

Proposed Student Accommodation Development
Renshaw House, Manchester

April 2024

TRANSPORT STATEMENT

REPORT

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CONTENTS

1	INTRODUCTION	1
1.1	Preamble.....	1
2	DEVELOPMENT SITE AND PROPOSALS	2
2.1	Existing Site	2
2.2	Development Proposals	2
3	ACCESSIBILITY BY NON CAR MODES	5
3.1	Introduction.....	5
3.2	Access on Foot	6
3.3	Access by Cycle.....	11
3.4	Access by Bus	14
3.5	Accessibility by Rail	16
3.6	Accessibility by Metrolink	17
3.7	Car Club Access	17
3.8	Accessibility Summary	18
4	PROMOTING SMARTER CHOICES VIA TRAVEL PLANS	19
4.1	Introduction.....	19
4.2	Travel Plan.....	19
5	TRANSPORT IMPLICATIONS	20
5.1	Introduction.....	20
5.2	Typical Site Operation - Multi Modal Trip Assessment	20
5.3	First Day / Last Day Activity	22
6	CONCLUSIONS	23

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Layout
Plan 3	2km Pedestrian Catchment
Plan 4	Local Transport Connections Plan
Plan 5	Walk Routes Between the Site and the Universities

APPENDICES

Appendix 1	Site Layout Information
Appendix 2	Swept Path Analyses
Appendix 3	Framework Travel Plan
Appendix 4	TRICS Output – Multi-Modal Assessment

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Mia James Construction to advise on the traffic and transport issues relating to a planning application for purpose-built student accommodation on land off Hyde Grove, Manchester.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the site's accessibility by non-car modes including public transport.

1.1.4 Section 4 discusses the Travel Plan process, with the transport implications of the proposed development discussed in Section 5. The conclusions to this report are provided in Section 6.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1** The Renshaw House site is located on Hyde Grove, approximately 2km from the centre of Manchester.
- 2.1.2** The site is located within a residential / student accommodation area and in close proximity to public and university institutions, the Manchester Royal Infirmary site and cultural amenities.
- 2.1.3** The existing site is currently occupied by an L-shaped building called Renshaw House, which was formerly a Methodist Church building. The building was subsequently converted for student accommodation. The existing site has a vehicle access on to Hyde Grove.
- 2.1.4** Hyde Grove is subject to a 20mph speed limit. It routes north from the site to form a junction with Plymouth Grove, which routes southeast towards Longsight and northwest towards Upper Brook Street (A6). The A6 routes northwest towards Manchester Centre and south towards the M60.
- 2.1.5** The location of the site is shown on **Plan 1**.

2.2 Development Proposals

- 2.2.1** The planning application proposes the demolition of existing buildings and erection of building between three and six-storeys to provide purpose-build student accommodation (PBSA - Sui Generis) with associated access, parking, landscaping, and other ancillary works.
- 2.2.2** A copy of the site layout is shown on **Plan 2**, with further information provided in **Appendix 1**, which shows how the site would deliver a development providing 92 bedrooms.
- 2.2.3** The primary pedestrian access into the proposed building would be off Hyde Grove, where canopy covered entrance doors would provide access to the building's Reception and communal social spaces. Additional pedestrian access

points are also provided to the rear of the building, via the internal shared courtyard space.

2.2.4 Cycle access into the site would be provided via the vehicular access off Hyde Grove. This would lead to the internal shared courtyard space, which would provide access to the bike store areas.

2.2.5 The site would provide secure sheltered cycle parking within the Internal courtyard area. The site would provide a total of 96 cycle parking spaces, which includes six visitor cycle spaces and five 'EA Cargo bike' spaces for larger, non-standard, cycle types.

2.2.6 The proposed development would deliver two disabled parking spaces, which would be located on-street along the site's Hyde Grove frontage. The spaces would provide convenient direct access to the site's canopy covered entrance doors. The parking spaces would be designed in accordance with Manchester City Council's ("MCC's") 'Design for Access 2' standards and would be delivered by a Traffic Regulation Order ("TRO") application post-planning permission. That TRO design process could also include double yellow line restrictions, to protect the area adjacent to the site service access, if needed.

2.2.7 As discussed in full detail below, the site is located in a central location that is highly accessible by non-car modes of transport. It is also very well located with regards to the primary destinations of its residents; i.e. the nearby University Campuses and associated facilities. Given the above, this site has been designed as a 'car free' development and does not propose any car parking spaces other than the disabled parking provision. The proposed development is also supported by a Travel Plan to ensure that residents are aware of the site's car free nature and its easy access to alternative travel modes. Prospective residents would be made aware of the site's car free operation, and the Travel Plan, when first enquiring about availability.

2.2.8 Whilst there would be no car parking facilities provided on-site, the existing nearby car parking facilities would be available to cater for any sporadic car parking demand associated with the site, such as that generated by visitors.

- 2.2.9** Vehicular access into the site would be provided off Hyde Grove via the existing access point. This would provide access to a short stay vehicle bay, which would accommodate delivery vehicles and provide access for any servicing / maintenance movements. It would also provide access for fire service vehicles, should there be a need for a Fire Appliance to access the site's shared courtyard area. A vehicle swept path analysis has been undertaken for maintenance / servicing van manoeuvres and Fire Appliance movements. A copy of that analysis is provided at **Appendix 2**.
- 2.2.10** Taxi vehicles could also make use of the servicing bay when collecting / dropping off residents, however, it is expected that they will more likely stop on-street adjacent to the bay given the very short dwell times associated with pre-booked taxi movements.
- 2.2.11** The site's refuse would be collected on-street via the existing refuse regime that services the other sites on Hyde Grove. The proposed development's bin stores would be located off the shared courtyard area for ease of access by residents. On bin collection day, the building management team would relocate the bins to the back of footway on Hyde Grove, ready for emptying by the refuse vehicle. The building management team would return the bins once serviced. The provision of double yellow lines to facilitate refuse movements would be considered as part of the TRO application, as discussed above.
- 2.2.12** The following section will discuss the site's accessibility by non-car modes of transport.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the National Planning Policy Framework (“NPPF”), proposals should seek to extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. NPPF states at paragraph 108 that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;”

3.1.3 Paragraph 109 also states that:

3.1.4 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and*

3.1.5 Paragraph 116 also advises that applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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

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

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;
- accessibility by rail and Metrolink; and
- Access to Car Club vehicles.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and more vibrant neighbourhoods.

3.2.2 The site is located in close proximity to two University Campuses; the University of Manchester and Manchester Metropolitan University. This places the site within easy walking and cycling distance of many typical daily student destinations. Campus facilities include more than just educational services, they also provide other day-to-day amenities such as leisure and supermarket destinations, which will be easily accessible from the site.

3.2.3 Existing footways are provided along the A5184 Plymouth Grove, Hyde Grove and Swinton Grove. These link to the wider pedestrian network for local trip making. The surrounding footways are all generally well surfaced and have streetlighting. **Plan 5** shows the walking routes from the site to the nearby universities.

3.2.4 The Department for Transport (DfT) National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Its table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

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

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

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

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

3.2.8 Table 3.2 below summarises this guidance in tabular form.

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

Table 3.2 Manual for Streets Walk Distances

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

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

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

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

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.12 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’

3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.14 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.

3.2.15 The 2,000-metre pedestrian catchment illustrates that a large part of the south of Manchester, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

3.2.16 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Table 3.5 below:

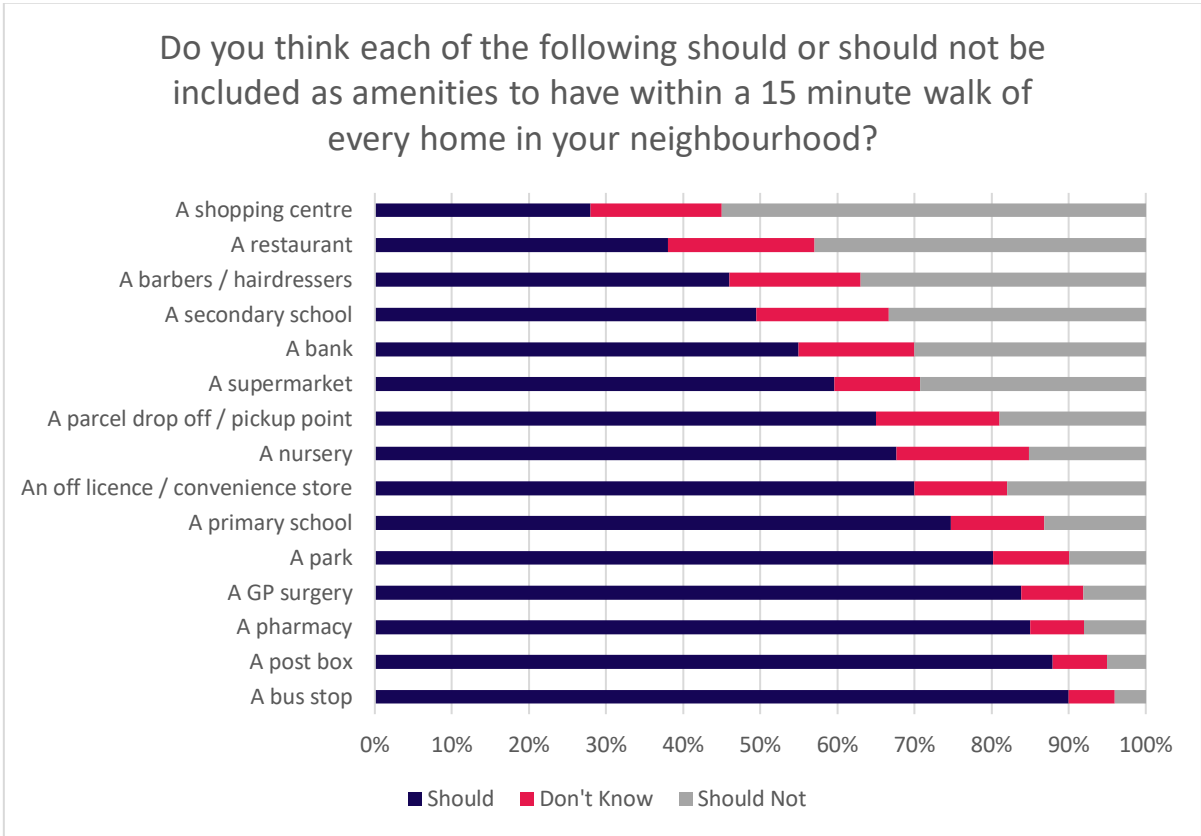


Table 3.5 YouGov Poll Results (Source YouGov)

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

3.2.20 Table 3.6 below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Swinton Grove Park	145m	1,600m	YES
Plymouth Grove Chinese	160m	1,600m	YES
Manchester Royal Infirmary	385m	1,600m	YES
Grafton Arms	490m	1,600m	YES
Lloyds Pharmacy	585m	1,600m	YES
Morrisons	630m	1,600m	YES
Manchester Academy	790m	1,600m	YES
Go Local Extra	840m	1,600m	YES
University of Manchester Student Union	885m	1,600m	YES
Manchester Aquatics Centre	1,145m	1,600m	YES

Table 3.6 Distance from Site to Local Facilities

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

3.3 Access by Cycle

3.3.1 Cycling can also be a popular mode of travel to and from the Site.

3.3.2 The new advice within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions. It also

states that motorists are required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely. Motorists should allow for a 1.5-metre gap from a cyclist when overtaking.

3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester City Centre, Longsight, Gorton, Levenshulme, Fallowfield, Old Trafford, Ancoats, Openshaw and Cheetham Hill.

3.3.5 National Cycle Route 6 runs from Salford, northwest of the site, continuing south through Manchester city centre, then through Moss Side and Whalley Range. From here it runs east through Fallowfield and Levenshulme. The route is made up of both on and off-road cycle facilities and is located approximately 1.4km from the centre of the site.

3.3.6 National Cycle Route 55 starts in the northwest of Manchester in Eccles and runs east via Salford to the centre of Manchester. This cycle route is both an on and off-road route and is located approximately 3km from the centre of the site. National cycle route 66 starts in the northeast of Manchester in Failsworth and runs southwest to the centre via Newton Heath and Bradford. This route is mainly an off-road cycle route and is located approximately 1.6km from the centre of the site. An extract of the TfGM cycle map, showing the area surrounding the site, is provided below.

