

Proposed Residential and Retail Development
Old Mill Street, Manchester

November 2023

TRANSPORT STATEMENT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Urban Splash to advise on the traffic and transport issues relating to a planning application for the redevelopment of land off Old Mill Street in Manchester for the following;

“Full planning application for a residential-led development to provide 40 no. (Use Class C3) and ground floor commercial space (Use Class E), together with landscaping, parking, cycle parking, supporting infrastructure and associated works.”

1.1.2 Old Mill Street is located 1.5km from the centre of Manchester City Centre The location of the application site is shown within **Plan 1**.

1.1.3 It is proposed to develop the site for a residential and retail development comprising 40 apartments and two retail/amenity units with total floor areas of 86 sqm each.

1.1.4 This Transport Statement has been prepared to consider the proposed development in transport and highways terms in order to provide the necessary reassurance to the local highway authority that the proposals will not have a severe residual transport impact.

1.1.5 Following this Introduction, Section 2 discusses the development site and Section 3 considers the accessibility of the site by non-car modes.

1.1.6 Section 4 discusses the traffic impact assessment whilst Section 5 reviews the proposed servicing access of the application site. Section 6 contains the Report's conclusions.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1** The development site is located on the edge of the designated Manchester City Centre boundary. The location of the site is shown on **Plan 1**.
- 2.1.2** The Site is part of the wider New Islington development area. The application site is currently undeveloped. The site was previously occupied by employment users, but these uses have now ceased operation and the site is currently vacant.
- 2.1.3** The site is bounded by Lampwick Lane to the west and to the east lies residential properties located down Piercy Street. Old Mill Street lies to the north, and to the south by commercial buildings.
- 2.1.4** The surrounding area is largely residential, with commercial/industrial buildings located along the southern bank of the Ashton Canal.
- 2.1.5** The site is accessible to a range of services and amenities (examined further in Section 3 of this report).

2.2 Existing Highway Network

- 2.2.1** The development is accessed from Old Mill Street via Lampwick Lane.
- 2.2.2** Piercy Street is an approximately 4.2 metre wide single-lane carriageway running northwest to south east for approximately 70 metres from the priority-controlled junction with Old Mill Street.
- 2.2.3** Old Mill Street is an approximately 6.2 metre-wide single carriageway running northeast to southwest for approximately 630 metres from the between the signalised crossroads with the A665 Merrill Street and Store Street and signalised crossroads with Bradford Road and Beswick Street.

- 2.2.4 To the northeast of the site, Old Mill Street/Bradford Road connects with the A6010 Alan Turning Way intermediate orbital route to the northeast of the application site and the A665 inner ring road to the southwest of the application site.
- 2.2.5 To the south of the site, Lampwick Lane connects with an access path to Ashton Canal Tow Path. The 2.2 metre wide Ashton Canal Tow Path runs in a northeast to southwest direction and provides access to New Islington Metrolink stop along with numerous amenities along New Islington Marina.
- 2.2.6 Footways measuring approximately 1.8 metres in width are provided along both sides of Lampwick Lane.
- 2.2.7 Footways with widths of at least 2.2 metres are located on either side of Old Mill Street for its entirety. They link with the extensive pedestrian infrastructure located within the New Islington area.
- 2.2.8 A number of off-road pedestrian/cycle routes are also available alongside and across the Rochdale and Ashton Canals and New Islington canal basin, providing pedestrian/cycle connections between the application site and surrounding areas including Ancoats, Manchester City Centre (Northern Quarter) and Albion Works areas.
- 2.2.9 A 20mph speed limit is in operation along Old Mill Street, Carruthers Street and Piercy Street. A 30-mph speed limit is in operation along the A665 Great Ancoats Street.
- 2.2.10 A 7.5 tonne weight limit except for loading, Prohibition of Driving order is in operation along Old Mill Street. Along with a no waiting at any time along Carruthers Street, Beswick Street and Pollard Street.

