefore very limited.

6.11 Additionally, the number of parking spaces on site will be reduced, hence it is likely that the actual vehicular trip generation of the site would be lower than currently.

6.12 The full TRICS outputs are presented in **Appendix D**, where hourly rates can be checked. It can be observed that trips are spread throughout the day (07:00 to 22:00) hence the peak hours' trip generation is very similar to the other time periods.

6.13 The ancillary commercial unit on the ground floor of Block 6 is expected to be used by Victoria Point and neighbouring residents hence its expected vehicular trip generation is minimal.

Car and Cycle Parking Impact

On-Site Car and Cycle Parking Daytime Surveys

6.14 The existing car and cycle parking facilities were surveyed from 08:50 to 09:30 on Monday the 9th of October 2023 to check their level of occupancy. This termtime observation survey was considered to be representative to assess the real level of usage of the parking facilities on site, as the majority of the students' cars and cycles staying overnight have been

recorded (as some residents would be going to University / College at that time or later) but also staff / servicing vehicles who would be arriving to site around the survey time.

6.15 **Table F** below includes a summary of the number of car and cycle parking spaces available on site and how many of them were in use during our survey.

Table F: Car and Cycle Parking Capacity and Level of Use during the Survey

Parking Area	Car Parking Capacity	Cars Parked during the Survey	Cycle Parking Capacity	Cycles Parked during the Survey
Block 1 – Underground Car Park	25	0	6	5
Parking Bays on Bax Road in front of Block 1	4	2	N/A	N/A
Block 2 – Underground Car Park	11 *(15)**	1	0 *(4)**	0
Parking Bays on Bax Road in front of Block 2	11	4	N/A	N/A
Block 3 – Underground Car Park	11	3	16	15
Parking Bays on Bax Road in front of Block 3	11	3	N/A	N/A
Block 4 – Underground Car Park	7	2	16	11
Gated Car Park between Blocks 4 and 5	21	3	N/A	N/A
Block 5 – Underground Car Park	7	1	16	18
Gated Car Park between Blocks 5 and 6 (with 2 bays for staff only and 1 for EVs)	15 *(17)***	10	N/A	N/A
Total *(% Occupancy)*	**123 (129)**	**29 *(24%)***	**54 (58)**	**49 *(91%)***
Kerbside Parking on Bax Road (excluding the marked bays and the Victoria Baths bays)	*34 (38)****	*1*	*N/A*	*N/A*
Total *(% Occupancy)*	**157 (167)**	**30 *(19%)***	***N/A***	***N/A***

**The northern area of the basement floor in Block 2 was closed off for repair works and therefore the additional 4 car parking spaces and 4 cycle parking spaces available on that area could not be used by residents.*
***This car park has another 2 additional car parking spaces, but they seemed to be permanently taken out of use, as a row of bins was occupying them.*
****Bins could be found along the kerb line on Bax Road, taking the space of approximately four car parking spaces.*

6.16 **Table F** shows that the less than a quarter of the 123 available marked car parking spaces on site were observed to be in use during the survey. All car parking areas recorded very low levels of use, with the exception of the gated car park between blocks 5 and 6, where

reception is located and where staff and Victoria Point maintenance vehicles park, where occupancy reached two thirds.

6.17 If the kerbside parking capacity is added to the site parking provision, reaching a total of 157 spaces, then the parking occupancy level of the site would be below 20% (as only one vehicle was observed parking on Bax Road outside the marked bays).

6.18 Existing cycle parking facilities were observed to be well-used, with an overall occupancy figure of 90%, and with the cycle store on Block 5+6 being slightly oversubscribed.

6.19 Photographic evidence of the occupancy levels of all car and cycle parking areas has been taken during the survey and these images can be provided on demand if required.

Off-Site Car Parking Daytime Observations

6.20 On the site visit (daytime, on Monday the 9th of October between 08:50 and 09:40 as previously discussed) the following was also observed:

- There are on street parking restrictions during the daytime hours (assumed to be in place to restrict limit long stay commuter parking associated with the Universities buildings, the Manchester Royal Infirmary or the Octagon building);
- Notwithstanding these restrictions the site visit observations showed that there were a number of unrestricted spaces available for use in the surrounding area – particularly in the residential streets to the south of Hathersage Road.

Nighttime Car Parking Beat Survey

6.21 To collect evidence on the available supply of overnight on-street car parking spaces in the immediately surrounding area around the development and to assess conditions, a residential parking survey has been undertaken following the principles of the Lambeth Council Parking Survey Guidance Note. This methodology is employed in many London Boroughs (and has also been adopted by other UK Local Authorities), when assessing car parking effects of developments.

6.22 As per the Lambeth Parking Survey Methodology, the extent of survey includes all roads within 200m walking distance of the site (as measured along all roads up to a point 200m from the site). Additionally, because people searching for a parking space are unlikely to stop halfway along a road at an imaginary 200m line, the survey has been extended to the next junctions or shortened to the previous ones.

6.23 The survey has been undertaken when the highest number of residents are at home, (following Lambeth Council guidance states that they should be late at night during the week, 00:30 to 05:30 and on two separate weekday nights, either on Monday, Tuesday, Wednesday, or Thursday).

6.24 In addition, the surveyor also assessed the parking stress levels on site, including the marked bays and kerbside parking on Bax Road and the gated parking areas off it. The basement parking areas were not surveyed.

6.25 The surveys were undertaken during the following time periods:

- Wednesday 18th October 2023 at 00:30; and
- Thursday 19th October 2023 at 00:30.

6.26 A plan of the study area can be found **Appendix E**, along with the detailed parking survey results. A summary of the parking survey results is presented in **Table G** (public highway) and **Table H** (surface parking on site).

Table G: Existing Parking Stress on Local Streets

		Survey at 00:30 (18/10/23)		Survey at 00:30 (19/10/23)	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Carmoor Road	26	5	19%	8	31%
Hathersage Road	29	10	34%	12	41%
Olney Street	14	4	29%	3	21%
Naburn Street	18	5	28%	7	39%
Welby Street	22	14	64%	17	77%
Denham Street	26	14	54%	13	50%
Eston Street	28	13	46%	15	54%
Richmond Grove	27	6	22%	4	15%
Total Public Highway	**190**	**71**	**37%**	**79**	**42%**

6.27 As can be seen from **Table G** there is good availability of overnight parking on the streets in the immediately vicinity of the site, as the average parking stress was 37% on Wednesday and 42% on Thursday. This means that out of the 190 parking spaces available on the public highway around the site, 119 of them were free on Wednesday and 111 on Thursday.

Table H: Existing Parking Stress within the Site

		Survey at 00:30 (18/10/23)		Survey at 00:30 (19/10/23)	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Gated Car Park between Blocks 5 and 6	17	6	35%	6	35%
Gated Car Park between Blocks 4 and 5	21	5	24%	6	29%
Bax Road without Victoria Baths Parking Bays	62	7	11%	10	16%
Total On-Site Surface Parking	**100**	**18**	**18%**	**22**	**22%**
Bax Road Robustness Test: without Victoria Baths Parking Bays and Including only Marked Bays and No Kerb Parking	26	7	27%	9	35%
Total On-Site Surface Parking (Robustness Test)	***64***	***18***	***28%***	***21***	***33%***

6.28 Furthermore, as shown in **Table H**, the parking stress of the surface parking on site, including the gated car parks but excluding the Victoria Bath parking spaces on Bax Road (which cannot be used by residents) was recorded to be low: 18% on Wednesday and 22% on Thursday. Out of the 100 spaces available, 82 of them were unoccupied on Wednesday and 78 on Thursday.

6.29 The values stated on the previous paragraph were obtained when considering that kerbside parking is permitted on Bax Road, as no double yellow lines are observable along this road

and signage indicates that parking is permitted anywhere but on landscaped areas, hatched areas and the pavement.

6.30 However, if parking is only limited to the gated parking areas and the marked bays in front of Blocks 1, 2 and 3, then the number of available spaces drops to 64, with stress levels of 28% on Wednesday and 33% on Thursday (46 spaces unoccupied on Wednesday and 43 on Tuesday).

On-Site Car Parking Provision Justification

6.31 As discussed in **Section 5**, the site redevelopment will bring a decrease of 102 formal car parking spaces on site, while the reconfiguration of the public realm will remove an additional 22 kerbside spaces, as it is considered that vehicles could only park on limited sections of Bax Road kerb lines.

6.32 However, the day and nighttime surveys undertaken in October 2023 showed that the site, with a parking capacity for 44 cars after the proposed redevelopment, will be able to accommodate the existing demand (29 spaces) and up to a potential 50% increase (another 15 vehicles), which is not likely to happen as parking permits will be limited. Additionally, in case any vehicle ever needs to park on the public highway, 111 spaces were recorded to be available at nighttime.

6.33 The number of existing, used, retained and removed bays as part of the proposals, as well as the expected surplus of spaces compared to the existing demand are summarised on **Table I** below.

Table I: Existing Spare Capacity Analysis by Parking Type (Average)

Type of Parking	Number of Existing Bays	Number of Used Bays (Worst Case)	Number of Retained Bays	Future Surplus (Used vs Retained)	Number of Removed Bays
Basement Parking	65	7	13	+6	-52
Surface Parking (Marked Bays)	64	21	15	-6	-49
Total Formal On-Site	**129**	**28**	**28**	**0**	**-101**
Surface Parking (Kerbside Parking)	36	1	14	+13	-22
Total On-Site	**165**	**29**	**42**	**+13**	**-123**
Public Highway Kerbside Parking	190	79	190	+111	-0
Total On and Off-Site	***355***	***108***	***232***	***+12***	***-123***

6.34 Furthermore, another key item is comparing the current and proposed parking provision on site in relation to the similar facilities in the area.

6.35 Planning applications for nearby student accommodations are relatively old and therefore there are not many documents are available on the planning portal for these applications.

Combing the information available on the planning portal, student accommodations websites and Google Earth, it has been estimated that the available parking spaces for nearby similar facilities are as follows:

- Conistone Hall of Residence has 10 parking spaces available for 40 bedrooms (a ratio of 1:4);
- Unite Student's Brook Hall has 22 parking spaces for 438 bedrooms (a ratio of 1:20);
- Rusholme Place has 33 parking spaces for 307 units (1:9);
- Stay Inn Students, with 9 spaces for 45 bedrooms (1:5); or
- Hulme Hall, with 20 spaces for 325 bedrooms 91 (1:16).
- For the IQ facilities in the area, no rooms / parking spaces figures could be obtained.

6.36 There are currently 165 spaces available for 566 units, which means that for each the ratio of parking spaces available per unit is 2:7 or 1:3.5, well above the ratios for nearby comparable student accommodation sites. Reducing the number of parking spaces by 101 formal and 22 kerbside spaces, while building 310 new more residential units would mean that the ratio will be approximately 1:20, a figure more in line with similar facilities in the area.

6.37 Therefore, the proposed reduction in the car parking provision on site will not have any negative impact on the surrounding area provision and is in line with other local student facilities.

Conclusion

6.38 The proposed new units on site are expected to generate a low number of vehicular trips during the peak hours, whose impact will be negligible to the surrounding highway network.

6.39 Additionally, the site will have a lower number of car parking spaces and therefore it is likely that the actual vehicular trip generation of the site would be lower than currently.

6.40 In the unlikely event of any vehicles parking off site there are spaces to park in nearby on-street bays for short stays / evenings or in public off-street car parks for longer day stays. The 9th October site visit and the Lambeth-style surveys undertaken on and around the site show that there is sufficient parking capacity on site and on the public highway to accommodate those vehicles in the unlikely event of this occurring.

7.0 Summary and Conclusion

Summary

7.1 SLR has been appointed by Empiric Student Property PLC to provide traffic and transportation advice as part of a full planning application for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished.

7.2 This site is located to the south east of Manchester City Centre, within the Victoria Park area. It is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site.

7.3 There is already a student accommodation facility (Victoria Point) with 566 bed units distributed over six mid-rise blocks.

7.4 The site is in close proximity to a number of transportation facilities and complementary uses. Footways are ample on all roads around the site, while cycle routes are available around the site and public transport accessibility is good. Therefore, the site is well placed to accord with NPPF and Manchester City Council planning policy objectives and is an appropriate location for the proposed use.

7.5 The collision record on the surrounding highway network does not show any identifiable trends which would give rise to any highway safety concerns.

7.6 The total site capacity will be enlarged from the existing 566 to 876 bedspaces. This means that 310 extra new units being available on site after the completion of all proposed works. An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level.

7.7 The site is currently accessed via Bax Road, off Hathersage Road for pedestrians, cyclists and motor vehicles. Pedestrian access to all blocks will be modified, being step-free. In addition, all cycle stores (except the basement store in Block 5+6) will have individual and external accesses.

7.8 Servicing arrangements will not be altered, with refuse lorries and other servicing vehicles accessing the site from Hathersage Road, using then Bax Road and manoeuvring on the turning spaces around Block 1 and between Blocks 4 and 5 to egress the site in forward gear.

7.9 However, new parking bays marked specifically for servicing vehicles will be available on the area between Blocks 4 and 5 and around Block 2 and 5 entrances. Block 6 will centralise some of the site services as the main reception or the post and parcel stores and will also have a commercial unit. New external bin stores will be provided around Blocks 2, 3, 4 and 5+6 in close proximity to (and at ground level with) Bax Road, while the commercial unit will have its own internal bin store.

