Proposed PBSA
137 Oxford Road
Manchester
Transport Statement

240808/SK22459/TS01(-01)

SK Transport Planning Ltd
Albion Wharf, Manchester, M1 5LN
0161 234 6509
info@sktransport.co.uk
sktransport.co.uk

Contents

		Page
1	Introduction	1
2	Baseline Situation	1
3	Development Proposal	3
4	Accessibility Assessment	4
5	Impact Assessment	8
6	Conclusions	9

Appendices

A	Ground Floor Layout
B	Framework Travel Plan
C	TRICS Output

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22459	TS	00	First Draft (text only issue)	L Speers	LGS	26/07/2024
SK22459	TS	01	Submission	L Speers	LGS	08/08/2024

© SK Transport Planning Ltd 2024. All Rights Reserved.

1 Introduction

1.1 SK has been appointed to prepare a Transport Statement (TS) to support a planning application for a Purpose Built Student Accommodation (PBSA) scheme at 137 Oxford Road in Manchester (Former Barclays bank site).

1.2 The PBSA will deliver 20 bedrooms and a ground floor commercial unit (101.6sqm). The proposed layout is attached as Appendix A.

2 Baseline Situation

Site Location

2.1 The location of the site is shown on Figure 2.1.

2.2 The site is in a prominent and sustainable location on the southern edge of Manchester city centre. The site relates well to local amenities and services, including destinations in the city centre, the university campuses, and the Oxford Road active travel and public transport corridor.

2.3 The site lies on the junction of Oxford Road and Grosvenor Street and forms the last unit on a row of units which all front Oxford Road.

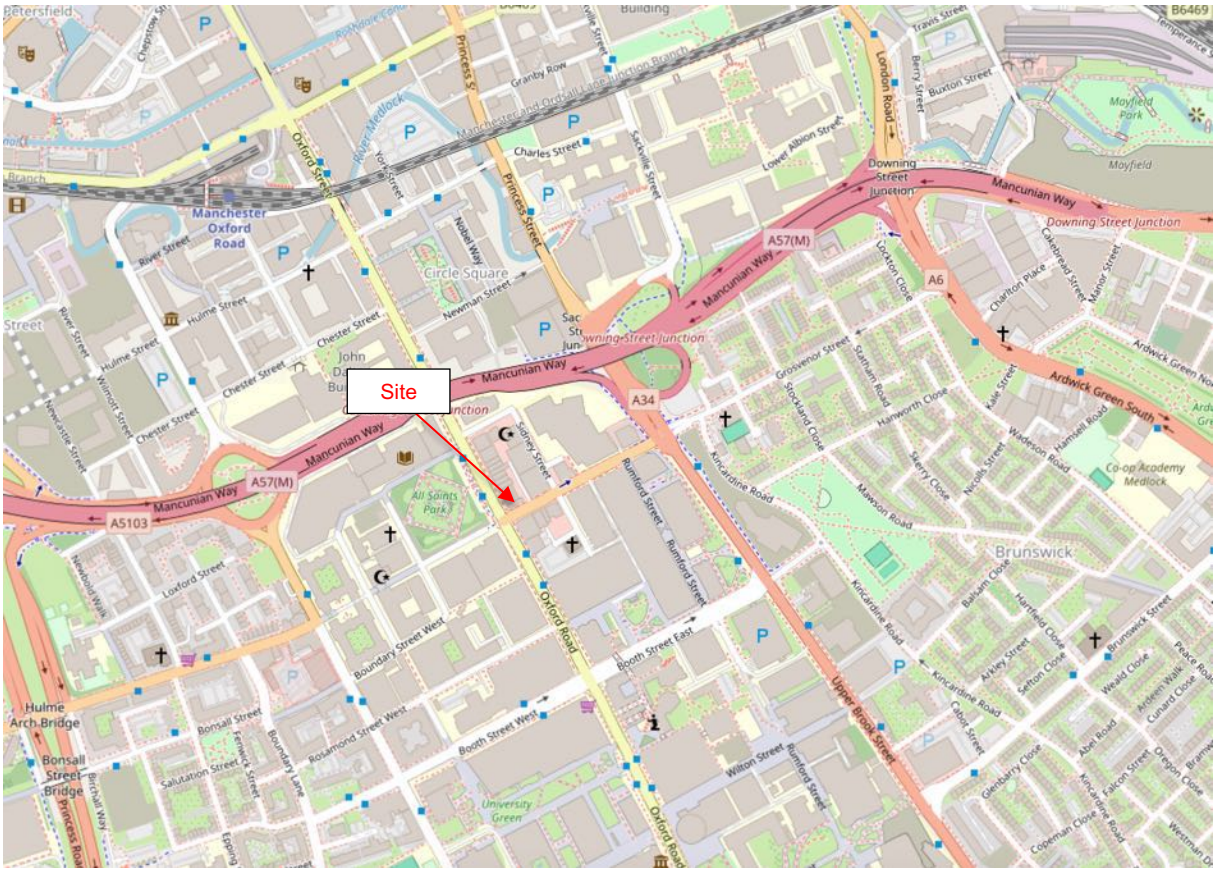


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Baseline Site Use

2.4 The building was previously used as a Barclays bank on the ground, mezzanine and 1st floor with office space on the upper floors. However, the building is now vacant.

2.5 The site has an extensive planning history.

© SK Transport Planning Ltd 2024. All Rights Reserved.

2.6 In 2017 prior approval permission was granted for the change of use from office (at that time Class B1) to a dwelling house (Class C3) comprising five studio apartments on the third floor (ref: 117288/P3OPA/2017).

2.7 In early 2020 prior approval permission was granted for the change of use from financial use class (at that time Class A2) to a dwelling house (Use Class C3) comprising of six studio apartments on the second floor (ref: 125556/P3MPA/2019).

2.8 Later in 2020 planning permission was granted for the change of use of the ground and mezzanine floors from financial use class (at that time Class A2) to flexible retail uses (at that time Use Classes A1, A2 and A3) (ref: 126573/FO/2020).

2.9 In 2022 planning permission was granted for the erection of a single-storey extension to create one apartment with four bedrooms (Use Class C3) (ref: 128837/FO/2020). As part of the development, the intention was to also deliver the change of use and prior approval permissions. The 2022 planning permission has a live status.

2.10 The 2022 consent provides 20 cycle parking spaces in a store and a single accessible parking space, both are located to the back of the building and are accessed from the rear of the property via the existing access. A refuse store is provided in the building with service access from the existing access point to the rear of the building and collection from Grosvenor Street.

2.11 The planning history above shows that the principle of residential uses on the upper floors and retention of commercial uses on the ground floor has been found acceptable by the Council for the site. The previously consented uses and access arrangements are the baseline against which the new proposal is assessed.

Local Transport Network

2.12 The site is bounded to the west by the A34 (Oxford Road). In the vicinity of the site Oxford Road provides a one-way all vehicle route (northbound), one-way southbound bus only route (between 6am and 9pm), long length of bus layby and stopping facilities on the northbound carriageway, kerbed cycle routes on both sides of the road, and footways that are significantly wider than 2m.

2.13 A controlled crossing is provided at the junction of Oxford Road/Grosvenor Street junction, to the southwest of the site, with toucan crossing facilities. Tactile paving and dropped kerbs are also in place.

2.14 Grosvenor Road sits on the southern boundary of the site. Grosvenor Street operates one-way westbound for all vehicles. A marked cycle route is provided on the southern edge of the carriageway and a kerbed contraflow cycle route is provided on the northern edge of the carriageway. The footways in the vicinity of the site are in excess of 2m wide.

2.15 Vehicle access to the site is provided from a simple priority arrangement on Grosvenor Street. The junction provides access to the rear of the property, including the consented site accessible parking space and other parking spaces associated with adjacent properties. Tactile paving and dropped kerbs are in place at the junction.

2.16 The roads bounding the site are subject to a 20mph speed limit and benefit from street lighting.

Traffic Regulation Orders

2.17 The roads bounding the site are subject to Traffic Regulation Order (TRO) controls in the form of double yellow lines and marked bays.

2.18 On the Oxford Road frontage double yellow line controls with loading blips are in place. No loading is permitted on the Oxford Road frontage.

2.19 On the Grosvenor Street frontage double yellow line controls are in place on the northern carriageway edge. No loading blips are in place meaning that loading is permitted and this accords with the consented refuse collection arrangements for the site. On the southern carriageway edge a long length of loading bay is in place to allow day-to-day deliveries.

© SK Transport Planning Ltd 2024. All Rights Reserved.

Road Safety Patterns

2.20 The TfGM database has been used to establish collision patterns over the most recent five-year period available.[1] The TfGM database states that the current data available is for five years to 31st December 2023. The website states that the next database update is expected shortly.

2.21 The database shows that there have been no collisions at the site access junction on Grosvenor Street during the period assessed.

3 Development Proposal

Overview

3.1 The proposed layout is attached as Appendix A.

3.2 The development will provide a PBSA with 20 bedrooms and a 101.6sqm commercial unit at ground floor.

Access Arrangements

3.3 The pedestrian entrance to the residential elements of the scheme will be provided from Grosvenor Street. The pedestrian entrance to the commercial unit will be provided from Oxford Street. As noted earlier, the footway width of Grosvenor Street is over 2m wide and tactile paving/dropped kerbs are already in place at the existing vehicle access to the rear of the site. Controlled crossings are also in place at the Oxford Road/Grosvenor Street junction.

