

98 Wilmslow Road

Transport Statement

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Appendix B – Parking Survey Data (September 2022)

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1.0 Introduction

1.1 Background & Planning History

- 1.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a site at 98 Wilmslow Road, Manchester, for the construction of 42no. apartments over four floors, with 4no./6no. ancillary retail/food and beverage units at ground floor level (total of 525m² GFA), with associated residential car and cycle parking.
- 1.1.2 The site currently operates as a café, following planning consent granted in 2018 (MCC Reference: 118025/FO/2017) for a *“change of use from former exhaust/tyre fitting centre (Class B2) to cafe (Class A3) with associated elevational alterations, waste storage, cycle storage and car parking”*.
- 1.1.3 In addition, it is noted that a planning application was submitted in May 2022 (MCC Reference: 133748/FO/2022) for the following use:
- “Development of a residential accommodation block, comprising 42 no. residential units (Use Class C3) with ground floor commercial restaurant / cafe and retail units (Use Class E and sui generis), car parking, cycle parking and associated infrastructure.”*
- 1.1.4 This was ultimately refused in December 2022.
- 1.1.5 The proposals have been refined since the May 2022 application and the Proposed Site Layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **77540-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, the TS contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

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

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Rusholme on the 'Curry Mile', being bound by a Jobcentre Plus to the north, Wilmslow Road to the east, Grandale Street to the south and shops and restaurants to the east.

2.1.2 **Figure 2.1** illustrates the location of the site in relation to the surrounding areas, and **Figure 2.2** shows the site in a more local context relating to the local highway network.

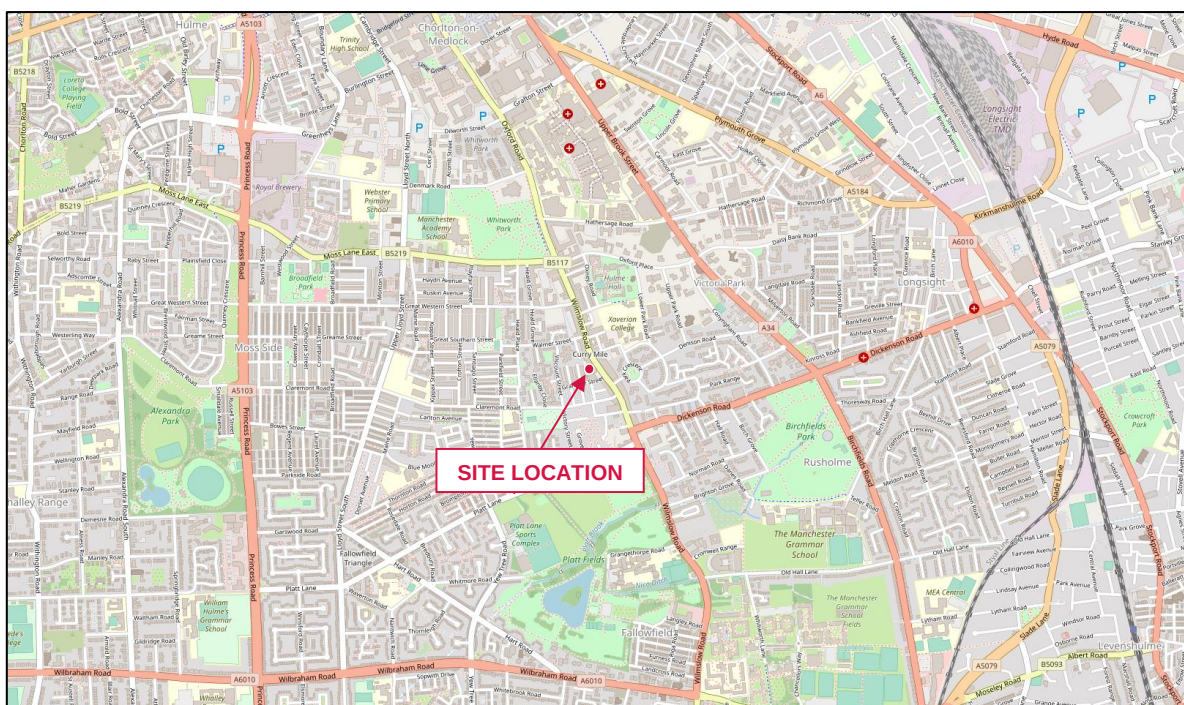


Figure 2.1 – Site Location in Relation to the Surrounding Areas

(Source: OpenStreetMap, 2022)

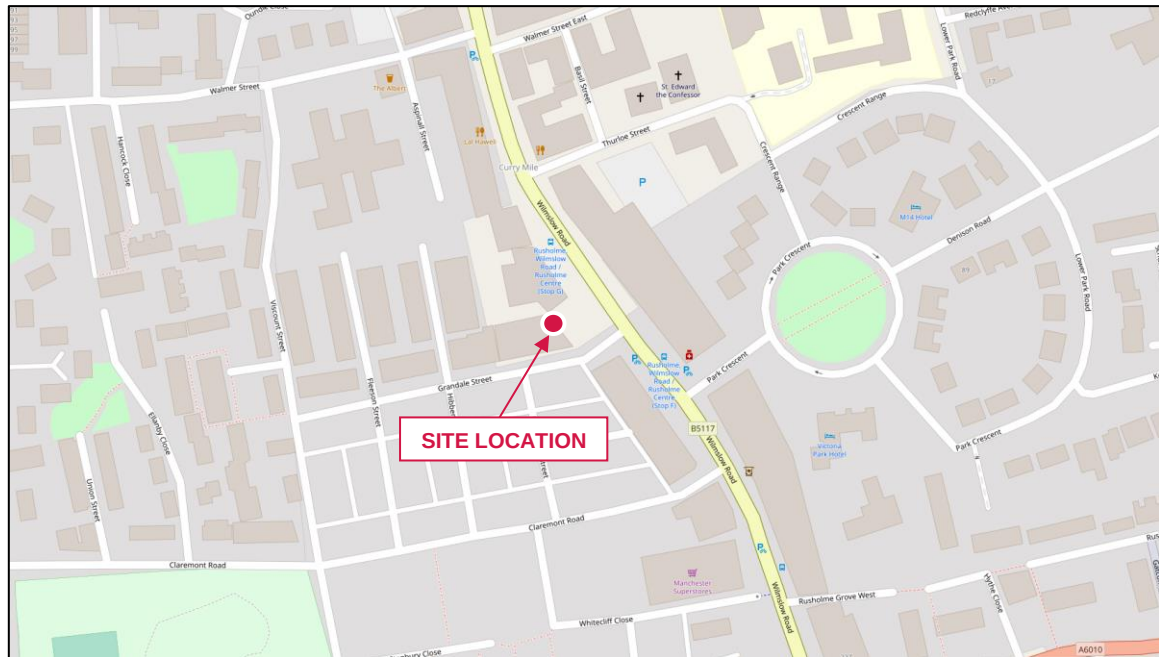


Figure 2.2 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)
(Source: OpenStreetMap, 2022)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises a café with 8no. car parking spaces. The site is currently accessed by vehicles, pedestrians, and cyclists from Wilmslow Road with a fire escape onto Grandale Street.

2.3 Surrounding Highway Network

Wilmslow Road

- 2.3.1 The site benefits from direct access to the improved Dutch-style cycle corridor on Wilmslow Road/Oxford Road, which takes cyclists away from vehicular traffic to the side of the carriageway. This improves safety and will promote the uptake of cycling to residents as a safer travel mode.
- 2.3.2 The road is subject to a 30mph speed limit and benefits from street lighting. There are also parking bays along its eastern side. The site is located on the 'Curry Mile' area and so various retail outlets and restaurants flank the road on both sides, as well as other local shops and Shisha lounges.
- 2.3.3 There is a pedestrian crossing across the road along the site's Wilmslow Road frontage complete with dropped kerbs, tactile paving, and push-button operated traffic lights.
- 2.3.4 There are northbound and southbound bus stops with shelters, seating, lay-bys and flagpoles, both within 50m of the site.

Grandale Street

- 2.3.5 Grandale Street extends for c.170m in an east-west alignment from a priority three-arm junction with Wilmslow Road to the priority three-arm junction with Viscount Street.
- 2.3.6 The road is c.7m-wide with c.3m-wide footways and on-street parking available on both sides of the carriageway.
- 2.3.7 There is a signalised pedestrian crossing with dropped kerbs and tactile paving at the junction with Wilmslow Road, and informal crossing facilities at the junction with Viscount Street.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its urban location and the extensive existing infrastructure afforded by its strategic position on the Wilmslow Road/Oxford Road corridor. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 2.4.2 There are pedestrian crossings along the site frontages across Grandale Street and Wilmslow Road with tactile paving and dropped kerbs, along with push-button traffic lights on the latter.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents database for the most recent five years (1st April 2018 – 31st March 2023 inclusive). The details of the search and study area are contained in **Figure 2.3** with a breakdown of the information contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Grandale Street (in proximity of Site)	1	0	0	1
Wilmslow Road/Grandale Street	5	1	0	6
Grandale Street/Viscount Street	1	0	0	1
Grandale Street/Ravensdale Street	0	0	0	0
Claremont Road/Ravensdale Street	0	0	0	0
Wilmslow Road (North of Grandale St)	2	0	0	2
Wilmslow Road (South of Grandale St)	1	0	0	1
Wilmslow Road/Thurloe Street	4	1	0	5
Wilmslow Road/Claremont Road	1	0	0	1
Total	15	2	0	17

Table 2.1 – Personal Injury Accident Data Summary

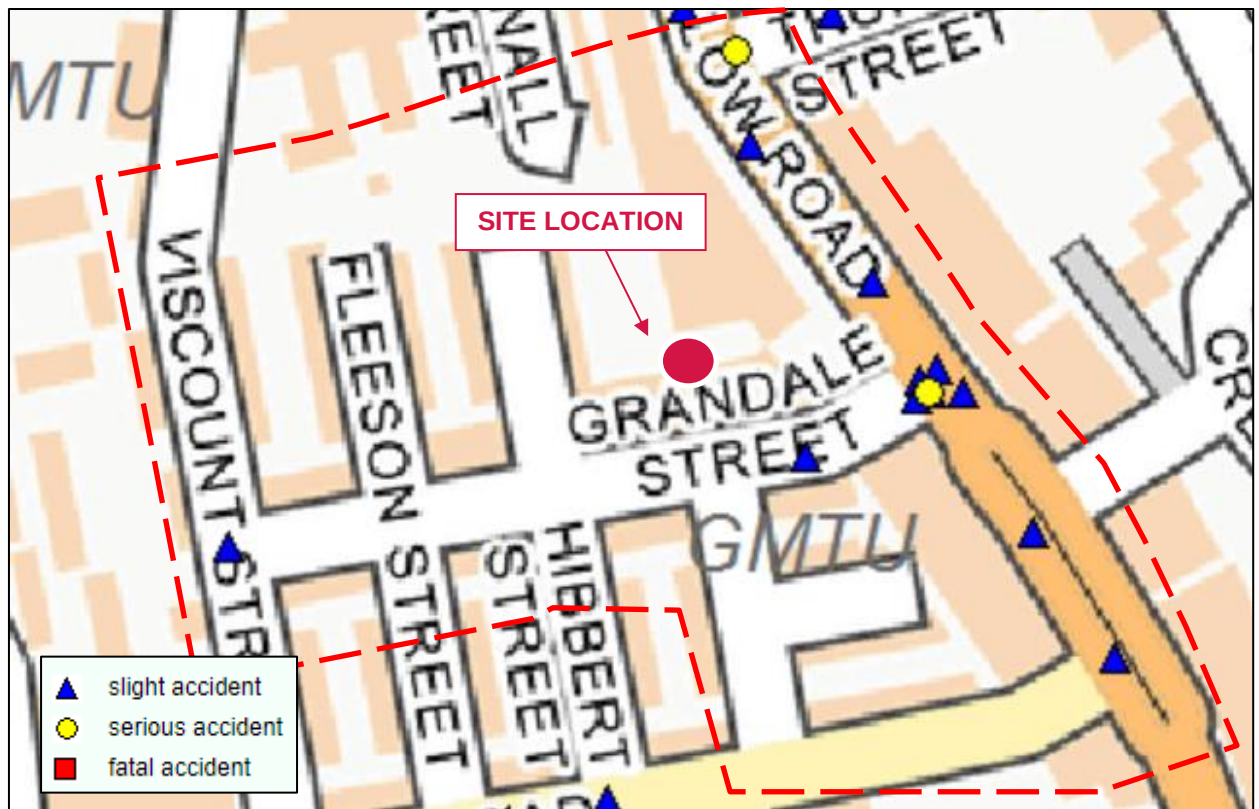


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

- 2.5.2 There has been a total of 17 collisions in the latest five-year period available within the Study Area. There was a total of 15 'slight' severity incidents and two 'serious' severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.5.3 It should be noted the six incidents at the Grandale Street/Wilmslow Road junction are spread out evening among the most recent five-year period. There were five 'slight' incidents which occurred; one in 2018, two in 2021 and two in 2022.
- 2.5.4 The serious incident occurred in 2019; upon further investigation of the serious collision, this occurred at 7.50am on Wednesday 11th September 2019. A vehicle was turning right at the junction of Grandale Street/Wilmslow Road, when it collided with a cyclist travelling ahead along Wilmslow Road. It is unclear if this cyclist was travelling along the dedicated off-road cycle lane and/or if the driver did not see the cyclist. Notwithstanding, with consideration of the existing layout of the junction and these findings, it can be concluded that this serious accident is not related to the features of the highway at this junction.
- 2.5.5 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposals are for 42no. apartments over four floors, with 4no./6no. ancillary retail/food and beverage units at ground floor level (total of 525m² GFA), with associated residential car and cycle parking.
- 3.1.2 Due to the high accessibility of the Site (within GMAL Level 8 as detailed in **Section 4**), 15no. spaces, inclusive of 2no. disabled bays, for the residential element of the scheme are proposed. This includes 3no. double bays and equates to c.36% provision.
- 3.1.3 The Site Layout is provided in **Appendix A**.

3.2 Proposed Access

- 3.2.1 The site would be accessed by vehicles from Grandale Street; this would require existing on-street bays to be displaced to provide a suitable vehicular access. The access will be 4.8m in width to facilitate safe egress and access of two-way movements.
- 3.2.2 The access to the car park will meet visibility requirements as set out within Manual for Streets for a 20mph road, which equates to 2.4m x 25m in both directions. This will be undertaken via double yellow line parking restrictions to facilitate suitable visibility and will be implemented via a S278 agreement at the detailed design stage.
- 3.2.3 Residents travelling by foot and cycle would access the site in a similar manner to vehicles, while users of the retail element would access the site from Wilmslow Road.

