

HOTSPUR PRESS PBSA TRANSPORT STATEMENT

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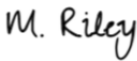
Client Address: 91 Wimpole Street, London, W1G 0EF

Site Address: 2 Gloucester Street, Manchester M1 5QR

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Manner to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Hotspur Press building located on Cambridge Street/Gloucester Street within Manchester City Centre.
- 1.1.2 The proposals include 595 Purpose Built Student Apartments (PBSA) in a part 4-5-storey/part 37-storey building. No car parking (apart from the provision of 1no. disabled bay on Cambridge Street/Gloucester Street) will be provided in line with an existing consent at the Site.
- 1.1.3 Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018) – which was car free, albeit for an on-street disabled bay proposed on Cambridge Street/Gloucester Street.
- 1.1.4 A key element of the consented application was with respect to the loading bay and 1no. disabled bay located on Cambridge Street/Gloucester Street adjacent to the Site; this was agreed following various discussions with Highways Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) to agree on a suitable approach without obstruction to the vehicular traffic on the main carriageway.
- 1.1.5 The Proposed Development plans are provided in **Appendix A** to the rear of the report.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

- 1.3.1 Curtins discussed the scope of the Transport Statement with Highways Officers at MCC in September 2023. An extract of pre-application discussion emails is included in **Appendix B**.
- 1.3.2 Furthermore, it is noted that this Transport Statement has been prepared as part of a resubmission of 138805/FO/2023 which considered the impact of 578 units – therefore this Transport Statement considers the uplift of 17 units.
- 1.3.3 As part of the consultee comments received for Application 138805/FO/2023, Highways Officers at MCC provided a detailed response on 29th January 2024; this report takes account of this response where applicable.
- 1.3.4 On this basis, this TS contains the following:

- A description of the highway network in the vicinity of the Site;
- A review of the collisions record in the immediate vicinity of the Site for a five-year period;
- A summary of the development proposals with particular consideration of:
 - Loading and servicing provision;
 - Car and cycle provision (1no. disabled parking space agreed with MCC Highways as per the consented development); and
 - Updated drawings demonstrating the forward visibility along Cambridge Street/Gloucester Street and swept path analysis of relevant vehicles using the loading bay and disabled bay;
- A summary of relevant transport planning policy;
- A review of accessibility by all sustainable modes of travel;
- Information regarding traffic generation and trip rates;
- Information on start/end of term time move in and move out arrangements;
- Information on deliveries/private taxi activity; and
- Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a 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 highway safety by way of obtaining records of collisions adjacent to the Site over the most recent five-year period available.
- 1.4.3 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.4.4 The accessibility of the Site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The Proposed Development Site is located in Manchester City Centre. It is situated on land immediately adjacent to Cambridge Street/Gloucester Street to the east, the River Medlock to the south and west with First Street beyond, and a railway viaduct and arches to the north with Whitworth Street West beyond.
- 2.1.2 It is located immediately to the east of the First Street Strategic Regeneration Framework Area and is recognised as an important opportunity for improving connectivity between First Street and the wider City Centre.
- 2.1.3 At present, there is no connection between the First Street Development and the Site; this is considered within **Section 3**.
- 2.1.4 **Figure 2.1** shows the Site location:

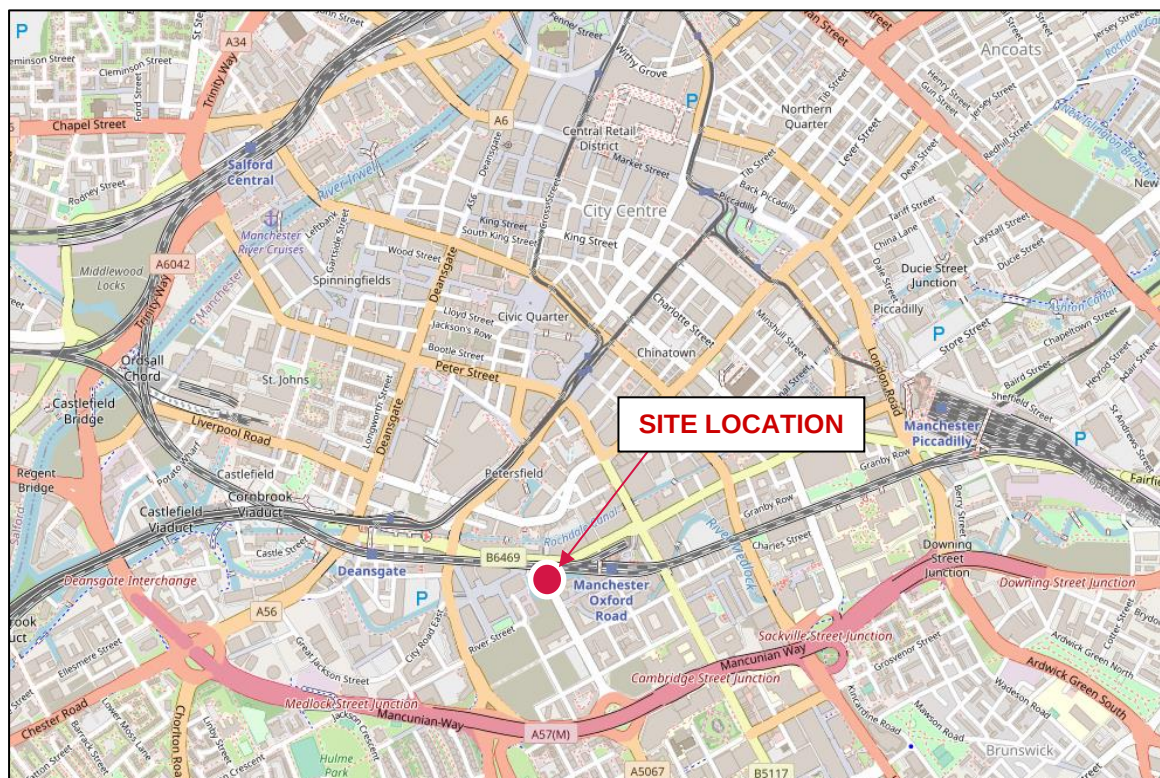


Figure 2.1 – Site Location (Source: OpenStreetMap, 2023)

2.2 Existing/Formal Use

- 2.2.1 The Site comprises approximately 0.3 ha of previously developed land, consisting of the Hotspur Press mill building constructed between 1802 and 1880. It was originally used as a cotton mill during the 19th century before being taken over by the Percy Brothers as a printing facility in the mid-20th century. More

recently, the building has been used for a variety of smaller scale uses, such as a printing shop and rehearsal space, before becoming vacant in 2011.

2.2.2 As recognised in Section 1, Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018). This comprised a car free development but included the provision of 1no. on-street disabled bay on Cambridge Street/Gloucester Street.

2.3 Existing Access Arrangements

2.3.1 There is currently no formal access to the Site, but historical access was undertaken from Cambridge Street and to the west via First Street.

2.3.2 A servicing shutter is situated at the south-eastern corner of the building which would have allowed a previous former vehicular access. A second smaller historical vehicular access gate is located via a dropped kerb along the walled façade.

2.4 Surrounding Highway Network

2.4.1 Table 2.1 below presents the key characteristics of the roads immediately surrounding the Site:

Road Name / Characteristics	Cambridge Street/ Gloucester Street	Whitworth Street West
Classification	Public. c. 8m-wide single carriageway, two-way traffic. Gloucester Street accommodates left- and right turning lanes onto Whitworth Street.	Public. c. 14m-wide single carriageway, two-way traffic. Various instances of on-street parking, loading bays, and designated turning lanes.
Pedestrian Infrastructure	c. 2.5m-wide footways on both sides of the road. Dropped kerbs, with no controlled crossing points due to proximity of Whitworth Street West crossings.	c. 3.5m-wide footways on both sides of the road, dropped kerbs with tactile paving. Controlled pedestrian crossing points.
Cyclist Infrastructure	None.	On-road cycle lanes, Advanced stop lines for cyclists.

Road Name / Characteristics	Cambridge Street/ Gloucester Street	Whitworth Street West
Public Transport Infrastructure	Northbound bus stop adjacent to River Street. Southbound stop located further south along Cambridge Street. Stops comprise a flagpole only.	Pair of bus stops c. 175m to the east / c. 350m to the west of the Site access, all with flag and pole.
Speed Limit	20mph.	20mph.
Street Lighting	Yes.	Yes.
Restrictions / Parking / Loading Provision	Double yellow lines (no waiting at any time) along the majority of the road.	Double yellow lines (no waiting at any time) along the majority of the road. Marked on-street parking bays.

Table 2.1 – Surrounding Highway Network Summary

2.4.2 Based on **Table 2.1**, it is demonstrated that the surrounding carriageways (Cambridge Street, Gloucester Street and Whitworth Street West) consist of either double-yellow lines or pay-and -display parking bays. This would deter illegal on-street parking for those drivers who may wish to use the car to reach the Proposed Development.

2.5 Highway Safety

- 2.5.1 Collision data for the highway network adjacent to the Site has been obtained from TfGM’s Reported Road Injury Accident Data database. This has reviewed all reported collisions for the latest five-year period between 01/08/2018 – 31/07/2023.
- 2.5.2 Consideration has been given to collisions on Cambridge Street – adjacent to the Proposed Development – and to the north at the junction of Cambridge Street/Whitworth Street West and to the south at the junction of Cambridge Street/Chester Street.
- 2.5.3 The details of the search are contained in **Figure 2.2** and a breakdown of the information is contained in **Table 2.2**. The study area is highlighted in yellow on the map.

Injury Severity	Aug – Dec 2018	2019	2020	2021	2022	Jan – Jul 2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	1	0	1
Slight	0	0	0	2	1	0	3
Total	0	0	0	2	2	0	4

Table 2.2 – Collision Data Summary

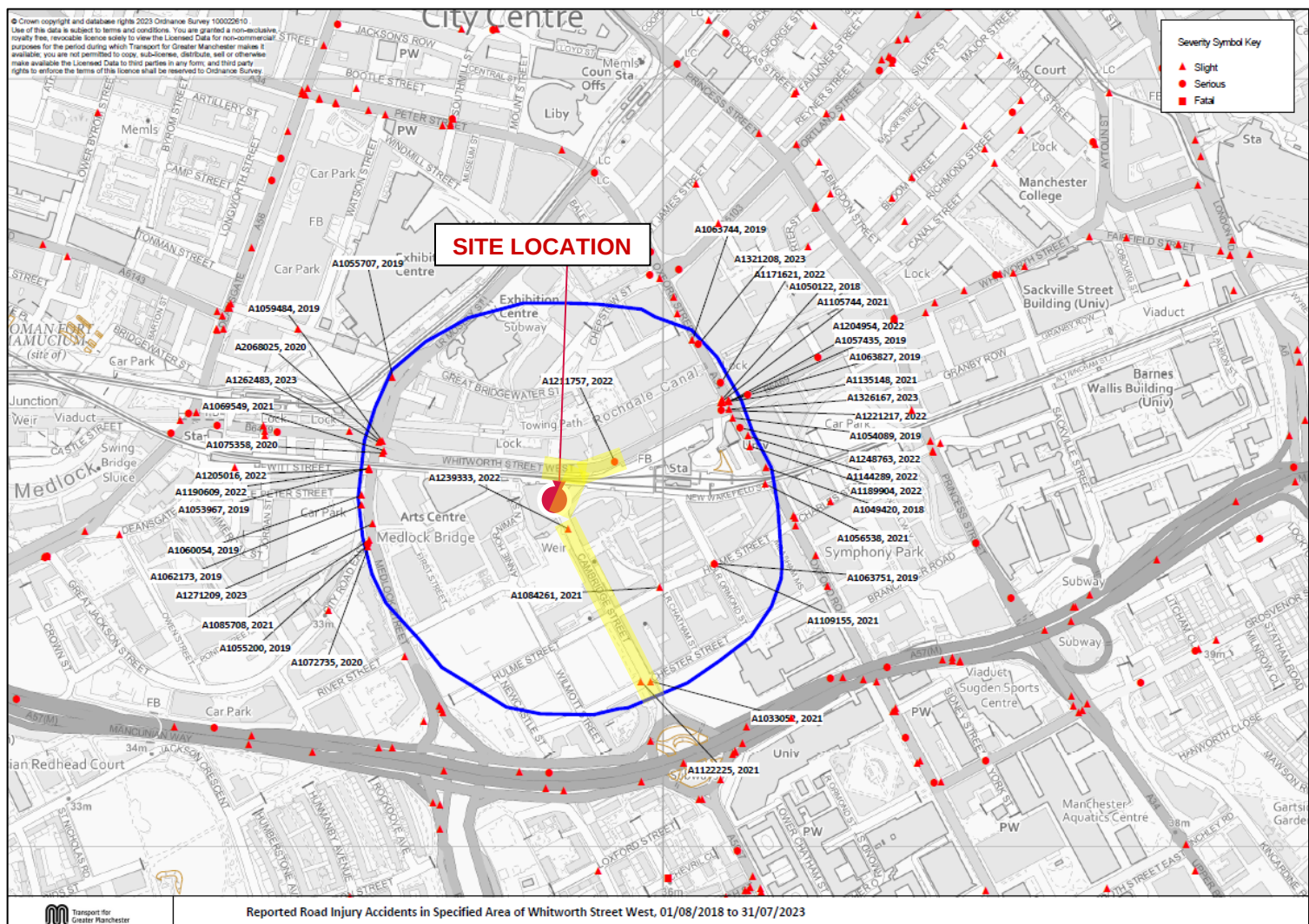


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2023)

2.5.4 Within the study area, there has been a total of four collisions in the latest five-year period available, comprising three 'slight' and one 'serious' incidents.

- 2.5.5 No fatal collisions have been recorded in the study area and period. There is nothing to suggest an existing safety issue from the breakdown in collisions to locations as indicated in the above table.
- 2.5.6 Two collisions occurred in proximity to the Site. The first of which occurred along Cambridge Street on 23/10/2022. The incident occurred during dry and dark weather conditions. The incident involved a car that lost control and collided with an HGV travelling in the opposite direction. The driver of the car was slightly injured as a result of the collision.
- 2.5.7 The second collision occurred along Whitworth Street West on 08/08/2022 – this was of serious in nature. A cyclist that was travelling southwest along Whitworth Street West collided with a parked HGV. The collision occurred when the door of the HGV was opened into the path of the cyclist. The result of the collision seriously injured the rider of the cycle.
- 2.5.8 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development. A full breakdown of the collisions is displayed in **Appendix C**.

3.0 Development Proposals

3.1 Introduction

3.1.1 This report has been prepared in order to support the redevelopment of the existing Hotspur Press building located in Manchester City Centre.

3.1.2 The development description is as follows:

“Partial demolition of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), within a part 4/5-storey and part 37-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.”

3.1.3 Curtins previously assisted with the consented development for 171 residential apartments on the Site (Application Reference: 120635/FO/2018) – which was car free, albeit for an on-street disabled bay proposed on Cambridge Street/Gloucester Street.

3.1.4 A key element of the consented application was with respect to the loading bay and 1no. disabled bay located on Cambridge Street/Gloucester Street adjacent to the Site; this was agreed following various discussions with Highways Officers at MCC and Transport for Greater Manchester (TfGM) to agree on a suitable approach without obstruction to the vehicular traffic on the main carriageway.

3.1.5 As part of the proposals, a newly developed area of public realm is envisaged to be created, linking Cambridge Street/Gloucester Street and the Proposed Development to the existing First Street development to the west. Discussions are ongoing with the adjacent landowner at First Street to facilitate this connection.

3.1.6 The First Street area of public realm in relation to the Proposed Development is displayed in **Figure 3.1.**



Figure 3.1 – First Street Area of Public Realm

3.1.7 The Proposed Development plans are provided in **Appendix A** to the rear of the report.

3.2 Proposed Access

Vehicular Access

- 3.2.1 As originally agreed with MCC Highways in 2018, (and subsequently as part of scoping discussions in September 2023) and considering the highly accessible nature of the Site (particularly regarding Site proximity to public transport options, explored further within **Section 4**), no standard parking is proposed.
- 3.2.2 Therefore, there is no standard resident or standard visitor access requirements for vehicles. Further information is provided in Section 3.3.
- 3.2.3 However, there is a requirement for disabled parking and servicing access. The consented approach has been retained as part of the development proposals, which is adjacent to the eastern side of the building along Cambridge Street/Gloucester Street. This area is displayed in **Figure 3.2**.