3.4 The development will provide 20 cycle parking spaces for use by residents. A large lift is provided to enable residents to move bikes to the store. A store is provided to the rear of the commercial unit that can be used to store staff bikes.

3.5 Cycle parking is already in place in front of the site on Oxford Road that can be used by visitors to the site (six stands/12 spaces).

3.6 In line with the requirements of the student residents at the development and other PBSA across the city, the development will be car-free. In line with the consented arrangement, the development will provide a single accessible parking space.

3.7 Vehicle access to the site will be gained from the existing junction with Grosvenor Street. The junction benefits from tactile paving and dropped kerbs and already in use to provide access to the site's parking area and adjacent premise parking areas.

3.8 There are no accesses that will become redundant as part of the proposal and therefore no requirement for reinstatement. The footways bounding the site are also of recent construct and are in good condition and of good quality.

3.9 A Travel Plan has been prepared and is attached as Appendix B.

Delivery & Refuse Collection Arrangements

3.10 The development will also attract day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cycles, cars, light goods vehicles, and motorbikes). It is expected that the delivery vehicles, other than pedal cycles, will use the existing loading bay on Grosvenor Street and the pedal bikes will use the cycle parking already in place on the Oxford Road frontage.

3.11 A post and parcel storage area are provided next to the residential lobby.

3.12 Resident bins are located to the rear of the site and bins will be collected from Grosvenor Street in line with the consented site arrangements and in line with the existing TRO.

[1] https://www.gmtu.gov.uk/gmaccidents/

© SK Transport Planning Ltd 2024. All Rights Reserved.

Arrival & Departure Management

3.13 As with other PBSA, there will be a requirement to manage the periods at the start and end of the year when students move in and out with their possessions. As is standard practice, this will be managed using a strict appointment system to minimise the impact on the transport network.

3.14 Prior to arrival/departure, residents will be asked to confirm their arrival arrangements and arrival modes. Students travelling by public transport or air will be provided with details of the locations of public transport nodes and taxi company details. Students being dropped off by a parent or carer will be provided with information on the unloading locations and information on the location of public car parks (the nearest public car park is APCOA Aquatics Centre Car Park which is 450m from the site).

3.15 On the arrival weekend, the accessible space to the rear of the site will be used. Students arriving by private car or taxi will be able to unload in this area. All students will be required to book an appointment so that the moving in procedure can be regularised and to spread the use of the accessible space.

3.16 Assuming that all students will arrive by private car/taxi to allow a worst-case assessment, this equates to 10 students arriving per day on the Saturday and Sunday. The unloading booking will be a maximum of 45 minutes per vehicle. Based on this, and only allowing one booking per hour to reduce incidence of arriving and leaving vehicles meeting, 10 students can move in on each day over a 10 hour period on Saturday and Sunday.

3.17 Once the vehicle has been unloaded the driver will be required to vacate the loading bay and park in a public car park.

3.18 A similar strategy will be used during move-out periods at the end of the year. In SK's experience the move-out period is usually spread over a number of days or even weeks.

Construction Management Plan

3.19 A Construction Management Plan will be prepared prior to any construction activity at the site and this will be dealt with by a suitably worded planning condition.

4 Accessibility Assessment

Active Travel Routes

4.1 As noted earlier, the footways bounding the site are in excess of 2m wide. Controlled crossings are provided at the junction of Oxford Road/Grosvenor Street junction (toucan) and an uncontrolled crossing is provided at the site access junction. The existing pedestrian infrastructure is of good quality and allows easy connections to key areas of activity.

4.2 The roads surrounding the site are subject to a 20mph speed limit providing a suitable environment for pedestrians and cyclists.

4.3 The site fronts the Oxford Road corridor which provides high quality cycle routes with kerbed provision for both northbound and southbound movements. Grosvenor Street has an westbound marked cycle route and a kerbed contraflow route for eastbound movements.

4.4 Figure 4.1 shows an extract from TfGM's cycle network map.[2] This shows that using the routes outlined above access can be gained to the wider network. It also shows that there is plenty of cycle parking located throughout the area.

4.5 The site is shown to be served by good quality pedestrian and cycle infrastructure.

[2] https://tfgm.pindarcreative.co.uk

© SK Transport Planning Ltd 2024. All Rights Reserved.

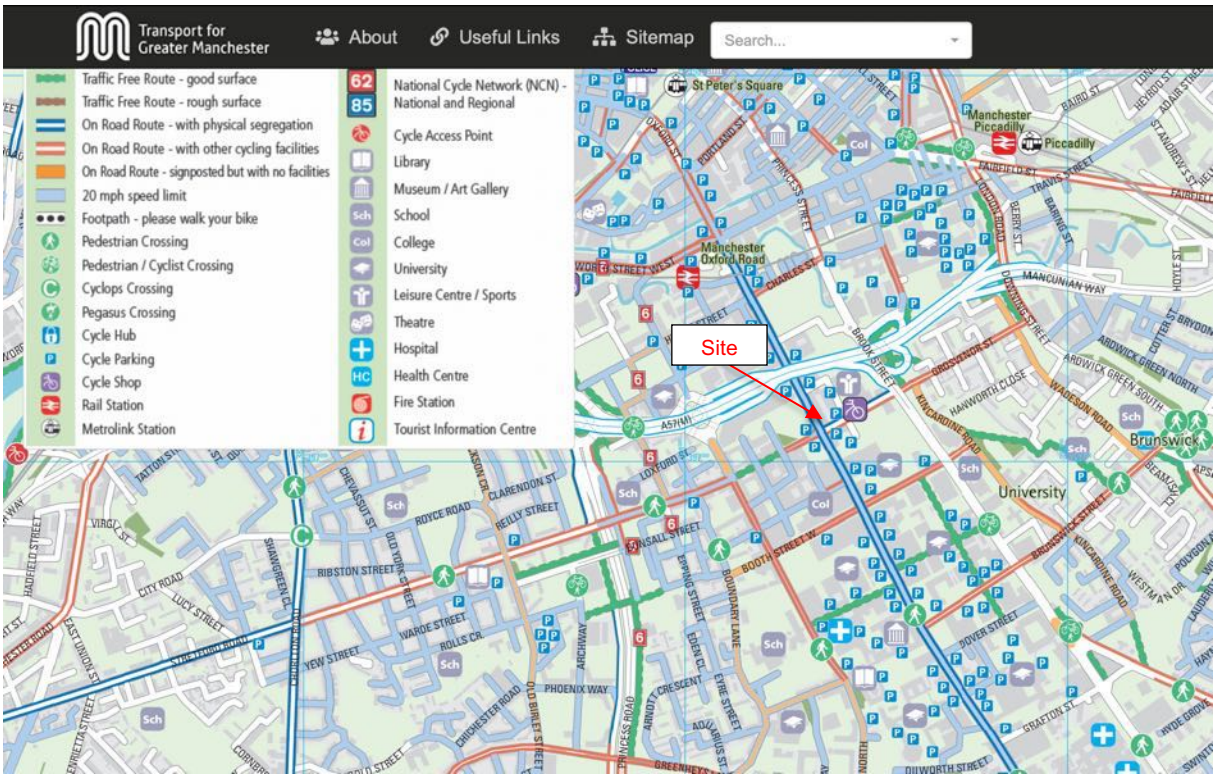


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

Public Transport Routes

4.6 Figure 4.2 shows an extract from TfGM's public transport network map for the local area.[3]

4.7 The nearest bus stops to the site are located on Oxford Road, directly opposite the site. The bus stops benefit from shelters, timetable information and boarding facilities.

4.8 The Oxford Road corridor is one of the busiest bus routes in the UK and this means that the residents at the site have opportunities to access frequent bus routes that provide good coverage of the city centre and wider region.

4.9 The site is also 550m away from mainline services at Oxford Road station and 900m from tram services at St Peter's Square.

4.10 The assessment confirms that the site is served by good quality public transport routes providing a good coverage of local and regional destinations.

[3] https//tfgm.com/maps

© SK Transport Planning Ltd 2024. All Rights Reserved.

