

Cornbrook Road
Manchester City Centre
Transport Statement
240122/SK22387/TS01(-03)

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1 Introduction

- 1.1 SK has been appointed by FG Cornbrook Ltd to prepare a Transport Statement (TS) that assesses the implications of a mixed-use development on a site bounded by Dinton Street and Cornbrook Road in Manchester City Centre.
- 1.2 The planning application seeks permission for the erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.
- 1.3 The proposed layout is attached as Appendix A.
- 1.4 The assessment has been undertaken in line with the following policy and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Department for Transport (2007), Guidance on Transport Assessment
 - Manchester City Council (2012), Core Strategy
 - Manchester City Council (2018), Great Ducie Street Strategic Regeneration Framework
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - TRICS (2019), TRICS Guidance Note on Changes in Travel Behaviour
 - TRICS (2021), TRICS Guidance Note on the Practical Implications of Decide and Provide Approach
 - TRICS (2022), TRICS Good Practice Guidance 2023
- 1.5 A scoping report was submitted to the Local Highway Authority, Manchester City Council (MCC), in November 2023 and the method of assessment and transport strategy subsequently agreed. Since the scoping discussions the scheme has changed to remove the Doctors Surgery. This space is now to be used as ancillary commercial space. The assessment has been updated to acknowledge this.

2 Baseline Situation

Site Location

- 2.1 The location of the site is shown on Figure 2.1.
- 2.2 The site occupies an accessible location within the Manchester City Centre and Regional Centre boundary. The proximity to Cornbrook Metrolink Station results in the site having a very high level of public transport accessibility and offers the opportunity for the delivery of a Transit Orientated Development. The site is also well located in terms of access to the cycle network and routes that will be improved as part of the Bee Network.

Planning History

- 2.3 Planning permission was granted as part of a hybrid planning application (118625/FO/2017) for a mixed-use development on the site. The site was Phase 2 of the wider proposal and outline consent was granted for the development of a hotel and an apart-hotel (242 bedrooms in total) and a small area of commercial. The plot opposite (Breakers Yard) was also included in the hybrid planning application and was identified for use as a Park & Ride car park for Metrolink passengers.

- 2.4 A reserved matters application was subsequently lodged for the site and planning consent granted for development consistent with the outline planning permission (131163/MO/2021). The reserved matters application included 242 hotel units (154 hotel bedrooms and 88 apart-hotel units), 373sqm of commercial uses and a car park on the site with 25 spaces. The consented layout included the intention to stop up Runcorn Street, provision of a drop-off bay on Cornbrook Road and modifications to the footway/cycleway on the Cornbrook Road as shown in Appendix B.
- 2.5 Planning Condition 6 attached to the reserved matters application included a requirement to surface and landscape the Breakers Yard site to provide a car park as shown in Appendix A. The reason for the condition set out in the Decision Notice is:
- “In the interest of the visual amenity of the site prior to the implementation of any future reserved matter application relating to the commercial unit and in the interest of ensuring this vacant land is tidy within the setting of the hotel development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).”¹
- 2.6 The Planning Condition confirms that the Breaker’s Yard parking area was not required to serve the hotel development, but the modifications were proposed to the area to reduce visual amenity effects. The Committee Report confirms that the site is suitable for the reduced level of parking proposed on the hotel site due to its highly accessible location.²
- 2.7 The redline for the new application incorporates the area previously granted planning consent for the hotel uses only. It does not include the Breakers Yard as this is not in the applicant’s ownership.

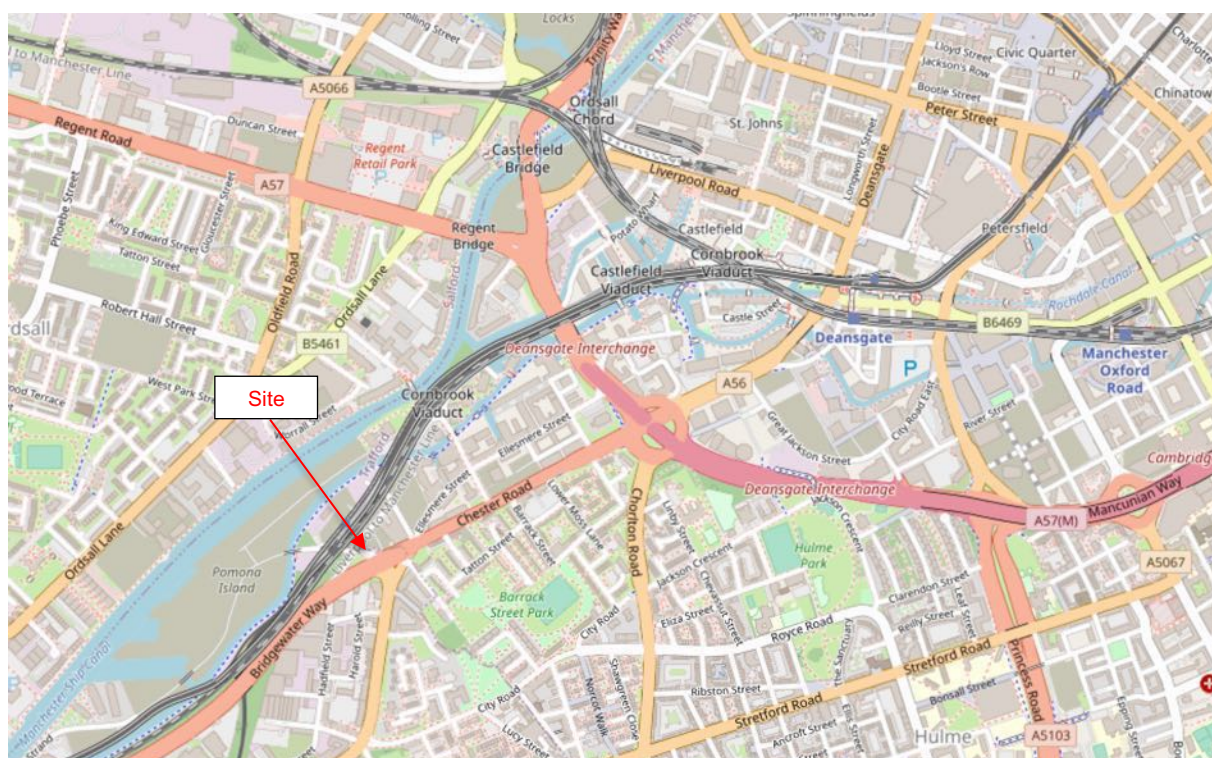


Figure 2.1: Site Location
[source: Open Street Map Contributors]

¹ MCC (2021), Decision Notice

² MCC (2021), Committee Report

Baseline Site Use

- 2.8 The baseline against which the development impact will be assessed is the uses within the red line boundary (242 hotel bedrooms and 373sqm of commercial space) previously granted planning permission by MCC and found to be an acceptable use in this location.

Highway Network Audit

- 2.9 The site itself and Dinton Street sit within the MCC Local Highway Authority area. The area to the south of the site, including the bounding footway and Cornbrook Road, sit within the Trafford Metropolitan Borough Council (TMBC) Local Highway Authority Area.
- 2.10 The site is currently vacant with a historic vehicle access (priority junction) in place onto Dinton Street. The road bisecting the site (Runcorn Street) was stopped up via the Department for Transport's (DfT) National Casework Team in January 2021.
- 2.11 Dinton Street is a 5.5m wide road with a 2m footway on the site side. It meets Cornbrook Road and Bridgewater Way at a crossroad arrangement, with tactile paving and dropped kerb provision. At its northern end it meets Trentham Street which is one-way westbound from its junction with Bridgewater Way (A56).
- 2.12 To the west of the site, Cornbrook Road routes underneath the railway/tram line bridge. Traffic calming features are present in the form of a give way/priority build out. The bridge has a 4.0m height restriction. Circa 40m from the bridge vehicle access terminates and only pedestrians/cyclists can gain access to Pomona Strand and the Bridgewater Canal Towpath. All mode access can also be gained from the road to Cornbrook Tram Station.
- 2.13 To the east of the site, Cornbrook Road meets Bridgewater Way and Chester Road (A5014) at a large, signalised junction with pedestrian and cycle crossing facilities. Bridgewater Way forms part of the Key Route Network (KRN) and serves a strategic function in terms of vehicle (including buses) and cycle/pedestrian movements.
- 2.14 At the Bridgewater Way junction ahead, movements are only permitted on the Bridgewater Way (S) approach, meaning that anyone wishing to access the site from the south is required to use the Bridgewater Way off-slip located just to the south of the junction.
- 2.15 Segregated cycle routes and 2m footways are in place on the Cornbrook Road and Bridgewater Way site frontages with guardrailling and bollards.

Traffic Regulation Order Review

- 2.16 Traffic Regulation Orders (TRO) are present on Dinton Street and Trentham Street in the form of double yellow line controls with loading blips. A loading bay is in place on Trentham Street.
- 2.17 There are no TRO controls on Cornbrook Road.
- 2.18 TRO controls in the form of double yellow line and bus stop controls are in place on Bridgewater Way (off-slip) and a length of parking bay is provided.

Road Safety Patterns

- 2.19 The [TfGM database](#) has been used to establish accidents patterns over the most recent five-year period available.³ The TfGM database states that the current data is five years to 31st March 2023.
- 2.20 Figure 2.2 shows that there have been no accidents on Dinton Street, Trentham Street or Cornbrook Road during the five-year period assessed.
- 2.21 The database shows that there have been seven accidents at the Bridgewater Way/Cornbrook Road/Chester Road junction during the five-year period assessed. Six of the accidents were

³ <https://www.gmtu.gov.uk/gmaccidents/>

classified as slight and one as serious. Two of the slight accidents involved a cyclist and one slight accident involved a pedestrian.

- 2.22 Bridgewater Way carries nearly 26,000 vehicles per day and therefore the frequency and severity of accidents is to be expected at an important intersection on the KRN.⁴

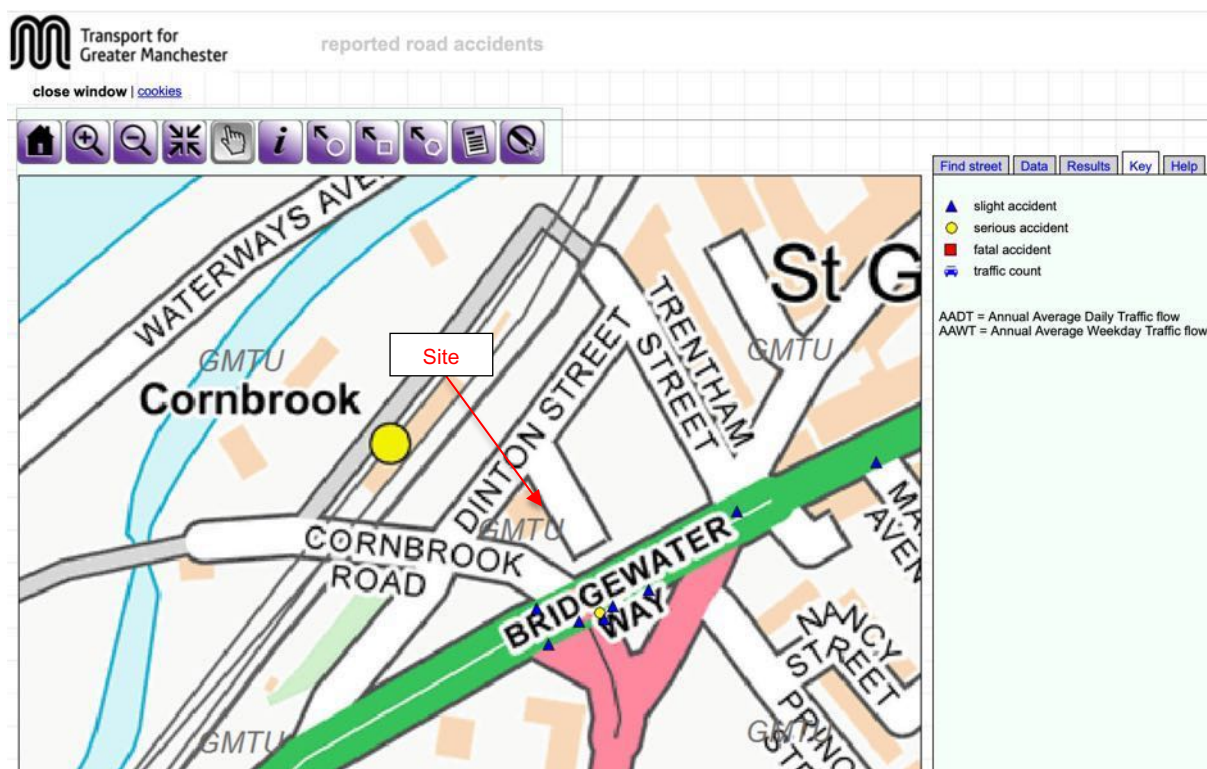


Figure 2.2: Road Safety
[source: TfGM]

3 Development Proposal

Overview

- 3.1 The site layout is attached as Appendix A.
- 3.2 The planning application seeks permission for the erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.
- 3.3 Table 3.1 shows the land use schedule.

Land Use	Scale
Dwellings: Use Class C3	224 apartments
Apart Hotel: Use Class C1	87 studios
Commercial: Use Class E	75 sqm
Café: Use Class E(b)	190 sqm

Table 3.1: Dwelling Types

⁴ <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>

Site Access

- 3.4 The main entrance to the building is concentrated on the Cornbrook Road frontage. Pedestrian access is also provided from Dinton Street via two segregated pedestrian access locations.
- 3.5 Vehicle access will be provided off Dinton Street. The vehicle access is a priority arrangement and tactile paving and dropped kerbs will be provided. The vehicle access arrangements are attached as Appendix C.
- 3.6 In line with the previous consent for the site the proposal will include the reinstatement of any redundant access points, modifications to the footway/cycleway on Cornbrook Road and a drop-off/loading bay on Cornbrook Road. The proposed arrangements are shown in Appendix C. A Stage 1 Road Safety Audit (RSA1) has been undertaken and is attached as Appendix C. The modifications to areas in the adopted highway will be undertaken by Section 278 Agreement.

Parking Provision

- 3.7 134 cycle parking spaces will be provided in secure stores in the building. 22 cycle parking spaces are provided for the apart-hotel, in excess with MCC's hotel cycle parking standard (1 space per 10).⁵ The remainder of the cycle parking spaces (112 spaces) are for use by residents, providing a rate of 50%. The suitability of the proposed cycle and car parking arrangements are examined in Section 6. It is proposed to monitor the use of the resident cycle parking area through the Travel Plan and expand the number of spaces if found to be required.
- 3.8 14 external stands are provided for use by visitors.
- 3.9 Parking will be provided for 14 cars in the on-site parking area, including three accessible parking spaces. The residential element will be car free, other than two accessible parking spaces. 12 parking spaces are provided for the hotel, including one accessible parking space.
- 3.10 All of the resident parking spaces will be to EV standard and 20% of the other spaces will be to EV standard (with ducting for future adaption).
- 3.11 A review has been undertaken of the existing TRO and modifications are proposed to allow the introduction of double yellow lines on Cornbrook Road between the junction with Dinton Street and the signalised junction. Use of the loading bay will be restricted to loading activity only. The proposed modifications are shown in Appendix C.

Travel Plan

- 3.12 The site will be supported by a Travel Plan that includes measures to promotes and supports active and sustainable site user travel choices. An Interim Travel Plan has been prepared for the planning application and this is attached as Appendix D. The Interim Travel Plan sets out the measures that will be adopted at the site, including management and monitoring mechanisms.

Stopping Up Application

- 3.13 Runcorn Street that crossed the site was stopped up via DfT's National Casework Team in January 2021 to allow the delivery of the development.
- 3.14 Consideration is being given to stopping up a small section of Cornbrook Road on the site frontage to improve pedestrian access to the building and public realm on the frontage, and to allow a small area of external seating to be provided. The footway will be aligned as shown in the site layout to accommodate this.

⁵ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

Delivery & Servicing Management Plan

- 3.15 Refuse collection vehicles and larger delivery vehicles will service the site from the car park, as shown by the Swept Path Analysis in Appendix E.
- 3.16 Site users will be advised of the large vehicle delivery location for use when larger goods will be delivered to the site via the Travel Pack that will be issued as part of the Travel Plan set out in Appendix D. The Travel Plan sets out a Management Strategy that will be used at the site to manage larger deliveries.
- 3.17 A loading/drop-off bay is proposed on the Cornbrook Road frontage will accommodate day-to-day deliveries to site users, such as takeaway, post and Amazon deliveries. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes). The layout of the loading bay is identical to that submitted with the previous scheme and agreed with MCC at that time. MCC has requested a RSA1 be undertaken, and this is attached as Appendix C, with Designer's Response. The proposed arrangements have been updated in line with the recommendations in the RSA1.
- 3.18 A post/parcel storage area is provided in the residential reception area and residents will be advised of this as part of the Food and Parcel Management Strategy set out in the Travel Plan.

Construction Traffic Management Plan

- 3.19 A Construction Management Plan will be prepared at the appropriate and the requirement to do so will be a condition of planning. The following measures will be considered for inclusion in the Construction Management Plan:
 - Commitment to undertake a highways dilapidation survey including photographs and commentary on the condition of roads/footways on construction vehicle routes around the site.
 - Details of the construction management team and contact details, including commitment to providing a telephone number for the site contractor displayed in a publicly accessible location.
 - Details of the construction phasing and timescales, and hours of construction on site.
 - Preliminary identification of hoarding locations and vehicle access points to the site.
 - Commitment to provide a Traffic and Pedestrian Management Plan at key areas around the site with additional safety signage to inform the public on safe access routes around the site.
 - Preliminary identification of large vehicle routes to the site.
 - Details of the 'just in time' delivery method that will be adopted with delivery vehicles only coming to site when called in by communication.
 - Commitment to only allow loading/unloading within the site.
 - Commitment to use site marshals and banksmen to guide large vehicles into the loading / unloading position.
 - Details of measures will be used to control the emission of dust and dirt, including wheel washing, dust suppression measures and vehicle sheeting.
 - Details of parking/green travel arrangements.

4 Accessibility Assessment

Active Travel Routes

- 4.1 Figure 4.1 shows the [cycle network serving the site](#) from the TfGM website.⁶
- 4.2 The footway fronting the site on Dinton Street is 2m wide with tactile paving and dropped kerbs provided at the junction with Cornbrook Road/Bridgewater Way.
- 4.3 Access to Cornbrook Tram Stop is provided from the footway under the railway/tram line bridge. The under pass is lit with a footway of 1.8m width on the northern side.

⁶ <https://tfgm.pindarcreative.co.uk>

- 4.4 On the Cornbrook Road and Bridgewater Way site frontage 2m wide footways and segregated cycle route facilities are in place. Signalised crossings for active modes are provided at the junction with Bridgewater Way/Chester Road. The bounding pedestrian and cycle facilities provide connections to the wider network and the City Centre. Controlled crossings are provided to the east of the site on Chester Road (A54) and on Chester Road (A5014).
- 4.5 To the west of the site access can be gained to Pomona Strand and the Bridgewater Canal Towpath.
- 4.6 Figure 4.2 shows the [Bee Network serving the site](#) from the Mapping GM website.⁷ This shows that Cornbrook Road and Pomona Strand are Bee Network routes. It also shows that there are Bee Network improvements including the A56 Corridor protected cycle lane improvement scheme to the south of the site (completed in Summer 2023) and the Chorlton Road (A5067) improvement scheme to the east of the site (completed in 2020). The Chorlton Road improvement scheme included the provision of CYCLOPS facilities at the junction with Royce Road and protected cycleway linking to Chester Road.