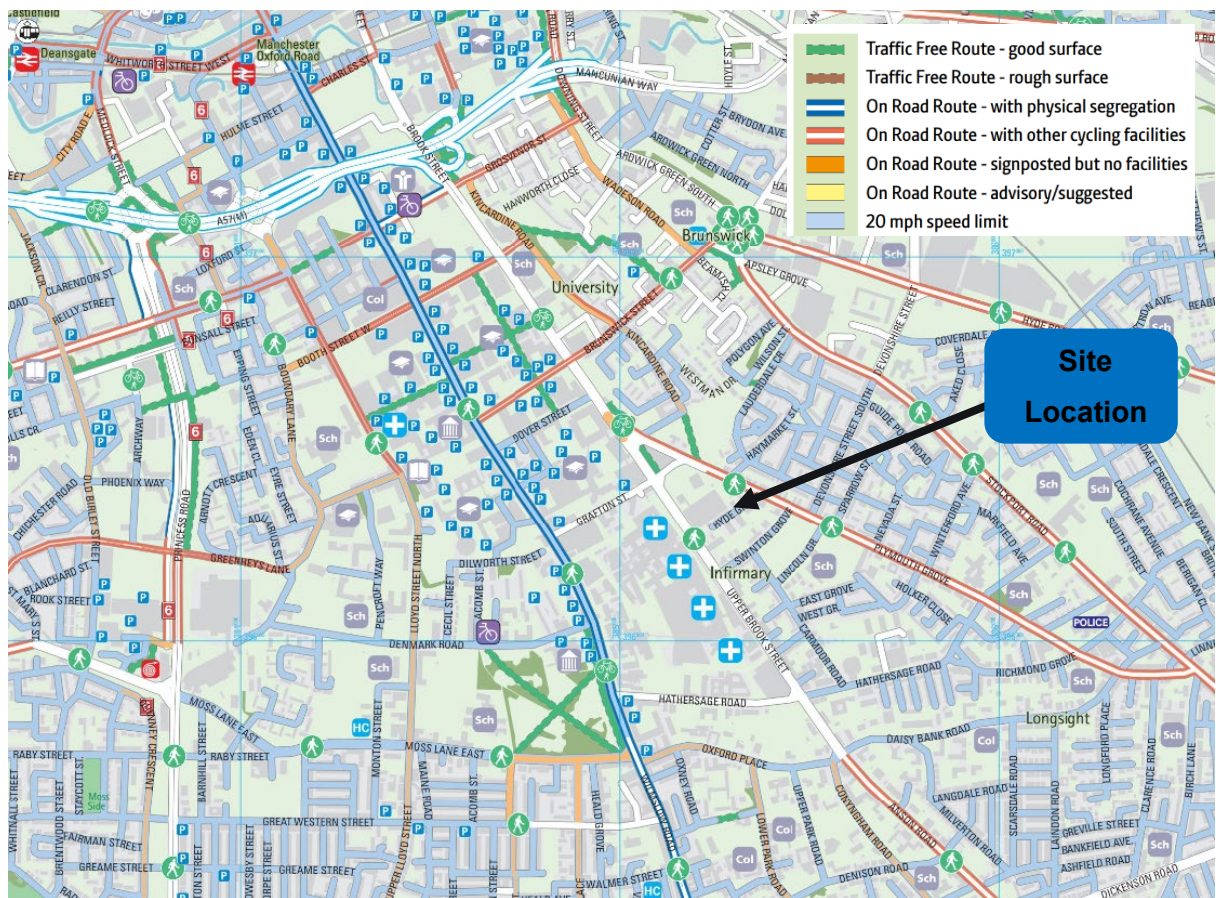


Image 3.1 Council Cycle Map Extract

3.3.7 The above shows that the site has access to a number of Traffic-Free routes, with the majority of the larger scale roads around the site also providing cycling facilities. Most of the local streets surrounding the site are 20mph zones, which are conducive to cycling. The 'Oxford Road Corridor' routes through the centre of the University area and comprises a 20mph area with physically segregated cycle facilities.

3.3.8 The site is well connected with the cycling provision of the Bee Network, with easy access to the Cycle Stands that provide access to the Bee Network bike hire scheme. **Plan 4** illustrates the location of the cycle stands in proximity to the site, this includes a cycle stand located on Legh Street, approximately 200m walk from the site. This would provide residents with easy access to the Bee Network cycle hire scheme for those who don't own a bike, or for those seeking to undertake a one-way cycle journey.

3.3.9 **Plan 5** of the Transport Statement further illustrates the cycle lanes surrounding the site, how they can be used to access the nearby campuses and the associated travel times of those journeys. As discussed above, the site will provide high quality, easily accessible cycle parking to encourage cycle trip making. However, it is also important that sufficient cycle parking be provided at the key University destinations.

3.3.10 The University of Manchester provides 4,000 cycle parking spaces across 9 cycle parking destinations. Manchester Metropolitan University has 10 secure cycle parking locations with information on how to access these on their website. Both Universities have a Travel Plan in place, which monitor cycle parking usage and commit to providing additional cycle parking when needed.

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

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond. The site is well located for easy access to primary campus destinations by non-vehicular modes, however, bus travel can also provide convenient access to destinations further afield.

3.4.2 The site's location makes travelling into Manchester and to wider destinations easy and convenient. The closest bus stops to the site are located less than 100m away, with additional bus services provided close by along Upper Brook Street and the Oxford Road Corridor. The services from these locations would be particularly convenient for site journeys that include a linked trip via the Campus facilities. All of the nearest bus stops to the site are shown on **Plan 4**.

3.4.3 A summary of the services provided by the bus stops closest to site is provided in Table 3.7 below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
41	Middleton - Sale	-	-	3	-	-	8	-
50	Media City - East Didsbury	11	10 mins	32	5	15 mins	30	30 mins
51	Media City - East Didsbury	2	10 mins (between 07:46-8:48)	-	-	-	-	-
53	Cheetham Hill - Salford	-	-	6	-	-	5	-
191	Chorlton Street - Hazel Grove Park & Ride	3	30 mins	1	-	-	-	-
197	Chorlton Street - Stockport Mersey Square	6	25 mins	11	1	30 mins	8	-

Table 3.7 Existing Bus Services Operating in the Vicinity of the Site

- 3.4.4** The above table shows that the nearest bus stops to the site provide access to high frequency bus services throughout the day, with buses serving destinations including Stockport, Salford, MediaCity and East Didsbury.
- 3.4.5** The above services provide a range of bus travel options, with bus services operating from around 04:40am to around 00:30am. This makes travel by public transport a realistic alternative to travelling by car.
- 3.4.6** In order to demonstrate the site's level of accessibility, some example bus journey times are presented in Table 3.8 below.

Destination	Duration
Stockport	38 mins
Salford	15 mins

Table 3.8 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Stockport is just a 38-minute bus journey from the site and Salford is just a 15-minute bus journey.

3.4.8 Bus services also provide convenient links with Manchester Oxford Road and Piccadilly rail stations for travel to national destinations and connections to Manchester Airport, both of which can serve longer journeys, such as trips to/from home at the start/end of term, for example

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

3.5 Accessibility by Rail

3.5.1 The train station closest to site is Manchester Oxford Road, which can be accessed via a 29-minute walk or a 10-minute bus journey on the 197 bus service. This train station is managed by Northern and has 5 platforms, which provide 25 services per hour to destinations such as Liverpool, Blackpool, and Llandudno.

3.5.2 Manchester Piccadilly rail station is also easily accessible from the site via a 15-minute bus journey or a 35-minute walk. This station has 14 platforms, providing over 40 services an hour. Table 3.9 below shows a summary of destinations that can be reached from Manchester Piccadilly and their associated journey times. The nearest train stations to the site are also shown in **Plan 4**.

Destination	Duration
Manchester Airport	18 mins
Hazel Grove	24 mins
Liverpool	53 mins
Blackpool North	1 hr 17 mins
Chester	1 hr 27 mins
London Euston	2 hr 12 mins

Table 3.9 – Manchester Piccadilly station destinations and journey times

3.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail. The site therefore has good accessibility to rail travel options.

3.6 Accessibility by Metrolink

3.6.1 The nearest tram stop to the site is Manchester Piccadilly. This stop can be reached via a 35-minute walk or a short 15-minute bus journey on the 197 service. This tram stop is located on the yellow, purple, blue and orange lines, connecting the site with Media City, Ashton-under-Lyne, Eccles, Altrincham and all the intermediate destinations along those lines. Trams from this stop run every 12-minutes from 6am -12am Monday- Thursday and 6am – 1am Friday & Saturday.

3.7 Car Club Access

3.7.1 Car Clubs provide members with access to a car on a time-charge basis. They can be useful for those journeys where a car is the most convenient mode, such as when transporting a heavy / bulky item, or needing to access a location not well served by the public transport networks.

3.7.2 The closest car club to the site is located by the Harrington Building at the Manchester Royal Infirmary. It is around 800m walk from the site; a journey time of around 10 minutes, which provides easy access to the Car Club network.

3.8 Accessibility Summary

3.8.1 The site has been considered in terms of its accessibility by non-car modes of transport.

3.8.2 The following conclusions can be drawn:

- the site is well located to cater for trips on foot and provides potential for a high proportion of pedestrian trip making between the development, the nearby university campuses and the surrounding area;
- it has been demonstrated that the site is accessible by cycle and that it is located within a cycle friendly area. There are a number of National Cycle Routes located within close proximity of the site and it has easy access to the Bee Network bike hire scheme;
- The site is accessible by bus and is in close proximity to high frequency bus services. The bus stops on Plymouth Grove and Upper Brook Street provide access to destinations including Manchester Centre, Salford, MediaCity and Stockport;
- The site is accessible via rail, with Manchester Oxford Road station and Manchester Piccadilly located just a short walk away and easily accessible by bus; and
- The site can access the Metrolink network via the Manchester Piccadilly Metrolink station.

3.8.3 In summary, it is considered that the site is highly accessible by non-car modes of transport and that these would cater for the needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, which is an aim of the NPPF.

4 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

4.1 Introduction

4.1.1 To encourage resident and visitor travel to the site by non-car modes, this Site is supported by a Travel Plan.

4.2 Travel Plan

4.2.1 The site's Framework Travel Plan is included at **Appendix 3**. The Travel Plan seeks to deliver the objectives of National Planning Policy, i.e. to maximise resident travel by non-car modes of transport. The Travel Plan outlines the physical and management measures that the site will implement to achieve these objectives.

4.2.2 The ability of a Travel Plan to influence the use of non-car modes is intrinsically linked to the site's level of accessibility to those modes.

4.2.3 The information within the previous section has demonstrated to that the site would have very good non-car accessibility. On that basis, it is expected that the site's Travel Plan would be very effective.

5 TRANSPORT IMPLICATIONS

5.1 Introduction

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

5.1.2 As set out within the previous sections, other than providing for disabled car parking, the proposed site would operate as a ‘car free’ residential development. The vehicle activity associated with site servicing and deliveries is expected to be minimal and would generally not occur during the highway peak hours when the road network is operationally most sensitive. The vehicle activity associated with the site is therefore not expected to have any material detrimental implications for the local highway network.

5.1.3 Given the above, a multi-modal trip assessment has been undertaken to consider the trip characteristics of the proposed development. This is discussed below in more detail.

5.2 Typical Site Operation - Multi Modal Trip Assessment

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local travel networks.

5.2.2 As discussed above, the proposals would provide a total of 92 bedrooms. In order to establish the multimodal trip rates associated with the proposed development, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Sites with multi-modal survey information
- Residential Category: Flats Privately Owned;
- Greater London and Republic of Ireland sites excluded;

- Number of bedrooms range: up to 185 bedrooms;
- Edge of Town Centre locations; and
- Weekday surveys only.

5.2.3 A summary of the resulting trip rates, and the likely level of trips that would occur as a result of the proposed development, is included in Table 5.1, below, with the TRICS output being provided at **Appendix 4**.

5.2.4 Note that the TRICS output provides information on vehicle trip making, which is not relevant for the typical day activity of the proposed development. The vehicle trip component has therefore been applied pro-rata to the remaining transport modes in the below table.

Mode	Period	Trips	
		Arr	Dep
Taxi	AM Peak Hour	1	1
	PM Peak Hour	0	0
Cycling	AM Peak Hour	1	4
	PM Peak Hour	2	1
Walking	AM Peak Hour	7	17
	PM Peak Hour	22	17
Bus & Tram	AM Peak Hour	3	19
	PM Peak Hour	11	3
Train	AM Peak Hour	0	3
	PM Peak Hour	4	0

Table 5.1 Proposed Development Multi-Modal Trips

5.2.5 The above table shows that the proposed development is expected to primarily generate walk and bus trips during the highway peak hours. The proportion of bus trips shown above may be a bit greater than expected in reality given the close proximity of the primary student destinations to the site. Some of that bus trip making may more likely transfer to pedestrian and cycle modes. However, and in any event, the above scale of the trip making is expected to be easily accommodated by the sustainable transport networks surrounding the site.

5.3 First Day / Last Day Activity

5.3.1 Whilst the typical site operation will not involve vehicle activity, the arrival of students for their first day at the site, and their 'last day' departure from site, may involve vehicle trips as they bring / remove their personal belongings.

5.3.2 Any vehicle movements associated with that student activity would be actively managed to ensure that the operation can be suitably accommodated and not adversely impact on the operation of the local highway network. The full detail of this would be set out by the Student Management Plan document, a draft copy of which is included within this application submission. We understand that the requirement for an operational Student Management Plan will be controlled by way of a condition of the planning permission.

5.3.3 However, in summary, students seeking to access the site by car would need to register in advance to ensure that the building management team have an understanding of the expected vehicle demand. Students would then be allocated an arrival time in order to manage the vehicle arrival profile at site. Vehicles would then have an allocated dwell time, during which the vehicle can be unloaded. Vehicles must then depart site once their allocated dwell time has expired or the unloading has been completed; they would be directed to local Long Stay parking options, if needed. Vehicle attendants would be deployed to help manage this process.

5.3.4 Students would be encouraged to spread their arrival activity and could arrive up to three days prior to the tenancy start date at no additional charge.

6 CONCLUSIONS

6.1.1 Eddisons has been instructed by Mia James Construction to advise on the traffic and transport matters relating to a planning application for purpose-built student accommodation on land off Hyde Grove, Manchester.