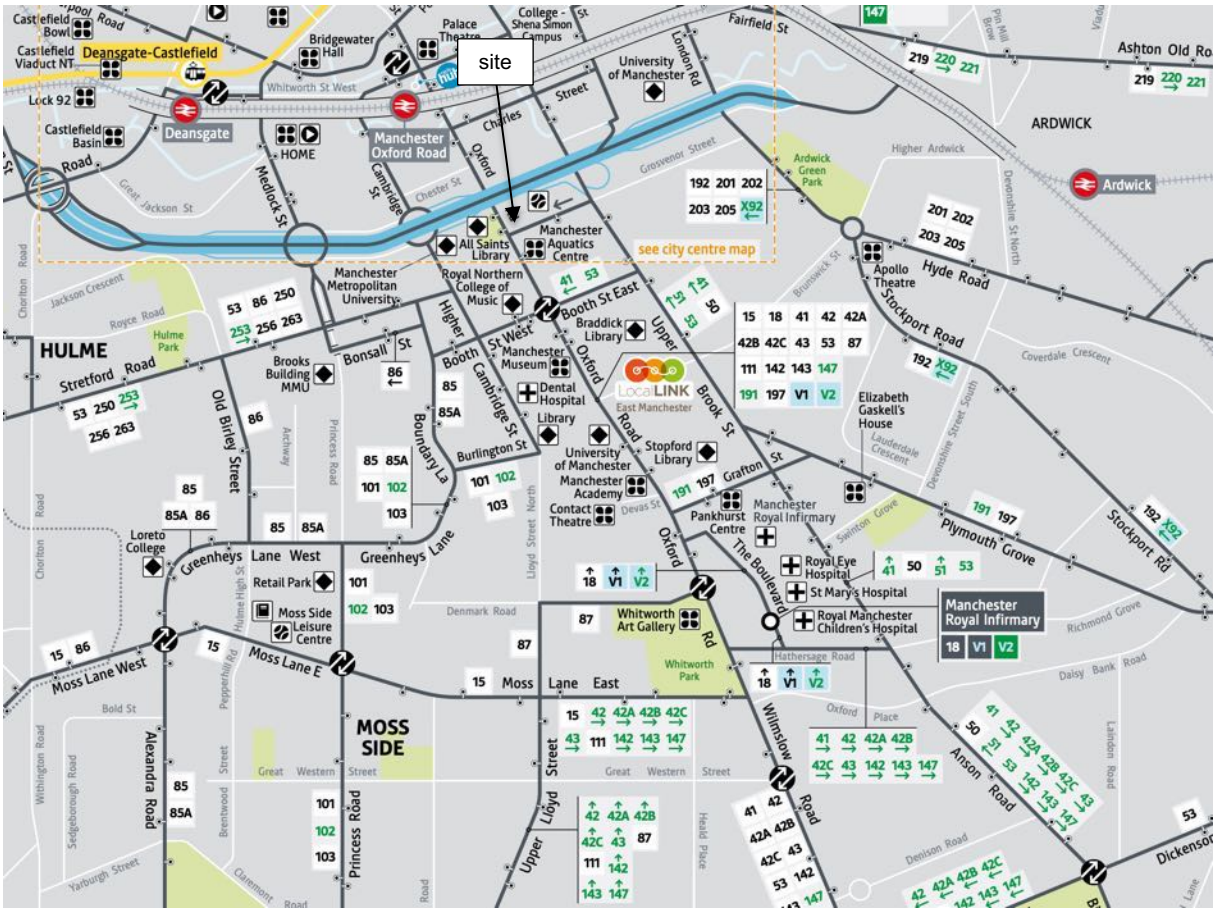


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

Accessibility Assessment

4.11 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.1.[4]

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.1: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

4.12 Figure 4.3 shows walking isochrones from the site based on the CIHT guidance in Table 4.1.

[4] Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

© SK Transport Planning Ltd 2024. All Rights Reserved.

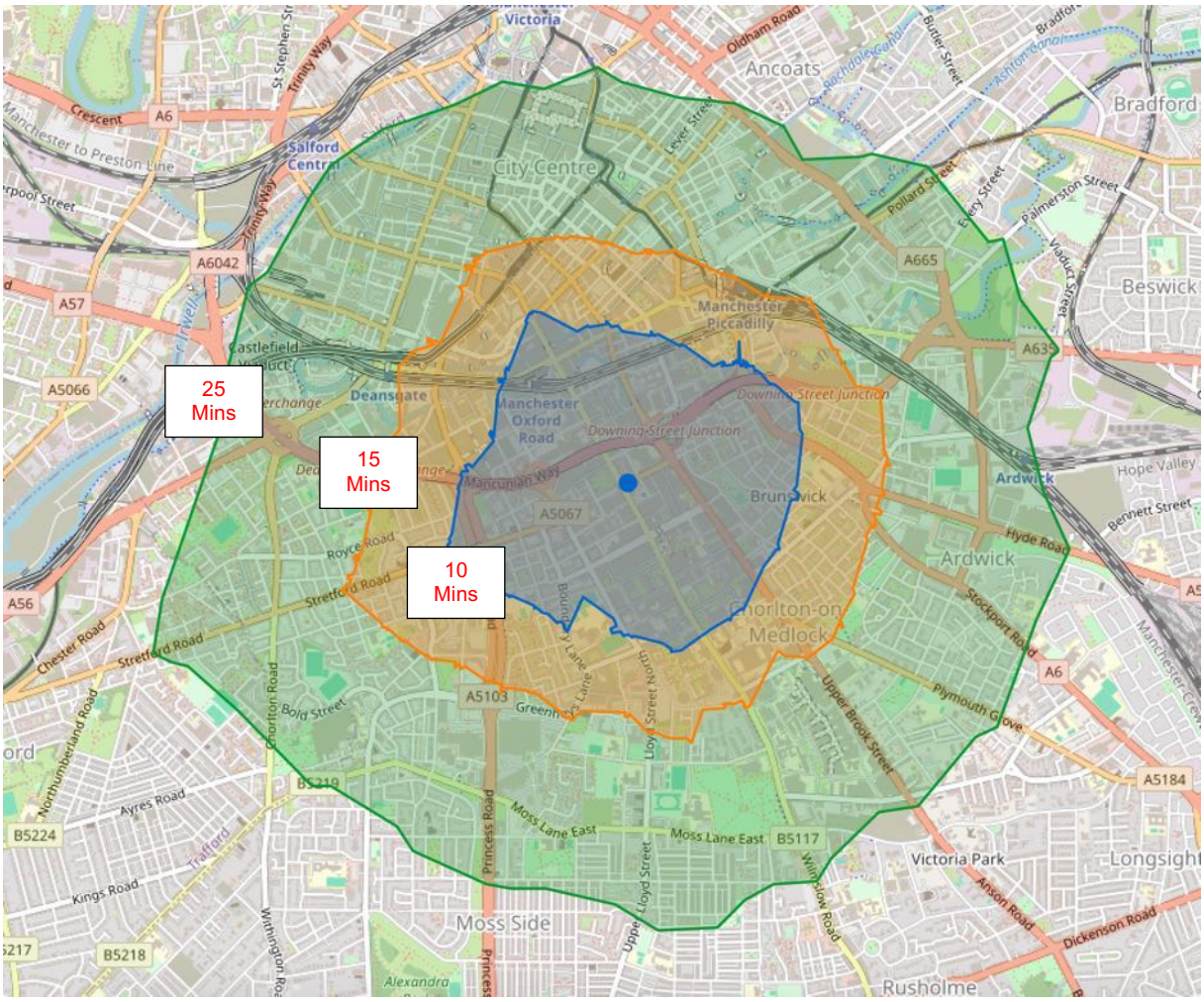


Figure 4.2: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.13 Figure 4.2 shows that the site is less than a 10-minute walk from local amenities on Oxford Road and Grosvenor Street, this includes a Tesco, various take-aways, cash machines, hairdressers, and numerous food and beverage outlets. The site is also a 10-minute walk of the university campuses and the Oxford Road area of the city centre. The site is within a 15-minute walk of the St Peter's Square, Piccadilly and Deansgate areas of the city centre. Within 25-minutes access can be gained to the Victoria area of the city centre.

4.14 The assessment confirms that the site is well located to allow access to local services and amenities on foot and the surrounding area by cycle.

4.15 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[5] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.16 The site has a GMAL of 8 (score of 86.02), which is an exceptional level of accessibility by public transport.

4.17 The site is shown to be highly accessible by public transport.

[5] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

© SK Transport Planning Ltd 2024. All Rights Reserved.

5 Impact Assessment

Trip Generation: PBSA

5.1 In line with other PBSA any traffic generated by the development on a typical day will be associated with taxi and servicing movements, and there will be minimal movements in the highway network peak periods. These movements will be accommodated in the existing loading bay on Grosvenor Street.

5.2 A trip generation exercise has been undertaken using comparable sites on the TRICS database. The TRICS assessment has been undertaken in line with latest good practice guidance and a review has been made of the sites to ensure that they have the same, or worse, accessibility levels, as the proposal site.[6] The TRICS output is attached as Appendix CE.

5.3 A summary of the trip rates and development trip generation provided below. The trip generation method was presented to MCC during pre-application discussions and is agreed.

	Person Trip Rates (per resident)			Total Vehicle Trip Rates (per resident)			OGV Trip Rates (per resident)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.018	0.147	0.165	0.004	0.003	0.007	0	0	0
PM Peak Hour	0.139	0.092	0.231	0.002	0.007	0.009	0	0	0
	Pedestrian Trip Rates (per resident)			Cyclist Trip Rates (per resident)			Public Transport Trip Rates (per resident)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.007	0.084	0.091	0.001	0.007	0.008	0.006	0.054	0.06
PM Peak Hour	0.084	0.06	0.144	0.005	0.001	0.006	0.049	0.024	0.073

Table 5.1: Trip Rates – PBSA

	Person Trips			Total Vehicle Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0	3	3	0	0	0	0	0	0
PM Peak Hour	3	2	5	0	0	0	0	0	0
	Pedestrian Trips			Cyclist Trips			Public Transport Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0	2	2	0	0	0	0	1	1
PM Peak Hour	2	1	3	0	0	0	1	0	1

Table 5.2: Development Trip Generation – PBSA

5.4 The assessment confirms that the development will not be associated with a significant level of trips by any mode of travel. The development will not generate any vehicle trips in the peak hours, based on this, and as the Council has previously concluded that the provision of residential uses at the site (up to 15 beds/Use Class C3) is acceptable at the site then it is concluded that there will be no highway impact from the proposal.