7.10 It is proposed to retain 28 of the 129 formal car parking bays on site to release space for the proposed new constructions. In addition, Bax Road kerb line parking capacity will be reduced from 36 to 14 vehicles.

7.11 It is also proposed to provide 282 cycle parking spaces for the new units, which equates to 0.32 spaces per resident (above what is provided for similar developments in Manchester), twice more than current provision ratio.

7.12 A student pick-up and drop-off regime has been identified, which will use a managed schedule of arrivals with bags and belongings being marshalled in the rear service yard area, with long stay parent parking taking place off site.

7.13 The proposed new units on site are expected to generate a low number of vehicular trips during the peak hours, whose impact will be negligible to the surrounding highway network.

7.14 Additionally, the site will have a lower number of car parking spaces and therefore it is likely that the actual vehicular trip generation of the site would be lower than currently. The parking surveys undertaken indicate that there is sufficient parking capacity on site and the streets round it to accommodate the expected parking demand.

Conclusions

7.15 The National Planning Policy Framework 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."*

7.16 This report has demonstrated that the development site is in a sustainable location and would not have a severe impact upon either the operation or safety of the local highway network. It provides an appropriate level of car parking and can be safely serviced.

7.17 Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.

Appendix A Site Accessibility Plans

Transport Assessment

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024

KEY:

- 500m Catchment Area
- 1km Catchment Area
- 2km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

Victoria Point, Manchester

DRAWING TITLE:

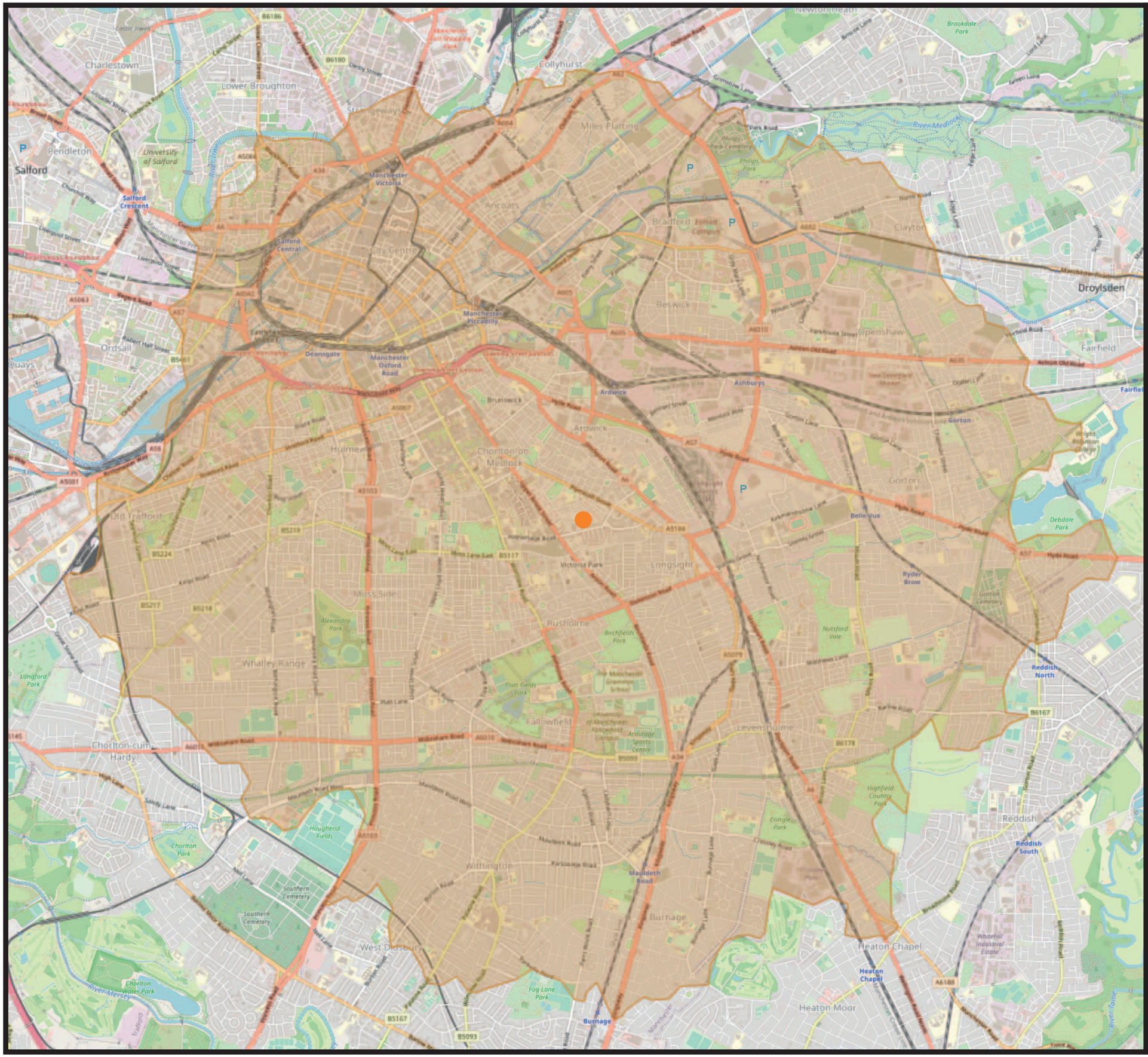
Pedestrian Catchment Plan

SLR

Trading as Vectos (North) Ltd
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t: 0161 228 1008

DRAWING NUMBER:

VN232822_001



KEY:

- 5km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

Victoria Point, Manchester

DRAWING TITLE:

Cycle Catchment Plan

SLR

Trading as Vectos (North) Ltd
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t: 0161 228 1008

DRAWING NUMBER:

VN232822_002

Appendix B Proposed Site Masterplan

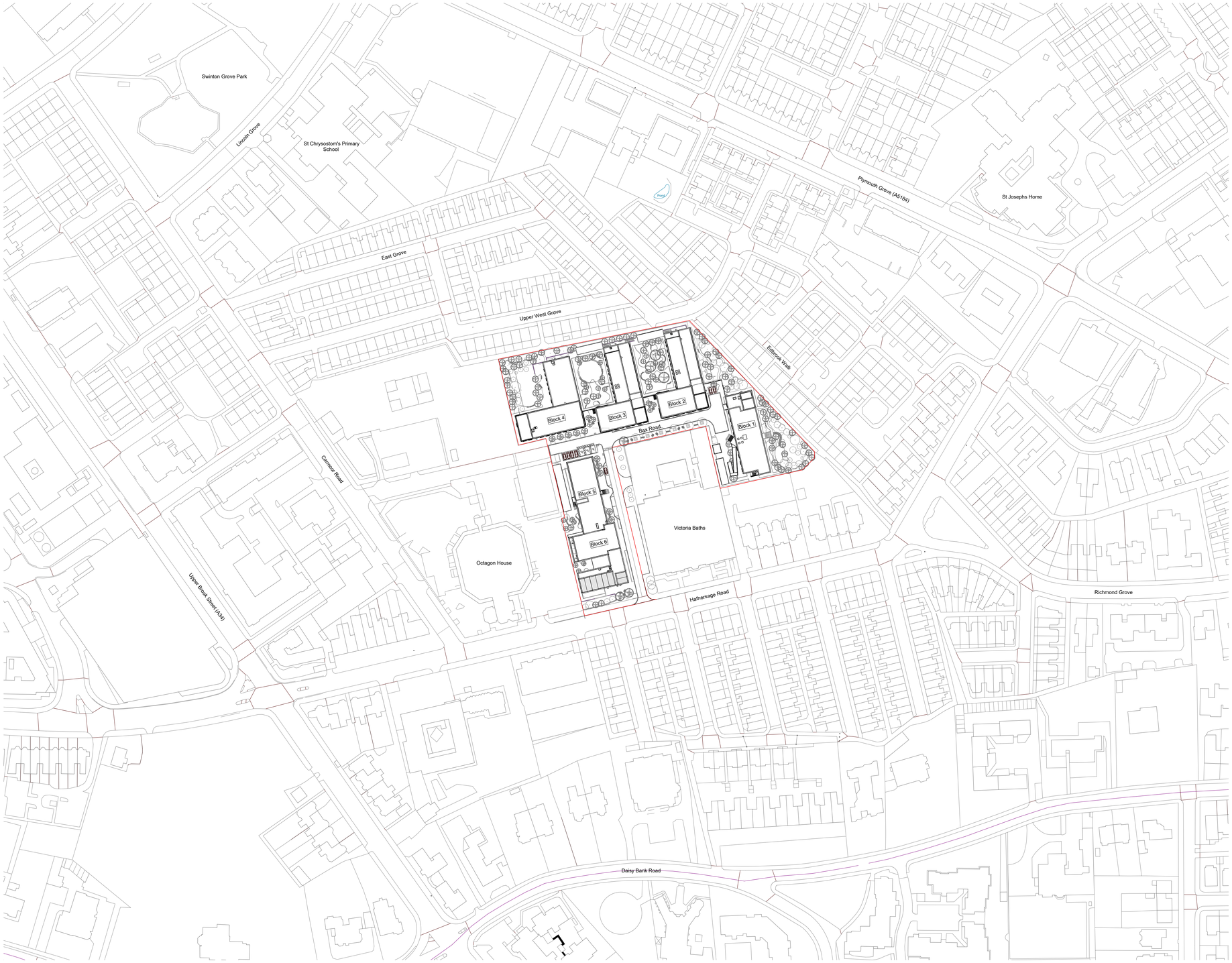
Transport Assessment

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024



All drawings to be read in conjunction with specifications, schedules and all other consultant information.

Do not scale from this drawing. Use written dimensions only. All dimensions to be checked on site. This drawing is based on dimensional survey information provided by others. Bell Phillips Architects cannot accept responsibility for the accuracy of this survey information.

Any errors or omissions to be reported to Bell Phillips Architects immediately, prior to work being carried out.

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Notes

application boundary

0 12.5 25 62.5 125 m

Key Plan

N

Rev	Issued by	Description	Date
P01	RB	Final Planning Issue	04/24
P00	RB	Draft Planning Issue	03/24

REVISIONS

Project
0814 VICTORIA POINT
44 Hathersage Road, Manchester, M13 0FT

Title
Proposed_Site Plan Wide

Date	Drawn by	Checked by	Scale at A1
03/24	AW	RB	1 : 1250

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W www.bellphillips.com

Status
PLANNING

Drawing Number	Revision
0814-BPA-ZZ-ZZ-DR-A-1001	P01

LEGEND

- Existing spot heights — To be retained
- Proposed spot heights
- Proposed fall gradients

Paving

- Asphalt concrete — To adopted highways; colour black to match existing surface
- Permeable concrete paving - type 1 — To vehicular route in public realm area; size TBC, colour: buff mix
- Permeable concrete paving - type 2 — To pedestrian pathways in public realm arlea; size TBC, colour: buff mix.
- Permeable concrete paving - type 3 — To pedestrian paving to courtyards; size/colour TBC
- Concrete paving - type 4 — Final design of threshold as per Architect's design intent
- Permeable resin bound gravel - type 1 — To students' courtyards; colour buff
- Permeable resin bound gravel - type 2 — To feature space in gardens between Block 3 & 4 and to pedestrian pathways to ecology enhancement gardens; colour dark buff
- Stepping stones — To proposed meadow area, concrete paving slabs, indicative size 300 x 1200mm; colour light grey
- Timber deck — To proposed ecology enhancement area, timber deck with applied anti-slip finish
- Corduroy paving — Hazard warning paving to top and bottom of proposed steps; size 400 x 400mm; colour buff
- Blister paving — Hazard warning paving to crossings; size 400 x 400mm; colour buff

Kerbs

- Concrete Kerb — To proposed shared surface, 255mm wide, kerb colour and texture to match proposed surrounding paving, laid flush/upstand
- Raised Planters Metal Edge — To ornamental planting areas within proposed courtyards; weathered steel, 500mm high with integrated lighting and timber seating, seating to have backrests and armrests
- Flush Metal Edge — To sunken rain garden areas, laid flush to allow surface runoff

Structures

- Proposed Steps, Handrails and Walls — Step design to be in accordance with Building Regulations Part M, colour grey, steps to include cycle channel for wheeled bike access to cycle parking
- Proposed Ramps, Handrails and Walls — For surface material refer to plan
- Retaining Walls — Reinforced concrete wall to be clad with brick (specification to match building materiality), refer to Engineer's specifications for structural details
- Proposed Cycle Shelter — Designed by Architect; cycle shelter to align with architectural palette

Boundary

- Metal Fencing — 2400 high, vertical railing metal fencing, colour TBC
- Wall with Railings — Existing concrete wall to be clad with brick (specification to match building materiality), steel railings, height to match existing height, colour TBC
- Metal Double Gate — 2400 x 2000mm; lockable, colour TBC, to match proposed metal fencing
- Metal Single Gate — 2400mm high; lockable, colour black, to match proposed metal fencing

Furniture

- Pebble Timber Feature Seating
- Linear Timber Seating — Timber linear seating with back and arm rests.
- Curved Timber Seating — Curved timber linear seating with back and arm rests integrated into raised planters
- Square Timber Seating — Timber square seating integrated into raised planters and free standing (refer to plan for locations)
- Picnic Sets — Metal picnic sets, round table with 6 chairs.
- Rectangular Tree Planter - type 1 — To public realm; 4500 x 1500 x 1000mm, timber, planted with trees and ornamental planting. Final size to be determined on tree species
- Circular Tree Planter - type 2 — To courtyards, 1000mm high, 1200mm diameter, planted with trees and ornamental planting Final size to be determined on tree species
- Tree Grille — To trees planted in hard, metal square tree grille, 1400 x 1400mm.
- LB Litter Bins - TBC — Grade 316 stainless steel
- RB Removable bollards — Aluminium bollards , removable, 1140mm height.
- Bike Stands — Sheffield bike stands, aluminum.
- EV Dual EV charging dock

Lighting

Note: Detailed lighting design by M&E Engineer

- HL Highways Lighting Columns — Details and locations to be confirmed with lighting M&E Engineer
- LC Feature Lighting Columns — Details and locations to be confirmed with lighting M&E Engineer
- LB Lighting Bollards — To courtyard areas and to ecology enhancement area
- UP Tree Uplighters — Refer to plan for locations
- Catenary Lights — Refer to plan for locations.