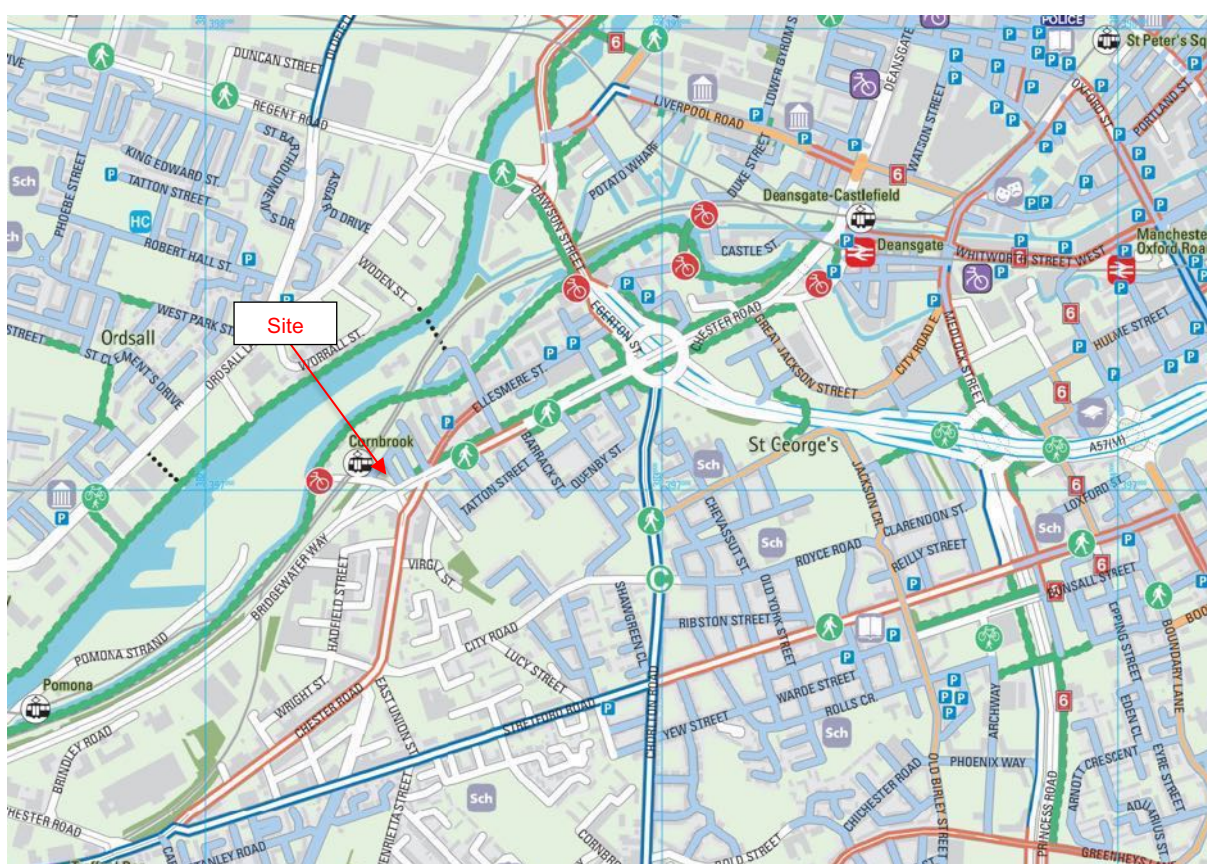


Figure 4.1: Cycle Network
[source: TfGM]

⁷ <https://mappinggm.org.uk/bee-network/>

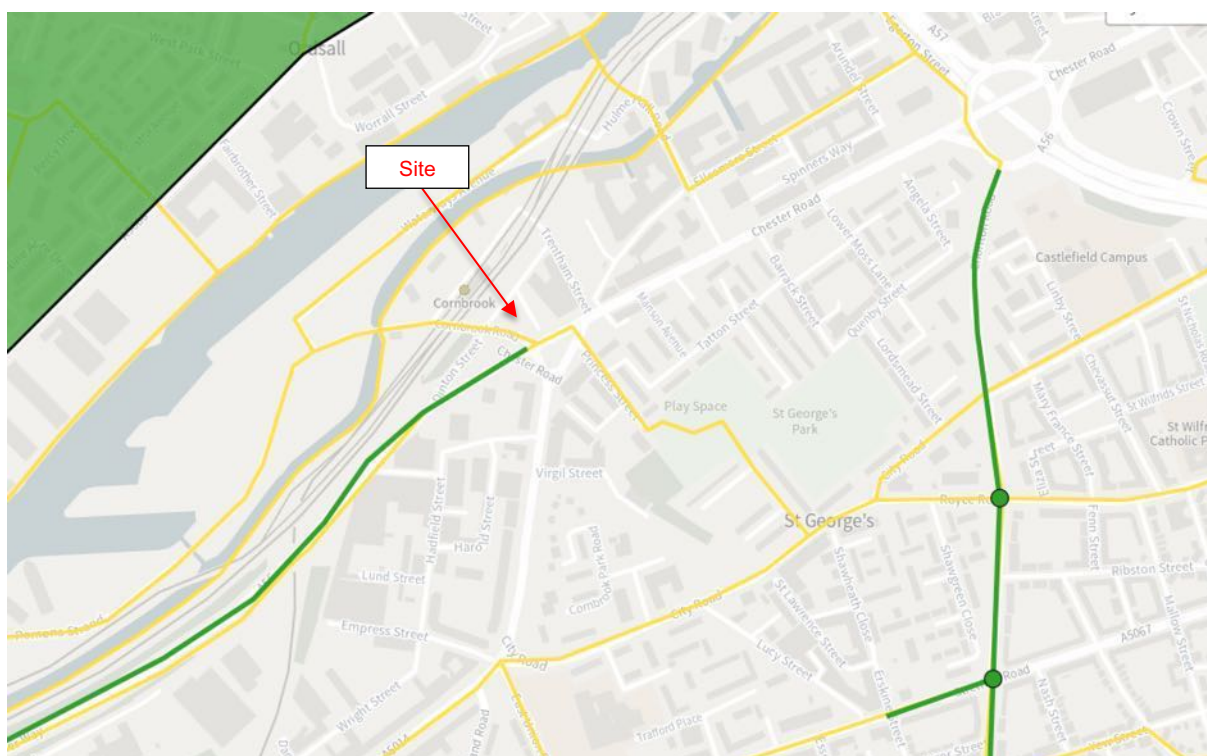


Figure 4.2: Bee Network
[source: Mapping GM]

- 4.7 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site. The proposed development includes secure, internal cycle parking for residents and hotel guests, external visitor cycle parking, and localised enhancements to pedestrian and cycle infrastructure. A Travel Plan will be adopted to promote active travel choices.

Public Transport Routes

- 4.8 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area.⁸

⁸ <https://tfgm.com/maps>



Figure 4.3: Public Transport Network
[source: TfGM]

- 4.9 The site is located 150m from Cornbrook Tram Stop. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁹
- 4.10 The nearest bus stop to the site is located on Chester Road (120m). The Chester Road stops have shelters, seating, timetable information and raised boarder facilities. Signalised crossings are in place to aid connections to the bus stops.
- 4.11 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](#) at the time of preparing the report.¹⁰

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
255	Partington – Flixton – Urmston – Stretford – Old Trafford – Hulme – Manchester	2	2	2	2	2
X50	Trafford Centre – Trafford Park – Hulme – Manchester	2	2	2	2	2

Table 4.1: Bus Services
[source: TfGM]

- 4.12 The site is also a 15-minute walk to Deansgate – Castlefield Railway Station which can be used to access [mainline trains](#) offering comprehensive service coverage of Greater Manchester and beyond.¹¹
- 4.13 The above confirms that the site is well served by existing public transport services. A Travel Plan will be adopted to promote public transport travel choices.

⁹ <https://tfgm.com/public-transport/tram>

¹⁰ <https://tfgm.com/public-transport/bus>

¹¹ <https://tfgm.com/public-transport/train>

Car Club Network

- 4.14 Car clubs provide an alternative to car ownership that complements the sustainable transport system in Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.15 [Enterprise Car Club](#) has vehicles parked across the City Centre and members can use any car in the network across the UK.¹² The nearest car club vehicles to the site are located on St Georges Island (one vehicle) and Ellesmere Street (two vehicles), a seven and an eight-minute walk, respectively. Information on the car club will be provided to site users via the Travel Plan.

Access to Amenities

- 4.16 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.2.¹³

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

Table 4.2: CIHT Walk Distances
[source: CIHT]

- 4.17 Figure 4.4 shows a 10-minute, 15-minute and 25-minute walk time from the site.
- 4.18 The site is within a 10-minute walk of a convenience store (McColls) and restaurant on Ellesmere Street, a medical centre on City Road (Cornbrook Medical Centre), a pharmacy on Shawheath Road (St Lawrence Pharmacy), Old Trafford Community Academy, and local retail facilities on Stretford Road.
- 4.19 The site is within a 15-minute walk of the Deansgate area of the City Centre, the Regent Road Retail Park and Hulme Park.
- 4.20 The site is within a 25-minute walk of the Civic Quarter and King Street area of the City Centre, City Centre Salford, Salford University, Salford Quays, and White City Retail Park.
- 4.21 The assessment confirms that the site occupies a sustainable location whereby people can access numerous facilities and the City Centre in a short walk.

¹² <https://www.enterpriseclub.co.uk/gb/en/home.html>

¹³ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

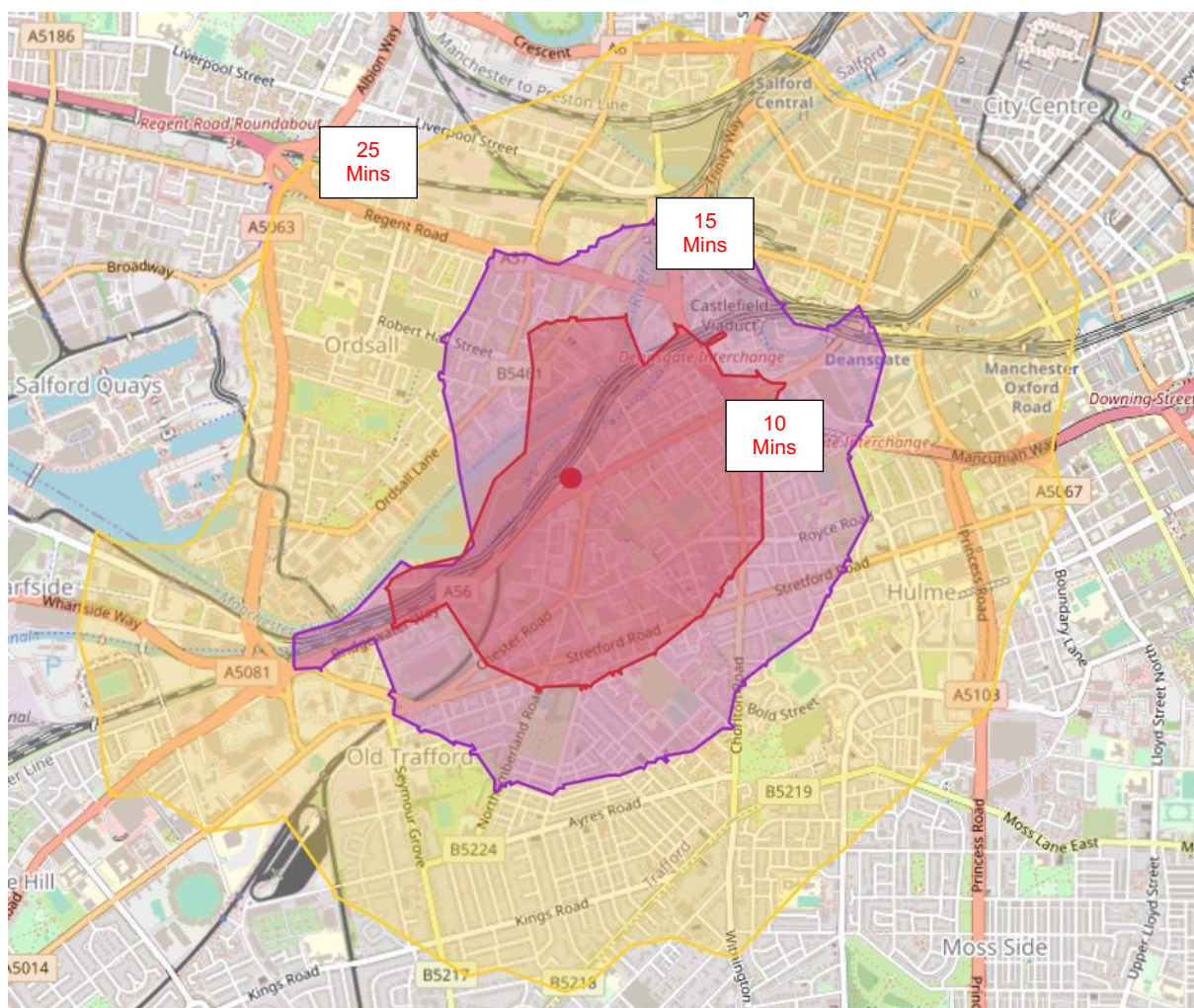


Figure 4.4: Walk Isochrones
[source: ISO4]

Public Transport Accessibility Level

- 4.22 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.¹⁴ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.23 Figure 4.5 shows that the site has a GMAL of 8 (score: 26.45), which is the highest level of accessibility in Greater Manchester.

¹⁴ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

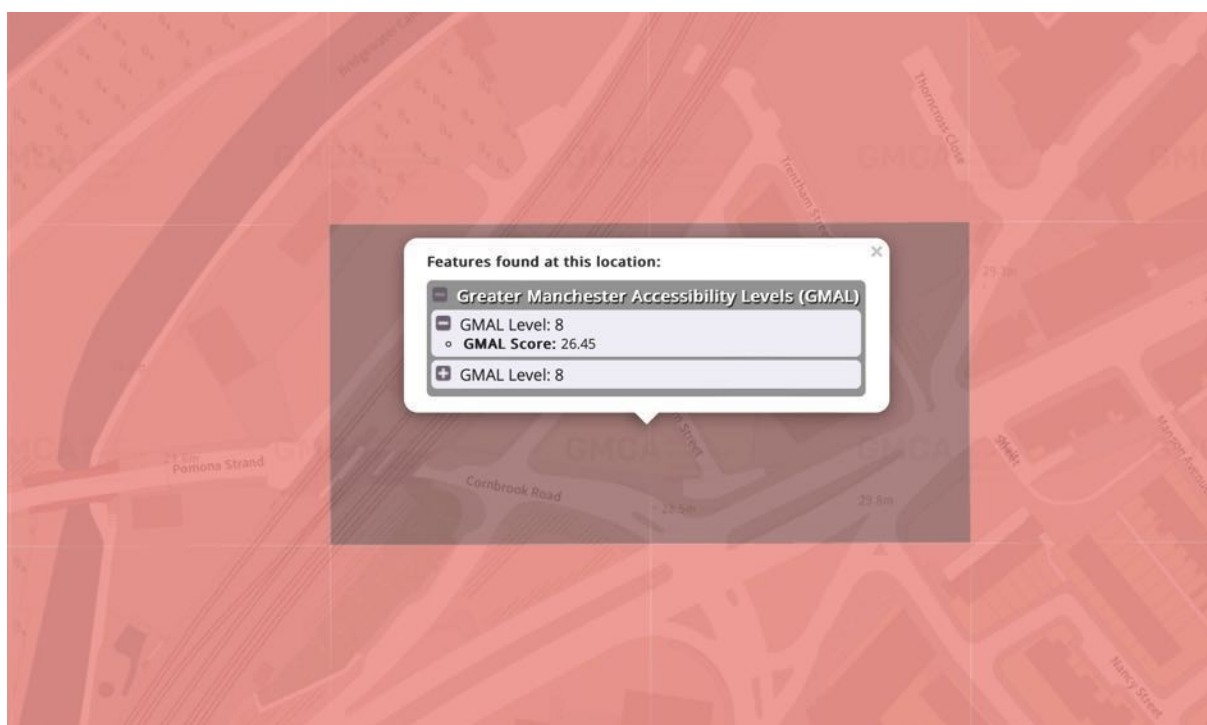


Figure 4.5: GMAL
[source: Mapping GM]

- 4.24 The assessment confirms that the proposal site has an exceptional level of access by public transport.

Summary

- 4.25 Evidence shows that people can, and will, live active and low-carbon lifestyles in developments that are located with easy access to services and well served public transport nodes. This is supported by the Council's City Centre Transport Strategy which states that:

"The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero-carbon forms of micro-mobility."¹⁵

- 4.26 The assessment shows that the site is well located in the above regard, with the site well located close to City Centre destinations to enable people to live without relying on a private car to undertake their daily trips and well served by existing active and sustainable travel routes. The location of the site next to Cornbrook tram stop offers the opportunity to create a Transit Orientated Development. The proposed development therefore offers the opportunity for active travel and public transport to become the natural first choice for daily activities, thereby offering a place-based solution to help towards a net zero future.
- 4.27 Paragraph 110 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up.¹⁶ The proposal accords with this requirement.

¹⁵ Manchester City Council (2021) City Centre Transport Strategy to 2040

¹⁶ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

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5 Trip Assessment

Trip Generation Method

- 5.1 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal.¹⁷ Section 4 of the guidance (extracted below) specifically states that the forecast should be based on adjustments to locational characteristics in relation to the urban form to replicate the development site, rather than an arbitrary removal of locations based on specific regions.

“Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region.”

- 5.2 The TRICS software reinforces this by including the following warning on the region selection page:

“The TRICS Good Practice Guide provides guidance on the selection/deselection of sites by area and region. It is preferred that selection/deselection of sites is undertaken by considering various local factors, including location type, population levels, car ownership, etc, with the deselection of regions not taking place without these factors being considered. Research undertaken by TRICS investigated potential variations in trip generation by region, with the results suggesting that there were not any conclusive differences when picking out various regions and areas. Cross-region data inclusion should therefore be the norm rather than the exception, with the correct filtering of various data field criteria being of most importance.”

- 5.3 In line with this, no adjustment has been made to the regions in the sample. Instead, the locational parameters have been set to reflect the site’s location characteristics (city town centre/edge of city centre).
- 5.4 The site has a GMAL rate of 8 and a score of 26.45. A score of above 25 equates to a PTAL rate of 6a. The TRICS output has been reviewed and all sites in Greater London have the same level of accessibility, or worse.
- 5.5 In 2019 a TRICS report reviewed trends in travel behaviour over the past three decades or so and concluded that there was a consistent trend in vehicle trip reductions for some land uses that are reflected in site data held on the TRICS database.¹⁸ A 2021 TRICS report states that changes in vehicle use is in part to do with changes in perceptions of car ownership by younger generations, reductions in driving license take-up by younger generations and related reductions in driving when compared to previous generations as they age, socio-economic conditions affecting travel choices, higher density living patterns influencing car ownership levels, the prioritisation of developments in accessible locations, and changes in commuter patterns with more people working from home or not having a fixed work location.¹⁹
- 5.6 The above is reflected in guidance from CIHT published in 2019, which states that local authorities can no longer build themselves out of congestion and that support should be given to new approaches to transport planning that do not rely on car dominated ‘predict and provide’ methods which have ultimately led to delivering more car infrastructure that perpetuate problems with congestion by inducing traffic.²⁰ CIHT now supports a ‘provide and decide’ planning approach whereby a development is designed to deliver the types of travel choices envisioned.
- 5.7 The trip generation method used in this assessment has been developed in line with the above guidance/research in that it seeks to reflect the transport characteristics of the development so as not falsely inflate potential impacts more accurately.