[6] TRICS (2023) TRICS Good Practice Guidance 2024

© SK Transport Planning Ltd 2024. All Rights Reserved.

5.5 The commercial unit (101.6sqm) will provide an ancillary function that will serve the local area. Given the small floor area and as no parking is provided for the commercial unit it will not generate a significant level of traffic. It is also notable, that the Council has previously found the use of the ground floor for commercial as acceptable at the site and as the proposal will not increase the floor area for the commercial use that there will be no significant change in trips associated with this area of the site.

6 Conclusions

6.1 SK has been appointed to prepare a TA that examines the impact of developing a 20 bed PBSA with 101.6sqm of ground floor commercial at 137 Oxford Road in Manchester.

6.2 The TA has been prepared in line with standard appraisal methods and prevailing policy and assessment guidance.

6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a GMAL of 8, which is an exceptional level of accessibility. The site is shown to be well located in relation to local amenities and services, including facilities on Oxford Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking and a Travel Plan.

6.4 A trip generation exercise has been undertaken and this confirms that the development will not be associated with a significant level of traffic during the network peak hours and so it is concluded that there will be no negative effects on road safety or highway operation. The level of traffic associated with the development is not dissimilar to that associated with previous consents at the site for commercial and residential use classes.

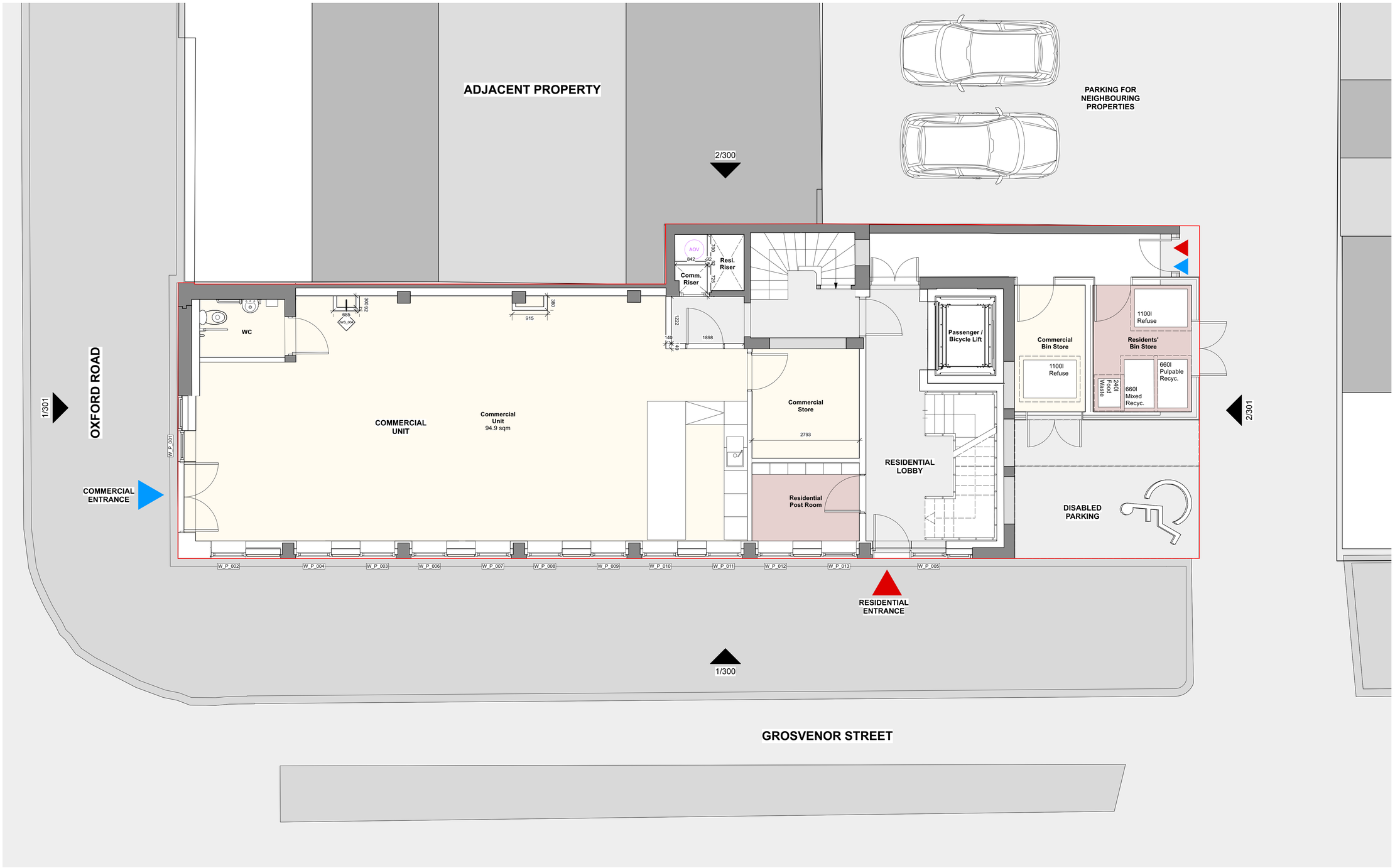
6.5 The access arrangements for the site are retained as per consented arrangements. Vehicle access to the site will continue to be provided from an existing junction on Grosvenor Street and a single accessible space will be provided. Delivery movements will use the existing loading bay on Grosvenor Street and refuse collection will also be focused on Grosvenor Street. The delivery and refuse collection movements are identical to those associated with previous consents at the site and are in line with the existing TRO controls.

6.6 As with other PBSA, day to day traffic generated by the development will be low and there will be occasional fluctuations in vehicle trips associated with students moving in and out of the property. An arrival and departure strategy will be adopted at the site to manage these occasions.

6.7 The TS concludes that the development meets planning policy requirements and that there are no highways or transport reasons why the development should not be granted planning permission.

© SK Transport Planning Ltd 2024. All Rights Reserved.

Appendix A



© Copyright
Define Architects Ltd

A1

0 1 2 M

1:50 @ A1

NOTES:

DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.

All dimensions to be checked on site.
Drawing to be read with all relevant Architectural, Interiors, Structural, M&E, Drainage,Public Health, Landscape, Civils and Interiors drawings and specifications. Any discrepancies between consultant's drawings to be reported to the Architect before any work commences.
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous.
These items should not be considered as a full and final list.
The Work Package Contractor's normal Health & Safety obligations still apply when undertaking constructional operations both on and off site.
Define Architects take no responsibility for the location of legal boundaries indicated on this drawing and advise a separate drawing be completed by a specialist surveyor in order to establish exact boundaries.
DWG files provided for information only. Refer to PDF record.
The copyright of this drawing is held by Define Architects Ltd. Not to be used for any purpose without consent.

Existing Wall

Proposed Wall

Site boundary

DEFINEARCHITECTS.CO.UK

Unit 2E, Beehive Mill
Jersey Street, Manchester
M4 6JG

+44 (0)1 61 528 9492
mail@definearchitects.co.uk

PROJECT
137 Oxford Road

DRAWING TITLE
Proposed Site Plan

REV	DATE	NOTES
P01	09/08/2024	Issued for Planning

DRAWN BY	CHECKED BY
MN	GW

JOB NO.	STATUS
060	PLANNING

DRAWING NO.	REV
060_PLN_210	P01

Appendix B

Proposed PBSA
137 Oxford Road
Manchester
Framework Travel Plan

240808/SK22459/FTP01(-01)

SK Transport Planning Ltd
Albion Wharf, Manchester, M1 5LN
0161 234 6509
info@sktransport.co.uk
sktransport.co.uk

Contents

		Page
1	Introduction	1
2	Travel Plan Process, Benefits & Objectives	2
3	Site Location & Highway Network	4
4	Accessibility Audit	5
5	Plan Management	9
6	Measures Toolkit	9
7	Monitoring & Review Mechanisms	13
8	Action Plan & Funding	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22459	FTP01	00	First Draft – Text Only Issue	L Speers	LGS	26/07/2024
SK22459	FTP01	01	Submission	L Speers	LGS	08/08/2024

© SK Transport Planning Ltd 2024. All Rights Reserved.

1 Introduction

Background

1.1 SK has been appointed to prepare Framework Travel Plan to support a planning application for a Purpose Built Student Accommodation (PBSA) scheme at 137 Oxford Road in Manchester (Former Barclays bank site).

1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

1.3 The proposed layout is attached as Appendix A of the TS.

1.4 The development will provide a PBSA with 20 bedrooms and a 101.6sqm commercial unit at ground floor.

1.5 The pedestrian entrance to the residential elements of the scheme will be provided from Grosvenor Street. The pedestrian entrance to the commercial unit will be provided from Oxford Street. As noted earlier, the footway width of Grosvenor Street is over 2m wide and tactile paving/dropped kerbs are already in place at the existing vehicle access to the rear of the site. Controlled crossings are also in place at the Oxford Road/Grosvenor Street junction.

1.6 The development will provide 20 cycle parking spaces for use by residents. A large lift is provided to enable residents to move bikes to the store. A store is provided to the rear of the commercial unit that can be used to store staff bikes.

1.7 Cycle parking is already in place in front of the site on Oxford Road that can be used by visitors to the site (six stands/12 spaces).

1.8 In line with the requirements of the student residents at the development and other PBSA across the city, the development will be car-free. In line with the consented arrangement, the development will provide a single accessible parking space.

