

mode
transport planning



SUMO Developments Ltd

8 Moor Road, Wythenshawe

Transport Statement

June 2024







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SUMO Developments Ltd

8 Moor Road, Wythenshawe

Transport Statement

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CONTENTS

1. Introduction 1
1.1 Preamble 1
1.2 Methodology 2
1.3 Report Structure 2

2. Existing Conditions 3
2.1 Site Location and Existing Use 3
2.2 Local Highway Network 4
2.3 Road Safety 7
2.4 Public Rights of Way 8
2.5 Air Quality 8

3. Development Proposals 9
3.1 Proposed Use 9
3.2 Site Access Arrangement 10
3.3 Parking Provision 11
3.4 Servicing Arrangements 11

4. Sustainable Accessibility 13
4.1 Introduction 13
4.2 Pedestrian Accessibility 13
4.3 Cycle Accessibility 16
4.4 Public Transport Services 19
4.5 Summary 21

5. Trip Generation 23
5.1 Introduction 23
5.2 Multi-Modal Trip Generation 23
5.3 Trip Generation Summary 25

6. Travel Plan 26
6.1 Travel Plan Measures and Initiatives 26

7. Summary and Conclusion 27
7.1 Summary 27
7.2 Conclusion 28

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APPENDICES

APPENDIX A MCC Highways, MCC Planning and TfGM Scoping and Pre-application Correspondence

APPENDIX B Proposed Development Layout Drawing

APPENDIX C Proposed Site Access Junction

APPENDIX D Stage 1 Road Safety Audit

APPENDIX E TRICS Output – 'Affordable / Local Authority Flats'

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by SUMO Developments Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a short-term residential development at No. 8 Moor Road in Wythenshawe, Manchester.

1.1.2 The proposed development comprises 16no. apartments for families on Manchester City Council's (MCC) homeless register. The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found. The site will also have a 24-hour manned reception and ancillary office space.

1.1.3 The proposed site layout includes an upgraded access junction on Moor Road, 3no. car parking spaces, cycle parking and a bin storage area. Given the type of residential accommodation proposed, the development will operate under the 'Sui Generis' Use Class, and not the 'C3 – Dwelling Houses' land use classification.

1.1.4 As part of the development, the existing dwelling at the site will be demolished.

1.1.5 The planning application site boundary is shown in Figure 1.1.

Figure 1.1: Planning Application Site Boundary (source: Level 2 Architects)



1.1.6 It is expected that the short-term residential development will be operated by Manchester City Council (MCC) Housing.

1.1.7 This Transport Statement (TS) has been prepared to assess the development proposals, with consideration to accessibility by sustainable modes of travel, servicing arrangements, on-site parking provision and expected trip generation.

1.2 Methodology

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

1.2.2 The scope and methodology of assessment has been agreed with MCC Highways and Transport for Greater Manchester (TfGM). Scoping correspondence with MCC Highways and TfGM is attached in Appendix A.

1.2.3 In addition, the Project Team and MCC Planning attended a meeting on 10th May 2024 to discuss the proposed development, including the intended on-site parking provision and servicing arrangement.

1.3 Report Structure

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

- Chapter 2 describes the site location, local highway network and collision data;
- Chapter 3 outlines the development proposals, vehicular access, servicing and on-site parking;
- Chapter 4 describes accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected trip generation and traffic impact;
- Chapter 6 summarises the framework for a Travel Plan on the site; and
- Chapter 7 summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The development site is located in Wythenshawe, c.4km northeast of Altrincham, c.5km south of Stretford, c.5.5km west of Cheadle and c.5.5km north of Manchester Airport. The strategic site location is shown in Figure 2.1.

Figure 2.1: Strategic Site Location Plan



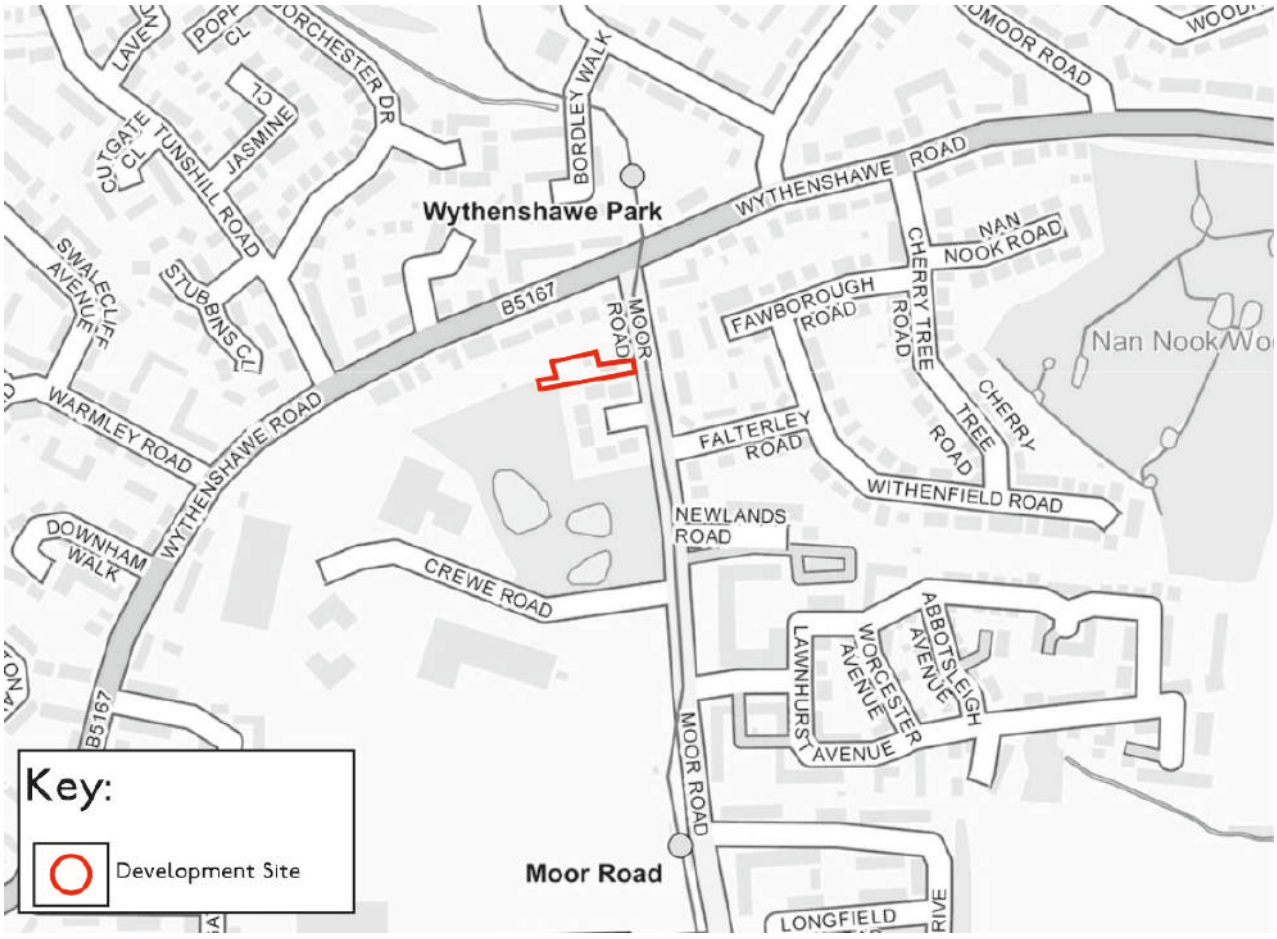
2.1.2 The site is currently occupied by a single detached residential dwelling, which will be demolished as part of the development proposals.

2.2 Local Highway Network

2.2.1 The development site is bound by Moor Road to the east, with existing residential properties abutting the site to the north, south and west. Vehicular access to the existing property is provided via a private drive off Moor Road.

2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2: Local Highway Network



2.2.3 Moor Road extends on a broadly north-south alignment and comprises a c.11.75m wide carriageway, with c. 2.5m wide footways and a network of street-lighting columns on both sides. This section of Moor Road also includes a Metrolink tram line within the carriageway, located between Moor Road Metrolink Stop to the south and Wythenshawe Park Metrolink Stop to the north.

2.2.4 Adjacent to the site, Moor Road is subject to a 30mph speed limit (including trams), with 'no waiting or loading at any time' restrictions in place on both sides of the carriageway. The road includes advisory cycle routes in both directions, with a southbound bus stop layby and parking layby provided on the eastern side of the carriageway.

2.2.5 Photograph 2.1 and Photograph 2.2 show the existing site access and Moor Road adjacent to the development site access respectively.

Photograph 2.1 : Moor Road – Existing Site Access



Photograph 2.2 : Moor Road (northbound)



2.2.6 Approximately 75m north of the site, Moor Road forms a signal-controlled junction with Wythenshawe Road (B5167). The northern arm of the junction is restricted to trams only. Pedestrian crossings are provided across all arms at the junction, comprising dropped kerbs and tactile paving, as shown in Photograph 2.3 and Photograph 2.4.