Figure 3.2 – Site Frontage: Cambridge Street/Gloucester Street

- 3.2.4 **Drawing 084456-CUR-XX-00-D-TP-75001** details the proposed loading and disabled bay parking arrangement. The disabled bay has been designed to standards set out within Traffic Signs Manual (Chapter 3) at 6.6m x 2.7m, with the loading bay designed on the swept paths of the largest vehicles anticipated to utilise the area (large refuse vehicle/10m rigid vehicle).
- 3.2.5 Considering the bend along Cambridge Street/Gloucester Street, forward visibility analysis has been undertaken (in line with the consented development) for the existing situation and proposed loading/parking provision. **Drawing 084456-CUR-XX-00-D-TP-75002** demonstrates the existing situation affords drivers 25m forward visibility based on the 20mph speed limit (in accordance with Manual for Streets), and the proposed arrangement maintains the existing situation without obstruction.
- 3.2.6 The arrangement has been designed on the basis of two 16.5m articulated vehicles and two buses passing each other along Cambridge Street/Gloucester Street, without conflicting and without impacting on the proposed loading/parking areas. These movements are shown in **Drawing 084456-CUR-XX-00-D-TP-05001** and **Drawing 084456-CUR-XX-00-D-TP-05002**.

- 3.2.7 Swept path analysis of a 10m rigid vehicle using the proposed loading bay is shown in **Drawing 084456-CUR-XX-00-D-TP-05001**, with swept path analysis of a large refuse vehicle shown in **Drawing 084456-CUR-XX-00-D-TP-05004**.
- 3.2.8 The 10m HGV and the large refuse vehicle represent the largest vehicles likely to service the Proposed Development, therefore it is considered that deliveries associated with the commercial unit can be safely accommodated within the loading bay.
- 3.2.9 Vehicle tracking of a large car using the proposed on-street disabled bay is shown in **Drawing 084456-CUR-XX-00-D-TP-05003**.

Pedestrian and Cycle Access

- 3.2.10 As part of the proposals, new public realm will be created to the north of the building which will be directly accessed from the east via Cambridge Street/Gloucester Street. In addition, it is envisaged that this will form a connection to the west via the First Street development; this is currently being explored with the adjacent landowners.
- 3.2.11 An extract of the wider Masterplan is shown below in **Figure 3.3**.

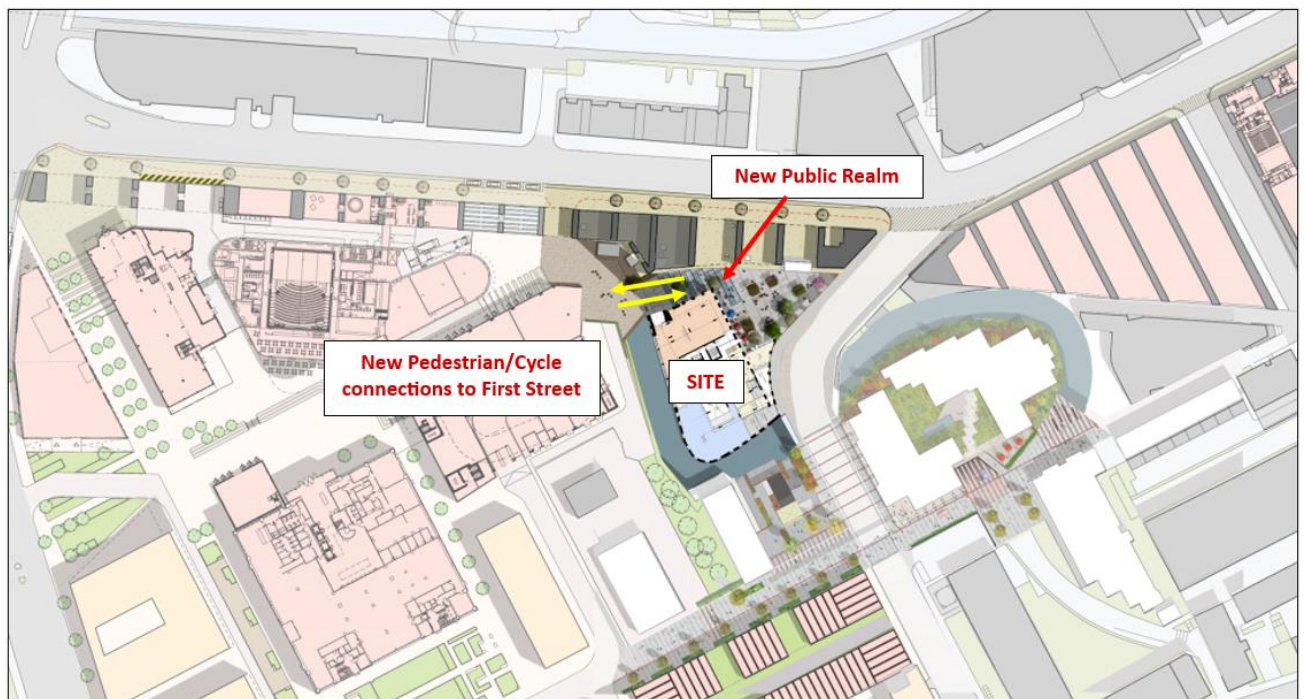


Figure 3.3 – Masterplan and New Ped/Cycle Connections (Source: Hodder + Partners)

- 3.2.12 This would comprise a major benefit as part of the proposals, as this will considerably enhance active travel opportunities between the Proposed Development site and uses surrounding the Site towards the existing facilities, amenities and leisure/employment uses to the west within the First Street area.

3.2.13 This will therefore open up the wider area and create a new place for interactions and connections. It is also noted that this new publicly accessible link would be traffic-free route and allow future residents to safely access amenities without the requirement to cross adjacent carriageways and therefore reduce potential interactions with vehicles.

3.3 Parking Provision

Car Parking

- 3.3.1 In line with other recently consented PBSA developments in the City Centre, no standard car parking will be provided as part of the Proposed Development. Due to the nature of the development, there is no day-to-day parking demand, hence no spaces are proposed. In addition, no parking standards are provided for this land use, so this is on a case-by-case basis. The car-free proposals were agreed with MCC Highways during scoping discussions and via the consultee response received on 29th January 2024
- 3.3.2 Notwithstanding this, 1no. disabled parking bay will be provided on-street along Cambridge Street/Gloucester Street. In addition to the 1no. disabled bay proposed, **Table 3.1** displays the number of disabled spaces in the vicinity of the Site should these be required.

Location of Disabled Spaces	Number of Spaces	Distance (m)
First Street	28	250m
Station Approach	2	270m
Oxford Street	2	300m
Chester Street	4	450m
Total	36	-

Table 3.1 – Existing Disabled Parking (in proximity to the Site)

- 3.3.3 In addition, it is noted that disabled drivers who hold a Blue Badge can also use parking bays across Manchester for free and for an unlimited time.
- 3.3.4 To the north of the site, accessed via Gloucester Street to the east, Whitworth Street West benefits from 35no. on-street pay and display bays which are less than 100m distance from the proposed main residential access point. Furthermore, there are a further 9no. pay and display bays located c.100m south of the Site on Cambridge Street/Gloucester Street. This totals c.44no bays within 100m distance from the Site.
- 3.3.5 There are also a number of parking bays present in the existing 'Q-Park' facility at First Street. As stated on the facility website, this includes:
- Parking spaces: 700

- Disabled spaces: 28
- Electric charging points: 6

3.3.6 The available parking spaces are shown visually in **Figure 3.4**.

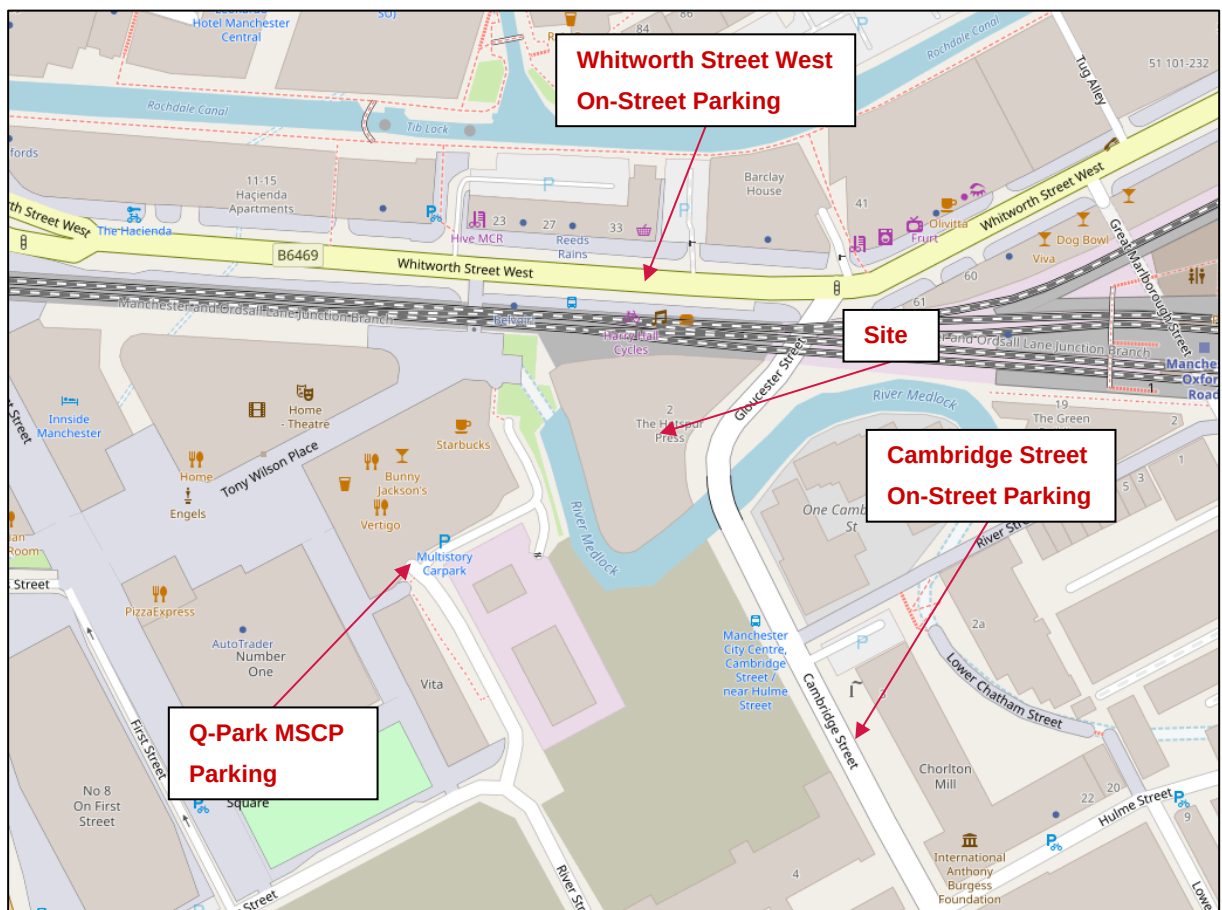


Figure 3.4 – Car Park Locations (selected)

3.3.7 Notwithstanding the above, it is envisaged that considering the highly accessible nature of the Site (discussed more throughout **Section 4** of this report), the vast majority of Site users would access the development by sustainable modes of travel.

Cycle Parking

3.3.8 As part of the proposals, 110 cycle parking spaces are proposed for the PBSA, which equates to c.18.5% provision – which has been discussed with MCC Officers.

3.3.9 This is due to the constraints associated with the development site and consideration of existing student residential developments where cycle parking is underutilised.

3.3.10 Furthermore, 6 spaces (5%) of the 110 total spaces will be in the form of adaptive spaces to accommodate people with mobility impairments - in line with LTN 1/20.

- 3.3.11 As part of the post-application response associated with Application 138805/FO/2023, MCC Highways confirmed that 100% cycle parking provision (as requested by Active Travel England) is excessive.
- 3.3.12 It should be noted that the proposed provision of 18.5% exceeds similar schemes which have previously been granted planning permission within Manchester.
- 3.3.13 For example, Unite Kincardine Court provided 50 spaces for 329 students (equating to 15% provision) and 10 for visitors and staff (MCC planning reference: 124472/FO/2019), while the Student Castle accommodation on 1 Great Marlborough Street was approved with 1 space per 20 bedrooms (5%) (MCC planning reference 091920/FO/2009/C1).
- 3.3.14 In addition, a review of Archway Halls (MCC Application Reference: 120896/FO/2018) has been undertaken, which provided a total of 40 secure cycle spaces for a total of 491 student bedrooms; this equates to 8% provision. This was approved in October 2018.
- 3.3.15 With respect to the commercial unit, the final use is unknown at this stage. Consideration has been given to the cycle parking standards set out within the Manchester Core Strategy (2012 – 2027) which notes that 1 space is to be provided per 140m² with respect of a food retail store. This equates to 3no. cycle spaces required for the commercial use based on the c.414m² commercial unit proposed. These spaces will either be proposed within the building or within the landscape area in an appropriate secured facility.
- 3.3.16 Cycle parking is 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: **084456-CUR-00-XX-RP-TP-00002**).

Car Club

- 3.3.17 It is acknowledged that the majority of residents will not own/bring a car but 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.
- 3.3.18 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 £8.33 an hour with a £6 monthly membership fee on the Under 22 Plan.
- 3.3.19 The nearest Car Club Bay is located on Whitworth Street West – approximately 100m from the Site. This includes two spaces and the provision of a car and van.

3.3.20 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use, therefore minimising the highway impact.

Management of Residents at Start/End of Term

3.3.21 As part of the wider application, a Student Management Plan has been developed by Fresh – the proposed operator of the PBSA development. This Plan includes details on how management of arrivals/departures of students will take place at start and end of terms. Notwithstanding, this information is provided in the following paragraphs.

3.3.22 All residents will receive correspondence prior to occupation advising that there is no opportunity for on-site parking.

3.3.23 The arrival and departure of future residents of the Site can be defined within three distinct categories:

- Student arrival at the start of the academic year;
- Student arrival and departure at the end of terms during the academic year; and
- Student departure at the end of the academic year.

3.3.24 The Proposed Development comprises 595 rooms, which will be available for occupation at the start of a new term each year.

3.3.25 It is recognised that there is a need to minimise disruption during student arrivals and to ensure minimal disruption to traffic flows along Cambridge Street/Gloucester Street and other surrounding local routes.

3.3.26 Any requirement for the temporary use of the proposed loading bay/disabled bay during this period will be agreed with Manchester City Council in advance.

3.3.27 Prior to arrival, residents will be asked to book confirm their arrival arrangements and move in procedure. They are provided with details of travel arrangements from key airports, the main line train stations, and bus/tram routes.

3.3.28 It is expected that a maximum of 75% would arrive on the check in weekend, with the remainder arriving on the days before and after. The arrivals on the check-in weekend may reduce depending on flights from overseas.

3.3.29 On a worst-case that all residents would be arriving by car, this equates to c.220 residents moving in per day on the Saturday and Sunday of the move-in weekend.

3.3.30 Based on the operator's experience, there would be 15 slots available per hour over a 12-hour period. Based on the loading bay/disabled bay, a minimum of 3 spaces would be available for use; this equates to 5 minutes per car to unload all baggage onto the trolleys before departing. On-site baggage handlers

will be prepared with luggage trolleys to help unload all belongings, which will be taken to the reception area/relevant room.

- 3.3.31 Future residents will arrive at the Site at their allocated time and provided their period to unload belongings (using the loading bay/disabled parking provision if permitted by MCC) onto trolleys before departing to park for a longer period elsewhere.
- 3.3.32 To ensure move in is managed effectively, additional staffing resources are employed to manage usage of loading bays/parking and for directing residents to the accommodation.
- 3.3.33 On-site attendants will notify each vehicle when their allotted time has been reached. Once their allotted time is reached, cars will be directed to a local car park where spaces would be reserved such as Q-Park.
- 3.3.34 It is noted that check out will be managed in a similar fashion to the check in process. However, move out is more gradual over a period of days or even weeks. Some students will head home for the summer, whether this is domestic or internationals. The Site teams will communicate with the residents prior to check out and request their check out time and date.