1.9 Vehicle access to the site will be gained from the existing junction with Grosvenor Street. The junction benefits from tactile paving and dropped kerbs and already in use to provide access to the site's parking area and adjacent premise parking areas.

1.10 There are no accesses that will become redundant as part of the proposal and therefore no requirement for reinstatement. The footways bounding the site are also of recent construct and are in good condition and of good quality.

1.11 The development will also attract day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cycles, cars, light goods vehicles, and motorbikes). It is expected that the delivery vehicles, other than pedal cycles, will use the existing loading bay on Grosvenor Street and the pedal bikes will use the cycle parking already in place on the Oxford Road frontage.

1.12 A post and parcel storage area are provided next to the residential lobby.

1.13 Resident bins are located to the rear of the site and bins will be collected from Grosvenor Street in line with the consented site arrangements and in line with the existing TRO.

1.14 As with other PBSA, there will be a requirement to manage the periods at the start and end of the year when students move in and out with their possessions. As is standard practice, this will be managed using a strict appointment system to minimise the impact on the transport network.

1.15 Prior to arrival/departure, residents will be asked to confirm their arrival arrangements and arrival modes. Students travelling by public transport or air will be provided with details of the locations of public transport nodes and taxi company details. Students being dropped off by a parent or carer will be provided with information on the unloading locations and information on the location of public car parks (the nearest public car park is APCOA Aquatics Centre Car Park which is 450m from the site).

© SK Transport Planning Ltd 2024. All Rights Reserved.

1.16 On the arrival weekend, the accessible space to the rear of the site will be used. Students arriving by private car or taxi will be able to unload in this area. All students will be required to book an appointment so that the moving in procedure can be regularised and to spread the use of the accessible space.

1.17 Assuming that all students will arrive by private car/taxi to allow a worst-case assessment, this equates to 10 students arriving per day on the Saturday and Sunday. The unloading booking will be a maximum of 45 minutes per vehicle. Based on this, and only allowing one booking per hour to reduce incidence of arriving and leaving vehicles meeting, 10 students can move in on each day over a 10 hour period on Saturday and Sunday.

1.18 Once the vehicle has been unloaded the driver will be required to vacate the loading bay and park in a public car park.

1.19 A similar strategy will be used during move-out periods at the end of the year. In SK's experience the move-out period is usually spread over a number of days or even weeks.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following guidance:

- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Manchester City Council (2012), Core Strategy
- Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
- Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
- Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.

2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.

2.5 This framework version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

2.6 The Department of Transport (DfT) states that:

© SK Transport Planning Ltd 2024. All Rights Reserved.

"… it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought."[1]

2.7 The DfT pyramid is shown in Figure 2.1.

2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.

2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.

2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

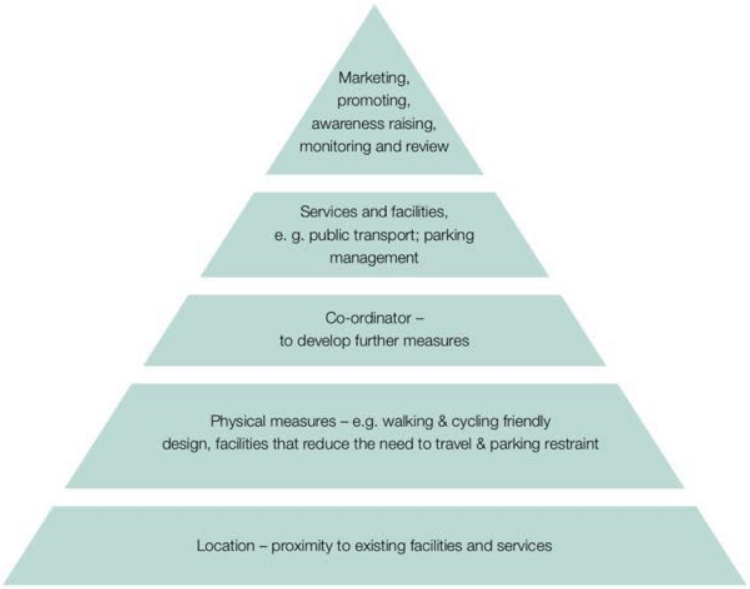


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.

2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.

[1] Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

© SK Transport Planning Ltd 2024. All Rights Reserved.

2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.

2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

2.18 The objectives of the Travel Plan are to:

Objective 1: To increase trips by active/sustainable modes of travel.
Objective 2: To reduce the number of single occupancy private car trips.

3 Site Context

Site Location & Baseline Site Use

3.1 The location of the site is shown on Figure 2.1.

3.2 The site is in a prominent and sustainable location on the southern edge of Manchester city centre. The site relates well to local amenities and services, including destinations in the city centre, the university campuses, and the Oxford Road active travel and public transport corridor.

3.3 The site lies on the junction of Oxford Road and Grosvenor Street and forms the last unit on a row of units which all front Oxford Road.

© SK Transport Planning Ltd 2024. All Rights Reserved.

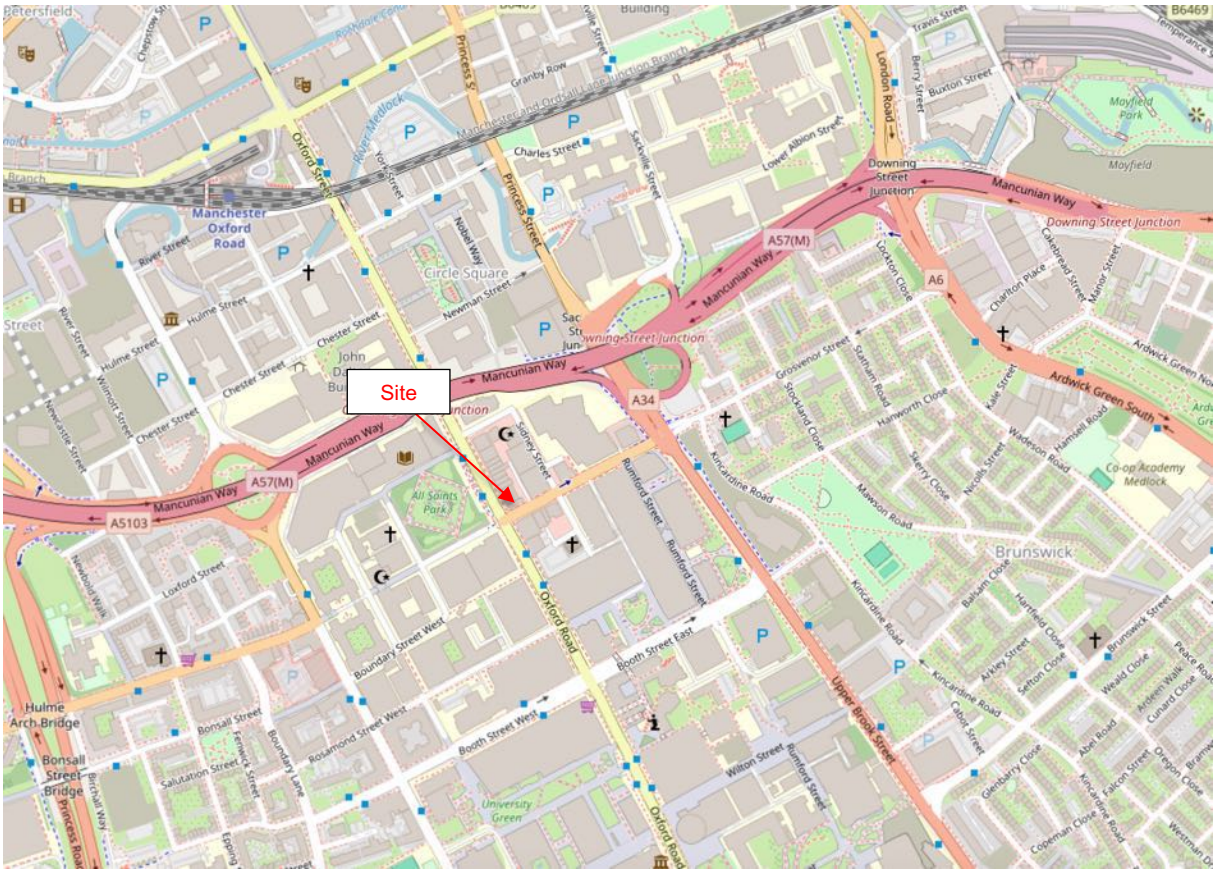


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Transport Network

3.4 The site is bounded to the west by the A34 (Oxford Road). In the vicinity of the site Oxford Road provides a one-way all vehicle route (northbound), one-way southbound bus only route (between 6am and 9pm), long length of bus layby and stopping facilities on the northbound carriageway, kerbed cycle routes on both sides of the road, and footways that are significantly wider than 2m.

3.5 A controlled crossing is provided at the junction of Oxford Road/Grosvenor Street junction, to the southwest of the site, with toucan crossing facilities. Tactile paving and dropped kerbs are also in place.

3.6 Grosvenor Road sits on the southern boundary of the site. Grosvenor Street operates one-way westbound for all vehicles. A marked cycle route is provided on the southern edge of the carriageway and a kerbed contraflow cycle route is provided on the northern edge of the carriageway. The footways in the vicinity of the site are in excess of 2m wide.