Photograph 2.3: Wythenshawe Road / Moor Road Junction – Signalised Crossing



Photograph 2.4: Wythenshawe Road / Moor Road Junction – Uncontrolled Crossing

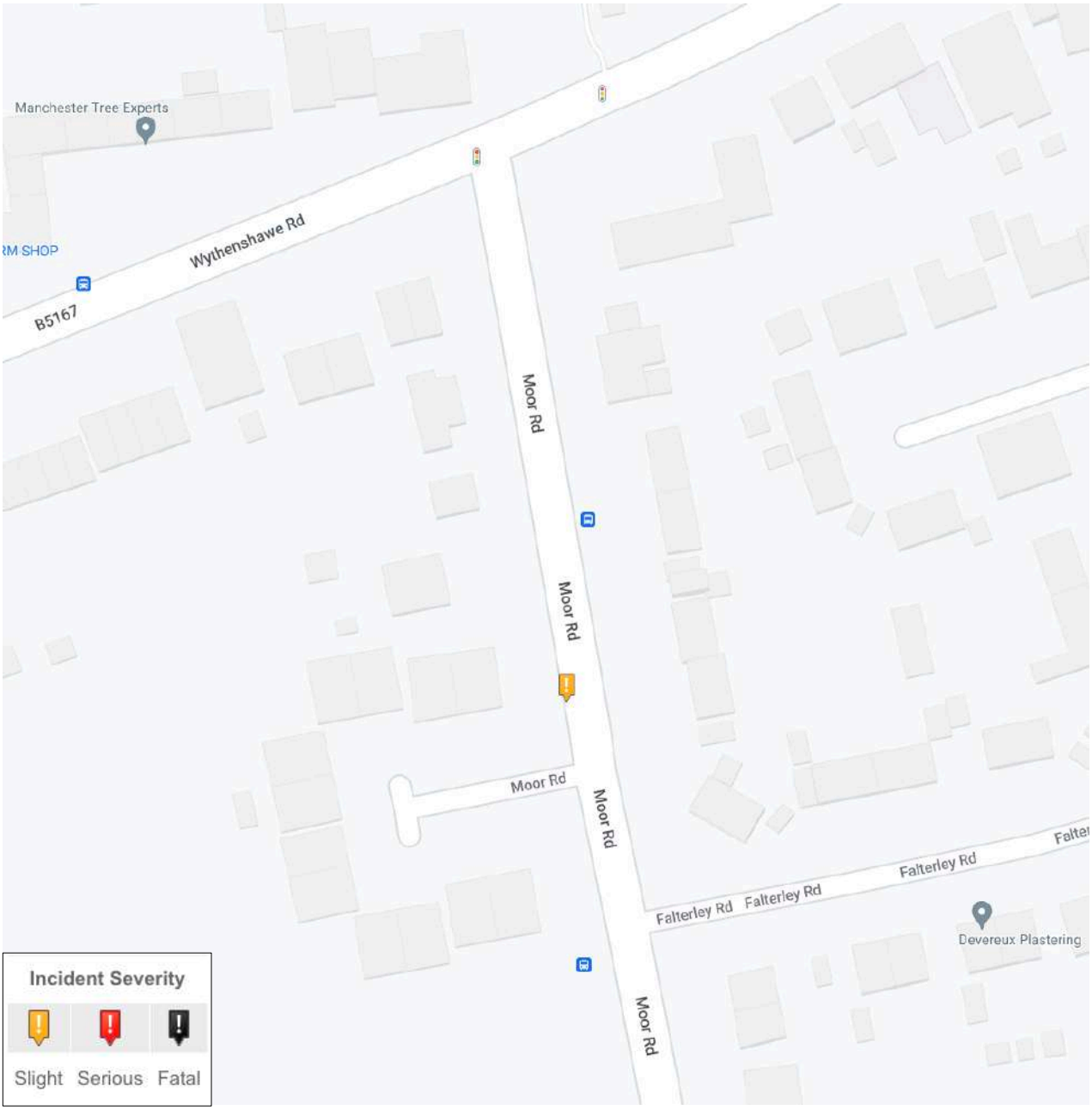


2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recent period between 2018 and 2022. The study area includes a c.150m section of Moor Road, between Wythenshawe Road (B5167) and Falterley Road.

2.3.2 Figure 2.3 shows the extent of the study area and the location of PICS reported during the five-year study period.

Figure 2.3: Personal Injury Collision Data (crashmap.co.uk)



2.3.3 As shown in Figure 2.3, 1no. 'slight' collision was reported in the study area during the five-year study period.

2.3.4 Overall, based on the location and frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoW) within the site boundary or within the area immediately surrounding the site.

2.5 Air Quality

2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the development site is not located an Air Quality Management Area (AQMA).

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development will provide short-term residential accommodation (Use Class: Sui Generis), comprising 16no. apartments for families on MCC's homeless register. It is expected that the development will be operated by MCC Housing.

3.1.2 The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found.

3.1.3 The proposed site layout includes an upgraded access junction on Moor Road, car parking spaces, cycle parking and bin storage area. The site will also have a 24-hour manned reception and ancillary office space.

3.1.4 As part of the development proposals, the existing dwelling at the site will be demolished.

3.1.5 The proposed site plan is shown in Figure 3.1, with the full plan attached in Appendix B.

Figure 3.1: Proposed Site Plan (source : Level 2 Architects)



3.2 Site Access Arrangement

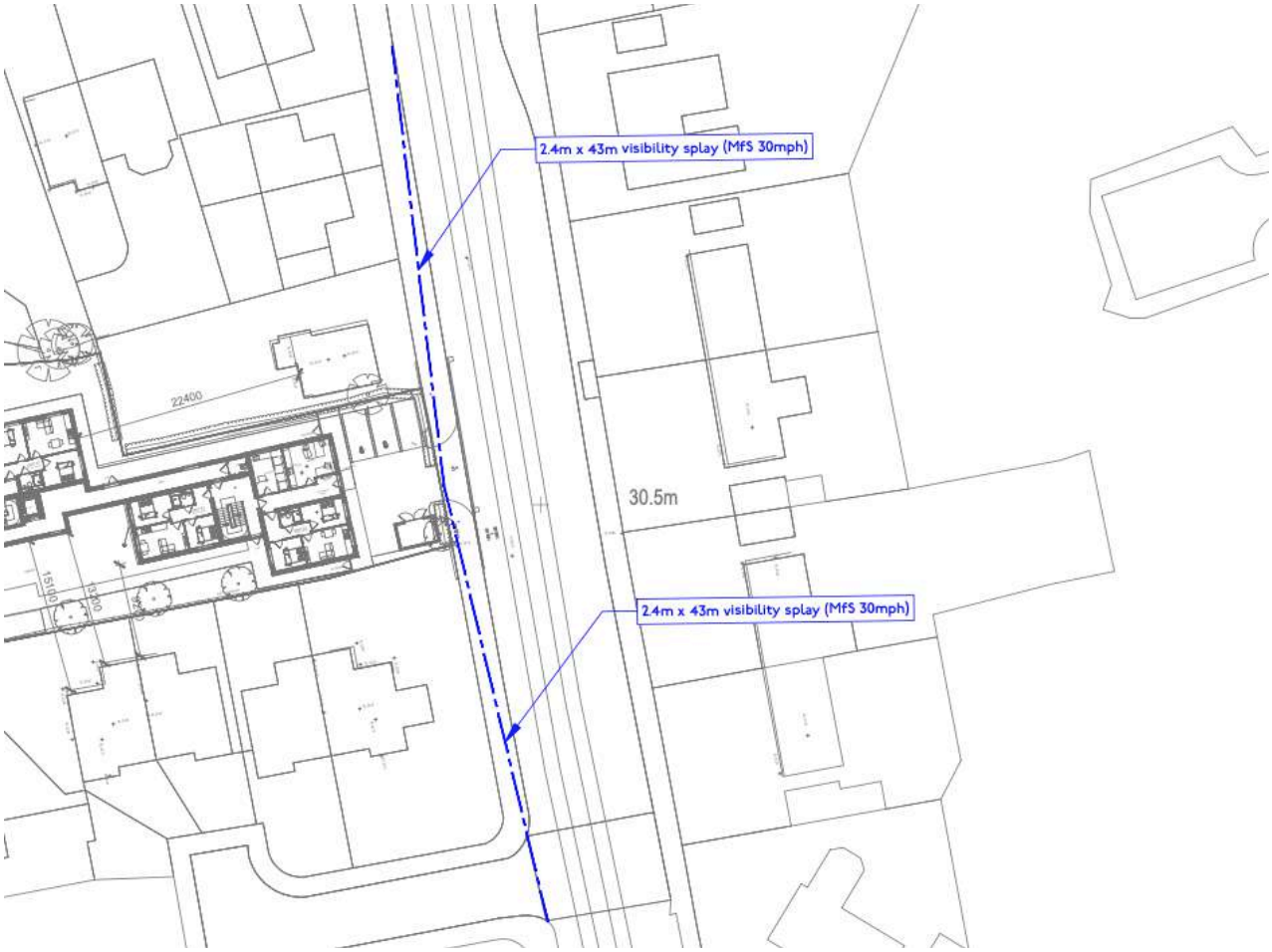
3.2.1 Vehicular access to the site will be provided via a priority junction with Moor Road, which will replace the existing private driveway. The proposed access junction comprises a 5.5m wide carriageway and 3m kerb radii at the bell-mouth.

3.2.2 In accordance with Manual for Streets (MfS) for a 30mph speed limit, horizontal visibility splays of 2.4m x 43m are achievable along Moor Road in both directions from the proposed access junction. The visibility splay encroaches slightly on an existing cul-de-sac access junction to the south which serves 12no. residential properties. Due to the low number of residential properties and limited impact on the visibility splay this arrangement is considered acceptable.

3.2.3 The proposed access junction will also provide an uncontrolled pedestrian crossing along Moor Road, comprising dropped kerbs and tactile paving, which will be agreed as part of the S278 agreement.

3.2.4 The proposed access junction is shown in Figure 3.2, with the full junction layout including visibility splays shown in **Drawing J32-7211-PS-001** attached in Appendix C.

Figure 3.2: Proposed Site Access Junction



3.2.5 MCC Highways requested a 2m wide pedestrian connection from Moor Road to the building's entrance in their pre-application consultation. This comment was based on a previous iteration, in which the distance between Moor Road and the entrance was greater, and more parking spaces where proposed. Based on the current proposed site layout, this is not deemed necessary.

3.2.6 As requested by MCC Highways in their pre-application consultation, the proposed access junction on Moor Road has been subject to a Stage 1 Road Safety Audit (RSA), undertaken by a fully qualified and independent auditor. The Stage 1 RSA, dated 14th January 2023, concluded that *"the Stage 1 Road Safety Audit Team was unable to identify any items of concern regarding the road safety of the scheme"*.

3.2.7 The Stage 1 RSA report is attached in Appendix D. It should be noted that this was undertaken based on a previous iteration of the scheme, which featured a 6.5m wide access which was to be used by refuse collection vehicles. However, the location of the proposed access junction remains the same and refuse collection vehicles are no longer required to access the site. This arrangement is therefore considered acceptable.

3.3 Parking Provision

3.3.1 The proposed development includes a total of 3no. on-site car parking spaces. The on-site car parking provision includes 2no. Electric Vehicle Charging Points (EVCP) spaces. The car parking spaces will be 2.5m x 4.8m. These are both provided in line with MCC Highways' scoping response (Appendix A).

3.3.2 Given the type of residential development proposed (Use Class: Sui Generis), MCC's Core Strategy does not include specific parking standards for this type of use. During pre-application discussions (Appendix A), MCC Highways have stated that they are comfortable with the proposed parking provision, based on similar schemes across Manchester.

3.3.3 A minimum of 6m is provided behind each car parking space, as per MCC Highways' pre-application response, to ensure cars can safely manoeuvre in and out of spaces safely.

3.3.4 The development proposals also include a secure and sheltered cycle store for residents and staff. The cycle store has capacity for 18no. bicycles, which is equivalent to 1 space per apartment plus 2no. spaces for staff and visitor cycle parking.

3.4 Servicing Arrangements

3.4.1 Servicing and refuse collection will be undertaken on-street from Moor Road.

3.4.2 This arrangement was agreed with MCC Planning during pre-application meeting on 10th May 2024, subject to a Severing and Delivery Management Plan being implemented at the site to ensure servicing and bin collections are undertaken swiftly to avoid causing delay the trams. As MCC Housing will operate the site, this Severing and Delivery Management Plan will be implemented and periodically reviewed, as required.

4. Sustainable Accessibility

4.1 Introduction

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

1.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.