Management Strategy for Food/Parcel Deliveries

- 3.3.35 Curtins has consulted with MCC in order to develop an initial management strategy for food and parcel deliveries to the Site.
- 3.3.36 It is recognised that the future operator will establish their own management operation for food and parcel deliveries; however, it was agreed via scoping discussions with MCC that an initial strategy is to be prepared.
- 3.3.37 The guidance provided by MCC is included in italics, and the proposed measures and initiatives are subsequently included.
- 1. *“Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers”.* As part of the development proposals, it is noted that future residents may order online food deliveries, takeaway food and shopping. Delivery vehicles will be expected to use the loading bay provided and take shopping/parcels to the reception area for collection. It is considered that the loading bay provides adequate provision for the likely number of vehicles envisaged to serve the Site (see Section 5). Furthermore, in specific relation to food takeaways and Amazon, a high proportion of deliveries are undertaken via bicycles/cargo bicycles in the City Centre and can therefore park in the public realm avoiding usage of the loading bay.

- *“Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries”.* Signage will be considered in key areas to direct delivery drivers towards reception/public realm. The building management will monitor this and make amendments where necessary to aid confusion and delivery times.
- *“Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries”.* As part of the Welcome Package, residents will be informed to collect deliveries from reception and the process for collections.
- *“Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times”.* Food/parcel deliveries would be spread throughout the day, with the majority of e-commerce deliveries likely to occur outside of typical peak hours. Furthermore, the nature of e-commerce deliveries ensures that if there are multiple deliveries for the units at the development, this would likely be undertaken efficiently to minimise the number of trips. For example, Amazon would likely deliver all parcels to the development as part of the ‘Last Mile Delivery’ service from the associated depot.
- *“Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments”.* Surveys conducted as part of the Travel Plan will include a review of the drop-off process and conclude any improvement recommendations.
- *“Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders”.* A parcel holding area will be provided and the reception area in the building will act as the delivery area for residents.
- *“Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures”.* Parcel deliveries will be required to report to reception and not individual rooms. Residents would be required to meet any food deliveries at the designated meeting area within the public realm.
- *“Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed”.* Feedback of deliveries will be included within surveys completed as part of the Full Travel Plan.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

4.1.2 The accessibility of the Proposed Development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Active Travel Guidance

4.2.1 Research has indicated that acceptable active travel 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 Model Design Code – Part 2 (NMDC, published by DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

Walking

4.2.3 The National Design Guide (NDG, published by DLUHC, 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).”*

4.2.4 Despite the NDG characterising 800m as a maximum acceptable walking distance, the DfT’s National Travel Survey 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.

- 4.2.5 The 2km catchment extends as far as Manchester Victoria Station in the north, beyond Manchester Piccadilly Station in the east, areas of Moss Side in the south and to eastern areas of Salford in the west. The whole of Manchester City Centre is situated within a 2km walking catchment.
- 4.2.6 The student accommodation proposals are the following walking distances of Manchester University's:
- Manchester Metropolitan University: 450m (c. 6 mins)
 - University of Manchester: 1.2km (c.15 mins)
 - University of Salford: 2.8km (c. 36 mins)
- 4.2.7 There are several facilities within a 500m catchment; including employment opportunities, food and drink uses and retail uses (local food store) at the adjacent First Street development. Additional amenities are available along Whitworth Street West, including a variety of local businesses and retail.
- 4.2.8 A 1,000m catchment includes additional facilities such as Post Office facilities, a Pharmacy and Manchester Central Library. A significant proportion of Manchester City Centre is accessible within this catchment, including a variety of employment opportunities and leisure, food/drink and retail opportunities.
- 4.2.9 A vast amount of additional facilities and amenities are accessible within a 2,000m catchment across Manchester City Centre.

Cycling

- 4.2.10 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (based on National Travel Survey dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).
- 4.2.11 LTN 1/20 characterises 5 miles / 8km as “*an achievable distance to cycle for most people*”. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.
- 4.2.12 An 8km cycle catchment from the Site extends as far as Prestwich in the north, Audenshaw to the east, East Didsbury in the south and Salford to the west. The City Centre is also highly accessible by bicycle. All major train and bus stations being located within 8km of the Site, and are accessible following Sustrans cycle routes.
- 4.2.13 National Cycle Route 6 is accessed along Cambridge Street and Whitworth Street West. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and connects London and Threlkeld in Cumbria. More locally, the route connects the Site to areas in

the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

4.2.14 The student accommodation proposals are the following cycling distances of Manchester University's:

- Manchester Metropolitan University: 450m (c. 2 mins)
- University of Manchester: 1.2km (c. 5 mins)
- University of Salford: 2.8km (c. 13 mins)

4.2.15 Furthermore, local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package.

4.3 Accessibility by Public Transport

4.3.1 The Site is highly accessible by public transport; with 60-minute catchments extending as far as far as Preston in the north, Huddersfield in the east, Holmes Chapel in the south and Liverpool in the west.

4.3.2 The National Model Design Code – Part 2 (DLUHC, 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 times and distances are also cited in the CIHT document ‘Planning for Walking’ (2015), while a distance of up to 500m (for high frequency bus corridors) is quoted as a maximum walking distance to bus services in the CIHT document ‘Buses in Urban Developments’ (2018).

4.3.3 Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.3.4 The nearest bus stops to the Site are located approximately 100m away along Cambridge Street, and Whitworth Street West. These stops are well within the 400-500m walking distances quoted above.

Table 4.1 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Typical Frequency		
		Mon – Fri	Sat	Sun/Hols
44	Manchester Airport — Gatley — East Didsbury — Fallowfield — Manchester	Every 2 Hours	Every 2 Hours	-
45	Heald Green — East Didsbury — Fallowfield — Manchester	Every 2 Hours	Every 2 Hours	-
101	Wythenshawe — Newall Green — Northenden — Moss Side — Manchester	Every 15 mins	Every 15 mins	Every 20 mins
102	Wythenshawe Hospital — Wythenshawe — Moss Side — Manchester	Every 30 mins	Every 30 mins	Hourly

108	Timperley — Northern Moor — Moss Side — Manchester	3 AM Peak Services	-	-
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Table 4.1 – Summary of Bus Service Frequencies from Cambridge Street

- 4.3.5 The 101-bus service can be used from Cambridge Street to access Manchester Metropolitan University and the University of Manchester. This journey reduces the required walking distance significantly, therefore making the journey appropriate for students who could have limited mobility.
- 4.3.6 The Site is considered highly accessible by bus, with regular access to key destinations including transport interchanges in the City Centre.

Rail Accessibility

- 4.3.7 The nearest train station is Manchester Oxford Road, located approximately 250m walk of the Site. This station is well within the 800m walking distance quoted above. Oxford Road Station facilitates regular access to a number of stations including:
- Blackpool North;
 - Crewe;
 - Liverpool Lime Street (via Liverpool South Parkway);
 - Llandudno Junction;
 - Manchester Airport;
 - Newcastle;
 - Norwich
 - Preston (Lancs); and
 - Warrington Central.
- 4.3.8 There are also opportunities to change at Manchester Piccadilly to access other national services to key destinations across the UK, and with the completion of Ordsall Chord, improved links to Victoria.

Metrolink

- 4.3.1 The nearest Metrolink station is Deansgate, approximately a 400m walk from the Site. The vast majority of lines pass through the station, including:
- Altrincham – Bury;
 - Altrincham – Piccadilly;
 - Ashton-under-Lyne – Eccles;
 - East Didsbury – Rochdale Town Centre;
 - Victoria – Manchester Airport; and
 - MediaCityUK – Etihad Campus.
- 4.3.2 Users can also change at Market Street to access the remaining ‘Bury – Piccadilly’ Metrolink line.

- 4.3.3 The following **Table 4.2** outlines the start and finish times of all Metrolink services. Trams run every 12 minutes (with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

	Route	Mon - Thurs	Fri	Sat	Sun/Hols
1	Altrincham – Bury	05:49 – 23:01	05:49 – 00:01	05:49 – 00:01	06:49 – 23:01
2	Altrincham – Piccadilly	05:49 – 23:37	05:49 – 00:37	05:49 – 00:37	06:49 – 23:37
3	Ashton-under-Lyne – Eccles	05:55 – 23:05	05:55 – 00:05	05:55 – 00:05	06:56 – 22:56
4	Bury - Piccadilly	05:54 – 23:30	05:54 – 00:30	05:54 – 00:30	06:54 – 23:30
5	East Didsbury – Rochdale Town Centre	05:50 – 23:14	05:50 – 23:50	05:50 – 23:50	06:46 – 22:46
6	Victoria – Manchester Airport	03:13 – 05:57	03:13 – 05:57	03:13 – 05:57	03:09 – 06:52
		05:57 – 23:09	05:57 – 23:09	05:57 – 00:09	06:52 – 23:04
7	MediaCityUK – Etihad Campus	06:06 – 23:40	06:06 – 00:40	06:06 – 00:40	07:07 – 22:31

Table 4.2 – Summary of Metrolink Services

- 4.3.4 The Site is therefore well served by rail and Metrolink with a wide range of services withing walking distance.

4.4 Summary

- 4.4.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of excellent public transport opportunities within acceptable 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 of 595 student apartments.
- 5.1.2 As there is no car parking provision proposed as part of the building redevelopment (with the exception of one disabled parking bay along Cambridge Street/Gloucester Street), it is considered the day-to-day development traffic and associated highway impact would be negligible.
- 5.1.3 Notwithstanding this, it is considered appropriate to consider the traffic-generating potential of the Proposed Development.

5.2 Traffic Generation – Move-In/Out Day

- 5.2.1 As outlined in detail in **Section 3**, residents will be asked to book confirm their arrival arrangements and move in procedure. They are provided with details of travel arrangements from key airports, the main line train stations, and bus/tram routes.
- 5.2.2 It is expected that a maximum of 75% of students would arrive on the check in weekend, with the remainder arriving on the days before and after.
- 5.2.3 It is noted that there would an uplift in vehicular traffic during the main move in weekend, but this would be spread across the day (c.20 arrivals/departures per hour), would not occur during traditional highway weekday peak periods and would only occur for 5-6 days per year.

5.3 Traffic Generation – Typical Day

- 5.3.1 The TRICS database has been used to forecast traffic on a typical day. 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.
- 5.3.2 Survey days for both TRICS searches were Monday – Friday, and various location and population filters ensured the sites were representative of the Proposed Development location. The full TRICS outputs are contained within **Appendix D** to the rear of this report.
- 5.3.3 The full development of 595 student apartments has been assumed. The following **Table 5.1** and **5.2** summarises the trip rates for the AM and PM peak periods, whereas **Table 5.3** and **5.4** summarises the development trips:

Mode	Trip Rates (per resident) AM 08:00-09:00			Trip Rates (per resident) PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	0.002	0.002	0.004	0.002	0.002	0.004
OGVs	0.000	0.000	0.000	0.000	0.000	0.000
Servicing Vehicles	0.001	0.000	0.001	0.001	0.001	0.002
Cars/Taxis	0.001	0.001	0.002	0.001	0.001	0.002

Table 5.1 – Proposed Residential TRICS Multi-Modal Trip Rates – Peak Hours

Mode	Daily Trip Rates (per resident)		
	Arrive	Depart	Total
Total Vehicles	0.050	0.052	0.102
OGVs	0.001	0.001	0.002
Servicing Vehicles	0.025	0.026	0.051
Cars/Taxis	0.022	0.024	0.046

Table 5.2 – Proposed Residential TRICS Multi-Modal Trip Rates – Daily

Mode	Trip Generation AM 08:00-09:00			Trip Generation PM 17:00-18:00		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	1	1	2	1	1	2
OGVs	0	0	0	0	0	0
Servicing Vehicles	1	0	1	1	1	2
Cars/Taxis	1	1	2	1	1	2

Table 5.3 – Trip Generation (595 Units) – Peak Hours

Mode	Trip Generation Daily		
	Arrive	Depart	Total
Total Vehicles	30	31	61
OGVs	1	1	2
Servicing Vehicles	15	15	30
Cars/Taxis	13	14	27

Table 5.4 – Trip Generation (595 Units) – Daily

- 5.3.4 The above tables demonstrate the Proposed Development could generate approximately two two-way vehicular trips in the AM peak and PM peak period.
- 5.3.5 Based on the expected daily TRICS trip rates, throughout the course of a typical day, the Proposed Development could generate 61 two-way trips; mainly associated with servicing vehicles and cars/taxis. This equates to an average of c.4-5 two-way trips per hour based on a 14-hour survey period in TRICS.
- 5.3.6 With respect to servicing vehicles, TRICS includes all vehicles that arrive at and depart from a Site that perform a servicing function. Examples of such functions include delivery vehicles picking up or dropping off items, plumbers, electricians, fast food deliveries, waste disposal and recycling vehicles.
- 5.3.7 It is important to note that the criteria for inclusion of a vehicle within the Servicing Vehicles count is the function of the vehicle during each trip and not just the type of vehicle, so if a vehicle is undertaking a servicing function at a Site during a survey it will be included in the Servicing Vehicles count.
- 5.3.8 As such, the TRICS assessment is considered robust as it considers all likely traffic generation associated with the Site.

5.4 Highway Impact Conclusions

- 5.4.1 It is not considered the Proposed Development would have a material impact on the surrounding highway network considering the absence of any standard car parking bays.
- 5.4.2 This was accepted by MCC Highways within the detailed response to Application 138805/FO/2023 on 29th January 2024
- 5.4.3 In addition, there is noted to be 30 servicing vehicles and 2 OGVs required to serve the Site per day; as the majority of these movements will be short-term movements (food deliveries, takeaway food and e-commerce deliveries), it is concluded that the proposed loading bay will cater for the forecast demand.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents and how the proposals relate to them.

6.2 National Planning Policy Framework

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies must play in facilitating sustainable development. From the outset, the Minister for Planning's Foreword lays the foundations for current policy thinking;

"The Purpose of planning is to help achieve sustainable development...Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate."

- 6.2.2 Paragraph 14 states that at the heart of NPPF is a *"presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making."* For decision making this means granting permission unless:

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

- 6.2.3 Section 4 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 transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".

- 6.2.4 Paragraph 111 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."

- 6.2.5 The development proposals comprise a PBSA scheme with no standard car parking in a highly accessible location. There is good walking and cycling infrastructure adjacent to the Site, and there are excellent links to public transport facilities including bus, rail and Metrolink.

6.2.6 Furthermore, the Site is located within walking distance of a variety of amenities across the City Centre. The development would also be within an accessible location of universities across Manchester and Salford.

6.2.7 On this basis it is reasonable to conclude that the Proposed Development accords with the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. A Transport Statement is appropriate for the Proposed Development, which provides no car parking in a highly accessible area.

6.3.3 The NPPG has been considered in the production of this TS.

6.3.4 The guidance on Travel Plans considers the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future.

6.3.5 The NPPG has been considered in the production of the accompanying Interim Travel Plan (**Document Reference 084456-CUR-XX-XX-T-TP-00002**).

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The MCC 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. Furthermore, the development would provide upgraded public realm for all users to link into First Street and Cambridge Street/Gloucester Street.

6.4.3 Policy T2 of the MCC Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development... Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international

connections is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”

6.4.4 Due to the Site location and its multi-modal accessibility, it is considered that the location of the Proposed Development fulfils the above criteria and therefore accords with policy T2.

6.4.5 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 and would provide potential patrons to make these projects economically viable.

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 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.”*

6.5.4 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.

6.5.5 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 084456-CUR-XX-XX-T-TP-00002**).

6.6 Conclusions

6.6.1 It is considered that the Proposed Development is consistent with national and local transport policies and guidance. The Site is located within an area which has a range of existing local facilities and an abundance of sustainable travel choices.