3.7 Vehicle access to the site is provided from a simple priority arrangement on Grosvenor Street. The junction provides access to the rear of the property, including the consented site accessible parking space and other parking spaces associated with adjacent properties. Tactile paving and dropped kerbs are in place at the junction.

3.8 The roads bounding the site are subject to a 20mph speed limit and benefit from street lighting.

Traffic Regulation Orders

3.9 The roads bounding the site are subject to Traffic Regulation Order (TRO) controls in the form of double yellow lines and marked bays.

3.10 On the Oxford Road frontage double yellow line controls with loading blips are in place. No loading is permitted on the Oxford Road frontage.

© SK Transport Planning Ltd 2024. All Rights Reserved.

3.11 On the Grosvenor Street frontage double yellow line controls are in place on the northern carriageway edge. No loading blips are in place meaning that loading is permitted and this accords with the consented refuse collection arrangements for the site. On the southern carriageway edge a long length of loading bay is in place to allow day-to-day deliveries.

4 Accessibility Audit

Active Travel Routes

4.1 As noted earlier, the footways bounding the site are in excess of 2m wide. Controlled crossings are provided at the junction of Oxford Road/Grosvenor Street junction (toucan) and an uncontrolled crossing is provided at the site access junction. The existing pedestrian infrastructure is of good quality and allows easy connections to key areas of activity.

4.2 The roads surrounding the site are subject to a 20mph speed limit providing a suitable environment for pedestrians and cyclists.

4.3 The site fronts the Oxford Road corridor which provides high quality cycle routes with kerbed provision for both northbound and southbound movements. Grosvenor Street has an westbound marked cycle route and a kerbed contraflow route for eastbound movements.

4.4 Figure 4.1 shows an extract from TfGM's cycle network map.[2] This shows that using the routes outlined above access can be gained to the wider network. It also shows that there is plenty of cycle parking located throughout the area.

4.5 The site is shown to be served by good quality pedestrian and cycle infrastructure.

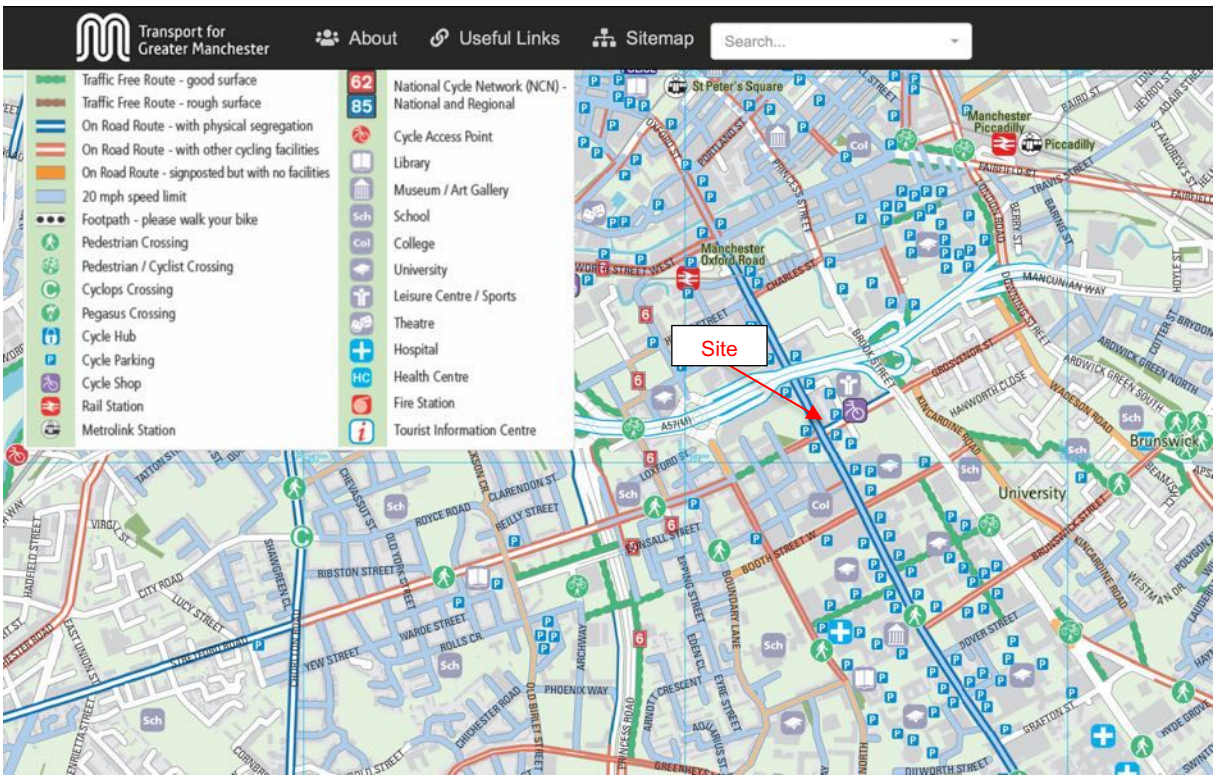


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

[2] https://tfgm.pindarcreative.co.uk

© SK Transport Planning Ltd 2024. All Rights Reserved.

Public Transport Routes

4.6 Figure 4.2 shows an extract from TfGM's public transport network map for the local area.[3]

4.7 The nearest bus stops to the site are located on Oxford Road, directly opposite the site. The bus stops benefit from shelters, timetable information and boarding facilities.

4.8 The Oxford Road corridor is one of the busiest bus routes in the UK and this means that the residents at the site have opportunities to access frequent bus routes that provide good coverage of the city centre and wider region.

4.9 The site is also 550m away from mainline services at Oxford Road station and 900m from tram services at St Peter's Square.

4.10 The assessment confirms that the site is served by good quality public transport routes providing a good coverage of local and regional destinations.

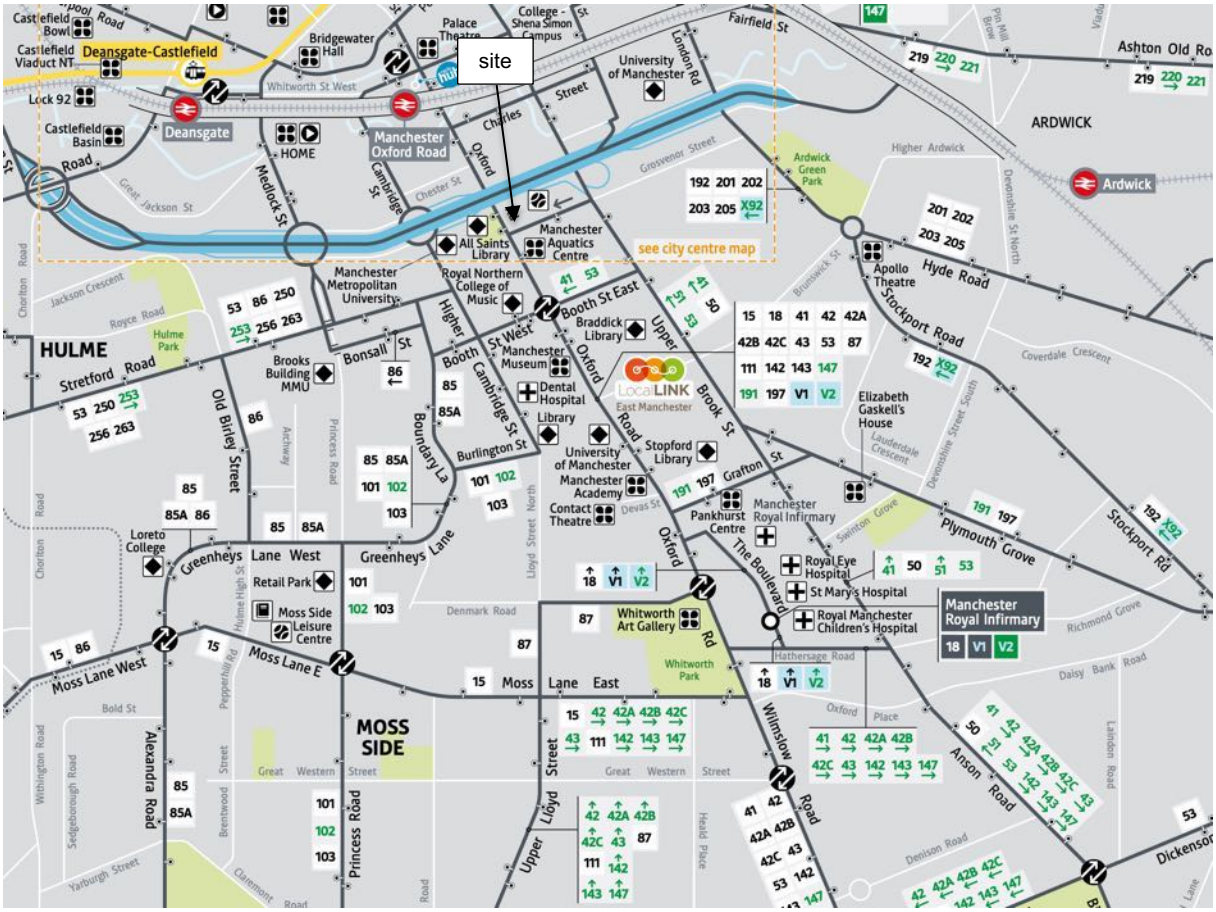


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

Accessibility Assessment

4.11 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.1.[4]

[3] https//tfgm.com/maps
[4] Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

© SK Transport Planning Ltd 2024. All Rights Reserved.