3.3 Car Parking

Previous Application & MCC Highways Response

- 3.3.1 The previous application proposed 12no. spaces (c.29% provision) for 42 apartments and was justified within the submitted Transport Statement.
- 3.3.2 However, it was noted from the Highways consultee response and subsequent Decision Notice, that Highways Officers at MCC considered that 29% provision is an insufficient amount of on-site parking.
- 3.3.3 This view was based on *“the area being subject to significant demands for parking and no capacity to support any further increase”*.
- 3.3.4 Furthermore, the parking provision was increased at the post-application stage to 15no. spaces and was calculated as 36%. This was also considered to be insufficient.

Baseline Position & Residents Parking Zone Implementation

- 3.3.5 As part of the previous application and subsequent liaison with MCC, on-street parking surveys were undertaken on the roads surrounding the Site noting the concerns that Highways held with respect to capacity and significant demand on parking.
- 3.3.6 The surveys were undertaken on Thursday 8th September and Saturday 10th September 2022 to establish the existing baseline position. The survey was undertaken between the hours of 6am – 11pm on both days; this facilitated analysis of parking requirements of residents and visitors to the area.
- 3.3.7 Full survey data is included in **Appendix B**.
- 3.3.8 The study area included the following streets:
- Grandale Street (42 spaces);
 - Ravendale Street (16 spaces);
 - Hibbett Street (40 spaces);
 - Fleeson Street (42 spaces);
 - Viscount Street (59 spaces); and
 - Eva Street (12 spaces).
- 3.3.9 The available number of spaces on the adjacent streets surveyed totalled 211 spaces.
- 3.3.10 **Table 3.1** demonstrates the usage of on-street spaces on Thursday 8th September 2022 and **Table 3.2** shows the results of the parking surveys on Saturday 10th September 2022.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
06:00	102	48.3%	109
07:00	99	46.9%	112
08:00	91	43.1%	120
09:00	104	49.3%	107
10:00	126	59.7%	85
11:00	133	63.0%	78
12:00	140	66.4%	71
13:00	155	73.5%	56
14:00	167	79.1%	44
15:00	167	79.1%	44
16:00	171	81.0%	40
17:00	177	83.9%	34
18:00	189	89.6%	22
19:00	208	98.6%	3
20:00	210	99.5%	1
21:00	211	100.0%	0
22:00	221	104.7%	-10
23:00	215	101.9%	-4

Table 3.1 – On-Street Parking Survey (Thursday 8th September)

- 3.3.11 At the start of the Thursday parking survey (6am), 102 on-street spaces (48.3%) were occupied, therefore leaving 109 spaces free.
- 3.3.12 It is considered that most on-street spaces in use are likely to be used by residents who have parked overnight adjacent to their homes and will subsequently depart to their place of work in the hours that follow.
- 3.3.13 This can be seen with the reduction in spaces occupied at 7am, with 99 spaces in use (46.9%) and subsequently at 8am, with 91 spaces in use (43.1% occupied).

3.3.14 The survey then sees an increase in usage over the course of the day from 9am, which is likely attributed to the various facilities and amenities such as cafes, restaurants, shops and leisure activities available in the Wilmslow Road area and is therefore likely to be non-residential parking.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
06:00	102	48.3%	109
07:00	100	47.4%	111
08:00	105	49.8%	106
09:00	102	48.3%	109
10:00	108	51.2%	103
11:00	100	47.4%	111
12:00	129	61.1%	82
13:00	138	65.4%	73
14:00	152	72.0%	59
15:00	174	82.5%	37
16:00	208	98.6%	3
17:00	207	98.1%	4
18:00	225	106.6%	-14
19:00	242	114.7%	-31
20:00	240	113.7%	-29
21:00	252	119.4%	-41
22:00	257	121.8%	-46
23:00	258	122.3%	-47

Table 3.2 – On-Street Parking Survey (Saturday 10th September)

3.3.15 At the start of the Saturday parking survey (6am), 102 on-street spaces were again noted to be occupied (48.3%) – providing more evidence that most on-street spaces in use are likely to be used by residents, given that the same number of parked vehicles at 6am is exactly the same as the Thursday survey.

3.3.16 Again, similarly to the Thursday survey, there is a slight reduction in spaces in use during the morning, and then there is an increase in usage over the course of the day. It can be seen from 6pm onwards,

there is a significant over-capacity issue, with the maximum parking occurring at 11pm, with 258 cars parked – equating to 122.3% occupancy.

3.3.17 It is therefore likely that residents struggle to park in the evenings due to non-residents using the streets for commuter parking and/or using local shops/cafes. The issue with on-street parking therefore appears to be attributed to non-residents.

3.3.18 As such, it is noted that a Residents Parking Zone (RPZ) is currently being implemented by Manchester City Council within Rusholme and the surrounding streets of the Proposed Development (including Grandale Street) and is proposed to become operational on 15th November 2023 (originally September 2023).

3.3.19 MCC note that the RPZ has been designed to address the following:

- *“discourage all-day commuter parking to make it easier for residents to park close to their homes as well as to improve road safety and the flow of traffic; and*
- *to ensure that non-residents who wish to park while they visit friends and family and the many businesses and restaurants in the area can do so.”*

3.3.20 A snapshot of the RPZ in the vicinity of the Site is shown below in **Figure 3.1**.

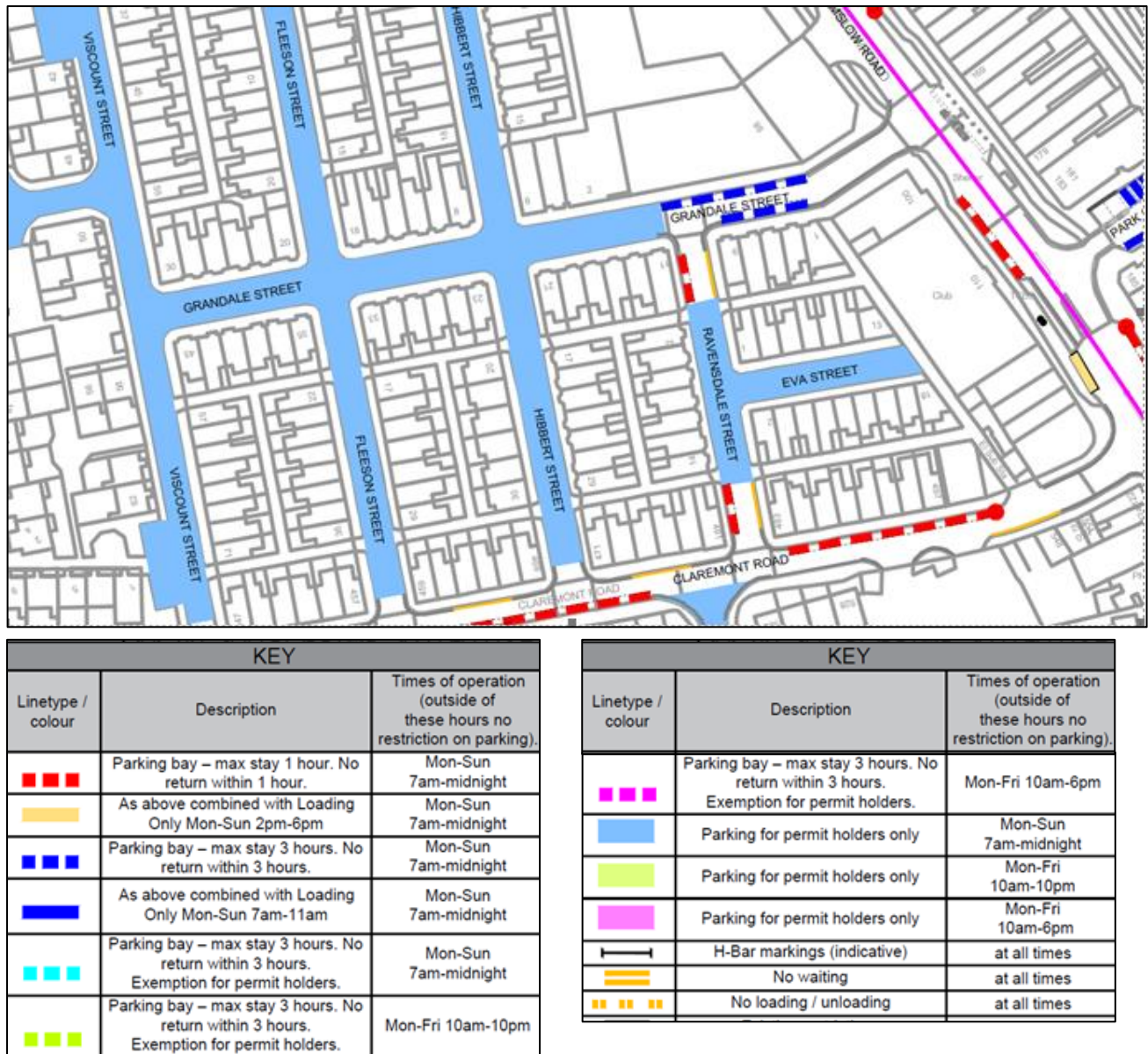


Figure 3.1 – Residents Parking Zone in Rusholme (Operational in November 2023)
(Source: MCC)

- 3.3.21 As shown in **Figure 3.1**, the forthcoming proposals include residents only ‘past this point’ streets (indicated in light blue on the map), where only residents or visitors with permits can park between 7am and midnight, seven days a week.
- 3.3.22 In addition to this, such as on Grandale Street, parking bays will be implemented with varying maximum stays permitted and with different times of operation for visitors.
- 3.3.23 It is understood that permits will be made available for all vehicles registered to a property within the scheme area, free-of-charge. Permits are also available for visitors, businesses/business visitors, carers and for those students who require a vehicle for their studies.

- 3.3.24 On this basis, once operational from 15th November 2023, the area which is perceived to being subject to significant demands for parking will benefit from the RPZ and force non-residents to park elsewhere.
- 3.3.25 It is unfortunate that the RPZ start date has been pushed back from September 2023 to November 2023, as parking surveys could have been undertaken and included within this Transport Statement. Notwithstanding this, parking surveys will be undertaken in late November/early December, with the results and analysis provided in a TS Addendum for review and consideration.
- 3.3.26 It is likely that the 2022 observed maximum usage pre 9am (105 parked cars noted at 8am during the Saturday survey) would generally be the maximum occupied spaces on the local residential streets. With consideration given to existing residents who may not have been able to get a space in the evening on the survey days and future visitor permit parking on local streets, there would still be a significant number of additional spaces for residents locally.
- 3.3.27 On this basis, considering the unlikely worst-case scenario if all 42 apartments were to own a car, 15 would utilise the on-site provision with the remaining 27 cars required to park off-site.
- 3.3.28 If these 27 cars were to obtain parking permits to park on the adjacent streets, this is unlikely to put any significant pressure on the RPZ.
- 3.3.29 Whilst the Proposed Development is considered to be providing an appropriate level of car parking to support the development in this location (36% provision), Views would have no objection for new residents to be excluded from applying for RPZ parking permits. This approach has been undertaken on recent schemes in Manchester and could be accommodated within a Section 106 agreement for this scheme.
- 3.3.30 For example, the Ancoats Works scheme (Application Reference: 133324/FO/2022) was subject to Section 106 including an obligation to prevent future residents purchasing residents parking permits.
- 3.3.31 Furthermore, whilst the pressure of local on-street parking would be significantly reduced from when MCC Highways provided their consultee response in 2022, the initiative of excluding future residents would prevent any additional pressures on the RPZ and would also promote active/sustainable travel for residents.

Justification of Proposed Parking Provision (Local Census Analysis & Market Research)

- 3.3.32 Based on the QS416EW dataset of the 2011 Census, titled 'Car or Van Availability', **Table 3.3** illustrates the level of car ownership in the Manchester 025 Middle Super Output Area (MSOA) where the site is located.

2011 MSOA – Manchester 025	No car/van	1 car/van	2 cars/vans	3 cars/vans	4 or more cars/vans	All categories
Households	2,455	1,327	228	41	8	4,059
Total Number of Cars/Vans	0	1,327	456	123	32	1,938
Cars per Household						0.48

Table 3.3 – Car Ownership (Manchester 025)

- 3.3.33 Based on Table 3.3, the car ownership in the local area is 0.48 cars per household. It is evident that car ownership levels below 0.5 in 2011 suggests that Manchester City Council's standards are excessive for this location.
- 3.3.34 Limiting the availability of parking would lower this existing level of ownership further in the case of the Proposed Development site, and, accepting that the Proposed Development would also include higher density residential development such as flats/apartments, demand may also not meet the figures presented above.
- 3.3.35 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 3.3.36 Furthermore, as discussed in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester, and a variety of amenities are available are within walking distance. A car may not be necessary for the majority of site users.
- 3.3.37 The Client (Views) has also discussed the proposals with sales and letting agents in Manchester to understand the likely demographics of future residents and how the parking levels may impact upon uptake of the units.
- 3.3.38 It was noted from both agents from their experience from sales and lettings in the area, that future residents will likely comprise young professionals either moving out from the City Centre or working locally at one of the universities or hospitals. Both agent letters are included in **Appendix C** for completeness.
- 3.3.39 The agents see public transport links and the ability to travel locally without requirement of a car is an important factor. The agents also consider that only a small number of renters/purchasers view a parking space as a necessity, and they feel that the parking provision proposed is likely to be adequate. Furthermore, they also consider that the secure bike store is very important for purchasers and renters.

- 3.3.40 Based on the consideration that future residents will likely comprise a younger cohort, the car ownership younger residents have also been assessed via 2011 Census data for the Manchester borough (using the DC4109EWla – ‘Car or van availability by sex by age’ dataset). This analysis demonstrates that between the ages of 16 – 39, a total of 38% of people in that age bracket had no cars in their household.
- 3.3.41 The 2011 Census dataset ‘DC4416EWla’ titled ‘Tenure by car or van availability by number of usual residents aged 17 or over in household’ suggests that across the Manchester merged local authority area, 62% of all households can be categorised as rented or living rent-free. Of these rented households, 65% of social rented households do not own any cars or vans, whereas 53% of private rented or living rent-free households do not own any cars or vans.
- 3.3.42 Whilst the above datasets are Manchester-wide, this demonstrates that there would likely be a significant number of residential occupiers who do not own any cars or vans, and therefore would not require a parking space. The proposed level of provision would satisfy the likely demand for spaces based on these car availability statistics.
- 3.3.43 This is further supported within the TfGM Greater Manchester Transport Strategy 2040 report, where lower car ownership is recognised amongst younger people, which states that “attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership, or indeed a driving licence, as essential”.

Justification of Proposed Parking Provision (Consented Developments)

- 3.3.44 A key advantage of the Site is the location with respect to access to sustainable modes of travel.
- 3.3.45 This is detailed further in **Section 4**; however, it is noted that the Site benefits from being within Level 8 of the Greater Manchester Accessibility Level (GMAL) tool, which is recognised as a detailed and accurate measure of the accessibility of a Site to the conventional public transport network.
- 3.3.46 For clarity, the Site is in an area benefitting from the highest accessibility possible.
- 3.3.47 On this basis, consideration has been given to other recently consented developments located within areas noted be Level 8 of GMAL – also within MCC jurisdiction. This assessment is shown in **Table 3.4**.