2.3 Development Proposals

- 2.3.1** The application proposals are for residential development of 40 residential apartments, comprising of 20 x 1 bedroom studios and 20 x 2 bedroom apartments. In addition, on the ground floor of the unit, it is proposed to provide amenity unit with a gross floor area of 86 sqm and a retail/leisure unit (use Class E) with gross floor area of 86 sqm.
- 2.3.2** The proposed site layout is shown in **Plan 2**.
- 2.3.3** As part of the proposals a total of 5 parking spaces including 1 mobility impaired space will be provided at the rear of the building. These spaces will be residents on the proposed development only.
- 2.3.4** The car parking allocation for this development is considered appropriate by the applicants based on their experience of providing residential development in the New Islington area which is in a sustainable location and is sufficient to cater for the likely demand at the site.
- 2.3.5** Furthermore, data obtained from the 2021 Census can be analysed to assess levels of car ownership in the area, and comparisons can be drawn with neighbouring areas. This data can then be used to estimate the likely level of parking needed for the proposed development site.
- 2.3.6** The data is provided along with car availability levels for the Manchester 013 Middle Super Output Area (MSOA) which this site is located in, as well for the Borough, Region and Country in **Table 2.1** below:

Cars	013 MCR %	Greater MCR %	North West %	England %
No Cars or Vans in Household	50.6	39.0	24.7	23.5
1 Car or Van in Household	41.5	43.0	42.2	41.3
2 Cars or Van in Household	7.0	14.7	25.5	26.1
3 Cars or Vans in Household	1.0	3.3	7.6	9.1

Table 2.1 – 2021 NTS Car Ownership per Household

2.3.7 As can be seen in Table 2.1, 50.6% of households in the 013 MSOA ward do not have access to a vehicle, which is substantially higher than the Borough, Region and National averages. In addition, the proportion of households with more than one car is lower. This data therefore reveals that this area has a distinctly low number of vehicles per household.

2.3.8 Given the level of vehicle ownership per household plus the proximity of the development to public transport connections and Manchester city centre. This proposed level of car parking provision will be sufficient for the proposed development.

2.4 Pedestrian Access

2.4.1 Pedestrian access into the site will be provided from Old Mill Street at the front of the building, whilst an additional access is provided from the car parking at the rear of the building. These link with the existing facilities located on the surrounding highway network.

2.5 Cycle Parking

2.5.1 As part of the proposals a secure cycle parking provision for up to 48 bicycles will be provided on the ground floor of the building.

2.6 Deliveries/Service

- 2.6.1** The refuse collection and servicing will take place on the Lampwick Lane carriageway as it does for the existing properties in the vicinity of the application site.

2.7 Baseline Transport Data

- 2.7.1** As previously stated, the site is currently vacant, which does not generate weekday peak hour traffic flows, however, the former employment use will have historically generated some levels of traffic.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

3.1.3 One of the core principles of the NPPF is to *‘actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.’*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus;
- access by rail.
- access by Metrolink.

3.2 Access on Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2 Existing footways are provided along Lampwick Lane, Old Mill Street and Ashton Canal Tow Path. These link to the wider pedestrian network.
- 3.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*

3.2.7 **Table 3.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.8 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances

- 3.2.10** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 3.2.11** Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 3.2.12** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.13** In light of the above, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 3.2.14** The 2,000-metre pedestrian catchment illustrates that most of New Islington, including the primary shopping area in Manchester city centre, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 3.2.15** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Table 3.5** below:

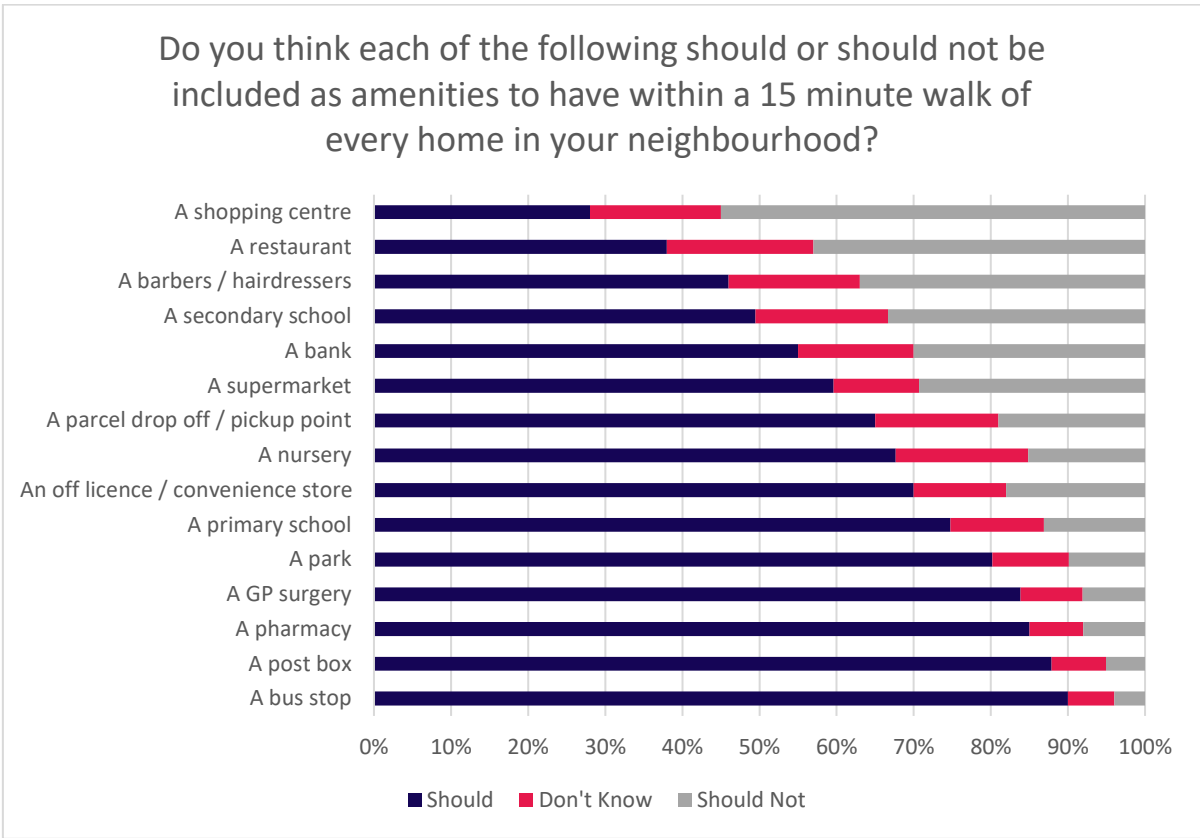


Table 3.5 YouGov Poll Results (Source YouGov)

- 3.2.16 Table 3.5 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 3.2.17 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 3.2.18 As can be seen in **Plan 3**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

3.2.19 **Table 3.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
K's Chemist	165m	1,600m	YES
New Islington Green	220m	1,600m	YES
Cotton Field Park	305m	1,600m	YES
Pollen Bakery	355m	1,600m	YES
Kodiak Barbell Club	485m	1,600m	YES
Co-op Academy New Islington	495m	3,200m	YES
Londis	500m	1,600m	YES
ALDI	615m	1,600m	YES
Proper Gym	650m	1,600m	YES
Rudy's Pizza	905m	1,600m	YES

Table 3.5 Distance from Site to Local Facilities

3.2.20 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

- 3.3.1** An alternative mode of travel to the site could be achieved by bicycle.
- 3.3.2** A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester, Salford, Fallowfield, Longsight, Ancoats, Crumpsall and Failsworth.
- 3.3.3** National Cycle Route 66 starts at Piccadilly station to the southwest of the site. From here it runs northeast to Failsworth via Bradford and Newton Heath. It is both an on and off-road cycle route and is located just outside the site.
- 3.3.4** National Cycle Route 60 starts in Clayton to the southeast and runs south to North Reddish via Gorton. It is an on-road cycle route and is located approximately 1.9km from the centre of the site.
- 3.3.5** National Cycle Route 6 is located in Lower Broughton, northwest of the site. From here it runs south towards the centre of Manchester then further south via Hulme and Moss Side. In Chorlton it goes east via Fallowfield and Levenshulme. This route is both a on and off-road cycle route and is located approximately 1.8km from the centre of the site.