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.1: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

4.12 Figure 4.3 shows walking isochrones from the site based on the CIHT guidance in Table 4.1.

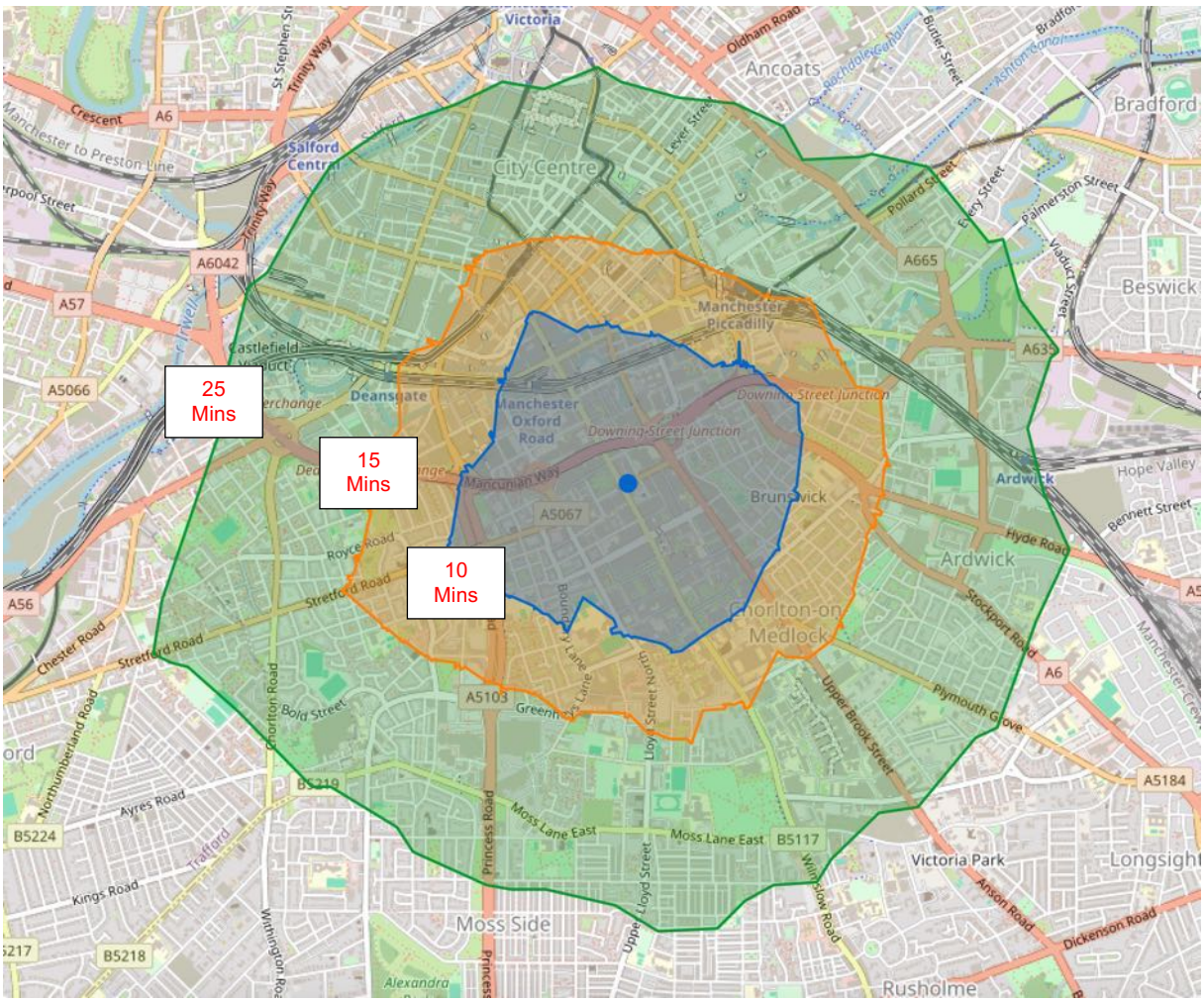


Figure 4.2: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.13 Figure 4.2 shows that the site is less than a 10-minute walk from local amenities on Oxford Road and Grosvenor Street, this includes a Tesco, various take-aways, cash machines, hairdressers, and numerous food and beverage outlets. The site is also a 10-minute walk of the university campuses and the Oxford Road area of the city centre. The site is within a 15-minute walk of the St Peter's Square, Piccadilly and Deansgate areas of the city centre. Within 25-minutes access can be gained to the Victoria area of the city centre.

4.14 The assessment confirms that the site is well located to allow access to local services and amenities on foot and the surrounding area by cycle.

© SK Transport Planning Ltd 2024. All Rights Reserved.

4.15 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[5] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

4.16 The site has a GMAL of 8 (score of 86.02), which is an exceptional level of accessibility by public transport.

4.17 The site is shown to be highly accessible by public transport.

5 Travel Plan Management

Management Structure

5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its successful implementation.

5.2 The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

5.3 The applicant will appoint a Travel Plan Co-ordinator prior to occupation of the development.

Travel Plan Co-ordinator

5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. A Travel Plan Co-ordinator for the site will be identified prior to occupation.

5.5 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

5.6 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for residents and the Council.
- Preparing and issuing travel packs.
- Providing regular updates to residents on changes to local services and facilities.
- Monitoring and surveying travel patterns.
- Periodically reporting to the Council.

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

Future Management & Handover Arrangements

5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site owner and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.

6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the

[5] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

© SK Transport Planning Ltd 2024. All Rights Reserved.

means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.

6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for residents.

Table 6.1: Communications Initiatives

6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.

6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:

1. Travel Plan Co-ordinator contact details.
2. Information on on-line and phone app journey planning software.
3. Information on cycle and walking routes.
4. Information on bus routes and frequencies.
5. Information on bus ticketing arrangements.
6. Information on the building's delivery arrangements.

Journey Planning

6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:

- TfGM journey planning software[6]
- Public transport maps[7]
- Active Travel route software[8]
- Walking and cycling route maps[9]
- Links to Google Play[10] and Apple Store[11] Bee Network app

Active Travel Measures

6.7 Table 6.2 summarises the active travel measures that will be used at the development.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide cycle parking at the site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.

Table 6.2: Active Travel Initiatives

[6] https://tfgm.com/plan-a-journey
[7] https://tfgm.com/maps
[8] https://beeactive.tfgm.com
[9] https://tfgm.pindarcreative.co.uk
[10] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[11] https://apps.apple.com/gb/app/bee-network/id1669705230

© SK Transport Planning Ltd 2024. All Rights Reserved.

6.8 Active travel provides the following benefits:

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

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

6.10 The proposed development will provide cycle parking at the site.

6.11 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.

6.12 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by TfGM[12], GMWalking[13], Sustrans[14] and Cycling UK[15] via the travel pack.

6.13 TfGM provides cycle training sessions[16] for adults. This scheme will be promoted to residents via the travel pack.

Public Transport Measures

6.14 Table 6.3 shows the measures that will be used to encourage site users to travel by public transport.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.3: Public Transport Initiatives

6.15 Section 4 shows that the site is well located for access to frequent bus services routeing on Moss Lane East and Oxford Road. The Travel Plan Co-ordinator will provide information on these routes and service frequencies via the travel pack.

6.16 The Travel Plan Co-ordinator will regularly review services and provide updates to residents as required.

[12] https://beeactive.tfgm.com
[13] https://gmwalking.co.uk
[14] www.sustrans.org.uk/
[15] www.cyclinguk.org/
[16] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

© SK Transport Planning Ltd 2024. All Rights Reserved.

7 Monitoring & Review Mechanisms

Baseline Travel Surveys

7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple email questionnaire that will collect information on typical travel patterns to frequently accessed destinations.

7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation/final Travel Plan to be submitted within 3 months of survey completion (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey/audit	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Targets

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

7.6 Targets will be set through agreement with MCC once the baseline travel patterns have been established following the first survey.

8 Interim Action Plan & Funding

8.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives.

8.2 The applicant has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan. The applicant will also fund the Travel Plan Co-ordinator's costs.

© SK Transport Planning Ltd 2024. All Rights Reserved.

Measure	Action	Responsibility	Target Delivery/Method
Management/ Monitoring	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Confirm Travel Plan Co-ordinator details to Council	Applicant	On occupation
	Provide/maintain travel pack	Travel Plan Co-ordinator	Prior to occupation/on-going with regular updates
	Baseline/Year 1 travel surveys	Travel Plan Co-ordinator	In line with monitoring programme
	Travel Plan update	Travel Plan Co-ordinator	Within 3 months of baseline survey
	Monitoring travel surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of baseline survey
Active Travel	Provide development cycle parking as per TA	Applicant	On occupation
	Promote and support walking by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
	Promote and support cycling by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Public Transport	Promote and support public transport by distributing information set out in Section 6. Regular review of services and ticketing	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going

Table 8.1: Action Plan

© SK Transport Planning Ltd 2024. All Rights Reserved.