¹⁷ TRICS (2022) TRICS Good Practice Guidance 2023

¹⁸ TRICS (2019), TRICS Guidance Note on Changes in Travel Behaviour

¹⁹ TRICS (2021), Guidance Note on the Practical Implications of the Decide and Provide Approach

²⁰ Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Residential Trip Generation

- 5.8 The site provides no car parking for residents (other than two accessible spaces). Therefore, the vehicle trips generated by the proposal will be associated with delivery/refuse collection movements and taxi movements. TRICS now enables users to select sites that have specific service movement surveys, and TRICS sites with this data have been selected for the assessment.
- 5.9 The TRICS output is attached as Appendix F with a summary provided below.

	Person Trip Rates (per dwelling)			Taxi Trip Rates (per dwelling)			LGV Trip Rates (per dwelling)			OGV Trip Rates (per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.094	0.544	0.638	0.007	0.006	0.013	0.008	0.01	0.018	0	0	0
PM Peak Hour	0.408	0.198	0.606	0.005	0.005	0.01	0.011	0.004	0.015	0	0	0

Table 5.1: Residential Trip Rates

	Person Trips			Taxi Trips			LGV Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	21	122	143	2	1	3	2	2	4	0	0	0
PM Peak Hour	91	44	136	1	1	2	2	1	3	0	0	0

Table 5.2: Residential Trip Generation

Hotel Trip Generation

- 5.10 The TRICS output for the hotel use is attached as Appendix F with a summary provided below.

	Person Trip Rates (per unit)			Total Vehicle Trip Rates (per unit)			OGV Trip Rates (per unit)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.231	0.357	0.588	0.086	0.123	0.209	0.008	0.008	0.016
PM Peak Hour	0.282	0.185	0.467	0.075	0.048	0.123	0.000	0.000	0.000

Table 5.3: Apart-Hotel Trip Rates

	Person Trips			Total Vehicle Trips			OGV Trips Only		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	20	31	51	7	11	18	1	1	2
PM Peak Hour	25	16	41	7	4	11	0	0	0

Table 5.4: Apart-Hotel Trip Generation

- 5.11 The TRICS sample has an average parking rate of 16%, which is not dissimilar to the development rate (14%) and so no adjustment has been made to the traffic flows.

Commercial & Café Uses

- 5.12 The development proposes a small amount of commercial and café floor space. In line with standard appraisal practice in the City Centre, no trip generation forecast has been undertaken for the commercial uses as they large serve an ancillary function to serve the rest of the

development and local community to help reduce the need to travel elsewhere. In line with this, no dedicated parking is proposed for the uses.

Total Trip Generation

5.13 Table 5.5 shows the total trips associated with the development.

	Person Trips			Total Vehicle Trips			OGV Trips Only		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	41	153	194	11	14	25	1	1	2
PM Peak Hour	116	60	176	10	6	16	0	0	0

Table 5.5: Total Trip Generation

Traffic Impact

5.14 As noted earlier the baseline position against which the development should be assessed is the previous consented use at the site (242 hotel units). For consistency the hotel trip rates used above are used in the assessment.

	Consented Site Traffic Flows			New Application Site Traffic Flows		
	In	Out	In	In	In	Total
AM Peak Hour	21	30	51	11	14	25
PM Peak Hour	18	12	30	10	6	16

Table 5.6: Traffic Impact

- 5.15 Table 5.5 shows that the new proposal will generate less traffic than previously found acceptable for the site by MCC and TfGM.
- 5.16 Based on the above, the development will not result in an impact on highway operation or road safety.

Summary

- 5.17 Evidence suggests that people can and will travel in active, sustainable, low-carbon ways to destinations that are located with easy access to local amenities and services, and well served public transport nodes. The assessment shows that the site occupies a highly accessible location bringing opportunities for residents to live without needing to use or own a car, and for hotel guests to access by public transport and travel around during their visit on foot. This is reflected in the development trip generation, which shows that the development will not generate a significant level traffic. When compared to that associated with the consented use of the site, the traffic flows will reduce.
- 5.18 Paragraph 111 of NPPF states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe.²¹ The assessment shows that the proposal will generate a level of peak hour vehicle trips below DfT significance thresholds, once the traffic is distributed on the network which comprises of some one-way working links the level of impact will be even lower. Therefore, the proposal will not impact on highway operation or road safety.

²¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

6 Parking Assessment

Policy & Strategy Guidance

- 6.1 MCC's parking standards are set out in the Core Strategy.²² Appendix B of the Core Strategy states that MCC does not have any adopted car parking standards and Policy T2 of the Core Strategy states that developments in the City Centre should:

"... provide a level of car parking which reflects the highly accessible nature of the location."

- 6.2 CIHT guidance states that developments should be designed for people, rather than cars, to help to embed sustainable trip making from the outset.²³ The guidance also sets out advice on strategies for urban contexts that acknowledge the fact that many people choose to live in central urban areas to reduce the need to own, store and maintain a private vehicle. This CIHT guidance supports a reduction in parking levels in these locations to support increased use of sustainable modes stating that:

"The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere."

- 6.3 As noted earlier, CIHT guidance also supports a move away from 'predict and provide' assessments whereby transport infrastructure is planned based on previous patterns of movement, which tends to be car dominated. DfT's Transport Decarbonisation also set out a requirement to move away from transport planning based on predicting future demand on historic patterns of car use towards planning that sets out an outcome communities want to achieve based on solutions to deliver these outcomes (known as 'provide and decide').²⁴ The interpretation of this is a requirement to plan for the type of living and travel choices desired in a specific area.

- 6.4 The above advice above is echoed in the strategy adopted by TfGM on behalf of the 10 Greater Manchester Authorities, which states that:

"Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence."²⁵

- 6.5 The TfGM transport strategy goes on to say that:

"...The design of new development needs to make it easier for people to use sustainable modes... Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions."

- 6.6 The site sits within the City Centre Transport Strategy area.²⁶ The Transport Strategy sets the following vision for the City Centre:

"The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero-carbon forms of micro-mobility."

²² MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

²³ Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

²⁴ Department for Transport (2021) Decarbonising Transport: A Better, Greener Britain

²⁵ TfGM (2017), Greater Manchester Transport Strategy 2040

²⁶ MCC (2021), City Centre Transport Strategy

... This city centre transport strategy is bold in its vision: our central aim is for 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre.”

- 6.7 The Strategy goes on to state that future development offers:

“... the opportunity to embed successful transport infrastructure at the planning stage, drive positive travel choices and effectively manage the demand for car usage.”

- 6.8 Ambition 5 of the strategy states that key to reducing demand for car usage is to reduce car parking:

“Car parking is reduced and appropriately located in the city centre but remains available to those with specific mobility needs that rely upon accessible parking provision.”

- 6.9 Local transport strategies and CIHT guidance support reduced levels of parking in appropriate locations to assist with reducing a reliance on the private car, easing congestion effects, and thereby improving conditions for other road users, improving health, and contributing towards net zero targets. This is also a position supported by MCC for developments in the City Centre.
- 6.10 The assessment shows that the site offers suitable accessibility and connectivity characteristics which means that residents and hotel guests will be able to travel around using the existing active and sustainable transport routes available from day one of site operation. The development site clearly offers an opportunity to assist with meeting the transport strategy aspirations for the City Centre of reducing car use by it sitting in a location whereby site users will not need to rely on a private car to access.

Car Parking Proposal

- 6.11 14 parking spaces are proposed in the site car park, including three accessible spaces.
- 6.12 Parking is provided for the hotel at a comparable rate to that associated with the consented scheme. 12 spaces are provided including one accessible space. 20% of the hotel parking spaces will be EV standard with ducting for future adaption.
- 6.13 The residential element of the development will be car free, other than two accessible parking spaces (EV standard). This is in line with the accessibility level of the site and in keeping with other car free residential developments with a similar level of accessibility across the City Centre shown in Table 6.1.
- 6.14 A review has been made of the TRO on the streets bounding the site. It is proposed to modify the TRO to introduce double yellow line controls on Cornbrook Road between the junction with the Dinton Street and the Bridgewater Way/Chester Road signalised junction.
- 6.15 Use of the loading bay on the Cornbrook Road frontage will be restricted to loading activity only.

Site User Requirements

- 6.16 Residents are self-selectors who mainly choose homes to meet specific requirements, such that some will make an environmental decision to not to own a car or will purposefully pick an accessible location so daily travel needs can be met without needing to own and store a car. This means that people who prioritise car ownership will not choose to live in a development if there is no parking space available but will rather choose a home location that meets their specific needs. The development will be marketed honestly so that prospective residents are aware of the availability of parking at the site and opportunities to use the spaces.
- 6.17 Research undertaken by TfL that shows that there is a clear relationship between the availability of car parking and car ownership, and that people living in developments with parking available have higher levels of car ownership than people living in developments with less parking (i.e.

people choose city centre locations that meet their specific car ownership requirements).²⁷ The study concludes that when combined with locations where alternatives to car ownership are provided, such as access to good quality public transport or existing car club vehicles, then people will adopt low car lifestyles. The development site patently provides these opportunities meaning that residents can walk, cycle, or use public transport for most of their journeys, in the comfort that car club vehicles are located nearby should they be needed. Measures will be included with the proposal to support active travel movements, such as cycle parking and a Travel Plan.

- 6.18 Unlike other land uses, the operation of a hotel is unique in that it allows an opportunity to influence access behaviour and travel patterns prior to the arrival of the guest to the site. This is because guests are required to book accommodation in advance of arrival. The Travel Plan sets out measures will be included to ensure that guests are provided with information on sustainable access to the site and details of how to book a parking space at the site.

Resident Parking Precedents

- 6.19 A review has also been made of other consented car free residential schemes in the City Centre.

Site	Area	No. of Units	On-site Parking Spaces	GMAL Index
Ancoat Works	New Islington	193	0	6
Talbot Mill	St Georges – Castlefield	189	0	7
Waterhouse Gardens Phase 1	Boddingtons Brewery SRF	461	0	8
Port Street	Ancoats	135	0	8
Crusader Works	Piccadilly	201	0	8
Bendix Street	New Cross	161	0	8
Proposal Site	St Georges – Castlefield	224	2	8

Table 6.1: Consented Residential Schemes

- 6.20 Table 6.1 shows that the site has the same, or a better, level of accessibility than residential schemes across the City Centre that have been consented without any site parking.

Cycle Parking Proposal

- 6.21 134 cycle parking spaces will be provided in secure stores in the building.
- 6.22 22 cycle parking spaces are provided for the apart-hotel, in excess of MCC's hotel cycle parking standard (1 space per 10).²⁸
- 6.23 The remainder of the cycle parking spaces (112 spaces) are for use by residents, providing a rate of 50%. The suitability of the proposed cycle and car parking arrangements are examined in Section 6. It is proposed to monitor the use of the resident cycle parking area through the Travel Plan and expand the number of spaces if found to be required.
- 6.24 The proposed rate of 50% per unit for residents is based on a survey of cycle parking demand at other operational residential developments in similar locations in the Regional Centre. Details of this survey is set out later in this section.
- 6.25 14 external stands are provided for use by visitors.

²⁷ TfL (2017), Residential Car Parking

²⁸ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

Resident Cycle Parking Demand

- 6.26 MCC does not maintain any adopted residential cycle parking standards for other land uses in the Appendix B of the Core Strategy.²⁹ In the absence of this, reference has been made of resident cycle parking demand survey undertaken at existing residential blocks across the Regional Centre.
- 6.27 Table 6.2 shows the sites that were surveyed and that all of the sites have the same level of accessibility (GMAL) as the development site.

Residential Block	Total Units	Occupied Units	Cycle Parking Spaces	GMAL
Blackfriars	384	365	154	8
Burlington Square	273	267	278	8
Transmission House	183	175	171	8
Crescent	392	392	233	8
Queen Street	219	173	208	8

Table 6.2: Cycle Survey Locations

- 6.28 The surveys were undertaken at all of the sites on Tuesday 7 March 2023. The surveys were undertaken at midnight so that the maximum resident demand would be captured. The data and survey photos provided by the applicant are attached as Appendix G.
- 6.29 Table 6.3 provides a summary of the number of occupied cycle parking spaces at each site and the level of use against the number of occupied units.

Residential Block	Occupied Units	Cycle Parking Spaces	Unoccupied Spaces	Occupied Spaces	Usage Rate
Blackfriars	365	154	110	44	12%
Burlington Square	267	278	245	33	12%
Transmission House	175	171	153	18	10%
Crescent	392	233	180	53	14%
Queen Street	173	208	204	4	2%
Average	274	209	178	30	11%

Table 6.3: Cycle Survey Data

- 6.30 The surveys show that the usage of the cycle parking provided at each development ranges from 2% to 14%, with an average usage of 11%.
- 6.31 The proposal will provide a minimum of 50% cycle parking (0.5 per unit). The surveys confirm this is more than sufficient to accommodate demand levels found at residential developments in similar locations across the Regional Centre.
- 6.32 Space is available for the resident cycle parking level to be expanded should future demand require it. Any future expansion of the cycle parking provision will be based on surveys as set out in the Travel Plan.

²⁹ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

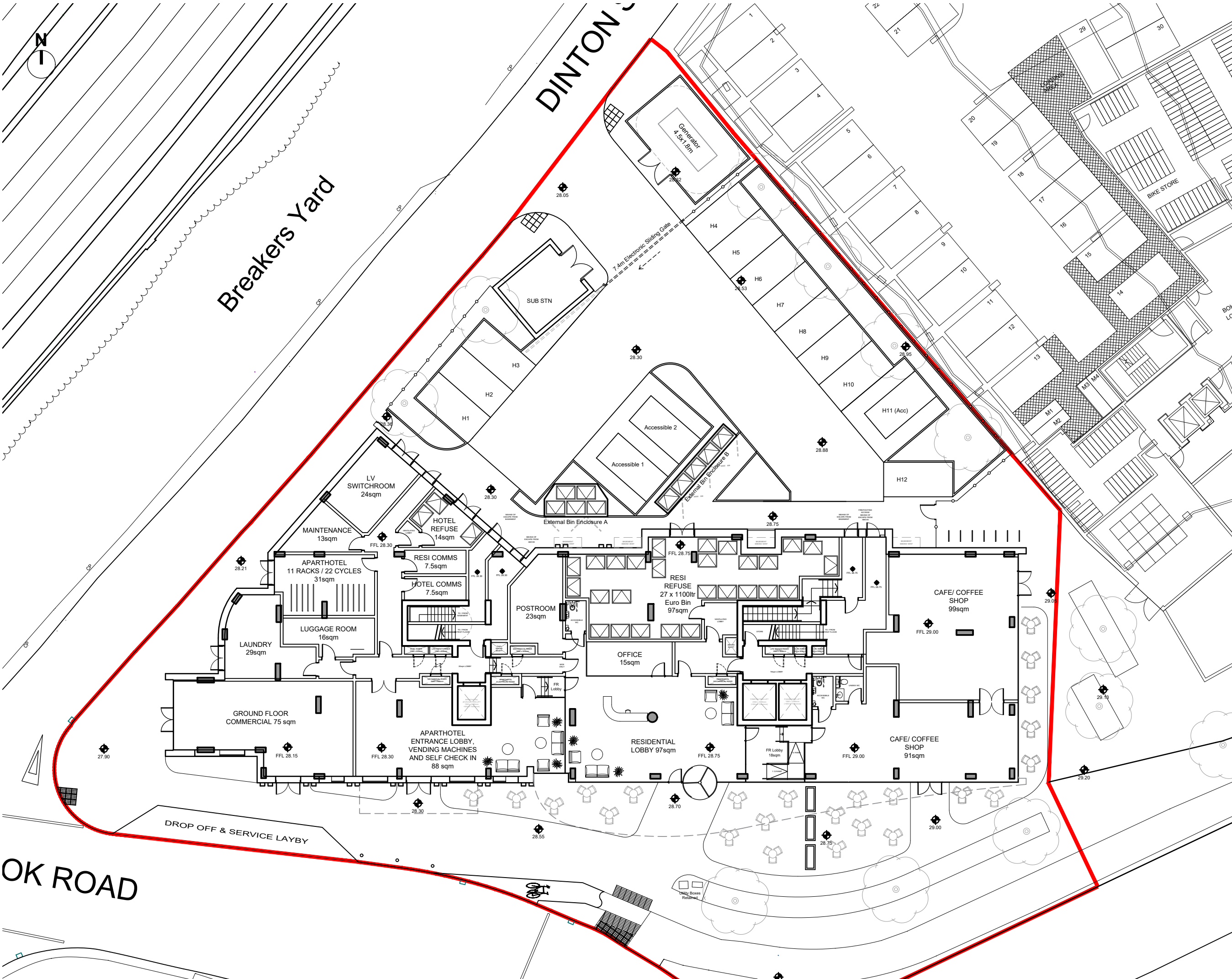
Summary

- 6.33 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to promote and support sustainable movement patterns. In line with this, the residential element is car free (other than accessible parking), and the apart hotel will be served by a reduced level of parking. Modifications are proposed to TRO.
- 6.34 An assessment has been undertaken of the suitability of car parking level proposed and this confirms that the site is a suitable location for low parking provision. The parking level at the site will assist in meeting local and national policy aspirations that seek to reduce dependence on the private car, improve air quality and achieve carbon savings.
- 6.35 The assessment shows that an appropriate level of cycle parking is provided for the uses at the site and visitors. Resident cycle parking demand will be monitored as part of the Travel Plan and cycle parking expanded if it is found to be required.

7 Conclusions

- 7.1 SK has been appointed to prepare a TS that examines the impact of constructing a mixed-use development on a site off Dinton Street and Cornbrook Road in Manchester City Centre.
- 7.2 The scope of the assessment has been undertaken in line with standard appraisal methods and in line with local and national guidance.
- 7.3 The assessment confirms that the site occupies an accessible location which provides opportunities for site users to access extensive amenities in the City Centre by active and sustainable modes. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. The location of the site next to Cornbrook tram stop offers the opportunity to create a Transit Orientated Development. Measures are included in the proposal to support active and sustainable travel practices, including a secure cycle parking, localised pedestrian/cycle route enhancements, amenity facilities to reduce the need to travel, and a Travel Plan.
- 7.4 Appropriate infrastructure is provided to enable the site to be serviced and to accommodate refuse collection.
- 7.5 The assessment confirms that the site is a suitable location for living without a car and for people staying at the hotel to travel by sustainable modes. It is shown that the parking provision is suitable for the location and fits with City Centre Transport Strategy aspirations on future car use. Based on the assessment, there will be no negative highways effects from the proposal. Localised TRO modifications are proposed on Cornbrook Road.
- 7.6 A traffic assessment has been undertaken and this shows that the proposal will not have an impact on highway operation. It is also shown that there are no accident hotspots on the site frontage.

Appendix A



GENERAL NOTES:

- ALL DIMENSIONS ARE TO BE CHECKED ON SITE WITH ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO THE WORKS BEING CARRIED OUT.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH THE PLANNING APPROVAL AND ANY SUBSEQUENT APPROVED LOCAL AUTHORITY PLANNING CORRESPONDENCE INCLUDING DRAWINGS, DOCUMENTS AND REPORTS.
- ALL WORKS ARE TO COMPLY WITH THE BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE, AND ANY LOCAL STATUTORY REQUIREMENTS.
- ALL WORKS ARE TO COMPLY WITH CURRENT HEALTH AND SAFETY LEGISLATION, H.S.E. RECOMMENDATIONS/GUIDANCE AND THE CURRENT C.D.M. REGULATIONS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH LEACH RHODES WALKER ARCHITECTS GENERAL ARRANGEMENT (L CODE) DRAWINGS, TOGETHER WITH RELEVANT DETAILED (A CODE) DRAWINGS AND SPECIFICATIONS.
- FOR ALL STRUCTURAL WORKS REFER TO THE STRUCTURAL ENGINEERS INFORMATION.
- FOR ALL MECHANICAL AND ELECTRICAL WORKS REFER TO THE MECHANICAL AND ELECTRICAL ENGINEERS INFORMATION.
- FOR ALL ABOVE GROUND DRAINAGE WORKS REFER TO THE PUBLIC HEALTH ENGINEERS INFORMATION.
- ALL PRODUCTS SPECIFIED ARE TO BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS, SPECIFICATION AND DETAILS.