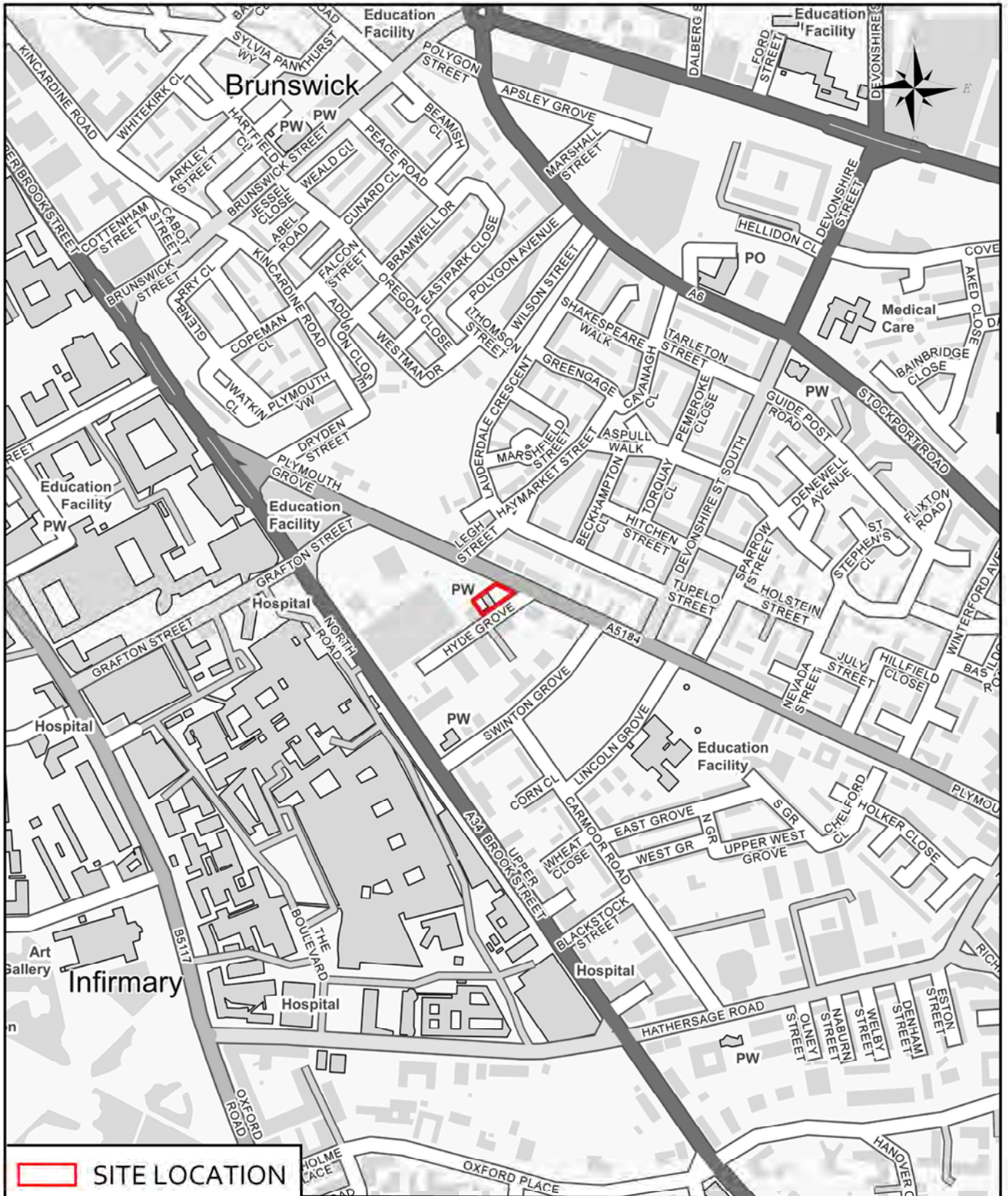
6.1.2 The planning application proposes the demolition of existing buildings and erection of building between three and six-storeys to provide purpose-build student accommodation (PBSA - Sui Generis) with associated access, parking, landscaping, and other ancillary works.

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

- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of transport. Including walking, cycling and public transport;
- The site would be well located for ease of sustainable trip making to its primary destinations;
- The proposed development would be accessed by safe and efficient vehicular access arrangements;
- The traffic impact of the proposals would not be material;

6.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



 SITE LOCATION

CLIENT:

MIA JAMES CONSTRUCTION & INTERIORS

DRAWING TITLE:

**RENSHAW HOUSE, MANCHESTER
SITE LOCATION**

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DRAWING NUMBER:

4178-01

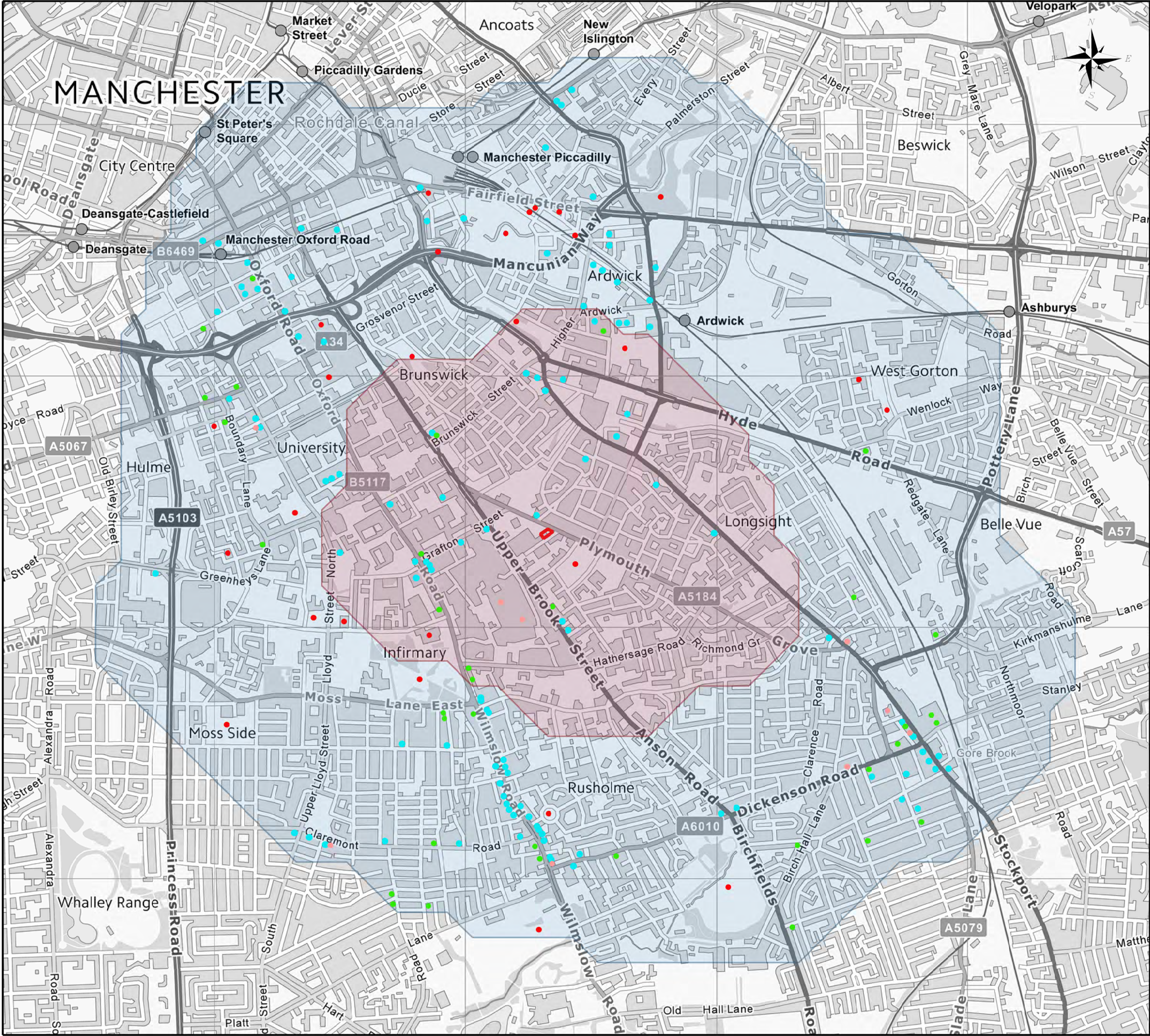
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DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	09.11.23	JE	09.11.23	NTS @ A4

Eddisons





NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Medical/Healthcare
- Sport/Leisure
- Retail
- Cafe/Takeaway/Public House

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: MIA JAMES
CONSTRUCTION AND
INTERIORS

PROJECT: RENSHAW HOUSE, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

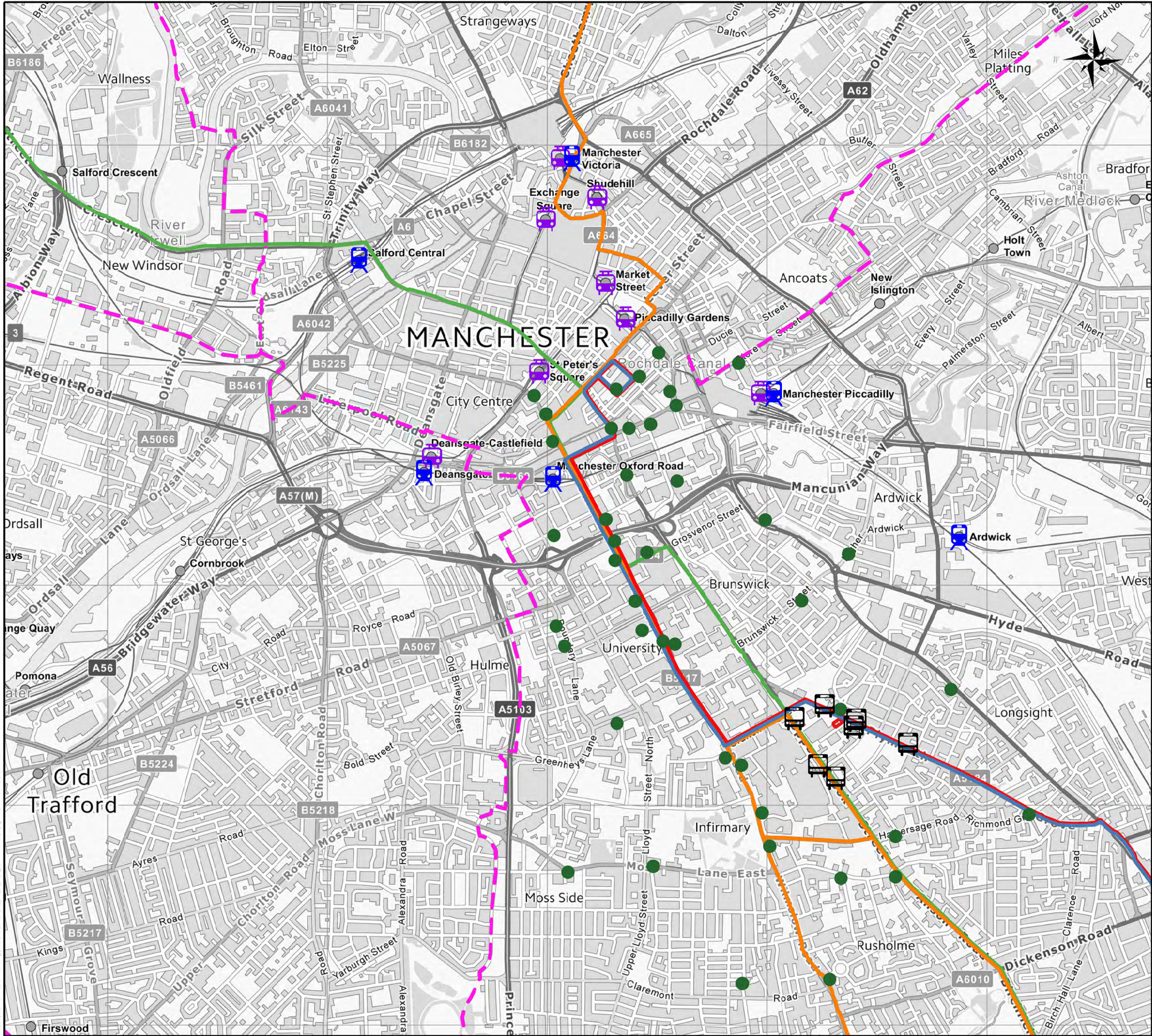
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4178-03	REVISION: -
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NOTES

- Site Location
- National Cycle Route
- Bus Route 50
- Bus Route 41
- Bus Route 191
- Bus Route 197
- Train Station
- Nearest Bus Stops
- MetroLink
- Bee Network Cycle Stands

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MIA JAMES
CONSTRUCTION AND
INTERIORS

PROJECT:

RENSHAW HOUSE, MANCHESTER

DRAWING TITLE:

LOCAL TRANSPORT
CONNECTIONS

SCALES:

NTS @ A3

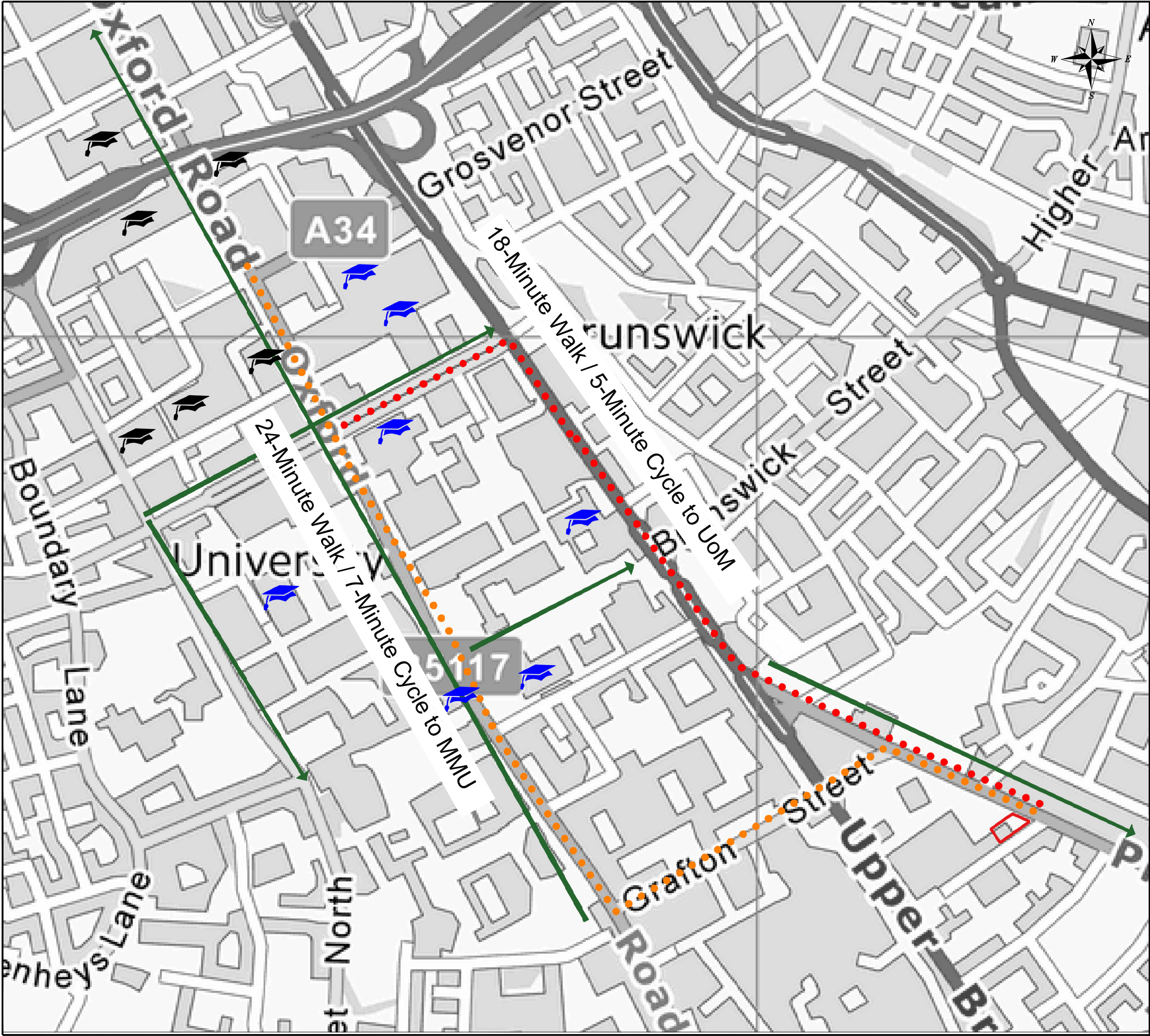
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NOTES

Site Location

University of Manchester

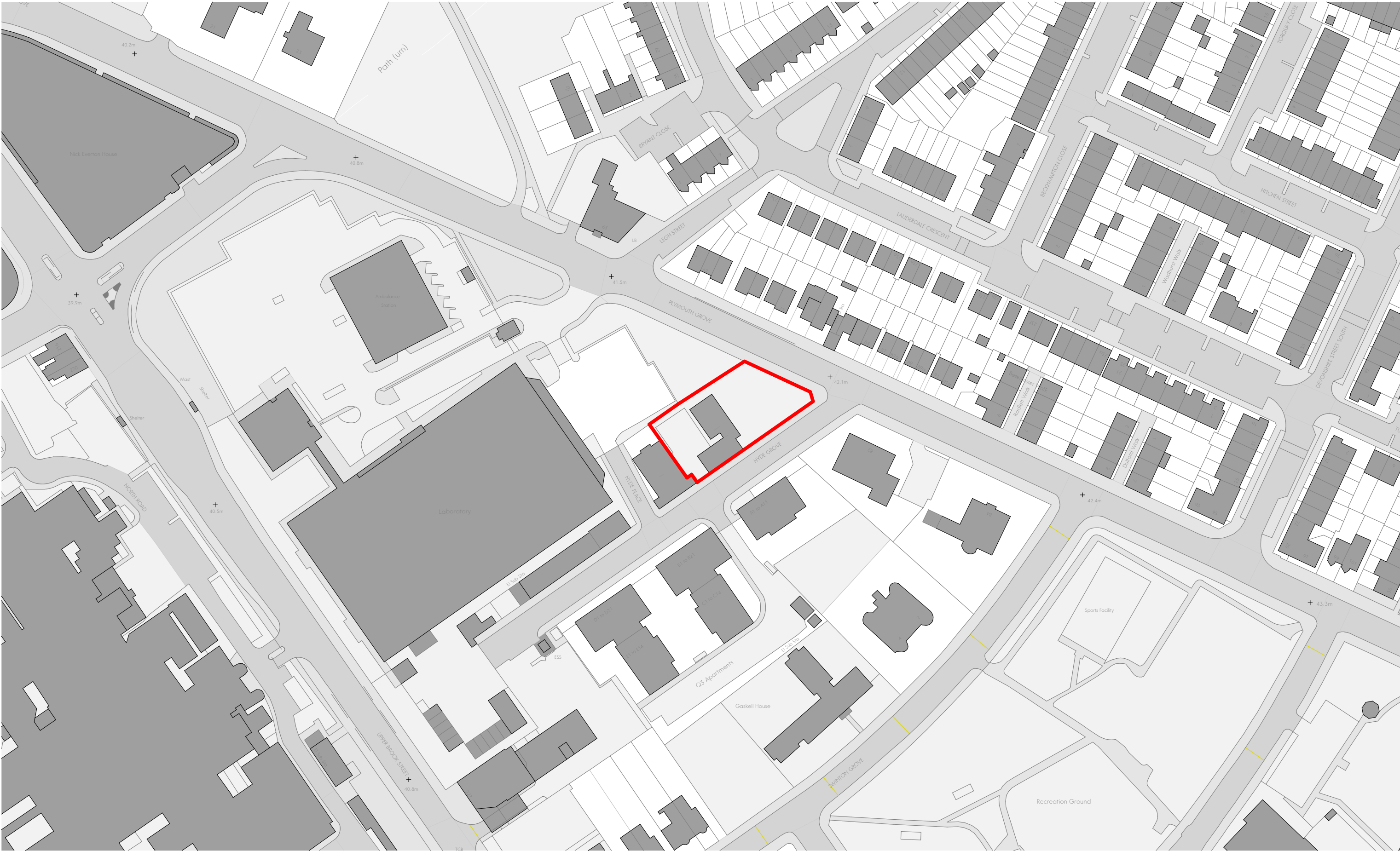
Manchester Metropolitan University

Cycle Lane

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: MIA JAMES INTERIORS & CONSTRUCTION				
PROJECT: RENSHAW HOUSE, MANCHESTER				
DRAWING TITLE: WALK & CYCLE TIMES TO UNIVERSITIES				
SCALES: NTS @ A3				
DRAWN:	LG	CHECKED:	JE	DATE: NOV 23
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
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APPENDICES

APPENDIX 1



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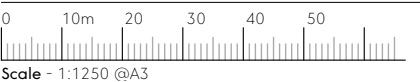
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P01	28.03.24	First Issue	TA	RT	
Rev	Date	Comment	Dr	Ch	
B:\McCloud - DESKTOP-H2C\GWA - BIMcloud Basic for Archicad 27\Renshaw House Manchester - (544)2337-GWP-01-XK\A3-A-RenshawHouse-ClusterPlans\Options-P01					

GWP Job Reference	(544)2337
Job Title	Renshaw House, Hyde
Client	Mia James Construction

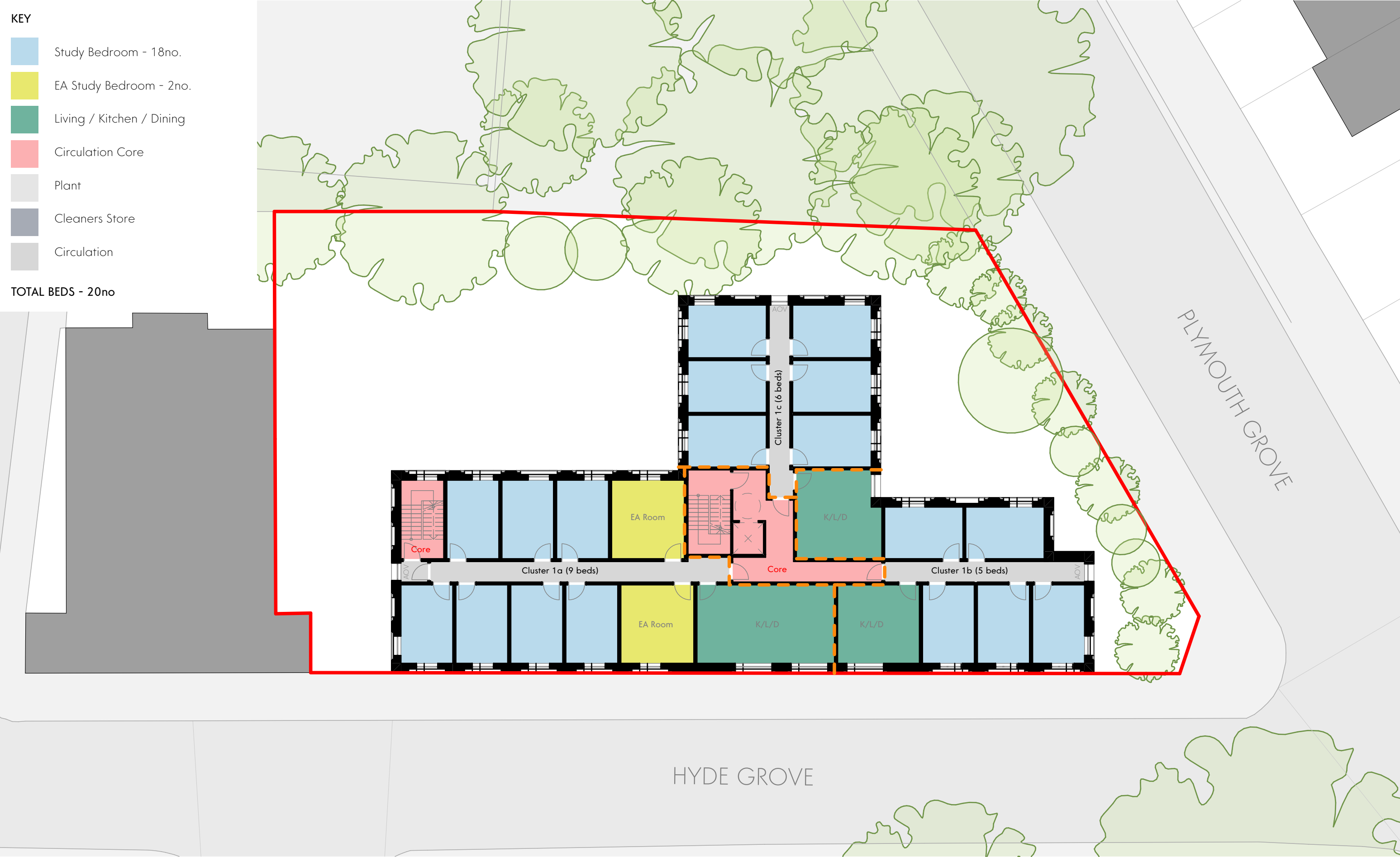
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Name	(544)2337-GWP-01-00-D-A-(PA)-0001		
Scale	1:1250@A3	Revision	P01
Drawn/Checked	TA / RT	First Issue	28.03.24
Drawing Status	A - Approval		



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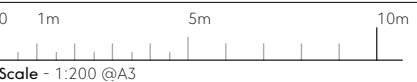
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P03	02.05.24	Updated as planning comment	TA	RT	
P02	21.03.24	Updated to cluster scheme	TA	RT	
P01	15.02.24	First Issue	TA	RT	
Rev	Date	Comment	Dr	Ch	
/Volumes/1000/CAD/154412337_Renshaw House_Manchester/A_Architects/GWP/Model/Renshaw House_Manchester - (544)2337-GWP-01-XX-M3-A-RenshawHouse-ClusterFlats (Reduced Height 3)-P03.pln					