Soft landscape

- Existing Trees — To be retained
- Existing Trees — To be removed
- Proposed Trees — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Hedge Planting — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Native Shrub / Scrub Planting — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Amenity Grass — EG22 Strong Lawn Grass Mixture, supplied by Emorsgate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Reinforced Amenity Grass — EG22 Strong Lawn Grass Mixture, supplied by Emorsgate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Species Rich Grass — EM3 Special General-Purpose Meadow Mixture, supplied by Emorsgate Seeds. Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Ornamental planting — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Herb planting — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Rain garden planting — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Ornamental feature grasses — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details
- Green roof to bin / bike stores — Refer to 12355-LUC-XX-00-DR-L-0400 to 0404 for further details



Rev	Date	Description	Drn	Chk	App
P11	15.08.24	Cycle stand added; bench provision update	KT	CC	CC
P10	13.08.24	Cycle storage, planting and pathway update	KT	CO	CO
P09	27.03.24	Red line boundary update, Block 6 frontage update	KT	CO	CO
P08	07.03.24	Issue to project team	KT	CO	CO
P07	27.02.24	Issue to project team	KT	CO	CO
P06	07.02.24	Issue to project team	KT	CO	CO
P05	31.01.24	Issue to project team	KT	CO	CO
P04	30.01.24	Issue to project team	KT	CO	CO
P03	18.01.24	Draft issue to project team	JH	CO	CO
P02	04.01.24	Draft issue to project team	KT	CO	CO
P01	04.12.23	Draft issue to Ecology Consultant	KT	CO	CO

Scale 1:100
0 1 2 3 4 5m

Do not scale from this drawing
All dimensions are to be verified on site
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LUC
www.landuse.co.uk

Project
Victoria Point

Client
Empiric Limited

LUC Job Nr	Scale @A2	Status
12355	1:500	Planning

Drawing Title
Landscape GA Plan

Drawing Nr	Rev
12355-LUC-XX-00-DR-L-0100	P11

Appendix C Vehicle Tracking Drawings

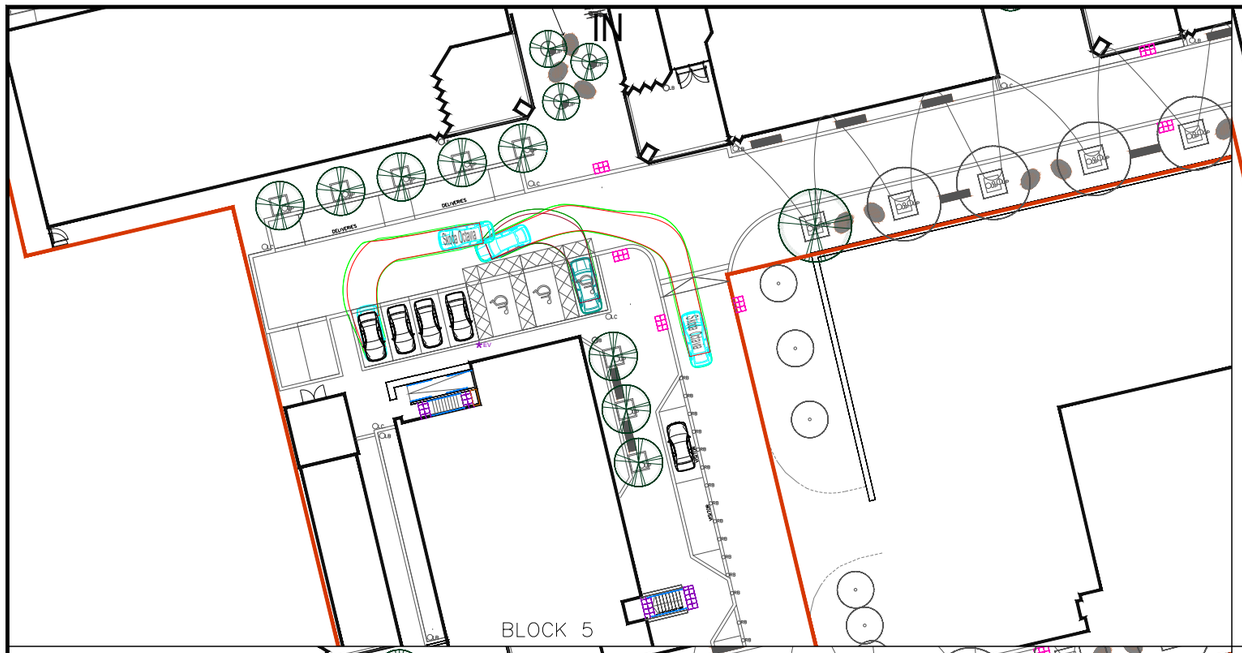
Transport Assessment

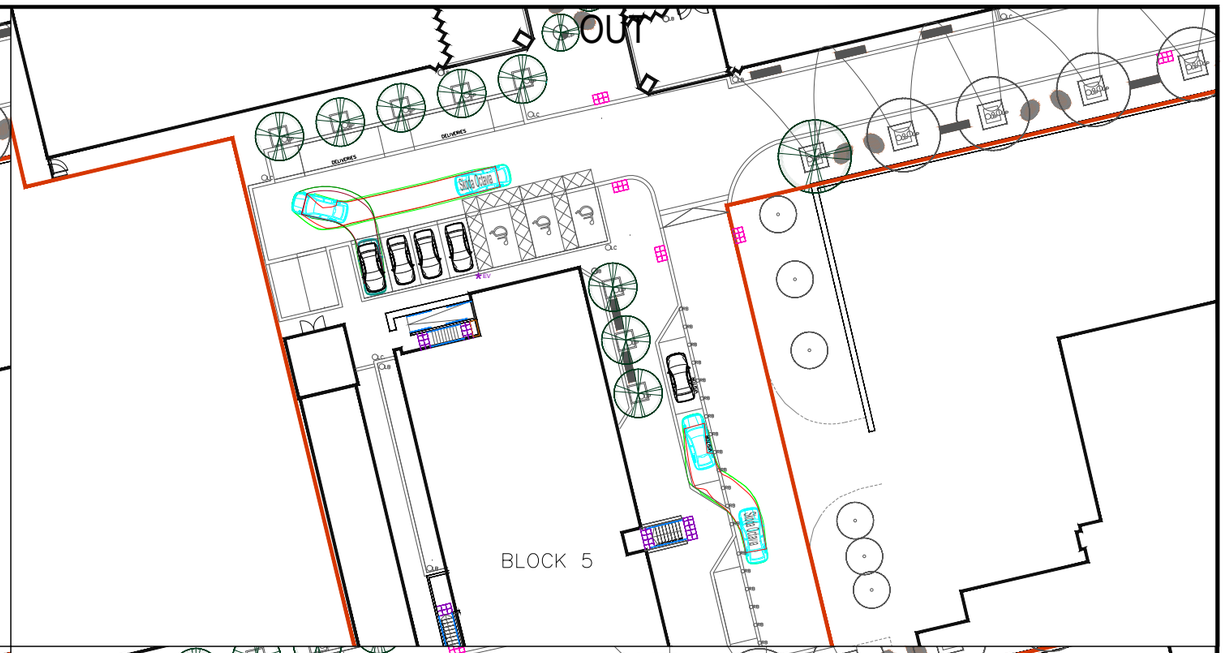
Victoria Point, Manchester

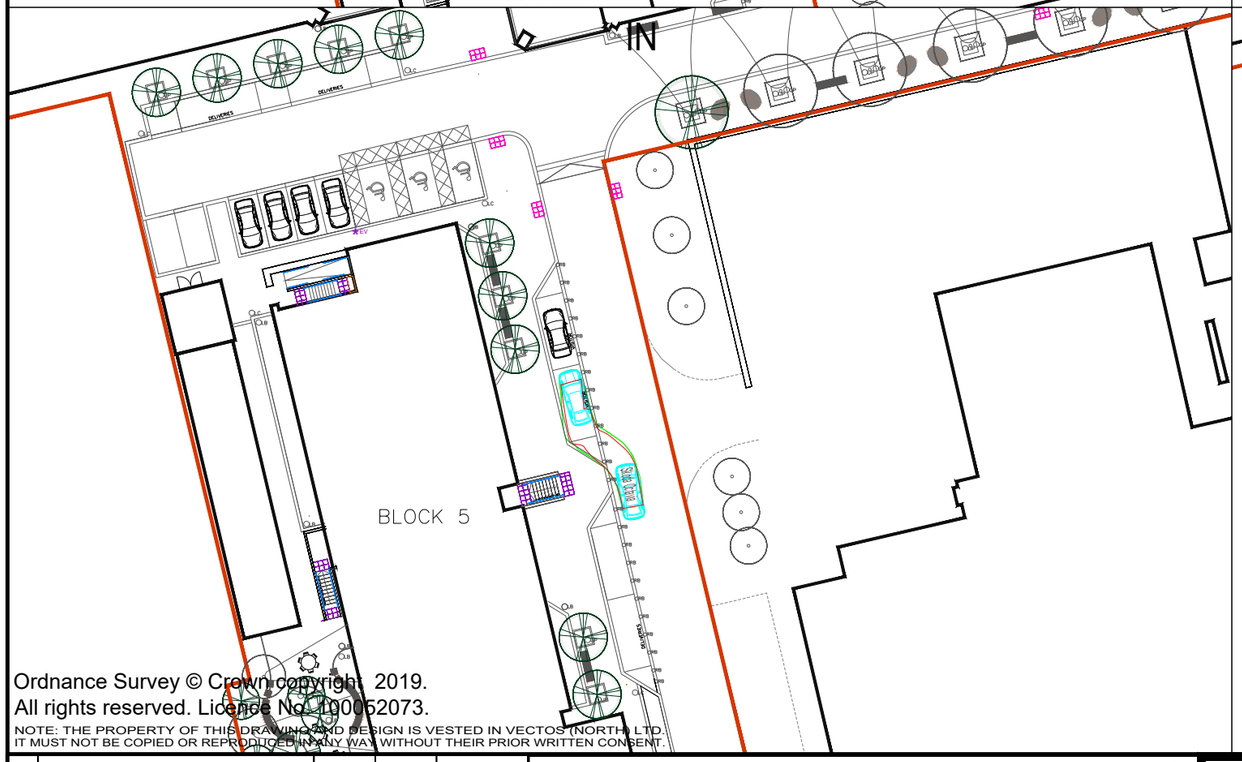
EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

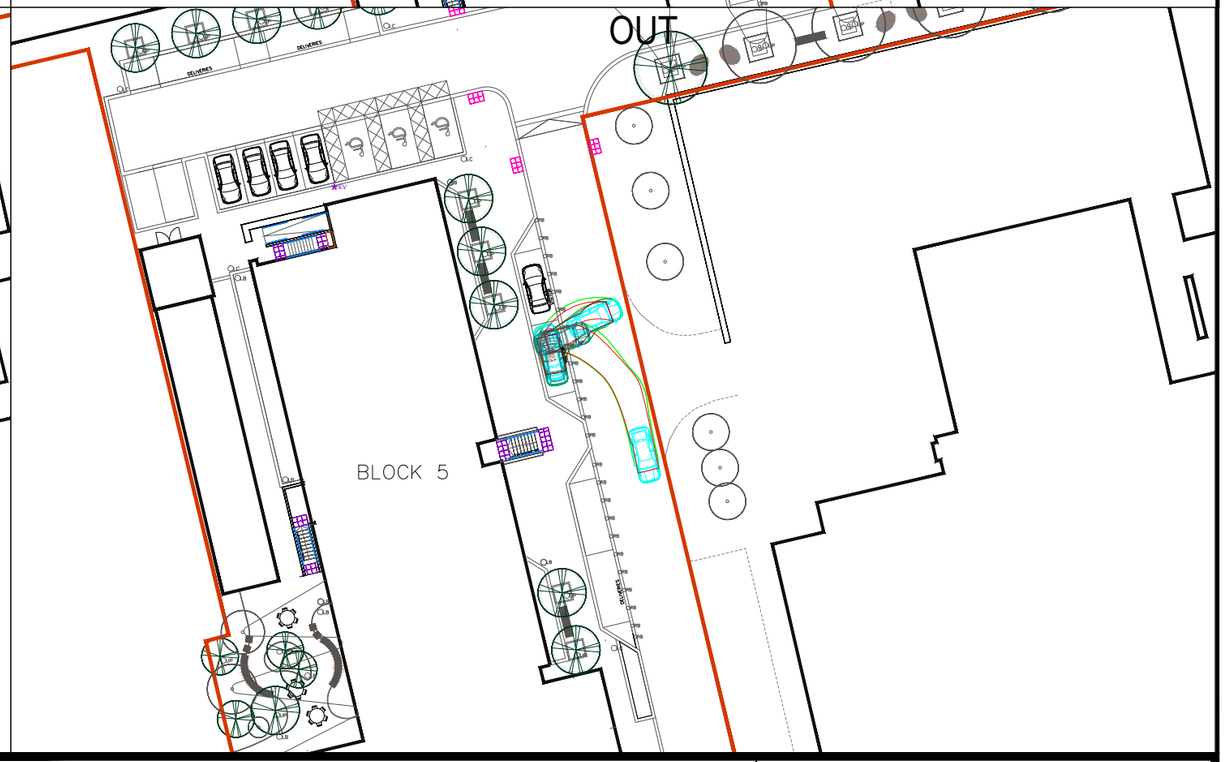
SLR Project No.: VN232822

23 August 2024









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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