P09	GENERATOR & SUBSTATION POSITIONS AMENDED. PARKING ADJUSTED.	JDC	C/JG	19.01.24
P08	BOUNDARY FENCE ADDED TO PARKING AREA.	JDC	C/JG	17.01.24
P07	COMMERCIAL UNIT ADDED & ENTRANCE LOBBIES/ BOH RECONFIGURED.	JDC	C/JG	09.01.24
P06	RED LINE UPDATED. ISSUED FOR PLANNING.	JDC	C/JG	19.12.23
P05	BREAKERS YARD SHOWN AS EXISTING.	JDC	C/JG	13.12.23
P04	CYCLES & BOH LAYOUT AMENDED. EXTERNAL & FFL LEVELS ADDED.	JDC	C/JG	05.12.23
P03	UPDATED STRUCTURE & LAYOUT.	EB	C/JG	10.11.23
P02	CYCLE STORE AMENDMENT.	EB	C/JG	02.11.23
P01	FIRST ISSUED.	EB	C/JG	26.10.23
REV	description	drawn	check	date

DO NOT SCALE OFF THIS DRAWING

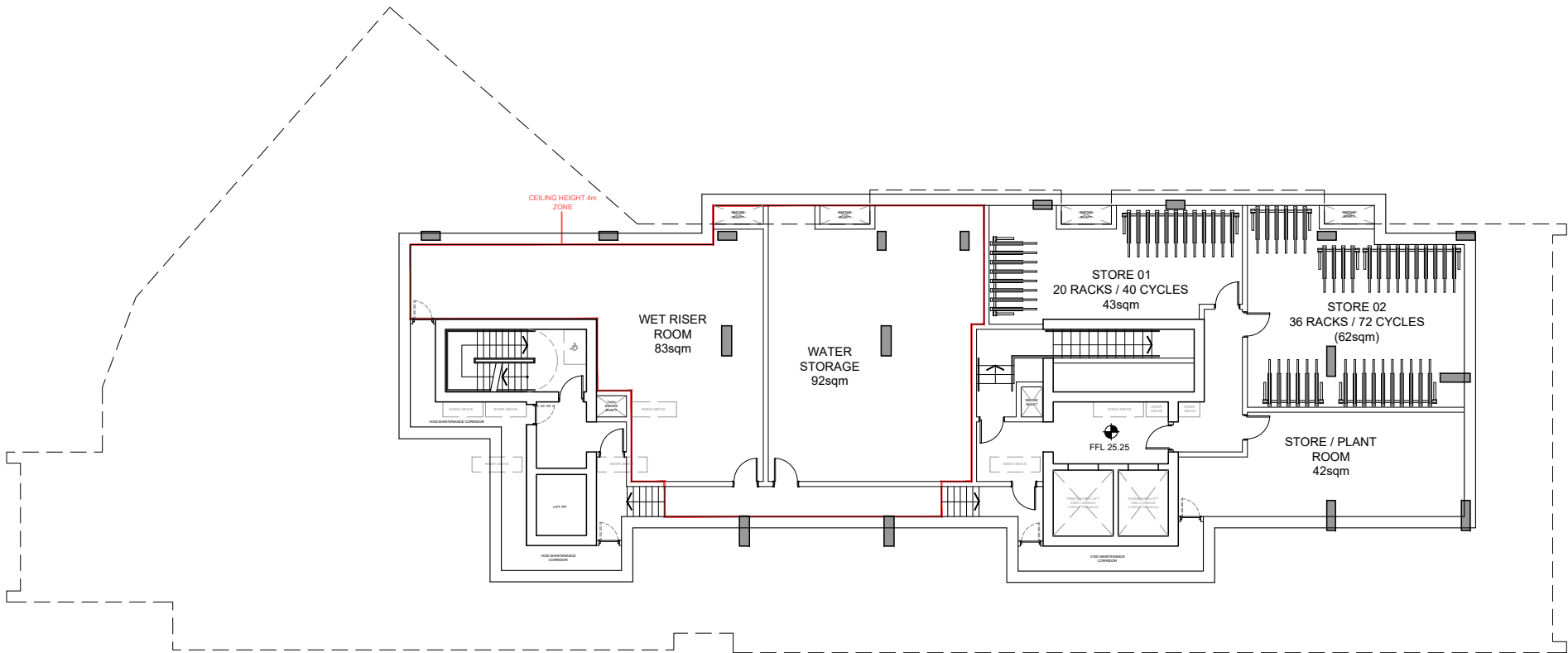
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CLIENT	FORSHAW GROUP
PROJECT	CORNBROOK RESIDENTIAL
DOCUMENT NAME	8353-LRW-ZZ-00-DR-A-00-178
DESCRIPTION	PROPOSED GROUND FLOOR PLAN
REVISION	P09
SCALE	1:250@ A3
LRW PROJECT No.	8353
DATE CREATED	26.10.23
CREATED BY	EB
AUTHORISED BY	DL



GENERAL NOTES:

ALL DIMENSIONS ARE TO BE CHECKED ON SITE WITH ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO THE WORKS BEING CARRIED OUT.

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ALL PRODUCTS SPECIFIED ARE TO BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS, SPECIFICATION AND DETAILS.

P05	ISSUED FOR PLANNING	JDC	C/JG	19.12.23
P04	CYCLES, PLANT LAYOUT & STAIRS AMENDED	JDC	C/JG	06.12.23
P03	UPDATED STRUCTURE & LAYOUT	EB	C/JG	10.11.23
P02	CYCLE STORE AMENDMENT	EB	C/JG	02.11.23
P01	FIRST ISSUED	EB	C/JG	26.10.23
rev	description	drawn	auth	date

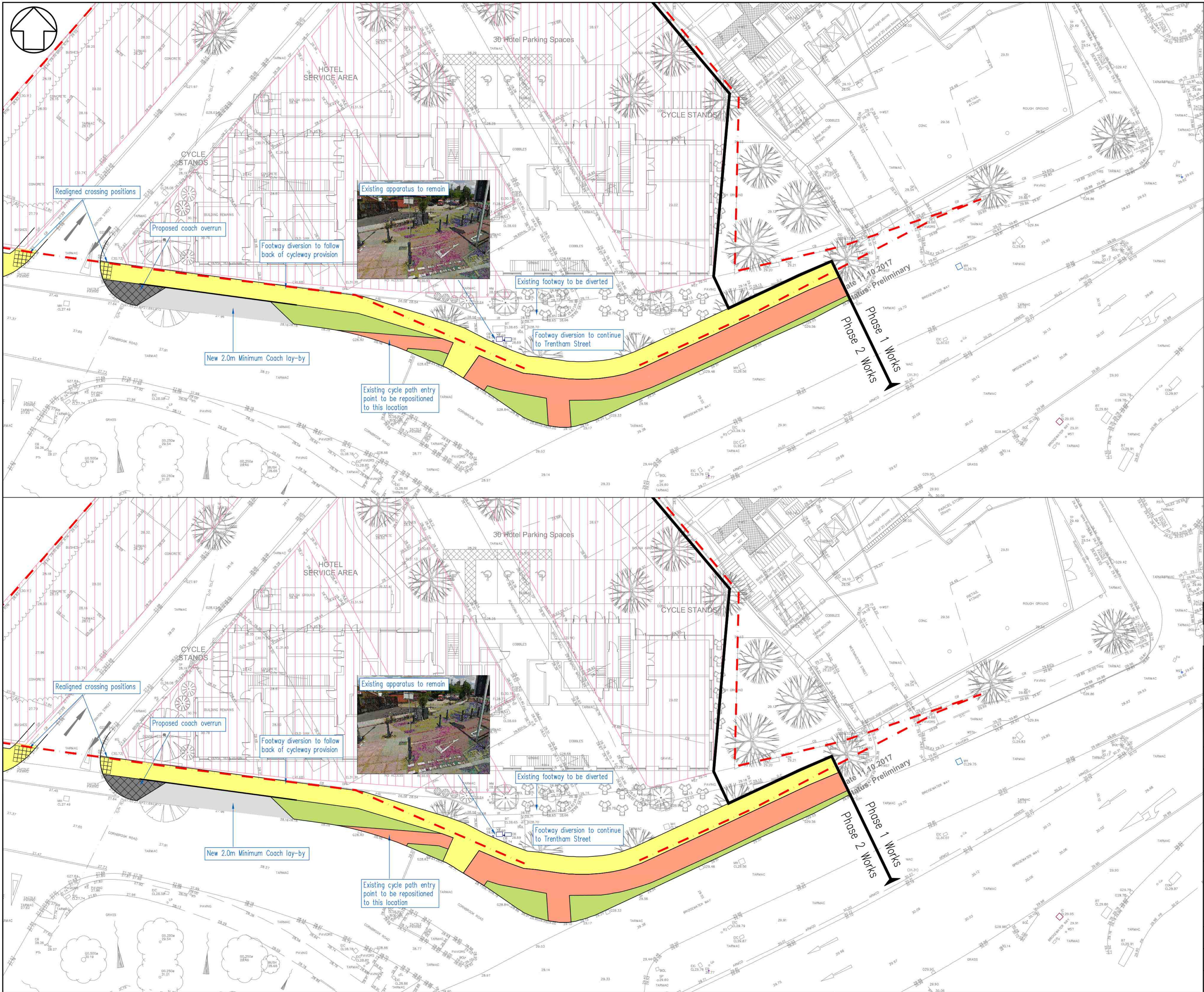
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CLIENT			
FORSHAW GROUP			
PROJECT			
CORNBROOK RESIDENTIAL			
DOCUMENT NAME			
8353-LRW-ZZ-B1-DR-A-00-177			
DESCRIPTION			
PROPOSED BASEMENT FLOOR PLAN			
REVISION		SCALE	
P05		1:250@ A3	
LRW PROJECT No.	DATE CREATED	CREATED BY	AUTHORISED BY
8353	26.10.23	EB	DL
B:\16-03-2024\16-03-20			

Appendix B

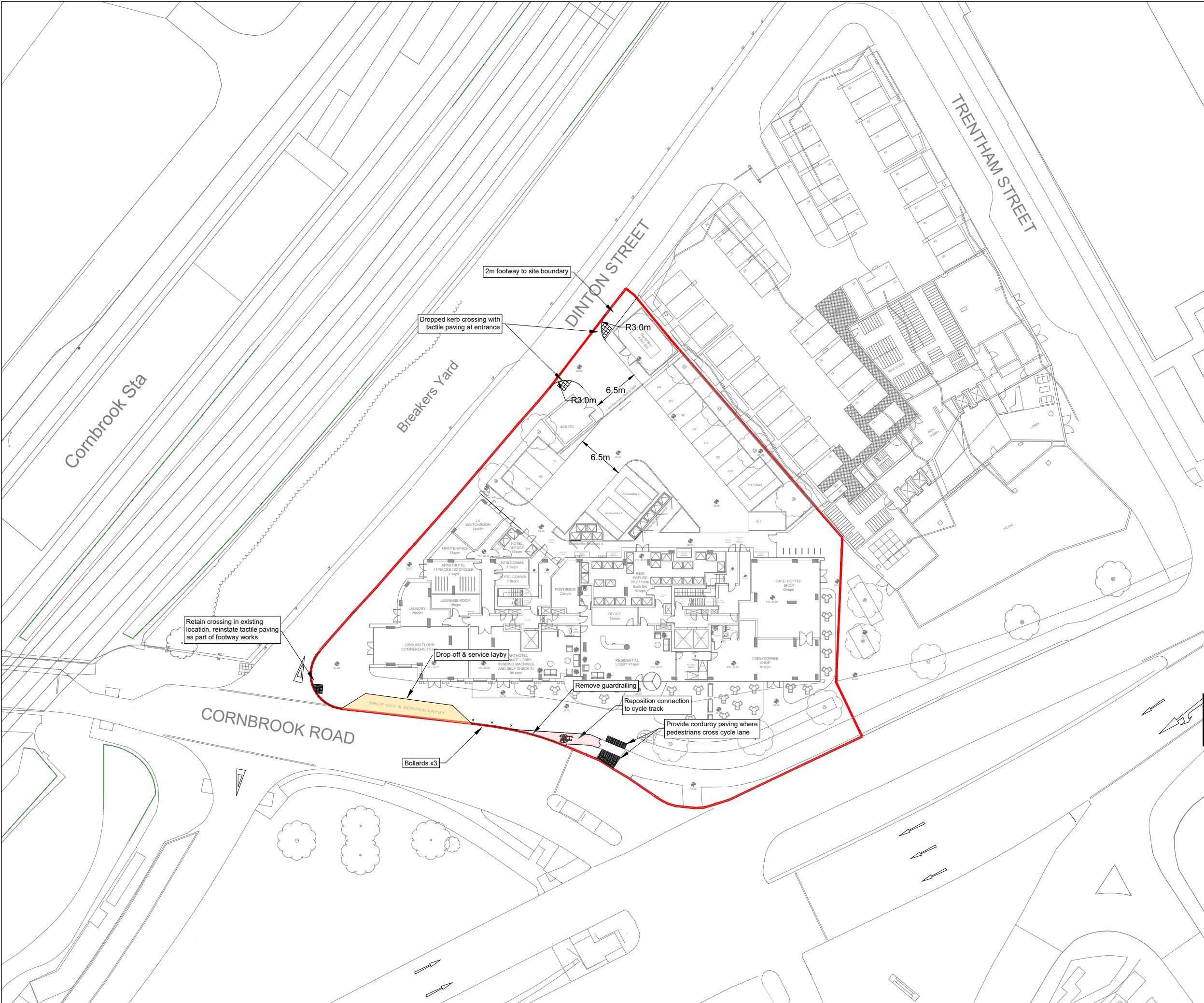


Legend

- Footway
- Cycleway
- Lay-by
- Hardstanding
- Peel Ownership
- LRW Boundary

Revisions			
Project Cornbrook Hotel			
Client BRICKS			
Scale 1/500	A(1) Date 01.07.2021	Drawn by: WC	
Drawing Proposed Highway Provisions			
 Shepherd Gilmore Consulting Engineers Colchester House, 40 Peter Street, Manchester M2 5GP. Phone: 0161 837 1500. E-mail: sgl@sgiconsulting.co.uk Web: www.sglconsulting.co.uk			
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Drawing No C1482-102			Rev: A
Status Information			

Appendix C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES
Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details Updated following RSA1 Site Layout Updated	By JAT	LGS Check	Date 22.01.24	Suffix C
Revision Details Site layout updated	By JAT	LGS Check	Date 18.12.23	Suffix B
Revision Details Layby & cycle track entry modified to match previously approved scheme	By JAT	LGS Check	Date 15.12.23	Suffix A

Drawing Number
SK22387-001

Cornbrook

Drawing Title
Proposed Site Access & Associated Highway Works General Arrangement

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	28.11.23

Technical Note

Date: 19 January 2024

Project: Cornbrook, Manchester

Title: Road Safety Audit Stage 1: Designer's Response

1. Problem 1

Location: Proposed layby area on Cornbrook Road.

Summary: Restriction to cycle lane due to parked vehicles may lead to collisions between vehicles and cyclists.

Recommendation: It is recommended that physical measures such as bollards are provided in addition to the proposed TROs on Cornbrook Road to prevent parking close to the cycle lane access.

Designer's Response: Layout updated to include bollards in the location identified in the RSA1. Please refer to SK drawing number SK22387-001 Rev C.

2. Problem 2

Location: Realigned tactile paving at junction of Dinton Street.

Summary: Realigned tactile paving at the junction of Dinton Street may lead to visually impaired pedestrians incurring personal injury due to placement of existing street furniture.

Recommendation: It is recommended that tactile paving is realigned away from existing street furniture and boundary line.

Designer's Response: Proposed repositioning of tactile paving/crossing point is as per previously approved layout, for which the repositioning was necessary in conjunction with provision of a vehicle over-run area. Extent of over-run and position of crossing/tactile paving has been reviewed further and modified to address the concern raised in the RSA1 report. Large vehicle access for refuse collection and bulky good deliveries is provided within the site, meaning that the layby will only be required for smaller delivery vehicle types eg. vans. Over-run area featured in previously approved layout is not required for vehicles of this size. Crossing point can be retained in existing location. Please refer to SK drawing number SK22387-001 Rev C.

3. Problem 3

Location: Interaction between cycle lane and tactile paving at the controlled crossing on Cornbrook Road.

Summary: Lack of appropriate tactile and corduroy paving may lead to an increased risk of collisions between pedestrians and cyclists.

Recommendation: It is recommended that the layout of tactile paving to designate between cycle lane and pedestrian crossing areas is revisited and updated in line with LTN 1/20 standards.

Designer's Response: Layout updated with LTN 1/20 tactile paving as identified in the RSA1. Please refer to SK drawing number SK22387-001 Rev C.

CORNBROOK ROAD
MANCHESTER
SECTION 278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 4372
January 2024



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	PH 05 January 2024	JC 08 January 2024	
2	FINAL	PH 08 January 2024	JC 09 January 2024	ASD 12 January 2024

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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AUDITORS' EVALUATION

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APPENDICES

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APPENDIX THREE

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1.0 INTRODUCTION

- 1.1 This report provides details of a Stage 1 Road Safety Audit (RSA) carried out on the proposed Section 278 works associated with a mixed-use development on a site bounded by Dinton Street, Bridgewater Way and Cornbrook Road in Manchester. This report was requested by SK Transport Planning Ltd.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Pam Hibbert
Audit Team Leader
- Joe Clarbour
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Friday, 05 January 2024. The weather during the site visit was cloudy and dull and the carriageway surface dry.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The development site is located to the south west of Manchester city centre and at the limit of the Manchester borough boundary, accessed via A56, Bridgewater Way. The site is bounded by Dinton Street, a two way carriageway with a 20mph posted speed limit and Cornbrook Road, a two way carriageway with a posted speed limit of 30mph. Traffic regulation orders (TRO's) are present on Dinton Street, however, there are none located on Cornbrook Road close to an existing signalised junction at Bridgewater Way which incorporates pedestrian and cycle facilities. A short section of two way segregated cycle route runs along the northern side of Bridgewater Way, between Cornbrook Road and Trentham Street.
- 2.2 The proposed main pedestrian entrance to the building is concentrated on the Cornbrook Road frontage with vehicular access provided from Dinton Street. The vehicle access is a priority arrangement and tactile paving and dropped kerbs will be provided. Pedestrian access is also proposed to be provided from Dinton Street via two segregated locations.
- 2.3 The S278 works comprise of an updated road layout which includes the reinstatement of redundant access points, modifications to the footway and cycleway on Cornbrook Road and a drop off / loading bay on Cornbrook Road.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No recorded injury accident data was provided within the Audit Brief.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief.

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Street lighting
 - Drainage
 - Road markings and signs

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: Proposed layby area on Cornbrook Road

Summary: Restriction to cycle lane due to parked vehicles may lead to collisions between vehicles and cyclists.

Whilst on site, several parked vehicles were observed on both sides of Cornbrook Road leading up to the junction with Bridgewater Way. It is noted in the Transport Statement, there are proposed modifications to the TROs on Cornbrook Road with the implementation of double yellow lines. The proposed TRO permits vehicles to load and park for 3 hours with a blue badge and may result in vehicles continuing to park. This may impact on the ability for cyclists to access the cycle lane resulting in cyclists travelling along Cornbrook Road.



