

136 Withington Road

Transport Statement

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a residential development at 136 Withington Road in Whalley Range, Manchester. The proposed scheme will deliver 35 units with associated landscaping, car and cycle parking.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **076585-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located in the Whalley Range area in south Manchester. **Figure 2.1** below shows the site in a local context relating to the local highway network:

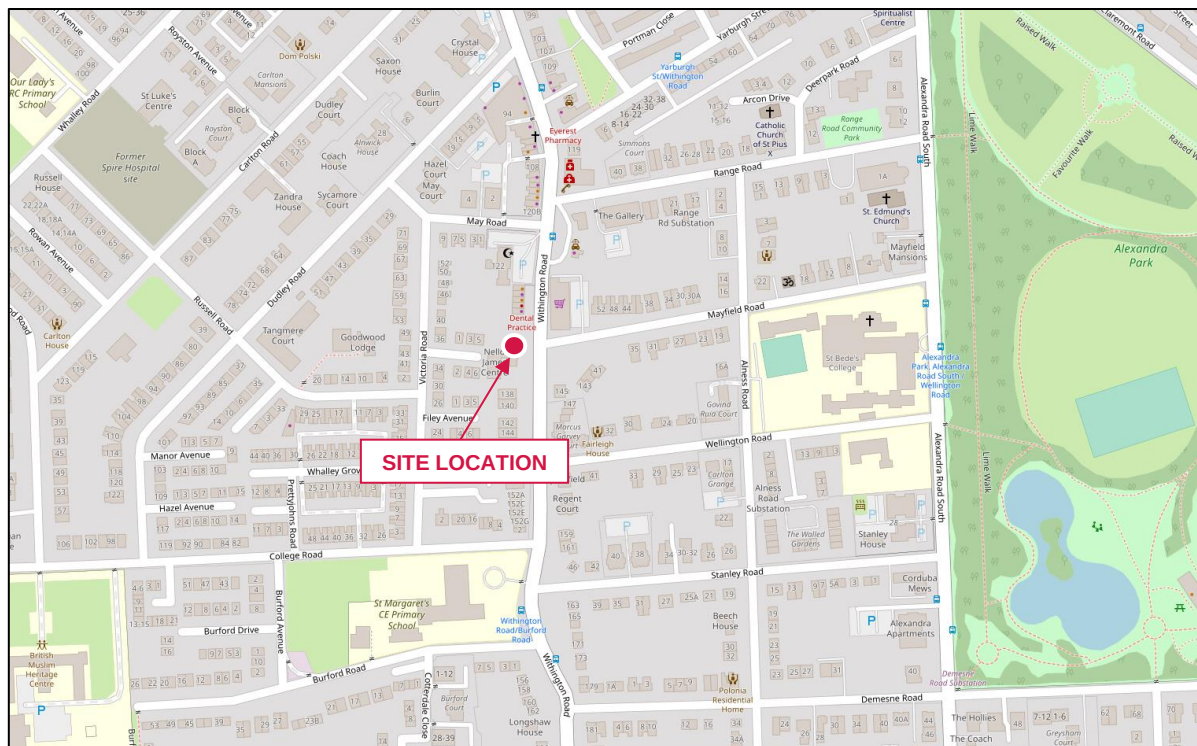


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2022)

2.2 Existing Use and Access

- 2.2.1 The site is currently occupied by large unoccupied and derelict two-storey dwelling, with an adjoining outbuilding and external hardstanding and garden area. The dilapidated buildings have been vacant for several years and are in an extremely poor state of repair, including missing windows, external cracking to facade, exposed and damaged roof.
- 2.2.2 The existing access off Withington Road is shown below:



Figure 2.2 – Existing Access

(Source: Google Maps, 2021)

2.3 Surrounding Highway Network

Withington Road

- 2.3.1 Withington Road provides a main arterial route towards Manchester city centre, and this extends from the five-arm signalised junction with Chorlton Road, Moss Lane East, Shrewsbury Street and Upper Chorlton Road in the north before continuing south for c.2.3km to a three-arm signalised junction with Mauldeth Road West.
- 2.3.2 The road is c. 8m-wide in the vicinity of the site with one lane in each direction. There are c. 2.5m-wide footways on both sides of the road.
- 2.3.3 To the north of the site, there is signalised pedestrian crossing on Withington Road, which provides a safer crossing option towards the Co-Operative food store and Mayfield Road.

2.4 Highway Safety

- 2.4.1 Personal injury incident data for the highway network adjacent to the site has been obtained from the Crashmap reported road accidents database for the most recent five years (2018 – 2022 inclusive). The details of the search are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1**:

Junction/ Link	Slight	Serious	Fatal	Totals
Withington Road, north of Yarburgh Street	1	0	0	1
Withington Road / Yarburgh Street	1	0	0	1
Withington Road / Mayfield Road	1	0	0	1
Mayfield Road / Alness Road	1	0	0	1
Alexandra Road S, near St Bede's College	1	0	0	1
Wellington Road	1	0	0	1
Withington Road/ College Road	1	0	0	1
Stanley Road/ Alness Road	1	0	0	1
Total	8	0	0	8