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	KI	KINGSTON	1 days
	TH	TOWER HAMLETS	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	DH	DURHAM	1 days
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 days

Primary Filtering selection:

Parameter:	Number of residents
Actual Range:	72 to 300 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 25/06/21

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
100,001 or More	1 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	7 days

PTAL Rating:

No PTAL Present	5 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

LIST OF SITES relevant to selection parameters

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

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

2 DE-03-G-01 HALLS OF RESIDENCE DERRY
STRAND ROAD
LONDONDERRY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 72
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

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

4 DV-03-G-04 STUDENT ACCOMMODATION DEVON
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total Number of residents: 241
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

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

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

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

7 TH-03-G-01 STUDENT FLATS TOWER HAMLETS
KING DAVID LANE
SHADWELL

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of residents: 100
Survey date: FRIDAY *07/12/12* *Survey Type: MANUAL*

8 WM-03-G-02 STUDENT FLATS WEST MIDLANDS
RAGLAN STREET
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Number of residents: 197
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.003	7	167	0.003	7	167	0.006
08:00 - 09:00	7	167	0.004	7	167	0.003	7	167	0.007
09:00 - 10:00	7	167	0.004	7	167	0.004	7	167	0.008
10:00 - 11:00	7	167	0.013	7	167	0.012	7	167	0.025
11:00 - 12:00	7	167	0.012	7	167	0.013	7	167	0.025
12:00 - 13:00	7	167	0.004	7	167	0.007	7	167	0.011
13:00 - 14:00	7	167	0.009	7	167	0.006	7	167	0.015
14:00 - 15:00	7	167	0.008	7	167	0.009	7	167	0.017
15:00 - 16:00	7	167	0.009	7	167	0.011	7	167	0.020
16:00 - 17:00	7	167	0.006	7	167	0.005	7	167	0.011
17:00 - 18:00	7	167	0.002	7	167	0.007	7	167	0.009
18:00 - 19:00	7	167	0.003	7	167	0.004	7	167	0.007
19:00 - 20:00	5	200	0.008	5	200	0.007	5	200	0.015
20:00 - 21:00	5	200	0.013	5	200	0.012	5	200	0.025
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.115			0.221

Parameter summary

Trip rate parameter range selected:	72 - 300 (units:)
Survey date date range:	01/01/11 - 25/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.001	7	167	0.001	7	167	0.002
08:00 - 09:00	7	167	0.001	7	167	0.001	7	167	0.002
09:00 - 10:00	7	167	0.000	7	167	0.000	7	167	0.000
10:00 - 11:00	7	167	0.002	7	167	0.002	7	167	0.004
11:00 - 12:00	7	167	0.003	7	167	0.003	7	167	0.006
12:00 - 13:00	7	167	0.001	7	167	0.001	7	167	0.002
13:00 - 14:00	7	167	0.003	7	167	0.003	7	167	0.006
14:00 - 15:00	7	167	0.002	7	167	0.002	7	167	0.004
15:00 - 16:00	7	167	0.002	7	167	0.001	7	167	0.003
16:00 - 17:00	7	167	0.002	7	167	0.002	7	167	0.004
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.001	7	167	0.001	7	167	0.002
19:00 - 20:00	5	200	0.004	5	200	0.003	5	200	0.007
20:00 - 21:00	5	200	0.004	5	200	0.004	5	200	0.008
21:00 - 22:00	3	202	0.005	3	202	0.002	3	202	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.026			0.057

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	7	167	0.000	7	167	0.000	7	167	0.000
08:00 - 09:00	7	167	0.000	7	167	0.000	7	167	0.000
09:00 - 10:00	7	167	0.001	7	167	0.001	7	167	0.002
10:00 - 11:00	7	167	0.003	7	167	0.003	7	167	0.006
11:00 - 12:00	7	167	0.000	7	167	0.000	7	167	0.000
12:00 - 13:00	7	167	0.000	7	167	0.000	7	167	0.000
13:00 - 14:00	7	167	0.000	7	167	0.000	7	167	0.000
14:00 - 15:00	7	167	0.000	7	167	0.000	7	167	0.000
15:00 - 16:00	7	167	0.000	7	167	0.000	7	167	0.000
16:00 - 17:00	7	167	0.000	7	167	0.000	7	167	0.000
17:00 - 18:00	7	167	0.000	7	167	0.000	7	167	0.000
18:00 - 19:00	7	167	0.000	7	167	0.000	7	167	0.000
19:00 - 20:00	5	200	0.000	5	200	0.000	5	200	0.000
20:00 - 21:00	5	200	0.000	5	200	0.000	5	200	0.000
21:00 - 22:00	3	202	0.000	3	202	0.000	3	202	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.000	8	184	0.006	8	184	0.006
08:00 - 09:00	8	184	0.001	8	184	0.007	8	184	0.008
09:00 - 10:00	8	184	0.002	8	184	0.011	8	184	0.013
10:00 - 11:00	8	184	0.000	8	184	0.002	8	184	0.002
11:00 - 12:00	8	184	0.002	8	184	0.003	8	184	0.005
12:00 - 13:00	8	184	0.001	8	184	0.001	8	184	0.002
13:00 - 14:00	8	184	0.002	8	184	0.001	8	184	0.003
14:00 - 15:00	8	184	0.003	8	184	0.001	8	184	0.004
15:00 - 16:00	8	184	0.006	8	184	0.000	8	184	0.006
16:00 - 17:00	8	184	0.004	8	184	0.000	8	184	0.004
17:00 - 18:00	8	184	0.005	8	184	0.001	8	184	0.006
18:00 - 19:00	8	184	0.003	8	184	0.000	8	184	0.003
19:00 - 20:00	7	200	0.002	7	200	0.000	7	200	0.002
20:00 - 21:00	6	217	0.002	6	217	0.001	6	217	0.003
21:00 - 22:00	3	202	0.002	3	202	0.000	3	202	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.002	8	184	0.006	8	184	0.008
08:00 - 09:00	8	184	0.007	8	184	0.084	8	184	0.091
09:00 - 10:00	8	184	0.014	8	184	0.050	8	184	0.064
10:00 - 11:00	8	184	0.022	8	184	0.050	8	184	0.072
11:00 - 12:00	8	184	0.031	8	184	0.040	8	184	0.071
12:00 - 13:00	8	184	0.047	8	184	0.048	8	184	0.095
13:00 - 14:00	8	184	0.051	8	184	0.061	8	184	0.112
14:00 - 15:00	8	184	0.072	8	184	0.055	8	184	0.127
15:00 - 16:00	8	184	0.080	8	184	0.057	8	184	0.137
16:00 - 17:00	8	184	0.101	8	184	0.050	8	184	0.151
17:00 - 18:00	8	184	0.084	8	184	0.060	8	184	0.144
18:00 - 19:00	8	184	0.118	8	184	0.075	8	184	0.193
19:00 - 20:00	6	217	0.042	6	217	0.038	6	217	0.080
20:00 - 21:00	6	217	0.048	6	217	0.042	6	217	0.090
21:00 - 22:00	3	202	0.040	3	202	0.025	3	202	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.741			1.500

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.001	8	184	0.023	8	184	0.024
08:00 - 09:00	8	184	0.006	8	184	0.054	8	184	0.060
09:00 - 10:00	8	184	0.005	8	184	0.055	8	184	0.060
10:00 - 11:00	8	184	0.005	8	184	0.030	8	184	0.035
11:00 - 12:00	8	184	0.019	8	184	0.030	8	184	0.049
12:00 - 13:00	8	184	0.023	8	184	0.025	8	184	0.048
13:00 - 14:00	8	184	0.024	8	184	0.031	8	184	0.055
14:00 - 15:00	8	184	0.029	8	184	0.031	8	184	0.060
15:00 - 16:00	8	184	0.036	8	184	0.020	8	184	0.056
16:00 - 17:00	8	184	0.062	8	184	0.013	8	184	0.075
17:00 - 18:00	8	184	0.049	8	184	0.024	8	184	0.073
18:00 - 19:00	8	184	0.031	8	184	0.012	8	184	0.043
19:00 - 20:00	6	217	0.014	6	217	0.009	6	217	0.023
20:00 - 21:00	6	217	0.014	6	217	0.002	6	217	0.016
21:00 - 22:00	3	202	0.005	3	202	0.000	3	202	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.359			0.682

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	8	184	0.005	8	184	0.039	8	184	0.044
08:00 - 09:00	8	184	0.018	8	184	0.147	8	184	0.165
09:00 - 10:00	8	184	0.026	8	184	0.118	8	184	0.144
10:00 - 11:00	8	184	0.039	8	184	0.094	8	184	0.133
11:00 - 12:00	8	184	0.065	8	184	0.087	8	184	0.152
12:00 - 13:00	8	184	0.075	8	184	0.079	8	184	0.154
13:00 - 14:00	8	184	0.086	8	184	0.097	8	184	0.183
14:00 - 15:00	8	184	0.108	8	184	0.099	8	184	0.207
15:00 - 16:00	8	184	0.132	8	184	0.090	8	184	0.222
16:00 - 17:00	8	184	0.171	8	184	0.066	8	184	0.237
17:00 - 18:00	8	184	0.139	8	184	0.092	8	184	0.231
18:00 - 19:00	8	184	0.154	8	184	0.092	8	184	0.246
19:00 - 20:00	7	200	0.063	7	200	0.049	7	200	0.112
20:00 - 21:00	6	217	0.078	6	217	0.055	6	217	0.133
21:00 - 22:00	3	202	0.059	3	202	0.033	3	202	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.218			1.237			2.455