Image 1: Parked vehicles on Cornbrook Road

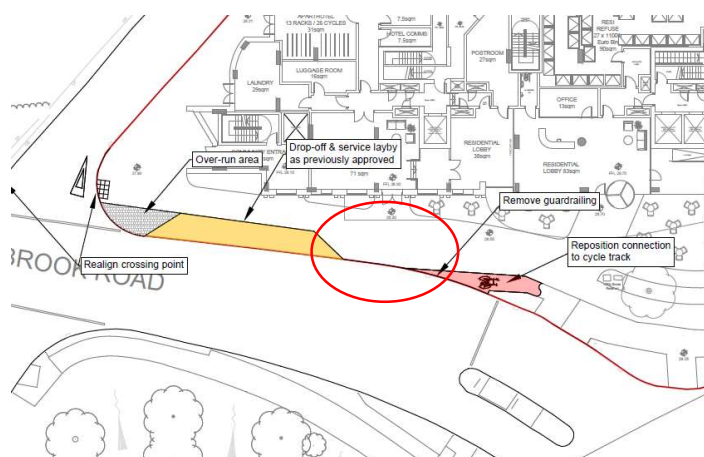


Image 2: Plan indicating layby and cycle lane access

Recommendation

It is recommended that physical measures such as bollards are provided in addition to the proposed TROs on Cornbrook Road to prevent parking close to the cycle lane access.

6.2 Problem

Location: Realigned tactile paving at junction of Dinton Street

Summary: **Realigned tactile paving at the junction of Dinton Street may lead to visually impaired pedestrians incurring personal injury due to placement of existing street furniture.**

The drawings indicate the tactile paving is to be realigned. However, the location of the proposed tactile paving is in line with an existing road name plate and is off the pedestrian desire line. This may lead to visually impaired pedestrians tripping over existing street furniture, resulting in personal injury.



Image 3: Tactile paving layout

Recommendation

It is recommended that the tactile paving is realigned away from existing street furniture and boundary line.

6.3 Problem

Location: Interaction between cycle lane and tactile paving at the controlled crossing on Cornbrook Road

Summary: **Lack of appropriate tactile and corduroy paving may lead to an increased risk of collisions between pedestrians and cyclists.**

The drawings indicate that the cycle track is to be repositioned to create space for a loading layby on Cornbrook Road. Whilst on site, it was noted the tactile and corduroy paving arrangement at the location where the cycle lane crosses the pedestrian crossing is not in accordance with latest design standards. This current layout may lead to visually impaired pedestrians walking into the cycle lane, which may result in collisions between pedestrians and cyclists.

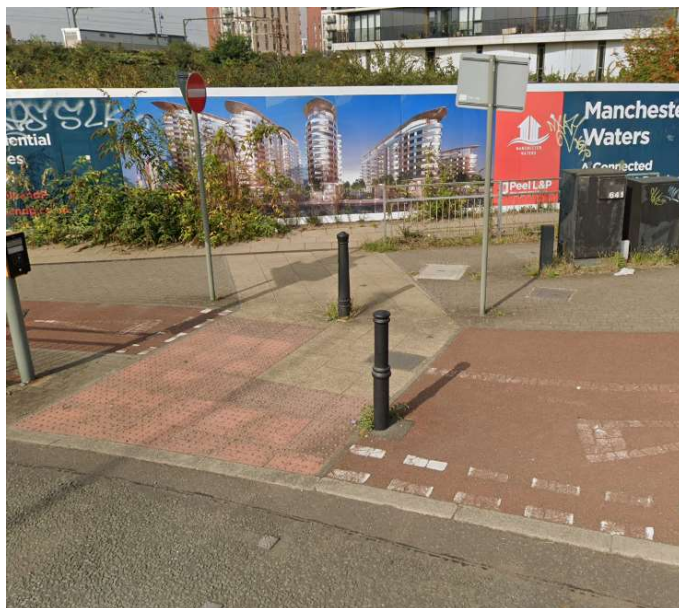


Image 4: Tactile paving layout

Recommendation

It is recommended the layout of tactile paving to designate between cycle lane and pedestrian crossing areas is revisited and updated in line with LTN 1/20 standards.

APPENDIX ONE

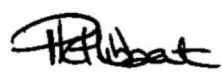
7.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Pamela Hibbert BA (Hons)
Principal Engineer
Waterman Aspen
16 John Dalton Street
Manchester
M2 6HY


Signed.....

Date: 05 January 2024

AUDIT TEAM MEMBER

Joe Clarbour MSc, BA Hons
Senior Traffic Engineer
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5th Floor
1 Cornwall Street
Birmingham
B3 2DX


Signed.....

Date: 11 January 2024

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

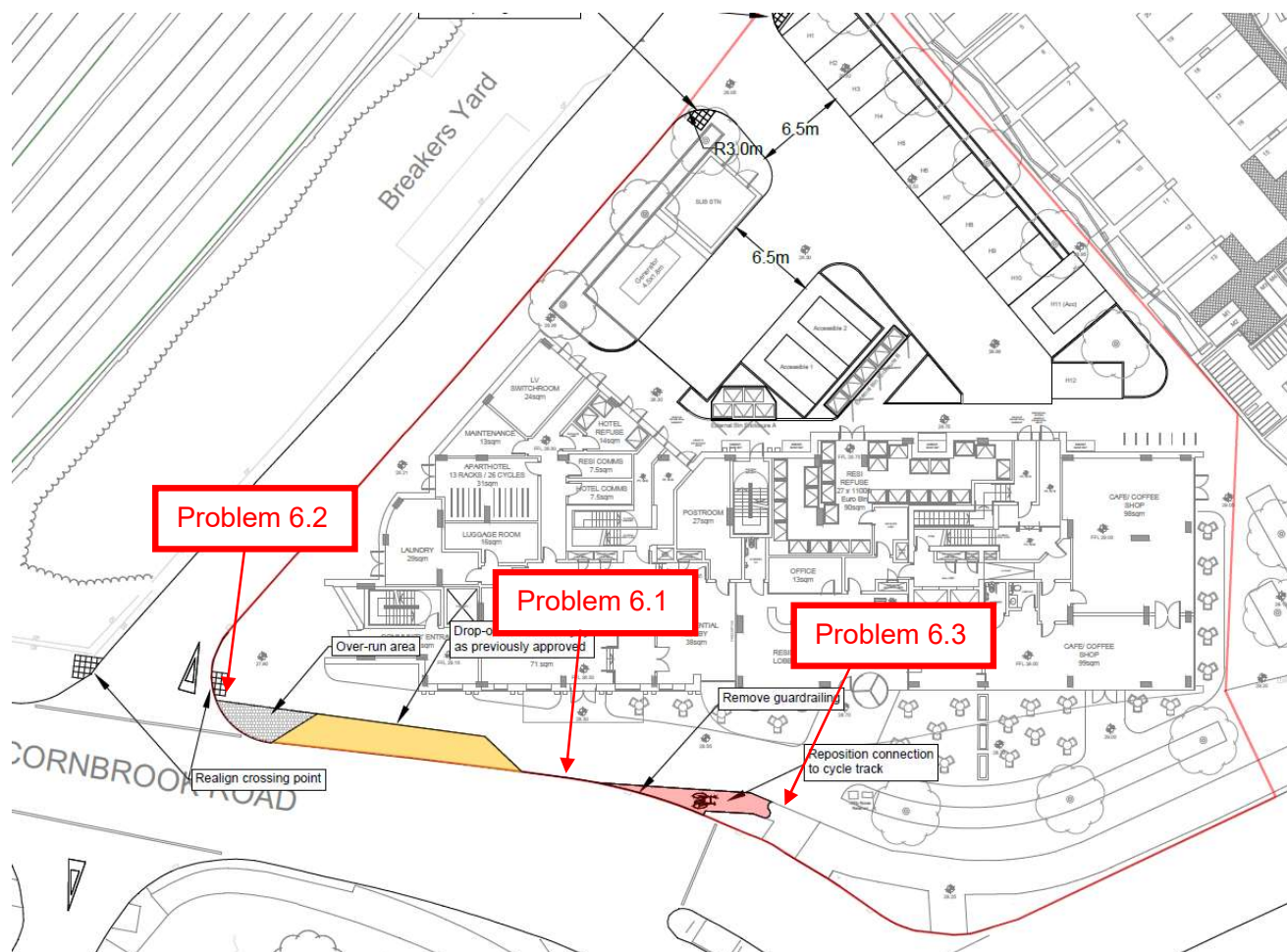
- 231218_SK22387_TS01(-01) - Proposed Site Access & Associated Highway Works General Arrangement

Reports

- Appx C SK22387-001 Rev B Site Access and Highway Works 231218 - Cornbrook Road Manchester City Centre - Transport Statement

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN





Appendix D

Cornbrook Road
Manchester City Centre
Interim Travel Plan
240122SK22387/ITP01(-02)

Contents

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1 Introduction	1
2 Travel Plan Process	2
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4 Accessibility Audit	6
5 Plan Management	11
6 Measures Toolkit	12
7 Monitoring Plan	16
8 Action Plan	18

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22387	ITP01	00	First Draft	L Speers	LGS	13/12/2023
SK22387	ITP01	01	Updated Draft	L Speers	LGS	18/12/2023
SK22387	ITP01	02	Submission	L Speers	LGS	22/01/2024

1 Introduction

Background

- 1.1 SK has been appointed by FG Cornbrook Ltd to prepare an Interim Travel Plan for a mixed-use development on a site bounded by Dinton Street and Cornbrook Road in Manchester City Centre.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.3 The site layout attached as Appendix A in the TS.
- 1.4 The planning application seeks permission for the erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.
- 1.5 Table 1.1 shows the land use schedule.

Land Use	Scale
Dwellings: Use Class C3	224 apartments
Apart Hotel: Use Class C1	87 studios
Commercial: Use Class E	75 sqm
Café: Use Class E(b)	190 sqm

Table 1.1: Dwelling Types

- 1.6 The main entrance to the building is concentrated on the Cornbrook Road frontage. Pedestrian access is also provided from Dinton Street via two segregated pedestrian access locations.
- 1.7 Vehicle access will be provided off Dinton Street. The vehicle access is a priority arrangement and tactile paving and dropped kerbs will be provided. The vehicle access arrangements are attached as Appendix C of the TS.
- 1.8 In line with the previous consent for the site the proposal will include the reinstatement of any redundant access points, modifications to the footway/cycleway on Cornbrook Road and a drop-off/loading bay on Cornbrook Road. The proposed arrangements are shown in Appendix C of the TS.
- 1.9 134 cycle parking spaces will be provided in secure stores in the building. 22 cycle parking spaces are provided for the apart-hotel, in excess with MCC's hotel cycle parking standard (1 space per 10).¹ The remainder of the cycle parking spaces (112 spaces) are for use by residents, providing a rate of 50%. The suitability of the proposed cycle and car parking arrangements are examined in Section 6. It is proposed to monitor the use of the resident cycle parking area through the Travel Plan and expand the number of spaces if found to be required.
- 1.10 14 external stands are provided for use by visitors.
- 1.11 Parking will be provided for 14 cars in the on-site parking area, including three accessible parking spaces. The residential element will be car free, other than two accessible parking spaces. 12 parking spaces are provided for the hotel, including one accessible parking space.
- 1.12 All of the resident parking spaces will be to EV standard and 20% of the other spaces will be to EV standard (with ducting for future adaption).

¹ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

- 1.13 The suitability of the proposed cycle and car parking arrangements are examined in Section 6. It is proposed to monitor the use of the resident cycle parking area through the Travel Plan and expand the number of spaces if found to be required.
- 1.14 A review has been undertaken of the existing TRO and modifications are proposed to allow the introduction of double yellow lines on Cornbrook Road between the junction with Dinton Street and the signalised junction. Appropriate controls are proposed for the loading bay. Use of the loading bay will be restricted to loading activity only. The proposed modifications are shown in Appendix C of the TS.
- 1.15 Refuse collection vehicles and larger delivery vehicles will service the site from the car park, as shown by the Swept Path Analysis in Appendix E of the TS.
- 1.16 A loading/drop-off bay is proposed on the Cornbrook Road frontage will accommodate day-to-day deliveries to site users, such as takeaway, post and Amazon deliveries. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes). The layout of the loading bay is identical to that submitted with the previous scheme and agreed with MCC at that time. MCC has requested a RSA1 be undertaken, and this is attached as Appendix C of the TS, with Designer's Response. The proposed arrangements have been updated in line with the recommendations in the RSA1.

2 Travel Plan Process

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Core Strategy
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 Annex 2 of NPPF describes a Travel Plan as:

“A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”²
- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

² Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 This version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

- 2.7 The Department of Transport (DfT) states that it is helpful to:

“... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.”³
- 2.8 The DfT pyramid is shown in Figure 2.1.
- 2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.
- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

³ Department for Transport (2007), Making Residential Travel Plans Work

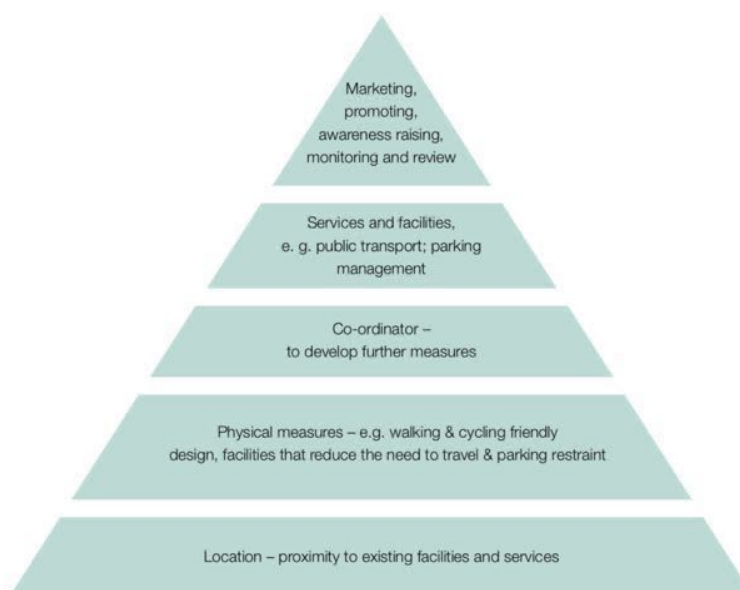


Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

- 2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The objectives of the Travel Plan are to:
 - Objective 1:** To increase site user trips by active/sustainable modes of travel.
 - Objective 2:** To reduce the number of site user single occupancy private car trips.

3 Site Location

Site Location

- 3.1 The location of the site is shown on Figure 3.1.
- 3.2 The site occupies an accessible location within the Manchester City Centre and Regional Centre boundary. The proximity to Cornbrook Metrolink Station results in the site having a very high level of public transport accessibility and offers the opportunity for the delivery of a Transit Orientated Development. The site is also well located in terms of access to the cycle network and routes that will be improved as part of the Bee Network.

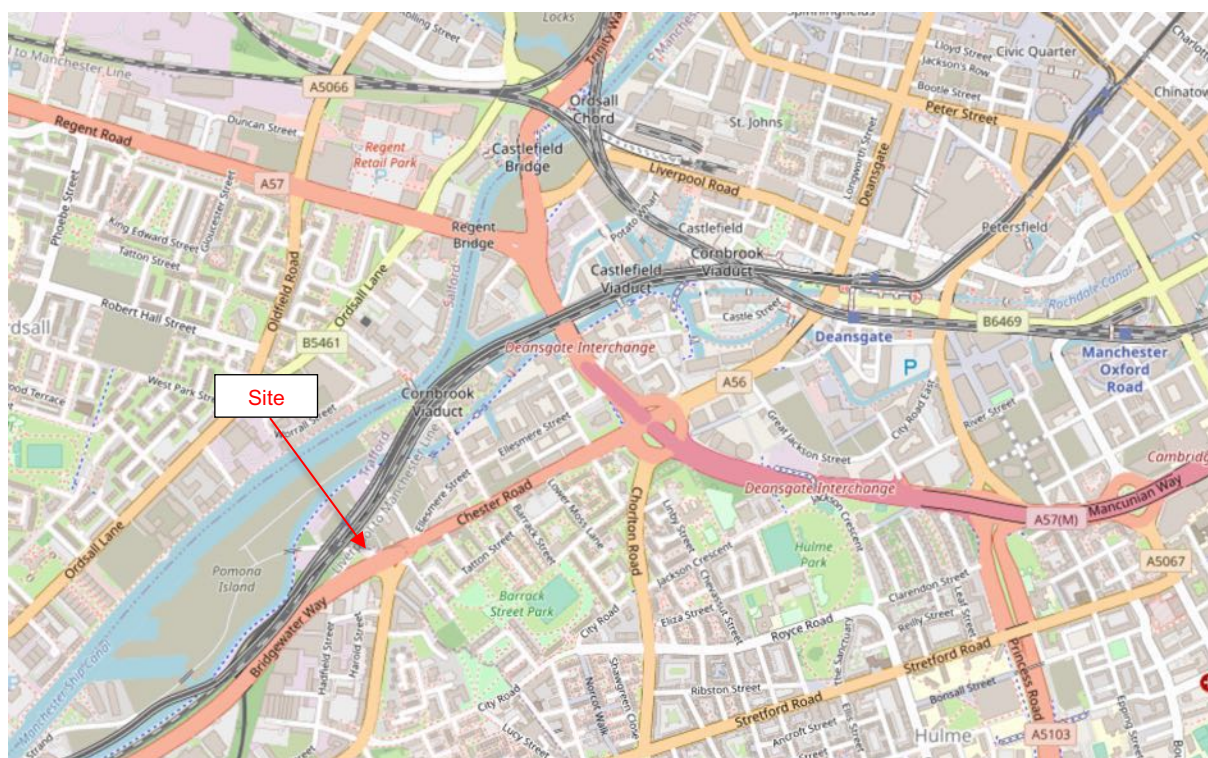


Figure 3.1: Site Location
[source: ISO4]

Highway Network Audit

- 3.3 The site itself and Dinton Street sit within the Manchester City Council (MCC) Local Highway Authority area. The area to the south of the site, including the bounding footway and Cornbrook Road, sit within the Trafford Metropolitan Borough Council (TMBC) Local Highway Authority Area.
- 3.4 The site is currently vacant with a historic vehicle access (priority junction) in place onto Dinton Street. The road bisecting the site (Runcorn Street) was stopped up via the Department for Transport's (DfT) National Casework Team in 2021.
- 3.5 Dinton Street is a 5.5m wide road with a 2m footway on the site side. It meets Cornbrook Road and Bridgewater Way at a crossroad arrangement, with tactile paving and dropped kerb provision. At its northern end it meets Trentham Street which is one-way westbound from its junction with Bridgewater Way (A56).
- 3.6 To the west of the site, Cornbrook Road routes underneath the railway/tram line bridge. Traffic calming features are present in the form of a give way/priority build out. The bridge has a 4.0m height restriction. Circa 40m from the bridge vehicle access terminates and only pedestrians/cyclists can gain access to Pomona Strand and the Bridgewater Canal Towpath. All mode access can also be gained from the road to Cornbrook Tram Station.
- 3.7 To the east of the site, Cornbrook Road meets Bridgewater Way and Chester Road (A5014) at a large, signalised junction with pedestrian and cycle crossing facilities. Bridgewater Way forms part of the Key Route Network (KRN) and serves a strategic function in terms of vehicle (including buses) and cycle/pedestrian movements.
- 3.8 At the Bridgewater Way junction ahead, movements are only permitted on the Bridgewater Way (S) approach, meaning that anyone wishing to access the site from the south is required to use the Bridgewater Way off-slip located just to the south of the junction.
- 3.9 Segregated cycle routes and 2m footways are in place on the Cornbrook Road and Bridgewater Way site frontages with guardrailling and bollards.

Traffic Regulation Order Review

- 3.10 Traffic Regulation Orders (TRO) are present on Dinton Street and Trentham Street in the form of double yellow line controls with loading blips. A loading bay is in place on Trentham Street.
- 3.11 There are no TRO controls on Cornbrook Road.
- 3.12 TRO controls in the form of double yellow line and bus stop controls are in place on Bridgewater Way (off-slip) and a length of parking bay is provided.