GWP Job Reference (544)2337

Job Title Renshaw House, Hyde

Client Mia James Construction

Proposed First Floor Plan

Name (544)2337-GWP-01-01-D-A-(PA)-0010

Scale 1:200@A3 Revision P03

Drawn/Checked TA / RT First Issue 16.02.24

Drawing Status A - Approval

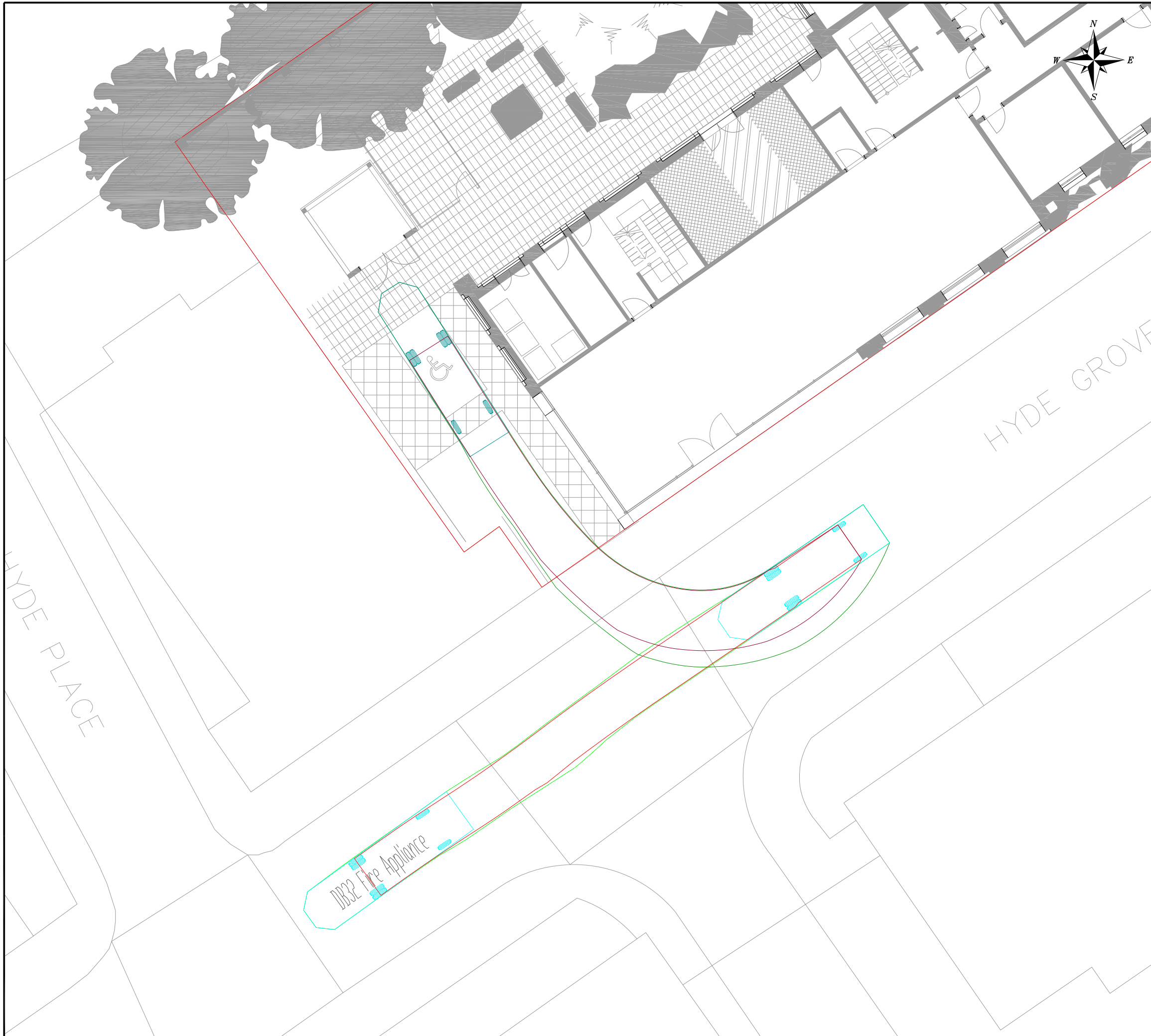


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APPENDIX 2

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NOTES

Medium Sized Car

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

MIA JAMES CONSTRUCTION

PROJECT:

RENSHAW HOUSE, MANCHESTER

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

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DRAWN:	LG	CHECKED:	JE	DATE:	MAR 24
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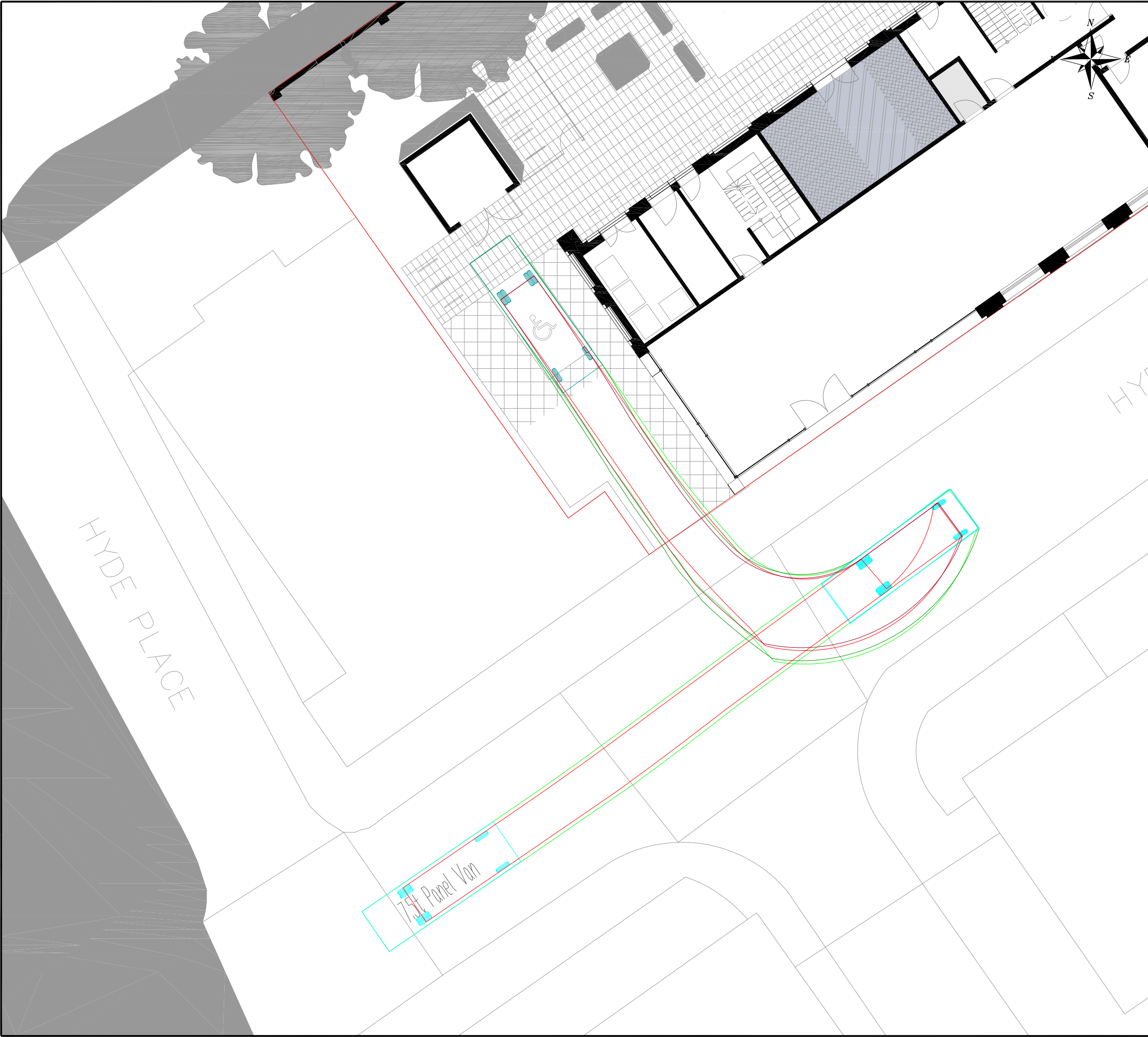
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DRAWING NUMBER:	4178-SP03	REVISION:	-
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NOTES

7.5t Panel Van

Overall Length	7.210m
Overall Width	2.592m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MIA JAMES CONSTRUCTION

PROJECT:

RENSHAW HOUSE, MANCHESTER

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN:	LG	CHECKED:	JE	DATE:	MAR 24
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NOTES

REV	DETAILS	DRAWN	CHECKED	DATE
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PROJECT: RENSHAW HOUSE, MANCHESTER				
DRAWING TITLE: SWEPT PATH ANALYSIS				
SCALES: 1:250 @ A3				
DRAWN: LG		CHECKED: JE		DATE: MAR 24
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DRAWING NUMBER: 4178-SP01				REVISION: A

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APPENDIX 3

Proposed University Accommodation
Renshaw House, Manchester

April 2024

FRAMEWORK TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT:	Framework Travel Plan
PROJECT:	Proposed University Accommodation, Renshaw House, Manchester
CLIENT:	Mia James Construction
JOB NUMBER:	4178
FILE ORIGIN:	"Z:\projects\4178 - Renshaw House, Manchester\Docs\Reports\4178TP.01a.docx"

DOCUMENT CHECKING:

Primary Author:	JE	Initialled:
Contributor	LG	Initialled:
Review By:	JE	Initialled:

Issue	Date	Status	Checked for Issue
1	06-04-24	First Draft	
2			
3			
4			

CONTENTS

1	INTRODUCTION	1
1.1	Preamble.....	1
1.2	Travel Plan Guidance.....	1
1.3	Site Location	3
1.4	Development Proposals	3
1.5	Travel Plan Objectives.....	4
2	PLAN ADMINISTRATION	5
3	ACCESSIBILITY BY NON CAR MODES	6
3.1	Introduction.....	6
3.2	Access on Foot.....	7
3.3	Access by Cycle.....	12
3.4	Access by Bus	14
3.5	Accessibility by Rail	16
3.6	Accessibility by Metrolink	17
3.7	Accessibility Summary.....	18
4	MANGEMENT MEASURES	19
4.1	Introduction.....	19
4.6	Objectives.....	19
4.7	Management Measures.....	20
5	TRAVEL PLAN MONITORING.....	24
5.2	Frequency of Monitoring	24
5.3	Monitoring Reporting and Review	24
5.4	Action Plan	26
6	TRAVEL PLAN TARGETS	27
7	CONCLUSIONS	28

PLANS

See Transport Statement

APPENDICES

Appendix 1 Travel Plan Co-ordinator Brief

Appendix 2 Residents' Travel Survey

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Mia James Construction to prepare a Framework Travel Plan to support a planning application for the development of Renshaw House off Hyde Grove in Manchester, to provide a new student accommodation building.

1.1.2 This document comprises the Framework Travel Plan, which will form the full Travel Plan in due course when the development becomes operational. This document sets out the principal strategies that will be put in place to encourage sustainable travel. The Full Travel Plan will represent an on-going and dynamic document, which accordance with the below Travel Plan guidance and best practice.

1.2 Travel Plan Guidance

1.2.1 As asserted by the Department of Transport (DfT) within the National Planning Policy Framework (NPPF), a Travel Plan is required for ‘all developments that will generate significant amounts of movement and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed’.

1.2.2 The DfT’s ‘Making Residential Travel Plans Work’ also introduces the concept of a ‘Travel Plan Pyramid’. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 1.1** below.

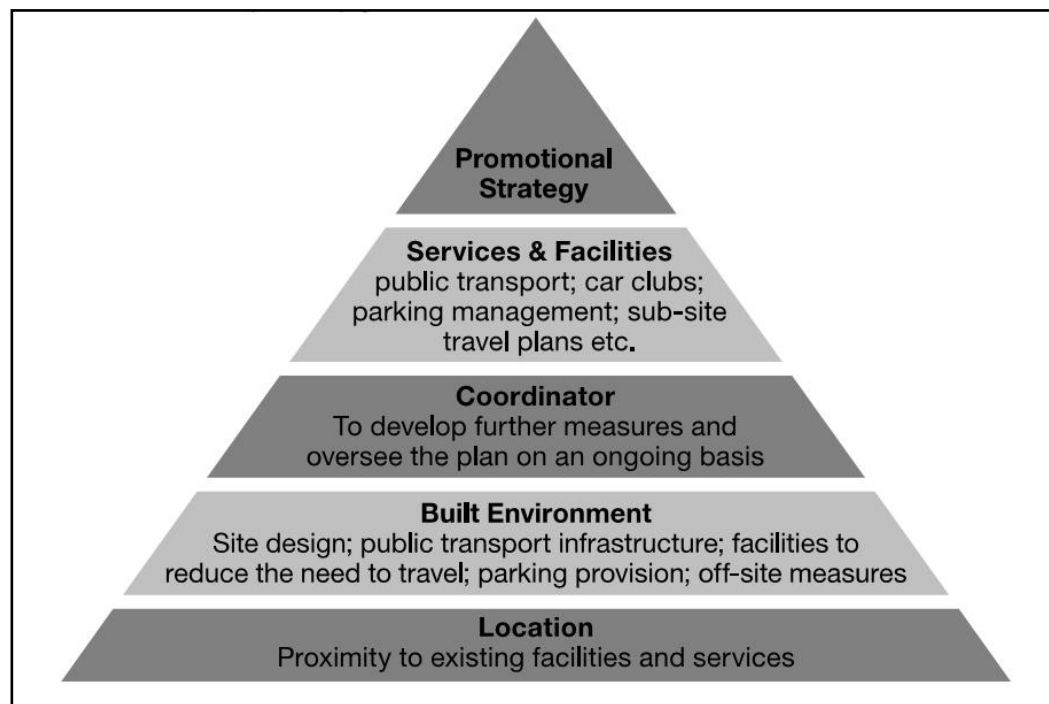


Figure 1.1 – The Travel Plan Pyramid

- 1.2.3** The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 1.2.4** The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 1.2.5** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 1.2.6** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 1.2.7** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

1.3 Site Location

- 1.3.1** Renshaw House site is located on Hyde Grove, around 2km from the centre of Manchester.
- 1.3.2** The site is located in a residential/student residential area surrounded by Manchester Royal Infirmary site, public and university institutions, as well as cultural amenities.
- 1.3.3** Hyde Grove routes north to form a junction with Plymouth Grove, which routes southeast towards Longsight and northwest towards Upper Brook Street (A6). The A6 routes northwest towards Manchester Centre and south towards the M60.
- 1.3.4** The location of the site is shown on **Plan 1**.