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Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Victoria Point, Manchester

Empiric Student Property PLC

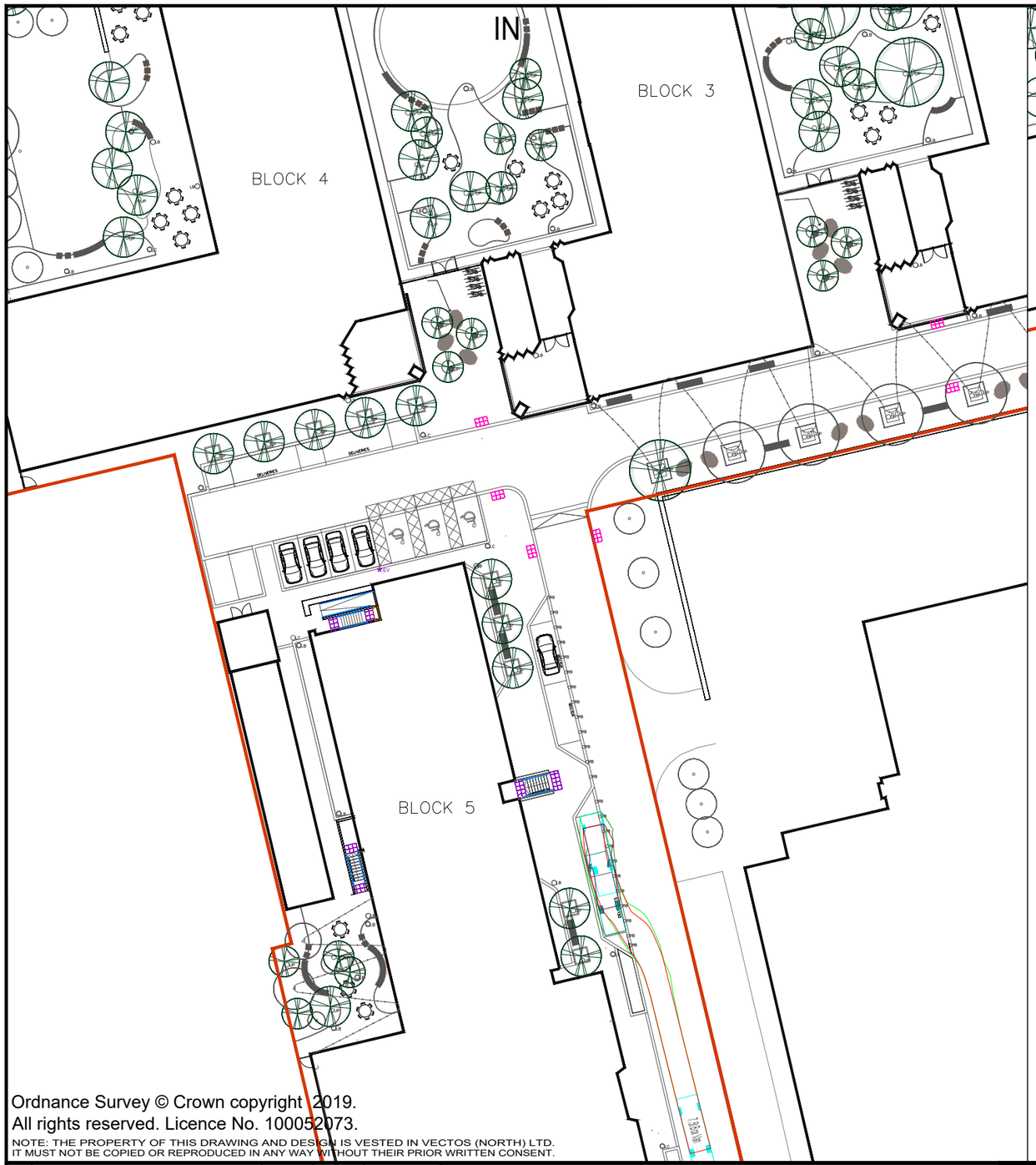
SWEPT PATH ANALYSIS : CAR

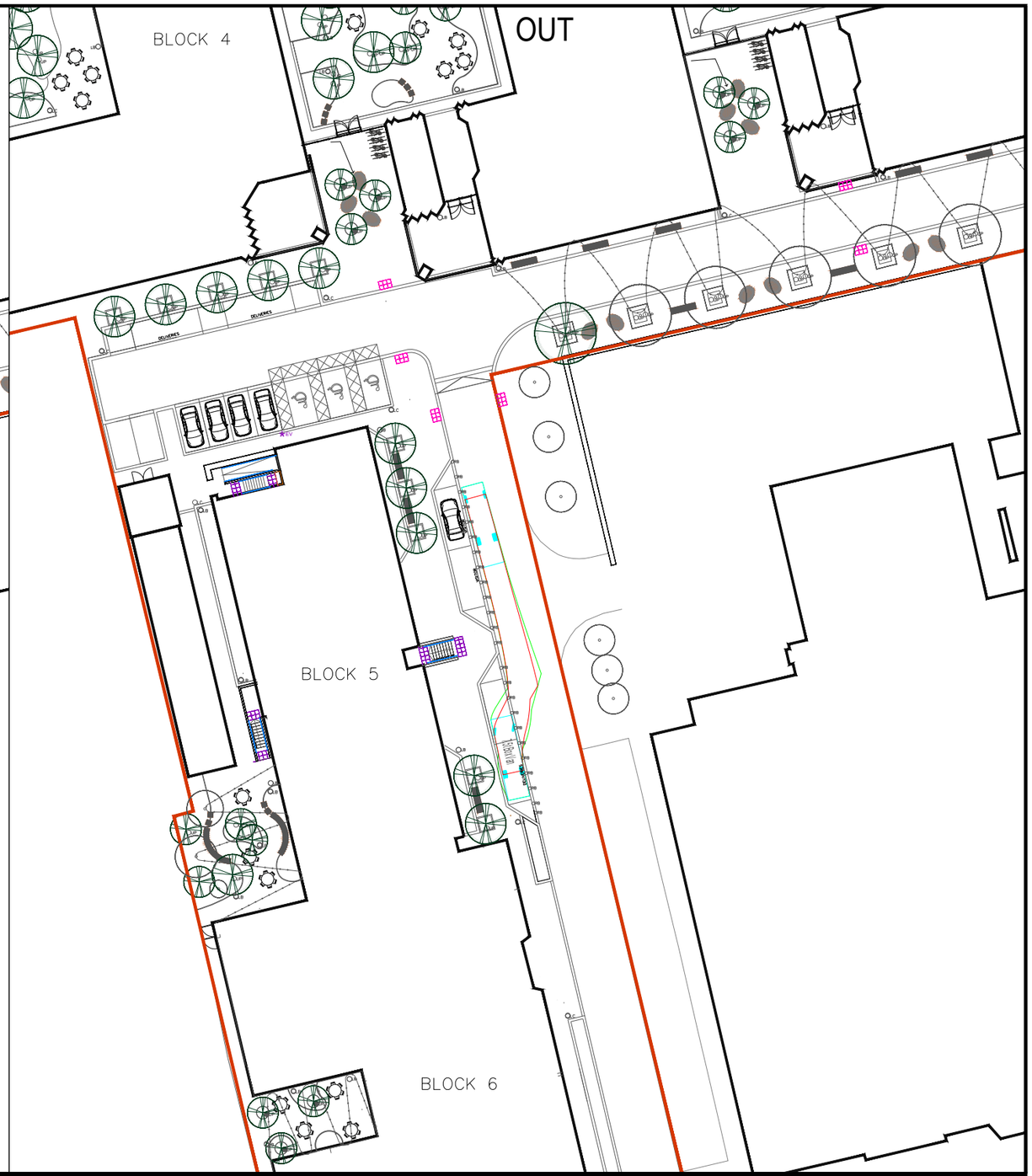
DRAWN:	CHECKED:	DATE:	SCALES:
YF	MR	16.08.24	1:500 at A3

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0113 512 0293 e: leeds@vectos.co.uk

DRAWING NUMBER: VN232822 - TR100

REVISION:



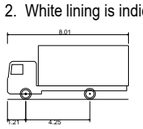


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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