Road Safety Data

- 3.13 Section 2 of the TS contains road safety data and analysis. There have been no accidents on Dinton Street, Trentham Street or Cornbrook Road during the five-year period assessed.

4 Accessibility Audit

Active Travel Routes

- 4.1 Figure 4.1 shows the [cycle network serving the site](#) from the TfGM website.⁴
- 4.2 The footway fronting the site on Dinton Street is 2m wide with tactile paving and dropped kerbs provided at the junction with Cornbrook Road/Bridgewater Way.
- 4.3 Access to Cornbrook Tram Stop is provided from the footway under the railway/tram line bridge. The under pass is lit with a footway of 1.8m width on the northern side.
- 4.4 On the Cornbrook Road and Bridgewater Way site frontage 2m wide footways and segregated cycle route facilities are in place. Signalised crossings for active modes are provided at the junction with Bridgewater Way/Chester Road. The bounding pedestrian and cycle facilities provide connections to the wider network and the City Centre. Controlled crossings are provided to the east of the site on Chester Road (A54) and on Chester Road (A5014).
- 4.5 To the west of the site access can be gained to Pomona Strand and the Bridgewater Canal Towpath.
- 4.6 Figure 4.2 shows the [Bee Network serving the site](#) from the Mapping GM website.⁵ This shows that Cornbrook Road and Pomona Strand are Bee Network routes. It also shows that there are Bee Network improvements including the A56 Corridor protected cycle lane improvement scheme to the south of the site (completed in Summer 2023) and the Chorlton Road (A5067) improvement scheme to the east of the site (completed in 2020). The Chorlton Road improvement scheme included the provision of CYCLOPS facilities at the junction with Royce Road and protected cycleway linking to Chester Road.
- 4.7 The site is also located within the [Cycle Hire Scheme Zone](#).⁶ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme launched in Summer 2022 providing pedal bikes and e-bikes across Manchester, Salford, and Trafford.

⁴ <https://tfgm.pindarcreative.co.uk>

⁵ <https://mappinggm.org.uk/bee-network/>

⁶ <https://beryl.cc/scheme/greater-manchester>

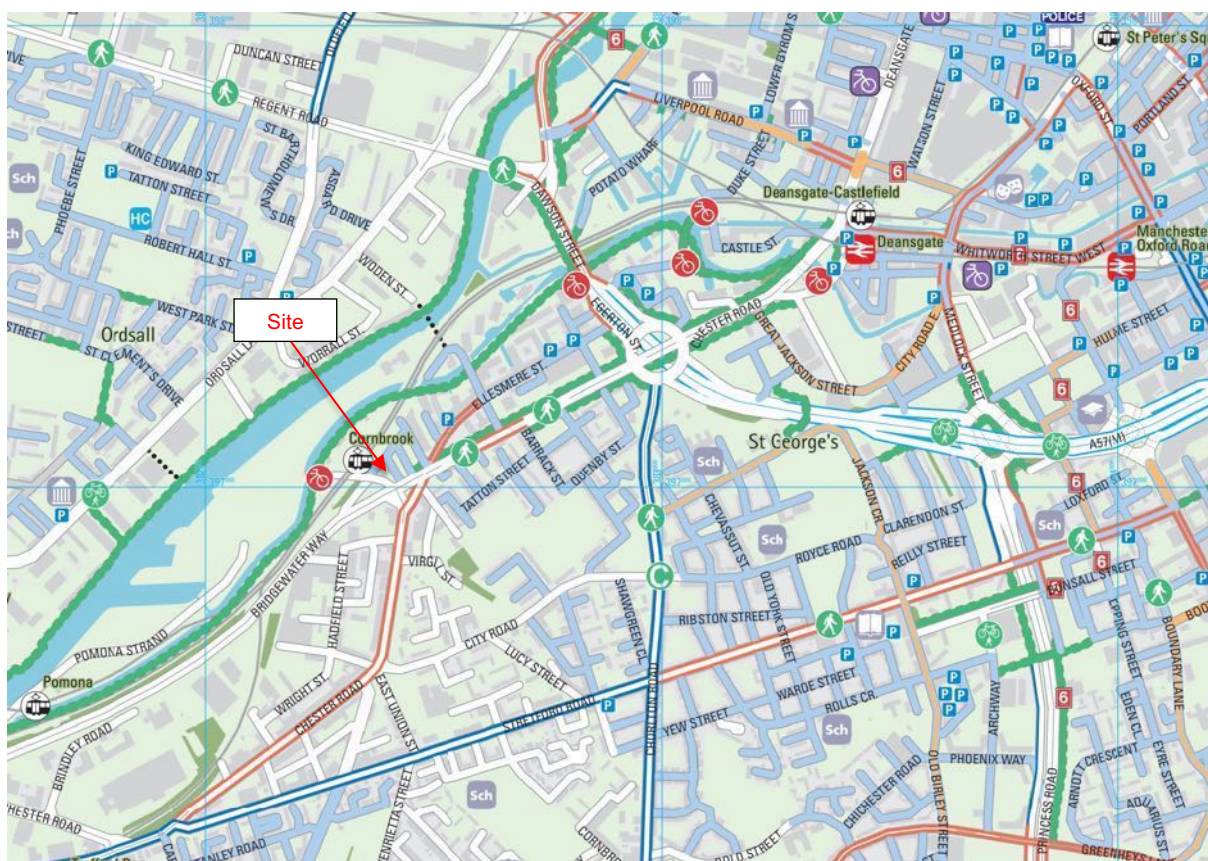


Figure 4.1: Cycle Network
[source: TfGM]

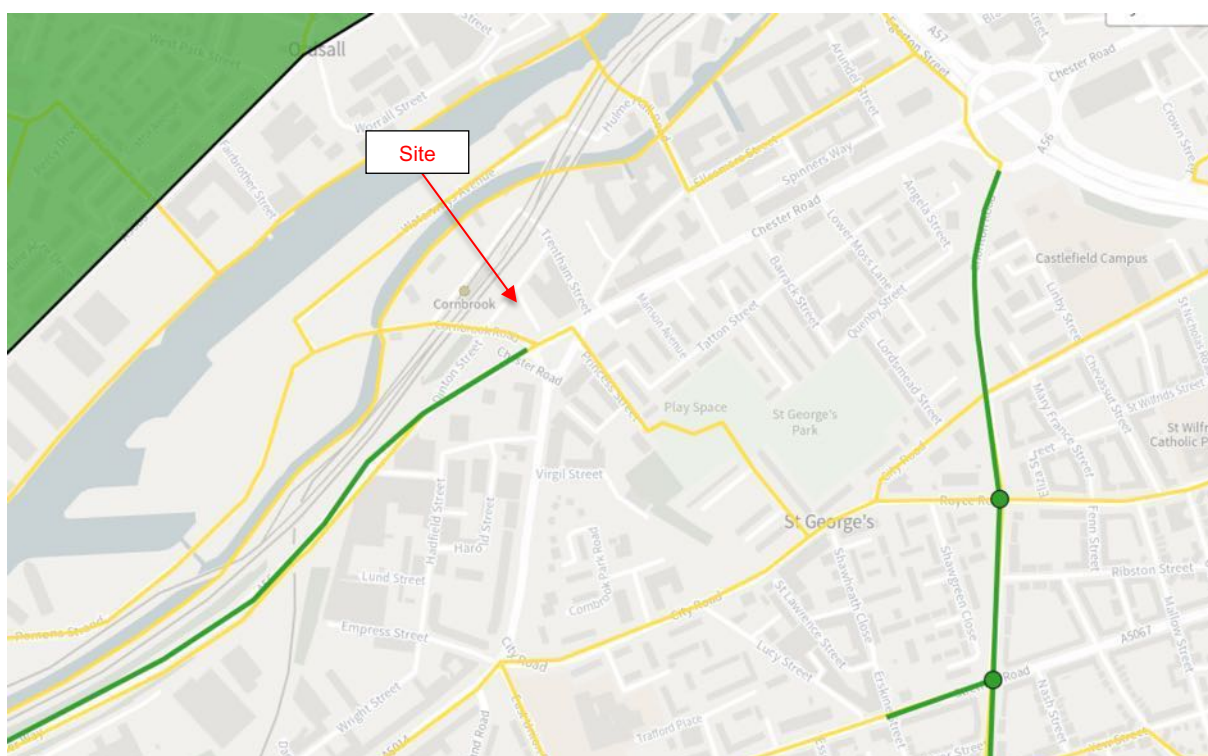


Figure 4.2: Bee Network
[source: Mapping GM]

- 4.8 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

Public Transport Routes

4.9 Figure 4.3 shows [TfGM's public transport network map](#) for the local area.⁷



Figure 4.3: Public Transport Network
[source: TfGM]

- 4.10 The site is located 150m from Cornbrook Tram Stop. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁸
- 4.11 The nearest bus stop to the site is located on Chester Road (120m). The Chester Road stops have shelters, seating, timetable information and raised boarder facilities. Signalised crossings are in place to aid connections to the bus stops.
- 4.12 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](#) at the time of preparing the report.⁹

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
255	Partington – Flixton – Urmston – Stretford – Old Trafford – Hulme – Manchester	2	2	2	2	2
X50	Trafford Centre – Trafford Park – Hulme – Manchester	2	2	2	2	2

Table 4.1: Bus Services
[source: TfGM]

⁷ <https://tfgm.com/maps>

⁸ <https://tfgm.com/public-transport/tram>

⁹ <https://tfgm.com/public-transport/bus>

- 4.13 The site is also a 15-minute walk to Deansgate – Castlefield Railway Station which can be used to access [mainline trains](#) offering comprehensive service coverage of Greater Manchester and beyond.¹⁰
- 4.14 The above confirms that the site is well served by existing public transport services.

Car Club Network

- 4.15 Car clubs provide an alternative to car ownership that complements the sustainable transport system in Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.16 [Enterprise Car Club](#) has vehicles parked across the City Centre and members can use any car in the network across the UK.¹¹ The nearest car club vehicles to the site are located on St Georges Island (one vehicle) and Ellesmere Street (two vehicles), a seven and an eight-minute walk, respectively.

Access to Amenities

- 4.17 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.2.¹²

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

Table 4.2: CIHT Walk Distances
[source: CIHT]

- 4.18 Figure 4.4 shows a 10-minute, 15-minute and 25-minute walk time from the site.
- 4.19 The site is within a 10-minute walk of a convenience store (McColls) and restaurant on Ellesmere Street, a medical centre on City Road (Cornbrook Medical Centre), a pharmacy on Shawheath Road (St Lawrence Pharmacy), Old Trafford Community Academy, and local retail facilities on Stretford Road.
- 4.20 The site is within a 15-minute walk of the Deansgate area of the City Centre, the Regent Road Retail Park and Hulme Park.
- 4.21 The site is within a 25-minute walk of the Civic Quarter and King Street area of the City Centre, City Centre Salford, Salford University, Salford Quays, and White City Retail Park.
- 4.22 The assessment confirms that the site occupies a sustainable location whereby people can access numerous facilities and the City Centre in a short walk.

¹⁰ <https://tfgm.com/public-transport/train>

¹¹ <https://www.enterpriseclub.co.uk/gb/en/home.html>

¹² Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

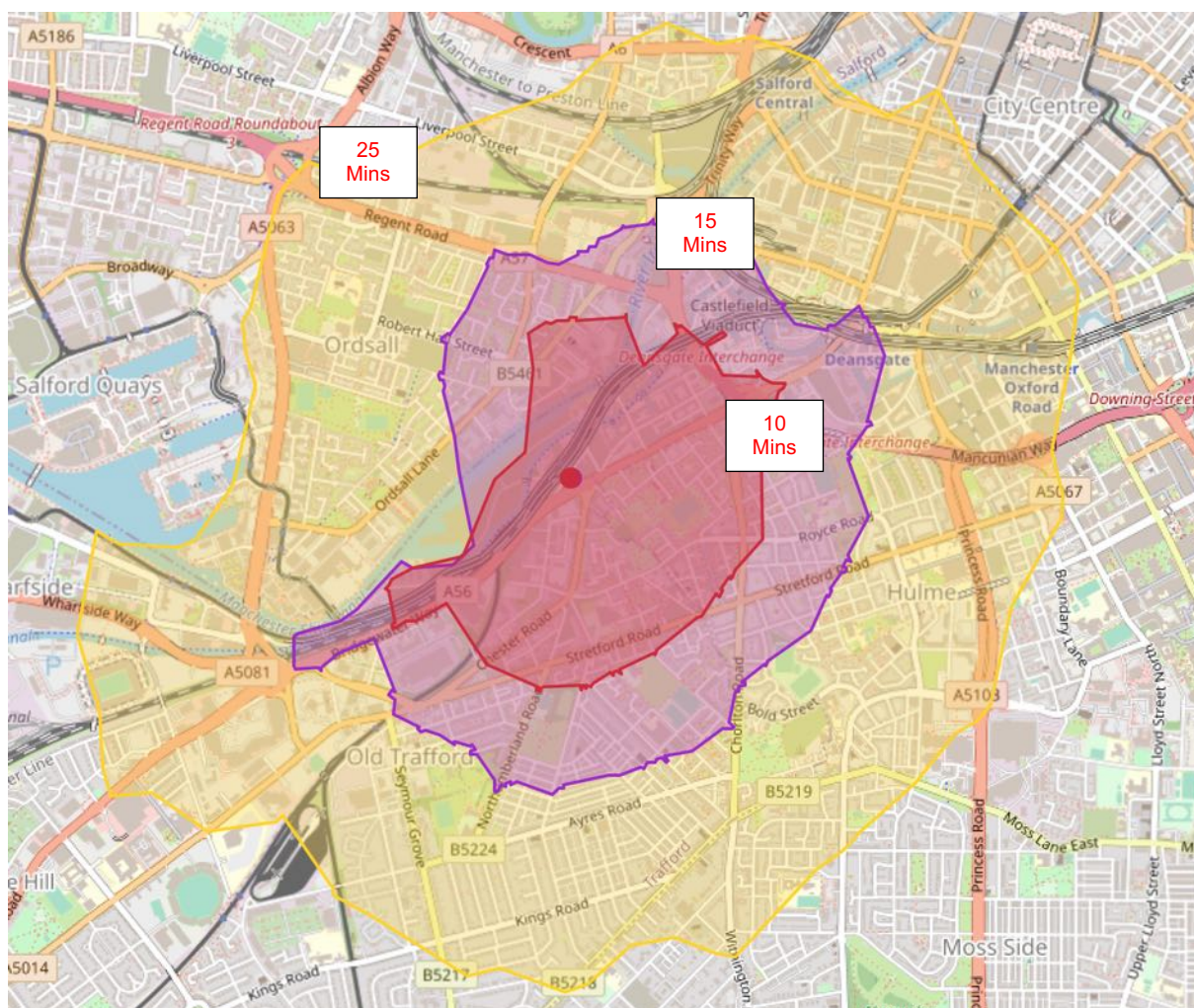


Figure 4.4: Walk Isochrones
[source: ISO4]

Public Transport Accessibility Level

- 4.23 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.¹³ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.24 Figure 4.5 shows that the site has a GMAL of 8 (score: 26.45), which is the highest level of accessibility in Greater Manchester.

¹³ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

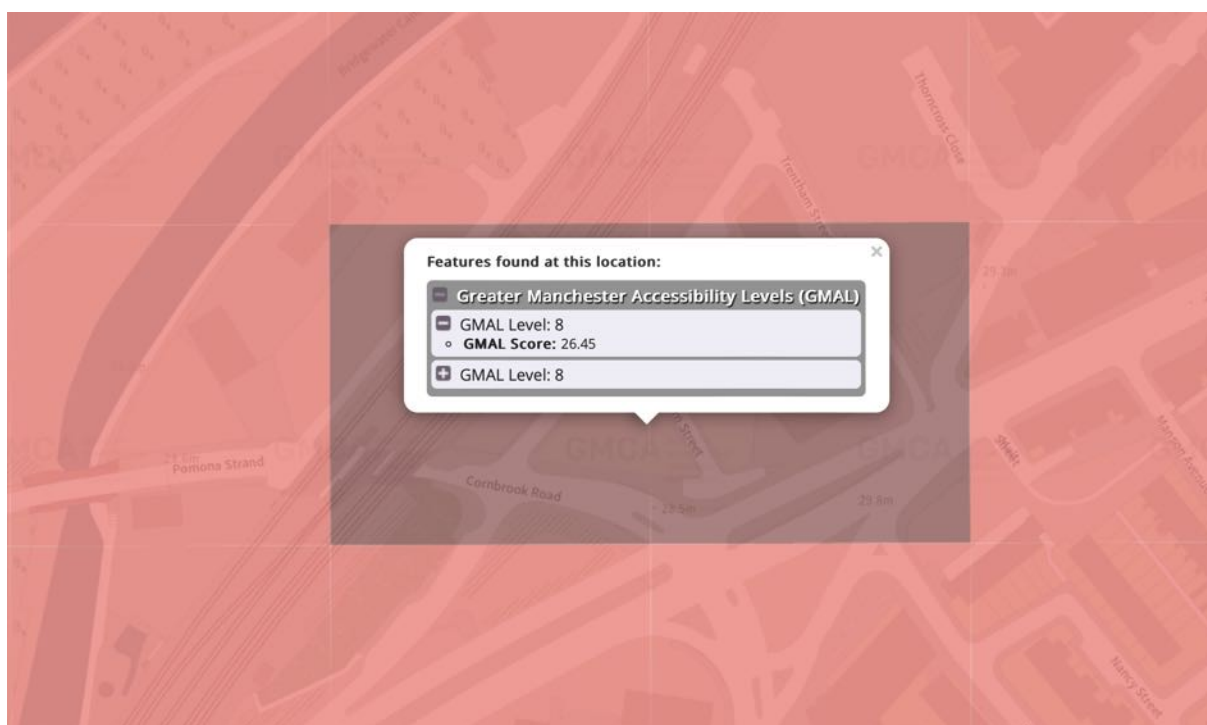


Figure 4.5: GMAL
[source: Mapping GM]

- 4.25 The assessment confirms that the proposal site has an exceptional level of access by public transport.

5 Travel Plan Management

Applicant Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant (FG Cornbrook Ltd) has been closely involved in the development of the Travel Plan and is committed to its successful implementation.
- 5.2 The applicant will identify a Travel Plan Co-ordinator for the residential element of the scheme prior to the occupation of apartments.
- 5.3 The applicant will ensure that the hotel operator is informed of their requirements with regard the Travel Plan. The hotel operator will be required to identify a Travel Plan Co-ordinator prior to the hotel opening.

Travel Plan Co-ordinators

- 5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. Separate Travel Plan Co-ordinators will be required for the residential and hotel elements of the development.
- 5.5 The Travel Plan Co-ordinators will be responsible for the day-to-day running of their respective Travel Plans and will also develop, implement, market, and monitor effectiveness.
- 5.6 In summary, the Travel Plan Co-ordinators' responsibilities are:
- Implementing the Plan measures.
 - Providing a point of contact for site users and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel information.
 - Providing regular updates to site users on changes to local services and facilities.
 - Monitoring and surveying travel patterns.

- Periodically reporting to the Council.

- 5.7 Should the Travel Plan Co-ordinators at either use change then the applicant/operator will provide the Council with the contact details of the replacement within three months.

Handover Arrangements

- 5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plans to continue uninterrupted at each use.

6 Measures Toolkit

Communication Measures

- 6.1 The Communications Strategy is a vital component of any Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinators will be responsible for marketing and promoting the Travel Plans and providing and disseminating information to site users.
- 6.2 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for apartment residents and hotel staff.
Website	Preparation of a travel page on the hotel website.
Hotel Booking	Hotel guests will be provided with sustainable travel information when they book a room.
Other Information Distribution	The communications resources will be kept up to date and hotel staff/apartment residents will be alerted to any significant changes in local services.