7.0 Summary and Conclusions

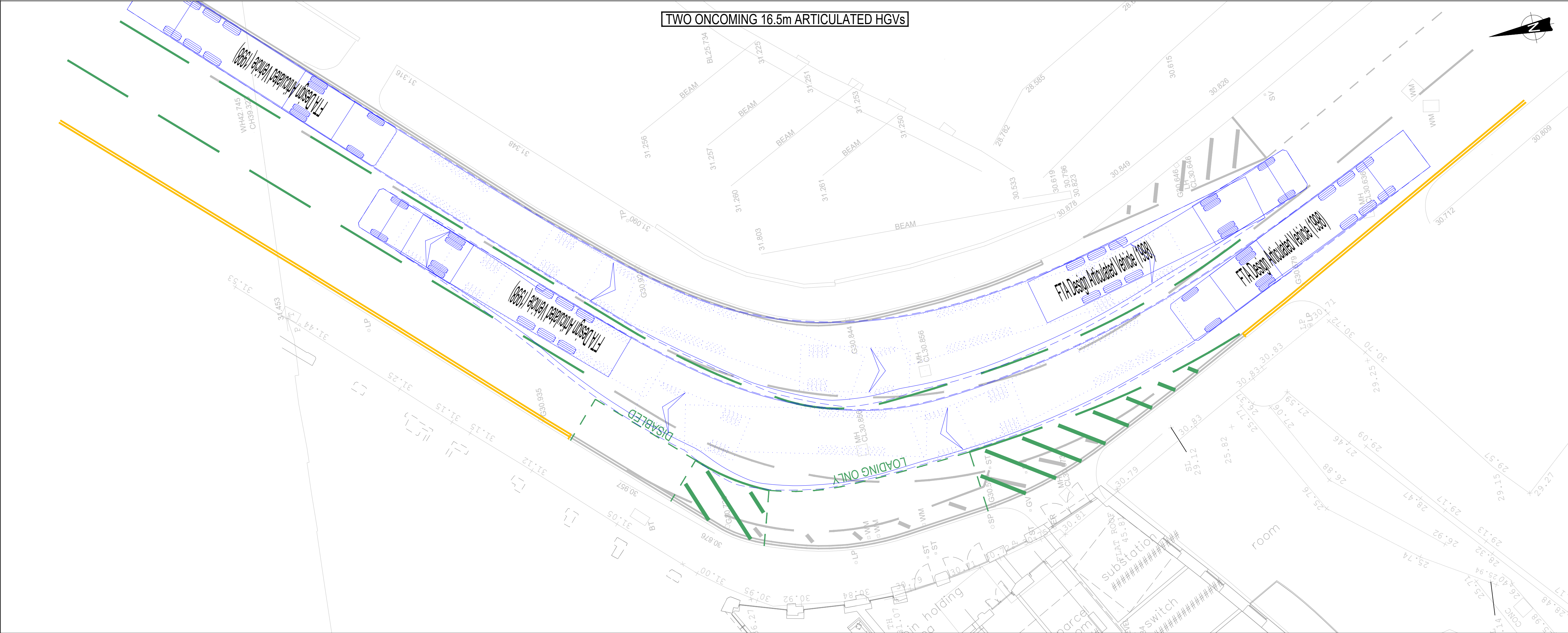
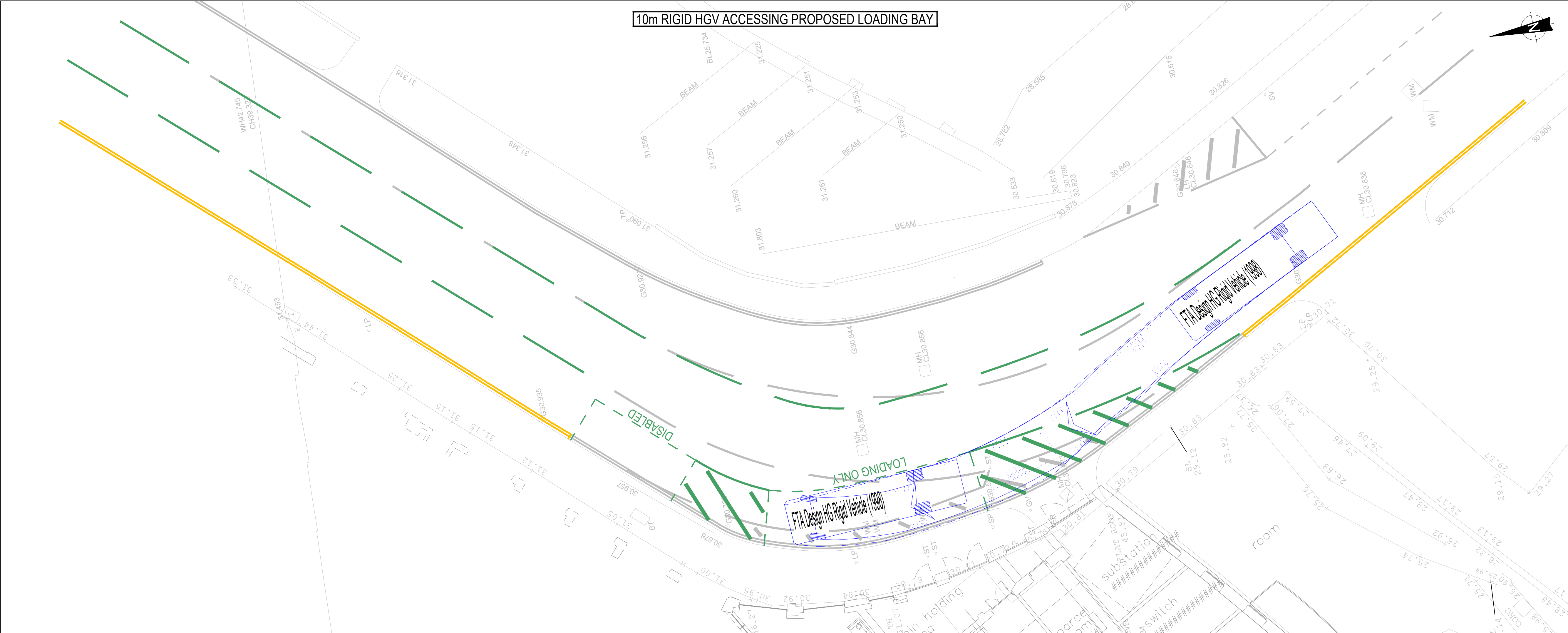
7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Manner to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Hotspur Press building, within Manchester City Centre.
- 7.1.2 The proposals include 595 Purpose Built Student Apartments (PBSA) in a part 4-5-storey/part 37-storey building. No car parking (apart from the provision of 1no. disabled bay on Cambridge Street/Gloucester Street) will be provided in line with an existing consent at the Site.
- 7.1.3 Collision data for the highway network adjacent to the Site has been obtained from Collision Plot records for the most recent five years available. Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.
- 7.1.4 In line with other recently consented PBSA developments in the City Centre, no standard car parking will be provided as part of the Proposed Development. Due to the nature of the development, there is no day-to-day parking demand, hence no spaces are proposed. Notwithstanding this, 1no. disabled parking bay will be provided on-street along Cambridge Street/Gloucester Street.
- 7.1.5 Appropriate drawings have been provided to demonstrate the proposed servicing strategy on Cambridge Street/Gloucester Road.
- 7.1.6 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of excellent public transport opportunities within acceptable walking distance of the Site.
- 7.1.7 It is not considered the Proposed Development would have a material impact on the surrounding highway network considering the absence of any standard car parking bays. Notwithstanding this, a robust sensitivity test using surveys from the TRICS database has been undertaken to confirm this assertion.
- 7.1.8 It is considered that the Proposed Development is consistent with national and local transport policies and guidance. The Site is located within an area which has a range of existing local facilities and an abundance of sustainable travel choices.

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:

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- BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

KEY: — PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

FTA Design HGV Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.660m
Min Body Ground Clearance	0.400m
Track Width	2.570m
Lock to Lock Time	1.000s
Kerb to Kerb Turning Radius	11.000m

FTA Design Articulated Vehicle (1998)

Overall Length	16.400m
Overall Width	2.500m
Overall Body Height	3.660m
Min Body Ground Clearance	0.400m
Track Width	2.570m
Lock to Lock Time	1.000s
Kerb to Kerb Turning Radius	6.500m

P02	Disabled bay and markings updated. SPA updated	09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

Curtins

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

Project: **HOTSPUR PRESS PBSA MANCHESTER**

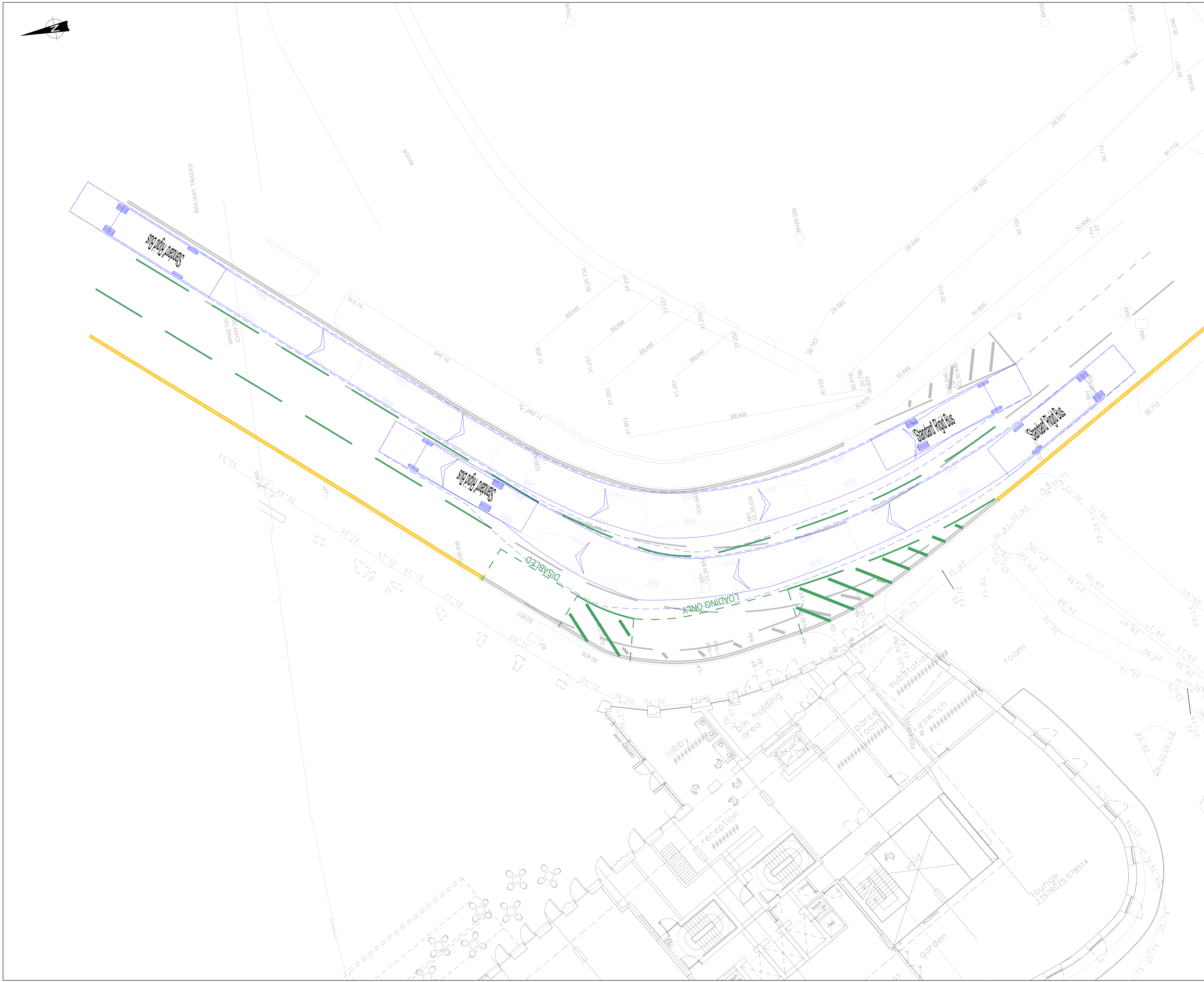
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Drawn By DD	Designed By DD	Checked By MT
Date 09/10/23		Scales @ A1 1:125
Project No - Originator - Function - Spatial - Form - Discipline - Number		

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P02

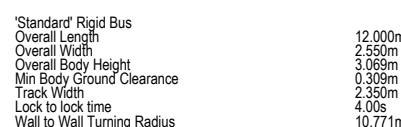
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6. BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

VEHICLE PROFILE

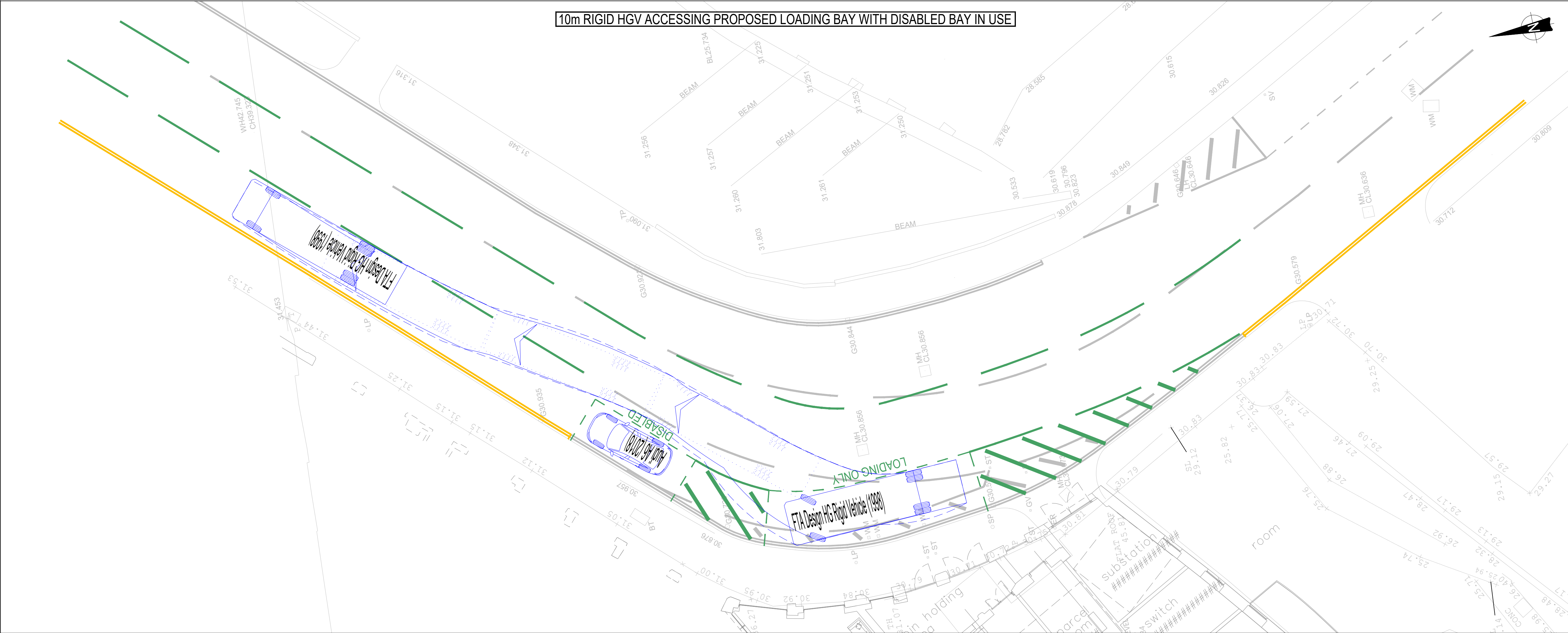
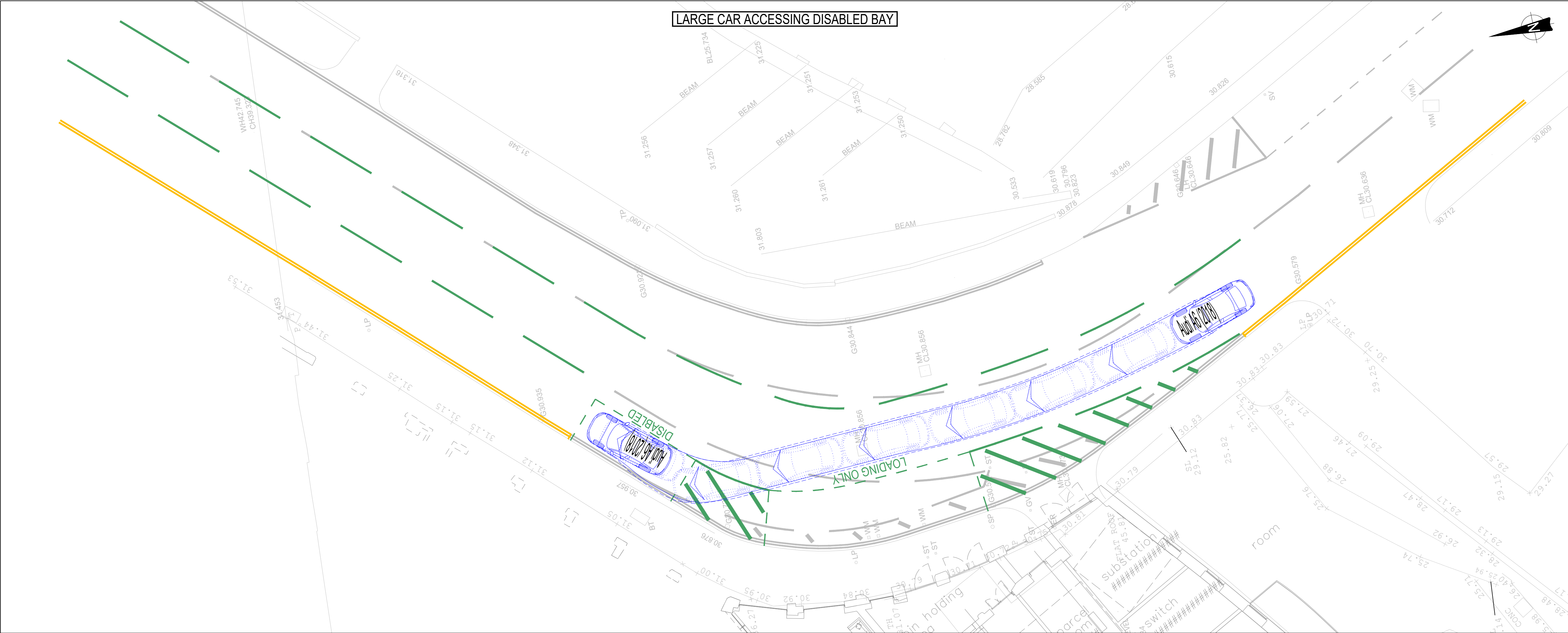