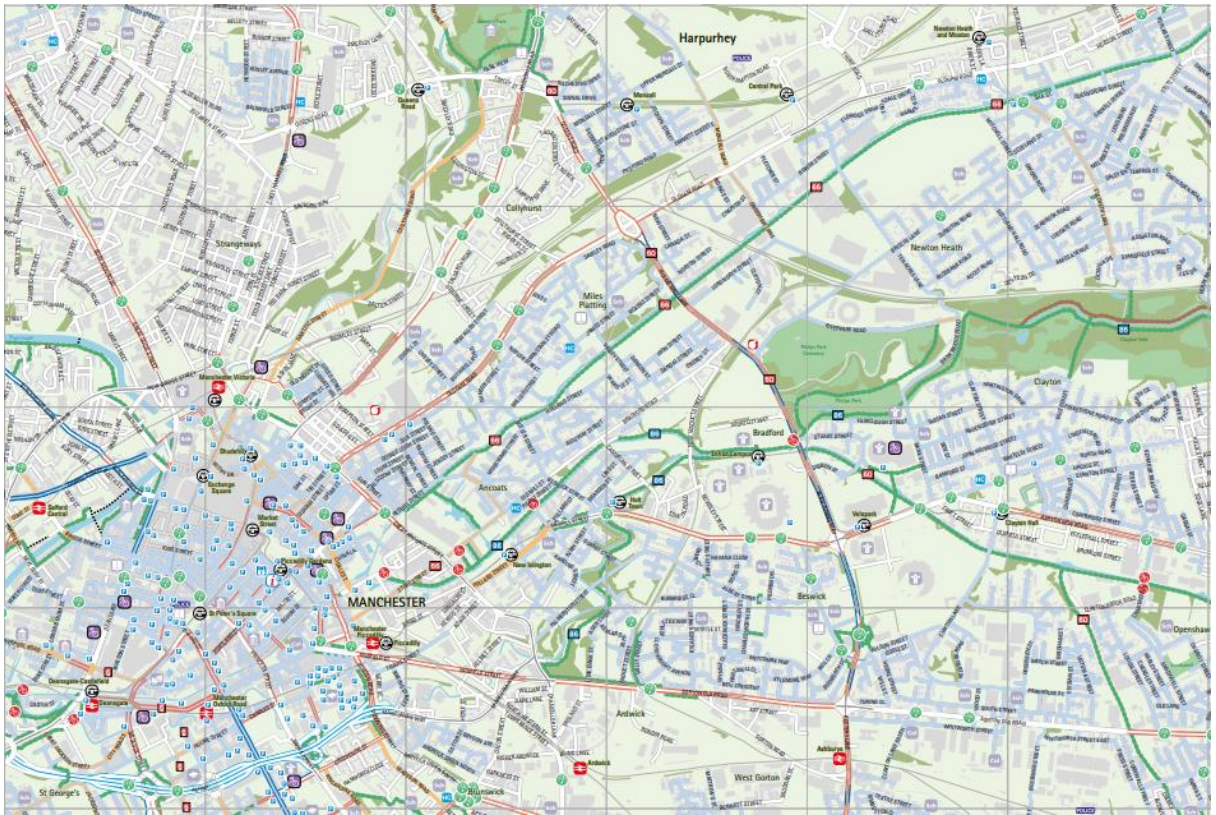


Figure 3.1- TFGM Cycle Map

3.3.6 Above is a map taken from TFGM (Transport for Greater Manchester) - [22-0348 MANCHESTER 8 Cycle map leaflet 48pp A1 Oct-2022 PROOF.pdf \(ctfassets.net\)](#). This Map shows that within the vicinity of the site the cycle routes, parking and bike hire hubs around the site and in the centre of Manchester.

3.3.7 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located around 208 metres to the northeast of the site. This stop consists of a bus stop pole and provides access to bus the number 216 service. Around 405 metres to the southwest of the site along Great Ancoats Street a stop consisting of a bus stop pole and timetable provides service 230 and 231. All the nearest bus stops to the site are shown on **Plan 3**.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.6** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
216	Manchester – Ashton	16 services	10 mins	20 services	-	-	-	20 mins
230	Ashton/Littlemoss - Manchester	1 service	30 mins	8 services	-	30 mins	8 Services	-
231	Manchester - Ashton via Littlemoss	9 services	10 mins	6 services	1 service	30 mins	5 services	-

Table 3.6 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 As can be seen from **Table 3.6**, the nearest bus stops to the site provides various services throughout the day to destinations such as Ashton-under-Lyne and Droylsden.

3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 5:00am to around 00:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 However, numerous other bus services which provide direct access to destinations in Greater Manchester and further afield, are also available further away from the application site at Piccadilly Gardens bus station which is approximately 1.4 kilometres away (18-minute walk). Manchester Piccadilly Gardens is also accessible via Metrolink tram services at the New Islington and Holt Town stops, located near the application site, making travel by bus an alternative to travelling by car for commuting trips.

3.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.7** below.

Destination	Duration
Ashton-under-Lyne	25 mins
Droylsden	13 mins
Manchester Piccadilly Gardens	6 mins

Table 3.7 Example Bus Journey Times from the Site

3.4.8 The above table demonstrates that Ashton-under-Lyne is just a 25-minute bus journey from the site and Droylsden is just a 13-minute bus journey.

3.4.9 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Rail

3.5.1 The nearest train station located to the site is Manchester Piccadilly which is located 1.1km to the southwest. This train station can be accessed by a 14-minute walk of a 4-minute cycle. This station has 228 cycle parking spaces. This train station is managed by Network Rail and has 14 platforms, offering 30 services per hour to destinations such as London and Chester.