Table 2.1 – Road Incident Data Summary

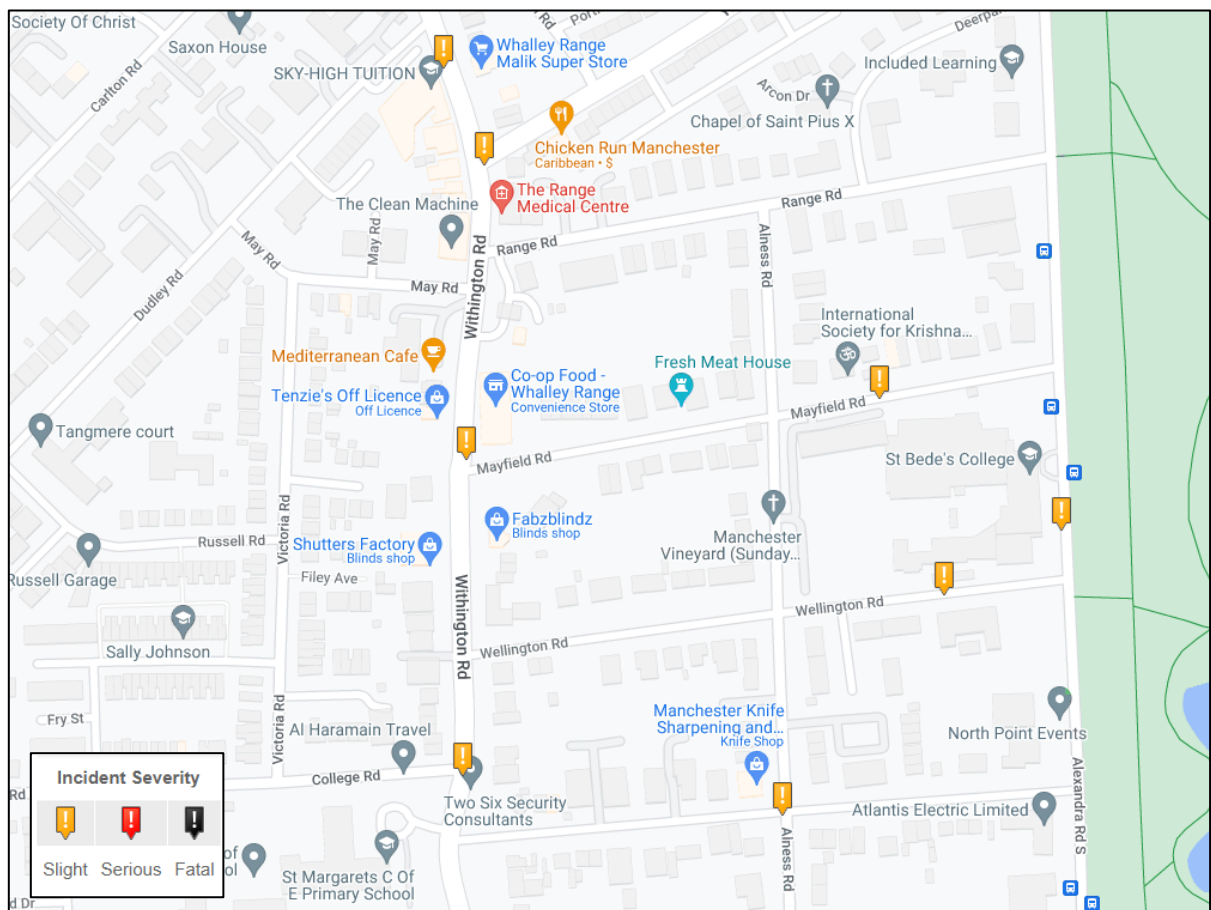


Figure 2.3 – Area Assessed for Road Incident Data (5 years)
(Source: Crashmap, 2024)

2.4.2 There has been a total of eight collisions in the latest five-year period available, all of which were 'slight' severity incidents.

- 2.4.3 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the other collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposals are for 35 apartments, with associated landscaping, gardens, and car and cycle parking. The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 The site would be accessed via the existing access on Withington Road. This will be retained to facilitate vehicular access into the site and provide the internal route through to the proposed parking provision. There would also be dropped kerbs and tactile paving at the junction where the site access road meets Withington Road to facilitate pedestrian access. The access arrangement is shown in **Drawing 076585-CUR-XX-00-D-TP-75001** at the rear of this report.
- 3.2.2 The drawing also shows that visibility splays of 2.4m x 43m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 30mph speed limit.
- 3.2.3 Due to the constraints of the site, the access road varies in width as it progresses from its junction with Withington Road towards the main car park area to the northern section of the site. As such, a passing place is proposed along the access road to facilitate momentary waiting to allow oncoming cars to pass. Swept path analysis of a large car accessing the Site, manoeuvring parking spaces and egressing in forward gear is shown in **Drawing 076585-CUR-XX-00-D-TP-05001**.
- 3.2.4 Due to the limited trip generation during the peak hours (as discussed within **Section 5**) and the tidal flows associated with this type of development (majority of departures during the AM peak and arrivals during the PM peak), it is considered there would be limited interaction between cars and the use of passing places would be required infrequently. Notwithstanding these have been provided to avoid any queuing back of vehicles onto the adopted highway and to create a safe environment for all users of the development.

Pedestrian and Cycle Access

- 3.2.5 A separate pedestrian access is proposed via Withington Road, located to the north of the proposed vehicular access point. This is located c.25m from the existing signalised pedestrian crossing facility on Withington Road, providing suitable access to adjacent facilities and services.
- 3.2.6 Cyclists can enter the site in a similar manner to other vehicles to access the cycle stores located at the north-western corner of the site.

3.3 Proposed Parking

Parking Standards

3.3.1 The Manchester Residential Quality Guidance (2017) document recommends 100% car parking provision “as a starting point” outside the city centre, however:

“Reduced on site provision may be justified on the basis of:

- Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- Identification of sufficient off-site capacity, within 5 minutes’ walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*
- Demonstrating that provision of full parking provision will unacceptably comprise the development’s active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.”*

3.3.2 The level of car parking provision has further been informed by Dataset RM001 of the 2021 Census, titled ‘Accommodation type by car or van availability by number of usual residents aged 17 or over in household’, centred around the Manchester 028 Middle Super Output Area (MSOA) where the site is located. All dwellings would be flats.

3.3.3 The findings are demonstrated in **Table 3.2**:

	Number	Percent
No cars or vans in household	1,162	52%
1 car or van in household	944	42%
2 cars or vans in household	140	6%
Total Households	2,246	100%
(Estimated) Total Cars/ Vans	1,278	–
(Estimated) Cars/ Vans Per Household	<u>0.56</u>	–

Table 3.1 – Car Ownership

3.3.4 It is evident that car ownership levels of 0.56 for flats in 2021 suggests that MCC's standards are excessive for this location, with most households having no cars or vans.

3.3.1 Limiting the availability of parking would lower this existing level of ownership further in the case of the proposed development site, and, accepting that the proposed development would also include higher density flats, demand may also not meet the figures presented above.

Proposed Car Parking

3.3.2 Considering all the above, 15 car parking spaces, including one disabled bay, are proposed – equating to 43% provision relative to the number of flats. This level of provision considers the realistic needs of the end users, car availability per household, and the proximity of the site to sustainable modes of transport, and proposals with a reduced parking provision is justified.

3.3.3 As prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

3.3.4 Furthermore, as discussed in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. This includes having a GMAL rating of 5 (on a scale of 1 to 8) for public transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester, and a variety of amenities are available are within walking distance. A car may not be necessary for many residents.

3.3.5 All parking spaces to conform to MCC's standard minimum requirements of 2.4m x 4.8m (with an added 1.2m wide margin for the disabled bay).

3.3.6 It is noted to maximise parking within the site, some spaces are proposed at a 45-degree angle; the aforementioned swept path analysis demonstrates that a large car would drive into the space, perform a multi-turn manoeuvre on egress and leave the site in forward gear.

3.3.7 With respect to the 90 degrees or perpendicular bays to the north of the site, a 6.0m aisle width is provided to allow for vehicles to manoeuvre without conflict within the car park.

3.3.8 5no. spaces will be equipped with active EV charging points which equates to 24% of total provision. The remaining spaces will be passive with the potential to install EV charging points if there is sufficient demand.