1.1.3 Paragraph 109 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*

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

4.2 Pedestrian Accessibility

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

Table 4.1: CIHT Guideline Acceptable Walking Distances

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

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

4.2.3 The *'Manchester Residential Quality Guidance'*, published by MCC in March 2017, follows a similar approach to walking distances from proposed residential development, stating that *'residential development should be within an easy walking distance (400m) of a range of day to day destinations, which might include: local shops; community facilities; sports facilities; playgrounds; parks and spaces'.*

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

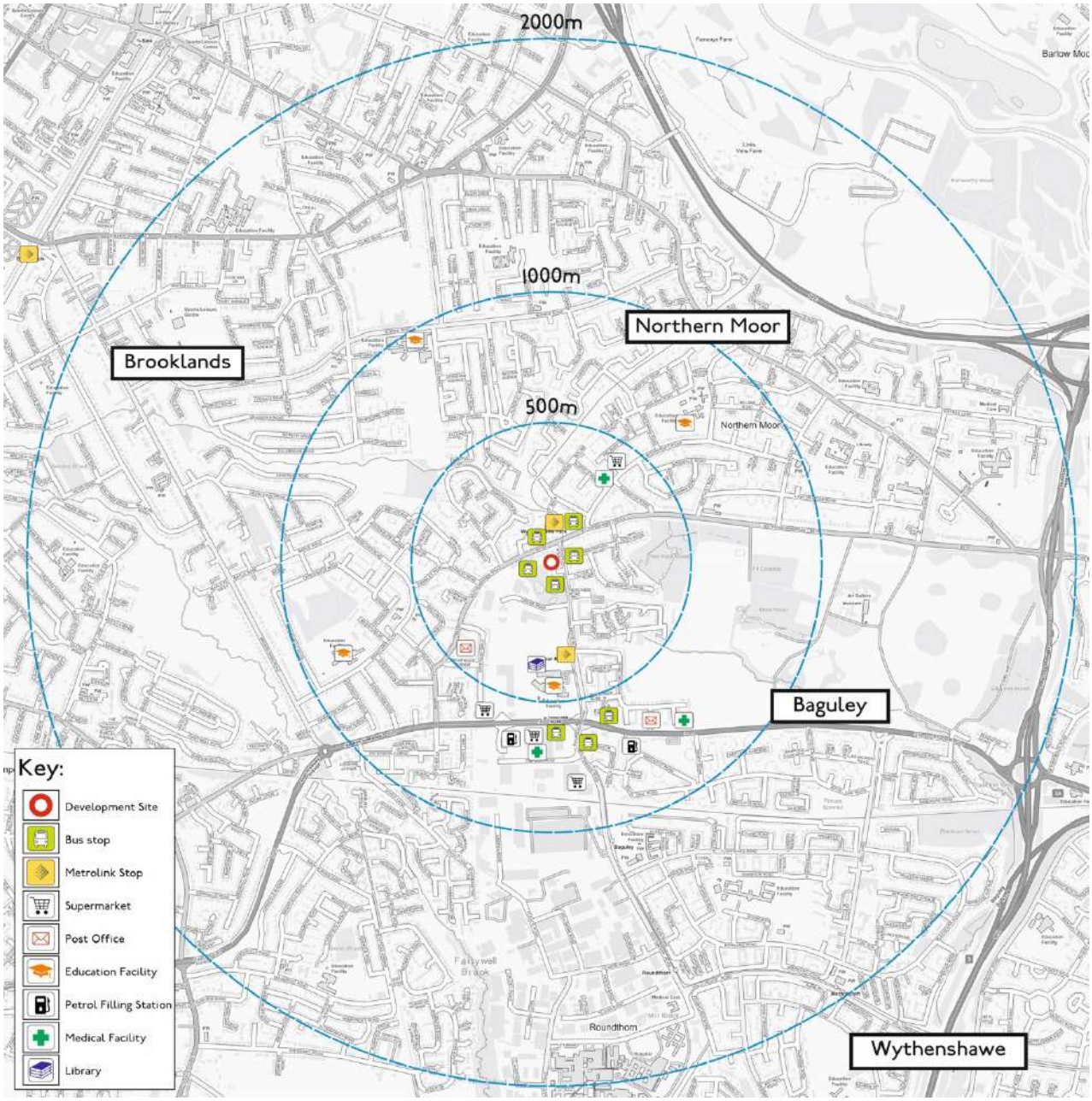
4.2.5 As described previously, there are existing good quality footways and crossing infrastructure available on the local highway network, providing pedestrian links to a range of local amenities and public transport services. The local pedestrian infrastructure also includes raised kerbs at bus stops on Moor Road and ramped access at Moor Road Metrolink Stop and Wythenshawe Park Metrolink Stop, as shown in Photograph 4.1.

Photograph 4.1: Wythenshawe Park Metrolink Stop – Ramped Pedestrian Access



4.2.6 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1: Local Amenities Catchment Plan



4.2.7 As shown in Figure 4.1, the site is located within a 500m catchment of local amenities and public transport services, including bus stops on Moor Road, Wythenshawe Park Metrolink Tram Stop, local shops and schools.

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

Table 4.2: Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Bus Stop on Moor Road (southbound)	60m	<1 minute
Bus Stop on Moor Road (northbound)	130m	2 minutes
Bus Stops on Wythenshawe Road	200m	2 minutes
Wythenshawe Park Metrolink Stop	225m	3 minutes
Moor Road Metrolink Stop	400m	5 minutes
Tesco Express on Moorcroft Road	420m	5 minutes
Moorcroft Pharmacy	420m	5 minutes
The Manchester Health Academy	550m	7 minutes
Brooklands Library	550m	7 minutes
Lidl Supermarket	800m	10 minutes
Tesco Supermarket (including Pharmacy)	800m	10 minutes
Post Office on Wendover Road	900m	11 minutes
Post Office on Bideford Drive	950m	11 minutes
Button Lane Primary School	1,000m	12 minutes
Sandilands Primary School	1,140m	14 minutes
Sale High School	1,240m	15 minutes

4.2.9 In accordance with MCC and CIHT guidance, Table 4.2 shows that there are bus stops, and Metrolink stops located within approximately 400m (5-minute walk) of the site. In addition, there are a range of other local amenities located with a short walk from the site, includes primary/ secondary schools, supermarkets, post offices and pharmacies.

4.2.10 Based on the site's location, proximity to local public transport services and local amenities, and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting and shopping/leisure trips, particularly as an alternative to private car trips, thereby demonstrating the site's sustainable accessibility in walking terms.