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

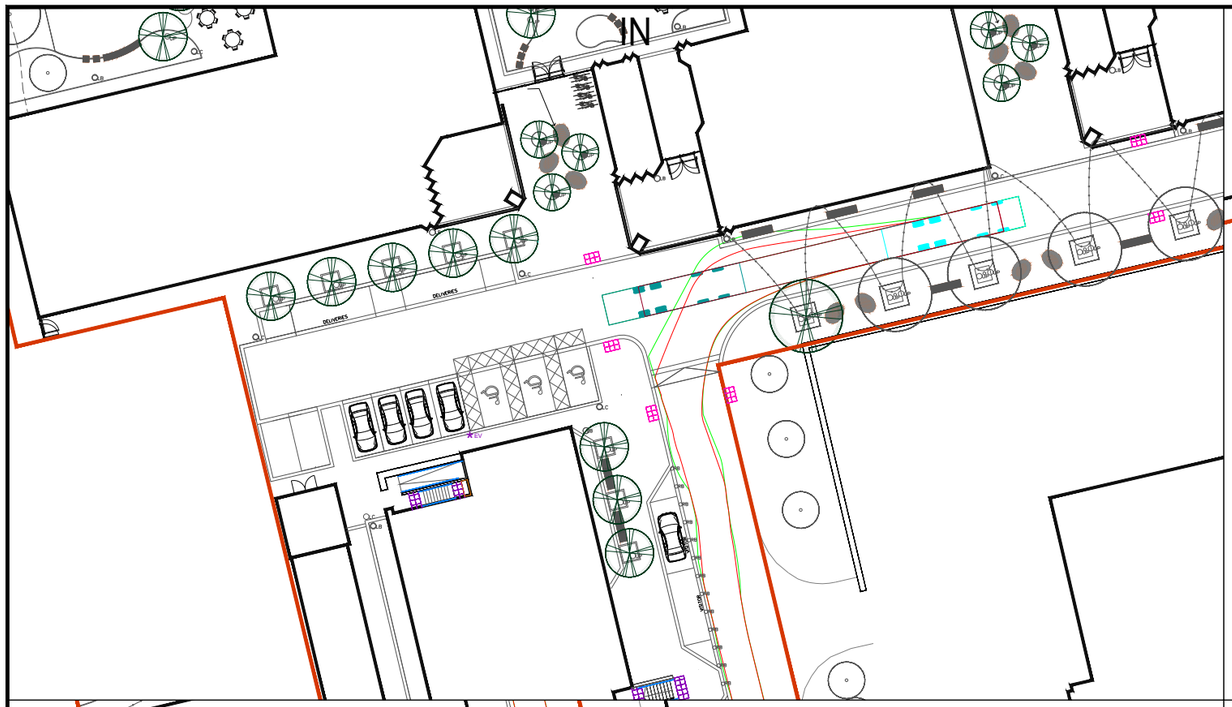
Victoria Point, Manchester

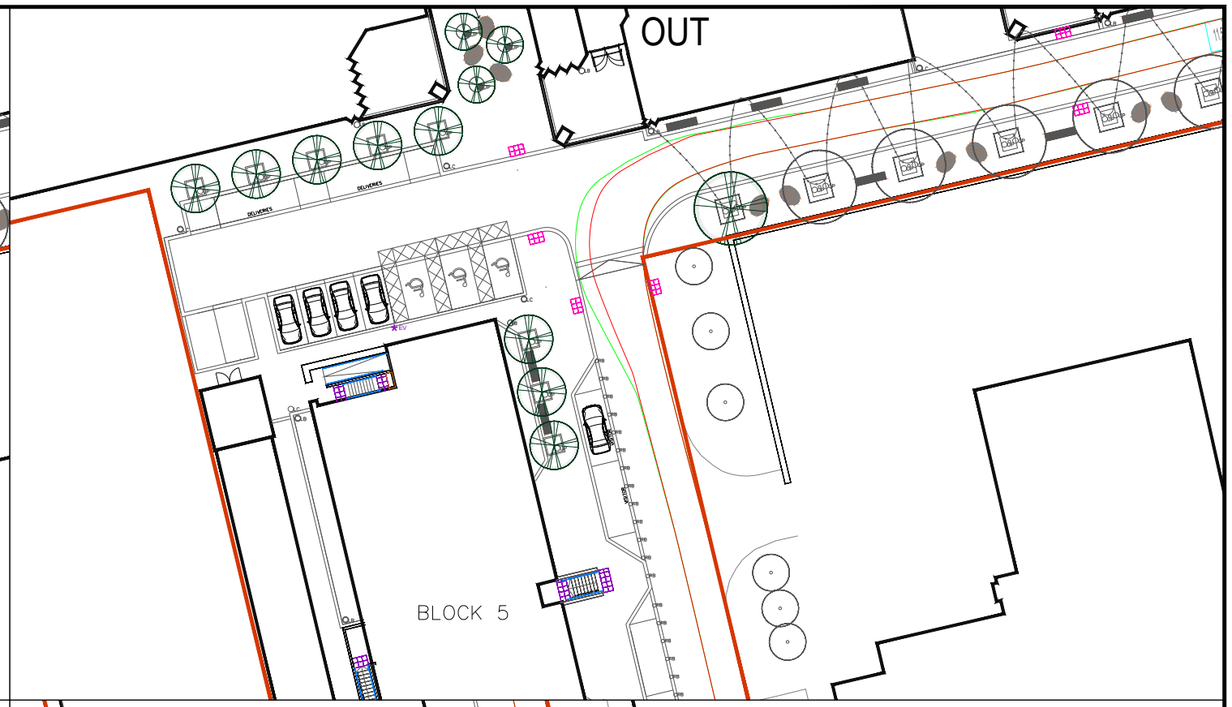
Empiric Student Property PLC

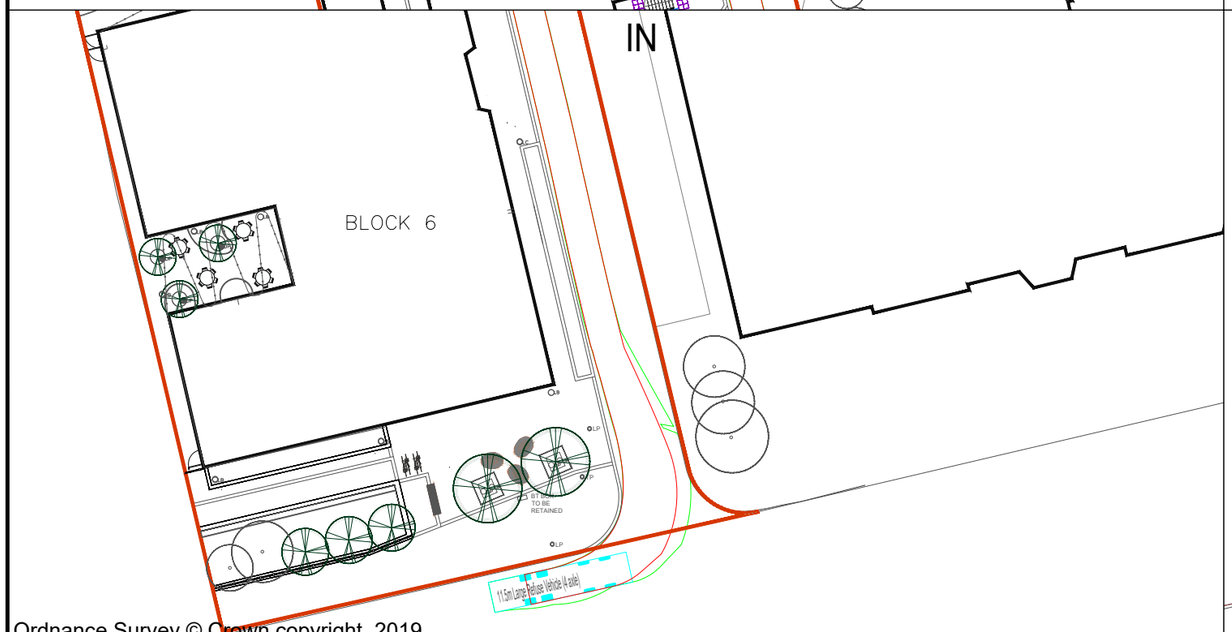
SWEPT PATH ANALYSIS : DELIVERY VEHICLE

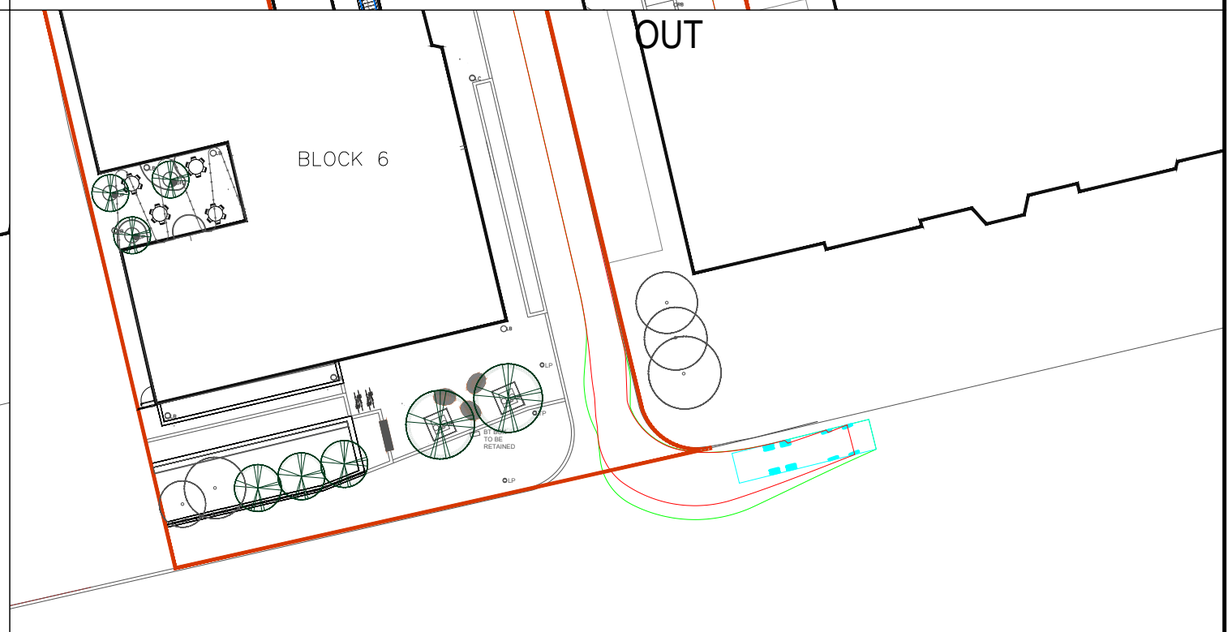
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DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	MR	16.08.24	1:500 at A3	VN232822 - TR101	







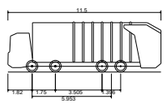


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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



11.5m Large Refuse Vehicle (4 axle)	
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Victoria Point, Manchester

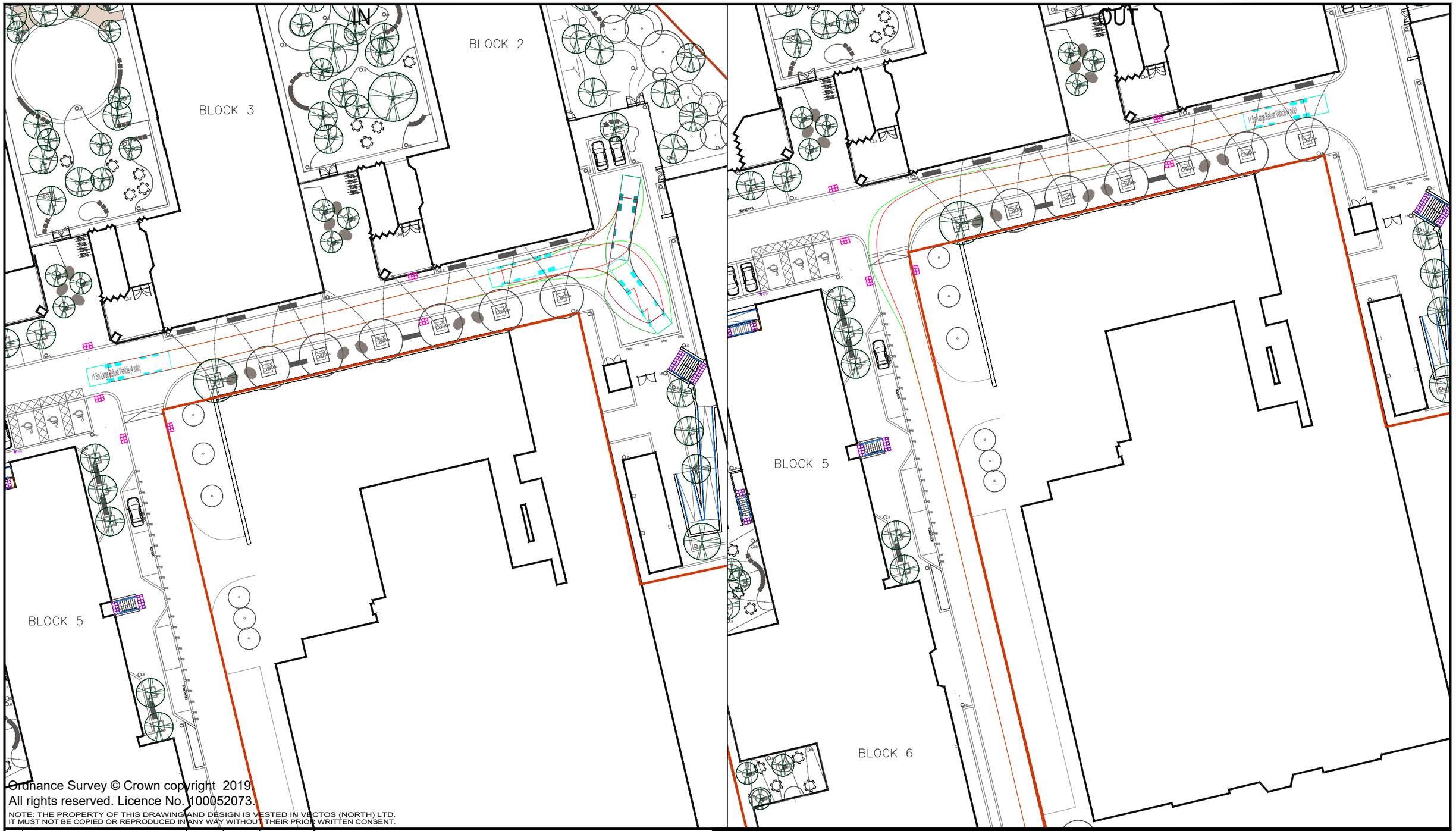
SWEPT PATH ANALYSIS : LARGE REFUSE VEHICLE

DRAWN:	CHECKED:	DATE:	SCALES:
YF	MR	16.08.24	1:500 at A3

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DRAWING NUMBER:	REVISION:
VN232822 - TR102	

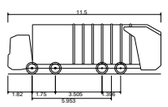


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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



11.5m Large Refuse Vehicle (4 axle)	
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Victoria Point, Manchester