Scheme	No. of Units	Parking Provision	Parking Ratio
South Manchester (close to Proposed Development/adjacent to Oxford Road corridor)			
Salboy, Burlington Square Apartments (Original consent - 11182/FO/2016/S1)	273	69	25%
Salboy, Burlington Square Apartments (Second consent - 117848/JO/2017, with an increase in amount of car parking)	273	88	32%
494 Wilmslow Road, Manchester, M20 3BG (107434/FO/2014/S1) Refused but subsequently appealed and allowed (APP/B4215/W/15/3136755)	25	0	0%
489 Wilmslow Road, Manchester, M20 4AN (109580/FO/2015/S1)	7	0	0%
Tesco Parrs Wood, Manchester, M20 5AA (133746/FO/2022) Refused but subsequently appealed and allowed (APP/B4215/W/23/3314646)	75	36	48%
Manchester			
McCauls Group, 32 – 34 Laystall Street Manchester M1 2JZ (128911/FO/2020)	89	0	0%
*Affinity Living, Port Street Manchester M1 2EQ (132489/FO/2021)	485	47	10%
Land to the west of Rodney Street M4 6JJ (134154/VO/2022)	118 apartments 10 houses 118 units total	7 disabled bays 1 driveway for each house	6% for apartments 100% for houses 13% combined
Cameron House, Brunswick Street, Manchester, M13 9SG (132590/FO/2021)	45	2 disabled bays provided on Polygon St	0%
Average Parking Provision (excl. initial Salboy consent)	1,117	190	17%

Table 3.4 – Consented MCC Developments & Parking Provision (GMAL Level 8)

3.3.48 It is noted from a review of residential developments within Level 8 areas of GMAL, there are low levels of parking provided for various consented schemes – with the majority less than what is proposed at 98 Wilmslow Road.

3.3.49 On average, this equates to 17% provision based on the above reviewed consents.

- 3.3.50 With respect to the Cameron House consented development (Application Reference: 132590/FO/2021), which was approved in February 2022, it was noted that the original design included 20 parking bays within the curtilage of the Site.
- 3.3.51 These parking spaces were subsequently removed following discussions with MCC Highways, resulting in 0% parking provision.
- 3.3.52 The Officer Report for Application Reference 132590/FO/2021 noted the following:
- “The application site is considered to be in a highly accessible location in close proximity to the city centre and the wider range of public transport, employment, education and amenities. The loss of the car parking at the site would not in itself be unacceptable in such an accessible location. It is acknowledged that there are localised issues with on street parking congestion in the area, however, it is likely that the demographic of this development would not require the level of car parking previously shown and would utilise public transport.”*
- 3.3.53 It should be acknowledged that the Cameron House development is not located within the City Centre, similar to the Proposed Development, and both schemes offer high levels of accessibility being within GMAL Level 8 locations.
- 3.3.54 The demographic of residents for the scheme is discussed – which is in line with the market research undertaken for the Proposed Development. Furthermore, the Cameron House development provides no parking spaces and deemed to be acceptable; the Proposed Development offers significantly higher levels of on-site parking provision.
- 3.3.55 In addition to the above consented schemes, a scheme at the Rusholme Gardens site (located to the south of the Site) was approved in 2016 (Application Reference: 114017/FO/2016). This included the erection of a five-unit apartment building on the existing parking area which previously included 10 bays.
- 3.3.56 To justify the loss of parking spaces for the new residential building, a parking survey was requested to be undertaken. The analysis demonstrated that out of the c.30 apartments at the wider Rusholme Gardens scheme, only 5 residents had taken up the offer of a parking permit for the car park – equating to 10% resident parking.
- 3.3.57 This demonstrates the low demand for parking in apartment schemes in the surrounding areas of the Proposed Development.

Details of Proposed Parking Provision

- 3.3.58 The 15no. parking spaces (including disabled bays) will conform to MCC's standard minimum requirements of 2.4m x 4.8m (with an added 1.2m wide margin for disabled bays), and there would be 6.0m wide aisles throughout to allow for vehicles to manoeuvre without conflict within the car park.

- 3.3.59 3no. spaces will be in the form of double-parking bays and would be allocated to larger apartments who would have two spaces. As these double spaces would be allocated to one apartment, they would be managed accordingly by the owner/renter to ensure that the use of the spaces would not cause any operational concerns.
- 3.3.60 Swept path analysis of the car park is shown in **Drawing 77540-CUR-00-XX-DR-TP-05001-P01** which demonstrates safe access, manoeuvring, and egress in forward gear.
- 3.3.61 3no. spaces will be equipped with active EV charging points (20% provision). The remaining spaces will be fitted with passive infrastructure with the potential to install EV charging points if there is sufficient demand.
- 3.3.62 It should be noted that MCC raised no objection to the level of disabled and EV parking as part of the previous application.
- 3.3.63 Furthermore, recognising the reduced car ownership associated with younger professionals, it is noted that some residents may require the occasional use of a car. As such, a Car Club space is being explored in the vicinity of the Site.
- 3.3.64 Manual for Streets states the benefits of Car Clubs in encouraging reduced car ownership:
- “One way of encouraging reduced car ownership is to provide a car club. Car clubs provide neighbourhood-based short-term car hire to members for periods of as little as one hour, and have been shown to reduce car ownership and use. To function effectively, car club vehicles need to be made available close to members’ homes.”*
- 3.3.65 The applicant has engaged with Enterprise Car Club who have advised that they do not currently have any locations in the Rusholme area and have indicated that they would be willing to locate a new bay/car at this location to provide a gap in their current network.
- 3.3.66 Views would be willing to contribute to the Traffic Regulation Order costs to implement this Car Club Bay, with a suitable location in close proximity to the site to be discussed in due course. In addition, to encourage future use of the Car Club, Views would also give all residents two free years of membership and £40 driving credit to promote the use as a car-free alternative to support the proposals.
- 3.3.67 Furthermore, the use of the Car Club would be available to all existing local residents therefore having the potential to further reduce car ownership in the local residential area.
- 3.3.68 On the above basis, the level of on-site car parking provision has been informed by the realistic needs of the end users, car availability per household, precedents of existing consents and the proximity of the site to sustainable modes of transport. As such, the proposed parking provision is sufficient to accommodate future demand.

Cycle Parking

- 3.3.69 There will be 44no secure, covered cycle parking spaces for residents, equating to 104% cycle parking provision. This well exceeds MCC's recommendation of 50% provision.
- 3.3.70 This was agreed as part of the previous application as acceptable by MCC Highways.
- 3.3.71 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **77540-CUR-00-XX-RP-TP-002**).

Nearby Parking Facilities

- 3.3.72 It is noted that no parking facilities will be provided for the commercial use, as this is ancillary to the residential use and in line with other retail/commercial uses along the Wilmslow Road frontage.
- 3.3.73 As such, a review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area.
- 3.3.74 There are many publicly available car parks situated within a 500m walking catchment, equating to a walking time of approximately 7 minutes when walking at an average speed of 1.2m/s. Nearby car parking is summarised in **Table 3.5**:

Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays
Claremont Road, SIP, M14 5XL	180m	23	-
Thurloe Street, MCC, M14 5SG	200m	39	Yes
16 Walmer Street, SIP, M14 5DY	280m	115	-
401 Great Western Street, SIP, M14 5TP	500m	100	Yes
Total:		277	-

Table 3.5 – Existing Off-site Car Parking Provision

- 3.3.75 The above table demonstrates 4no. car parks were found within a 7-minute walk of the site, providing car parking provision for approximately 277 vehicles.
- 3.3.76 It is therefore considered there is adequate opportunity for off-site parking in easy reach outside of the RPZ, should visitors and/or future users of the retail element choose to travel by car.

3.4 Proposed Servicing Arrangements

- 3.4.1 It is envisaged that servicing and deliveries would be undertaken via a new loading bay on Grandale Street; the servicing plan included in **Drawing 77540-CUR-00-XX-DR-TP-75001-P01** illustrates the on-street loading bay that is proposed to be implemented on the northern side of the carriageway adjacent to the Proposed Development and in proximity to the bin storage areas/retail units.

- 3.4.2 Due to the constrained nature of the Site and the required movements of servicing vehicles, it is not viable for all servicing to be carried out within the curtilage due to the requirement for parking provision, commercial units and associated active frontages. As such, all servicing and deliveries would be undertaken via the proposed loading bay on Grandale Street.
- 3.4.3 This will require an extension of Traffic Regulation Orders (TROs) on Grandale Street in the form of double yellow lines to prevent on-street parking and facilitate all vehicular movements during any loading/servicing from the bays.
- 3.4.4 The existing TROs currently comprise double yellow lines from the junction with the B5117 Wilmslow Road and continue for approximately 20m in a south-westerly direction on the northern side of the carriageway. This will require to be continued on Grandale Road for the extent of the development.
- 3.4.5 For residential refuse collection, building management will move the bins to the specified kerbside location on Grandale Street and return them to the internal bin store once the refuse vehicle has collected the waste. Based on MCC refuse collections, it is likely that this would occur 1-2 times per week. This loading bay can also be used for other service vehicle requirements for the residential apartments.
- 3.4.6 For the commercial uses, all servicing requirements would be managed accordingly outside of peak hours to minimise disruption to local residents and other users of the local highway network. The management company would work with all ground floor uses to ensure that any deliveries/collections are planned ahead and do not coincide with another unit.
- 3.4.7 To provide a robust assessment, Curtins has undertaken a trip generation exercise for the total retail/commercial use floor area of 525m² to calculate the likely number of HGVs/servicing vehicles likely to utilise the loading bay per day.
- 3.4.8 In order to undertake the assessment, the TRICS database has been used (additional details provided on TRICS in Section 5 of this Transport Statement). The HGV trip generation is shown in Table 3.6 and full TRICS Output is included within **Appendix D**.

Time Period	HGV Trip Rates (per 100m ²)			HGV Trip Generation (for 525m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (09:00 – 10:00)	0.137	0.137	0.274	1	1	2
PM Peak (14:00 – 15:00)	0.137	0.137	0.274	1	1	2
Daily Trip Rates	0.777	0.777	1.554	4	4	8

Table 3.6 – HGV Servicing Trip Generation (Proposed Commercial Use)

- 3.4.9 The results demonstrate that the number of servicing movements that could be generated by the commercial uses would equate to one arrival and departure per hour during the peak periods. In addition, it is noted that the AM and PM peak periods for servicing occur outside of the traditional network peak hours.
- 3.4.10 Furthermore, there is likely to be four servicing arrivals and departures per day; as such, there is not expected frequent movement of servicing vehicles, and this would be managed accordingly to prevent any interactions.
- 3.4.11 A similar approach has been undertaken with respect to the existing use – the existing café/lounge with floor space of 676m², shown in **Table 3.7**.

Time Period	HGV Trip Rates (per 100m ²)			HGV Trip Generation (for 676m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (09:00 – 10:00)	0.137	0.137	0.274	1	1	2
PM Peak (14:00 – 15:00)	0.137	0.137	0.274	1	1	2
Daily Trip Rates	0.777	0.777	1.554	5	5	10

Table 3.7 – HGV Servicing Trip Generation (Existing Commercial Use)

- 3.4.12 Based on the TRICS assessment, there is likely to be five servicing arrivals and departures per day. On this basis, there is likely to be a reduction in commercial servicing movements when comparing the proposed and existing uses.

3.5 Proposed Alterations to the Residents Parking Zone

- 3.5.1 As noted in Section 3.4, the proposed loading bay on Grandale Street would require an extension of TROs and replace existing limited waiting bays which MCC consider to be well used and is therefore considered unacceptable.
- 3.5.2 As part of the forthcoming Residents Parking Scheme, Figure 3.1 above shows that 8no. parking bays are proposed adjacent to the Site on Grandale Street (5no. on the northern side of the carriageway and 3no. on the southern side) which are to comprise '3 hours maximum stay', from 7am – Midnight, seven days a week.
- 3.5.3 As part of the proposed access arrangement and loading bay design, up to 5no. '3 hours maximum stay' bays on the northern side of Grandale Street would be required to be removed -and subsequently relocated or revised.
- 3.5.4 Two options have been considered at this stage:

Relocation of 5no. bays to the west

- 3.5.5 The 5no. bays could be relocated to a position to the west of the site on Grandale Street, by realigning the point where the 'Residents Only (past this point) Zone' begins, which would result in the loss of c.6no. residents' bays.
- 3.5.6 As discussed in Section 3.3, it appears that c.105no. of the 211no. available on-street parking spaces are attributed to residents, with the remainder used by non-residents. If 6no. residents' bays were removed to account for the 5no. relocated '3 hours maximum stay' bays, this is unlikely to result in a detrimental impact to available resident parking bays once the RPZ is operational, as there is likely to be significant availability.

Removal of 5no. bays and revision of southern bays on Grandale Street

- 3.5.7 It is noted that elsewhere within the RPZ area, such as sections of Ravensdale Street and Claremont Street, '1 hour maximum stay' bays (operational from 7am – midnight) are proposed.
- 3.5.8 With consideration given to both types of bays, '1 hour maximum stay' and '3 hour maximum stay' - over a standard day from 7am to midnight, it is noted that the '1 hour maximum stay' bays, which are likely for use of local shops and services, can provide much higher rates of turnover to allow visitors to park.
- 3.5.9 An alternative solution to relocating the northern Grandale Street '3 hours maximum stay' bays to the west and therefore losing 6no. residents parking bays, would be to remove the northern bays without relocating them - and converting the 3no. '3 hours maximum stay' bays on the southern side of Grandale Street to '1 hour maximum stay' bays.

3.5.10 For example, if the proposed 8no. '3 hours maximum stay' bays on Grandale Street were full all day, this would allow 48 cars to park during the 7am – midnight period.

3.5.11 However, if the 5no. bays on the northern side of the carriageway were removed and the 3no. southern bays were converted to '1 hour maximum stay' bays, this would provide capacity for 51 cars throughout the day – albeit with a reduced permitted parking period.