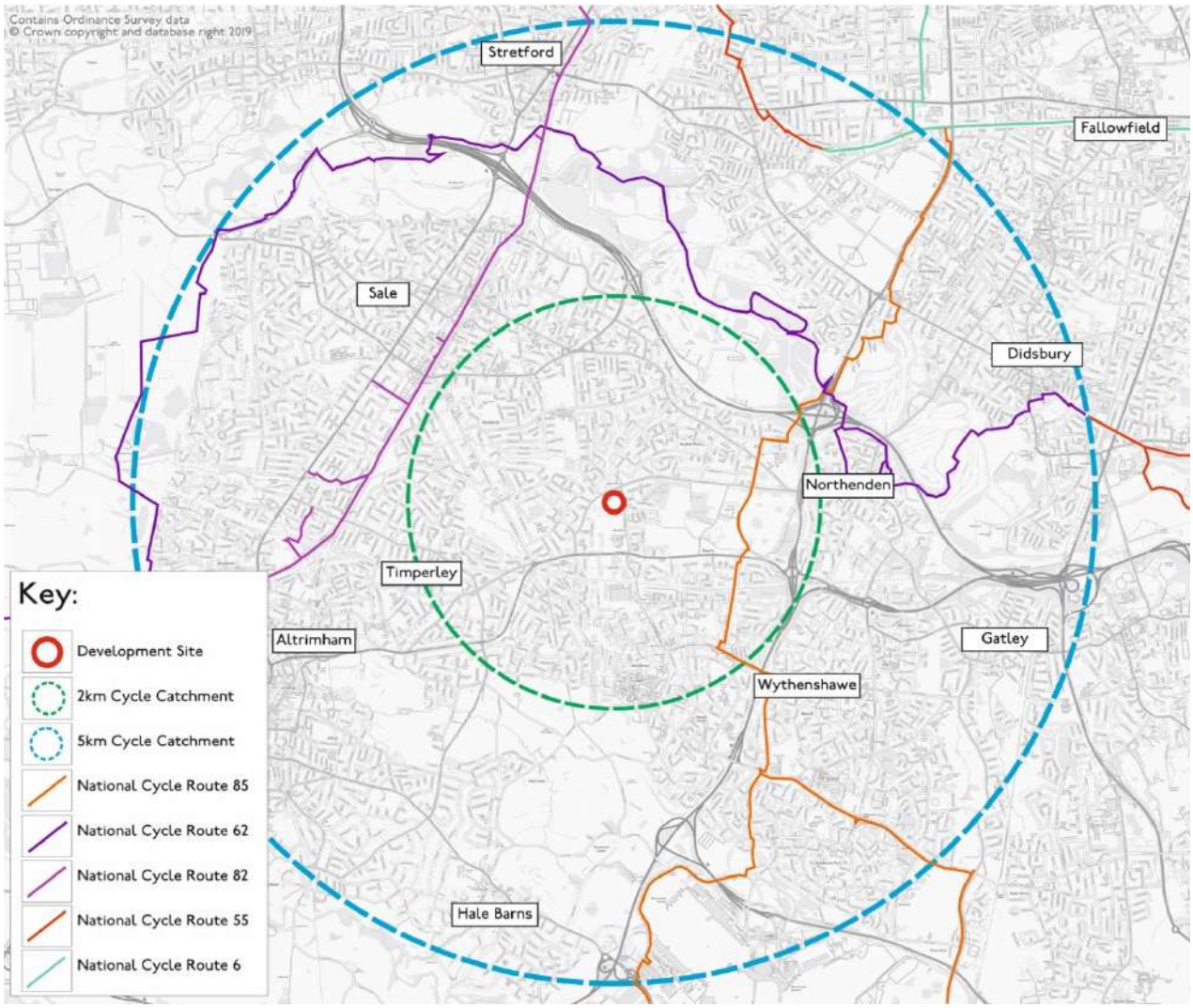
4.3 Cycle Accessibility

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

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

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

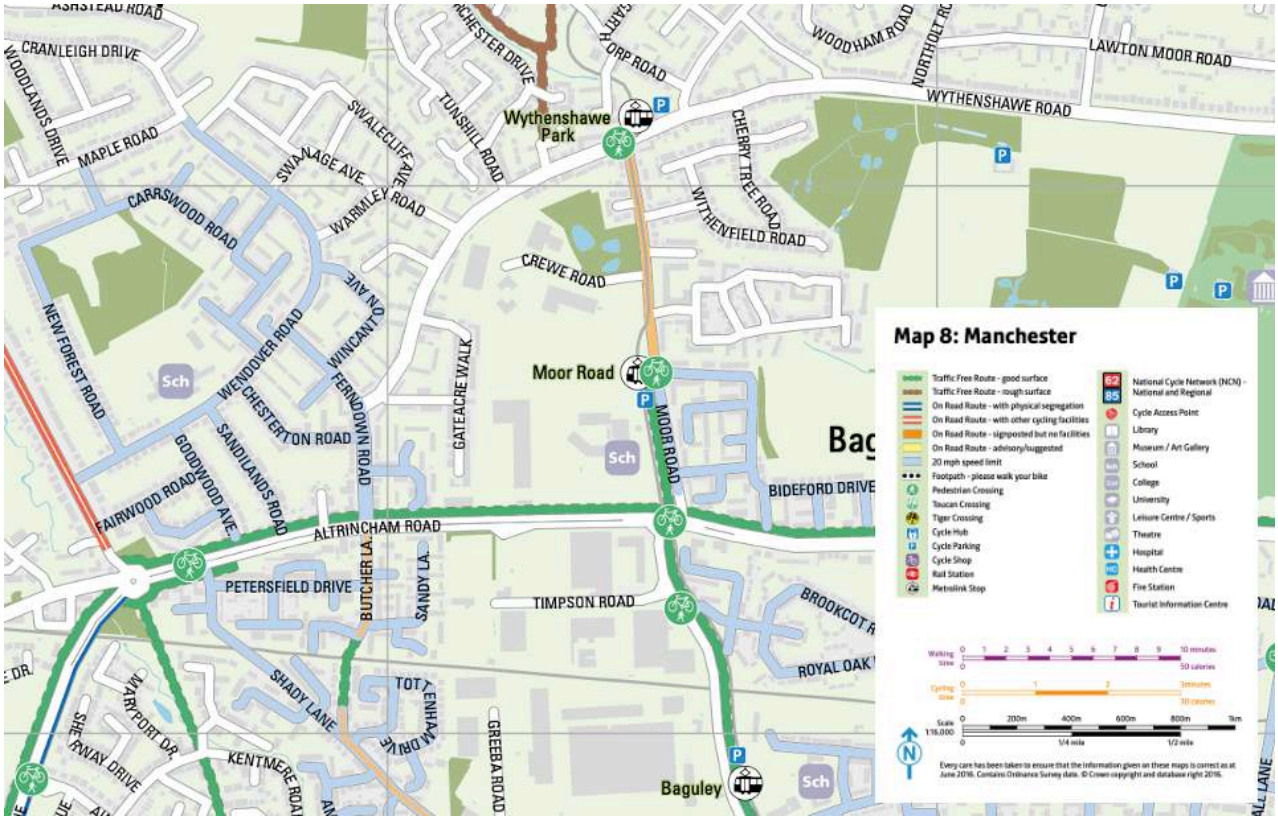
Figure 4.2: Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, Timperley, Wythenshawe Hospital and Baguley are located within a 2km catchment of the site, and further afield, Altrincham, Sale and Gatley are accessible with a 5km catchment. The site benefits from convenient access to National Cycle Network (NCN), including National Cycle Route 85 which passes through Wythenshawe to the east of the site.

4.3.5 In addition to the NCN cycle routes, there are further cycle routes available on the local highway network, including traffic free routes, signposted routes and advisory routes. The local cycle routes and infrastructure are shown in Figure 4.3.

Figure 4.3: Local Cycle Routes and Infrastructure (source: TfGM)



4.3.6 The northbound traffic-free cycle route along Moor Road adjacent to the site is shown in Photograph 4.2.

Photograph 4.2 : Advisory Cycle Route on Moor Road (northbound)

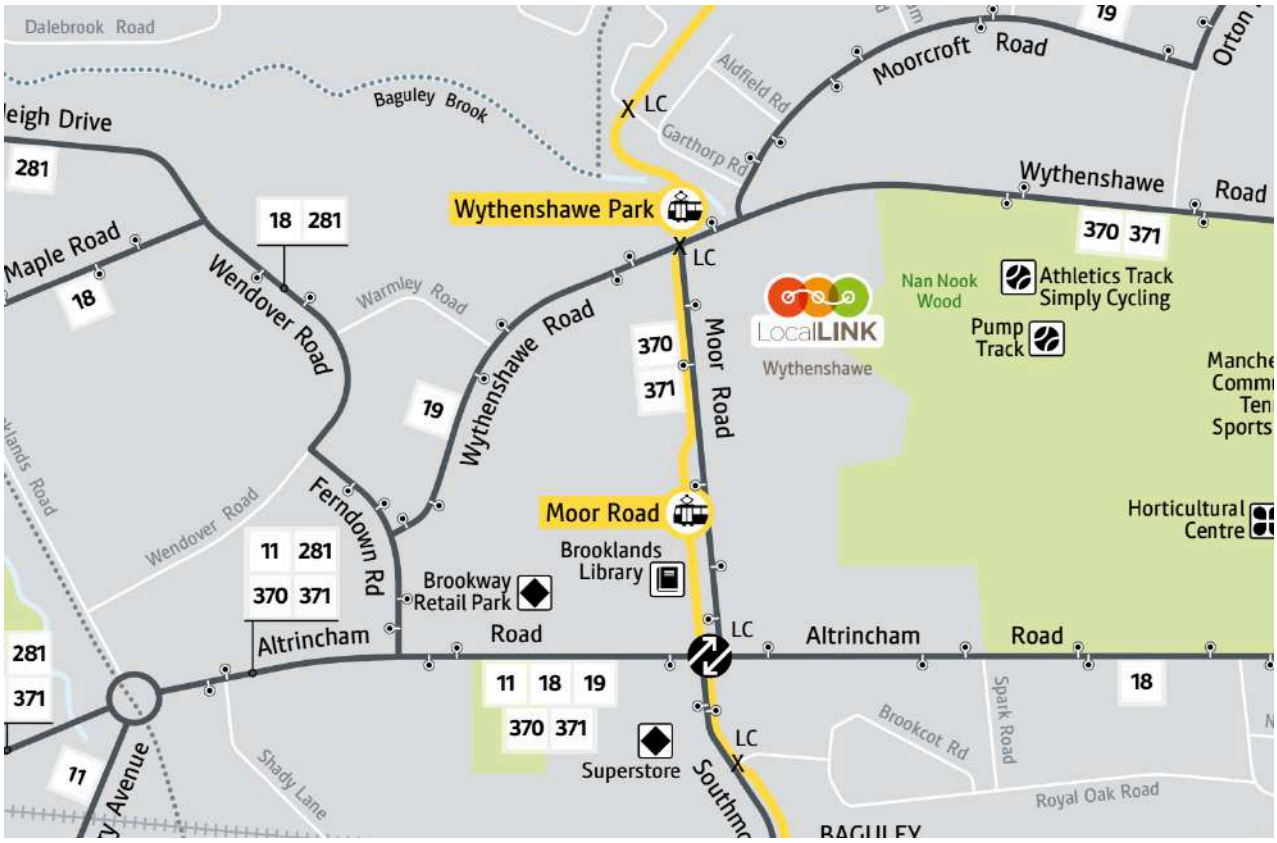


4.3.7 The range of accessible national/ local cycle routes and infrastructure, together with the availability of cycling destinations, demonstrates the site's sustainable accessibility in cycling terms, particularly as an alternative to private cars trips for commuting and shopping/leisure trips.

4.4 Public Transport Services

4.4.1 Figure 4.4 shows a map of the the local public transport services operating in the vicinity of the site.

Figure 4.4 : Local Bus Services (source: TfGM)



Local Bus Services

4.4.2 The recently published CIHT guidance document *'Buses in Urban Development (2018)'* recommends a maximum walking distance in urban areas of up to 300m to bus stops located on '*less frequent routes*'. A walking distance of 300m is equivalent to a 4-minute walk based on a 1.4 metres per second walking speed.

4.4.3 The 'Manchester Residential Quality Guidance' follows a similar approach to the accessibility of sustainable travel at proposed residential development, stating that 'a good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes'.

4.4.4 As shown in Figure 4.4, bus service no.370/371 operates along Moor Road and is accessible from bus stops located within c.130m (2-minute walk) from the site. Bus service no.19 operates along Wythenshawe Road (B5167) and is accessible from bus stops located within c.200m (2-minute walk) from the site.

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

Table 4.3: Local Bus Services - Moor Road and Wythenshawe Road

Service No	Route	Approx. Two-Way Frequency (buses/hour)				
		AM	Off-Peak	PM	Sat	Sun
19	Wythenshawe – Sale - Altrincham	2	2	2	2	1
370 / 371	Altrincham – Cheadle - Stockport	2	2	2	2	1

4.4.6 Table 4.3 shows that there are frequent bus services accessible from the site, providing services to a range of local destinations during the week and on weekends, including Sale, Altrincham and Stockport. There are also several school / college bus services available which could be utilised by future residents in full time education.

4.4.7 The bus stop layby on Moor Road immediately opposite the site comprises a shelter, flagpole, timetable information and raised kerbing, as shown in Photograph 4.3.

Photograph 4.3: Southbound Bus Stop on Moor Road



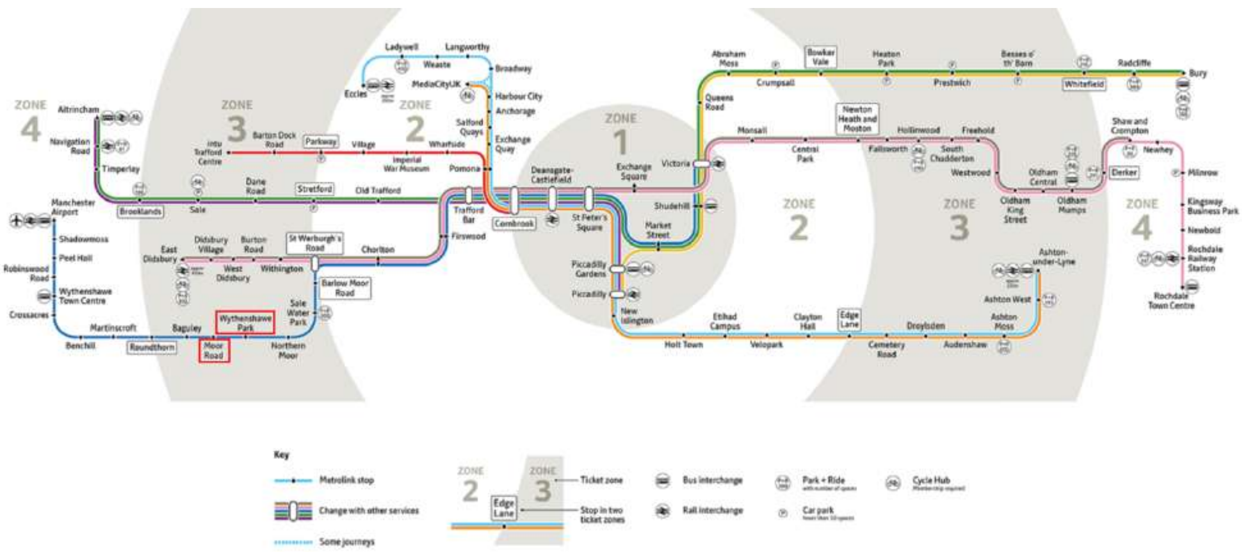
4.4.8 In accordance with CIHT and MCC guidance, the range and accessibility of local bus routes serving a range of local destinations demonstrates the site's sustainable accessibility by bus, particularly as an alternative to private cars trips for commuting and shopping/leisure trips.

Tram Services

4.4.9 Wythenshawe Park Metrolink Tram Stop is the closest Metrolink station, being located within a walking distance of c.225m (3-minute). Moor Road Metrolink Tram Stop is located within a c.400m (5-minute walk) from the site.

4.4.10 As shown in Figure 4.5, local tram stop provides direct services between Manchester Airport and Manchester City Centre. The tram services to Manchester City Centre route via Deansgate-Castlefield Railway Station and Victoria Railway Station.

Figure 4.5: Metrolink Tram Network (source: TfGM)



4.4.11 Trams services available from Wythenshawe Park and Moor Road operate every 12 minutes in both directions throughout the day. Both tram stops have step free access to all platforms, secure cycle parking, help points and security camera coverage.