Car Club

3.3.9 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car

ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

- 3.3.10 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6.10 an hour with a Standard Plan.
- 3.3.11 To promote the use of car clubs and limit private vehicular ownership, as part of the Travel Plan, Views will provide a free 2-year membership to the car club along with a £40 driving credit to all initial residents of the proposed development.
- 3.3.12 At the time of writing, the nearest Car Club bays are on Alness Road and Carlton Road which are a 400m (5-minute) and 570m (7-minute) walking distance from the site, respectively. **Figure 3.1** below shows their locations in relation to the site.

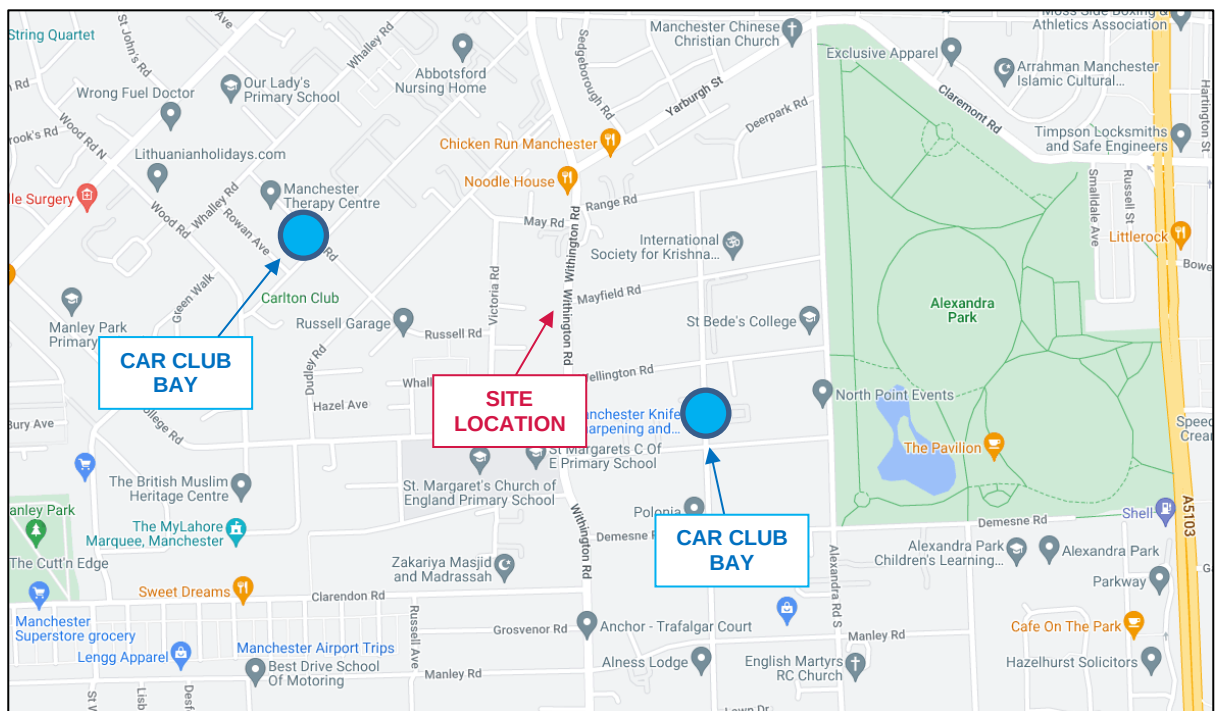


Figure 3.1 – Enterprise Car Club Locations in Whalley Range

(Source: Enterprise Car Club, 2023)

Proposed Cycle Parking

- 3.3.13 Secure cycle parking for 36 cycles (over 100% provision) will be provided. These will be provided in an external, covered cycle store located to the north of the site – adjacent to the proposed apartment building.
- 3.3.14 Furthermore, 2no. secure e-bike charging enclosures will be provided adjacent to the secure cycle store.

- 3.3.15 These are one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **076585-CUR-XX-XX-T-TP-00002**)).

3.4 Proposed Servicing Arrangements

- 3.4.1 It is envisaged that the refuse and servicing would predominantly take place from on-street via Withington Road.
- 3.4.2 The bin stores are located to the to the north of the site and on collection day, building management will move the bins to the specified collection/bin holding area (adjacent to the pedestrian access) on Withington Road.
- 3.4.3 It is envisaged that refuse operators will collect the bins from this location and return to this area once complete. Building management would subsequently return the bins to the bin store once the waste has been collected. As a result, the bins will await collection adjacent to the public realm for a limited amount of time.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (DLUHC (now MHCLG), 2021).
- 4.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *“Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).”*
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the DfT’s National Travel Survey (NTS) datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *“...an upper limit”* and that walking *“...offers the greatest potential to replace short car trips, particularly those under 2 km.”* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *‘Guidelines for Providing for Journeys on Foot’* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).
- 4.2.5 **Figure 4.1** presents a walking catchment with 500m intervals up to 2,000m – with the darkest red being the 500m catchment through to the lightest orange being the 2,000m catchment.