1.4 Development Proposals

- 1.4.1** The planning application proposes the demolition of existing buildings and erection of building between three and six-storeys to provide purpose-build student accommodation (PBSA - Sui Generis) with associated access, parking, landscaping, and other ancillary works.
- 1.4.2** Pedestrian and cycle access into the site will be provided via the vehicular access off Hyde Grove. There is also a pedestrian access into the reception/social space of the building taken just east of the vehicular access off Hyde Grove.
- 1.4.3** The site would provide secure sheltered cycle parking within the Internal courtyard, which would be accessed via the vehicle access. The site would provide a total of 96 secure, sheltered, cycle parking spaces. This includes six visitor parking spaces and five 'EA Cargo bike' spaces for larger, non-standard, cycle types.
- 1.4.4** The proposed development will deliver two disabled parking spaces. These will be located on-street along the site's frontage. The site is highly accessible by non-car modes of transport and as such has been designed as a 'car free' development. This Travel Plan has been produced to support that approach.

1.4.5 There would be no long-stay car parking provided on site. However, nearby car parking facilities would be able to cater for any sporadic car parking demand, such as that generated by visitors.

1.4.6 Vehicular access into the site will be provided off Hyde Grove via the existing access located along the southern of the site boundary. This would provide access to a short stay vehicle bay, which would accommodate delivery vehicles and provide access for any servicing / maintenance movements.

1.5 Travel Plan Objectives

1.5.1 This Travel Plan will highlight the accessibility of the site for staff, residents (students) and visitors. It will also identify the measures that will be implemented to maximise sustainable travel at the site.

1.5.2 The aims of the Travel Plans are as follows:

- To encourage staff, residents (students), and visitors to use alternatives to the private car;
- Increase healthy and car-free journeys to the universities, especially walking;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.5.3 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote the different means of travel available to staff, residents (students), and visitors.

1.5.4 This document provides an Framework Travel Plan, which will be submitted to Manchester City Council (MCC) as part of the planning application. The Full Travel Plan will be developed in line with the Action Plan contained within section 5.2.

2 PLAN ADMINISTRATION

- 2.1.1** Implementation and long term management of the Travel Plan will be achieved through the appointment of the Travel Plan Coordinator (TPC). The TPC will be appointed by the building management company.
- 2.1.2** Full contact details will be provided to the MCC's Travel Plan team and the TPC will provide a key role in delivering a successful Travel Plan.
- 2.1.3** The TPC will act as the main Travel Plan contact for outside organisations, including MCC and Transport for Greater Manchester (TfGM), and will be responsible for implementation of hard measures and overseeing the implementation of the Travel Plan and annual monitoring.
- 2.1.4** The TPC will liaise with MCC and TfGM officers to benefit from their expert advice on Travel Plans for the area and any upcoming sustainable travel promotions.
- 2.1.5** The Travel Plan Co-ordinator will be responsible for the day to day operation of the Travel Plan and will represent the first point of contact for all staff and students on-site. They will also be responsible for implementing soft measures, carrying out marketing of the Travel Plan and distribution / collation of travel surveys used at each monitoring stage.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

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

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 NPPF states at paragraph 108 that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;”

3.1.4 Paragraph 109 also states that:

3.1.5 *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and*

3.1.6 Paragraph 116 also advises that applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for

bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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

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

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by rail and Metrolink; and
- Access to Car Club vehicles.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The site is located in close proximity to two University Campuses; the University of Manchester and Manchester Metropolitan University. This places the site within easy walking and cycling distance of many typical daily student destinations. Campus facilities include more than just educational services, they also provide other day-to-day amenities such as leisure and supermarket destinations, which will be easily accessible from the site.

3.2.3 Existing footways are provided along the A5184 Plymouth Grove, Hyde Grove and Swinton Grove. These link to the wider pedestrian network. **Plan 5** shows the walking routes from the site to the nearby universities.

3.2.4 The Department for Transport (DfT) National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

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

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

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

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

3.2.8 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

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

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

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

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

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.12 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’

- 3.2.13** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14** In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 3.2.15** The 2,000-metre pedestrian catchment illustrates that a large part of the south of Manchester, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 3.2.16** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Table 3.5 below:

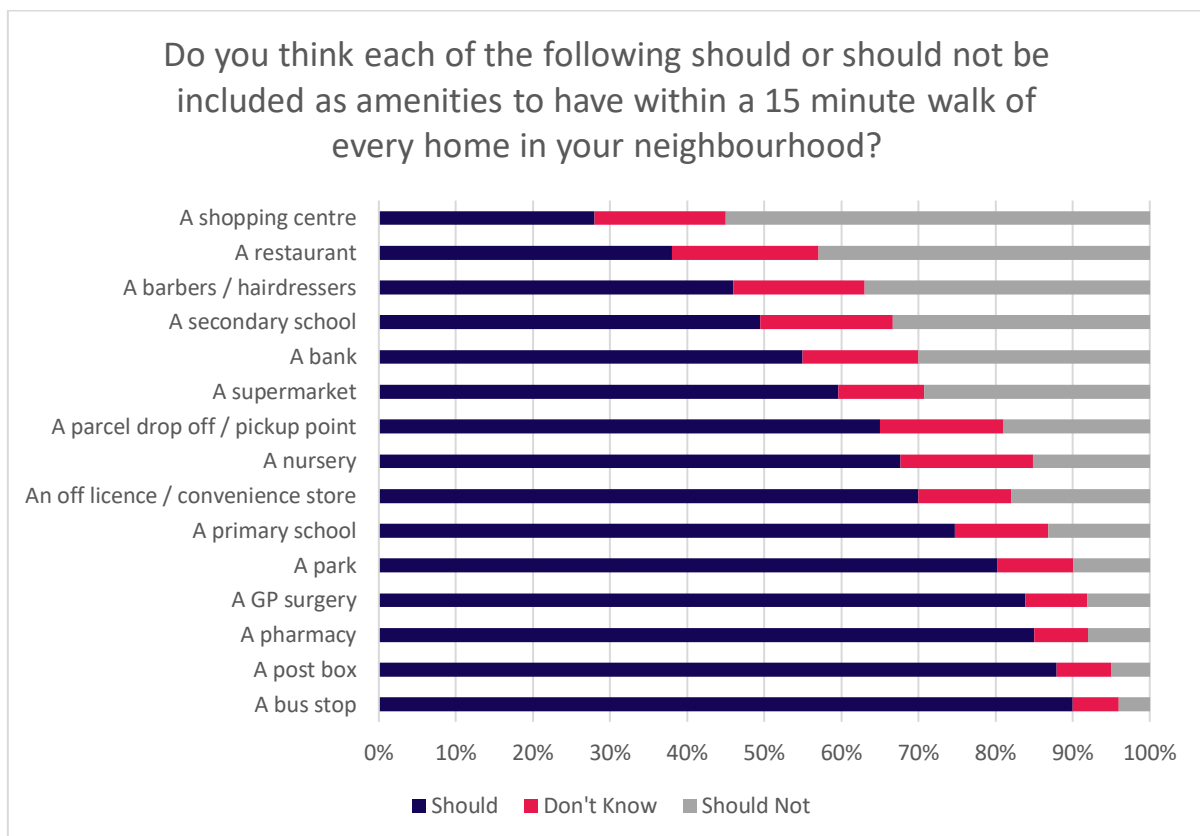


Table 3.5 YouGov Poll Results (Source YouGov)

- 3.2.17** Table 4.5 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 3.2.18** **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 3.2.19** As can be seen in **Plan 3** the site is located in close proximity to a number of a local amenities, including parks, leisure centres, a pharmacy / GP surgery, and a local convenience store.
- 3.2.20** Table 3.6 below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Swinton Grove Park	145m	1,600m	YES
Plymouth Grove Chinese	160m	1,600m	YES
Manchester Royal Infirmary	385m	1,600m	YES
Grafton Arms	490m	1,600m	YES
Lloyds Pharmacy	585m	1,600m	YES
Morrisons	630m	1,600m	YES
Manchester Academy	790m	1,600m	YES
Go Local Extra	840m	1,600m	YES

University of Manchester Student Union	885m	1,600m	YES
Manchester Aquatics Centre	1,145m	1,600m	YES

Table 3.6 Distance from Site to Local Facilities

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

3.3 Access by Cycle

3.3.1 Cycling can also be a popular mode of travel to and from the Site.

3.3.2 The new advice within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions. It also states that motorists are required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely. Motorists should allow for 1.5-metres from a cyclist when overtaking.

3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester City Centre, Longsight, Gorton, Levenshulme, Fallowfield, Old Trafford, Ancoats, Openshaw and Cheetham Hill.

3.3.5 National Cycle Route 6 runs from Salford, northwest of the site, continuing south through Manchester city centre, then through Moss Side and Whalley Range.

From here it runs east through Fallowfield and Levenshulme. The route is made up of both on and off-road cycle facilities and is located approximately 1.4km from the centre of the site.

3.3.6 National Cycle Route 55 starts in the northwest of Manchester in Eccles and from here runs east via Salford to the centre of Manchester. This cycle route is both an on and off-road route and is located approximately 3km from the centre of the site. National cycle route 66 starts in the northeast of Manchester in Failsworth and runs southwest to the centre via Newton Heath and Bradford. This route is mainly an off-road cycle route and is located approximately 1.6km from the centre of the site. An extract of the TfGM cycle map showing the area surrounding the site is provided below.

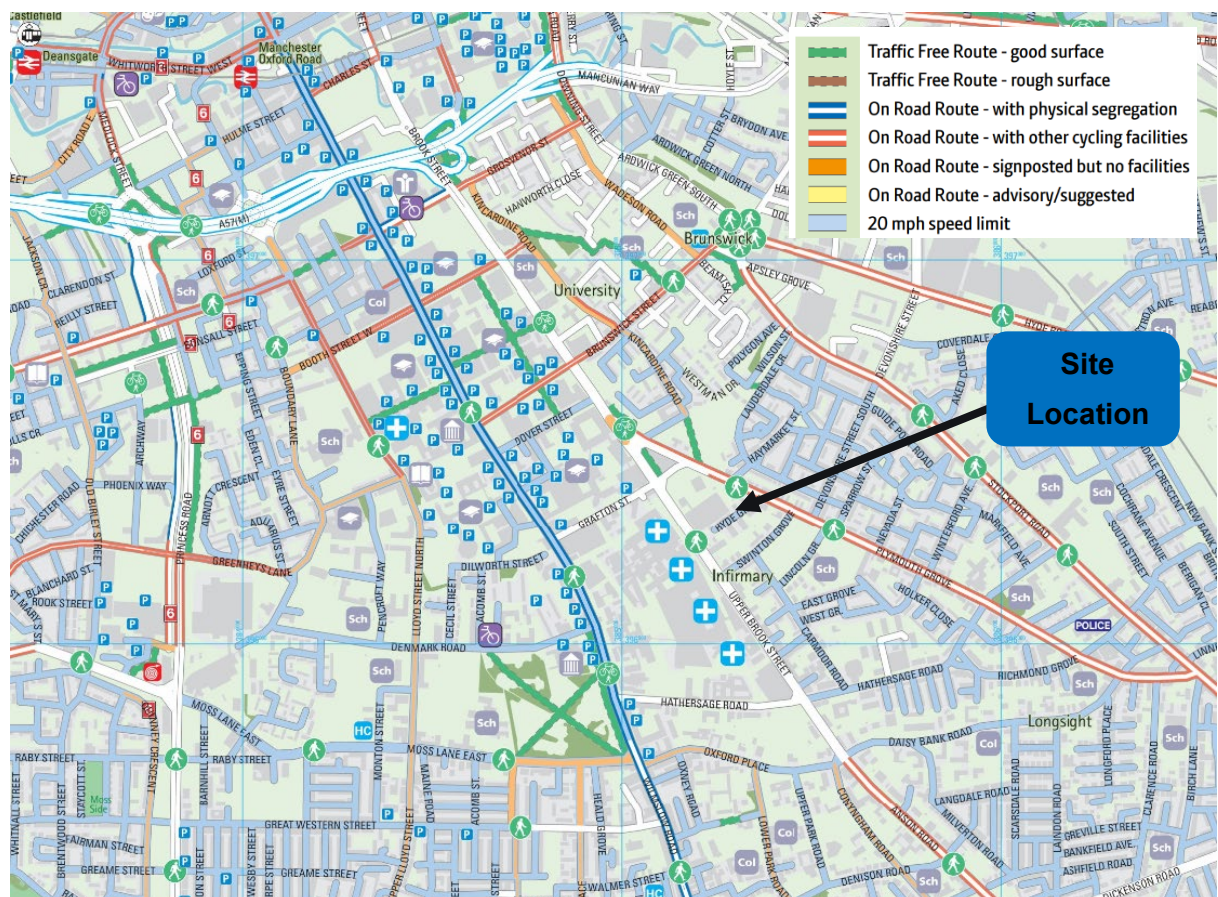


Image 3.1 Council Cycle Map Extract

3.3.7 The above shows that the site has access to a number of Traffic-Free routes, with the majority of the larger scale roads around the site also providing cycling facilities. Most of the local streets surrounding the site are 20mph zones, which

are conducive to cycling. The 'Oxford Road Corridor' routes through the centre of the University area and comprises a 20mph with physically segregated cycle facilities.

3.3.8 The site is well connected with the cycling provision of the Bee Network, with easy access to the Cycle Stands that provide access to the Bee Network bike hire scheme. **Plan 4** illustrates the location of the cycle stands in proximity to the site, this includes a cycle stand located on Legh Street, approximately 200m walk from the site. This would provide residents with easy access to the Bee Network cycle hire scheme for those who don't own a bike, or for those seeking to undertake a one-way cycle journey.

3.3.9 **Plan 5** of the Transport Statement further illustrates the cycle lanes surrounding the site, how they can be used to access the nearby campuses and the associated travel times of those journeys. As discussed above, the site will provide high quality, easily accessible cycle parking to encourage cycle trip making. However, it is also important that sufficient cycle parking be provided at the key University destinations.