4.4.12 The accessibility of two Metrolink stops from the site, providing frequent services to Manchester City Centre, demonstrates the site's sustainable accessibility by tram, particularly as an alternative to private cars trips for commuting and shopping/leisure trips.

4.5 Summary

4.5.1 In summary, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic altermatic to single occupancy car trips. This including the following:

- Existing footways are available on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Bus stops and Metrolink stops, located within 400m (5-minute walk), with schools, supermarkets, post offices and pharmacies located within a short walk of the site;
- Access to an extensive network of local and national cycle routes, providing designated routes to a wide range of other local destinations;
- Regular local bus service accessible within a 2-minute walk providing bus routes to a range of local destinations, including Altrincham, Sale and Stockport; and
- Metrolink tram services are available from Wythenshawe Park and Moor Road, providing direct services to Manchester City Centre via Deansgate-Castlefield Railway Station and Victoria Railway Station.

1.1.5 Overall, the development site benefits from accessibility to a range of sustainable modes of travel, including walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

1.1.6 The site is therefore compliant with the (NPPF) which states in paragraph 114 that: *'in assessing sites that may be allocated for development in plans, or specific application 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'*.

1.1.7 Furthermore, the proposals accord with paragraph 116 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*.

5. Trip Generation

5.1 Introduction

5.1.1 To quantify the traffic impact of the development on the local highway network, a multi-modal trip generation exercise has been undertaken for the proposed development. Trip rates have been derived from the TRICS database (v7.9.4) using the 'Residential – Affordable / Local Authority Flats' land use category, which is considered the closest representative land-use for the proposed development.

5.1.2 In order to establish representative trips rates, sites within Greater London, Scotland and Ireland have not been included in the dataset.

5.1.3 The TRICS trip rates have been approved by MCC Highways during scoping discussions. The full TRICS outputs are attached in Appendix E.

5.2 Multi-Modal Trip Generation

5.2.1 The TRICS based multi-modal trip generation for the proposed development is summarised below:

Vehicles

5.2.2 The vehicle trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.1.

Table 5.1 : TRICS Trip Rates (per dwelling) – Vehicles

Land Use	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
TRICS Trip Rates *'Affordable / Local Authority Flats'*	0.083	0.080	**0.163**	0.136	0.117	**0.253**
Proposed Development (16no. dwellings)	2	1	**3**	2	2	**4**

5.2.3 As shown in Table 5.1, the proposed development will generate **3** two-way vehicle trips during the AM peak hour and **4** two-way vehicle trips during the PM peak hour.

Cyclists

5.2.4 The cyclist trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.2.

Table 5.2 : TRICS Trip Rates (per dwelling) – Cyclists

Land Use	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
TRICS Trip Rates *'Affordable / Local Authority Flats'*	0.004	0.008	**0.012**	0.011	0.004	**0.015**
Proposed Development (16no. dwellings)	<1	<1	**<1**	<1	<1	**<1**

5.2.5 As shown in Table 5.2, the proposed development will generate **under 1** two-way cyclist trips during the AM peak hour and **under 1** two-way cyclist trips during the PM peak hour.

Pedestrians

5.2.6 The pedestrian trip rates and estimated trip generation during the weekday AM and PM peak hour shown in Table 5.3.

Table 5.3 : TRICS Trip Rates (per dwelling) – Pedestrians

Land Use	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
TRICS Trip Rates *'Affordable / Local Authority Flats'*	0.045	0.201	**0.246**	0.087	0.121	**0.208**
Proposed Development (16no. dwellings)	1	3	**4**	1	2	**3**

5.2.7 As shown in Table 5.3, the proposed development will generate **4** two-way pedestrian trips during the AM peak hour and **3** two-way pedestrian trips during the PM peak hour.

Public Transport Users

5.2.8 The public transport-user trip rates and estimated trip generation during the weekday AM and PM peak hour shown in Table 5.4.

Table 5.4 : TRICS Trip Rates (per dwelling) – Public Transport Users

Land Use	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
TRICS Trip Rates *"Affordable / Local Authority Flats'*	0.015	0.053	**0.068**	0.027	0.004	**0.031**
Proposed Development (16no. dwellings)	<1	1	**1**	1	<1	**1**

5.2.9 As shown in Table 5.3, the proposed development will generate **1** two-way public transport user trips during the AM peak hour and **1** two-way public transport user trips during the PM peak hour.

5.3 Trip Generation Summary

5.3.1 The estimated multi-modal trip generation during the weekday AM and PM peak hour is summarised in Table 5.5.

Table 5.5 : TRICS Trip Rates (per dwelling) – Multi-Modal Trips

Trip Type	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicle	2	1	**3**	2	2	**4**
Cyclist	<1	<1	**<1**	<1	<1	**<1**
Pedestrian	1	3	**4**	1	2	**3**
Public Transport User	<1	1	**1**	1	<1	**1**

5.3.2 As shown in Table 5.5, in summary, the proposed residential use is expected to generate a very low number of vehicular, cyclist, pedestrian and public transport user movements during both the AM and PM peak hours.

5.3.3 The proposed development will generate **3** two-way vehicle trips during the AM peak hour and **4** two-way vehicle trips during the PM peak hour. This equates to 1 trip every 15 to 20 minutes on the local highway network. It can therefore be reasonably concluded that the proposed development will have negligible traffic impact on the local highway network.

6. Travel Plan

6.1 Travel Plan Measures and Initiatives

6.1.1 Based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives could be implemented at the site to reduce single occupancy car use and encourage residents to travel sustainably.

6.1.2 It is expected that sustainable transport use will be relatively high at the site due to the expected low car-ownership levels of residents.

6.1.3 Potential travel plan measures and initiatives which could be undertaken by the developer include:

- Cycle Parking – the Applicant will provide secure cycle parking provision for residents. Cycling as a mode of sustainable transport is encouraged for both future residents of the site and staff. However, to ensure safe cycling is performed, residents will be advised on the potential hazards associated with the adjacent Metrolink and will be advised to cross tracks at an angle of 60 degrees or greater to reduce instances of slipping and wheel trapping, as advised by TfGM.

- Residents Welcome Pack - promote walking and cycling to residents as well as encourage use of the local public transport services for longer journeys, by providing transport information in a Welcome Pack;

- Car Club, Car Share and Car Rental - provide information to residents within the Welcome Pack about local car clubs, car share schemes and car rental companies; and

- Monitoring – undertake travel surveys to monitor the travel behaviour of residents.

6.1.4 In accordance with national and local policy and guidance, the above Travel Plan measures and initiatives would promote sustainable travel at the site and reduce single occupancy car use.

7. Summary and Conclusion

7.1 Summary

7.1.1 Mode Transport Planning has been appointed by SUMO Developments Ltd to provide transport planning and highways advice in relation to a planning application for a short-term residential development at No. 8 Moor Road in Wythenshawe, Manchester.

7.1.2 The proposed development comprises 16no. apartments for families on Manchester City Council's homeless register. The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found. The site will also have a 24-hour manned reception and ancillary office space.

7.1.3 The proposed site layout includes an upgraded access junction on Moor Road, car parking spaces, cycle parking and bin storage area. As part of the development, the existing dwelling at the site will be demolished.

7.1.4 Given the type of residential accommodation proposed, the development will operate under the 'Sui Generis' Use Class, and not the 'C3 – Dwelling Houses' land use classification.

7.1.5 It is expected that the short-term residential development will be operated by MCC Housing.

7.1.6 The analysis in this Transport Statement has been carried in accordance with current policy and guidance and following scoping discussions with MCC Highways and TfGM. The results of the analysis within this report demonstrates that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, bus and tram services, providing a realistic alternative to car travel;
- Following a review of the most recent personal injury collision records, there is no evidence to show that the proposed development will have a detrimental impact on highway safety;
- The scheme provides 3no. on-site car parking spaces, including 3no. EVCP spaces. This arrangement has been accepted by MCC Highways during pre-application discussions.
- The scheme also includes 100% cycle parking provision for residents and staff, provided at a secure and sheltered location, plus cycle parking for visitors;
- Servicing and refuse collection will be undertaken on-street from Moor Road. This arrangement has been accepted by MCC Highways during pre-application discussions;

- Based on agreed trip rates, the proposed site is expected to generate **3** vehicle two-way trips during the AM peak hour and **4** two-way vehicle trips during the PM peak hour. Considering the very low number of trips generated, the proposed development will have a negligible traffic impact on the local highway network; and

- Although a full Travel Plan is not required, in order to reduce single occupancy car journeys and encourage sustainable travel, a range of travel plan measures and initiatives could be introduced.

7.2 Conclusion

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

APPENDICES

APPENDIX A

MCC Highways, MCC Planning and TfGM Scoping and Pre-application Correspondence

Subject: RE: 8 Moor Road, Wythenshawe - Transport Statement Scope
Date: Monday, 9 January 2023 at 10:28:27 Greenwich Mean Time
From: Rebecca Hesketh
To: Michael Anthony
CC: Richard Thomas, Rebecca Woollin
Attachments: image004.png, image003.png, image002.png, image001.png

Good Morning Michael

The revised TRICS assessment looks fine.

Kind Regards,

Rebecca Hesketh
Engineer - Highways Development Control
Growth and Neighbourhoods Directorate
Manchester City Council

Direct: 0161 219 2701
Internal: 32701
Mob: 07971 384 313
Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 06 January 2023 16:46
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: Richard Thomas <Richard.Thomas1@manchester.gov.uk>; Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Subject: Re: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Rebecca,

Thank you for your further comments.

Updated TRICS output attached – now excluding sites in Ireland. We have been including these regions recently as this is the recommended approach by TRICS in their latest guidance documents, although we have still been excluding London sites.

TRICS doesn't have any more recent surveys based on the land use and parameters selected. I wouldn't expect that travel behaviour at this type of residential development has changed significant since the TRICS surveys were undertaken. In any case, given the size of development, it wouldn't have a significant impact on the overall number of trips. On this basis, please can you confirm that this is acceptable.

Noted re. the Stage 1 RSA.

Have a good weekend.

Kind regard,

Michael.

Michael Anthony MCIHT
Associate Director

0161 464 9495
07841 572 743
michaelanthony@modetransport.co.uk
www.modetransport.co.uk

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

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Date: Thursday, 5 January 2023 at 10:35
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: Richard Thomas <Richard.Thomas1@manchester.gov.uk>
Subject: RE: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Michael and happy new year too.

I had a nice break thanks – hope you did too.

Thanks for forwarding on the updated TRICS assessment. I wouldn't usually expect to see inclusion of Irish sites in the assessment so would suggest this survey is removed. I also note the most recent survey dates are 2015 – could the assessment also include more recent surveyed sites?

With reference to the RSA, we now ask for a Stage 1 to be undertaken at any new or amended site access points which would require S278 works.

FYI – I have copied in Richard Thomas who has now replaced Neil as Highways Development Control & Flood Risk Manager.

Kind Regards,

Rebecca Hesketh
Engineer - Highways Development Control
Growth and Neighbourhoods Directorate
Manchester City Council

Direct: 0161 219 2701
Internal: 32701
Mob: 07971 384 313
Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 04 January 2023 16:59
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Re: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Rebecca,

Happy New Year – I hope you have a good break?