SWEPT PATH ANALYSIS : LARGE REFUSE VEHICLE

DRAWN:	CHECKED:	DATE:	SCALES:
YF	MR	16.08.24	1:500 at A3

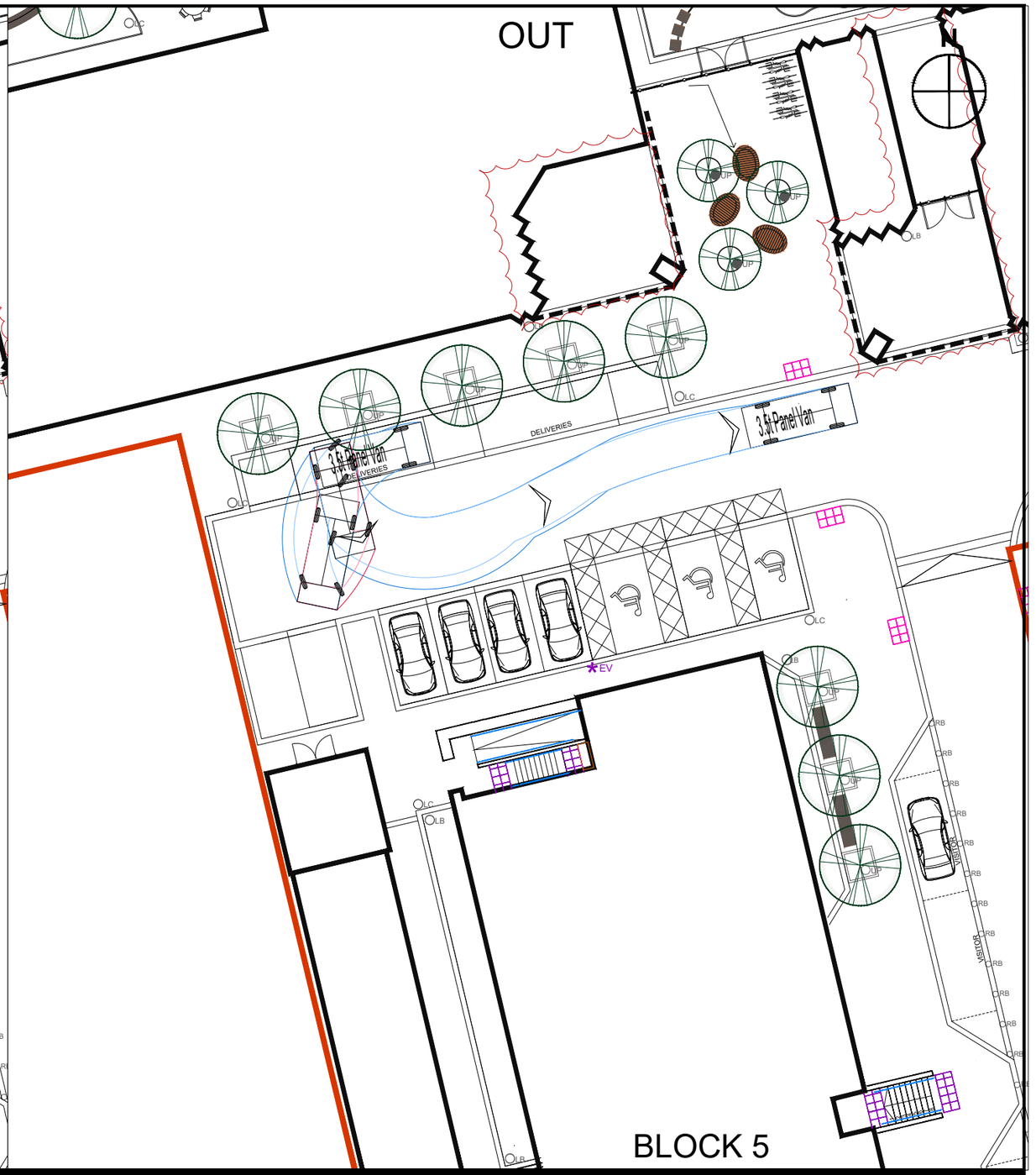
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DRAWING NUMBER: VN232822 - TR103

REVISION:





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BLOCK 5

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Victoria Point,Manchester

CLIENT

SWEPT PATH ANALYSIS : Panel Van

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	DRM	15.08.24	1:100 at A3	VN232822 - TR104	·

Appendix D TRICS Datasheets

Transport Assessment

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024

SLR Consulting Park Row Leeds Licence No: 529502

Calculation Reference: AUDIT-529502-240104-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HK	HACKNEY	1 days
	KI	KINGSTON	2 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	103 to 571 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/06/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	2 days
2 Poor	1 days
4 Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 BA-03-G-01 STUDENT FLATS BATH & NORTH EAST SOMERSET
LOWER BRISTOL ROAD
BATH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 291
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

2 CN-03-G-01 STUDENT FLATS CAMDEN
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

3 DH-03-G-01 STUDENT FLATS DURHAM
ASHWOOD
DURHAM
GILESGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 168
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

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

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

5 KI-03-G-01 STUDENT FLATS KINGSTON
PENRHYN ROAD
KINGSTON UPON THAMES

Edge of Town Centre
Built-Up Zone
Total Number of residents: 200
Survey date: WEDNESDAY *12/06/19* *Survey Type: MANUAL*

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 16.23

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	267	0.002	5	267	0.003	5	267	0.005
08:00 - 09:00	5	267	0.002	5	267	0.002	5	267	0.004
09:00 - 10:00	5	267	0.004	5	267	0.003	5	267	0.007
10:00 - 11:00	5	267	0.008	5	267	0.008	5	267	0.016
11:00 - 12:00	5	267	0.010	5	267	0.013	5	267	0.023
12:00 - 13:00	5	267	0.003	5	267	0.003	5	267	0.006
13:00 - 14:00	5	267	0.005	5	267	0.003	5	267	0.008
14:00 - 15:00	5	267	0.004	5	267	0.005	5	267	0.009
15:00 - 16:00	5	267	0.006	5	267	0.008	5	267	0.014
16:00 - 17:00	5	267	0.004	5	267	0.003	5	267	0.007
17:00 - 18:00	5	267	0.001	5	267	0.002	5	267	0.003
18:00 - 19:00	5	267	0.002	5	267	0.003	5	267	0.005
19:00 - 20:00	5	267	0.004	5	267	0.003	5	267	0.007
20:00 - 21:00	5	267	0.007	5	267	0.006	5	267	0.013
21:00 - 22:00	1	168	0.012	1	168	0.012	1	168	0.024
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.077			0.151

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

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

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Parameter summary

Trip rate parameter range selected:	103 - 571 (units:)
Survey date date range:	01/01/15 - 25/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	267	0.000	5	267	0.000	5	267	0.000
08:00 - 09:00	5	267	0.000	5	267	0.000	5	267	0.000
09:00 - 10:00	5	267	0.000	5	267	0.000	5	267	0.000
10:00 - 11:00	5	267	0.002	5	267	0.002	5	267	0.004
11:00 - 12:00	5	267	0.000	5	267	0.000	5	267	0.000
12:00 - 13:00	5	267	0.000	5	267	0.000	5	267	0.000
13:00 - 14:00	5	267	0.000	5	267	0.000	5	267	0.000
14:00 - 15:00	5	267	0.000	5	267	0.000	5	267	0.000
15:00 - 16:00	5	267	0.000	5	267	0.000	5	267	0.000
16:00 - 17:00	5	267	0.000	5	267	0.000	5	267	0.000
17:00 - 18:00	5	267	0.000	5	267	0.000	5	267	0.000
18:00 - 19:00	5	267	0.000	5	267	0.000	5	267	0.000
19:00 - 20:00	5	267	0.000	5	267	0.000	5	267	0.000
20:00 - 21:00	5	267	0.000	5	267	0.000	5	267	0.000
21:00 - 22:00	1	168	0.000	1	168	0.000	1	168	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	272	0.000	6	272	0.006	6	272	0.006
08:00 - 09:00	6	272	0.001	6	272	0.006	6	272	0.007
09:00 - 10:00	6	272	0.002	6	272	0.010	6	272	0.012
10:00 - 11:00	6	272	0.000	6	272	0.002	6	272	0.002
11:00 - 12:00	6	272	0.002	6	272	0.002	6	272	0.004
12:00 - 13:00	6	272	0.002	6	272	0.001	6	272	0.003
13:00 - 14:00	6	272	0.002	6	272	0.001	6	272	0.003
14:00 - 15:00	6	272	0.004	6	272	0.001	6	272	0.005
15:00 - 16:00	6	272	0.006	6	272	0.001	6	272	0.007
16:00 - 17:00	6	272	0.005	6	272	0.000	6	272	0.005
17:00 - 18:00	6	272	0.005	6	272	0.000	6	272	0.005
18:00 - 19:00	6	272	0.003	6	272	0.002	6	272	0.005
19:00 - 20:00	6	272	0.002	6	272	0.000	6	272	0.002
20:00 - 21:00	6	272	0.001	6	272	0.001	6	272	0.002
21:00 - 22:00	1	168	0.006	1	168	0.000	1	168	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.033			0.074

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	272	0.003	6	272	0.012	6	272	0.015
08:00 - 09:00	6	272	0.007	6	272	0.032	6	272	0.039
09:00 - 10:00	6	272	0.013	6	272	0.034	6	272	0.047
10:00 - 11:00	6	272	0.012	6	272	0.024	6	272	0.036
11:00 - 12:00	6	272	0.022	6	272	0.023	6	272	0.045
12:00 - 13:00	6	272	0.023	6	272	0.030	6	272	0.053
13:00 - 14:00	6	272	0.031	6	272	0.037	6	272	0.068
14:00 - 15:00	6	272	0.032	6	272	0.028	6	272	0.060
15:00 - 16:00	6	272	0.033	6	272	0.037	6	272	0.070
16:00 - 17:00	6	272	0.047	6	272	0.028	6	272	0.075
17:00 - 18:00	6	272	0.033	6	272	0.040	6	272	0.073
18:00 - 19:00	6	272	0.048	6	272	0.036	6	272	0.084
19:00 - 20:00	6	272	0.029	6	272	0.020	6	272	0.049
20:00 - 21:00	6	272	0.020	6	272	0.018	6	272	0.038
21:00 - 22:00	1	168	0.042	1	168	0.012	1	168	0.054
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.395			0.411			0.806

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	272	0.001	6	272	0.029	6	272	0.030
08:00 - 09:00	6	272	0.007	6	272	0.064	6	272	0.071
09:00 - 10:00	6	272	0.010	6	272	0.054	6	272	0.064
10:00 - 11:00	6	272	0.010	6	272	0.039	6	272	0.049
11:00 - 12:00	6	272	0.020	6	272	0.034	6	272	0.054
12:00 - 13:00	6	272	0.027	6	272	0.028	6	272	0.055
13:00 - 14:00	6	272	0.024	6	272	0.036	6	272	0.060
14:00 - 15:00	6	272	0.028	6	272	0.032	6	272	0.060
15:00 - 16:00	6	272	0.035	6	272	0.022	6	272	0.057
16:00 - 17:00	6	272	0.064	6	272	0.012	6	272	0.076
17:00 - 18:00	6	272	0.053	6	272	0.020	6	272	0.073
18:00 - 19:00	6	272	0.039	6	272	0.013	6	272	0.052
19:00 - 20:00	6	272	0.018	6	272	0.008	6	272	0.026
20:00 - 21:00	6	272	0.017	6	272	0.003	6	272	0.020
21:00 - 22:00	1	168	0.018	1	168	0.000	1	168	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.394			0.765

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 16.23

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	272	0.006	6	272	0.050	6	272	0.056
08:00 - 09:00	6	272	0.017	6	272	0.105	6	272	0.122
09:00 - 10:00	6	272	0.029	6	272	0.100	6	272	0.129
10:00 - 11:00	6	272	0.029	6	272	0.072	6	272	0.101
11:00 - 12:00	6	272	0.055	6	272	0.073	6	272	0.128
12:00 - 13:00	6	272	0.054	6	272	0.062	6	272	0.116
13:00 - 14:00	6	272	0.064	6	272	0.077	6	272	0.141
14:00 - 15:00	6	272	0.066	6	272	0.067	6	272	0.133
15:00 - 16:00	6	272	0.081	6	272	0.069	6	272	0.150
16:00 - 17:00	6	272	0.119	6	272	0.040	6	272	0.159
17:00 - 18:00	6	272	0.092	6	272	0.062	6	272	0.154
18:00 - 19:00	6	272	0.092	6	272	0.055	6	272	0.147
19:00 - 20:00	6	272	0.053	6	272	0.031	6	272	0.084
20:00 - 21:00	6	272	0.045	6	272	0.026	6	272	0.071
21:00 - 22:00	1	168	0.089	1	168	0.024	1	168	0.113
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.891			0.913			1.804

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

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

Appendix E Lambeth-Style Parking Survey Area and Results

Transport Assessment

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024



Legend	
DY	Double Yellow Lines
SY	Single Yellow Lines
UN	Unclassified
PB	Parking Bay
PC	Pedestrian Crossing
BB	Bus Bay
DB	Disabled Bay
DK	Dropped Kerb

Manchester Parking
Parking Beat

Date
Wednesday 18 October 2023
Thursday 19 October 2023

		0030 (18/10/23)		0030 (19/10/23)	
Road Name	Capacity	Vehicles	Stress	Vehicles	Stress
Carmoor Road	26	5	19%	8	31%
Hathersage Road	29	10	34%	12	41%
Olney Street	14	4	29%	3	21%
Naburn Street	18	5	28%	7	39%
Welby Street	22	14	64%	17	77%
Denham Street	26	14	54%	13	50%
Eston Street	28	13	46%	15	54%
Richmond Grove	27	6	22%	4	15%
Bax Road	77	8	10%	11	14%
Victoria Point Car Park	17	6	35%	6	35%
Car Park (Bax Road)	21	5	24%	6	29%

TOTAL	305	90	30%	102	33%

Manchester Parking
Parking Beat

Date
Wednesday 18 October 2023
Thursday 19 October 2023

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING NORTHBOUND							
1	Carmoor Road	WS	DY	11			
2	Carmoor Road	WS	DY				
3	Carmoor Road	WS	UN	15.5	3		
4	Carmoor Road	WS	UN			x	x
5	Carmoor Road	WS	UN				
6	Carmoor Road	WS	DK	11			
7	Carmoor Road	WS	DK				
8	Carmoor Road	WS	UN	10	2		
9	Carmoor Road	WS	UN				
10	Carmoor Road	WS	DK	4			
11	Carmoor Road	WS	UN	4.5			x
12	Carmoor Road	WS	DK	16			
13	Carmoor Road	WS	DK				
14	Carmoor Road	WS	DK				
15	Carmoor Road	WS	UN	35.5	7		
16	Carmoor Road	WS	UN			x	x
17	Carmoor Road	WS	UN				x
18	Carmoor Road	WS	UN			x	x
19	Carmoor Road	WS	UN				x
20	Carmoor Road	WS	UN				
21	Carmoor Road	WS	UN				
CROSS OVER AND GO BACK SOUTHBOUND							
22	Carmoor Road	ES	UN	22.5	4		
23	Carmoor Road	ES	UN				
24	Carmoor Road	ES	UN				
25	Carmoor Road	ES	UN				
CROSS OVER AT CAR PARK ACCESS							
26	Carmoor Road	ES	UN	53.5	10		
27	Carmoor Road	ES	UN				
28	Carmoor Road	ES	UN			x	
29	Carmoor Road	ES	UN			x	x
30	Carmoor Road	ES	UN				
31	Carmoor Road	ES	UN				
32	Carmoor Road	ES	UN				
33	Carmoor Road	ES	UN				
34	Carmoor Road	ES	UN				x
35	Carmoor Road	ES	UN				
36	Carmoor Road	ES	DY	17			
37	Carmoor Road	ES	DY				
38	Carmoor Road	ES	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