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Drug Title: **SWEPT PATH ANALYSIS
ONCOMING BUSES**

[illegible]



GENERAL NOTES:

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- BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

KEY: --- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

FTA Design HG Rigid Vehicle (1998)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

19.00m

2.50m

3.64m

0.40m

2.57m

1.00m

11.00m

Aud A6 (2018)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

4.93m

2.11m

1.40m

0.14m

1.97m

4.59m

5.95m

P02	Disabled bay and markings updated. SPA updated	09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

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Status:

PLANNING

Project:

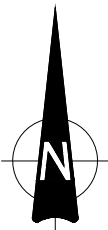
HOTSPUR PRESS PBSA
MANCHESTER

Dwg Title:

SWEPT PATH ANALYSIS
PROPOSED DISABLED BAY

Drawn By	DD	Designed By	DD	Checked By	MT
Date		09/10/23		Scales @ A1 1:125	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
084456 - CUR - XX - 00 - D -TP- 05003					P02

Time & Projects\084401 - 085000\084456 - Hotspur Press PBSA TPM\A04-Production\A4-Notes Drawings\TPCAD05\



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4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

KEY: — PROPOSED ROAD MARKINGS

P02	Disabled bay and markings updated. Dimensions added	09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

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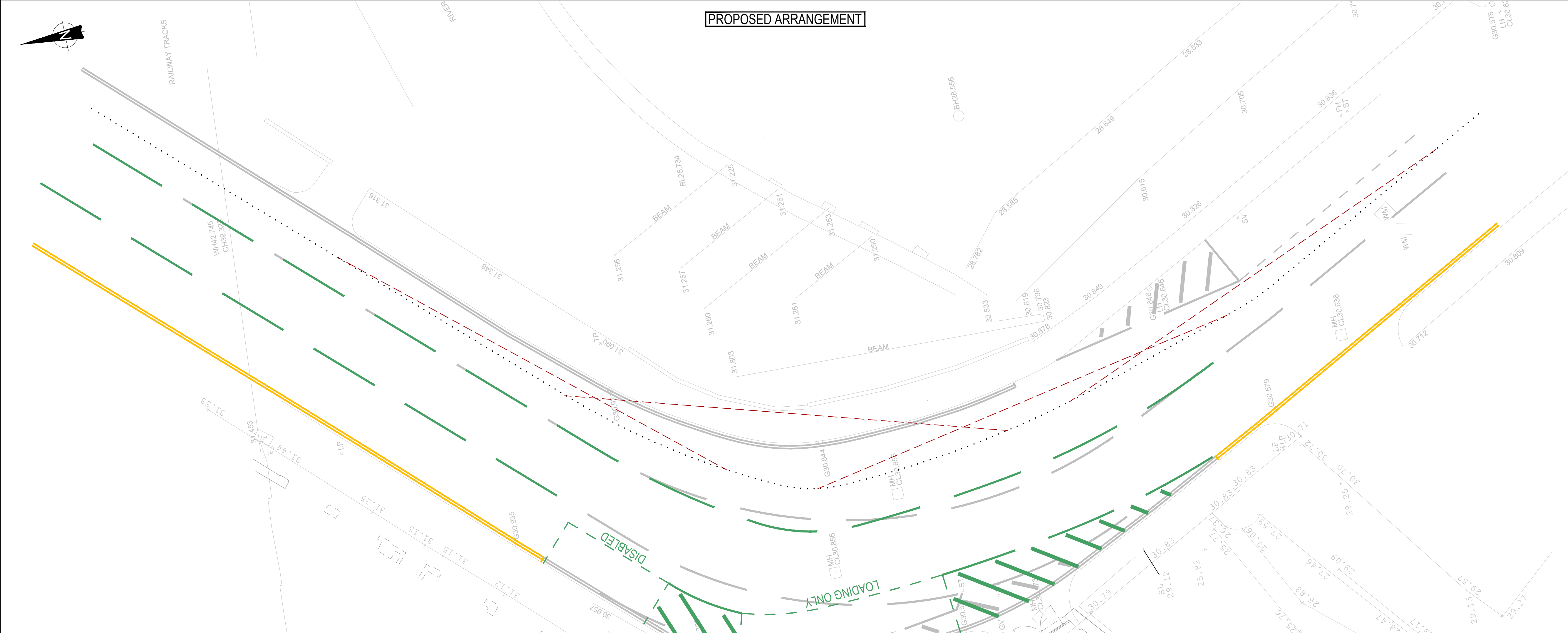
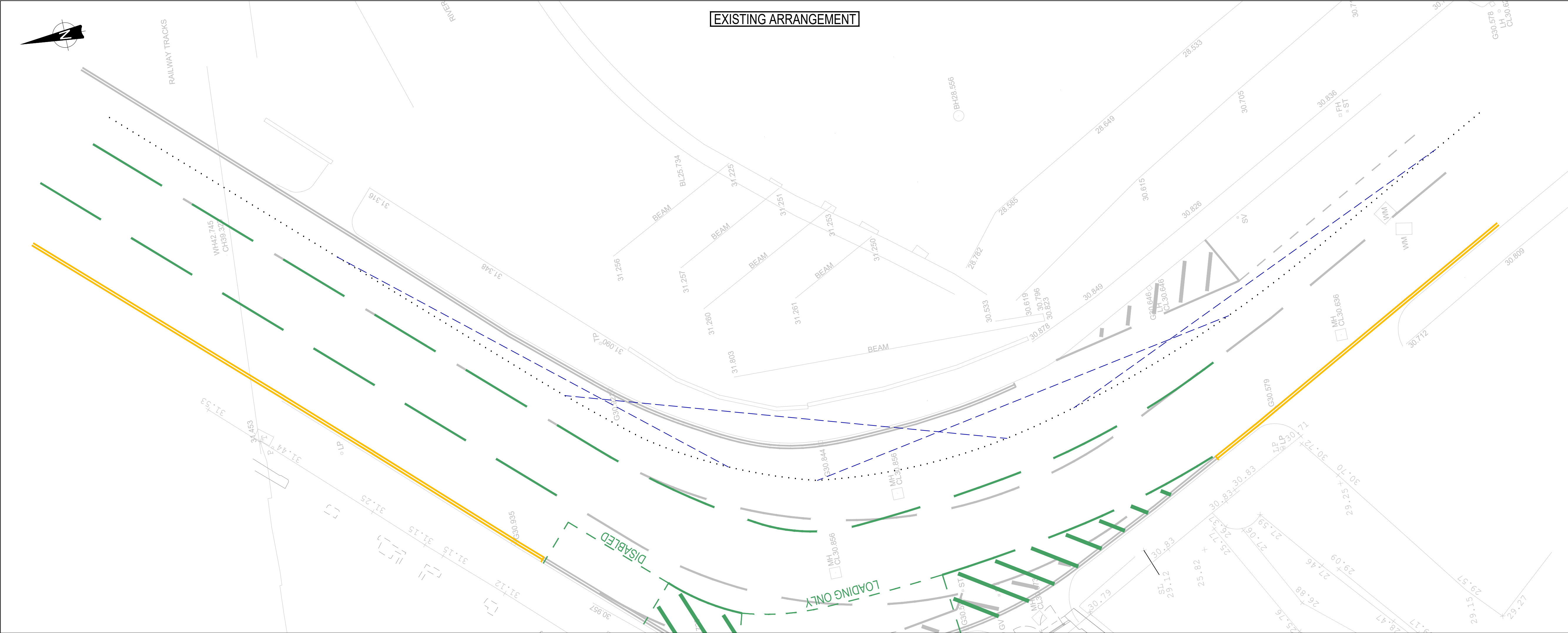
Status: **PLANNING**

Project: **HOTSPUR PRESS PBSA MANCHESTER**

Dwg Title: **PROPOSED LOADING BAY AND ACCESSIBLE PARKING SPACE**

Drawn By	DD	Designed By	DD	Checked By	MT
		Date	09/10/23	Scales @ A1	1:125
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
084456 - CUR - XX - 00 - D -TP- 75001					P02

\\ms-b-1\Projects\084401 - 085000\084456 - Hotspur Press PBSA\TPM\A04-Production\A4-Notes Drawings\TPCAD\51



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 - 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
 - BASED ON HODDER AND PARTNERS PLAN: 'Plan_00_SH Plan'

KEY:

- PROPOSED ROAD MARKINGS
- INDICATIVE LANE CENTRE LINE
- EXISTING FORWARD VISIBILITY AT 20mph (25m)
- PROPOSED FORWARD VISIBILITY AT 20mph (25m)

P02 Disabled bay and markings updated		09/02/24	MQ	MT
Rev:	Description:	Date:	By:	Chkd:

Curtins

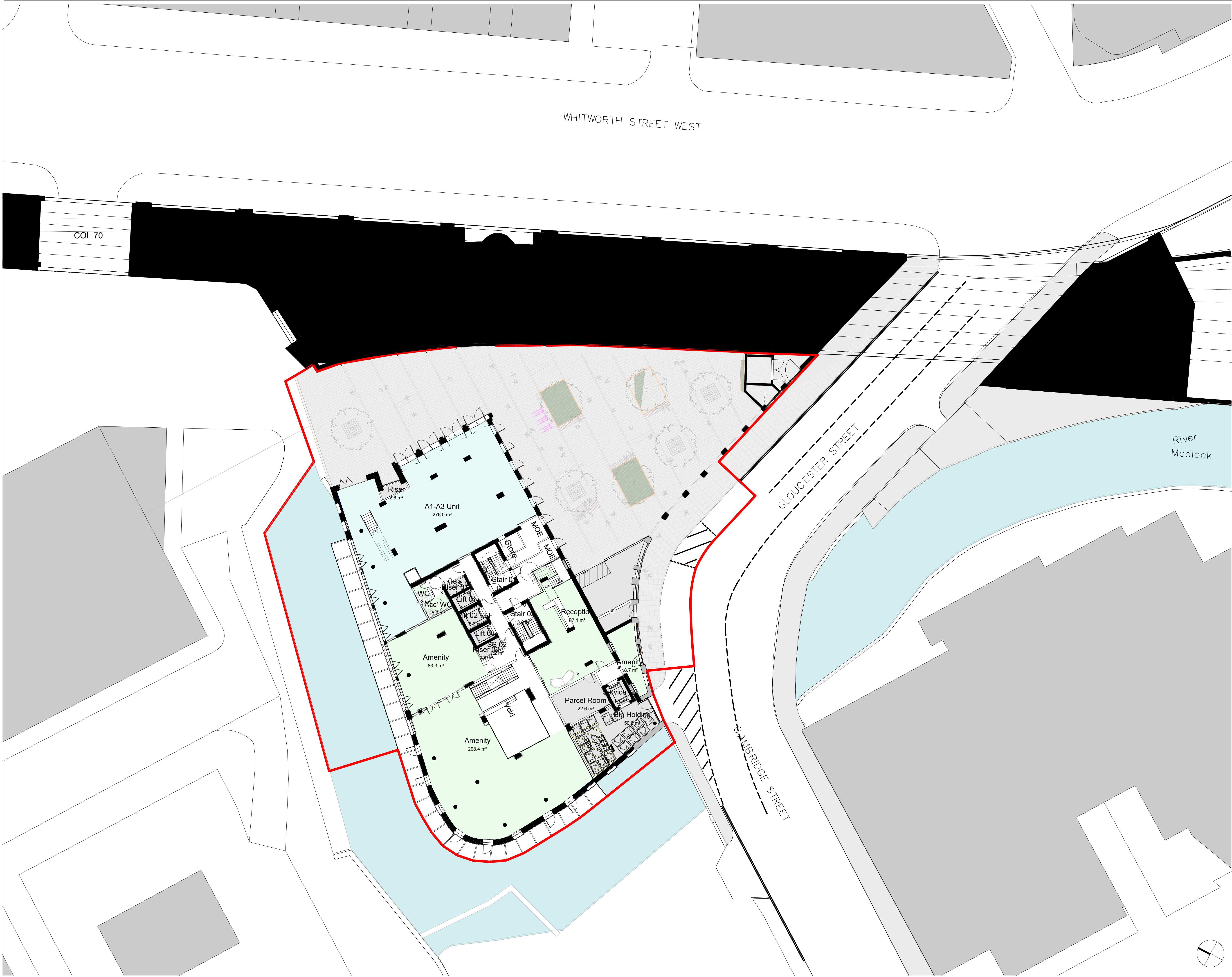
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Status:		PLANNING			
Project:		HOTSPUR PRESS PBSA MANCHESTER			
Dwg Title:		FORWARD VISIBILITY			
Drawn By	DD	Designed By	DD	Checked By	MT
		Date	09/10/23	Scales @ A1 1:125	
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
084456 - CUR - XX - 00 - D -TP- 75002					P02

\\ms-b-1\Projects\084401 - 085000\084456 - Hotspur Press PBSA\TPM\04-Production\44-Notes Drawings\TPCAD\051

Appendix A – Proposed Site Layout



DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.

NOTE: Drawing issued for design intent.

P4	Re-issued for planning	04.04.2024
P3	For Information	03.04.2024
P2	Second Issue	20.03.2024
P1	First Issue	19.10.2023
Rev:	Details:	Date:

client:
Manner

project:
The Hotspur Press
job number:
0655
status:
Planning

title:
Site Location Plan and Planning Boundary

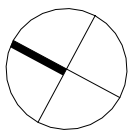
scale:
As indicated
@ A1

drawn by:
HOD

drawing number:
(--)-852

current revision date:
04.04.2024

revision:
P4



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NOTE: Drawing issued for design intent.