3.3.10 The University of Manchester provides 4,000 cycle parking spaces across 9 cycle parking destinations. Manchester Metropolitan University has 10 secure cycle parking locations with information on how to access these on their website. Both Universities have a Travel Plan in place, which monitor cycle parking usage and commit to providing additional cycle parking when needed.

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

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond. The site is well located for easy access to primary campus destinations by non-vehicular modes, however, bus travel can also provide convenient access to destinations further afield.

3.4.2 The site's location makes travelling into Manchester and to wider destinations easy and convenient. The closest bus stops to the site are located less than 100m away,

with additional bus services provided close by along Upper Brook Street and the Oxford Road Corridor. The services from these locations would be particularly convenient for site journeys that include a linked trip via the Campus facilities. All of the nearest bus stops to the site are shown on **Plan 4**.

3.4.3 A summary of the services provided by the bus stops closest to site is provided in Table 3.7 below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
41	Middleton - Sale	-	-	3	-	-	8	-
50	Media City - East Didsbury	11	10 mins	32	5	15 mins	30	30 mins
51	Media City - East Didsbury	2	10 mins (between 07:46-8:48)	-	-	-	-	-
53	Cheetham Hill - Salford	-	-	6	-	-	5	-
191	Chorlton Street - Hazel Grove Park & Ride	3	30 mins	1	-	-	-	-
197	Chorlton Street - Stockport Mersey Square	6	25 mins	11	1	30 mins	8	-

Table 3.7 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 The above table shows that the nearest bus stops to the site provide access to high frequency bus services throughout the day, with buses serving destinations including Stockport, Salford and East Didsbury.

3.4.5 The above services provide a range of bus travel options, with bus services operating from around 04:40am to around 00:30am. This makes travel by public transport a realistic alternative to travelling by car.

- 3.4.6 In order to demonstrate the site's level of accessibility, some example bus journey times are presented in Table 3.8 below.

Destination	Duration
Stockport	38 mins
Salford	15 mins

Table 3.8 Example Bus Journey Times from the Site

- 3.4.7 The above table demonstrates that Stockport is just a 38-minute bus journey from the site and Salford is just a 15-minute bus journey.
- 3.4.8 Bus services also provide convenient links with Manchester Oxford Road and Piccadilly rail stations for travel to national destinations and connections to Manchester Airport, both of which can serve longer journeys, such as trips to/from home at the start/end of term, for example
- 3.4.9 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

- 3.5.1 The train station closest to site is Manchester Oxford Road, which can be accessed via a 29-minute walk or a 10-minute bus journey on the 197 bus service. This train station is managed by Northern and has 5 platforms, which provide 25 services per hour to destinations such as Liverpool, Blackpool, and Llandudno.
- 3.5.2 Manchester Piccadilly rail station is also easily accessible from the site via a 15-minute bus journey or a 35-minute walk. This station has 14 platforms, providing over 40 services an hour. Table 3.9 below shows a summary of destinations that can be reached from Manchester Piccadilly and their associated journey times. The nearest train stations to the site are also shown in **Plan 4**.

Destination	Duration
Manchester Airport	18 mins
Hazel Grove	24 mins
Liverpool	53 mins
Blackpool North	1 hr 17 mins
Chester	1 hr 27 mins
London Euston	2 hr 12 mins

Table 3.9 – Manchester Piccadilly station destinations and journey times

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

3.6 Accessibility by Metrolink

3.6.1 The nearest tram stop to the site is Manchester Piccadilly. This stop can be reached via a 35-minute walk or a short 15-minute bus journey on the 197 service. This tram stop is located on the yellow, purple, blue and orange lines, connecting the site with Media City, Ashton-under-Lyne, Eccles, Altrincham and all the intermediate destinations along those lines. Trams from this stop run every 12-minutes from 6am -12am Monday- Thursday and 6am – 1am Friday & Saturday.

3.7 Car Club Access

3.7.1 Car Clubs provide members with access to a car on a time-charge basis. They can be useful for those journeys where a car is the most convenient mode, such as when transporting a heavy / bulky item, or needing to access a location not well served by the public transport networks.

3.7.2 The closest car club to the site is located by the Harrington Building at the Manchester Royal Infirmary. It is around 800m walk from the site; a journey time of around 10 minutes.

3.8 Accessibility Summary

3.8.1 The site has been considered in terms of its accessibility by non-car modes of transport.

3.8.2 The following conclusions can be drawn:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site along with numerous cycle stands and access to the Bee Network bike hire scheme;
- The site is accessible by bus and is in close proximity to high frequency bus services. The bus stops on Plymouth Grove and Upper Brook Street provide access to destinations including Manchester Centre, Salford, MediaCity and Stockport;
- The site is accessible via rail, with Manchester Oxford Road station and Manchester Piccadilly located just a short walk away and easily accessible by bus; and
- The site can access the Metrolink network via Manchester Piccadilly tram stop located just a short walk away

3.8.3 In summary, it is considered that the site is highly accessible non-car modes of transport and would cater for the needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, which is an aim of the NPPF.

4 MANAGEMENT MEASURES

4.1 Introduction

4.2 The Travel Plan (TP) is a ‘living document’ and will be monitored and will evolve over time to respond to changing travel patterns. The purpose of the TP is to reduce the adverse impact of car transportation to and from the site. Adverse impacts include congestion, pollution, and road safety hazards. The TP aims to reduce reliance on car trips, particularly for short or single-occupancy journeys, and to promote more sustainable alternatives, especially walking, cycling and public transport.

4.3 In this section the aims and objectives of the TP are set out along with actions and measures to achieve the aims and objectives.

4.4 Objectives are required in order to give the plan direction and to provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.

4.5 This TP strategy recognises that there is not one specific mode of transport suitable for every individual and that there needs to be a number of alternatives in place.

4.6 Objectives

4.6.1 The objectives of the TP are to encourage staff, residents (students) and visitors to use alternatives to the private car. These objectives seek to:

- reduce the traffic generated by the development (in particular single occupancy car trips) to a lower level of car trips than would occur for the site without the implementation of the TP;
- promote and inform prospective residents and staff of the need for and importance of sustainable travel arrangements before they move into the accommodation.

- promote healthy lifestyles and sustainable communities; and
- introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

4.7 Management Measures

Travel Plan Co-ordinator

4.7.1 It is anticipated that the building management company will initially nominate Travel Plan co-ordinator (TPC) for the development. The TPC will be responsible for all aspects of the Travel Plan.

4.7.2 The TPC's primary functions will be as follows;

- liaise with the local planning and highway authorities
- promote the TP to ensure that residents are aware of the available sustainable transport options, including public transport, cycle, walking, and car sharing schemes; and
- maintain all necessary systems, data, paperwork and ensure that the TP travel information remains up-to-date.

Travel Plan Awareness

4.7.3 All staff and residents will be made aware of the Travel Plan, its aims and benefits, and how they can help in achieving its goals. Prospective residents will be made aware of the Travel Plan's aims at the earliest opportunity, as part of the accommodation enquiry process. This will include making it clear that the site is a 'car free' development, with no parking available other than the disabled parking provision.

4.7.4 A copy of the TP will be provided to each resident when they move into their accommodation.

Residents Travel Survey

- 4.7.5** In order to establish the travel modes of residents a Residents Travel Survey will be undertaken within 3 months of the development reaching 75% occupancy. The residents travel survey will be provided to all residents when they move into their apartment and the TPC follow up to obtain the completed surveys.
- 4.7.6** The results of the travel survey will be used to determine how well the TP is operating, which components are working well and whether any modes of travel need to be promoted and encouraged further. It will also seek feedback from residents on travel matters.
- 4.7.7** A copy of the draft Residential Travel Survey is presented in Appendix 2.
- 4.7.8** Repeat surveys can be undertaken to establish how new measures have performed what may be required to further encourage travel by non-car modes.

Encouraging Walking / Cycling

- 4.7.9** The site's TP process will work in tandem with sustainable travel initiatives of the nearby universities. The University of Manchester's travel initiatives for staff, students and visitors can be found at [Travel and transport | The University of Manchester](#). This includes useful information and links regarding discounted student travel and nearby transport links.
- 4.7.10** Manchester Metropolitan University also provides similar initiatives, including a Sustainable Travel Plan. This seeks to support and encourage sustainable travel, but also states the aims and objectives set out by MMU regarding sustainable travel. All their resources can be found at [Our Sustainable University | Manchester Metropolitan University \(mmu.ac.uk\)](#). These resources will provide the residents with specific information regarding sustainable routes to their campuses. The TPC will also seek to liaise with their counterparts at both universities to promote the TP process and considered the potential for introducing mutually beneficial measures.

4.7.11 Residents will also be provided with information and advice concerning safe pedestrian and cycle routes. Further information is provided on the following websites:

- *Free Journey Planner:* <https://www.traveline.info/>
- *Walking Routes and Initiatives:* <http://www.livingstreets.org.uk/walk-with-us> & <http://www.walk4life.info/>
- *Online Cycle Route Planner:* <http://www.sustrans.org.uk/ncn/map>
- *Bus Timetables, Leaflets and Maps:* <http://www.traveline.info/>
- *Bus Stop Finder:*
<https://www.nextbuses.mobi/WebView/BusStopSearch/Index>
- *Rail Travel Information:* www.thetrainline.com & www.nationalrail.co.uk/
- *Sustainable Travel Information for Greater Manchester* [Bee Network | Powered by TfGM](#)

4.7.12 The site will provide sheltered cycle parking for every room, located within an easily accessible bike store in the residents garden courtyard area. This will provide residents with an easy access to secure cycle parking, making cycle travel a convenient option.

Travel Plan Budget and Marketing Strategy

4.7.13 To show commitment to the aims of the Travel Plan, funding has been allocated for the launch and implementation of the TP, while an annual budget will be in place to deal with the day-to-day operation of the TP through the appointed TPC.

4.7.14 The use of the above budget will be at the discretion of the TPC; it may be that the majority of spending is required during the early stages of the development i.e. to get the Travel Plan up and running.

4.7.15 It is considered that the funding allocation will initially be spent on the following;

- The appointment of a TPC to cover the site;

- On-line Residents Travel Survey; and

4.7.16 The requirement to implement other incentives would form part of the monitoring process i.e. if the number of cyclists or walkers has reduced from the initial travel survey, then measures could be put in place to encourage the use of these modes.

5 TRAVEL PLAN MONITORING

5.1.1 It is important that data gathered through the travel plan is able to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. The following monitoring will be undertaken as part of the Travel Plan, which is in line with DfT practice.

- A full residents' travel survey: A travel survey will be distributed to all residents. This will question residents on how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering and their attitudes towards sustainable travel.
- Snap Shot Residents travel survey: A snap-shot survey can be undertaken at the request of the council. This will provide modal split data only, and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

5.2 Frequency of Monitoring

5.2.1 The full residential travel survey will be conducted once the development reaches 75% occupancy, this can be repeated at the request of the Council, with a final survey likely to be undertaken in year 5.

5.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

5.3 Monitoring Reporting and Review

5.3.1 Information gathered as part of the continuous monitoring process will be made available to the Local Authority to assist the assessment of on-going modal split targets.

5.3.2 Future strategies for further delivering plan objectives can be considered in partnership with MCC.

- 5.3.3** The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.
- 5.3.4** This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at MCC if requested.
- 5.3.5** The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.
- 5.3.6** Actions will include:
- Seeking regular feedback from bus operators to establish the perceived level of demand for local bus services;
 - Monitoring the take-up of the lift share scheme; and
 - Recording comments received from residents relating to the operation and implications of the Plan.
- 5.3.7** Information gathered through the monitoring process will be recorded for input to the Annual Review, which is outlined below. The information will be sent to MCC if requested.

5.4 Action Plan

5.4.1 **Table 5.1** below provides a Draft Action Plan to timescales for the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed at least 1 month prior to first occupation of site	Appointment of TPC by target date	Developer
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	Within 6 months of reaching 75% occupation of development	Receipt of Written agreements of target	TPC

Table 5.1 – Travel Plan Framework Timescales

5.4.2 The above table identifies the tasks that will need to be undertaken by the TPC as part of the Travel Plan, including the guidance as to timescales for completing the tasks. This action plan is to be agreed with MCC prior to the submission of the final Travel Plan.

6 TRAVEL PLAN TARGETS

6.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan will be measured.

6.1.2 The targets are designed to be quantifiable, relevant to measures and objectives identified in the Plan and include timescales. In order to set the targets, further information (e.g. a travel survey) will have to be obtained in order to establish the baseline against which targets can be set.

6.1.3 The DfT provides information on suggested targets that can be incorporated within the Travel Plan, these include:

- Targets for bus patronage;
- Membership and use of car clubs;
- Car and Pedestrian activity; established via observed movement surveys;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to university by mode; and
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has detailed the measures that will be implemented at Renshaw House to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2** The Travel Plan provides information and details of sustainable modes of transport which will be accessible to staff, residents and visitors of the development.
- 7.1.3** The aim of the Travel Plan is:
- To encourage staff, residents and visitors to use alternatives to the private car;
 - To increase awareness of the advantages of travelling by more environmentally friendly modes, and
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.
- 7.1.4** A wide range of measures and actions will be used to encourage public transport use, cycling and walking.
- 7.1.5** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively. They will also be a point of contact for residents and sustainable travel officers from Manchester City Council and the nearby universities.
- 7.1.6** A detailed Residents' Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at Manchester City Council. Subsequent surveys will be undertaken to review the success of the Travel Plan and to establish whether additional measures should be implemented.