Conclusion

3.5.12 It is noted that two options to facilitate the proposed vehicular access and loading bay have been explored and are feasible solutions. Should the Proposed Development be approved, any proposed changes to the RPZ would be discussed and agreed with MCC and undertaken via a Section 278 Agreement.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

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

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable to the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 4.1** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

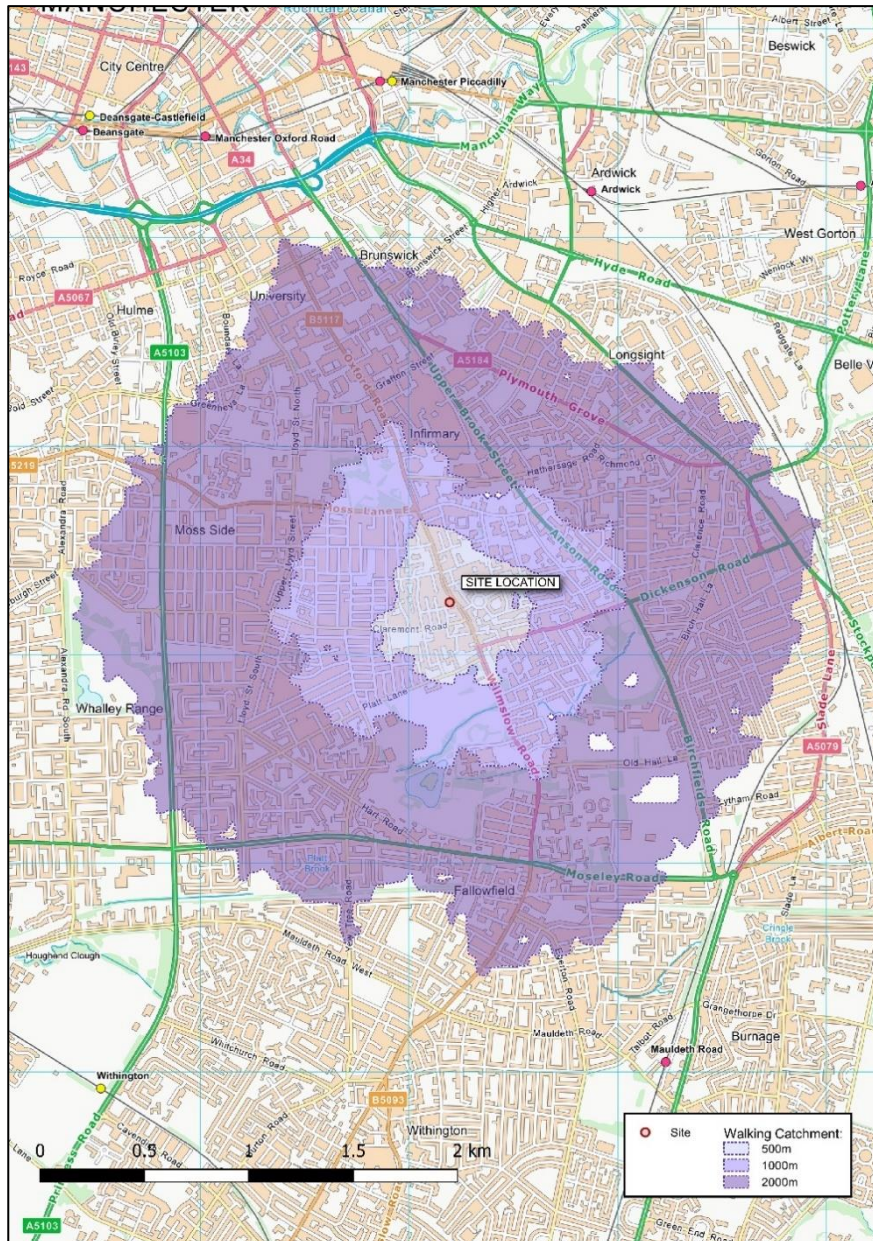


Figure 4.1 – Indicative Pedestrian Catchment

- 4.2.4 The 500m catchment includes all of Rusholme, including employment facilities and various amenities/services for future residents to use. A large supermarket is situated to the south of the site, along with various food outlets and facilities along the extent of Wilmslow Road. Educational facilities such as Heald Place Primary School and Xaverian College are located in desirable walking distance of the site. In addition, the proposed ancillary uses as part of the Development will be accessible for future residents and existing residents in the wider area.
- 4.2.5 Within approximately 500m – 1,000m from the centre of the site, future residents can reach more amenities located on the Wilmslow Road/Oxford Road corridor, such as additional food superstores, Manchester Royal Infirmary, banks, food takeaways and various public houses. In addition, Platts Field Park and services within Fallowfield are within 1,000m walk of the site.

- 4.2.6 The University of Manchester and areas of Longsight, Whalley Range and Withington are all accessible within a 2,000m catchment of the Proposed Development. Furthermore, Manchester city centre is just outside of the 2,000m catchment and is likely that future residents may walk further to access the additional opportunities that the City Centre has to offer. These areas include an abundance of facilities and amenities, including employment, churches, mosques, libraries, and doctors' surgeries, for future residents to utilise.
- 4.2.7 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads. MCC raised no objection as part of the previous application with respect to pedestrian accessibility.
- 4.2.8 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** presents an 8km cycle catchment for the site.
- 4.3.3 This distance refers to the 2019 National Travel Survey statistics demonstrating that 82% of cycling trips were under 5 miles (8km), along with recommendations by Cycling England (since abolished) in '*Integrating Cycling into Development Proposals*' (2009) and the CIHT in '*Planning for Cycling*' (2014).

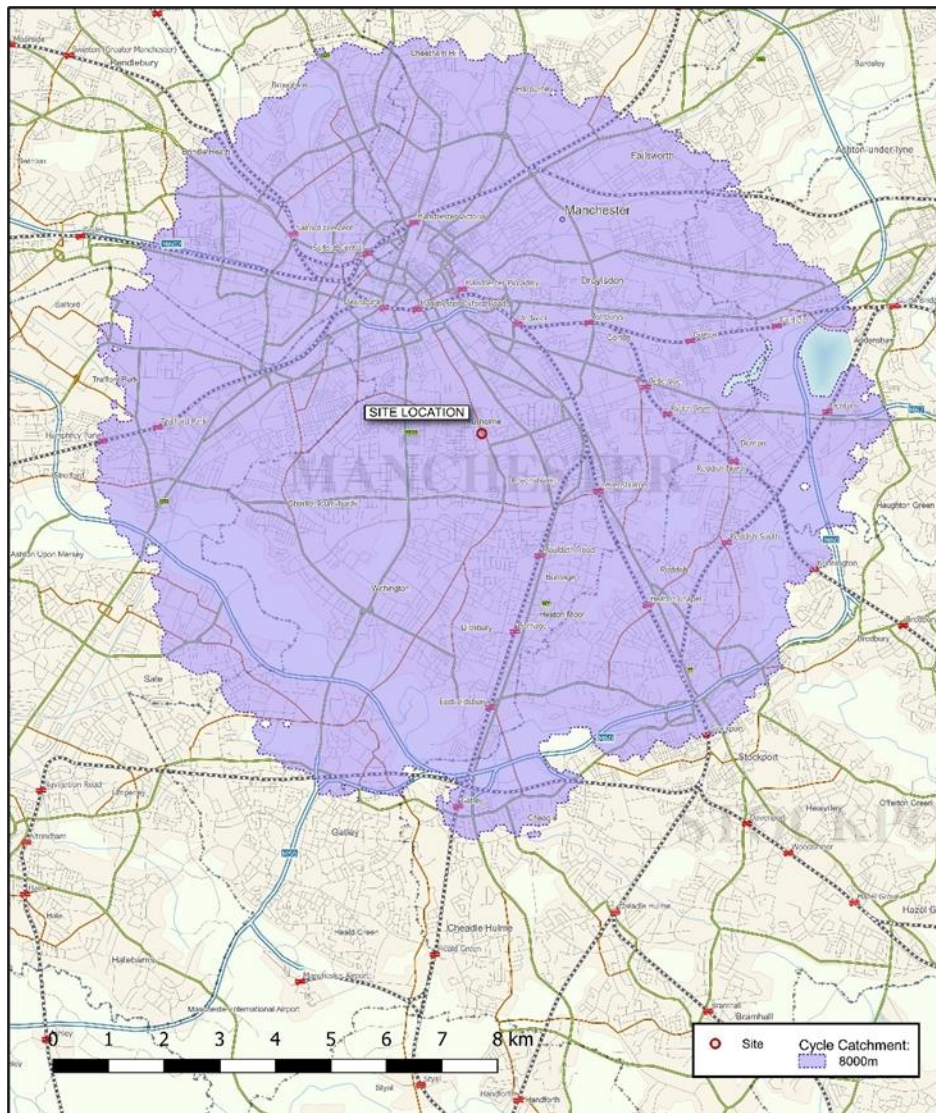


Figure 4.2 – Indicative Cycle Catchment

- 4.3.4 The site will include 44 secure cycle parking facilities for residents, equating to 104% provision.
- 4.3.5 The 8km catchment extends as far as Cheetham Hill in the north, Denton to the east, Stockport in the south and Trafford Park to the west. The catchment also includes Manchester and Salford city centres.
- 4.3.6 These routes comprise a combination of traffic-free and on-road routes, linking the site to many destinations including Manchester city centre (including rail stations), Salford Quays as well as numerous other destinations further afield such as Cheetham Hill, Chorlton-cum-hardy and Withington.
- 4.3.7 A network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 60, NCR 66 and RCR 86. The closest cycle route to the site is NCR 6, which is accessible via on-road routes along Claremont Road, travelling approximately 1.5km in a westerly direction before accessing NCR 6 on Quinney Crescent (adjacent to Alexandra Park).
- 4.3.8 All these routes are accessible within 1 – 5km, and link future residents to the following areas:

- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
- NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium;
- NCR 66 – extends northeast from central Manchester along the Rochdale Canal towards Failsworth; and
- RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.

4.3.9 The local cycle network in the vicinity of the site is shown in **Figure 4.3** below:

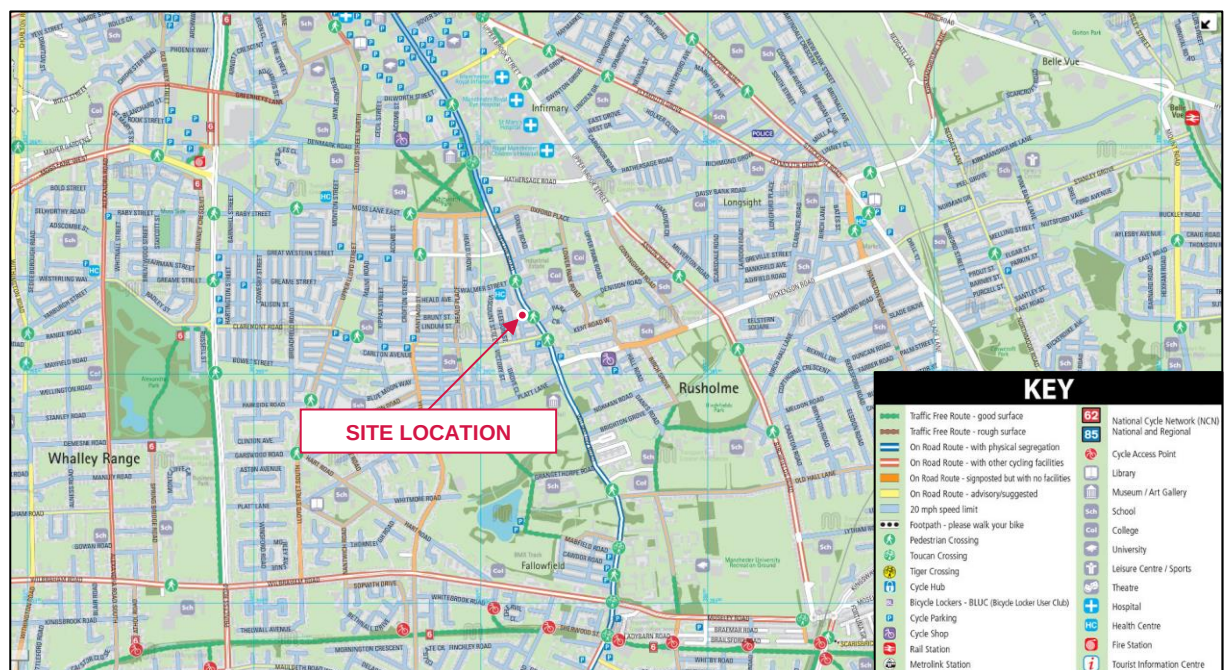


Figure 4.3 – Local Cycle Network
(Source: TfGM)

- 4.3.10 The local cycle network is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The proposal is a vision for Greater Manchester to become the very first city-region in the UK to have a fully joined-up cycling and walking network.
- 4.3.11 Wilmslow Road/ Oxford Road forms a continuous 'Busy Beeway' - fully segregated cycling and walking routes on busy roads – for 2.8km between the junctions with Dickenson Street in Rusholme and Whitworth Street in the city centre. This connects to Oxford Road station and the 'Busy Beeways' on Whitworth Street.

- 4.3.12 In addition, as part of the Bee Network, a new 13-bay cycle hire facility has been installed on Park Crescent, which is approximately 100m from the Proposed Development Site. Furthermore, an 8-bay facility has also been installed at Rusholme Place slightly further afield.
- 4.3.13 Should future residents not own a bike or only require occasional usage of a cycle, these facilities present active travel options alternative to the private car or use of taxis.
- 4.3.14 The site is therefore ideally placed to take advantage of the cycle connections around south Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 **Figure 4.4** below demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site.

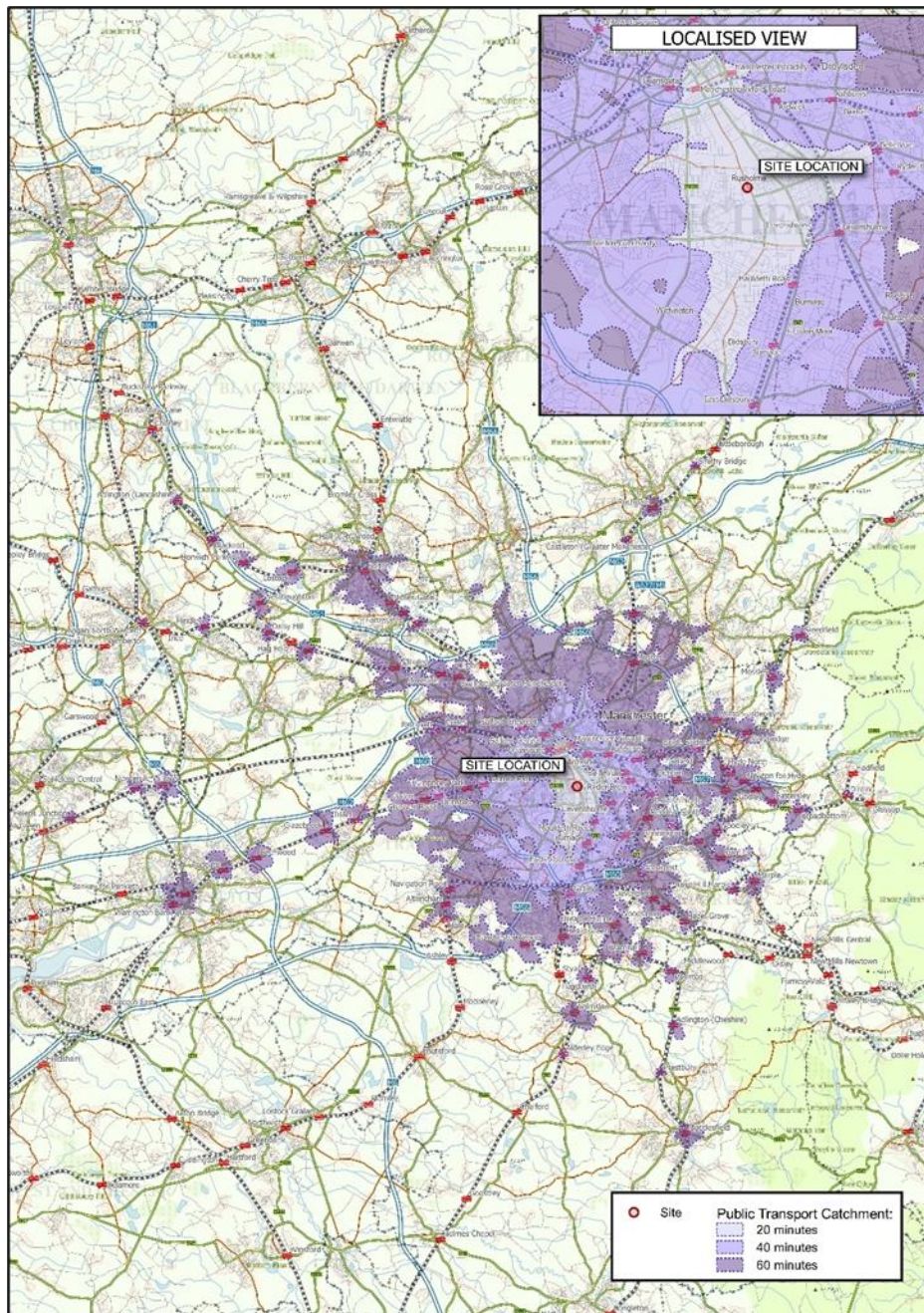


Figure 4.4 – Indicative Public Transport Catchment

- 4.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility.