Thank you for your pre-application comments.

As requested, we have updated the TRICS output to provide more applicable multi-model trip rates. Based on the land use categories available, 'affordable / local authority flats' has been selected as it seems the most appropriate for the proposed type of use. The updated TRICS output is attached, and provides trip rates for total vehicles, cyclists, pedestrian and public transport users. 'Sheltered accommodation' would not be applicable as this applies to accommodation for elderly residents, according to the TRICS land-use definition.

It is noted that a Stage 1 RSA has been requested to accompany the planning application. Can I just confirm that this is required, given that this is an upgraded existing access junction. A Stage 1 RSA was not requested with the planning application for 12 apartments in 2021.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate Director

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michaelanthony@modetransport.co.uk
www.modetransport.co.uk

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

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Date: Monday, 19 December 2022 at 10:47
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: RE: 8 Moor Road, Wythenshawe - Transport Statement Scope

Morning Michael

Thanks for forwarding on TfGM comments – I was going to chase this up but good to see they have responded directly. We are happy to provide Highways pre-app advice without the formal pre-app submission.

Your TS scope seems reasonable – just a couple of points to consider in terms of the TS and scheme layout:

- It would be useful to see a multi-model trip generation assessment to understand the level of pedestrian, cycle and public transport trips given that it is recognised that service users may have limited access to a car. Whilst I appreciate the 'Resi – Flats Privately Owned' TRICS category would provide a more robust trip rate in terms of vehicular trip generation, is there a more representative category (i.e. sheltered accommodation) which would provide a more realistic indication of trips by all modes? The submitted TRICS output also appears to show a number of sites which are significantly larger than the proposed scheme and the 'Selected Locations' parameters are not shown.
- We would not be looking for any operational assessment for peak-hour vehicle trip generation <30 two-way trips.
- As there are no Core Strategy parking standards for this use, the level of provision will need to be justified within the TS to demonstrate that enough provision is available for staff, visitors and any families who may have access to a car.
- Standard parking bays must be a minimum of 2.4m x 4.8m (parallel bays should be 6m(L)) with disabled bays 3.6m x 6.0m. Manoeuvring swept-path assessment should be provided as requested by TfGM.
- Minimum 1no. EV charge point per 1000m2 floor space/1ha site – the TS should confirm whether the proposed 2no. provision aligns with this minimum requirement.
- Cycle parking should also be provided for each of the apartments in a secure and sheltered location together with staff/visitor provision.
- The current site layout plan doesn't appear to show a continuous pedestrian link between the building and Moor Road – a min. 2m pedestrian connection should be incorporated into the finalised layout plan.
- Details of waste management and supporting swept path assessment should be provided - the standard MCC refuse vehicle is 11.5m.
- The new vehicle access from Moor Road is acceptable in principle (subject to visibility splays and swept-path assessment). The design should be supported by dropped-kerbs and tactile paving crossing facilities.
  The works will be subject to a Section 278 Agreement.
- We require submission of a Stage 1 Road Safety Audit with regard to the proposed S278 works as part of the planning application. Subsequent RSA's will also be conditioned with any approval.
- It is noted that DfT guidance does not trigger the requirement for a Travel Plan for a development of this scale, however, we would like to see a range of travel plan measures/initiatives noted in the TS with a focus towards both service users and staff with reference to hazards posed by the tram tracks for cyclists.
- A Construction Management Plan will be conditioned with any approval.

I hope the above is useful – please let me know if you need anything further.

Kind Regards,

Rebecca Hesketh
Engineer - Highways Development Control
Growth and Neighbourhoods Directorate
Manchester City Council

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Email: rebecca.hesketh@manchester.gov.uk
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POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 14 December 2022 12:47
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Subject: Re: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Rebecca,

We have received comments back from TfGM - see attached.

I'm not sure if the applicant has approached MCC Planners for pre-app. Is this required to received MCC Highways comments?

Kind regards,

Michael.

Michael Anthony MCIHT
Associate Director

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michaelanthony@modetransport.co.uk
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mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Date: Wednesday, 14 December 2022 at 12:38
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Mike,

Thanks for your e-mail – I will try to have a look at this and get back to you this week.

In the meantime, has the applicant approached MCC Planners for pre-app? And have you already approached TfGM?

Kind Regards,

Rebecca Hesketh
Engineer - Highways Development Control
Growth and Neighbourhoods Directorate
Manchester City Council

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Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



From: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Sent: 13 December 2022 13:25
To: Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>; Leanne Chapman <leanne.chapman@manchester.gov.uk>; Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Subject: Re: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Mike,

Laura Honeybill has moved into our Public Realm Team.

Becky could you please pick this one and respond to Mike.

Thanks,

Neil

Neil Bayliss-Rowe
Highways Development Control & Flood Risk Manager
Internal Tel: 801 31171
External Tel: 0161 234 1171
Mobile: 07971384537
Email: neil.bayliss-rowe@manchester.gov.uk

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Growth and Neighbourhoods Directorate
Manchester City Council
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M60 2LA
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From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 13 December 2022 12:18
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Subject: FW: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Neil,

I hope you are well and enjoying your last few weeks at MCC.

I've sent this scoping email to Laura but had an out-of-office. Just wanted to check, is there someone else I should be sending this to for a site in Wythenshawe?

Kind regards,

Mike.

Michael Anthony MCIHT
Associate Director

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michaelanthony@modetransport.co.uk
www.modetransport.co.uk

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

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Date: Tuesday, 13 December 2022 at 11:39
To: laura.honeybill@manchester.gov.uk <laura.honeybill@manchester.gov.uk>
Cc: leanne.chapman@manchester.gov.uk <leanne.chapman@manchester.gov.uk>, Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Subject: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Laura,

Mode Transport Planning has been appointed to provide transport and highways advice to support a planning application for a short-term residential development at No.8 Moor Road in Wythenshawe, Manchester.

The proposed development comprises 19no. apartments for families and individuals on Manchester City Council's (MCC) homeless register. The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found. The proposed development will be Use Class Sui Generis, rather than C3 Use Class. The proposed site layout includes access from Moor Road, 11no. car parking spaces (including 2no. EV spaces and 1no disabled space), cycle parking and bin storage area. The site layout plan (subject to change) are attached for reference.

You may recall that you provided a pre-app consultation response in January 2021 for a previous scheme at the site that comprised 12 apartments. MCC Highways scoping response is attached to this email, for reference.

It is our intention to produce a Transport Statement to accompany this latest planning application. I am emailing to confirm this approach and set out the scope of the Transport Statement for your approval, as summarised in the points below:

- **Existing conditions and accident data** – description of the site location and local highway network
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Development proposals, parking and vehicular access** – description of proposals, access arrangement (including visibility splays) and review of car/cycle parking in accordance with MCC standards;
- **Swept Path Analysis** – swept path analysis will be undertaken to demonstrate that safe access can be achieved to the car park;
- **Trip Generation** – estimate trip generation during the AM and PM peak hours based on the attached trip rates derived the TRICS database using the 'Residential – Flats Privately Owned' category. This is considered a robust estimate of trip generation given the proposed type of residential use. Sites in London have been removed from the dataset;
- **Travel Plan Measures** – based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives will be detailed that could be implemented by the developer at the site to reduce single occupancy car use and encourage residents to travel sustainably.

It is not intended to undertake any junction capacity modelling as part of the assessment.

Please note that given the close proximity of the Metrolink line, we will also be re-consulting with TfGM.

I would be grateful if you could provide confirmation that the proposed approach for the TS is acceptable. I would also be grateful if you could comment on the proposed level of car parking provision, particularly considering the type of short-term residential use proposed at the development site.

Kind regards,

Mike.

Michael Anthony MCIHT
Associate Director

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mode transport planning
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Subject: Re: Moor Road
Date: Tuesday 25 June 2024 at 10:20:38 British Summer Time
From: Rebecca Woollin
To: Stuart Gilbert

========== Forwarded message ==========
From: Robert Griffin <robert.griffin@manchester.gov.uk>
To: "Amanda Pickering"<APickering@qaplanning.co.uk>
Cc: "Des Jones"<des.jones@manchester.gov.uk>, "Louise Stonall" <louise.stonall@manchester.gov.uk>, "Gaynor Howe" <gaynor.howe@manchester.gov.uk>, "David Cain (SUMO Development)"<david@sumo-dev.com>, "Stuart Gilbert"<stuart@level2architects.co.uk>
Date: Wed, 05 Jun 2024 10:18:32 +0100
Subject: Re: Moor Road
========== Forwarded message ==========

HI Amanda
Apologies for the delay in coming back to you. Highways were comfortable with the level of car parking spaces based on their experience of other similar schemes.

Regards

Rob Griffin
Principal Planner
Development Management South
Planning, Licensing and Building Control
Growth and Development Directorate
Manchester City Council
PO Box 532
Manchester
M60 2LA

T: 0161 234 4527

e: robert.griffin@manchester.gov.uk

From: Amanda Pickering <APickering@qaplanning.co.uk>
Sent: 30 May 2024 13:31
To: Robert Griffin <robert.griffin@manchester.gov.uk>
Cc: Des Jones <des.jones@manchester.gov.uk>; Louise Stonall

<louise.stonall@manchester.gov.uk>; Gaynor Howe <gaynor.howe@manchester.gov.uk>; David Cain (SUMO Development) <david@sumo-dev.com>; Stuart Gilbert <stuart@level2architects.co.uk>
Subject: Moor Road

Hi Rob

Sorry to chase, but I just wondered if you had managed to speak with highways regarding the proposed reduced car parking and access arrangements to the site? Before we finalise the plans and undertake the reconsultation with local residents and members we would greatly appreciate reassurances that highways are supportive, in principle with the revised proposals.

Kind regards
Amanda

Amanda Pickering
Senior Planning Consultant
Q+A Planning Ltd

m 07900 266551
qaplanning.co.uk

****
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Subject: RE: 8 Moor Road, Wythenshawe - Transport Statement Scope
Date: Wednesday, 14 December 2022 at 09:07:47 Greenwich Mean Time
From: Lynda Griffin
To: Michael Anthony
CC: Rebecca Woollin, Landuse
Attachments: image003.png, image002.png, image001.png

Morning Mike,

The Transport Statement scope that you set out below will primarily be for the benefit of Highways. My comments and concerns remain as previously some of which will be addressed but others that may not.

Metrolink are keen to ensure that there is sufficient inter-visibility between tram drivers and vehicles egressing the access, which I believe will be covered by the Assessment.

In the swept path analysis we would like to see that a vehicle leaving the highway can wait within the site curtilage whilst a vehicle manoeuvres into/out of spaces 8 and 11. We would not like to see vehicles committing to the turn but not being able to clear the highway due to vehicles manoeuvring into these spaces.

Additionally, due to the nature of the development and the quick turn over of residents could we would ask that as part of the travel plan arrangements in relation to cycle usage that information about the proximity of the tracks and the hazards that they pose to cyclists is included. It is recommended that cyclists cross at an angle greater than 60 degrees to minimise slipping and wheel trapping.

If you need to discuss anything further please do not hesitate to get in touch.

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager
Metrolink
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

Mobile 07901220488
Office fax 0161 244 1316
www.tfgm.com

Please don't print this e-mail unless you really need to!

TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 13 December 2022 11:39

To: Lynda Griffin <Lynda.Griffin@tfgm.com>
Cc: Alan Lowe <Alan.Lowe@tfgm.com>; Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Subject: 8 Moor Road, Wythenshawe - Transport Statement Scope

Hi Lynda,

Mode Transport Planning has been appointed to provide transport and highways advice to support a planning application for a short-term residential development at No.8 Moor Road in Wythenshawe, Manchester.

The proposed development comprises 19no. apartments for families and individuals on Manchester City Council's (MCC) homeless register. The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found. The proposed development will be Use Class Sui Generis, rather than C3 Use Class. The proposed site layout includes access from Moor Road, 11no. car parking spaces (including 2no. EV spaces and 1no disabled space), cycle parking and bin storage area. The site layout plan (subject to change) are attached for reference.

You may recall that you provided a pre-app consultation response in January 2021 for a previous scheme at the site that comprised 12 apartments. TfGM's scoping response is attached to this email, for reference.

It is our intention to produce a Transport Statement to accompany this latest planning application. Given the proximity of the site to the Metrolink line, I am emailing to confirm this approach and set out the scope of the Transport Statement for your approval, as summarised in the points below:

- **Existing conditions and accident data** – description of the site location and local highway network
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Development proposals, parking and vehicular access** – description of proposals, access arrangement (including visibility splays) and review of car/cycle parking in accordance with MCC standards;
- **Swept Path Analysis** – swept path analysis will be undertaken to demonstrate that safe access can be achieved to the car park;
- **Trip Generation** – estimate trip generation during the AM and PM peak hours based on the attached trip rates derived the TRICS database using the 'Residential – Flats Privately Owned' category. This is considered a robust estimate of trip generation given the proposed type of residential use. Sites in London have been removed from the dataset;
- **Travel Plan Measures** – based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives will be detailed that could be implemented by the developer at the site to reduce single occupancy car use and encourage residents to travel sustainably.

It is not intended to undertake any junction capacity modelling as part of the assessment.

Please note that we will also be re-consulting with MCC Highways.

I would be grateful if you could provide confirmation that the proposed approach for the TS is acceptable. If you have any queries regarding the scheme or the TS scope please let me know.

Kind regards,

Mike.

Michael Anthony MCIHT

Associate Director

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michaelanthony@modetransport.co.uk
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mode transport planning
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APPENDIX B

Proposed Development Layout Drawing

North

KEY

Planning application boundary

Moor Road

PERIMETER OF SITE TO BE ENCLOSED WITH 1.8M TIMBER FENCE

SITE BOUNDARY

ACCESS

AMENITY

CYCLE STORAGE FOR 18 SPACES

LINK

UNIT 01 43.6m2/ 469 sqft

UNIT 02 43.6m2/ 469 sqft

UNIT 03 44.2m2/ 475 sqft

UNIT 04 45.1m2/ 485 sqft

UNIT 05 45.1m2/ 504 sqft

UNIT 06 43.6m2/ 469 sqft

UNIT 07 47.7m2/ 513 sqft

BRICK BIN STORE

EXISTING HEDGE CUT BACK TO SUIT NEW ENTRANCE

Tarmac

Concrete

Soil

Grass

Kerb

Wall

Hedge

Tram Or Electric

KEY

HARD LANDSCAPING

- PERMEABLE BLACK MACADAM TO CAR PARK
- 600X600 PC PAVIORS - BUFF
- 150mm DEEP TOPOSOIL WITH 50MM TOP LAYER OF BARK CHIPPINGS

SOFT LANDSCAPING

- EXISTING TREES IDENTIFIED ON TOPOGRAPHICAL SURVEY
- TREES TO BE REMOVED
- PROPOSED TREES
- ROLAWN MEDALLION TURF - OR EQUAL
- HEDGEROWS - AS SPECIFIED ON DRAWING

A	Carpinus Betulus (Common Hornbeam)	Standard-Heavy	1No
B	Betula Pubescens (Downy Birch)	Standard-Heavy	1No
C	Sorbus Aucuparia (Rowan)	Standard	2No
D	Acer Campetre (Field Maple)	Standard	1No
E	Corylus Avellana (Hazel)	Standard-Light	1No
F	Crataegus Mongyna (Hawthorn)	Standard-Light	2No

NOTES

ALL EXTERNAL LEVELS TO STRUCTURAL & CIVIL ENGINEERS DETAIL

ALL BELOW GROUND DRAINAGE & SERVICES TO STRUCTURAL & CIVIL ENGINEERS DETAIL

S278 WORKS TO MOOR ROAD -TBA

A3

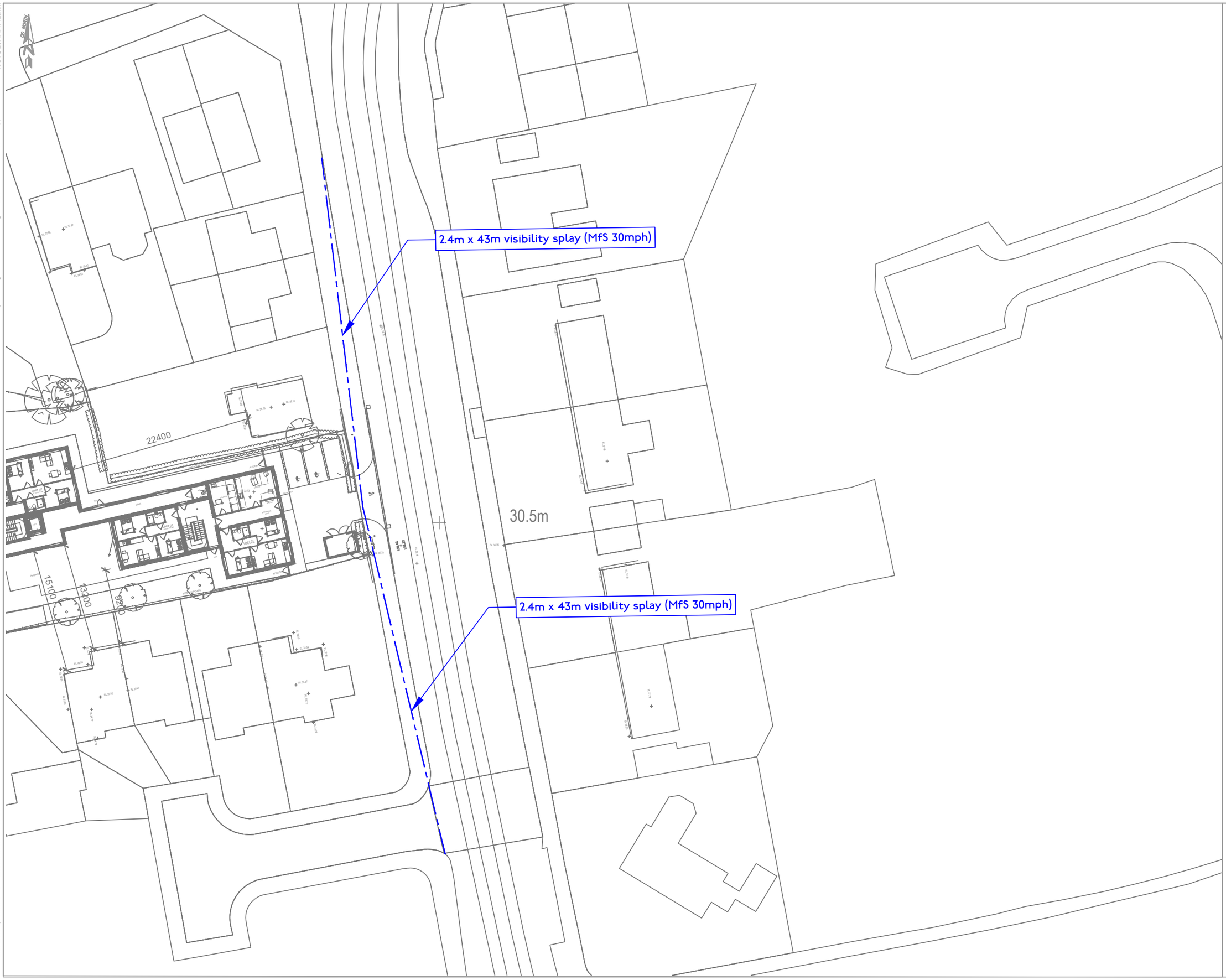
Level 2 architects

Project	Moor Road, Baguley
Title	Proposed Site Plan
Scale	1:200
Drawing	469-1-PLN-005
Rev	B
	PLANNING

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This drawing must be read in conjunction with all consultants, subcontractors and specialists drawings. All dimensions must be checked on site.

APPENDIX C

Proposed Site Access Junction



mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of manchester city council.
5. drawing based on topographical survey.

issue/revision

i/r	date	description
C	24/06/2024	issued
B	11/04/2024	issued
A	15/02/2024	issued
-	09/02/2023	issued

client: krm properties ltd

project: moor road, baguley

project number: J32721I

scale: 1:500@A3 & 1:500 @ A3

drawing title:
proposed site access

drawing number:
J32-721I-PS-001

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:
Filename: C:\USERS\WINDOWS1\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J32721L_MOOR ROAD, BAGULEY\5. GRAPHICS\2. CAD\2. SHEETS\J32-721I-PS-001 REV C.DWG
Last saved by: WINDOWS
Last Plotted: 2024-06-24

APPENDIX D

Stage 1 Road Safety Audit



roadsafetyinitiatives

Developing your roads for a safer future

MOOR ROAD, WYTHENSHAWE, MANCHESTER – PROPOSED DEVELOPMENT ACCESS

Stage 1 Road Safety Audit

Client: SUMO Developments Ltd

14/01/2023

Quality Management

Issue Record

ISSUE	REVISION	DESCRIPTION	DATE	PREPARED BY	CHECKED
1	-	Final	14 January 2023	*M Hedley*	*A Bawn*
Document number - RSI-MH-0123-003 Issue 1.0					

Moor Road, Wythenshawe, Manchester – Proposed Development Access

Stage 1 Road Safety Audit

14/01/2023

Overseeing Organisation

Manchester City Council

Client

SUMO Developments Ltd

Design Organisation

mode transport planning

Road Safety Audit Team Organisation

Road Safety Initiatives LLP

www.roadsafetyinitiatives.co.uk

Registered Address

Road Safety Initiatives LLP
OC380991
c/o One Two One Accounts Limited
44 Astley Road,
Seaton Delaval,
Northumberland, NE25 0DG

Enquiries regarding this audit should be made to

M Hedley

Partner
Road Safety Initiatives LLP

Tel: +44 (0)7960 798075
mailto: mark@roadsafetyinitiatives.co.uk

Table of Contents

1 Introduction 5
2 Items Raised at previous Road Safety Audits 6
3 Items raised at this Stage 1 Road Safety Audit 7
4 Audit Team Statement 8
Appendices, Figures and Tables 9

APPENDIX A – Scheme Documents Issued for Road Safety Audit
APPENDIX B – Location Plan

1 Introduction

1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the Moor Road, Wythenshawe, Manchester – Proposed Development Access scheme. This is at the request of Rebecca Woollin, mode transport planning (Design Organisation) on behalf of Manchester City Council (Overseeing Organisation).