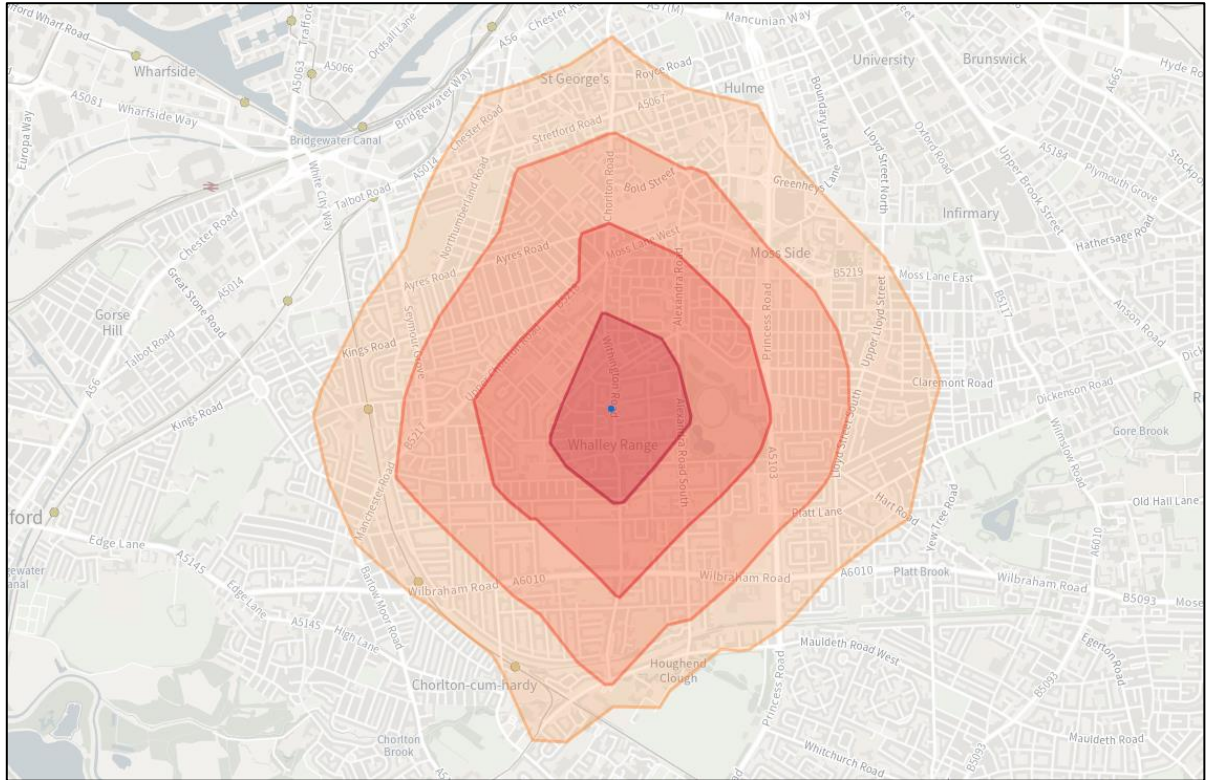


Figure 4.1 – Walking Catchment
(Source: MappingGM, 2022)

- 4.2.1 Within the 'Desirable' 500m catchment, pedestrians can reach convenience stores, eating and drinking establishments, places of worship, schools, and a pharmacy. Many more amenities, including Alexandra Park, can be reached within the further distances.
- 4.2.2 The pedestrian infrastructure which connects the site to the above facilities is generally good and there are well-lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.3 It is considered that the site is situated within an accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** presents 20- and 25-minute cycle catchments from the site. The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so these distances equate to approximately 4 miles/ 6.4km and 5 miles/ 8km, respectively.

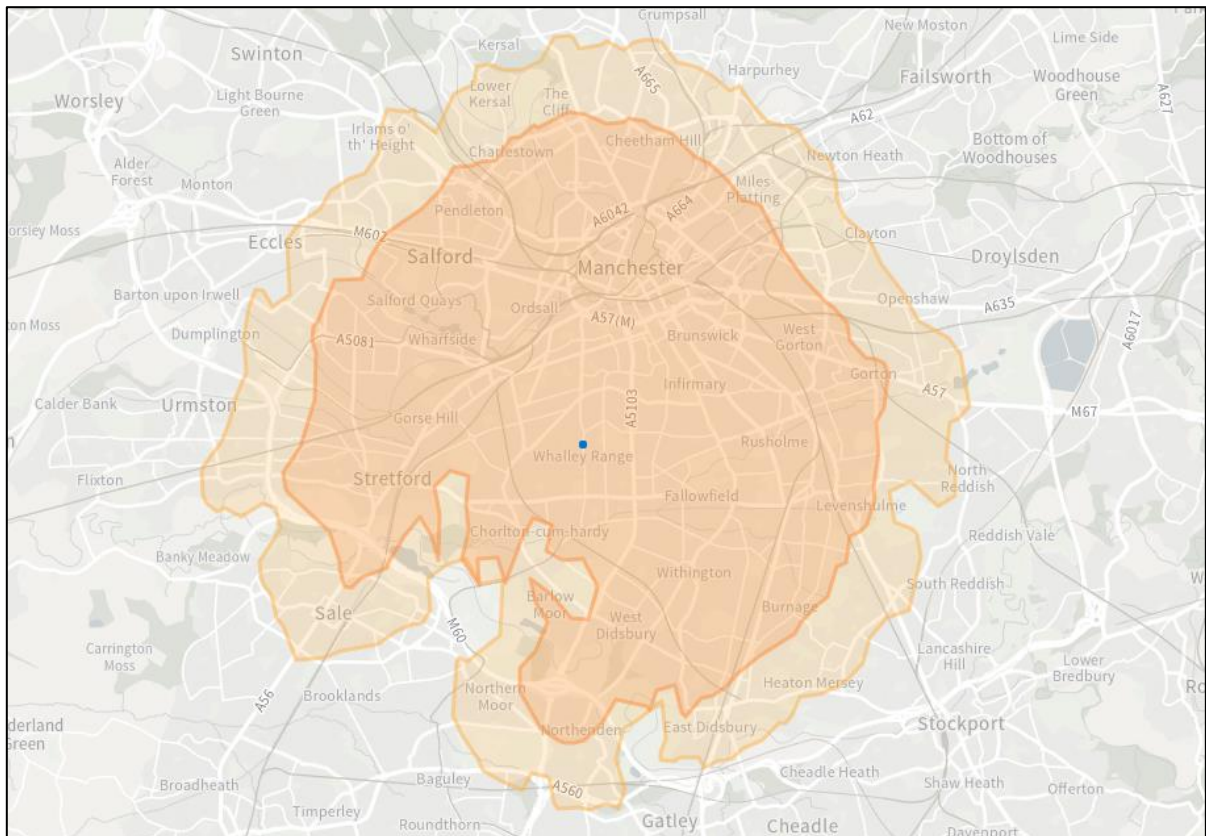


Figure 4.2 – Cycle Catchment
(Source: MappingGM, 2022)

- 4.3.3 NTS statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced in LTN1/20 and the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) which expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*
- 4.3.4 The 20-minute catchment encompasses Manchester and Salford city centres, extending to Lower Broughton in the north, Gorton in the east, Didsbury to the south, and Humphrey Park to the west. Cyclists can reach further destinations within 25 minutes.
- 4.3.5 The local cycle network in the vicinity of the site is shown in **Figure 4.3** below:

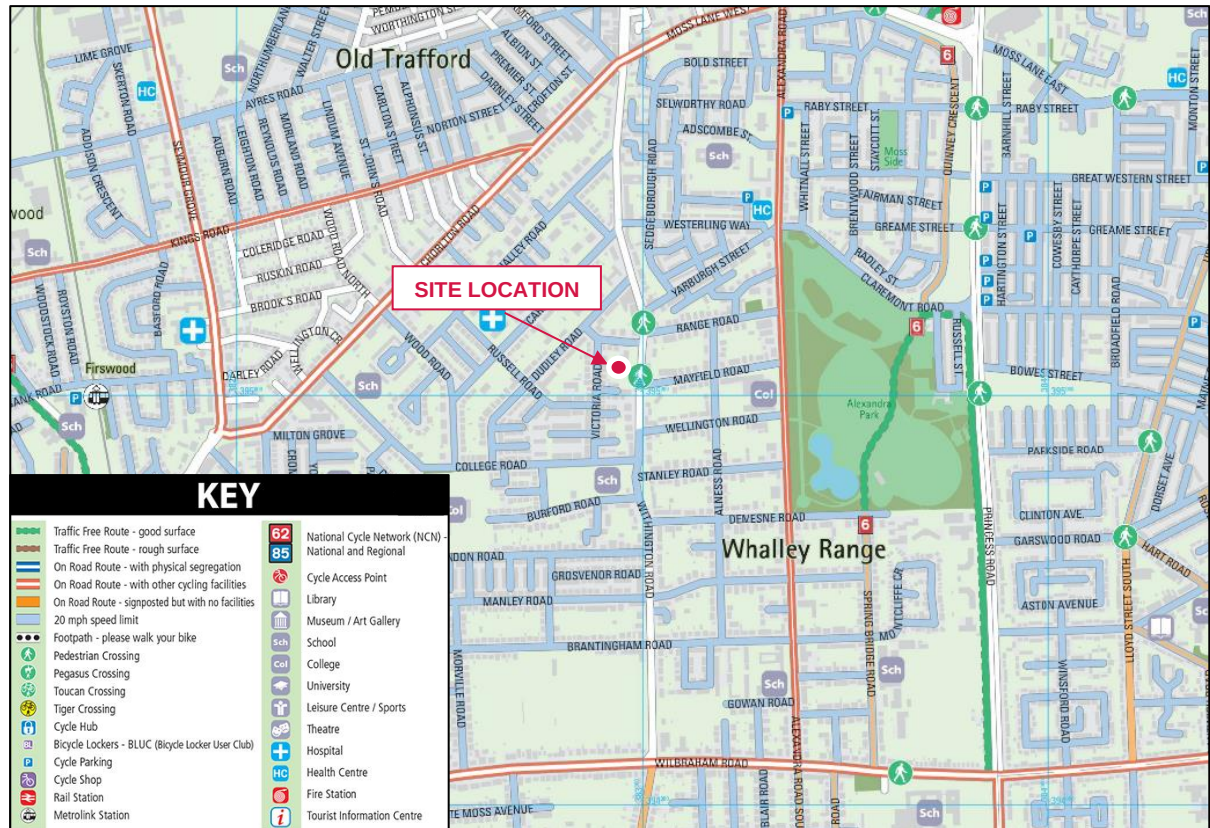


Figure 4.3 – Local Cycle Network

(Source: TfGM, 2022)

- 4.3.6 The surrounding roads are subject to a 20mph speed limit, fostering a safer environment for pedestrians and cyclists. The site is a short cycle from the marked on-road cycle lanes along Alexandria Road and Chorlton Road.
- 4.3.7 The site is in close vicinity to National Cycle Network Route 6, which provides a route to Manchester city centre and connects to other NCNs.
- 4.3.8 Transport for Greater Manchester has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.
- 4.3.9 The closest cycle hire stands are currently on Withington Road, c. 250m (3-minute) walk to the south of the site at the junction with Burford Road. There is also a cycle hire stand c 250m to the north of the site at the junction with Dudley Road.
- 4.3.10 The site is therefore ideally placed to take advantage of cycle connections around south Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.

4.4 Public Transport Accessibility

- 4.4.1 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.
- 4.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 4.4.4 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document *'Planning for Walking'* (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).
- 4.4.5 Accessibility by bus is considered further below, with a local public transport network map included in **Figure 4.5** below:

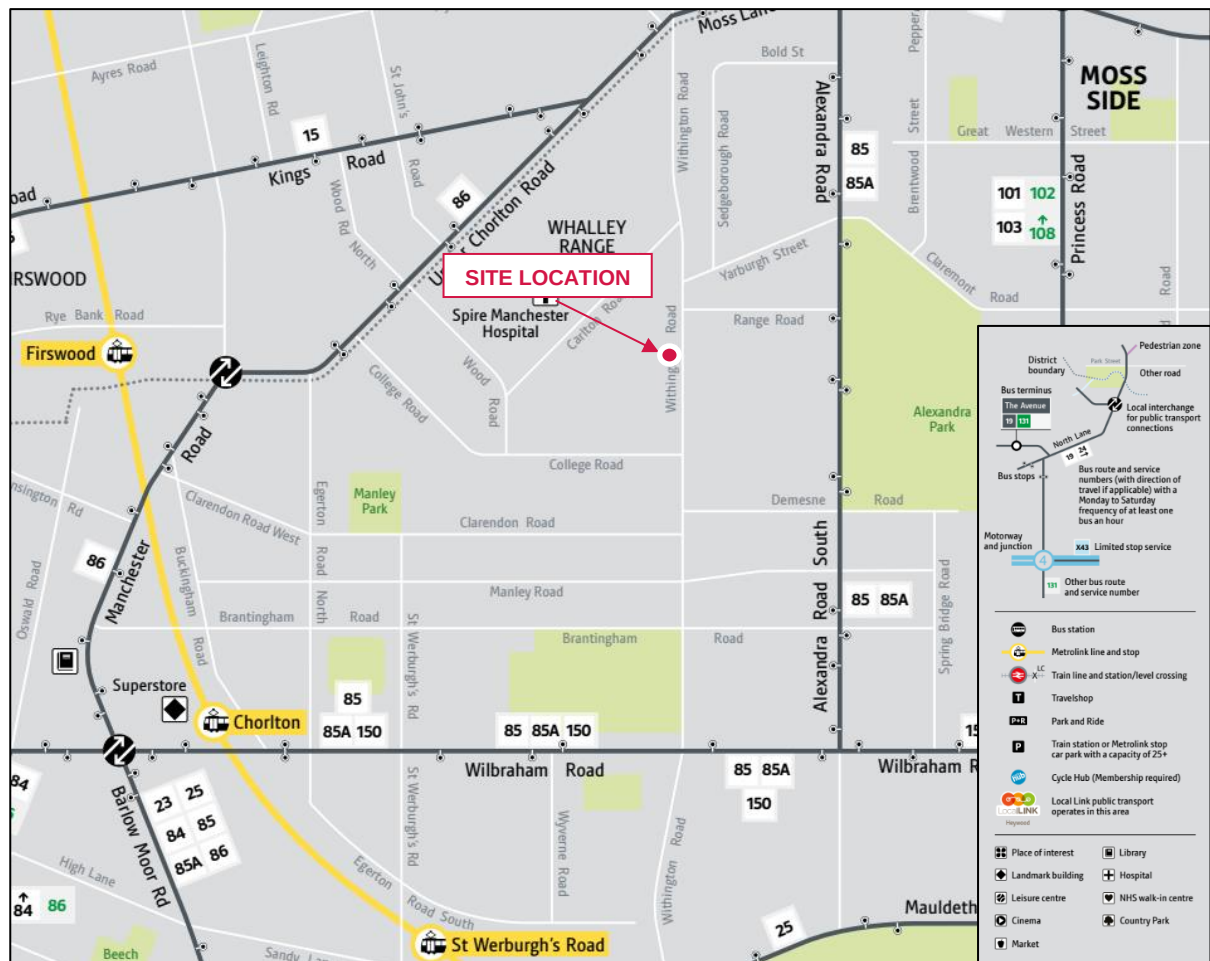


Figure 4.4 – Surrounding Public Transport Network
(Source: TfGM, 2022)

Bus Accessibility

- 4.4.6 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services – shown in **Table 4.2**.