- 4.4.4 The site is located in an area with an ‘excellent’ GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within south Manchester.
- 4.4.5 Additional amenities and Universities are located on Oxford Road to the north and Manchester city centre is located approximately 2.5km walk to the north. Travel time via public transport to the City Centre is c.20 mins utilising the frequent services of the Oxford Road bus corridor.
- 4.4.6 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.3** below:

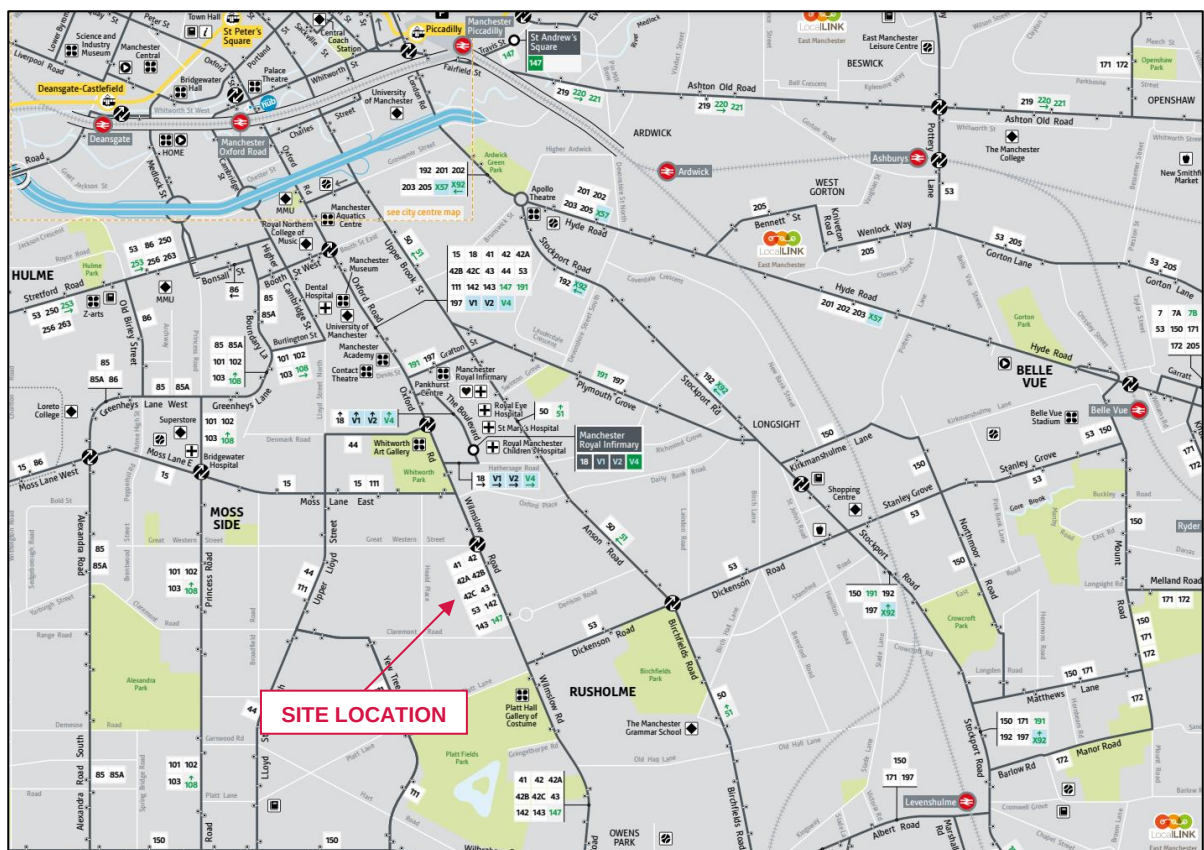


Figure 4.5 – Public Transport Network in the vicinity of the Site
(Source: TfGM)

Bus Accessibility

- 4.4.7 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Buses in Urban Developments*’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.8 The nearest bus stops are located within 50m of the site, on both sides of Wilmslow Road. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Sale - Northenden - Manchester - North Manchester General Hospital - Middleton	4 per hour	3 per hour	2 per hour
42	Manchester - MRI - Withington - Didsbury - Stockport	2 per hour	2 per hour	1 per hour
42A	Manchester - Rusholme - East Didsbury - Reddish	2 per hour	2 per hour	1 per hour
42B/C	Manchester - East Didsbury - Bramhall - Woodford	3 per hour	3 per hour	1 per hour
43	Manchester - Withington - Northenden - Wythenshawe - Manchester Airport	6 per hour	2 per hour	2 per hour
53	Cheetham Hill - Gorton - Rusholme - Old Trafford - Salford Quays - Pendleton	2 per hour	2 per hour	1 per hour
142	Manchester - MRI - Fallowfield - The Christie - East Didsbury	6 per hour	6 per hour	6 per hour
143	Manchester - Rusholme - Fallowfield - West Didsbury	6 per hour	6 per hour	6 per hour
147	Piccadilly Rail Station - West Didsbury	6 per hour	N/A	N/A

Table 4.3 – Bus Service Frequencies in Vicinity of Site

4.4.9 These stops provide regular access seven days a week to major employment areas and interchanges such as those in Manchester city centre and Stockport. Additionally, these routes also link future residents to various destinations across Greater Manchester.

4.4.10 It is considered that the site is highly accessible by bus.

Rail Accessibility

- 4.4.11 There are no rail stations within the 2km 'Preferred Maximum' walking distance; however, Manchester Oxford Road can be accessed by cycle along the 'Busy Beeway' connecting directly to the site and station and is within a 15-minute direct bus journey with services every few minutes.
- 4.4.12 The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.
- 4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances. Up-to-date rail times can be found on respective train operators' website:
- Northern Rail: www.northernrailway.co.uk/travel/timetables;
 - East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
 - Transport for Wales: www.tfwrail.wales/travel-safer/timetable; and
 - TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.
- 4.4.14 Alternatively, Manchester Piccadilly station is a major transport interchange, being the main rail hub in the North West. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the buses that call at the Oxford Road bus stops also serve the Manchester Piccadilly station.
- 4.4.15 In summary, it is considered the site is accessible by rail, with consideration given to multi-modal journeys.

Metrolink

- 4.4.16 The nearest Metrolink station is Deansgate-Castlefield, which can be accessed via various bus services on Wilmslow Road. The vast majority of lines pass through the station, including:
- Altrincham – Bury;
 - Altrincham – Piccadilly;
 - Ashton-under-Lyne – Eccles;
 - East Didsbury – Rochdale Town Centre;
 - Victoria – Manchester Airport; and
 - MediaCityUK – Etihad Campus.
- 4.4.17 Users can also change at Market Street to access the remaining 'Bury – Piccadilly' Metrolink line.
- 4.4.18 The following **Table 4.4** outlines the start and finish times of all Metrolink services. Trams run every 12 minutes (with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

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

Table 4.4 – Summary of Metrolink Services

4.4.19 The Site is therefore served by Metrolink as part of a multi-modal journey.

4.5 Summary

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

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.
- 5.1.3 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the residential sites are in no way comparable to modern apartments located in highly sustainable areas of Manchester.

5.2 Existing Trip Generation

- 5.2.1 The existing Site contains 676m² of A3 use (Application Reference: 118025/FO/2017), which is currently let as a café/bar/lounge as a single unit. This currently has 8no. car parking spaces accessed via Wilmslow Road.
- 5.2.2 The level of trips generated by the existing use of the site has been estimated using total vehicle peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria for Restaurants (with the same criteria used as in the parking accumulation table presented in **Section 3.3**) used in the TRICS database are presented in **Appendix D. Table 5.1** below summarises this. All trip rates are per 100m² GFA:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0	0	<u>0</u>
Restaurant AM Peak (10:00 – 11:00)	1.697	1.455	3.152
Network PM Peak (17:00 – 18:00)	1.31	0.513	<u>1.823</u>
Restaurant PM Peak (19:00 – 20:00)	2.222	1.851	4.073

Table 5.1 – Existing Vehicle Trip Rates (Café/Lounge)

- 5.2.3 From **Table 5.1** above, the total number of trips that could be generated by the current use can be found, which is shown in **Table 5.2**:

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0	0	<u>0</u>
Restaurant AM Peak (10:00 – 11:00)	11	10	21
Network PM Peak (17:00 – 18:00)	9	3	<u>12</u>
Restaurant PM Peak (19:00 – 20:00)	15	13	28

Table 5.2 – Existing Trip Generation (Café/Lounge)

- 5.2.4 The number of vehicle trips generated by the existing uses of the site could equate to 0 and 12 two-way movements respectively in the traditional highway AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

Residential Development

- 5.3.1 The level of trips generated by the proposed use of the site has been estimated using total vehicle peak hour trip rates obtained from surveys of sites of a similar size and nature.
- 5.3.2 To obtain an accurate reflection of trip generation with a reduced parking provision, consideration of site selection has been undertaken with sites that have less than 100% provision. The full search criteria for Residential – Flats Privately Owned used in the TRICS database are presented in **Appendix D**.
- 5.3.3 **Table 5.3** summarises the trip rates for the AM and PM peak periods, whereas Table 5.4 summarises the residential development trips generated.

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	0.054	0.104	<u>0.158</u>
Network PM Peak (17:00 – 18:00)	0.095	0.063	<u>0.158</u>

Table 5.3 – Proposed Development Trip Rates (Flats)

Time	Arrive	Depart	Total
Network AM Peak (08:00 – 09:00)	2	5	<u>7</u>
Network PM Peak (17:00 – 18:00)	4	3	<u>7</u>

Table 5.4 – Proposed Development Trip Generation (42 Units)

- 5.3.4 The number of vehicle trips generated by the Proposed Development could equate to seven two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

Commercial Development

- 5.3.5 It is noted that at ground floor level with frontage onto Wilmslow Road, a total of 525² GFA of Class A1, A2 or A3 use will be provided, which will be split into 4 or 6 smaller units.
- 5.3.6 As no parking is provided for these units – in contrast to the existing use on-site – it is considered that this element of the proposals is ancillary to the residential use and in line with other retail/commercial uses along the Wilmslow Road frontage.

5.4 Net Site Impact

- 5.4.1 The following **Table 5.5** indicates the net impact of the proposed site.

	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing	0	0	<u>0</u>	9	3	<u>12</u>
Proposed	2	5	<u>7</u>	4	3	<u>7</u>
Net Impact	+2	+5	<u>+7</u>	-5	0	<u>-5</u>

Table 5.5 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in an increase of 7 movements during the AM peak hour and a reduction in 5 two-way vehicular trips in the AM and PM peaks respectively.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, the local highway network would not experience any adverse traffic impact resulting from the Proposed Development.

6.0 Transport Planning Policy

6.1 Introduction

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

6.2 National Planning Policy Framework (2023)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

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

- 6.2.3 For decision taking this means granting permission unless:

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

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

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

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

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

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

6.2.8 Paragraph 111 of the NPPF states that:

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

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there is an increase of 12 two-way vehicular trips in the network AM and PM peaks respectively. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

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

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

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

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

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*

- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **77540-CUR-XX-XX-T-TP-00002**).

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

6.4 Manchester Core Strategy (2012 – 2027)

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

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

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

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

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

6.5 Greater Manchester Transport Strategy 2040

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

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey

planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

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

6.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 77540-CUR-XX-XX-T-TP-00002**).

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

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

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

6.6 Manchester Residential Quality Guidance

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

6.6.2 MCC stipulates in the document that development proposals:

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

6.6.3 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city.