Manchester Parking
Parking Beat

Date
Wednesday 18 October 2023
Thursday 19 October 2023

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH A34 UPPER BROOK STREET, LEFT SIDE HEADING EASTBOUND							
1	Hathersage Road	NS	DY	13.5			
2	Hathersage Road	NS	DY				
3	Hathersage Road	NS	PC	3			
4	Hathersage Road	NS	DY	20.5			
5	Hathersage Road	NS	DY				
6	Hathersage Road	NS	DY				
7	Hathersage Road	NS	DY				
8	Hathersage Road	NS	DK	6			
9	Hathersage Road	NS	UN	49.5	9		
10	Hathersage Road	NS	UN				
11	Hathersage Road	NS	UN				
12	Hathersage Road	NS	UN				
13	Hathersage Road	NS	UN				x
14	Hathersage Road	NS	UN				
15	Hathersage Road	NS	UN				
16	Hathersage Road	NS	UN				
17	Hathersage Road	NS	UN				
18	Hathersage Road	NS	DY	11			
19	Hathersage Road	NS	DY				
CROSS OVER AT CARMOOR ROAD							
20	Hathersage Road	NS	DY	4.5			
21	Hathersage Road	NS	SY	20.5			
22	Hathersage Road	NS	SY				
23	Hathersage Road	NS	SY				
24	Hathersage Road	NS	SY				
25	Hathersage Road	NS	DY	16			
26	Hathersage Road	NS	DY				
27	Hathersage Road	NS	DY				
CROSS OVER AT CENTRAL MANCHESTER DIALYSIS UNIT							
28	Hathersage Road	NS	DY	15.5			
29	Hathersage Road	NS	DY				
30	Hathersage Road	NS	DY				
31	Hathersage Road	NS	SY	35			
32	Hathersage Road	NS	SY				
33	Hathersage Road	NS	SY				
34	Hathersage Road	NS	SY				
35	Hathersage Road	NS	SY				
36	Hathersage Road	NS	SY				
37	Hathersage Road	NS	SY				
CROSS OVER AT BAX ROAD							
38	Hathersage Road	NS	SY	22.5			
39	Hathersage Road	NS	SY				
40	Hathersage Road	NS	SY				
41	Hathersage Road	NS	SY				
42	Hathersage Road	NS	BB	16			
43	Hathersage Road	NS	SY	16.5			
44	Hathersage Road	NS	SY				
45	Hathersage Road	NS	SY				
CROSS OVER AT LOCAL ACCESS							
46	Hathersage Road	NS	SY	39			
47	Hathersage Road	NS	SY				
48	Hathersage Road	NS	SY				
49	Hathersage Road	NS	SY				
50	Hathersage Road	NS	SY				
51	Hathersage Road	NS	SY				
52	Hathersage Road	NS	SY				
CROSS OVER AT HOME 2 SHARE							
53	Hathersage Road	NS	SY	28			
54	Hathersage Road	NS	SY				
55	Hathersage Road	NS	SY				
56	Hathersage Road	NS	SY				
57	Hathersage Road	NS	SY				
58	Hathersage Road	NS	DY	8			
CROSS OVER AT HOME 2 SHARE							
59	Hathersage Road	NS	DY				

60	Hathersage Road	NS	DY				
61	Hathersage Road	NS	DY	34.5			
62	Hathersage Road	NS	DY				
63	Hathersage Road	NS	DY				
64	Hathersage Road	NS	DY				
65	Hathersage Road	NS	UN				
66	Hathersage Road	NS	UN	17	3		
67	Hathersage Road	NS	UN				
CROSS OVER AT RICHMOND GROVE AND GO BACK WESTBOUND							
68	Hathersage Road	SS	DY	14			
69	Hathersage Road	SS	DY				
CROSS OVER AT RICHMOND GROVE							
70	Hathersage Road	SS	DY	11.5			
71	Hathersage Road	SS	DY				
CROSS OVER AT ESTON STREET							
72	Hathersage Road	SS	DY	7			
73	Hathersage Road	SS	UN				
74	Hathersage Road	SS	UN	19.5	3	x	x
75	Hathersage Road	SS	UN			x	x
76	Hathersage Road	SS	DY	7			
CROSS OVER AT DENHAM STREET							
77	Hathersage Road	SS	DY	6			
78	Hathersage Road	SS	UN				
79	Hathersage Road	SS	UN	21	4	x	x
80	Hathersage Road	SS	UN				x
81	Hathersage Road	SS	UN				
82	Hathersage Road	SS	DY	5.5			
CROSS OVER AT WELBY STREET							
83	Hathersage Road	SS	DY	6.5			
84	Hathersage Road	SS	UN	4		x	
85	Hathersage Road	SS	DK	5			
86	Hathersage Road	SS	UN	5	1		
87	Hathersage Road	SS	DY	7.5			
CROSS OVER AT NABURN STREET							
88	Hathersage Road	SS	DY	6			
89	Hathersage Road	SS	DK	14			
90	Hathersage Road	SS	DK				
91	Hathersage Road	SS	DY	8			
CROSS OVER AT OLNEY STREET							
92	Hathersage Road	SS	DY	13.5			
93	Hathersage Road	SS	DY				
CROSS OVER AT TATTON HOUSE ACCESS							
94	Hathersage Road	SS	UN				
95	Hathersage Road	SS	UN				
96	Hathersage Road	SS	UN			x	x
97	Hathersage Road	SS	UN				x
98	Hathersage Road	SS	UN	45.5	9	x	x
99	Hathersage Road	SS	UN			x	x
100	Hathersage Road	SS	UN			x	x
101	Hathersage Road	SS	UN			x	x
102	Hathersage Road	SS	UN			x	x
103	Hathersage Road	SS	DY				
104	Hathersage Road	SS	DY				
105	Hathersage Road	SS	DY				
106	Hathersage Road	SS	DY				
107	Hathersage Road	SS	DY				
108	Hathersage Road	SS	DY				
109	Hathersage Road	SS	DY	66			
110	Hathersage Road	SS	DY				
111	Hathersage Road	SS	DY				
112	Hathersage Road	SS	DY				
113	Hathersage Road	SS	DY				
114	Hathersage Road	SS	DY				
115	Hathersage Road	SS	DY				
CROSS OVER AT CONISTON HALL PARK ACCESS							
116	Hathersage Road	SS	DY				
117	Hathersage Road	SS	DY				
118	Hathersage Road	SS	DY				
119	Hathersage Road	SS	DY				
120	Hathersage Road	SS	DY	43.5			
121	Hathersage Road	SS	DY				
122	Hathersage Road	SS	DY				
123	Hathersage Road	SS	DY				
124	Hathersage Road	SS	PC	3			