3.5.2 A summary of the services calling at Manchester Piccadilly include:

- **Northern trains** local services to Alderley Edge, Barrow-in Furness, Blackpool, Chester, Crewe, Dinting, Glossop, Liverpool, Manchester Airport, Marple, Stockport, Sheffield and Wigan;
- **Transpennine trains**– regional/national services to Carlisle, Cleethorpes, Doncaster, Edinburgh, Glasgow, Leeds, Scarborough, Sheffield, and York;
- **East Midlands Trains** - regional/national services to Liverpool, Nottingham, Norwich and Sheffield;
- **Cross Country trains** - Long distance services to Birmingham, Bristol, Bournemouth and Paignton; and
- **Avanti Trains** - Long distance services to Birmingham and London.

3.5.3 Manchester Oxford Road, Manchester Victoria and Ardwick train station are all located within the 2km pedestrian catchment.

3.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Access by Metrolink

3.6.1 New Islington Metrolink stop is the closest tram stop to the site and can be accessed via a 3-minute walk. This stop provides trams to Ashton-under-Lyne, Media City and Eccles with trams running every 12-minutes from 06:00am to 00:00.

3.6.2 Manchester Piccadilly tram stop is located within the train station. It can therefore be accessed via a 14-minute walk or a 4-minute cycle. Trams from Piccadilly station provide access to Altrincham and Bury, running every 12-minutes.

3.6.3 It is therefore concluded that the proposed development site is accessible by Metrolink.

3.7 Accessibility Summary

3.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.7.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Manchester city centre.
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on Great Ancoats Street and Carruthers Street, travelling to destinations such as Ashton-under-Lyne and Droylsden, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via rail with Manchester Piccadilly, Manchester Victoria, Manchester Oxford Road and Ardwick all located within the 2km pedestrian catchment.

3.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 As previously stated, the development proposals will provide 40 apartments and two retail/amenity units, each with gross floor 86 sqm.

Proposed Residential Development

4.2.2 In order to establish the vehicular trip rates for the proposed residential use reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Flats Privately Owned
- Range between 6 and 100 dwellings;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

4.2.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 4.1**, below, with the TRICS output being provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.047	0.218	1	3
	PM Peak Hour	0.159	0.082	2	1

Table 4.1 - Proposed Development Trip Rates and Trips

4.2.4 As can be seen from the above table, the proposed development is predicted to result in 4 two-way vehicular trips during the weekday AM peak and 3 two-way trips during the weekday PM peak period.

4.2.5 As demonstrated, the proposals will result in a minimal increase in trips on the network. The likely impact would be around an additional vehicle every fifteen to twenty minutes during the morning peak and every twelve minutes during the evening peak hour periods.

Proposed Retail/Amenity Element

4.2.6 Given the proposed land-uses and sites sustainable location, the vast majority if not all customers/visitors will be linked to other uses in the vicinity of the site. Therefore, the traffic generation and traffic impact on the local highway network will be negligible. In addition, no car parking will be provided for these land uses.

4.2.7 Based on this, no further consideration of this element of the development proposals has been undertaken as part of this traffic impact.

5 CONCLUSIONS

5.1.1 Eddisons have been instructed by Urban Splash to advise on the traffic and transport issues relating to a planning application for a residential development and retail development on land at Old Mill Street in the New Islington area of Manchester.