6.7 Conclusions

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

7.0 Summary and Conclusions

7.1 Summary

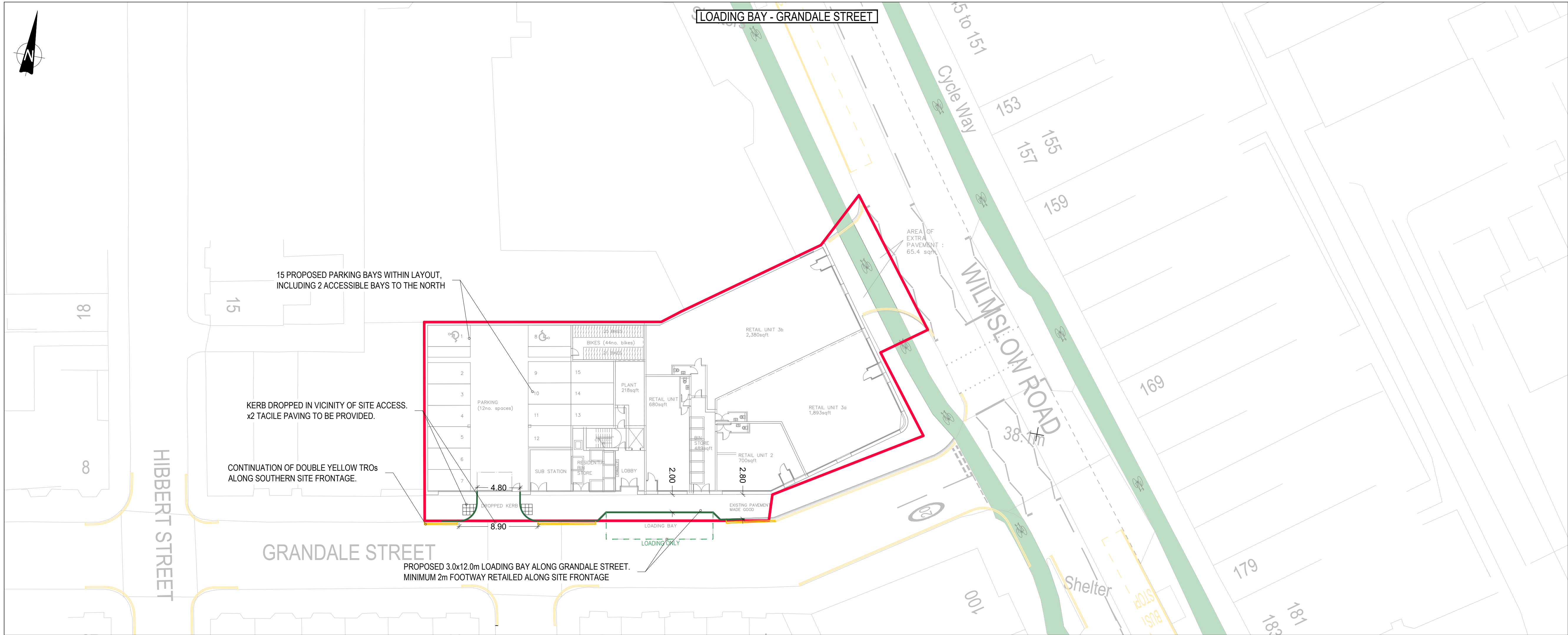
- 7.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a site at 98 Wilmslow Road, Manchester, for the construction of 42no. apartments over four floors, with 4no./6no. ancillary retail/food and beverage units at ground floor level (total of 525m² GFA), with associated residential car and cycle parking.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 7.1.4 The level of on-site car parking provision has been informed by the realistic needs of the end users, car availability per household, precedents of existing consents and the proximity of the site to sustainable modes of transport.
- 7.1.5 It is noted that a Residents Parking Zone (RPZ) is being implemented by Manchester City Council within Rusholme and the surrounding streets of the Proposed Development - and proposed to become operational in November 2023. It has been established in this Transport Statement that the Proposed Development would have no adverse impact on the RPZ.
- 7.1.6 The Residents Parking Zone (RPZ), when implemented will resolve the current problem of visitors to Wilmslow Road district centre parking on the local residential streets.
- 7.1.7 The parking surveys carried out in September 2022 demonstrates local streets will have spare capacity for residents parking once the RPZ is implemented.
- 7.1.8 The site is accessible by sustainable modes of transport. The surrounding area exhibits very good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.9 Trip generation forecasts using TRICS data have demonstrated that there is a maximum increase of 7 two-way vehicular trips in the during the network peak periods. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 7.1.10 Trip generation forecasts using TRICS data have demonstrated the proposed development will result in a reduction in the number of service vehicle movements, associated with the commercial space.

- 7.1.11 It has been demonstrated the five limited waiting bays located on Grandale St can be relocated, or alternatively the three waiting bays opposite can be altered to be 1 hour waiting bays. Either option would maintain parking availability for visitors to Wilmslow Rd district centre.
- 7.1.12 It has been demonstrated there are 277 public car parking spaces within 500m of the site. The parking survey carried out in September 2022 demonstrated the local car parks have spare capacity throughout the day.
- 7.1.13 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 7.1.14 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

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

Drawings



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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- DRAWING BASED ON OLLIER SMUTHWAITE ARCHITECTS' LAYOUT. DRAWING REFERENCE: 'A454_Proposed Ground Floor Plan'

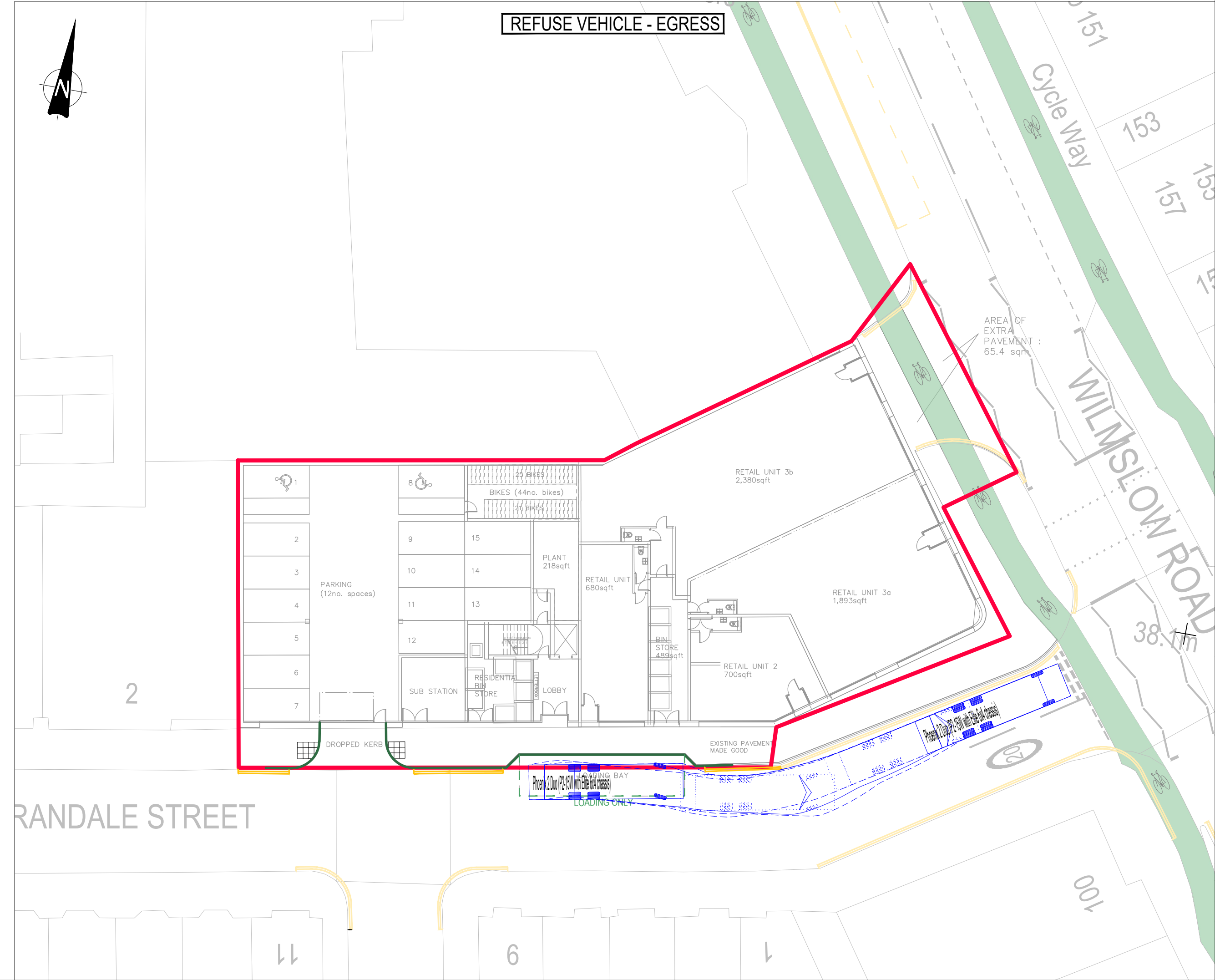
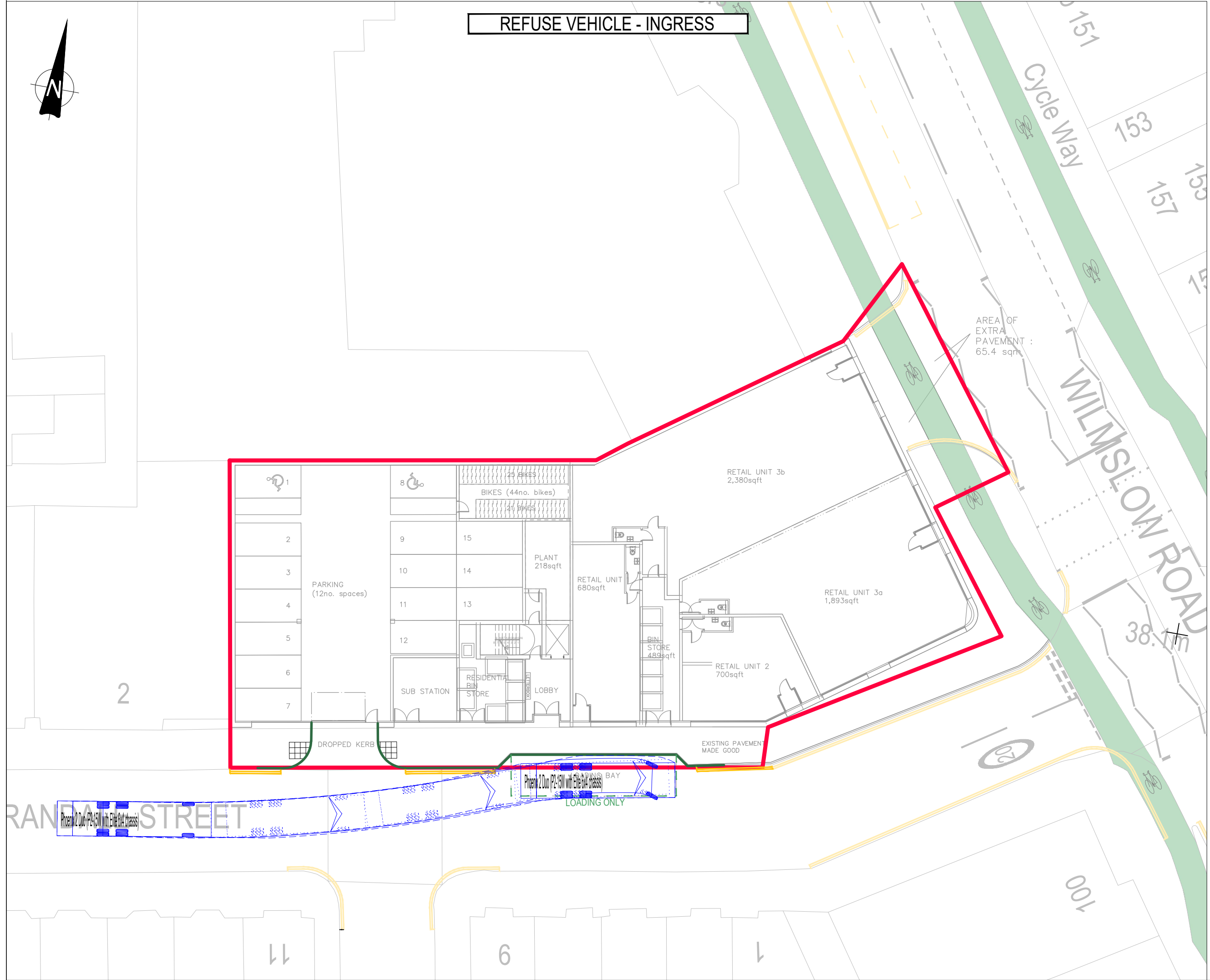
KEY:

- INDICATIVE RED LINE BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	2.300m
Track Width	2.500m
Lock to lock	4.900m
Kerb to Kerb Turning Radius	9.500m