1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119[1]. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.1.3 The Road Safety Audit Team membership consisted of:

Team Leader	**Mark Hedley,** IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)
	Certificate of Competency in Road Safety Audit gained in Nov 2013
	Partner, Road Safety Initiatives LLP
Team Member	**Alan Bawn,** BSc (Hons), CEng, MICE
	Consultant, Road Safety Initiatives LLP

1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Rebecca Woollin, mode transport planning (Design Organisation). The Road Safety Audit comprised an examination of the documents provided and listed in **Appendix A**.

1.1.5 The Road Safety Audit Team visited the site together on Wednesday 11 January 2023 between 11:00 and 11:25 hours. It was overcast and the road surfaces were damp at the time of the site visit. During the site visit, traffic flows were moderate with two trams, and two pedestrians and no cyclists were observed.

1.1.6 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Overseeing Organisation, will be supplied in a separate document in the covering email to this Road Safety Audit Report.

1.1.7 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in **Appendix B**.

1.1.8 This Road Safety Audit will review the road safety aspects of the proposed development access.

1.1.9 The objectives of the scheme are to provide an access to the proposed development which comprises of 19no. apartments for families and individuals on Manchester City Council's homeless register. The proposed apartments will be available for short-term stays of up to 3-months whilst permanent accommodation is found.

1.1.10 The Road Safety Audit Team was not informed of any strategic decision made and agreed by the Overseeing Organisation.

1.1.11 The Road Safety Audit Team was not informed of any Departures from Standards.

[1] At time of preparing this report, the RSA Brief was not approved by the overseeing organisation, and the report was issued directly to mode transport planning (acting on behalf of the developer).

2 Items Raised at previous Road Safety Audits

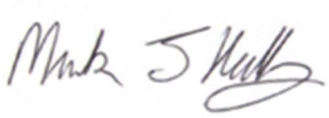
2.1.1 No previous Road Safety Audit has been undertaken on this scheme.

3 Items raised at this Stage 1 Road Safety Audit

3.1.1 Following careful consideration of the information provided, together with the site visit, the Stage 1 Road Safety Audit Team was unable to identify any items of concern regarding the road safety of the scheme.

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Mark Hedley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	14 January 2023
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Alan Bawn
Signed:	
Position:	Consultant
Organisation:	Road Safety Initiatives LLP
Date:	14 January 2023

Appendices, Figures and Tables

Appendix A: Scheme Documents Issued for Road Safety Audit

DRAWING/DOCUMENT REFERENCE	REV	TITLE
21901-2012	00	Proposed Site Plan (Ground Floor)
-	10 January 2023	8 Moor Road, Wythenshawe – Transport Statement
327211	10/01/23	Stage 1 RSA

Appendix B: Location Plan



roadsafetyinitiatives

Developing your roads for a safer future

Road Safety Initiatives LLP
c/o One Two One Accounts Limited
44 Astley Road, Seaton Delaval
Northumberland
NE25 0DG
www.roadsafetyinitiatives.co.uk

APPENDIX E

TRICS Output – ‘Affordable / Local Authority Flats’

Calculation Reference: AUDIT-754101-230106-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	HC	HAMPSHIRE	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	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: 10 to 91 (units:)
Range Selected by User: 6 to 150 (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: 01/01/05 to 16/05/22

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	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 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:

Suburban Area (PPS6 Out of Centre)	8

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

Selected Location Sub Categories:

Residential Zone	6
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	X days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 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

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	5 days
1.1 to 1.5	3 days

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

Travel Plan:

No	8 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	8 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-D-01 BLOCK OF FLATS CHESHIRE WEST & CHESTER
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *24/05/12* *Survey Type: MANUAL*

2 BH-03-D-01 BLOCKS OF FLATS BRIGHTON & HOVE
LEWES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 91
Survey date: TUESDAY *20/11/07* *Survey Type: MANUAL*

3 HC-03-D-02 FLATS HAMPSHIRE
BOURNEMOUTH ROAD
EASTLEIGH
AMPFIELD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 10
Survey date: FRIDAY *16/11/07* *Survey Type: MANUAL*

4 HC-03-D-05 BLOCK OF FLATS HAMPSHIRE
WORTING ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 29
Survey date: MONDAY *18/10/10* *Survey Type: MANUAL*

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

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

6 NF-03-D-01 BLOCK OF FLATS NORFOLK
DICKENS AVENUE
GREAT YARMOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY *20/09/05* *Survey Type: MANUAL*

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

8 TW-03-D-01 BLOCKS OF FLATS TYNE & WEAR
CRAWHALL ROAD
NEWCASTLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY *26/04/05* *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
BH-03-D-03	includes houses

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 19 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.58

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	33	0.045	0.864	8	33	0.114	2.159	8	33	0.159	3.023
08:00 - 09:00	8	33	0.083	1.583	8	33	0.080	1.511	8	33	0.163	3.094
09:00 - 10:00	8	33	0.068	1.295	8	33	0.080	1.511	8	33	0.148	2.806
10:00 - 11:00	8	33	0.053	1.008	8	33	0.080	1.511	8	33	0.133	2.519
11:00 - 12:00	8	33	0.061	1.152	8	33	0.061	1.152	8	33	0.122	2.304
12:00 - 13:00	8	33	0.095	1.799	8	33	0.098	1.871	8	33	0.193	3.670
13:00 - 14:00	8	33	0.102	1.943	8	33	0.095	1.799	8	33	0.197	3.742
14:00 - 15:00	8	33	0.110	2.087	8	33	0.091	1.727	8	33	0.201	3.814
15:00 - 16:00	8	33	0.087	1.655	8	33	0.114	2.159	8	33	0.201	3.814
16:00 - 17:00	8	33	0.155	2.951	8	33	0.106	2.015	8	33	0.261	4.966
17:00 - 18:00	8	33	0.136	2.591	8	33	0.117	2.231	8	33	0.253	4.822
18:00 - 19:00	8	33	0.125	2.375	8	33	0.095	1.799	8	33	0.220	4.174
19:00 - 20:00	1	29	0.138	2.621	1	29	0.034	0.655	1	29	0.172	3.276
20:00 - 21:00	1	29	0.207	3.931	1	29	0.241	4.586	1	29	0.448	8.517
21:00 - 22:00	1	29	0.103	1.966	1	29	0.103	1.966	1	29	0.206	3.932
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.568	29.821			1.509	28.652			3.077	58.473

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:	10 - 91 (units:)
Survey date date range:	01/01/05 - 16/05/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 19 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	33	0.000	0.000	8	33	0.004	0.072	8	33	0.004	0.072
08:00 - 09:00	8	33	0.004	0.072	8	33	0.008	0.144	8	33	0.012	0.216
09:00 - 10:00	8	33	0.004	0.072	8	33	0.011	0.216	8	33	0.015	0.288
10:00 - 11:00	8	33	0.004	0.072	8	33	0.004	0.072	8	33	0.008	0.144
11:00 - 12:00	8	33	0.000	0.000	8	33	0.000	0.000	8	33	0.000	0.000
12:00 - 13:00	8	33	0.000	0.000	8	33	0.000	0.000	8	33	0.000	0.000
13:00 - 14:00	8	33	0.000	0.000	8	33	0.000	0.000	8	33	0.000	0.000
14:00 - 15:00	8	33	0.000	0.000	8	33	0.000	0.000	8	33	0.000	0.000
15:00 - 16:00	8	33	0.004	0.072	8	33	0.000	0.000	8	33	0.004	0.072
16:00 - 17:00	8	33	0.000	0.000	8	33	0.004	0.072	8	33	0.004	0.072
17:00 - 18:00	8	33	0.011	0.216	8	33	0.004	0.072	8	33	0.015	0.288
18:00 - 19:00	8	33	0.008	0.144	8	33	0.004	0.072	8	33	0.012	0.216
19:00 - 20:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
20:00 - 21:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
21:00 - 22:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.035	0.648			0.039	0.720			0.074	1.368

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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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 19 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	33	0.023	0.432	8	33	0.042	0.792	8	33	0.065	1.224
08:00 - 09:00	8	33	0.045	0.864	8	33	0.201	3.814	8	33	0.246	4.678
09:00 - 10:00	8	33	0.110	2.087	8	33	0.133	2.519	8	33	0.243	4.606
10:00 - 11:00	8	33	0.068	1.295	8	33	0.117	2.231	8	33	0.185	3.526
11:00 - 12:00	8	33	0.076	1.439	8	33	0.083	1.583	8	33	0.159	3.022
12:00 - 13:00	8	33	0.057	1.080	8	33	0.064	1.223	8	33	0.121	2.303
13:00 - 14:00	8	33	0.083	1.583	8	33	0.068	1.295	8	33	0.151	2.878
14:00 - 15:00	8	33	0.102	1.943	8	33	0.114	2.159	8	33	0.216	4.102
15:00 - 16:00	8	33	0.197	3.742	8	33	0.110	2.087	8	33	0.307	5.829
16:00 - 17:00	8	33	0.148	2.807	8	33	0.068	1.295	8	33	0.216	4.102
17:00 - 18:00	8	33	0.087	1.655	8	33	0.121	2.303	8	33	0.208	3.958
18:00 - 19:00	8	33	0.076	1.439	8	33	0.049	0.936	8	33	0.125	2.375
19:00 - 20:00	1	29	0.310	5.897	1	29	0.034	0.655	1	29	0.344	6.552
20:00 - 21:00	1	29	0.103	1.966	1	29	0.000	0.000	1	29	0.103	1.966
21:00 - 22:00	1	29	0.069	1.310	1	29	0.034	0.655	1	29	0.103	1.965
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.554	29.539			1.238	23.547			2.792	53.086

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 19 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	33	0.004	0.072	8	33	0.042	0.792	8	33	0.046	0.864
08:00 - 09:00	8	33	0.015	0.288	8	33	0.053	1.008	8	33	0.068	1.296
09:00 - 10:00	8	33	0.000	0.000	8	33	0.034	0.648	8	33	0.034	0.648
10:00 - 11:00	8	33	0.008	0.144	8	33	0.023	0.432	8	33	0.031	0.576
11:00 - 12:00	8	33	0.015	0.288	8	33	0.027	0.504	8	33	0.042	0.792
12:00 - 13:00	8	33	0.004	0.072	8	33	0.042	0.792	8	33	0.046	0.864
13:00 - 14:00	8	33	0.038	0.720	8	33	0.015	0.288	8	33	0.053	1.008
14:00 - 15:00	8	33	0.038	0.720	8	33	0.011	0.216	8	33	0.049	0.936
15:00 - 16:00	8	33	0.011	0.216	8	33	0.011	0.216	8	33	0.022	0.432
16:00 - 17:00	8	33	0.042	0.792	8	33	0.011	0.216	8	33	0.053	1.008
17:00 - 18:00	8	33	0.027	0.504	8	33	0.004	0.072	8	33	0.031	0.576
18:00 - 19:00	8	33	0.008	0.144	8	33	0.008	0.144	8	33	0.016	0.288
19:00 - 20:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
20:00 - 21:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
21:00 - 22:00	1	29	0.000	0.000	1	29	0.000	0.000	1	29	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.210	3.960			0.281	5.328			0.491	9.288

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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