APPENDICES

Appendix 1

Travel Plan Co-ordinator Brief

BRIEF OF APPOINTMENT OF TRAVEL CO-ORDINATOR

This Brief of Appointment has been compiled with reference to the roles and responsibilities of the Travel Co-ordinator who will need to be appointed formally as part of the Travel Plan implementation.

The appointment for the role of Travel Co-ordinator is proposed to last for the life of the development.

After five years, the position will be reviewed and a new person appointed if necessary.

In terms of the roles and responsibilities, the Travel Co-ordinator will be expected to:

- Ensure travel awareness amongst residents.
- Creation of a travel database with information of the current and historic travel patterns of the members of residents
- Ensure the availability of the most up to date travel information.
- Ensure that all tenants receive a Residents Welcome Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

Any changes in the personnel of the Travel Co-ordinator must be provided to the local planning authority.

Appendix 2

Residents' Travel Survey



Travel Survey

As part of the monitoring process for the Renshaw House Residential Travel Plan, we are currently conducting a Residents Travel Survey.

We would be grateful if one member of your household could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

The survey can be completed online at <https://www.surveymonkey.com/r/RTN7DSM> or alternatively the paper survey can be completed and sent to Eddisons (details below).

It will take about five minutes to complete and all responses will be treated confidentially.

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact:

Travel Plan Coordinator: Mia James Construction
E-mail: info@miajame
Address: 18, The Village Square, Bramhall,
Stockport SK7 1AW



Scan For Travel Survey

Thank you in advance for your cooperation.





- 1 Home Address/Postcode? []
- 2 How many cars does your household own? []

- 3 For each person in your household (over 17 years of age), please identify the main reason for the journeys they make during a typical week? (Monday-Friday)

Please tick ONE answer for each person in your household.

	Work	Education	Other	Not Applicable
Person 1 (you)	☐	☐	☐	☐
Person 2	☐	☐	☐	☐
Person 3	☐	☐	☐	☐
Person 4	☐	☐	☐	☐
Person 5	☐	☐	☐	☐
Person 6	☐	☐	☐	☐

- 4 For each person in your household, what is their usual mode of travel to make these journeys?

Please tick ONE mode for each person in your household.

	Car Driver (alone)	Car Driver (with family member)	Car Driver (with other)	Car Passenger
Person 1 (you)	☐	☐	☐	☐
Person 2	☐	☐	☐	☐
Person 3	☐	☐	☐	☐
Person 4	☐	☐	☐	☐
Person 5	☐	☐	☐	☐
Person 6	☐	☐	☐	☐

- 5 If you have indicated 'Car driver' in Q4, what are the main reasons for doing so?

- ☐ Car essential to job
☐ Give a lift to others in the area
☐ Health reasons
☐ More convenient than alternative
☐ Cost
☐ Reliability
☐ Comfort
☐ No alternatives available
☐ Other (please specify) _____

- 6 Which of the following changes would most encourage you to cycle for journeys in your local area? If you already cycle, which would you most like to see?

- ☐ Safer, better lit cycle paths
☐ Improved cycle paths to town centre or rail station
☐ Improved cycle parking at this development
☐ Arrangements to buy a bicycle at a discount
☐ Improved crossing facilities
☐ Improved cycle parking at local facilities
☐ More information on available cycle routes
☐ None of the above
☐ Other (please specify) _____

- 7 If applicable, please confirm your place of work/education postcode? _____

- 8 Which of the following changes would most encourage you to use public transport for your journeys in your local area?

If you already travel by public transport, which would you most like to see?

- ☐ More direct bus routes
☐ More frequent services
☐ Improved facilities (lighting and bus shelters)
☐ More convenient bus drop off points
☐ Better public transport information
☐ Better value fares
☐ Interest free loans for travel tickets/bus passes
☐ Personalised journey plan
☐ None of the above
☐ Other (please specify) _____

- 9 Which of the following changes would most encourage you to walk for journeys in your local area? If you already walk, which would you most like to see?

- ☐ Cleaner, better maintained footpaths
☐ Better lighting on footpaths
☐ More improved pedestrian crossing points
☐ Improved personal safety
☐ Slower speed limits
☐ More information on available walking routes
☐ None of the above
☐ Other (please specify) _____

- 10 Which of the following changes would most encourage you to car share? If you already car share, which would you most like to see?

- ☐ More help finding car share partners
☐ Free taxi home if let down by car driver
☐ More information regarding car sharing
☐ None of the above
☐ Other (please specify) _____



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APPENDIX 4

APPENDIX 5

Calculation Reference: AUDIT-851401-240319-0347

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
10	WALES	
	CO CONWY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 37 to 146 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/04/23

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

Selected survey days:

Monday 1 days
 Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 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:

Built-Up Zone 3
 No Sub Category 1

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 4 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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	2 days
No	2 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CO-03-C-01	Site area:	0.45 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	37
Location:	LLANDUDNO	Housing density:	247
Postcode:	LL30 1YG	Total Bedrooms:	77
Main Location Type:	Edge of Town Centre	Survey Date:	26/03/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	48
Site(2):	CT-03-C-03	Site area:	3.22 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	146
Location:	DUNSTABLE	Housing density:	298
Postcode:	LU5 4GU	Total Bedrooms:	233
Main Location Type:	Edge of Town Centre	Survey Date:	15/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	182
Site(3):	HF-03-C-03	Site area:	0.50 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	91
Location:	BOREHAMWOOD	Housing density:	182
Postcode:	WD6 1TD	Total Bedrooms:	91
Main Location Type:	Edge of Town Centre	Survey Date:	14/11/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	60
Site(4):	PO-03-C-01	Site area:	0.54 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	90
Location:	PORTSMOUTH	Housing density:	321
Postcode:	PO1 3GG	Total Bedrooms:	189
Main Location Type:	Edge of Town Centre	Survey Date:	05/06/18
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	77

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-C-05	23/06/21	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.027	4	91	0.135	4	91	0.162
08:00 - 09:00	4	91	0.060	4	91	0.198	4	91	0.258
09:00 - 10:00	4	91	0.074	4	91	0.082	4	91	0.156
10:00 - 11:00	4	91	0.049	4	91	0.066	4	91	0.115
11:00 - 12:00	4	91	0.069	4	91	0.091	4	91	0.160
12:00 - 13:00	4	91	0.102	4	91	0.126	4	91	0.228
13:00 - 14:00	4	91	0.074	4	91	0.071	4	91	0.145
14:00 - 15:00	4	91	0.052	4	91	0.077	4	91	0.129
15:00 - 16:00	4	91	0.126	4	91	0.058	4	91	0.184
16:00 - 17:00	4	91	0.129	4	91	0.063	4	91	0.192
17:00 - 18:00	4	91	0.162	4	91	0.096	4	91	0.258
18:00 - 19:00	4	91	0.168	4	91	0.096	4	91	0.264
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.159			2.251

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:	37 - 146 (units:)
Survey date date range:	01/01/15 - 19/04/23
Number of weekdays (Monday-Friday):	5
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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.003	4	91	0.003	4	91	0.006
08:00 - 09:00	4	91	0.008	4	91	0.005	4	91	0.013
09:00 - 10:00	4	91	0.003	4	91	0.005	4	91	0.008
10:00 - 11:00	4	91	0.003	4	91	0.003	4	91	0.006
11:00 - 12:00	4	91	0.016	4	91	0.016	4	91	0.032
12:00 - 13:00	4	91	0.014	4	91	0.014	4	91	0.028
13:00 - 14:00	4	91	0.005	4	91	0.005	4	91	0.010
14:00 - 15:00	4	91	0.000	4	91	0.000	4	91	0.000
15:00 - 16:00	4	91	0.008	4	91	0.008	4	91	0.016
16:00 - 17:00	4	91	0.005	4	91	0.005	4	91	0.010
17:00 - 18:00	4	91	0.003	4	91	0.003	4	91	0.006
18:00 - 19:00	4	91	0.011	4	91	0.011	4	91	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.078			0.157

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.003	4	91	0.011	4	91	0.014
08:00 - 09:00	4	91	0.003	4	91	0.025	4	91	0.028
09:00 - 10:00	4	91	0.003	4	91	0.008	4	91	0.011
10:00 - 11:00	4	91	0.003	4	91	0.011	4	91	0.014
11:00 - 12:00	4	91	0.008	4	91	0.008	4	91	0.016
12:00 - 13:00	4	91	0.000	4	91	0.000	4	91	0.000
13:00 - 14:00	4	91	0.008	4	91	0.003	4	91	0.011
14:00 - 15:00	4	91	0.008	4	91	0.003	4	91	0.011
15:00 - 16:00	4	91	0.011	4	91	0.008	4	91	0.019
16:00 - 17:00	4	91	0.008	4	91	0.000	4	91	0.008
17:00 - 18:00	4	91	0.011	4	91	0.008	4	91	0.019
18:00 - 19:00	4	91	0.005	4	91	0.003	4	91	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.088			0.159

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.022	4	91	0.104	4	91	0.126
08:00 - 09:00	4	91	0.038	4	91	0.110	4	91	0.148
09:00 - 10:00	4	91	0.060	4	91	0.074	4	91	0.134
10:00 - 11:00	4	91	0.085	4	91	0.074	4	91	0.159
11:00 - 12:00	4	91	0.041	4	91	0.074	4	91	0.115
12:00 - 13:00	4	91	0.085	4	91	0.085	4	91	0.170
13:00 - 14:00	4	91	0.077	4	91	0.091	4	91	0.168
14:00 - 15:00	4	91	0.071	4	91	0.091	4	91	0.162
15:00 - 16:00	4	91	0.102	4	91	0.080	4	91	0.182
16:00 - 17:00	4	91	0.113	4	91	0.113	4	91	0.226
17:00 - 18:00	4	91	0.148	4	91	0.110	4	91	0.258
18:00 - 19:00	4	91	0.110	4	91	0.096	4	91	0.206
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.952			1.102			2.054

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.003	4	91	0.041	4	91	0.044
08:00 - 09:00	4	91	0.016	4	91	0.124	4	91	0.140
09:00 - 10:00	4	91	0.014	4	91	0.044	4	91	0.058
10:00 - 11:00	4	91	0.027	4	91	0.014	4	91	0.041
11:00 - 12:00	4	91	0.033	4	91	0.014	4	91	0.047
12:00 - 13:00	4	91	0.044	4	91	0.030	4	91	0.074
13:00 - 14:00	4	91	0.025	4	91	0.060	4	91	0.085
14:00 - 15:00	4	91	0.044	4	91	0.030	4	91	0.074
15:00 - 16:00	4	91	0.074	4	91	0.038	4	91	0.112
16:00 - 17:00	4	91	0.052	4	91	0.022	4	91	0.074
17:00 - 18:00	4	91	0.077	4	91	0.019	4	91	0.096
18:00 - 19:00	4	91	0.058	4	91	0.022	4	91	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.458			0.925

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.000	4	91	0.025	4	91	0.025
08:00 - 09:00	4	91	0.000	4	91	0.022	4	91	0.022
09:00 - 10:00	4	91	0.000	4	91	0.008	4	91	0.008
10:00 - 11:00	4	91	0.008	4	91	0.008	4	91	0.016
11:00 - 12:00	4	91	0.005	4	91	0.005	4	91	0.010
12:00 - 13:00	4	91	0.008	4	91	0.005	4	91	0.013
13:00 - 14:00	4	91	0.000	4	91	0.000	4	91	0.000
14:00 - 15:00	4	91	0.005	4	91	0.000	4	91	0.005
15:00 - 16:00	4	91	0.005	4	91	0.003	4	91	0.008
16:00 - 17:00	4	91	0.019	4	91	0.003	4	91	0.022
17:00 - 18:00	4	91	0.025	4	91	0.000	4	91	0.025
18:00 - 19:00	4	91	0.011	4	91	0.005	4	91	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.084			0.170

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.003	4	91	0.066	4	91	0.069
08:00 - 09:00	4	91	0.016	4	91	0.146	4	91	0.162
09:00 - 10:00	4	91	0.014	4	91	0.052	4	91	0.066
10:00 - 11:00	4	91	0.033	4	91	0.022	4	91	0.055
11:00 - 12:00	4	91	0.033	4	91	0.019	4	91	0.052
12:00 - 13:00	4	91	0.052	4	91	0.036	4	91	0.088
13:00 - 14:00	4	91	0.027	4	91	0.060	4	91	0.087
14:00 - 15:00	4	91	0.047	4	91	0.030	4	91	0.077
15:00 - 16:00	4	91	0.082	4	91	0.041	4	91	0.123
16:00 - 17:00	4	91	0.071	4	91	0.025	4	91	0.096
17:00 - 18:00	4	91	0.102	4	91	0.019	4	91	0.121
18:00 - 19:00	4	91	0.074	4	91	0.027	4	91	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.554			0.543			1.097

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	91	0.003	4	91	0.000	4	91	0.003
08:00 - 09:00	4	91	0.000	4	91	0.000	4	91	0.000
09:00 - 10:00	4	91	0.000	4	91	0.003	4	91	0.003
10:00 - 11:00	4	91	0.000	4	91	0.003	4	91	0.003
11:00 - 12:00	4	91	0.000	4	91	0.000	4	91	0.000
12:00 - 13:00	4	91	0.000	4	91	0.000	4	91	0.000
13:00 - 14:00	4	91	0.005	4	91	0.003	4	91	0.008
14:00 - 15:00	4	91	0.000	4	91	0.000	4	91	0.000
15:00 - 16:00	4	91	0.003	4	91	0.000	4	91	0.003
16:00 - 17:00	4	91	0.000	4	91	0.000	4	91	0.000
17:00 - 18:00	4	91	0.005	4	91	0.003	4	91	0.008
18:00 - 19:00	4	91	0.000	4	91	0.000	4	91	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.012			0.028

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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