FOR PLANNING

Project: 98 WILMSLOW ROAD - RUSHOLME

Orig Title: PROPOSED LOADING BAY ACCESS ARRANGEMENT GRANDALE STREET

curtins

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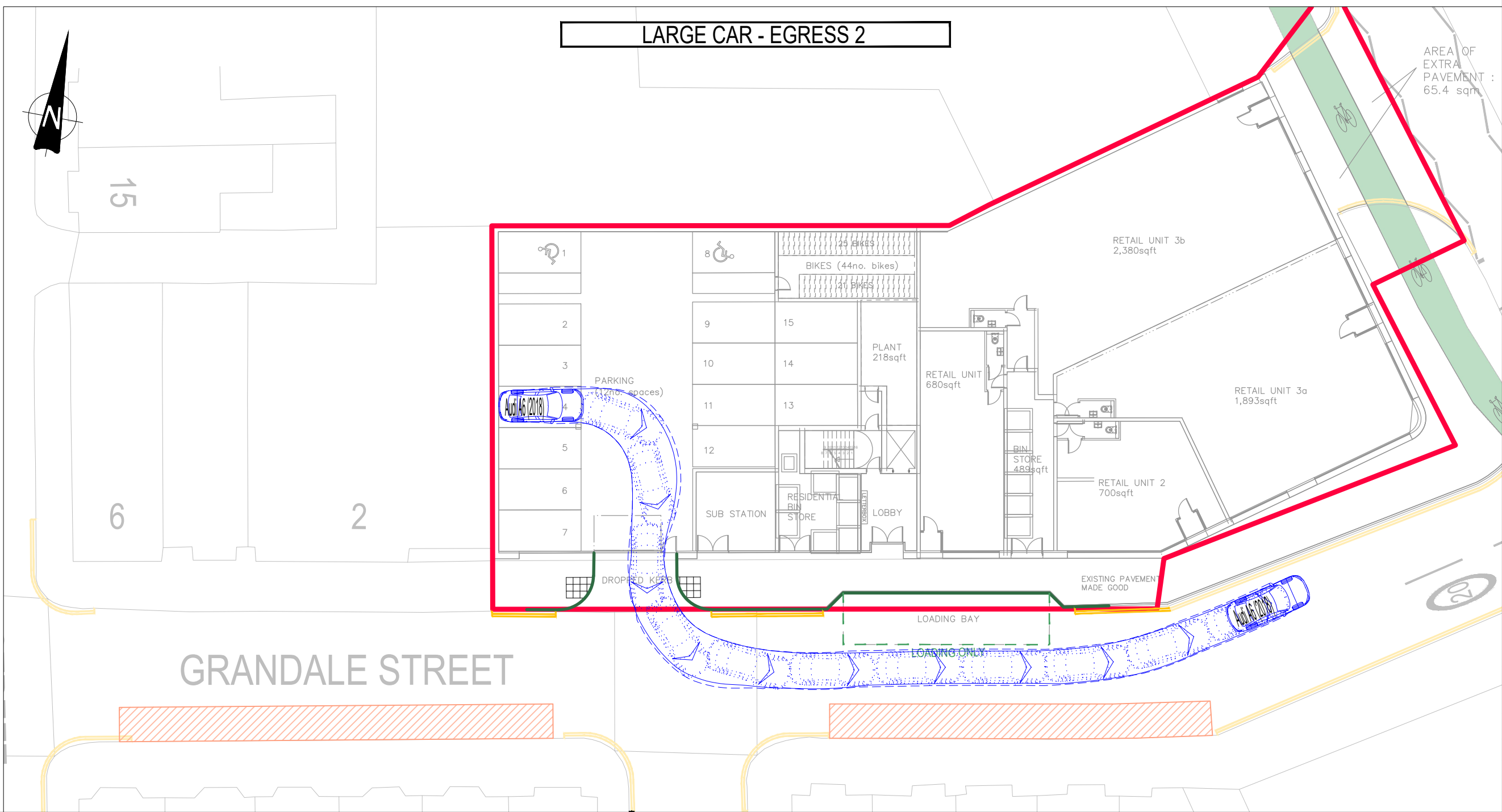
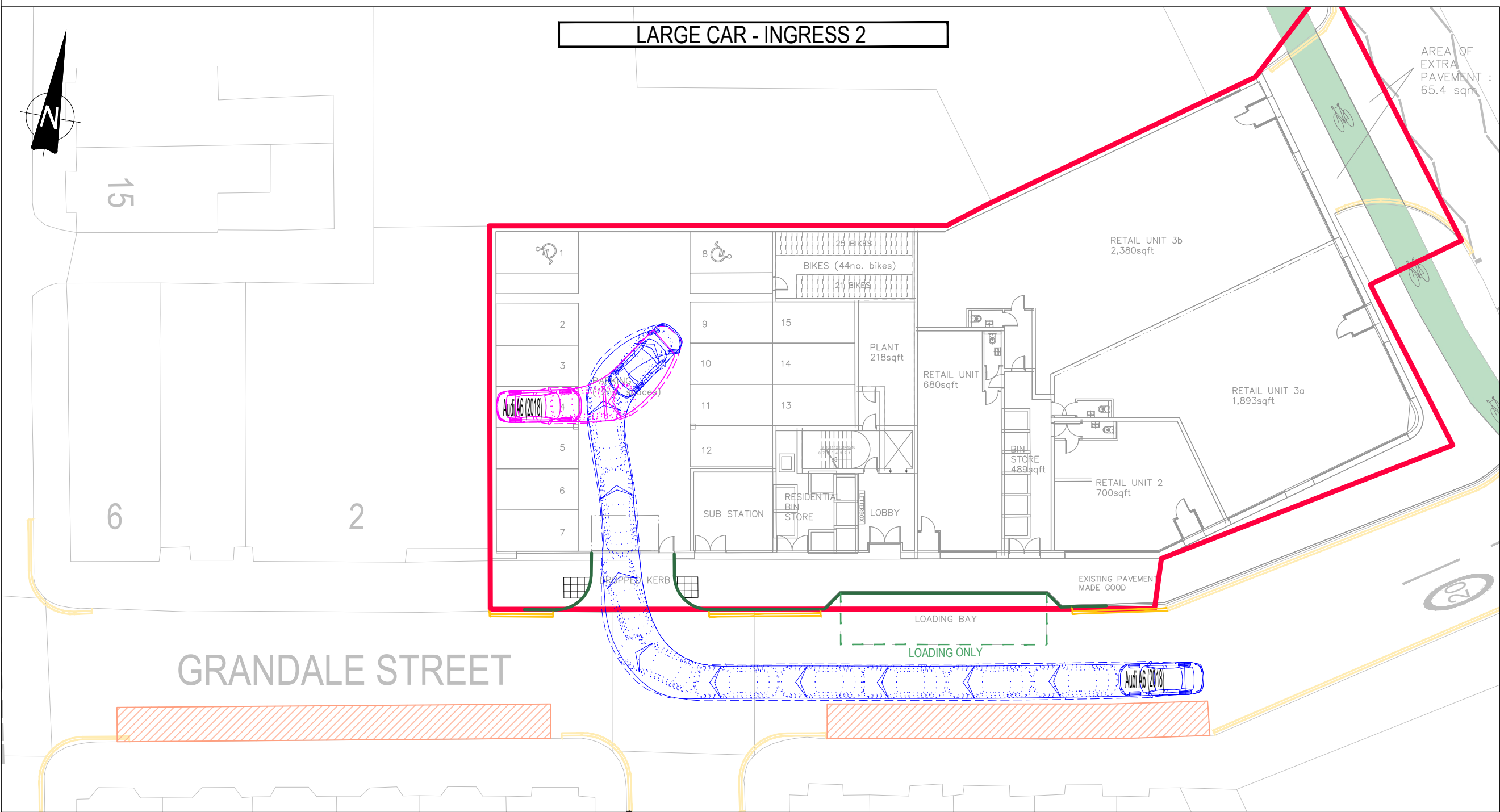
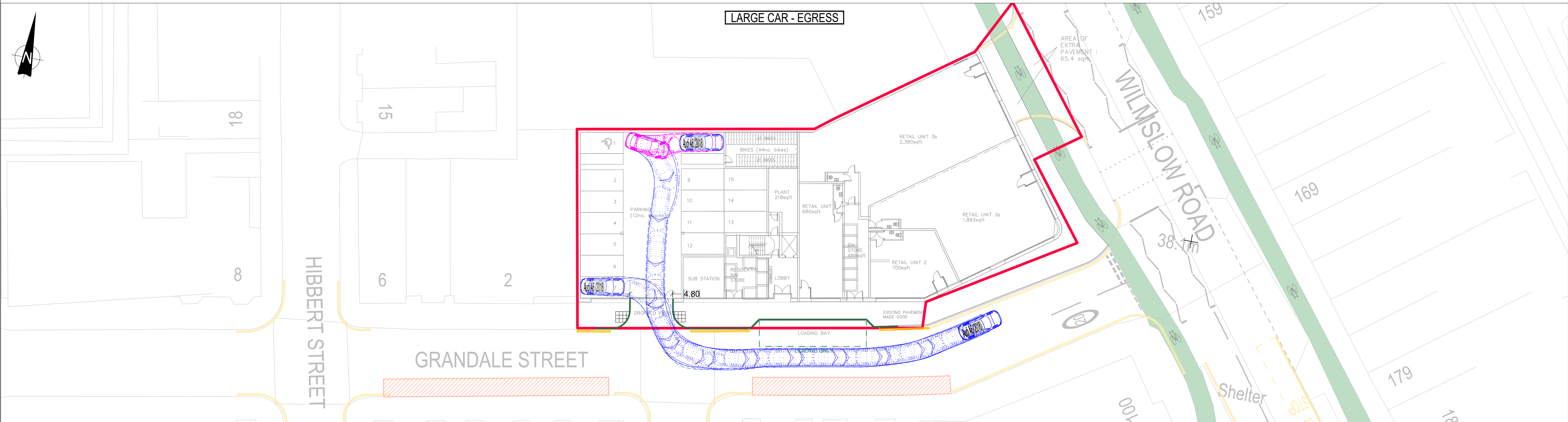
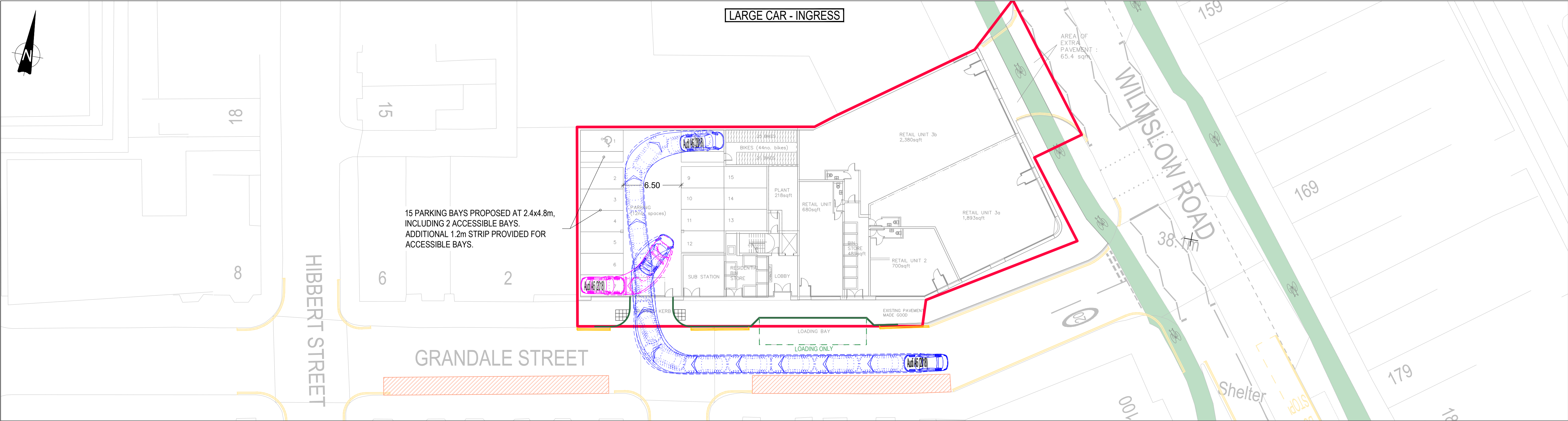
Status:

P03	Layout updated	20/22/23	JM	MT
P02	Layout updated & access arrangement formalised	04/03/22	JM	MT
Rev:	Description:	Date:	By:	Chkd:

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	27/01/22	JM	JM	DD

Scale: 1:250

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
77540 - CUR - 00	- XX	- DR	- TP	- 75001	- P03		



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KEY: — INDICATIVE RED LINE BOUNDARY
- - - EXISTING ROAD MARKINGS
— PROPOSED RAISED KERB
— PROPOSED ROAD MARKINGS
— INDICATIVE EXTENT OF EXISTING ON-STREET PARKING

VEHICLE PROFILE:

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P03	Layout updated	20/11/23	JM	MT
P02	Layout updated & access arrangement formalised	04/03/22	JM	MT
Rev:	Description:	Date:	By:	Chkd:

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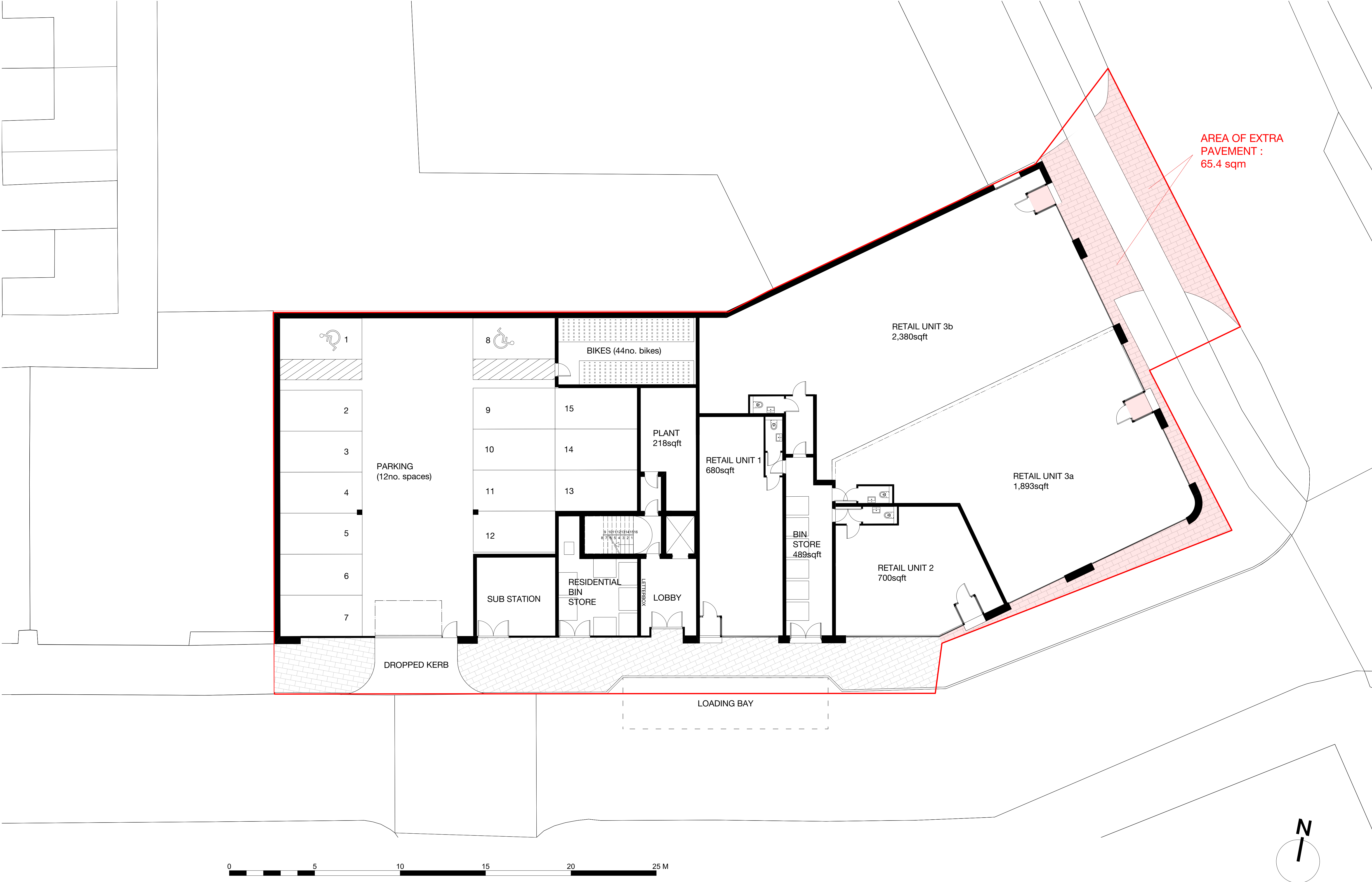
Status: **FOR PLANNING**

Project: **98 WILMSLOW ROAD - RUSHOLME**

Orig Title: **SWEPT PATH ANALYSIS
LARGE CAR**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	27/01/22	JM	JM	DD
Scale:	1:250			
Project No:	Originator:	Volume:	Level:	Type:
77540 - CUR - 00	- XX	- DR	- TP	- 05001 - P03

Appendix A – Proposed Site Layout



PROPOSED GROUND FLOOR PLAN
1:100 @ A1

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IMPORTANT NOTES:

REVISION	DATE	DESCRIPTION
I	09.11.21	ADDITION OF BRICK PANELS & GROUND FLOOR WINDOW
H	11.10.21	EXTENSION OF WATCH IN PAVEMENT AREA
G	02.10.21	AREA OF EXTRA PAVEMENT MARKED
F	10.10.21	PARKING SPACES INCREASED
E	04.04.22	AMENDED SITE BOUNDARY
D	24.03.22	AMENDED BIKE STORAGE TO 44no. BIKES
C	28.02.22	AMENDED BIKE STORAGE TO 44no. BIKES
B	25.02.22	BIKE STORAGE INCREASED TO 70no. BIKES
A	23.12.21	AMENDMENTS TO SHOPFRONTS