P6	Re-issued for planning	04.04.2024
P5	For Information	03.04.2024
P4	For comments following reduction in tower height and footprint.	20.03.2024
P3	Planning Issue	31.11.2023
P2	Second Issue	03.11.2023
P1	First Issue	19.10.2023
Rev:	Details:	Date:

client:
Manner

project:
The Hotspur Press
job number:
0655
status:
Planning

title:
Proposed Level 00 Plan

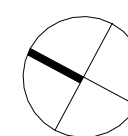
scale:
1 : 100
@ A1

drawn by:
HOD

drawing number:
(--)-000

current revision date:
04.04.2024

revision:
P6

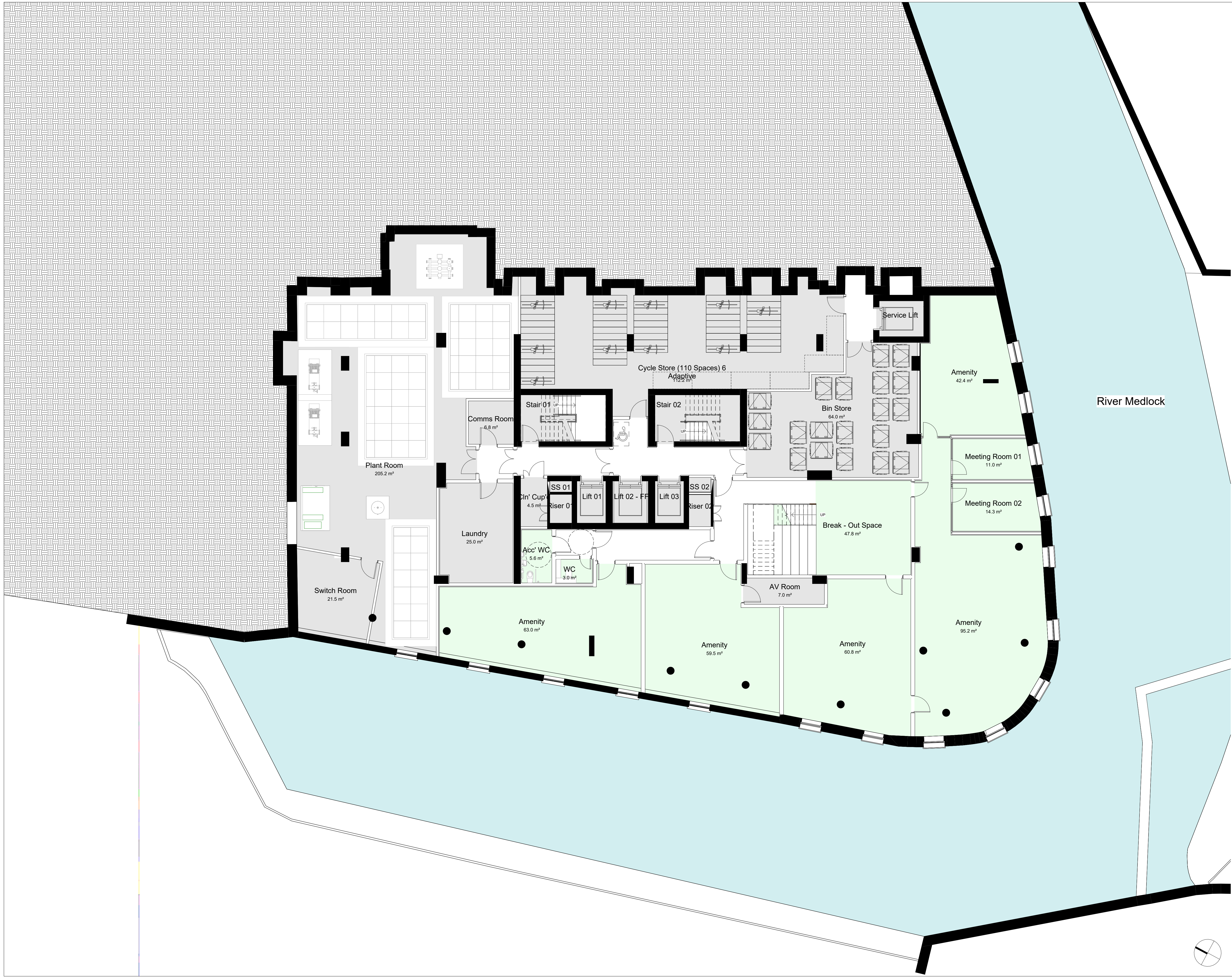


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NOTE: Drawing issued for design intent.



P6	Re-issued for planning	04.04.2024
P5	For Information	03.04.2024
P4	For comments following reduction in tower height and footprint.	20.03.2024
P3	Planning Issue	31.11.2023
P2	Second Issue	03.11.2023
P1	First Issue	19.10.2023
Rev:	Details:	Date:

client:
Manner

project:
The Hotspur Press
job number:
0655
status:
Planning

title:
Proposed Level -01 Plan

scale:
1 : 100
@ A1

drawn by:
HOD

drawing number:
(--)-01LG

current revision date:
04.04.2024

revision:
P6

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Appendix B – Collision Report

TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

Curtins Consulting

**Reported Road Injury Accidents in Specified Area of
Whitworth Street West, Manchester
01/08/2018 to 31/07/2023**

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Severity Symbol Key

▲

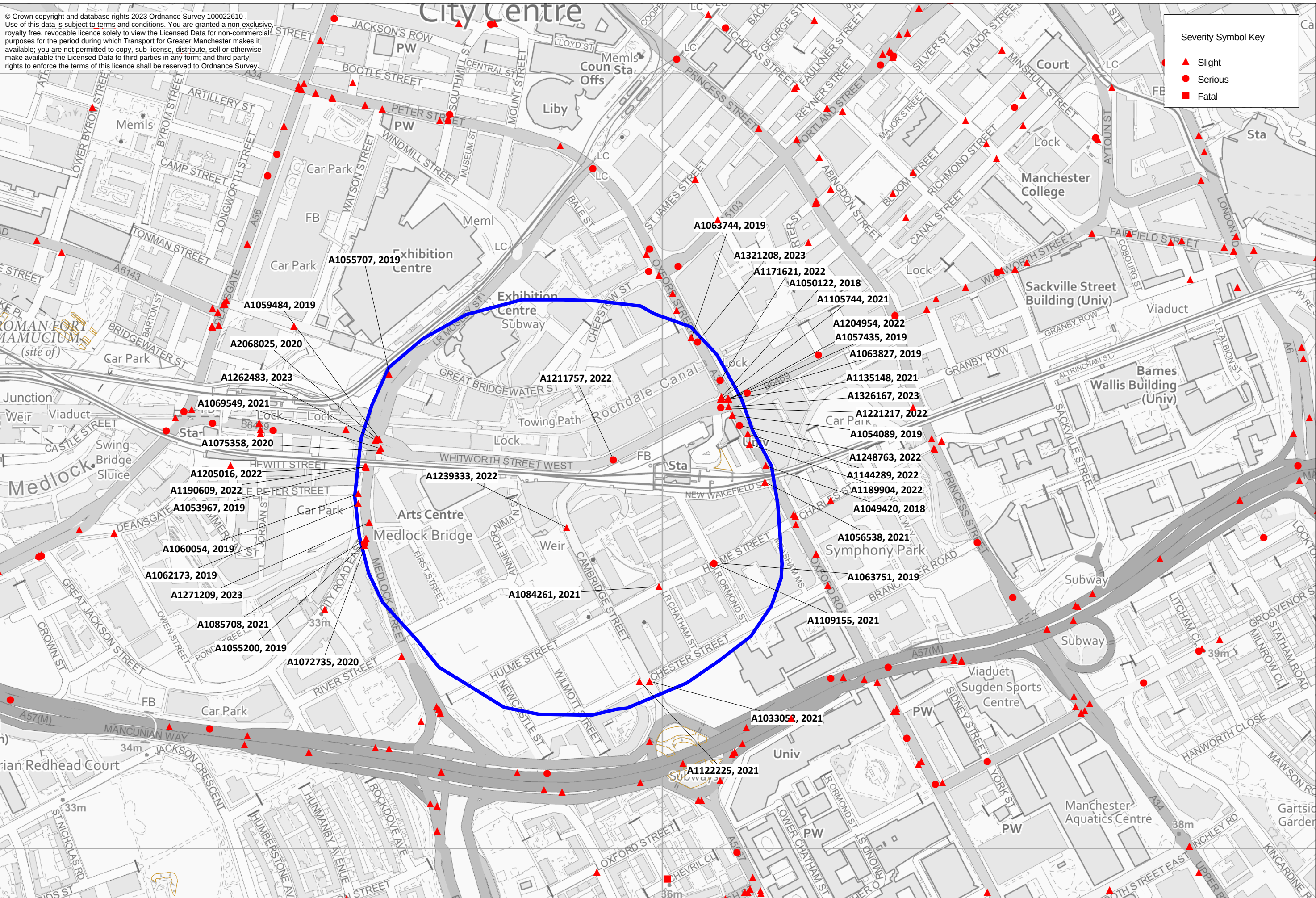
Slight

●

Serious

■

Fatal



 Transport for
Greater Manchester
2 Piccadilly Place,
Manchester,
M1 3BG

Reported Road Injury Accidents in Specified Area of Whitworth Street West, 01/08/2018 to 31/07/2023

Drawn By : liuj

Note: A road accident which occurs at or within 20m
of a junction, is coded as a junction accident

Date : 27/09/2023

TRANSPORT FOR GREATER MANCHESTER



Reported Road Injury Accidents in Specified Area of Whitworth Street West, Manchester 01/08/2018 to 31/07/2023

Injury Accidents	Aug - Dec 2018	2019	2020	2021	2022	Jan - Jul 2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	0	1	4	1	7
Slight	2	10	3	8	6	3	32
Total	2	11	3	9	10	4	39

Standard Totals Report : Reported Injury Accidents in Specified Area of Whitworth Street West, Manchester, 01/08/2018 to 31/07/2023

Accidents

Serious	7
Slight	32
Total Accidents	39

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	0	3	0	0	3
Female	0	3	1	0	4
Total	0	6	1	0	7
Slight					
Male	1	22	1	0	24
Female	0	9	1	0	10
Total	1	31	2	0	34
Total Casualties	1	37	3	0	41

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	0	4	0	0	4
Veh or pillion pas	0	1	0	0	1
Pedestrian	0	1	1	0	2
Total	0	6	1	0	7
Slight					
Driver or rider	0	21	0	0	21
Veh or pillion pas	0	2	0	0	2
Pedestrian	1	8	2	0	11
Total	1	31	2	0	34
Total Casualties	1	37	3	0	41

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	0	4	1	0	5
Slight	1	22	2	0	25
Total Casualties	1	26	3	0	30

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Serious	0	1	1
Slight	0	3	3
Total	0	4	4
Car (Passenger)	0-15	16+	Total
Serious	0	1	1
Slight	0	2	2
Total	0	3	3
Pedestrian	0-15	16+	Total
Serious	0	2	2
Slight	1	10	11
Total	1	12	13
TWPV (Rider)	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Cyclist (Rider)	0-15	16+	Total
Serious	0	3	3
Slight	0	14	14
Total	0	17	17
Other (Driver)	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Total	1	40	41

Standard Report - Reported Injury Accidents in Specified Area of Whitworth Street West, Manchester, 01/08/2018 to 31/07/2023

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1062173				Day: Friday		Contributory Factors			Date: 27/09/2019			Time: 20:00			
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details			Casualty Details			
Location: Albion Street 15 metres SE Of Little Peter Street										Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav Ne Albion St Reaching Right Hand Bend, C1 (Pedestrain) Crossing From Central Reservation Direction Unknown & Gets Hit By V1. V1 Fts										Car Rbend SE NE			1 Ped M 37 Slight		
Locational Details				Conditions		Accident Details									
Road:	A5103/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:	Slight					
OSGR:	383609	397445	Junction Control:		GW	Light Conditions:	Dark		No. of Vehicles:	1					
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1					

Accident Reference Number: A1060054				Day: Tuesday		Contributory Factors			Date: 06/08/2019			Time: 08:30			
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details			Casualty Details			
Location: Albion Street at junction with Little Peter Street										Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V2 (Pedal Cycle) Trav N Albion St, V1 Trav S Albion St Turns Right Onto Little Peter St Across Path Of V2, V1 Collides With O/s Of V2. V1 Fts										othr TurnR N W p/c Ahead S N			1 Rid M 45 Slight		
Locational Details				Conditions		Accident Details									
Road:	A5103/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:	Slight					
OSGR:	383609	397458	Junction Control:		GW	Light Conditions:	Light		No. of Vehicles:	2					
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1					

Accident Reference Number: A1072735				Day: Wednesday		Contributory Factors			Date: 08/07/2020				Time: 13:54						
Place Reported: Else				District: Manchester															
Location: Albion Street at junction with City Road East							Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V2 (Pedal Cycle) Trav S Albion St On Cycle Lane, V1 Trav N-bd Albion St Turns Left Onto City Rd E & Across Path Of V2. O/s Of V1 Collides With Front Of V2. V1 Fts										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
										Car p/c	TurnL Ahead	S N	W S		1 Rid	M	41	Slight	
Locational Details				Conditions		Accident Details													
Road:	A5103/U		Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	383617	397391	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1055200				Day: Saturday		Contributory Factors			Date: 09/02/2019				Time: 20:30						
Place Reported: Scene				District: Manchester															
Location: Medlock Street 5 metres E Of City Road East							Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 (Taxi) Trav S Medlock St Turns Right Onto City Rd E & Collides With C1 (Pedestrian) Crossing From Drivers N/s Heading Nw-bd										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
										DFLoo	VLike	V1							
										DJudge	Poss	V1	Taxi	TurnR	N	SW	1 Ped	F	66 Serious
										DCare	Poss	V1							
										PJudge	Poss	C1							
										PCloth	Poss	C1							
Locational Details				Conditions		Accident Details													
Road:	A5103/U		Junction Details:	Tjun	Road Surface:	Wet	Severity:	Serious											
OSGR:	383617	397394	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	1											
Speed Limit:	30		Ped Crossing:	Ref	Weather Conditions:	Rain	No. of Casualties:	1											

Accident Reference Number: A1053967				Day: Sunday		Contributory Factors			Date: 24/02/2019				Time: 00:18						
Place Reported: Scene				District: Manchester															
Location: Albion Street at junction with Hewitt Street							Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav E Hewitt St Turns Left Onto Albin St, C1 & C2 (Pedestrians) Crossing From Drivers N/s Heading S-bd, Collision Occurs										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
										Car	TurnL	W	N		1 Ped	M	65	Slight	
															2 Ped	F	65	Slight	
Locational Details				Conditions		Accident Details													
Road:	A5103/U		Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	383618	397493	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	1											
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	2											

Accident Reference Number: A1085708				Day: Friday		Contributory Factors			Date: 30/07/2021				Time: 20:19						
Place Reported: Else				District: Manchester															
Location: Medlock Street at junction with City Road East							Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav N Medllock St, V2 Trav E City Rd E Turns Right Onto Medlock St & Across Path Of V1, Front Of V2 Collides With N/s Of V1. V2 Fts										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
										othr	Waitg	S	N		1 Drv	M	35	Slight	Un
										Car	TurnR	W	S						
Locational Details				Conditions		Accident Details													
Road:	A5103/U		Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	383619	397400	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1205016						Day: Monday		Contributory Factors			Date: 01/08/2022					Time: 18:20						
Place Reported: Scene						District: Manchester																
Location: Albion Street at junction with Hewitt Street																						
Description: V1 (Motorcycle) & V3 (Motorcycle With Unknown CC) Trav E Hewitt St, V2 Trav N Albion St. V1 (Distraction Outside Veh/Rider Panics) Enters Jct & Front Hits Front Of V2																						
Locational Details						Conditions		Accident Details			Vehicle Details					Casualty Details						
Road:	A5103/U		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight	DDisO	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	383619	397492	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	3	DPanic	VLike	V1	m/s	Ahead	W	E			1 Rid	M	26	Slight	Un
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1	DGWor	Poss	V1	Car	Ahead	S	N							
									DFLoo	Poss	V1	m/cu	Ahead	W	E							
									DJudge	Poss	V1											
									VCrime	Poss	V3											

Accident Reference Number: A1190609						Day: Saturday		Contributory Factors			Date: 11/06/2022					Time: 12:10						
Place Reported: Self						District: Manchester																
Location: Albion Street at junction with Hewitt Street																						
Description: V2 Trav E Hewitt St Enters Jct, V1 (HGV With Unknown Weight) Trav N Albion St, Front Of V1 Collides With O/s Of V2. V1 Fts																						
Locational Details						Conditions		Accident Details			Vehicle Details					Casualty Details						
Road:	A5103/U		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight				Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	383619	397493	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2				UHG	Waitg	S	N							
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1				Car	Ahead	W	E			1 Drv	M	20	Slight	Un