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.7 The nearest bus stops to the site are ‘Range Road’ (northbound) and ‘Wellington Road’ southbound, both of which the site is a c. 460m (c. 6-minute) walk from. The walking distance is within the 500m ‘Preferred’ walking distance for commuting trips.

4.4.8 **Table 4.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
85	Piccadilly Gardens – Chorlton	4	4	4
85A	Piccadilly Gardens – Chorlton – Arrowfield Estate	1	1	–
733	Cheetham Hill – Ardwick – Whalley Range School (School Service)	1 in AM to WRS; 1 in PM to CH	–	–
743	Loreto College, Hulme – Gatley (School Service)	1 in AM to Hulme; 1 in PM to Gatley	–	–

Table 4.3 – Summary of Bus Service Frequencies

4.4.9 It is considered that the site is accessible by bus.

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are public transport opportunities within walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.

5.2 Existing Trip Generation

- 5.2.1 As the site is currently unoccupied by a derelict two-storey building, the site does not currently generate any vehicular trips.

5.3 Forecasted Trip Generation

- 5.3.1 The proposed development comprises 35 apartments. The level of trips generated by the proposed use of the site has been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature.
- 5.3.2 The full search criteria used in the TRICS database are presented in **Appendix B. Table 5.1** below summarises this assessment, with all trip rates per one dwelling.

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total People Trip Rates	0.116	0.584	<u>0.700</u>	0.489	0.222	<u>0.711</u>
Total People Trip Generation (35 Units)	4	20	<u>25</u>	17	8	<u>25</u>

Table 5.1 – TRICS Multi-Modal Trip Rates

- 5.3.3 It is noted that the development would generate 25 two-way person trips during both the AM and PM peak hours.
- 5.3.4 To consider the likely proportion of vehicular trips at a local level, analysis of the 2011 Census dataset ‘WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)’ has been undertaken. The middle super output area (MSOA) of Manchester 028 where the site is located has been used as the place of residence.

- 5.3.5 The mode of travel to work data extracted from the output areas is summarised in **Table 5.2**, and the full data output is included in **Appendix C**.

Mode of Travel to Work	Total	Percent
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	39	1%
Train	91	3%
Bus, minibus, or coach	912	25%
Taxi	21	1%
Motorcycle, scooter or moped	24	1%
Driving a car or van	1,644	46%
Passenger in a car or van	111	3%
Bicycle	439	12%
On foot	323	9%
Other method of travel to work	6	0%
Total	3,610	100%

Table 5.2 – Multi-Modal Sensitivity Test: Method of Travel to Work

- 5.3.6 The mode share for car drivers was 45.5% in 2011. Based on this, **Table 5.3** demonstrates the vehicular trip generation associated with the proposals:

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total People Trip Generation	4	20	25	17	8	25
Vehicular Trip Generation (45.5%)	2	9	<u>11</u>	8	4	<u>11</u>

Table 5.3 – Vehicular Trip Generation (2011 Census Modal Split)

- 5.3.7 The number of vehicle trips generated by the proposed development could equate to 11 two-way vehicle movements in both the typical AM and PM peak periods, respectively (08:00 – 09:00 and 17:00 – 18:00) based on the surveyed car modal share.
- 5.3.8 Notwithstanding this, from a review of the TRICS surveyed sites, it is noted that the overall parking provision equated to 110%. As the proposed development will have 43% parking provision, it is likely that the generated vehicular trips would be lower than shown in **Table 5.3**.
- 5.3.9 To take account of the reduced parking provision, a sensitivity test has been undertaken which demonstrates that the car driver modal share would reduce to 19.5% with respect to the available parking. Based on this, the car driver modal share has been adjusted and summarised in **Table 5.4** below:

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total People Trip Generation	4	20	25	17	8	25
Vehicular Trip Generation (31.4%)	1	4	<u>5</u>	3	2	<u>5</u>

Table 5.4 – Vehicular Trip Generation (2011 Census Modal Split & Parking Provision)

5.3.10 As such, the likely number of vehicle trips generated by the proposed development could reduce further to 5 two-way vehicle movements in both the typical AM and PM peak periods.

5.4 Highway Impact Summary

5.4.1 On the above basis, it is not considered that the proposed development would result in any adverse impacts on the local highway network.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (December 2023)

- 6.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. The latest update was in 2023.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 114 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*

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

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

6.2.9 Trip generation forecasts using TRICS and Census data have demonstrated that there is trip generation of 5 vehicles in the peak hours for the proposed uses of the site. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

6.2.10 Paragraph 116 of the NPPF states that applications for development should:

- *“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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the MHCLG) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;*
- Lessening traffic generation and its detrimental impacts;*
- Reducing carbon emissions and climate impacts;*
- Creating accessible, connected, inclusive communities;*
- Improving health outcomes and quality of life;*
- Improving road safety; and*
- Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **076585-CUR-XX-XX-T-TP-00002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that [outside the City Centre] ... all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.”

6.4.4 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit

from sustainable transport links across the city centre. The Council notes that it “will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

6.4.5 Appendix B does not specify parking requirements for residential developments.

6.4.6 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 076585-CUR-XX-XX-T-TP-00002**).