Table 6.1: Communications Initiatives

- 6.3 Travel packs are good means of disseminating information and making sure that site users are aware of the travel choices available to them.
- 6.4 The travel packs will be issued to apartment residents and hotel staff when they move in/start their new jobs. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. Information on on-line and phone app journey planning software.
 3. Information on cycle and walking routes.
 4. Information on bus routes and frequencies.
 5. Information on bus ticketing arrangements.
 6. Information on the building's delivery arrangements.
- 6.5 A travel page will be developed for the hotel website that can alert hotel guests to the travel options available to them. The travel page will include the following types of information:
1. Location map.
 2. Information on on-line journey planning software.
 3. Information on the public transport and cycle network.
 4. Information on the site's parking arrangements.
- 6.6 Hotel guests will be provided with details of the website travel page when they book a room so that they can make informed travel choices prior to setting off.

- 6.7 The information resources (travel packs and hotel website) will be periodically reviewed and will be kept up to date. Apartment residents and hotel staff will be alerted by email of any significant local service changes.
- 6.8 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.

Journey Planning

- 6.9 Residents and hotel staff will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](#)¹⁴
 - [Public transport maps](#)¹⁵
 - [Active Travel route software](#)¹⁶
 - [Walking and cycling route maps](#)¹⁷
 - Links to [Google Play](#)¹⁸ and [Apple Store](#)¹⁹ Bee Network app

Active Travel Measures

- 6.10 Table 6.2 summarises the active travel measures that will be used.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinators will promote the benefits of walking and cycling to site users using the relevant communications strategy.
Local Route Awareness	The Travel Plan Co-ordinators will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure on site.
Safety Tips	The Travel Plan Co-ordinators will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training/Hire	The Travel Plan Co-ordinators will provide information on TfGM's cycle training schemes and local cycle hire schemes.
Maintaining Momentum	The Travel Plan Co-ordinators will provide resources that can be used for competitions and to maintain interest in active travel.
Cycle Parking Monitoring	Review of usage of the resident cycle parking spaces and increase in quantity if found to be required.

Table 6.2: Active Travel Initiatives

- 6.11 Active travel provides the following benefits:

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

¹⁴ <https://tfgm.com/plan-a-journey>

¹⁵ <https://tfgm.com/maps>

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://tfgm.pindarcreative.co.uk>

¹⁸ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁹ <https://apps.apple.com/gb/app/bee-network/id1669705230>

- 6.12 The Travel Plan Co-ordinators will provide information on the benefits of active travel via the travel packs and noticeboards.
- 6.13 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinators will provide information on these routes to hotel staff/apartment residents via the travel packs and hotel guests via the website.
- 6.14 The proposed development will provide localised enhancements to pedestrian access routes, secure cycle parking, visitor cycle parking and local amenities on site.
- 6.15 The Travel Plan Co-ordinators will provide walking and cycling safety tips by providing staff/residents/guests with resources provided by [TfGM](#)²⁰, [GMWalking](#)²¹, [Sustrans](#)²² and [Cycling UK](#)²³.
- 6.16 TfGM provides [cycle training sessions](#)²⁴ for adults and family groups. This scheme will be promoted to staff/residents.
- 6.17 The Travel Plan Co-ordinators will provide information to staff/residents/guests on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include the [Beryl Bike Hire Scheme](#)²⁵, [TfGM's Bike Libraries](#)²⁶ lending scheme, and a [number of charities](#)²⁷ that provide bike loan services.
- 6.18 To maintain interest and momentum in active travel, the Travel Plan Co-ordinators will promote tools that can be used by residents/staff to set themselves personal walking challenges, such as the [NHS Active 10](#)²⁸ app and [TfGM's 10 for 10 Challenge](#)²⁹. The Travel Plan Co-ordinators will also promote events to encourage increased cycling such as [Love to Ride](#)³⁰ to encourage new cycling journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.
- 6.19 The development will provide 50% cycle parking for residents. The use of the resident cycle parking area will be monitored and expanded to meet any additional demand found.

Public Transport Measures

- 6.20 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinators will provide information via the relevant communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinators will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinators will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.3: Public Transport Initiatives

- 6.21 Section 4 shows that the site is well located for access to key public transport nodes. The Travel Plan Co-ordinators will provide information on these routes to residents/staff via the travel pack and hotel guests via the website.

²⁰ <https://beeactive.tfgm.com>

²¹ <https://gmwalking.co.uk>

²² www.sustrans.org.uk/

²³ www.cyclinguk.org/

²⁴ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²⁵ <https://beryl.cc/scheme/greater-manchester>

²⁶ <https://beeactive.tfgm.com/cycling/bike-libraries/>

²⁷ <https://beeactive.tfgm.com/cycling/get-a-bike/>

²⁸ <https://www.nhs.uk/better-health/get-active/>

²⁹ <https://beeactive.tfgm.com/10-for-10/>

³⁰ <https://www.lovetoride.net/gm>

- 6.22 The Travel Plan Co-ordinators will make sure that all residents/staff are aware of ticketing arrangements available to residents using information from [TfGM ticketing information](#)³¹.
- 6.23 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)³²
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)³³
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)³⁴
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.
- 6.24 The Travel Plan Co-ordinators will be responsible for periodically reviewing the public transport databases to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinators will then update the travel packs/hotel website with any changes and will let staff/residents know by email.

Sustainable Vehicle Measures: Residents

- 6.25 Table 6.4 shows the measures that will be used to encourage sustainable vehicle use for residents.

Initiative	Description
Car Free	The site is car free to reduce resident car ownership, other than 2 accessible spaces (EV standard).
Car Club	The City Centre car club will be promoted to residents.

Table 6.4: Sustainable Car Use Initiatives – Residents

- 6.26 Recognising the sustainable location of the site, the development is car free. Prospective residents will be advised of the car free nature of the proposal when they enquire about living at the site.
- 6.27 Sometimes people have no practical alternative than to use a car for some trips. To allow for this, information on the [Enterprise Car Club](#) will be provided to residents in the travel packs.³⁵

Sustainable Vehicle Measures: Hotel Guests

- 6.28 Table 6.5 shows the measures that will be used to encourage sustainable vehicle use for hotel guests.

³¹ <https://tfgm.com/tickets-and-passes/find-a-ticket>

³² <https://tfgm.com/get-on-board>

³³ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

³⁴ <https://www.northernrailway.co.uk/tickets/flexi>

³⁵ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Initiative	Description
Parking Booking Procedure	Hotel guests will be required to book a parking space as part of the room reservation.
Hotel Parking Spaces	Provide 12 parking spaces, including 1 accessible and 20% EV
Car Club	The City Centre car club will be promoted to hotel guests so that they do not need to bring a car to the site.

Table 6.5: Sustainable Car Use Initiatives – Hotel Guests

- 6.29 12 parking spaces are proposed to serve the hotel, including one accessible space and 20% EV charging space. The level of parking is shown in Section 6 of the TS to be appropriate for the site location and proposed use.
- 6.30 Unlike other commercial land uses, the operation of the hotel is unique in that it allows an opportunity to influence access behaviour and travel patterns prior to the arrival of the user to the site, because guests are required to book accommodation in advance.
- 6.31 The hotel website will also set out the parking reservation procedure and guests will be required to reserve a space as part of the room booking. If a space is not available, then guests will be provided with information will be provided on the website travel page that shows how easy it is to access the site by sustainable modes.
- 6.32 Should guests require a car during their stay information on the [Enterprise Car Club](#) will be provided on the website.³⁶

Delivery Management Measures

- 6.33 Table 6.6 sets out the measures that will be used to raise awareness of the delivery arrangements at the site.

Initiative	Description
Loading Locations	Residents will be advised of the nearest loading location.
Parcel Store	Residents will be advised of the on-site parcel/post storage arrangements.

Table 6.6: Delivery Initiatives

- 6.34 Residential developments attract deliveries that can be split into two categories:
- **Day-to-Day Deliveries**
Deliveries in small vehicles that are associated with post, Amazon, food shopping and take-aways.
 - **Infrequent Deliveries**
Deliveries of larger goods, such as white goods and furniture.
- 6.35 Larger delivery vehicles will be able to use the site car park. Residents will be required to be in the building to receive larger deliveries. Residents will be advised of the large good delivery arrangements via the travel pack.
- 6.36 Day-to-day deliveries can be accommodated in the new loading bay on Cornbrook Road. A post/parcel storage area is provided in the reception area of the building where deliveries can be stored for residents. Appropriate signage will be used, if permitted, to direct delivery drivers to the main entrance. Residents will be advised of the delivery arrangements via the travel pack.
- 6.37 The Travel Plan Co-ordinator will regularly engage with residents regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

³⁶ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

7 Monitoring Plan

Baseline Surveys

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline resident and hotel staff travel surveys will be undertaken within three months of occupancy of the relevant use. The travel surveys collect the following information:
1. Usual mode of travel to work
 2. Household car and cycle ownership
 3. Reason for mode choice
- 7.3 The staff surveys will be undertaken using [Survey Monkey](https://www.surveymonkey.com).³⁷
- 7.4 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within six months of completion of the baseline/first surveys.

Cycle Parking Survey

- 7.5 A resident cycle parking usage survey will be undertaken within 12 months of occupation to monitor resident parking demand. The level of cycle parking will be increased if the found to be required.

Monitoring Surveys

- 7.6 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three, and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period.

³⁷ <https://www.surveymonkey.com>

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents/staff	On occupation	Travel Plan Co-ordinators
Baseline resident/staff surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 3 months of occupation/final Travel Plan to be submitted within 6 months of survey completion (Year 1)	Travel Plan Co-ordinators
Baseline resident cycle parking survey	Data will be used to establish the level of resident cycle parking demand and to indicate whether increased provision is required	Within 12 months of occupation	Travel Plan Co-ordinator (Resident)
Monitoring resident/staff surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinators
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinators
Monitoring resident cycle parking survey	Data will be used to establish the level of resident cycle parking demand and to indicate whether increased provision is required	Year 3 and Year 5	Travel Plan Co-ordinator (Resident)

Table 7.1: Monitoring Plan

- 7.7 In addition to monitoring resident travel patterns, the Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with residents on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise residents of any changes by email.

Targets

- 7.8 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.9 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.10 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinators on occupation of each element.
 - Provide contact details of Travel Plan Co-ordinators to the Council on occupation of each element.
 - Provide the travel packs to all new staff/residents on occupation of each element.
 - Provide hotel website travel page on occupation of the hotel.
 - Undertake the baseline travel surveys within 3 months of occupation of each element.
 - Update the Travel Plan and issue to the Council within 6 months of survey.
 - Undertake monitoring travel surveys in years 3 and 5.
 - Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.
- 7.11 The Outcome Target for the Travel Plan is to increase the proportion of site residents/hotel staff travelling by sustainable modes and reduce single occupancy car trips from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set.
- 7.12 Preliminary Outcome Targets are set out in Table 7.2.

Provision of Travel Packs/Hotel Website

Specific	The Travel Plan Co-ordinators will provide staff/residents with a travel pack. The hotel website will be developed. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinators.
Realistic	The information resources will be available to site users.
Timebound	Ongoing.

Hotel Staff/Resident Surveys

Specific	Hotel staff/residents travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinators.
Realistic	Yes.
Timebound	Ongoing.

Reduce the Number of Single Occupancy Car Trips & Increase Sustainable Trip Making

Specific	Reduce the number of site users travelling alone in a private car and increase sustainable trip making.
Measurable	Verified using the baseline and monitoring surveys. Updated, quantifiable targets to be set following baseline surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Resident Cycle Parking Surveys

Specific	Resident cycle parking usage will be periodically monitored.
Measurable	Will be recorded as part of the monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator (resident).
Realistic	Yes.
Timebound	Ongoing.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

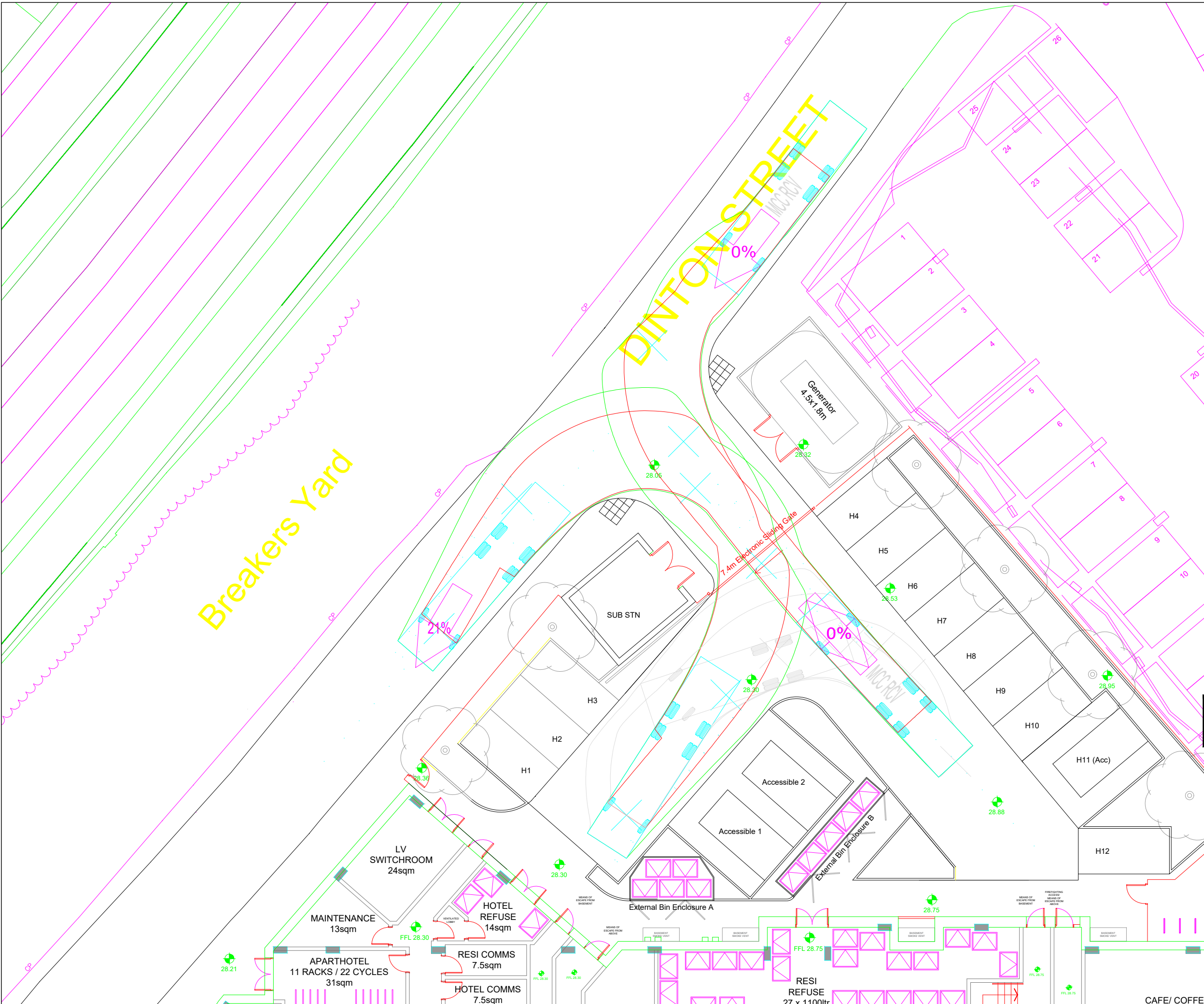
- 8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.
- 8.2 The applicant is committed to the implementation and successful delivery of the Travel Plan to meet the stated objectives. The applicant will ensure that site operators are aware of the requirements of the Travel Plan.
- 8.3 The applicant will be responsible for appointing a Travel Plan Co-ordinator for the residential element and the hotel operator will be responsible for appointing a Travel Plan Co-ordinator for the hotel element. Each will be responsible for funding their own Travel Plan.

Initiative		Responsibility	Target Delivery
Management	Provide Hotel Operator with Travel Plan	Applicant	Prior to occupation
	Appoint Travel Plan Co-ordinators	Applicant/Site Operator	Prior to occupation
	Provide Contact Details	Applicant/Site Operator	Within 3 months of occupation
Monitoring	Prepare Survey Questionnaire	Travel Plan Co-ordinators	On occupation
	Baseline/Year 1 Surveys	Travel Plan Co-ordinators	Within 3 months of occupation
	Travel Plan Update	Travel Plan Co-ordinators	Within 6 months of occupation
	Baseline Cycle Parking Survey	Travel Plan Co-ordinator (resident)	Within 12 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinators	In line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinators	Within 3 months of survey
	Cycle Parking Monitoring Survey	Travel Plan Co-ordinator (resident)	In line with monitoring programme
Communications	Prepare Hotel Staff/Resident Travel Packs	Travel Plan Co-ordinators	Prior to occupation
	Prepare Noticeboard	Travel Plan Co-ordinators	Prior to occupation
	Prepare Hotel Website	Travel Plan Co-ordinators	Prior to occupation
	Distribute Travel Packs	Travel Plan Co-ordinators	Prior to occupation
	Hotel Booking	Reception Staff	On-going
	Other Information Distribution	Travel Plan Co-ordinators	On-going
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
	Raise Local Route Awareness	Travel Plan Co-ordinators	Travel pack/hotel website – on occupation
			On-going – periodic email/website updates
	Provide Development Infrastructure	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinators	Travel pack/hotel website – on occupation
			On-going – periodic email/website updates
	Promote Cycle Training	Travel Plan Co-ordinators	Travel pack – on occupation
	Promote Cycle Hire	Travel Plan Co-ordinators	On-going – periodic email updates
Public Transport	Raise Local Route/Ticketing Awareness	Travel Plan Co-ordinator	Travel pack/hotel website – on occupation
			On-going – periodic email/website updates
	Regular Review	Travel Plan Co-ordinator	On-going – periodic email/travel pack/website updates
Sustainable Vehicles - Residents	Provide Accessible EV Spaces	Applicant	Prior to occupation
	Promote Car Club	Travel Plan Co-ordinator	Travel pack – on occupation
Sustainable Vehicles - Hotel	Provide 12 Parking Spaces with Accessible/EV	Applicant	On-going – periodic email updates
			Prior to occupation

Delivery Management	Parking Booking Procedure	Reception Staff	On-going – website/booking process
	Promote Car Club	Travel Plan Co-ordinator	Website – on occupation
			On-going – website updates
	Provide Servicing Infrastructure	Applicant	Prior to occupation
	Promote Delivery Strategy	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates

Table 8.1: Action Plan

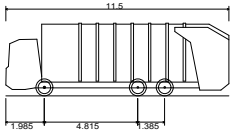
Appendix E



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



MCC RCV	
Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	2.00 sec
Wall to Wall Turning Radius	9.700m

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22387-004

Cornbrook

Drawing Title
Swept Path Analysis Refuse Collection Vehicle

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	22.01.24



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Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	IS ISLINGTON	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	3 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	3 days
No	6 days

PTAL Rating:

No PTAL Present	5 days
3 Moderate	1 days
5 Very Good	2 days
6a Excellent	1 days

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	Survey date: MONDAY		12/11/18	Survey Type: MANUAL
3	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
6	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL
7	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		190	
	Survey date: THURSDAY		20/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
9	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		05/11/19	Survey Type: MANUAL