CLIENT: VIEWS	
PROJECT: NEW RESIDENTIAL DEVELOPMENT	
ADDRESS: 98 WILMSLOW ROAD, RUSHOLME	
DRAWING TITLE: PROPOSED GROUND FLOOR PLAN	
SCALE: 1:100 @ A1	DATE: APRIL 2021
DRAWING NO: A454_P_1001	

OLLIER SMURTHWAITE ARCHITECTS
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Appendix B – Parking Survey Data (September 2022)

Thurloe Street Car Park:
40 spaces (37 standard & 3 disabled)

Walmer St Car Park:
112 spaces

Thurloe Street Car Park		
40 spaces in total		
Standard	Disabled	Free spaces
0	0	40
0	0	40
0	0	40
0	0	40
1	0	39
3	1	36
15	1	24
24	2	14
19	1	20
20	2	18
6	3	31
18	2	20
22	2	16
24	2	14
27	2	11
36	3	1
36	3	1
30	1	9

Walmer St Car Park	
112	spaces in total
All Vehicles	Free spaces
2	110
4	108
4	108
13	99
24	88
35	77
47	65
58	54
51	61
52	60
54	58
54	58
50	62
51	61
51	61
57	55
43	69
38	74

Assessment of Peak Residents Parking on Streets											
Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents
15	36%	6	38%	19	48%	25	60%	31	53%	7	58%
Free Spaces - if residents only parking											
27		10		21		17		28		5	
Assessment of Peak Visitor Parking on Streets											
Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Paek Visitor Cars
35	20	23	18	18	18	4					118

TIME	Grandale Street		Ravendale Street		Hibbet Street		Flesson Street		Viscount Street		Eva Street	
	42 spaces	Free spaces	16 spaces	Free spaces	40 spaces	Free spaces	42 spaces	Free spaces	59 spaces	Free spaces	12 spaces	Free spaces
06:00	20	22	5	11	19	21	26	16	27	32	5	7
07:00	19	23	5	11	18	22	26	16	27	32	5	7
08:00	22	20	6	10	20	20	27	15	25	34	5	7
09:00	19	23	8	8	20	20	28	14	21	38	6	6
10:00	20	22	12	4	20	20	29	13	21	38	6	6
11:00	18	24	13	3	18	22	25	17	20	39	6	6
12:00	33	9	14	2	24	16	27	15	20	39	11	1
13:00	25	17	17	-1	33	7	27	15	24	35	12	0
14:00	29	13	19	-3	32	8	31	11	29	30	12	0
15:00	31	11	21	-5	37	3	42	0	32	27	11	1
16:00	38	4	22	-6	40	0	47	-5	50	9	11	1
17:00	37	5	19	-3	45	-5	49	-7	44	15	13	-1
18:00	41	1	21	-5	44	-4	47	-5	61	-2	11	1
19:00	47	-5	21	-5	45	-5	47	-5	72	-13	10	2
20:00	45	-3	21	-5	44	-4	46	-4	72	-13	12	0
21:00	47	-5	22	-6	44	-4	46	-4	81	-22	12	0
22:00	47	-5	25	-9	45	-5	48	-6	81	-22	11	1
23:00	47	-5	26	-10	46	-6	46	-4	82	-23	11	1

211

Thurloe Street Car Park:
40 spaces (37 standard & 3 disabled)

Walmer St Car Park:
112 spaces

Thurloe Street Car Park			Walmer St Car Park	
40 spaces in total			112	spaces in total
Standard	Disabled	Free spaces	All Vehicles	Free spaces
0	0	40	0	112
0	0	40	1	111
1	0	39	10	102
3	0	37	17	95
6	0	34	46	66
10	0	30	58	54
21	0	19	55	57
24	1	15	59	53
21	1	18	60	52
22	1	17	64	48
21	1	18	63	49
24	1	15	67	45
18	2	20	54	58
16	2	22	48	64
17	2	21	43	69
22	0	18	51	61
24	0	16	46	66
23	0	17	44	68

Assessment of Peak Residents Parking on Streets

Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents	Residents Cars	% of spaces used by residents
22	52%	6	38%	20	50%	27	64%	25	42%	5	42%

105

Free Spaces - if residents only parking

20	10	20	15	34	7
----	----	----	----	----	---

106

Assessment of Peak Visitor Parking on Streets

Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars	Visitor cars
25	20	26	19	57	6

Paek Visitor Cars
153

Available Spaces for Peak Visitor Parking - to offset on street parking

16	66
82	

Appendix C – Residential Agent Letters

Connecting people with property

351 Wilmslow Road, Manchester, M14 6XS
Telephone: 0161 249 2820
Email: Fallowfield.sales@leaders.co.uk
Website: leaders.co.uk



351 Wilmslow Road
Fallowfield
Manchester
M14 6XS
Tel : 0161 2492820
<https://www.leaders.co.uk/>
email: fallowfield.sales@leaders.co.uk

Re: 98 Wilmslow Road
M14 5AL

05 August 2020

Our ref: MAN190179

Dear Views (C/O Iain Stott)

Thanks for the opportunity to contribute to your proposed scheme at 98 Wilmslow Rd.

As we are based locally to this development, we have a wealth of experience in the local market including both sales and lettings. Considering the information provided to date, we believe the architectural style you have adopted for the project will appeal strongly to owner occupiers.

From our experience the purchasers will predominantly be young professionals working in the city centre, at the university or at one of the local hospitals. Increasingly, we are finding that public transport links and the ability to travel locally without requirement for a car is an important factor for buyers. We find that only a small number of purchasers view a parking space as a necessity and the 12 you have included for the planning application is likely to be adequate. The site is very well serviced by public transport, the dedicated cycle lane along Wilmslow Road will be a big plus for purchasers. The secure bike store you have included is very important for purchasers and renters.

We have a large managed portfolio of rental properties in this location. Again we find tenants renting here typically work or study in the city centre, at the university or in one of the local hospitals. Students who rent in this area are well served by a number of dedicated blocks but we do find some graduate students have a preference to be in smaller, quiet, private blocks. Parking is not required for the majority of lettings we do in this area.

Access to a car club car, located close to the building, would be very attractive to buyers who may own a car but want to live car free in order to reduce their living costs.

I would welcome the opportunity to discuss the project further and hope you will not hesitate to contact me directly should there be any further information we can help with.

Yours sincerely
Megan Farnell
Sales Manager
mfarnell@leaders.co.uk
0161 249 2820

Leaders Lettings Registration Number: 1690574
Leaders Sales Registration Number: 04597727
Registered Office: Crowthorne House, Nine Mile Ride,
Wokingham RG40 3GZ VAT Number: GB587443501



Withington Sales

420 Wilmslow Road Withington M20 3BW

T 0161 445 9700 F 0161 448 0484
E wilthington@jpbrimelow.co.uk

www.jpandbrimelow.co.uk @jpandbrimelow



JP & Brimelow
SALES

FAO: Patrick Sheridan
Views (Holdings) Ltd
Suite 1, Floor 1
Blenheim Court
Carrs Road
Cheadle
SK8 2JY

Dear Patrick,

Re: Development- 98 Wilmslow Road M14 5AL

Thanks for the opportunity to contribute to the proposed scheme as above.

By way of background I have worked within the area over 35 years of which 25 years within Withington as JP & Brimelow. Our main focus is residential sales and as such have been involved with many new developments in that time.

The development in central Rusholme would in my opinion be a huge step in the right direction for the area, attracting professional first time buyers and professional renters into this vibrant neighbourhood.

The design looks great and its location would create a strong demand from academic and Health care workers alongside professional buyers wishing to have easy access to the City Centre.

I have noticed over time and with the advent of safer cycling lanes along Wilmslow Road there is less demand to have parking facilities. Lots of clients I deal with use public transport and cycle if working in the centre of Manchester. Many developments now specifically cater for this with Cycle store being a must.

We were recently involved with a development in central Withington of 13 apartments with aprox 7 car parking spaces available. It created no issue for buyers, the majority of which had no vehicle. So the proposed 12 spaces would seem adequate and fit for purpose.

Whilst we are no longer involved in lettings my experience is that tenants want access to good commuter links and safe cycle lanes if they are working/studying in Manchester. The added cost of parking in the city centre means they don't require a vehicle.

I understand there may be a car club scheme locally which I don't have first hand knowledge of but sounds like a great idea for when a car journey is an imperative.

Withington Sales

420 Wilmslow Road Withington M20 3BW

T 0161 445 9700 F 0161 448 0484
E withington@jpbrimelow.co.uk

www.jpandbrimelow.co.uk

@jpandbrimelow



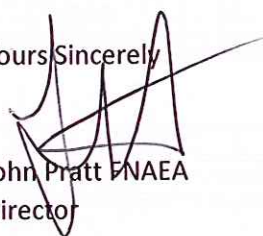
JP&Brimelow
SALES

In short I feel there would be a strong demand from the residential sales market and also the professional tenant market for a development of this kind within the area, which would not be determined by access to parking but more so by the proximity to excellent commuter links and safe cycling lanes which are plentiful.

If you need any further information at this early stage please let me know.

Kind Regards

Yours Sincerely


John Pratt FNAEA
Director

Appendix D – TRICS Output

Calculation Reference: AUDIT-148301-231107-1100

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 135 (units:)
 Range Selected by User: 6 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.31 to 0.75 Actual: 0.31 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

Selected survey days:

Wednesday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Residential Zone 2
 No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 Survey date: WEDNESDAY 09/11/16 Survey Type: MANUAL		
3	SF-03-C-04 SAINT MARY'S ROAD IPSWICH	BLOCKS OF FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 56 Survey date: WEDNESDAY 16/09/20 Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
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	3	74	0.050	3	74	0.081	3	74	0.131
08:00 - 09:00	3	74	0.054	3	74	0.104	3	74	0.158
09:00 - 10:00	3	74	0.054	3	74	0.050	3	74	0.104
10:00 - 11:00	3	74	0.027	3	74	0.036	3	74	0.063
11:00 - 12:00	3	74	0.045	3	74	0.041	3	74	0.086
12:00 - 13:00	3	74	0.068	3	74	0.077	3	74	0.145
13:00 - 14:00	3	74	0.050	3	74	0.045	3	74	0.095
14:00 - 15:00	3	74	0.068	3	74	0.072	3	74	0.140
15:00 - 16:00	3	74	0.081	3	74	0.072	3	74	0.153
16:00 - 17:00	3	74	0.072	3	74	0.054	3	74	0.126
17:00 - 18:00	3	74	0.095	3	74	0.063	3	74	0.158
18:00 - 19:00	3	74	0.081	3	74	0.081	3	74	0.162
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.776			1.521

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

30 - 135 (units:)
 01/01/15 - 11/05/22
 3
 0
 0
 0
 0

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

Calculation Reference: AUDIT-148301-220215-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 325 to 1136 (units: sqm)
 Range Selected by User: 75 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

Monday	2 days
Tuesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	1

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

Development Zone	2
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(b) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	CH-06-B-01 SOUTERS LANE CHESTER	BBQ RESTAURANT		CHESHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	500 sqm		
	Survey date: TUESDAY	11/11/14	Survey Type: MANUAL	
2	HC-06-B-01 BINNACLE WAY PORTSMOUTH COSHAM	PIZZA HUT		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Gross floor area:	325 sqm		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
3	LN-06-B-01 BRAYFORD WHARF NORTH LINCOLN	PREZZO		LINCOLNSHIRE
	BRAYFORD WHARF Edge of Town Centre Development Zone			
	Total Gross floor area:	1136 sqm		
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL	
4	WM-06-B-05 THE BUTTS COVENTRY	AKBARS		WEST MIDLANDS
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	600 sqm		
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL	
5	WY-06-B-01 BINGLEY STREET LEEDS	CHINESE RESTAURANT		WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	950 sqm		
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL	

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.211	1	950	0.211	1	950	0.422
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	413	1.697	2	413	1.455	2	413	3.152
11:00 - 12:00	4	728	1.202	4	728	0.584	4	728	1.786
12:00 - 13:00	4	728	1.889	4	728	0.584	4	728	2.473
13:00 - 14:00	4	728	1.546	4	728	1.821	4	728	3.367
14:00 - 15:00	4	728	0.996	4	728	1.615	4	728	2.611
15:00 - 16:00	4	728	0.550	4	728	0.756	4	728	1.306
16:00 - 17:00	5	702	1.082	5	702	0.627	5	702	1.709
17:00 - 18:00	5	702	1.310	5	702	0.513	5	702	1.823
18:00 - 19:00	5	702	1.994	5	702	1.538	5	702	3.532
19:00 - 20:00	5	702	2.222	5	702	1.851	5	702	4.073
20:00 - 21:00	5	702	1.196	5	702	2.592	5	702	3.788
21:00 - 22:00	5	702	0.513	5	702	1.396	5	702	1.909
22:00 - 23:00	5	702	0.456	5	702	1.168	5	702	1.624
23:00 - 24:00	5	702	0.313	5	702	0.598	5	702	0.911
Total Rates:			17.177			17.309			34.486

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

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

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Parameter summary

Trip rate parameter range selected:	325 - 1136 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-148301-221020-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL OGVS

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 550 to 1645 (units: sqm)
 Range Selected by User: 240 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/09/21

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

Selected survey days:

Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

n/a	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	LR-01-I-02 RYDER ROAD LEICESTER	LOCAL SHOPS	LEICESTER
	Edge of Town Residential Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	28/10/14	Survey Type: MANUAL
2	SY-01-I-01 EVERINGHAM ROAD DONCASTER CANTLEY	LOCAL SHOPS	SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Gross floor area:	1645 sqm	
	Survey date: FRIDAY	17/09/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1645	0.000	1	1645	0.000	1	1645	0.000
07:00 - 08:00	2	1098	0.091	2	1098	0.091	2	1098	0.182
08:00 - 09:00	2	1098	0.046	2	1098	0.046	2	1098	0.092
09:00 - 10:00	2	1098	0.137	2	1098	0.137	2	1098	0.274
10:00 - 11:00	2	1098	0.046	2	1098	0.046	2	1098	0.092
11:00 - 12:00	2	1098	0.091	2	1098	0.091	2	1098	0.182
12:00 - 13:00	2	1098	0.046	2	1098	0.046	2	1098	0.092
13:00 - 14:00	2	1098	0.000	2	1098	0.000	2	1098	0.000
14:00 - 15:00	2	1098	0.137	2	1098	0.137	2	1098	0.274
15:00 - 16:00	2	1098	0.046	2	1098	0.046	2	1098	0.092
16:00 - 17:00	2	1098	0.091	2	1098	0.091	2	1098	0.182
17:00 - 18:00	2	1098	0.046	2	1098	0.000	2	1098	0.046
18:00 - 19:00	2	1098	0.000	2	1098	0.046	2	1098	0.046
19:00 - 20:00	2	1098	0.000	2	1098	0.000	2	1098	0.000
20:00 - 21:00	2	1098	0.000	2	1098	0.000	2	1098	0.000
21:00 - 22:00	2	1098	0.000	2	1098	0.000	2	1098	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.777			0.777			1.554

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

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

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