6.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*

- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Manchester Residential Quality Guidance

6.6.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

6.6.2 The guidance does not require a specific level of car parking as *"there is no 'one size fits all' approach to car parking and it should be considered on a case-by-case basis".*

6.6.3 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated"*

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

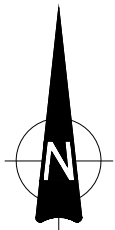
7.1 Summary

- 7.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a residential development at 136 Withington Road in Whalley Range, Manchester. The proposed scheme will deliver 35 units with associated landscaping and car and cycle parking.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 7.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.2 Trip generation forecasts have been undertaken using TRICS total people trip rates and Census data. This has demonstrated that the proposed development would not result a severe vehicular impact on the surrounding area in terms of highways, traffic, and transportation.
- 7.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 7.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
- DRAWING BASED ON INFORMATION PROVIDED BY ARCHITECT. DRAWING REFERENCE: A686_P_003A-PROPOSED SITE PLAN

KEY: — RED LINE BOUNDARY AS SUPPLIED BY OLLIER SMURTHWAITE
- - - INDICATIVE EXTENT OF EXISTING FLUSH ACCESS
2.40 x 43.00m VISIBILITY SPLAYS AT 30mph (MIS)

43.00m

WITHINGTON ROAD

EXISTING ACCESS
TO BE RETAINED

EXISTING FLUSH ACCESS ALONG
WITHINGTON ROAD (INDICATIVE)

8.50

43.00m

P03	Site layout updated	26/04/24	JM	MT
P02	Site layout updated	23/01/23	JM	MT
Rev:	Description:	Date:	By:	Chkd:



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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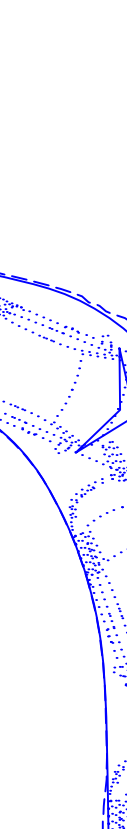
Status:PRELIMINARY

Project:136 WITHINGTON ROAD
WHALLEY RANGE

Orig Title:EXISTING ACCESS
VISIBILITY SPLAYS

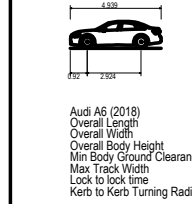
Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	04/08/22	JM	JM	MT			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
76585 - CUR - XX - 00 - D - TP- 75001 - P03							

\\ms-b-1\Projects\076001 - 077000\076585 - 136 Withington Road\04-Production\A-Mode Drawings\TP\CD\T5



- KEY:  RED LINE BOUNDARY AS SUPPLIED BY OLLIER SMURTHWAITE
 INDICATIVE EXTENT OF EXISTING FLUSH ACCESS

VEHICLE PROFILE:



Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Status:	PLANNING
---------	----------

Project: 136 WITHINGTON ROAD
WHALLEY RANGE

Drug Title:

SWEPT PATH ANALYSIS
LARGE CAR

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
76585 - CUR - XX - 00 - D -TP- 05001	P03

Appendix A – Proposed Site Layout

EXTERNAL WORKS KEY

- TREES REMOVED
- EXISTING TREE RETAINED
- PROPOSED TREE
- GRASS
- GRAVEL
- LOW LEVEL HEDGE
- PLANTING MIX
- BINS
- RESIN BOUND GRAVEL
- TEGULA BLOCKS TO PRIVATE GARDENS
- GRAVEL STABILISER GRIDS ON GEOTEXTILE
- PROPOSED LOW LEVEL BRICK RETAINING WALL
- LOW LEVEL BRICK WALL WITH TIMBER CLADDING ABOVE TO BIN STORE
- EXISTING METAL RAILING
- EXISTING STONE WALL

PROPOSED SITE PLAN

1:200@A1

N

0

5

10

15

20

25 M

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IMPORTANT NOTES:

			CLIENT: VIEWS
			PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT
			ADDRESS: 136 WITHINGTON ROAD, MANCHESTER, M16 8FD
			DRAWING TITLE: PROPOSED SITE PLAN
			SCALE: 1:200@A1
			DATE: JUN 2022
			DRAWING NO: A686_P_003D
D	21/06/24	AMENDED HARD LANDSCAPING	
C	06/06/24	ADDED EXTERNAL WORKS KEY	
B	25/04/24	REVISED SOUTH ELEVATION	
A	08/02/24	REVISED LAYOUT	
REVISION	DATE	DESCRIPTION	
			OLLIER SMURTHWAITE ARCHITECTS
			40 King Street, Manchester, M2 6BA
			T 0161 883 0838
			F 0161 883 0839
			E mail@olliersmurthwaite.com

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-220711-0751

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 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: 9 to 91 (units:)
 Range Selected by User: 6 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: 01/01/14 to 15/10/21

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

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	7 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	25 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	11
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	5

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:

Development Zone	2
Residential Zone	14
Built-Up Zone	5
No Sub Category	4

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.

Secondary Filtering selection:

Use Class:

C3	25 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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	8 days
15,001 to 20,000	2 days
20,001 to 25,000	7 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	8 days
75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	12 days
1.6 to 2.0	1 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	4 days
No	21 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	25 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
3	CB-03-C-02	BLOCK OF FLATS	CUMBRIA
	BRIDGE LANE		
	PENRITH		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL
4	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
5	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 32 26/05/15	CITY OF EDINBURGH Survey Type: MANUAL
9	HC-03-C-01 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 90 05/06/18	HAMPSHIRE Survey Type: MANUAL
10	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 22 09/06/21	HERTFORDSHIRE Survey Type: MANUAL
11	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: THURSDAY	BLOCK OF FLATS 91 14/11/19	HERTFORDSHIRE Survey Type: MANUAL
12	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS 26 07/06/21	HERTFORDSHIRE Survey Type: MANUAL
13	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 9 13/11/18	MERSEYSIDE Survey Type: MANUAL
14	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCK OF FLATS 24 12/04/21	MERSEYSIDE Survey Type: MANUAL
15	NF-03-C-01 PAGE STAIR LANE KING'S LYNN Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS 51 11/12/14	NORFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
17	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
18	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
19	SA-03-C-01	BLOCK OF FLATS	SOUTH AYRSHIRE
	RACECOURSE ROAD		
	AYR		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL
20	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
21	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
22	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	SR-03-C-01	FLATS		STIRLING
	FORTHSIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
24	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
25	TW-03-C-01	BLOCKS OF FLATS		TYNE & WEAR
	CAULDWELL AVENUE			
	WHITLEY BAY			
	MONKESEATON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.34

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	25	48	0.053	25	48	0.149	25	48	0.202
08:00 - 09:00	25	48	0.065	25	48	0.207	25	48	0.272
09:00 - 10:00	25	48	0.088	25	48	0.116	25	48	0.204
10:00 - 11:00	25	48	0.081	25	48	0.103	25	48	0.184
11:00 - 12:00	25	48	0.092	25	48	0.100	25	48	0.192
12:00 - 13:00	25	48	0.105	25	48	0.086	25	48	0.191
13:00 - 14:00	25	48	0.077	25	48	0.100	25	48	0.177
14:00 - 15:00	25	48	0.084	25	48	0.097	25	48	0.181
15:00 - 16:00	25	48	0.114	25	48	0.070	25	48	0.184
16:00 - 17:00	25	48	0.138	25	48	0.088	25	48	0.226
17:00 - 18:00	25	48	0.193	25	48	0.098	25	48	0.291
18:00 - 19:00	25	48	0.158	25	48	0.109	25	48	0.267
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.248			1.323			2.571