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	9	121	0.003	9	121	0.004	9	121	0.007
08:00 - 09:00	9	121	0.007	9	121	0.006	9	121	0.013
09:00 - 10:00	9	121	0.004	9	121	0.006	9	121	0.010
10:00 - 11:00	9	121	0.005	9	121	0.005	9	121	0.010
11:00 - 12:00	9	121	0.006	9	121	0.006	9	121	0.012
12:00 - 13:00	9	121	0.006	9	121	0.006	9	121	0.012
13:00 - 14:00	9	121	0.004	9	121	0.004	9	121	0.008
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.002	9	121	0.002	9	121	0.004
16:00 - 17:00	9	121	0.006	9	121	0.006	9	121	0.012
17:00 - 18:00	9	121	0.005	9	121	0.005	9	121	0.010
18:00 - 19:00	9	121	0.003	9	121	0.003	9	121	0.006
19:00 - 20:00	4	132	0.008	4	132	0.008	4	132	0.016
20:00 - 21:00	4	132	0.010	4	132	0.008	4	132	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
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	9	121	0.004	9	121	0.004	9	121	0.008
08:00 - 09:00	9	121	0.000	9	121	0.000	9	121	0.000
09:00 - 10:00	9	121	0.002	9	121	0.002	9	121	0.004
10:00 - 11:00	9	121	0.001	9	121	0.000	9	121	0.001
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.000	9	121	0.001	9	121	0.001
13:00 - 14:00	9	121	0.000	9	121	0.000	9	121	0.000
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.000	9	121	0.000	9	121	0.000
16:00 - 17:00	9	121	0.000	9	121	0.000	9	121	0.000
17:00 - 18:00	9	121	0.000	9	121	0.000	9	121	0.000
18:00 - 19:00	9	121	0.000	9	121	0.000	9	121	0.000
19:00 - 20:00	4	132	0.000	4	132	0.000	4	132	0.000
20:00 - 21:00	4	132	0.000	4	132	0.000	4	132	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.14

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	9	121	0.054	9	121	0.367	9	121	0.421
08:00 - 09:00	9	121	0.094	9	121	0.544	9	121	0.638
09:00 - 10:00	9	121	0.099	9	121	0.199	9	121	0.298
10:00 - 11:00	9	121	0.138	9	121	0.176	9	121	0.314
11:00 - 12:00	9	121	0.122	9	121	0.157	9	121	0.279
12:00 - 13:00	9	121	0.177	9	121	0.176	9	121	0.353
13:00 - 14:00	9	121	0.161	9	121	0.163	9	121	0.324
14:00 - 15:00	9	121	0.138	9	121	0.118	9	121	0.256
15:00 - 16:00	9	121	0.299	9	121	0.168	9	121	0.467
16:00 - 17:00	9	121	0.283	9	121	0.170	9	121	0.453
17:00 - 18:00	9	121	0.408	9	121	0.198	9	121	0.606
18:00 - 19:00	9	121	0.466	9	121	0.236	9	121	0.702
19:00 - 20:00	4	132	0.356	4	132	0.152	4	132	0.508
20:00 - 21:00	4	132	0.181	4	132	0.089	4	132	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.976			2.913			5.889

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
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	9	121	0.003	9	121	0.009	9	121	0.012
08:00 - 09:00	9	121	0.008	9	121	0.010	9	121	0.018
09:00 - 10:00	9	121	0.010	9	121	0.005	9	121	0.015
10:00 - 11:00	9	121	0.014	9	121	0.014	9	121	0.028
11:00 - 12:00	9	121	0.014	9	121	0.016	9	121	0.030
12:00 - 13:00	9	121	0.017	9	121	0.019	9	121	0.036
13:00 - 14:00	9	121	0.008	9	121	0.012	9	121	0.020
14:00 - 15:00	9	121	0.005	9	121	0.005	9	121	0.010
15:00 - 16:00	9	121	0.010	9	121	0.007	9	121	0.017
16:00 - 17:00	9	121	0.014	9	121	0.015	9	121	0.029
17:00 - 18:00	9	121	0.011	9	121	0.004	9	121	0.015
18:00 - 19:00	9	121	0.004	9	121	0.003	9	121	0.007
19:00 - 20:00	4	132	0.004	4	132	0.004	4	132	0.008
20:00 - 21:00	4	132	0.002	4	132	0.002	4	132	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.125			0.249

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days

Primary Filtering selection:

Parameter: Number of bedrooms
 Actual Range: 92 to 154 (units:)
 Range Selected by User: 40 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/11/21

Selected survey days:

Monday 2 days
 Wednesday 1 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 3

Selected Location Sub Categories:

Built-Up Zone 2
 High Street 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C1 3 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days
 50,001 to 100,000 1 days

Population within 5 miles:

75,001 to 100,000 1 days
 250,001 to 500,000 1 days
 500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 2 days
 1.1 to 1.5 1 days

Travel Plan:

No 3 days

PTAL Rating:

No PTAL Present 3 days

LIST OF SITES relevant to selection parameters

1	BH-06-A-01 KINGS ROAD BRIGHTON	HOTEL		BRIGHTON & HOVE
	Town Centre Built-Up Zone			
	Total Number of bedrooms:	154		
	Survey date: WEDNESDAY	16/10/19	Survey Type: MANUAL	
2	CU-06-A-01 ENGLISH STREET CARLISLE	HOTEL		CUMBERLAND
	Town Centre High Street			
	Total Number of bedrooms:	92		
	Survey date: MONDAY	20/06/16	Survey Type: MANUAL	
3	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Number of bedrooms:	127		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 4.16

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	3	124	0.059	3	124	0.064	3	124	0.123
08:00 - 09:00	3	124	0.086	3	124	0.123	3	124	0.209
09:00 - 10:00	3	124	0.067	3	124	0.097	3	124	0.164
10:00 - 11:00	3	124	0.059	3	124	0.113	3	124	0.172
11:00 - 12:00	3	124	0.056	3	124	0.075	3	124	0.131
12:00 - 13:00	3	124	0.035	3	124	0.032	3	124	0.067
13:00 - 14:00	3	124	0.043	3	124	0.024	3	124	0.067
14:00 - 15:00	3	124	0.038	3	124	0.019	3	124	0.057
15:00 - 16:00	3	124	0.021	3	124	0.011	3	124	0.032
16:00 - 17:00	3	124	0.064	3	124	0.046	3	124	0.110
17:00 - 18:00	3	124	0.075	3	124	0.048	3	124	0.123
18:00 - 19:00	3	124	0.059	3	124	0.029	3	124	0.088
19:00 - 20:00	3	124	0.016	3	124	0.019	3	124	0.035
20:00 - 21:00	3	124	0.024	3	124	0.016	3	124	0.040
21:00 - 22:00	3	124	0.024	3	124	0.027	3	124	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.756			1.501

Parameter summary

Trip rate parameter range selected:	92 - 154 (units:)
Survey date date range:	01/01/15 - 16/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	3	124	0.003	3	124	0.003	3	124	0.006
08:00 - 09:00	3	124	0.008	3	124	0.008	3	124	0.016
09:00 - 10:00	3	124	0.005	3	124	0.005	3	124	0.010
10:00 - 11:00	3	124	0.000	3	124	0.000	3	124	0.000
11:00 - 12:00	3	124	0.000	3	124	0.000	3	124	0.000
12:00 - 13:00	3	124	0.005	3	124	0.005	3	124	0.010
13:00 - 14:00	3	124	0.000	3	124	0.000	3	124	0.000
14:00 - 15:00	3	124	0.000	3	124	0.000	3	124	0.000
15:00 - 16:00	3	124	0.000	3	124	0.000	3	124	0.000
16:00 - 17:00	3	124	0.000	3	124	0.000	3	124	0.000
17:00 - 18:00	3	124	0.000	3	124	0.000	3	124	0.000
18:00 - 19:00	3	124	0.000	3	124	0.000	3	124	0.000
19:00 - 20:00	3	124	0.000	3	124	0.000	3	124	0.000
20:00 - 21:00	3	124	0.000	3	124	0.000	3	124	0.000
21:00 - 22:00	3	124	0.000	3	124	0.000	3	124	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	3	124	0.005	3	124	0.000	3	124	0.005
08:00 - 09:00	3	124	0.000	3	124	0.000	3	124	0.000
09:00 - 10:00	3	124	0.000	3	124	0.000	3	124	0.000
10:00 - 11:00	3	124	0.000	3	124	0.000	3	124	0.000
11:00 - 12:00	3	124	0.005	3	124	0.000	3	124	0.005
12:00 - 13:00	3	124	0.000	3	124	0.000	3	124	0.000
13:00 - 14:00	3	124	0.003	3	124	0.000	3	124	0.003
14:00 - 15:00	3	124	0.000	3	124	0.000	3	124	0.000
15:00 - 16:00	3	124	0.005	3	124	0.003	3	124	0.008
16:00 - 17:00	3	124	0.000	3	124	0.011	3	124	0.011
17:00 - 18:00	3	124	0.000	3	124	0.003	3	124	0.003
18:00 - 19:00	3	124	0.011	3	124	0.005	3	124	0.016
19:00 - 20:00	3	124	0.000	3	124	0.000	3	124	0.000
20:00 - 21:00	3	124	0.000	3	124	0.000	3	124	0.000
21:00 - 22:00	3	124	0.000	3	124	0.000	3	124	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.022			0.051

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.000	1	154	0.019
07:00 - 08:00	3	124	0.029	3	124	0.043	3	124	0.072
08:00 - 09:00	3	124	0.086	3	124	0.088	3	124	0.174
09:00 - 10:00	3	124	0.099	3	124	0.105	3	124	0.204
10:00 - 11:00	3	124	0.080	3	124	0.139	3	124	0.219
11:00 - 12:00	3	124	0.105	3	124	0.137	3	124	0.242
12:00 - 13:00	3	124	0.121	3	124	0.121	3	124	0.242
13:00 - 14:00	3	124	0.115	3	124	0.153	3	124	0.268
14:00 - 15:00	3	124	0.153	3	124	0.209	3	124	0.362
15:00 - 16:00	3	124	0.121	3	124	0.080	3	124	0.201
16:00 - 17:00	3	124	0.134	3	124	0.131	3	124	0.265
17:00 - 18:00	3	124	0.091	3	124	0.134	3	124	0.225
18:00 - 19:00	3	124	0.172	3	124	0.239	3	124	0.411
19:00 - 20:00	3	124	0.134	3	124	0.121	3	124	0.255
20:00 - 21:00	3	124	0.153	3	124	0.145	3	124	0.298
21:00 - 22:00	3	124	0.131	3	124	0.078	3	124	0.209
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.743			1.923			3.666

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	3	124	0.003	3	124	0.000	3	124	0.003
08:00 - 09:00	3	124	0.000	3	124	0.091	3	124	0.091
09:00 - 10:00	3	124	0.005	3	124	0.059	3	124	0.064
10:00 - 11:00	3	124	0.000	3	124	0.000	3	124	0.000
11:00 - 12:00	3	124	0.000	3	124	0.000	3	124	0.000
12:00 - 13:00	3	124	0.000	3	124	0.000	3	124	0.000
13:00 - 14:00	3	124	0.003	3	124	0.003	3	124	0.006
14:00 - 15:00	3	124	0.000	3	124	0.000	3	124	0.000
15:00 - 16:00	3	124	0.000	3	124	0.000	3	124	0.000
16:00 - 17:00	3	124	0.000	3	124	0.000	3	124	0.000
17:00 - 18:00	3	124	0.083	3	124	0.000	3	124	0.083
18:00 - 19:00	3	124	0.000	3	124	0.000	3	124	0.000
19:00 - 20:00	3	124	0.000	3	124	0.000	3	124	0.000
20:00 - 21:00	3	124	0.000	3	124	0.000	3	124	0.000
21:00 - 22:00	3	124	0.000	3	124	0.000	3	124	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.153			0.247

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.045	1	154	0.026	1	154	0.071
07:00 - 08:00	3	124	0.035	3	124	0.000	3	124	0.035
08:00 - 09:00	3	124	0.040	3	124	0.102	3	124	0.142
09:00 - 10:00	3	124	0.013	3	124	0.064	3	124	0.077
10:00 - 11:00	3	124	0.005	3	124	0.011	3	124	0.016
11:00 - 12:00	3	124	0.016	3	124	0.008	3	124	0.024
12:00 - 13:00	3	124	0.021	3	124	0.005	3	124	0.026
13:00 - 14:00	3	124	0.046	3	124	0.013	3	124	0.059
14:00 - 15:00	3	124	0.005	3	124	0.003	3	124	0.008
15:00 - 16:00	3	124	0.008	3	124	0.019	3	124	0.027
16:00 - 17:00	3	124	0.011	3	124	0.021	3	124	0.032
17:00 - 18:00	3	124	0.094	3	124	0.003	3	124	0.097
18:00 - 19:00	3	124	0.027	3	124	0.008	3	124	0.035
19:00 - 20:00	3	124	0.011	3	124	0.011	3	124	0.022
20:00 - 21:00	3	124	0.016	3	124	0.003	3	124	0.019
21:00 - 22:00	3	124	0.011	3	124	0.003	3	124	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.404			0.300			0.704

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.16

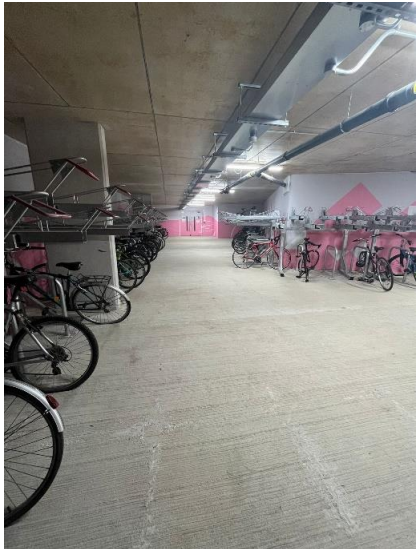
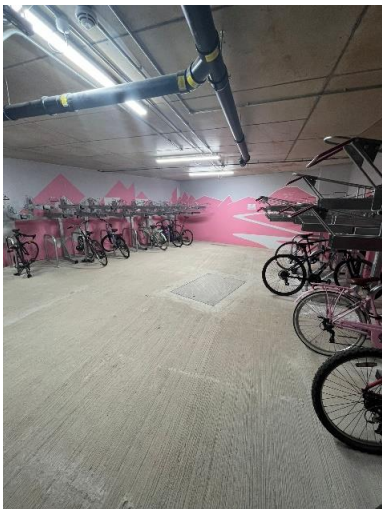
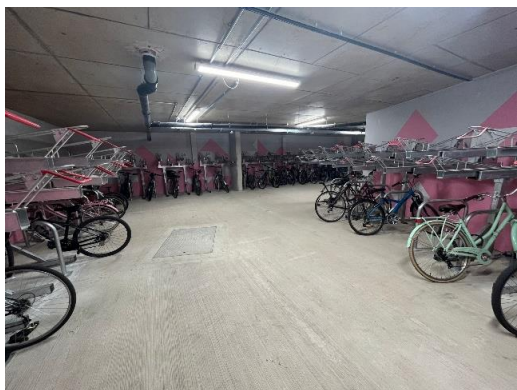
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.071	1	154	0.039	1	154	0.110
07:00 - 08:00	3	124	0.115	3	124	0.115	3	124	0.230
08:00 - 09:00	3	124	0.231	3	124	0.357	3	124	0.588
09:00 - 10:00	3	124	0.177	3	124	0.287	3	124	0.464
10:00 - 11:00	3	124	0.153	3	124	0.308	3	124	0.461
11:00 - 12:00	3	124	0.204	3	124	0.255	3	124	0.459
12:00 - 13:00	3	124	0.188	3	124	0.174	3	124	0.362
13:00 - 14:00	3	124	0.225	3	124	0.193	3	124	0.418
14:00 - 15:00	3	124	0.206	3	124	0.228	3	124	0.434
15:00 - 16:00	3	124	0.166	3	124	0.107	3	124	0.273
16:00 - 17:00	3	124	0.228	3	124	0.225	3	124	0.453
17:00 - 18:00	3	124	0.282	3	124	0.185	3	124	0.467
18:00 - 19:00	3	124	0.284	3	124	0.284	3	124	0.568
19:00 - 20:00	3	124	0.169	3	124	0.158	3	124	0.327
20:00 - 21:00	3	124	0.193	3	124	0.166	3	124	0.359
21:00 - 22:00	3	124	0.161	3	124	0.099	3	124	0.260
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.053			3.180			6.233

Appendix G

We have conducted research into the LOCAL developments in Greater Manchester. The following statistics are accurate as of 7th March 2023.

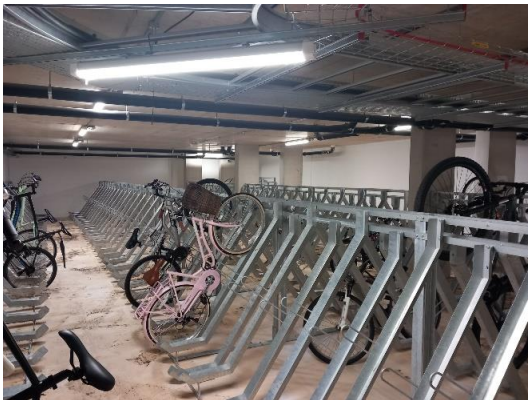
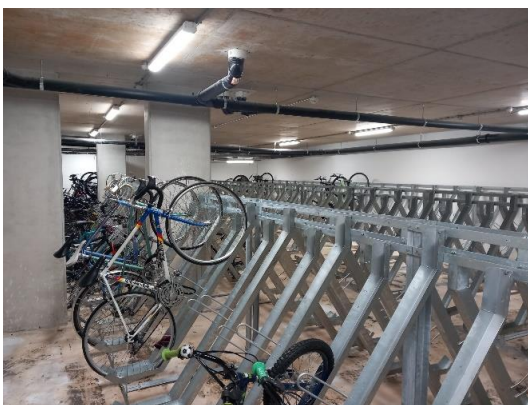
- **Blackfriars**

Total number of units	384
Total occupied units	365
Total number of bike spaces	154
Total number of vacant bike spaces	110
Percentage of vacant bike spaces against total	71%
Percentage of occupied units against total	95%



- Burlington Square

Total number of units	273
Total occupied units	267
Total number of bike spaces	278
Total number of vacant bike spaces	245
Percentage of vacant bike spaces against total	88%
Percentage of occupied units against total	98%



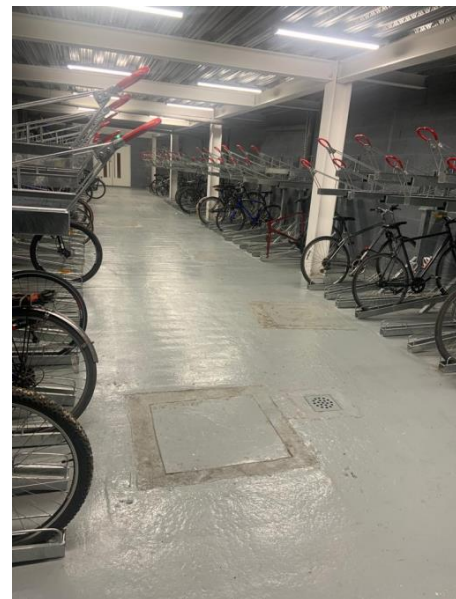
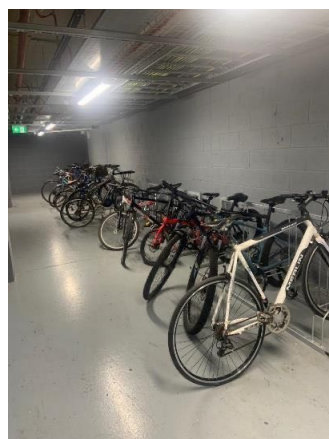
- **Transmission House**

Total number of units	183
Total occupied units	175
Total number of bike spaces	171
Total number of vacant bike spaces	153
Percentage of vacant bike spaces against total	89%
Percentage of occupied units against total	96%



- **Crescent**

Total number of units	392
Total occupied units	392
Total number of bike spaces	233
Total number of vacant bike spaces	180
Percentage of vacant bike spaces against total	77%
Percentage of occupied units against total	100%



- **Queen Street**

Total number of units	219
Total occupied units	173
Total number of bike spaces	208
Total number of vacant bike spaces	204
Percentage of vacant bike spaces against total	98%
Percentage of occupied units against total	79%