Accident Reference Number: A1271209						Day: Thursday		Contributory Factors			Date: 26/01/2023					Time: 16:30						
Place Reported: Self						District: Manchester																
Location: Albion Street 15 metres N Of City Road East																						
Description: V1 (Taxi) Trav S Albion St, C1 (Pedestrian) Crossing From Drivers O/s Heading E-bd. C1 Is Hit By Front Of V1																						
Locational Details						Conditions		Accident Details			Vehicle Details					Casualty Details						
Road:	A5103/U		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight				Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	383623	397421	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	1				Taxi	Ahead	N	S			1 Ped	M	20	Slight	Un
Speed Limit:	30		Ped Crossing:	Ref	Weather Conditions:	Fine	No. of Casualties:	1														

Accident Reference Number: A1262483						Day: Wednesday		Contributory Factors			Date: 11/01/2023					Time: 17:00						
Place Reported: Scene						District: Manchester																
Location: Whitworth Street West at junction with Albion Street																						
Description: Both Vehs Trav Sw Albion St Enter Crossroads, Rider Of V1 (Pedal Cycle) Looks At Phone Whilst Riding & Drifts Into Lane 1 & N/s Colls With O/s Of V2 (Taxi)																						
Locational Details						Conditions		Accident Details			Vehicle Details					Casualty Details						
Road:	B6469/A5103		Junction Details:		Xrds	Road Surface:	Wet	Severity:	Slight	DFLoo	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	383631	397527	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2		DCDar	VLike	V1	p/c	Ahead	NE	SW		1 Rid	M	28	Slight	Un
Speed Limit:	30		Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1		DMobP	VLike	V1	Taxi	Ahead	NE	SW						

Accident Reference Number: A2068025				Day: Wednesday		Contributory Factors			Date: 22/01/2020				Time: 18:17					
Place Reported: Scene				District: Manchester														
Location: Albion Street at junction Whitworth Street West						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V2 (Pedal Cycle) Trav S Albion St, V1 Trav N Albion St Turns Right Onto Whitworth St W & Across Path Of V2. N/s Of V1 Collides With Front Of V2						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	TurnR	S	E						
Locational Details				Conditions		Accident Details			p/c	Ahead	N	S		1 Rid	M	48	Slight	
Road:	A5103/B6469		Junction Details:	Xrds		Road Surface:	Wet		Severity:			Slight						
OSGR:	383633 397528		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Rain		No. of Casualties:	1								

Accident Reference Number: A1075358				Day: Monday		Contributory Factors			Date: 21/09/2020				Time: 17:30					
Place Reported: Else				District: Manchester														
Location: Whitworth Street West at junction with Albion Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: Both Vehs Trav W Whitworth St W, V2 (Pedal Cycle) Appr Jct As The Lights Changed To Green, V1 Signals To Turn Left Onto Albion St & Hits Rear Of V2. V1 Fts									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	TurnL	E	S						
Locational Details				Conditions		Accident Details			p/c	Ahead	E	W		1 Rid	F	53	Slight	
Road:	B6469/A5103		Junction Details:	Xrds		Road Surface:	Dry		Severity:			Slight						
OSGR:	383636 397513		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1059484				Day: Friday		Contributory Factors			Date: 19/07/2019				Time: 22:15					
Place Reported: Else				District: Manchester														
Location: Albion Street (Medlock Street) at junction with Whitworth Street West						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V2 (Pedal Cycle) Trav E Whitworth St W Enters Jct, V1 Trav N Albion St Turns Right Onto Whitworth St & Across Path Of V2. Collision Occurs									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	Ahead	S	E		1 Drv	M	47	Slight	
Locational Details				Conditions		Accident Details			p/c	Ahead	W	E						
Road:	A5103/B6469		Junction Details:	Xrds		Road Surface:	Dry		Severity:			Slight						
OSGR:	383636 397528		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1069549				Day: Friday		Contributory Factors			Date: 04/06/2021				Time: 22:30					
Place Reported: Else				District: Manchester														
Location: Whitworth Street West at junction with Albion Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: C1 (Child Pedestrian) On C/way But Movement & Dir Unknown. V1 (Electric Scooter) Trav N-bd Whitworth St W & Front Collides With C1. V1 Fts									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									othr	Ahead	S	N		1 Ped	M	15	Slight	Un
Locational Details				Conditions		Accident Details												
Road:	B6469/A5103		Junction Details:	Xrds		Road Surface:	Dry		Severity:			Slight						
OSGR:	383638 397516		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1055707				Day: Thursday		Contributory Factors			Date: 28/03/2019				Time: 08:25					
Place Reported: Else				District: Manchester		Factor			Conf			Ref						
Location: Albion Street (Lower Mosley Street) 20 metres SW Of Great Bridgewater Street												Vehicle Details			Casualty Details			
Description: Both Vehs Trav Ne Albion St, V1 Across Path Of V2 (Pedal Cycle) Whilst Turning Left Onto Great Bridgewater St, V1 Hits V2 & Causing Rider To Fall On Floor. V1 FTS												Type			Type			
												Move			Sex			
												From			Age			
												To			Sev			
												Skid			Pupil			
												Car			1 Rid			
												wtgTL			M			
												SW			30			
												NW			Slight			
												p/c						
												Ahead						
												SW						
												NE						
						</												

Accident Reference Number: A1033052				Day: Monday		Contributory Factors			Date: 08/03/2021				Time: 16:45			
Place Reported: Scene				District: Manchester												
Location: Cambridge Street at junction with Chester Street						Factor Conf Ref										
Description: V1 (Taxi) Trav Se Cambridge St. V2 (Pedal Cycle) Trav W Chester St Carelessly, Fails To Give Way At Jct & Collides With N/s Of V2. V2 Left C/way Straight Ahead At Jct						DFLoo VLike V2										
						DLoss VLike V2			Taxi							
						DCare VLike V2			p/c Ahead E W				1 Rid F 20 Slight Un			
Locational Details				Conditions		Accident Details										
Road:	C/U		Junction Details:		Xrds		Road Surface:		Dry		Severity:		Slight			
OSGR:	383985	397216	Junction Control:		GW		Light Conditions:		Light		No. of Vehicles:		2			
Speed Limit:	30		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1			
Accident Reference Number: A1084261				Day: Sunday		Contributory Factors			Date: 01/08/2021				Time: 19:20			
Place Reported: Self				District: Manchester												
Location: Hulme Street at junction with Lower Chatham Street						Factor Conf Ref										
Description: Both Vehs Trav E Hulme St, V1 Trav Behind & Collides Into Rear Of V2 (Motorcycle). V1 Fts																
Locational Details				Conditions		Accident Details										
Road:	U/U		Junction Details:		Tjun		Road Surface:		Dry		Severity:		Slight			
OSGR:	383997	397338	Junction Control:		GW		Light Conditions:		Light		No. of Vehicles:		2			
Speed Limit:	30		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1			
Accident Reference Number: A1063744				Day: Monday		Contributory Factors			Date: 21/10/2019				Time: 15:25			
Place Reported: Else				District: Manchester												
Location: Oxford Street, outside number 56, 20 metres SE Of Great Bridgewater Street						Factor Conf Ref										
Description: V1 (PCV) Trav Nw Oxford St Moves Off, N/s Of V1 Collides With Backpack Of C1 (Pedestrian) Direction Unknown																
Locational Details				Conditions		Accident Details										
Road:	A34/U		Junction Details:		Tjun		Road Surface:		Wet		Severity:		Slight			
OSGR:	384039	397660	Junction Control:		GW		Light Conditions:		Light		No. of Vehicles:		1			
Speed Limit:	30		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1			
Accident Reference Number: A1321208				Day: Thursday		Contributory Factors			Date: 01/06/2023				Time: 19:00			
Place Reported: Self				District: Manchester												
Location: Oxford Street 77 metres NW Of Whitworth Street West						Factor Conf Ref										
Description: V1 Trav On Oxford St Direction Unknown Has Collided With V2 (No Details)																
Locational Details				Conditions		Accident Details										
Road:	A34		Junction Details:				Road Surface:		Dry		Severity:		Serious			
OSGR:	384047	397654	Junction Control:		n/a		Light Conditions:		Light		No. of Vehicles:		1			
Speed Limit:	30		Ped Crossing:				Weather Conditions:		Othr		No. of Casualties:		1			

Accident Reference Number: A1109155				Day: Monday		Contributory Factors			Date: 04/10/2021				Time: 11:50				
Place Reported: Self				District: Manchester		Factor			Vehicle Details			Casualty Details					
Location: Hulme Street at junction with Great Marlborough Street							Conf			Type			Type				
Description: V2 Trav Ne Hulme St Passes Crossroads With Great Marlborough St & V1 Trav Se Marlborough St. V1 Fails To Give Way & Front Collides With Front Of V2							Ref			Move			Sex				
										From			Age				
										To			Sev				
										Skid			Pupil				
										Car			1 Drv				
										Car			F				
										Ahead			23				
										SW			Serious				
										NE			Un				
Locational Details				Conditions		Accident Details											
Road:	U/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Serious							
OSGR:	384068	397368	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1							

Accident Reference Number: A1063751				Day: Monday		Contributory Factors			Date: 28/10/2019				Time: 19:15				
Place Reported: Scene				District: Manchester		Factor			Vehicle Details			Casualty Details					
Location: Hulme Street at junction with Great Marlborough Street							Conf			Type			Type				
Description: V2 (Taxi) Trav Ne Hulme St Enters Jct, V1 Trav Se Malborough St & Fails To Give Way, Front Of V1 Collides N/s Rear Of V2, V2 Leaves C/way N/s & Hits Road Sign							Ref			Move			Sex				
										From			Age				
										To			Sev				
										Skid			Pupil				
										DPanic			1 Pas				
										VLike			F				
										V1			50				
										Car			Slight				
										Taxi			2 Pas				
										Ahead			F				
										SW			19				
										NE			Slight				
Locational Details				Conditions		Accident Details											
Road:	U/U		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight							
OSGR:	384068	397369	Junction Control:	GW		Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	2							

Accident Reference Number: A1105744				Day: Tuesday		Contributory Factors			Date: 05/10/2021				Time: 16:35				
Place Reported: Self				District: Manchester		Factor			Vehicle Details			Casualty Details					
Location: Whitworth Street West at junction with Oxford Street							Conf			Type			Type				
Description: Both Vehs Trav Ne Whitworth St W. V2 (Pedal Cycle) Waiting At Jct, As V2 Moves Off Once Ats Turn Green, V1 Trav Behind & Front Collides With Rear Of V2. V1 Fts							Ref			Move			Sex				
										From			Age				
										To			Sev				
										Skid			Pupil				
										Car			1 Rid				
										p/c			F				
										Ahead			36				
										SW			Slight				
										NE			Un				
Locational Details				Conditions		Accident Details											
Road:	B6469/A34		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight							
OSGR:	384076	397579	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1							

Accident Reference Number: A1171621				Day: Saturday		Contributory Factors			Date: 16/04/2022				Time: 18:00				
Place Reported: Else				District: Manchester		Factor			Vehicle Details			Casualty Details					
Location: Oxford Street 20 metres NW Of Whitworth Street							Conf			Type			Type				
Description: Both Vehs Trav Se Oxford St, V1 (Taxi) Staty At Kerb & Drops Off Passenger, V2 (Pedal Cycle) O/takes V1 On Its O/s, As O/s Passenger Opens Door & Strikes N/s Of V2							Ref			Move			Sex				
										From			Age				
										To			Sev				
										Skid			Pupil				
										Taxi			1 Rid				
										Stopg			M				
										O/Ts			19				
										NW			Serious				
										SE			Un				
Locational Details				Conditions		Accident Details											
Road:	A34/B6469		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Serious							
OSGR:	384076	397604	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1							

Accident Reference Number: A1221217			Day: Tuesday			Contributory Factors			Date: 20/09/2022			Time: 23:36		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Whitworth Street West 5 metres SW Of Oxford Road						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: V1 Trav Sw Withworth St W, C1 (Pedestrian) Crossing Road From Drivers N/s Heading N-bd On Pedestrian Crossing. C1 Fails To Judge V1's Path & Hit By Front Of V1						PJudge	VLike	C1						
						PAlcoh	Poss	C1	Car	Ahead	NE SW			1 Ped F 18 Serious Un
Locational Details			Conditions			Accident Details								
Road:	B6469/A34	Junction Details: Xrds	Road Surface:	Dry		Severity:		Serious						
OSGR:	384077 397569	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:		1						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1050122			Day: Wednesday			Contributory Factors			Date: 31/10/2018			Time: 19:35		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oxford Street at junction with Whitworth Street West						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: Both Vehs Trav W Whitworth St W, V1 Swerved & Turning Left Onto Oxford St But Hitting V2 (Pedal Cycle) Offside Causing Injury. V1 FTS						DSign	Poss	V1						
						DFLoo	Poss	V1	Car	TurnL	W N			
						DClose	Poss	V1	p/c	Ahead	W E			1 Rid M 36 Slight
						DCare	Poss	V1						
Locational Details			Conditions			Accident Details								
Road:	A34/B6469	Junction Details: Xrds	Road Surface:	Dry		Severity:		Slight						
OSGR:	384078 397583	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1135148			Day: Monday			Contributory Factors			Date: 29/11/2021			Time: 16:35		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Whitworth Street at junction with Oxford Street						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: V1 (Motorcycle) Trav Ne Whitworth St. C1 (Pedestrian) Steps Out From Footpath From Drivers N/s But Dir Unknown, C1 Fails To Look Properly & Hit By N/s Of V1						PFLoo	VLike	C1						
						PJudge	VLike	C1	m/c	Ahead	SW NE			1 Ped F 31 Slight Un
Locational Details			Conditions			Accident Details								
Road:	B6469/A34	Junction Details: Xrds	Road Surface:	Wet		Severity:		Slight						
OSGR:	384079 397579	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:		1						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Rain		No. of Casualties:		1						