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: 9 - 91 (units:)
 Survey date range: 01/01/14 - 15/10/21
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.34

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	25	48	0.087	25	48	0.368	25	48	0.455
08:00 - 09:00	25	48	0.116	25	48	0.584	25	48	0.700
09:00 - 10:00	25	48	0.184	25	48	0.298	25	48	0.482
10:00 - 11:00	25	48	0.169	25	48	0.222	25	48	0.391
11:00 - 12:00	25	48	0.199	25	48	0.212	25	48	0.411
12:00 - 13:00	25	48	0.233	25	48	0.206	25	48	0.439
13:00 - 14:00	25	48	0.185	25	48	0.212	25	48	0.397
14:00 - 15:00	25	48	0.192	25	48	0.223	25	48	0.415
15:00 - 16:00	25	48	0.310	25	48	0.166	25	48	0.476
16:00 - 17:00	25	48	0.342	25	48	0.183	25	48	0.525
17:00 - 18:00	25	48	0.489	25	48	0.222	25	48	0.711
18:00 - 19:00	25	48	0.377	25	48	0.241	25	48	0.618
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.883			3.137			6.020

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

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

Appendix C – Census Analysis Data

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 11 January 2023]

population	All households; All cars or vans
units	Households
area type	countries
area name	England and Wales
rural urban	Total

Cars	2011	
All categories: Car or van availability	23,366,044	100%
No cars or vans in household	5,989,770	26%
1 car or van in household	9,861,642	42%
2 cars or vans in household	5,777,662	25%
3 cars or vans in household	1,283,780	5%
4 or more cars or vans in household	453,190	2%
sum of All cars or vans in the area	27,294,656	

Cars Per Household	1.17
--------------------	------

total cars in households with 3 or more cars	5,877,690
total households with 3 or more cars	1,736,970
average cars per household with 3 or more cars	3.38

total cars in households with 4 or more cars	2,026,350
total households with 4 or more cars	453,190
average cars per household with 4 or more cars	4.47

total cars in households with 2 or more cars	17,433,014
total households with 2 or more cars	7,514,632

average cars per household with 2 or more cars	2.319875943
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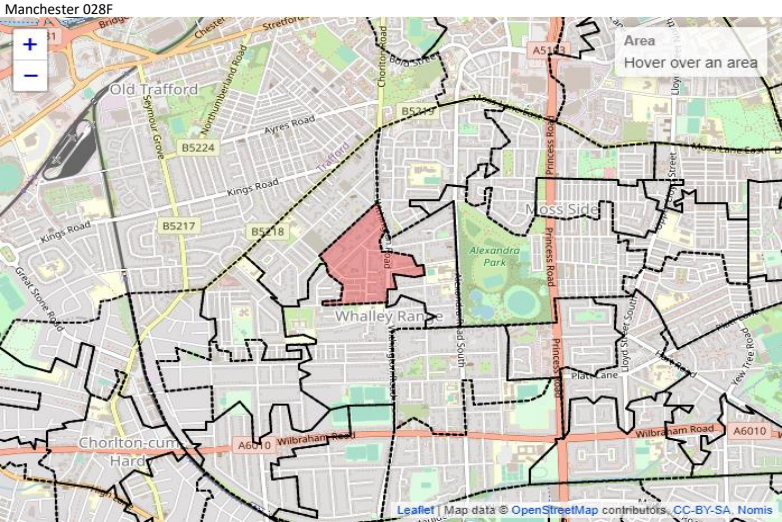
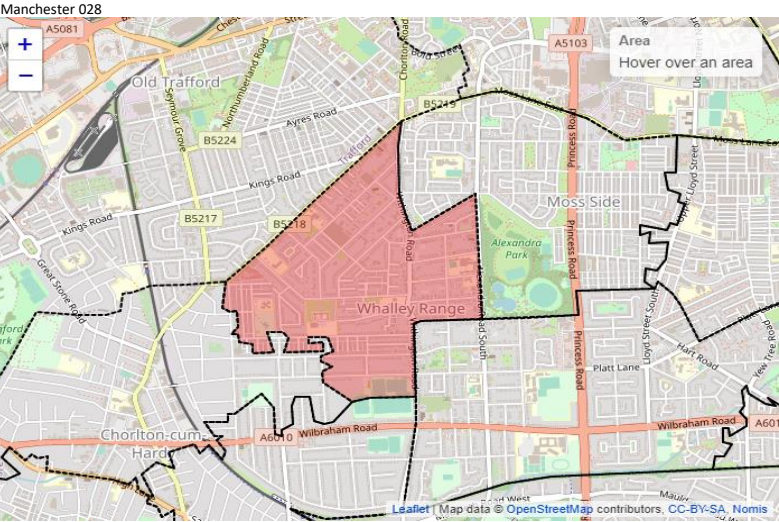
KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 15 July 2022]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	msoa2011:E02001072 : Manchester 028		Isa2011:E01033686 : Manchester 028F			
	number	%	number	%		
All categories: Car or van avail	3,741	100.0	608	100.0	100%	
No cars or vans in household	1,455	38.9	244	40.1	40%	
1 car or van in household	1,655	44.2	283	46.5	47%	
2 cars or vans in household	514	13.7	68	11.2	11%	
3 cars or vans in household	91	2.4	8	1.3	1%	
4 or more cars or vans in house	26	0.7	5	0.8	1%	
sum of all cars or vans in the ar	3,073	-	463	-		
Cars Per Household	0.82		0.76			
flat car ownership	0.54		0.50			
Average for households with up:	0.74		0.70			
average cars per household with 3 or more cars (	3.38					
total cars	3079		463			
cars per household (validating	0.82		0.76			
validating by accomodation type						
average cars per household with 2 or more cars (2011; England and Wales			2.319875943			
total cars			470.91			

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



DC4415EWIa - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 11 January 2023]

population All households
units Household reference persons
date 2011
area type 2011 census merged local authority districts
area name Manchester
no of usual residents in household All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type		Whole house or bungalow		Flat, maisonette or apartment		Caravan or other mobile or temporary structure	
All categories: Car or van availa	204,969	100%	135,731	100%	69,153	100%	85	
No cars or vans in household	91,248	45%	50,530	37%	40,684	59%	34	
1 car or van in household	83,276	41%	59,276	44%	23,969	35%	31	
2 or more cars or vans in house	30,445	15%	25,925	19%	4,500	7%	20	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, pa

More apartments with no cars or vans per household than average and less with 1 car or van or 2 or more cars or vans

average cars per household with 2 or more cars (2011; England and Wales) 2.319875943

total cars 153905 34408

cars per household 0.75 0.50

difference -34% car ownership for apartments is 34% lower than all accomodation types

rticularly small counts at the lowest geographies.

0.095238095

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