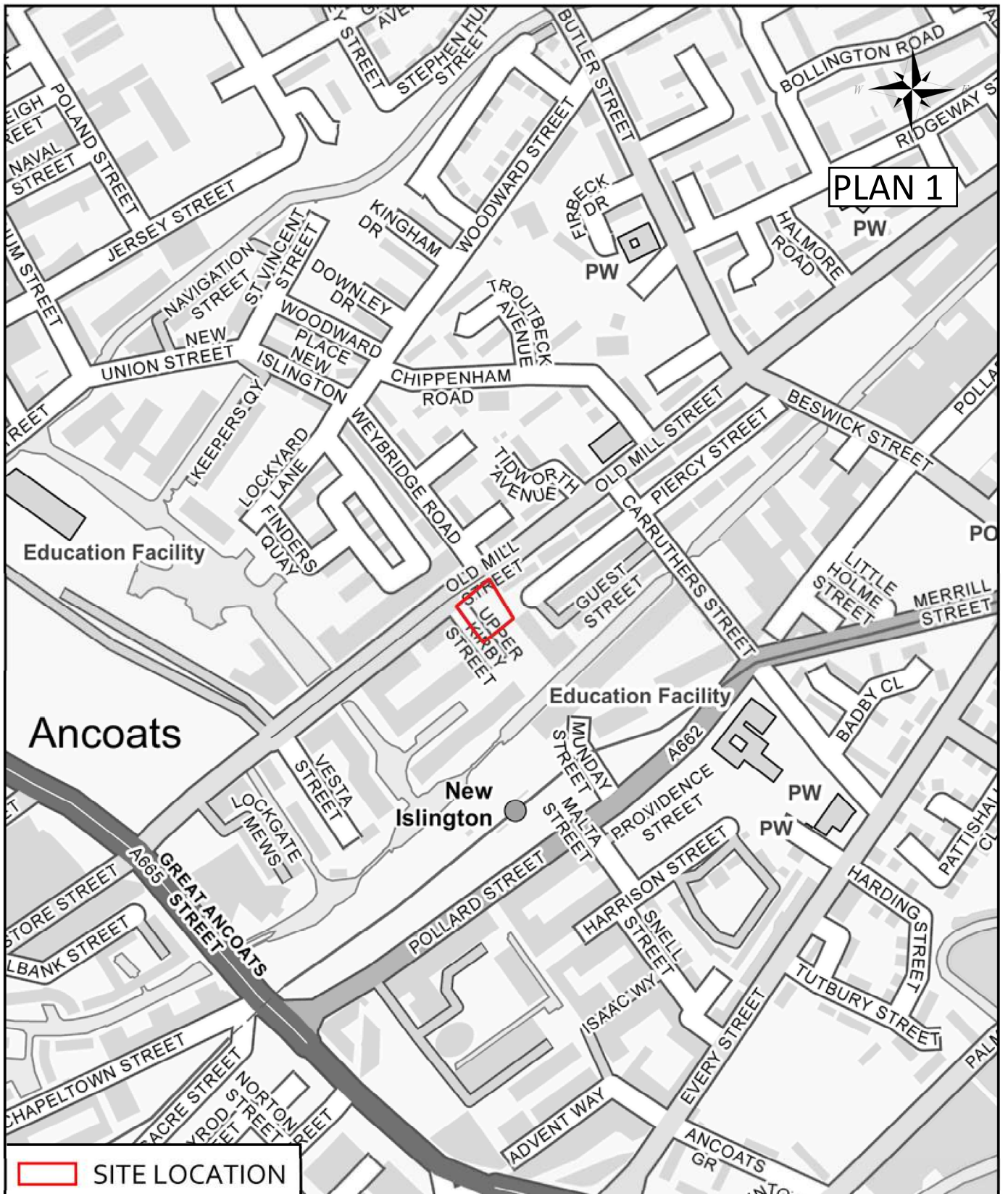
5.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development benefits from being highly accessible on foot with good standard pedestrian footways and formal crossing points in the vicinity of the site, providing safe access to a wide range of local amenities.
- The proposed development is ideally placed to encourage journeys by public transport with numerous bus/rail and Metrolink opportunities located within a short walk of the site together with their associated high frequency
- The close proximity of city centre cycle routes mean cycling is a viable mode of travel and this will be facilitated through the provision of secure cycle parking on site.
- The on-site car parking provision is acceptable – particularly given the proposed development's accessibility to existing amenities and services, including access to a range of transport modes.
- It has therefore been demonstrated that the proposals will not have a material impact on traffic conditions in the vicinity of the site.

5.1.3 In conclusion, the proposals for residential development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the NPPF.

FIGURES

PLANS



 SITE LOCATION

CLIENT:

URBAN SPLASH

DRAWING TITLE:

OLD MILL STREET, MANCHESTER
SITE LOCATION

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

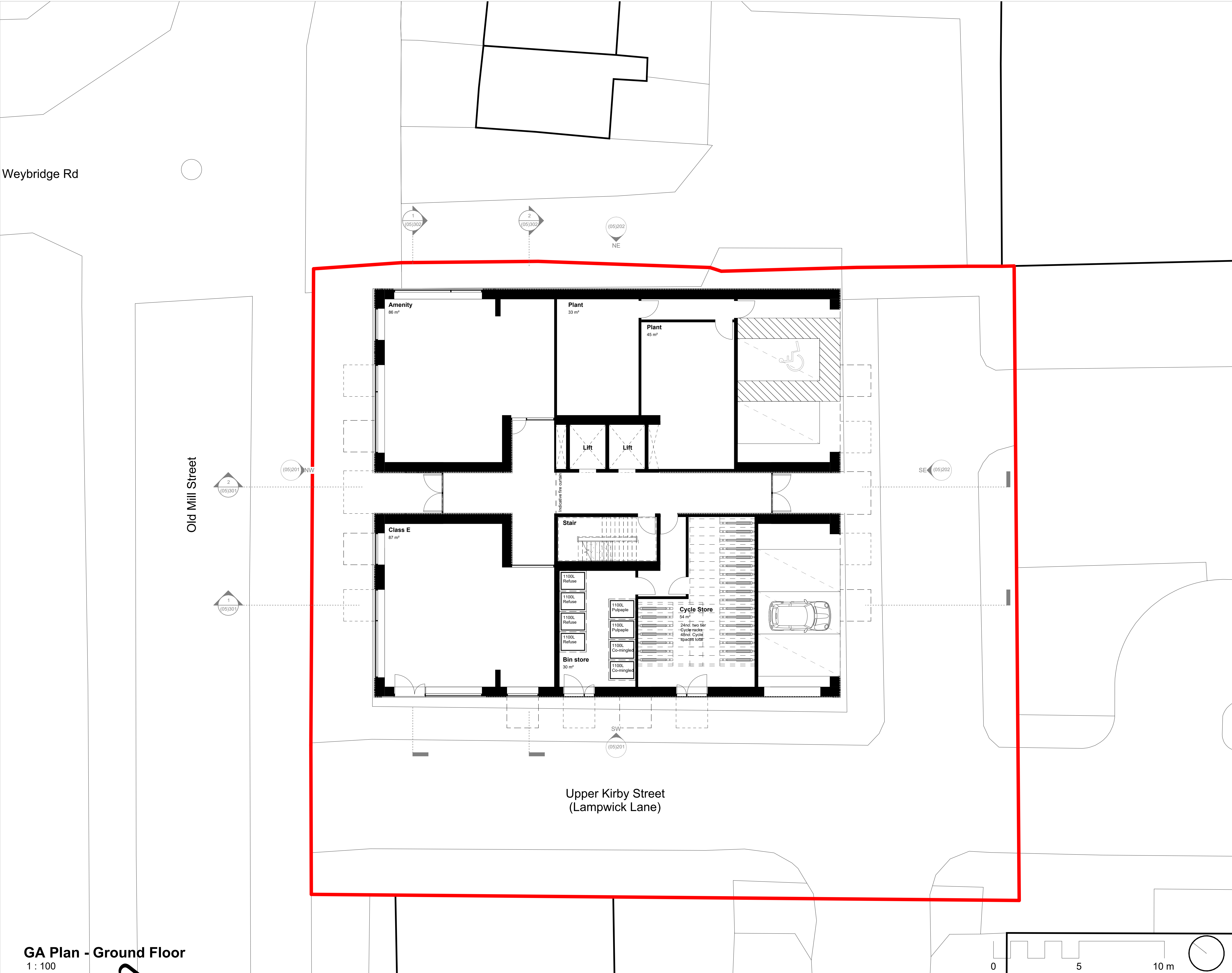
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REVISION:

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DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	30.08.23	TSB	30.08.23	NTS @ A4