125	Hathersage Road	SS	DY	10			
126	Hathersage Road	SS	DY				
END AT JUNCTION WITH A34 UPPER BROOK STREET							

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Thursday 19 October 2023

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Olney Street	ES	DY				
2	Olney Street	ES	DY				
3	Olney Street	ES	DY	27			
4	Olney Street	ES	DY				
5	Olney Street	ES	DY				
6	Olney Street	ES	UN				
7	Olney Street	ES	UN			x	x
8	Olney Street	ES	UN				
9	Olney Street	ES	UN	38.5	7		
10	Olney Street	ES	UN			x	x
11	Olney Street	ES	UN				
12	Olney Street	ES	UN				
13	Olney Street	ES	DY	8			
CROSS OVER AND GO BACK NORTHBOUND							
14	Olney Street	WS	DY	8			
15	Olney Street	WS	UN				
16	Olney Street	WS	UN				
17	Olney Street	WS	UN				
18	Olney Street	WS	UN	37	7	x	
19	Olney Street	WS	UN				
20	Olney Street	WS	UN				
21	Olney Street	WS	UN			x	x
22	Olney Street	WS	DY				
23	Olney Street	WS	DY				
24	Olney Street	WS	DY	28			
25	Olney Street	WS	DY				
26	Olney Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Naburn Street	ES	DY				
2	Naburn Street	ES	DY				
3	Naburn Street	ES	DY	28			
4	Naburn Street	ES	DY				
5	Naburn Street	ES	DY				
6	Naburn Street	ES	UN				
7	Naburn Street	ES	UN				
8	Naburn Street	ES	UN				x
9	Naburn Street	ES	UN			x	x
10	Naburn Street	ES	UN	46	9		
11	Naburn Street	ES	UN				
12	Naburn Street	ES	UN				
13	Naburn Street	ES	UN			x	x
14	Naburn Street	ES	UN				
15	Naburn Street	ES	DY	4			
16	Naburn Street	ES	UN	4			
CROSS OVER AND GO BACK NORTHBOUND							
17	Naburn Street	WS	DY	10			
18	Naburn Street	WS	DY				
19	Naburn Street	WS	UN				
20	Naburn Street	WS	UN			x	
21	Naburn Street	WS	UN				x
22	Naburn Street	WS	UN				
23	Naburn Street	WS	UN	45.5	9	x	x
24	Naburn Street	WS	UN				x
25	Naburn Street	WS	UN				x
26	Naburn Street	WS	UN				
27	Naburn Street	WS	UN			x	
28	Naburn Street	WS	DY				
29	Naburn Street	WS	DY				
30	Naburn Street	WS	DY	28.5			
31	Naburn Street	WS	DY				
32	Naburn Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Welby Street	ES	DY	28.5			
2	Welby Street	ES	DY				
3	Welby Street	ES	DY				
4	Welby Street	ES	DY				
5	Welby Street	ES	DY				
6	Welby Street	ES	UN	56	11	x	x
7	Welby Street	ES	UN			x	x
8	Welby Street	ES	UN			x	x
9	Welby Street	ES	UN				x
10	Welby Street	ES	UN			x	x
11	Welby Street	ES	UN			x	x
12	Welby Street	ES	UN				x
13	Welby Street	ES	UN			x	x
14	Welby Street	ES	UN			x	x
15	Welby Street	ES	UN			x	x
16	Welby Street	ES	UN				x
17	Welby Street	ES	DY	6.5			
CROSS OVER AND GO BACK NORTHBOUND							
18	Welby Street	WS	DY	5			
19	Welby Street	WS	UN	29.5	5		
20	Welby Street	WS	UN				x
21	Welby Street	WS	UN			x	x
22	Welby Street	WS	UN			x	x
23	Welby Street	WS	UN				
24	Welby Street	WS	DB	6.5	1		
25	Welby Street	WS	UN	19.5	3	x	
26	Welby Street	WS	UN			x	x
27	Welby Street	WS	UN				
28	Welby Street	WS	DY	5			
29	Welby Street	WS	UN	11.5	2	x	x
30	Welby Street	WS	UN			x	x
31	Welby Street	WS	DY	12			
32	Welby Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Denham Street	ES	DY				
2	Denham Street	ES	DY				
3	Denham Street	ES	DY	28.5			
4	Denham Street	ES	DY				
5	Denham Street	ES	DY				
6	Denham Street	ES	UN			x	x
7	Denham Street	ES	UN			x	x
8	Denham Street	ES	UN			x	x
9	Denham Street	ES	UN				
10	Denham Street	ES	UN			x	x
11	Denham Street	ES	UN			x	x
12	Denham Street	ES	UN	67	13		
13	Denham Street	ES	UN			x	
14	Denham Street	ES	UN				
15	Denham Street	ES	UN				
17	Denham Street	ES	UN				x
18	Denham Street	ES	UN				
19	Denham Street	ES	UN				x
20	Denham Street	ES	DY	5			
CROSS OVER AND GO BACK NORTHBOUND							
21	Denham Street	WS	DY	7			
22	Denham Street	WS	UN	13	2	x	
23	Denham Street	WS	UN				
24	Denham Street	WS	DB	4.5			
25	Denham Street	WS	UN				
26	Denham Street	WS	UN			x	x
27	Denham Street	WS	UN			x	
28	Denham Street	WS	UN			x	
29	Denham Street	WS	UN	45.5	9	x	x
30	Denham Street	WS	UN			x	x
31	Denham Street	WS	UN				x
32	Denham Street	WS	UN			x	
33	Denham Street	WS	UN			x	x
34	Denham Street	WS	DB	5.5	1		
35	Denham Street	WS	DY	9			
36	Denham Street	WS	UN	8	1		x
37	Denham Street	WS	DY	12			
38	Denham Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Eston Street	ES	DY	27			
2	Eston Street	ES	DY				
3	Eston Street	ES	DY				
4	Eston Street	ES	DY				
5	Eston Street	ES	DY				
6	Eston Street	ES	UN	69	13	x	x
7	Eston Street	ES	UN			x	x
8	Eston Street	ES	UN			x	x
9	Eston Street	ES	UN				
10	Eston Street	ES	UN				
11	Eston Street	ES	UN				x
12	Eston Street	ES	UN			x	
13	Eston Street	ES	UN				
14	Eston Street	ES	UN			x	x
15	Eston Street	ES	UN			x	x
16	Eston Street	ES	UN				
17	Eston Street	ES	UN			x	x
18	Eston Street	ES	UN				
CROSS OVER AND GO BACK NORTHBOUND							
19	Eston Street	WS	DB	6.5	1		
20	Eston Street	WS	UN	60.5	12		x
21	Eston Street	WS	UN				
22	Eston Street	WS	UN				
23	Eston Street	WS	UN			x	x
24	Eston Street	WS	UN			x	x
25	Eston Street	WS	UN			x	x
26	Eston Street	WS	UN				
27	Eston Street	WS	UN				
28	Eston Street	WS	UN			x	x
29	Eston Street	WS	UN				x
30	Eston Street	WS	UN			x	x
31	Eston Street	WS	UN			x	x
32	Eston Street	WS	DK	4.5			
33	Eston Street	WS	UN	12	2		
34	Eston Street	WS	UN				
35	Eston Street	WS	DY	12			
36	Eston Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING EASTBOUND							
1	Richmond Grove	NS	DY	11.5			
2	Richmond Grove	NS	DY				
3	Richmond Grove	NS	DK	6.5			
4	Richmond Grove	NS	UN	43	8		x
5	Richmond Grove	NS	UN			x	x
6	Richmond Grove	NS	UN			x	x
7	Richmond Grove	NS	UN			x	
8	Richmond Grove	NS	UN				
9	Richmond Grove	NS	UN				
10	Richmond Grove	NS	UN				
11	Richmond Grove	NS	UN				
12	Richmond Grove	NS	DK	4.5			
CROSS OVER AND GO WESTBOUND							
13	Richmond Grove	SS	UN	5	1		
14	Richmond Grove	SS	DK	4.5			
15	Richmond Grove	SS	UN	10	2		
16	Richmond Grove	SS	UN				
17	Richmond Grove	SS	DK	14.5			
18	Richmond Grove	SS	DK				
19	Richmond Grove	SS	UN	18	3		
20	Richmond Grove	SS	UN				
21	Richmond Grove	SS	UN				
22	Richmond Grove	SS	DY	14.5			
23	Richmond Grove	SS	DY				
CROSS OVER AND GO BACK EASTBOUND							
24	Richmond Grove	NS	DY	13			
25	Richmond Grove	NS	DY				
26	Richmond Grove	NS	UN	33	6		
27	Richmond Grove	NS	UN			x	
28	Richmond Grove	NS	UN			x	
29	Richmond Grove	NS	UN			x	
30	Richmond Grove	NS	UN				x
31	Richmond Grove	NS	UN				
32	Richmond Grove	NS	DY	2.5			
GO WESTBOUND							
33	Richmond Grove	SS	UN	35.5	7		
34	Richmond Grove	SS	UN				
35	Richmond Grove	SS	UN				
36	Richmond Grove	SS	UN				
37	Richmond Grove	SS	UN				
38	Richmond Grove	SS	UN				
39	Richmond Grove	SS	UN				
40	Richmond Grove	SS	DY	10.5			
41	Richmond Grove	SS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING NORTHBOUND							
1	Bax Road	WS	SY	4			
2	Bax Road	WS	UN	32	6		
3	Bax Road	WS	UN				
4	Bax Road	WS	UN				
5	Bax Road	WS	UN				
6	Bax Road	WS	UN				
7	Bax Road	WS	UN				
CROSS OVER AT VICTORIA POINT CAR PARK							
8	Bax Road	WS	UN	5	1		
9	Bax Road	WS	DK	3.5			
10	Bax Road	WS	UN	45.5	9		
11	Bax Road	WS	UN				
12	Bax Road	WS	UN				
13	Bax Road	WS	UN				
14	Bax Road	WS	UN				
15	Bax Road	WS	UN				
16	Bax Road	WS	UN				
17	Bax Road	WS	UN				
18	Bax Road	WS	UN				
CROSS OVER AT CAR PARK ACCESS AND GO EASTBOUND							
19	Bax Road	NS	PB	28.5	11		
20	Bax Road	NS	PB			x	x
21	Bax Road	NS	PB				
22	Bax Road	NS	PB			x	x
23	Bax Road	NS	PB				
24	Bax Road	NS	PB				
25	Bax Road	NS	PB			x	x
26	Bax Road	NS	PB				
27	Bax Road	NS	PB				
28	Bax Road	NS	PB				x
29	Bax Road	NS	PB				
CROSS OVER AT VICTORIA POINT BLOCK 2							
30	Bax Road	NS	PB	30	11		
31	Bax Road	NS	PB				
32	Bax Road	NS	PB				x
33	Bax Road	NS	PB			x	
34	Bax Road	NS	PB				
35	Bax Road	NS	PB				
36	Bax Road	NS	PB				
37	Bax Road	NS	PB			x	
38	Bax Road	NS	PB				x
39	Bax Road	NS	PB				
40	Bax Road	NS	PB				
CROSS OVER AT LOCAL ACCESS AND GO SOUTHBOUND							
41	Bax Road	ES	PB	9.5	4	x	x
42	Bax Road	ES	PB			x	x
43	Bax Road	ES	PB				x
44	Bax Road	ES	PB				
CROSS OVER AND GO BACK NORTHBOUND							
45	Bax Road	WS	UN	8	1		
GO WESTBOUND							
46	Bax Road	SS	UN	56	11		
47	Bax Road	SS	UN				
48	Bax Road	SS	UN				
49	Bax Road	SS	UN				
50	Bax Road	SS	UN				
51	Bax Road	SS	UN				x
52	Bax Road	SS	UN				
53	Bax Road	SS	UN				
54	Bax Road	SS	UN				
55	Bax Road	SS	UN				
56	Bax Road	SS	UN				
GO SOUTHBOUND							
57	Bax Road	ES	UN	22	4		
58	Bax Road	ES	UN				

59	Bax Road	ES	UN	22	4		
60	Bax Road	ES	UN				
CROSS OVER AT VICTORIA BATHS CAR PARK							
61	Bax Road	ES	UN	7.5	1		
62	Bax Road	ES	PB	89.5	15		
63	Bax Road	ES	PB				
64	Bax Road	ES	PB				
65	Bax Road	ES	PB				
66	Bax Road	ES	PB				
67	Bax Road	ES	PB				
68	Bax Road	ES	PB				
69	Bax Road	ES	PB				
70	Bax Road	ES	PB				
71	Bax Road	ES	PB				
72	Bax Road	ES	PB				
73	Bax Road	ES	PB			x	x
74	Bax Road	ES	PB				
75	Bax Road	ES	PB				
76	Bax Road	ES	PB				
77	Bax Road	ES	DB	18	1		
78	Bax Road	ES	UN	12	2		
79	Bax Road	ES	UN				
80	Bax Road	ES	SY	3.5			
END AT JUNCTION WITH A416 AMERSHAM ROAD							

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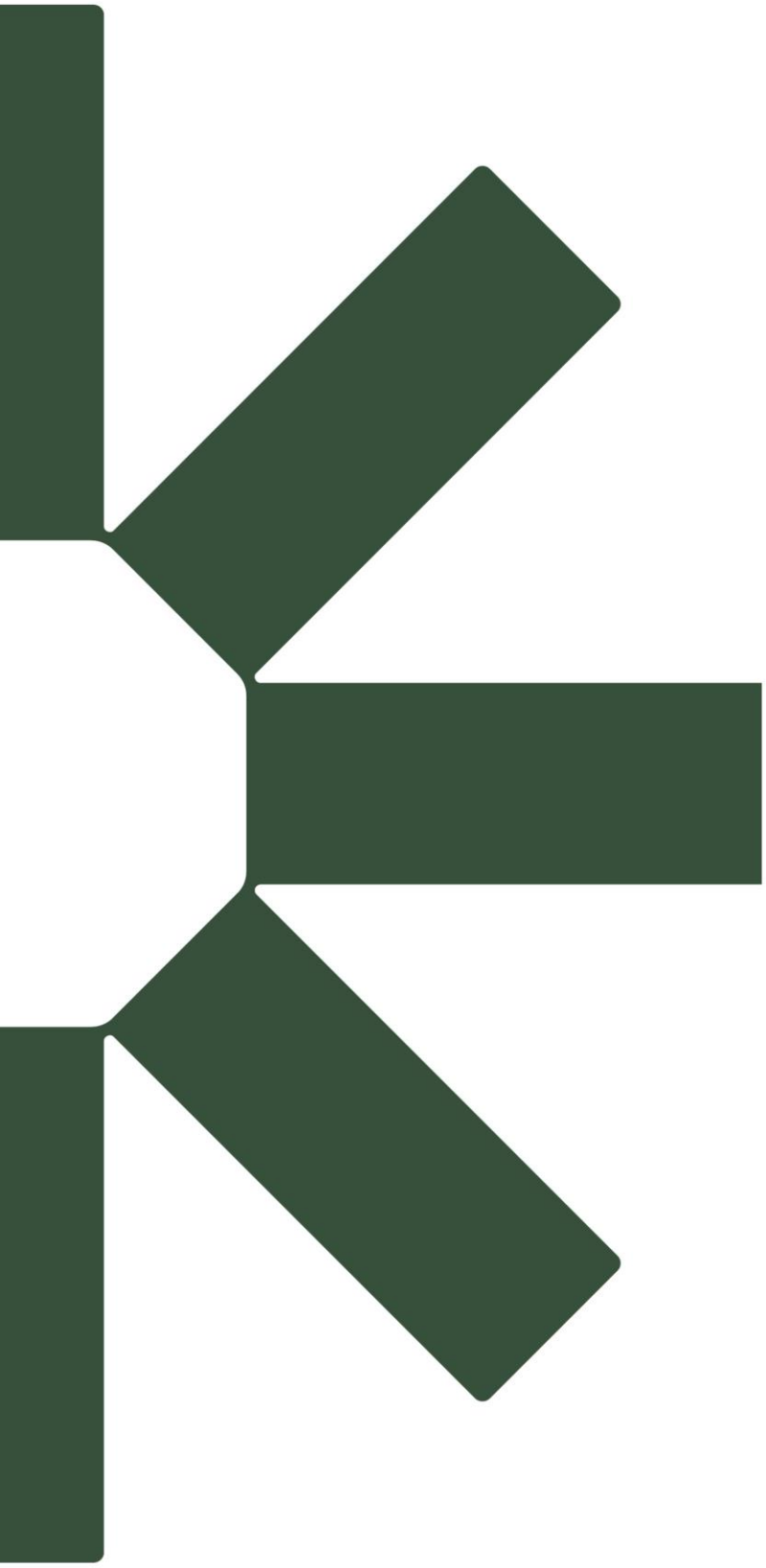
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S.No.	Road Name	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
SECTION A						
1	Victoria Point Car Park	PB	28.5	4		
2	Victoria Point Car Park	PB				
3	Victoria Point Car Park	PB				
4	Victoria Point Car Park	PB				
SECTION B						
5	Victoria Point Car Park	PB	17	1		
SECTION C						
6	Victoria Point Car Park	PB	68.5	12	x	x
7	Victoria Point Car Park	PB			x	x
8	Victoria Point Car Park	PB			x	x
9	Victoria Point Car Park	PB			x	x
10	Victoria Point Car Park	PB			x	x
11	Victoria Point Car Park	PB			x	x
12	Victoria Point Car Park	PB				
13	Victoria Point Car Park	PB				
14	Victoria Point Car Park	PB				
15	Victoria Point Car Park	PB				
16	Victoria Point Car Park	PB				
17	Victoria Point Car Park	PB				

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S.No.	Road Name	Feature	Length	Capacity	0030 (18/10/23)	0030 (19/10/23)
SECTION A						
1	Car Park (Bax Road)	PB	67	11		
2	Car Park (Bax Road)	PB				
3	Car Park (Bax Road)	PB				
4	Car Park (Bax Road)	PB				
5	Car Park (Bax Road)	PB				
6	Car Park (Bax Road)	PB				
7	Car Park (Bax Road)	PB				
8	Car Park (Bax Road)	PB				
9	Car Park (Bax Road)	PB				
10	Car Park (Bax Road)	PB				
11	Car Park (Bax Road)	PB				
SECTION B						
12	Car Park (Bax Road)	PB	68.5	10		
13	Car Park (Bax Road)	PB				x
14	Car Park (Bax Road)	PB			x	
15	Car Park (Bax Road)	PB				
16	Car Park (Bax Road)	PB			x	x
17	Car Park (Bax Road)	PB				x
18	Car Park (Bax Road)	PB			x	x
19	Car Park (Bax Road)	PB			x	x
20	Car Park (Bax Road)	PB			x	x
21	Car Park (Bax Road)	PB				



Making Sustainability Happen