Accident Reference Number: A1063827			Day: Thursday			Contributory Factors			Date: 31/10/2019			Time: 16:30		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oxford Street at junction with Whitworth Street						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: Both Vehs Trav Se Oxford St, V2 (Pedal Cycle) In Cycle Lane, V1 Turns Left Onto Whitworth St & Across Path Of V2. Collision Occurs. V1 FTS														
						Car	TurnL	NW NE						
						p/c	Ahead	NW SE						1 Rid M 39 Slight
Locational Details			Conditions			Accident Details								
Road:	A34/B6469	Junction Details: Xrds	Road Surface:	Dry		Severity:		Slight						
OSGR:	384086 397581	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1326167				Day: Saturday		Contributory Factors			Date: 10/06/2023					Time: 09:00																																																																																
Place Reported: Self				District: Manchester		Factor			Conf			Ref			Vehicle Details					Casualty Details																																																																										
Location: Oxford Street at junction with Whitworth Street															Type					Move					From					To					Skid					Type					Sex					Age					Sev					Pupil																																		
Description: Both Vehs Trav Nw Oxford St, V1 Turns Left Onto Whitworth St West, Front Of V2 (Pedal Cycle) Collides With Rear Of V1															Car p/c					TurnL Ahead					SE SE					SW NW					1 Rid					M					30					Slight					Un																																							
Locational Details				Conditions				Accident Details																																																																																						
Road: A34/B6469				Junction Details: Xrds				Road Surface: Dry				Severity: Slight																																																																																		
OSGR: 384087 397570				Junction Control: TS				Light Conditions: Light				No. of Vehicles: 2																																																																																		
Speed Limit: 30				Ped Crossing: TSX				Weather Conditions: Fine				No. of Casualties: 1																																																																																		
Accident Reference Number: A1057435				Day: Sunday		Contributory Factors			Date: 26/05/2019					Time: 12:20																																																																																
Place Reported: Else				District: Manchester		Factor			Conf			Ref			Vehicle Details					Casualty Details																																																																										
Location: Oxford Street at junction with Whitworth Street															Type					Move					From					To					Skid					Type					Sex					Age					Sev					Pupil																																		
Description: Both Vehs Trav Se Oxford St, V1 Turns Left Onto Whitworth St Without Indicating Across Path Of V2 (Pedal Cycle), Collision Occurs. V1 FTS															Car p/c					TurnL Ahead					NW NW					NE SE					1 Rid					M					30					Slight																																												
Locational Details				Conditions				Accident Details																																																																																						
Road: A34/B6469				Junction Details: Xrds				Road Surface: Dry				Severity: Slight																																																																																		
OSGR: 384087 397580				Junction Control: TS				Light Conditions: Light				No. of Vehicles: 2																																																																																		
Speed Limit: 30				Ped Crossing: TSX				Weather Conditions: Fine				No. of Casualties: 1																																																																																		
Accident Reference Number: A1204954				Day: Saturday		Contributory Factors			Date: 30/07/2022					Time: 10:22																																																																																
Place Reported: Self				District: Manchester		Factor			Conf			Ref			Vehicle Details					Casualty Details																																																																										
Location: Oxford Street at junction with Whitworth Street															Type					Move					From					To					Skid					Type					Sex					Age					Sev					Pupil																																		
Description: V1 (PCV) Trav Se Oxford St Turns Left Onto Whitworth St, C1 (Pedestrian) Crossing Road But Movement & Dir Both Unknown. C1 Hit By Front Of V1															PCV					TurnL					NW					E					1 Ped					M					30					Slight					Un																																							
Locational Details				Conditions				Accident Details																																																																																						
Road: A34/B6469				Junction Details: Xrds				Road Surface: Dry				Severity: Slight																																																																																		
OSGR: 384087 397580				Junction Control: TS				Light Conditions: Light				No. of Vehicles: 1																																																																																		
Speed Limit: 30				Ped Crossing: TSX				Weather Conditions: Fine				No. of Casualties: 1																																																																																		
Accident Reference Number: A1054089				Day: Sunday		Contributory Factors			Date: 10/02/2019					Time: 03:54																																																																																
Place Reported: Scene				District: Manchester		Factor			Conf			Ref			Vehicle Details					Casualty Details																																																																										
Location: Oxford Street 10 metres SE Of Whitworth Street															Type					Move					From					To					Skid					Type					Sex					Age					Sev					Pupil																																		
Description: Both Vehs Trav Nw Oxford St Waiting At ATS, V1 Moving Off & Collides Rear Of V2 (Pedal Cycle)															DFLoo					VLike					V1					DALcoh					VLike					V1					Car p/c					Start					SE					NW					NW					1 Rid					M					45					Slight									
Locational Details				Conditions				Accident Details																																																																																						
Road: A34/B6469				Junction Details: Mult				Road Surface: Wet				Severity: Slight																																																																																		
OSGR: 384092 397559				Junction Control: TS				Light Conditions: Dark				No. of Vehicles: 2																																																																																		
Speed Limit: 30				Ped Crossing: TSX				Weather Conditions: Fine				No. of Casualties: 1																																																																																		

Accident Reference Number: A1248763				Day: Friday		Contributory Factors			Date: 11/11/2022				Time: 09:30					
Place Reported: Self				District: Manchester														
Location: Oxford Street 25 metres SE Of Whitworth Street																		
Description: V2 (Pedal Cycle) Trav Nw Along Oxford St Segregated Cycle Lane Onto Main C/way. V1 Trav Same Dir Changes Lane To Left And Collides With Cyclist.																		
Locational Details				Conditions		Accident Details												
Road:	A34		Junction Details:		Road Surface:	Dry	Severity:		Serious									
OSGR:	384101	397546	Junction Control: n/a		Light Conditions:	Light	No. of Vehicles:		2									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1									
Accident Reference Number: A1144289				Day: Wednesday		Contributory Factors			Date: 16/02/2022				Time: 14:16					
Place Reported: Else				District: Manchester														
Location: Oxford Street 35 metres NW Of Wakefield Street																		
Description: V1 (PCV) Trav Se Oxford St, C1 (Pedestrian) Crossing Road From Drivers O/s Masked By Parked Veh Heading E-bd. C1 Fails To Look Properly & Hit By Front Of V1																		
Locational Details				Conditions		Accident Details												
Road:	A34		Junction Details:		Road Surface:	Wet	Severity:		Slight									
OSGR:	384112	397535	Junction Control: n/a		Light Conditions:	Light	No. of Vehicles:		1									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1									
Accident Reference Number: A1189904				Day: Friday		Contributory Factors			Date: 03/06/2022				Time: 22:30					
Place Reported: Self				District: Manchester														
Location: Oxford Street 25 metres NW Of Wakefield Street																		
Description: V1 (Pedal Cycle) Trav Nw Oxford St, C1 (Pedestrian) Crossing Road But Movement & Direction Both Unknown. C1 Hit By Front Of V1																		
Locational Details				Conditions		Accident Details												
Road:	A34		Junction Details:		Road Surface:	Dry	Severity:		Slight									
OSGR:	384114	397522	Junction Control: n/a		Light Conditions:	Dark	No. of Vehicles:		1									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1									
Accident Reference Number: A1056538				Day: Thursday		Contributory Factors			Date: 03/06/2021				Time: 00:01					
Place Reported: Else				District: Manchester														
Location: New Wakefield Street at junction with Oxford Road																		
Description: Both Vehs Trav E New Wakefield St, V2 Turns Left Onto Oxford Rd & Across The Path Of V1 (Pedal Cycle). Front Of V2 Collides With Front Of V1. V2 Fts																		
Locational Details				Conditions		Accident Details												
Road:	U/A34		Junction Details: Tjun		Road Surface:	Dry	Severity:		Slight									
OSGR:	384134	397473	Junction Control: GW		Light Conditions:	Dark	No. of Vehicles:		2									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1									

Accident Reference Number: A1049420

Day: Friday

**Contributory
Factors**

Date: 12/10/2018

Time: 19:00

Place Reported: Scene

District: Manchester

Location: Oxford Street at junction with Wakefield Street

Description: C1 (Pedestrian) Crosses Oxford St From Drivers O/s Heading Ne-bd Thru Staty Traffic Without Checking Other Lanes & Collides With V1 & V2 Trav Se Oxford St

Contributory Factors			Vehicle Details					Casualty Details				
Factor	Conf	Ref	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
PFLoo	VLike	C1										
PJudge	VLike	C1	Car	Ahead	NW	SE		1 Ped	F	27	Slight	
PCare	VLike	C1	Car	Waitg	NW	SE						

Locational Details

Conditions

Accident Details

Road:	A34/U	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Slight
OSGR:	384135 397494	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	R&W	No. of Casualties:	1

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Appendix C – Pre-Application Scoping Discussions

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Sent: Tuesday, September 5, 2023 12:16 PM
To: Matthew Thorley <Matthew.Thorley@curtins.com>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>; Tim Ashley <Tim.Ashley@manchester.gov.uk>
Subject: RE: Hotspur Press PBSA - Proposed Scope of Works

Hi Matt,

I hope you are well and had a lovely weekend. Thank you for your email and providing MCC the opportunity to review and comment on the Scoping Note. Please see Highways response below.

Context

The proposals relate to a revised scheme for the Hotspur Press site on Cambridge Street – located to the south of Whitworth Street West. It is understood that Curtins provided support on the previous application (Application Reference: 120635/FO/2018) which was approved in October 2020.

As part of this work Curtins prepared a Transport Statement and Framework Travel Plan which outlined the proposed development; the impact of the proposals on the local highway network; the accessibility of the site by active travel; and, provided information on how active travel would be promoted at the site. It is also understood that a Waste Management Strategy was also submitted as part of the previous application which was prepared by WYG.

The consented scheme comprised 171 residential apartments and 834m² of commercial uses. No car parking was proposed – apart from 1no. disabled bay on Cambridge Street. The previous application proposed 1 cycle parking space per apartment.

As part of the proposals, a loading bay was proposed to the south of the disabled bay which included a slight rearrangement of carriageway markings. Swept path analysis and forward visibility drawings were demonstrated within the previous Transport Statement which supported the application.

Proposed Development

The revised scheme relates to a proposal is to change the use of the site to Purpose Built Student Accommodation (PBSA). While the proposed layout and design of the site is still being progressed, it is understood that the revised scheme is likely to comprise 513 beds and retain the zero-parking approach. A total of 142 cycle spaces are currently proposed which equate to a provision of circa 28%.

As part of the scheme, the loading bay and disabled bay approach is proposed to be retained as per the existing consent.

Transport Statement and Interim Travel Plan Scope

Highways are satisfied with the proposed Transport Statement and Travel Plan approach. While a similar approach to the previous assessment can be adopted, particular attention should be placed on the differences between the consented land use and the proposed change of use. This should include a detailed consideration of the start and term arrangements for students moving into and out of the development.

Trip Generation

Highways would welcome a TRICS assessment as part of the Transport Statement.

An operational capacity assessment is not deemed to be necessary for this development.

Site Accessibility

The previous assessment highlighted the highly accessible nature of the site due to its location within the city centre. It is considered that the site will remain highly accessible as part of these proposals however consideration should be given to any changes in the local highway network or public transport services/infrastructure which may impact on the accessibility of the site.

Vehicle and Cycle Parking

Is it understood that the change of use application will retain the zero-parking approach adopted for the previously consented scheme. Given the accessible nature of the proposals and intended end users of the site will be students, this approach is considered acceptable in this instance.

In terms of cycle parking, a total of 142 cycle spaces are currently proposed which equates to a provision of circa 28%. The previous application (although for a different land use) proposed a total of 171 cycle parking space representing 1 space per apartment. The comments within your scoping email highlight that 28% provision is similar or higher than recent consented developments. Highways would request that this information be provided within the Transport Statement so that a decision can be made to the acceptability of this approach to cycle parking.

It is requested that consideration is given to the level of disabled parking currently available and the potential for internal / off-site disabled parking to be provided as part of the proposals.

Servicing and Access Arrangements

The previous application proposed the introduction of a loading bay and disabled bay on Cambridge Street which included a slight rearrangement of carriageway markings. The following drawings were submitted as part of the Transport Statement;

- **DWG 067602-CUR-00-XX-DR-TP-75001-P05** – Proposed Loading/Disabled Parking Arrangement
- **DWG 067602-CUR-00-XX-DR-TP-75002-P01** – Existing/Proposed Forward Visibility
- **DWG 067602-CUR-00-XX-DR-TP-05001-P04** – Proposed Loading/Disabled Parking Arrangement: 16.5m Articulated Vehicle
- **DWG 067602-CUR-00-XX-DR-TP-05002-P01** – Proposed Loading/Disabled Parking Arrangement: 12m Rigid Bus
- **DWG 067602-CUR-00-XX-DR-TP-05003-P01** – Proposed Loading/Disabled Parking Arrangement: Large Car and 10m Rigid

As part of the scheme, the loading bay and disabled bay approach is proposed to be retained as per the existing consent. Highways are satisfied with this approach. However, consideration should also be given to how deliveries and drop/off pick up will be managed during the start and end of term time for students moving into and out of the development.

In order to fully understand the potential impacts of private taxi & food / parcel deliveries for new residential developments within the city and the impact of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.

7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Waste Collection

A Waste Management Strategy was submitted as part of the previous application. An updated Waste Management Strategy will be required to support the proposed change of use of the site.

As the proposals relate to a PBSA development, the Waste Management Strategy will need to consider any specific arrangements that will be required at the start and end of term for students moving into and out of the development.

CMP

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

A Dilapidation surveys is also requested, and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

Please do not hesitate to contact if you have any further queries.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

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Mobile: 07989162964

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall,
Manchester, M60 2LA



From: Matthew Thorley <Matthew.Thorley@curtins.com>
Sent: 25 August 2023 11:00
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Hotspur Press PBSA - Proposed Scope of Works

Morning Neil,

Long time no speak – hope all is well!

I've been advised that you're back in the Dev Control role at MCC, so thought I'd get in touch with you initially – but please pass this email on to a colleague who is overseeing this area.

We have recently been instructed on a revised scheme for the Hotspur Press site on Cambridge Street – located to the south of Whitworth Street West.

We previously worked on the consented scheme (Application Reference: 120635/FO/2018) which was approved in October 2020. This comprised 171 residential apartments and 834m² of commercial uses. No car parking was proposed – apart from 1no. disabled bay on Cambridge Street. As part of the proposals, a loading bay was proposed to the south of the disabled bay (see **Drawing 67602-CUR-00-XX-DR-TP-05003-P01_SPADisabledBay**) attached – which included a slight rearrangement of carriageway markings. Swept path analysis and forward visibility drawings were demonstrated within the Transport Statement (attached for completeness).

As part of the revised scheme, the proposal is to change the use to Purpose Built Student Accommodation (PBSA). At this stage, the design is progressing, but would comprise 513 beds (TBC) and retain the zero-parking approach. As part of the scheme, the loading bay and disabled bay approach is proposed to be retained as per the existing consent. A total of 142 cycle spaces are currently proposed (equating to a provision of c.28% provision – considered to be similar or higher than recent consented developments).

As per the previous application, the Site benefits from the highly accessible nature – and improved links to the west will be sought via a new public realm area connecting into the adjacent First Street development.

On this basis, we would propose the following scope for a supporting Transport Statement. An Interim Travel Plan would also be prepared.

- Description of the highway network in the vicinity of the site;
- Review of the accident record in the immediate vicinity of the site for a five-year period;
- A review of accessibility by all sustainable modes of travel;
- Summary of the development proposals with particular consideration of:
 - Loading and servicing provision and disabled parking provision (as per consented approach);
 - Cycle parking;

- Start/end of term arrangements;
- Forward visibility along Cambridge Street/Gloucester Street (in relation to consented loading and servicing provision and disabled parking provision)
- A summary of relevant transport planning policy;
- Information regarding traffic generation and trip rates; and
- Commentary on the highway impact associated with the development proposals.

Please could you confirm the acceptability of the scope and/or advise of your availability to discuss this via a short Teams meeting in the near future.

Many thanks,
Matt

Matthew Thorley (He/him)
Principal Transport Planner

Tel: 0161 236 2394
matthew.thorley@curtins.com

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17-19 Whitworth Street West
Manchester, M1 5WG
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Curtins Building a
better future



Appendix D – TRICS Report

Calculation Reference: AUDIT-148301-230913-0939

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : G - STUDENT ACCOMMODATION

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	KI KINGSTON	2 days
	LB LAMBETH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents

Actual Range: 200 to 1100 (units:)

Range Selected by User: 15 to 1700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	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	1 days
No	5 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	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 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 was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	571	
	Survey date: TUESDAY	14/11/17	Survey Type: MANUAL
2	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	HM-03-G-02	STUDENT FLATS	HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD HAMMERSMITH		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	217	
	Survey date: FRIDAY	25/06/21	Survey Type: MANUAL
4	KI-03-G-01	STUDENT FLATS	KINGSTON
	PENRHYN ROAD KINGSTON UPON THAMES		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	200	
	Survey date: WEDNESDAY	12/06/19	Survey Type: MANUAL
5	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
6	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: TUESDAY	27/11/18	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/G - STUDENT ACCOMMODATION
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.002	5	488	0.002	5	488	0.004
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.004	5	488	0.004	5	488	0.008
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.003	5	488	0.005
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.004	5	488	0.004	5	488	0.008
16:00 - 17:00	5	488	0.004	5	488	0.004	5	488	0.008
17:00 - 18:00	5	488	0.002	5	488	0.002	5	488	0.004
18:00 - 19:00	5	488	0.003	5	488	0.003	5	488	0.006
19:00 - 20:00	5	488	0.003	5	488	0.003	5	488	0.006
20:00 - 21:00	5	488	0.004	5	488	0.005	5	488	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.052			0.102

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:

200 - 1100 (units:)

Survey date date range:

01/01/15 - 25/06/21

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.001	5	488	0.001	5	488	0.002
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.001	5	488	0.001	5	488	0.002
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.002	5	488	0.002	5	488	0.004
19:00 - 20:00	5	488	0.002	5	488	0.002	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.004	5	488	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.000	5	488	0.001
09:00 - 10:00	5	488	0.002	5	488	0.002	5	488	0.004
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.004	5	488	0.004	5	488	0.008
12:00 - 13:00	5	488	0.000	5	488	0.002	5	488	0.002
13:00 - 14:00	5	488	0.003	5	488	0.002	5	488	0.005
14:00 - 15:00	5	488	0.003	5	488	0.004	5	488	0.007
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.003	5	488	0.003	5	488	0.006
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.002	5	488	0.001	5	488	0.003
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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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