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Notes & Key

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Revisions

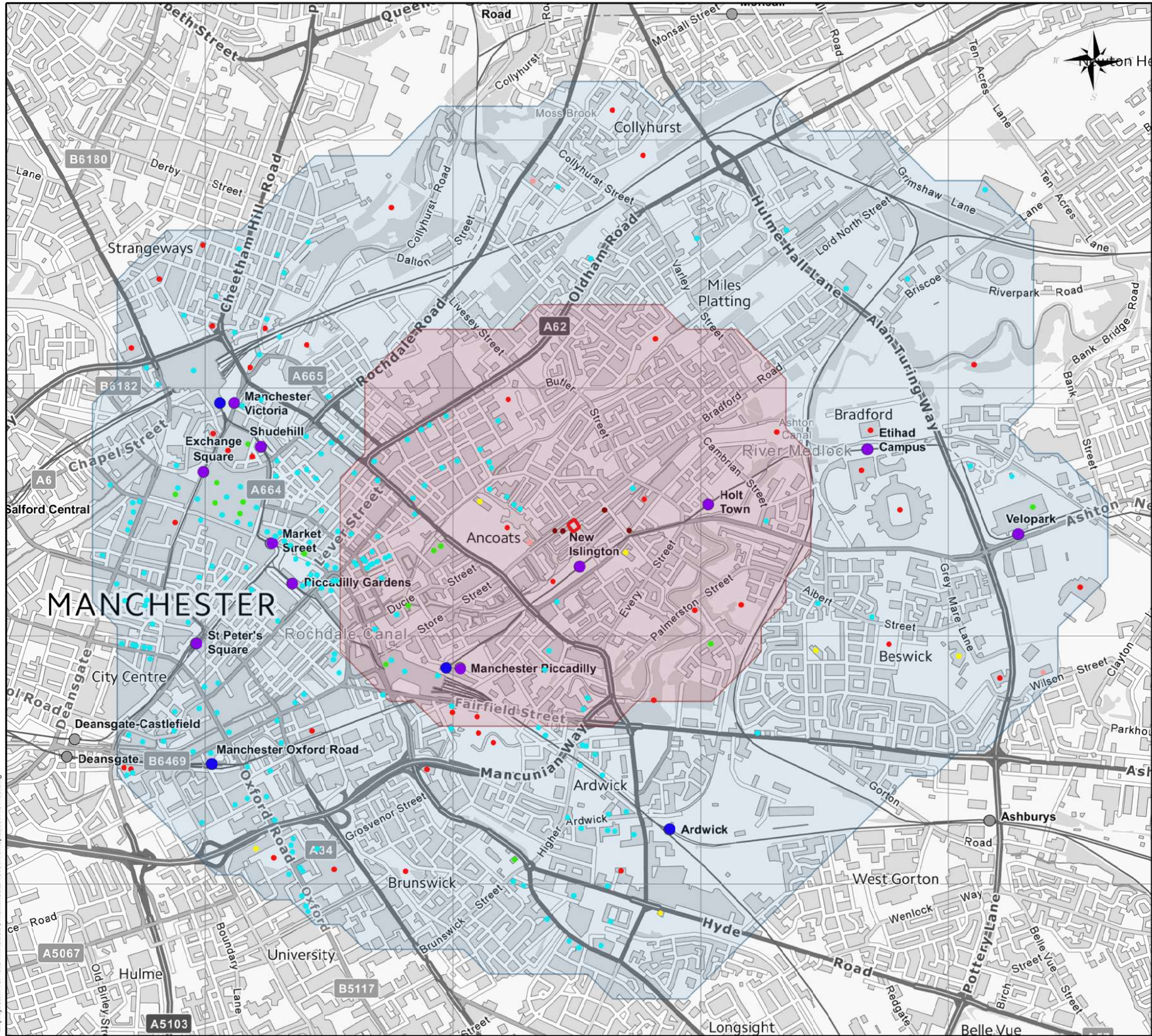
Date	Rev	By	Description
23/11/23	-	JB	Planning Issue

Location Key

PLANNING

Project	GHA No.
Old Mill Steet	2450
Client	
Urban Splash	
Drawing Title	
GA Plan - Ground Floor	
Drawing No.	Revision
2450-GHA-ZZ-00-DR-A-(05)100	-
Scale	Date
Scale - 1 : 100@A1	23/11/23
Checked	SP

Glenn Howells Architects
Birmingham London glennhowells.co.uk



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

URBAN SPLASH

PROJECT:

OLD MILL STREET, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN	CHECKED	DATE
LG	TSB	AUG 23

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
4167-03	-

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APPENDICES

APPENDIX 1

TRICS Output – Residential Development

Calculation Reference: AUDIT-851401-230831-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 22 to 91 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

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

Selected survey types:

Manual count	13 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 undertaken using machines.

Selected Locations:

Edge of Town Centre

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	8
Built-Up Zone	3
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days
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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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	7 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	7 days
1.1 to 1.5	6 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:

Yes	2 days
No	11 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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

Croft Transport Solutions 9 Jordan Street Manchester

Licence No: 851401

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	58	0.047	13	58	0.153	13	58	0.200
08:00 - 09:00	13	58	0.047	13	58	0.218	13	58	0.265
09:00 - 10:00	13	58	0.071	13	58	0.111	13	58	0.182
10:00 - 11:00	13	58	0.067	13	58	0.088	13	58	0.155
11:00 - 12:00	13	58	0.072	13	58	0.082	13	58	0.154
12:00 - 13:00	13	58	0.093	13	58	0.089	13	58	0.182
13:00 - 14:00	13	58	0.071	13	58	0.087	13	58	0.158
14:00 - 15:00	13	58	0.067	13	58	0.068	13	58	0.135
15:00 - 16:00	13	58	0.113	13	58	0.062	13	58	0.175
16:00 - 17:00	13	58	0.133	13	58	0.080	13	58	0.213
17:00 - 18:00	13	58	0.159	13	58	0.082	13	58	0.241
18:00 - 19:00	13	58	0.170	13	58	0.086	13	58	0.256
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.110			1.206			2.316

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

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

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Parameter summary

Trip rate parameter range selected: 22 - 91 (units:)
 Survey date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 6
 Surveys manually removed from selection: 0

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

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