

Former British Legion Site, Woodhouse Lane, Wythenshawe

106 Albert Mill
10 Hulme Hall Road
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TN01 – Transport Note

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Client:	Wythenshawe Community Housing Group	Job No:	352932
Date:	05 May 2023	File Name:	TN01 v2.1
Prepared by:	RW	Approved by:	MA

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by the Wythenshawe Community Housing Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for an affordable residential development on a former British Legion site on Woodhouse Lane in Wythenshawe, Manchester.
- 1.1.2 The proposed development comprises 14no. 1-bed apartments, on-site car parking provision, internal cycle store, external bin store and resident's amenity spaces. Vehicular access is proposed via an upgraded existing junction on Woodhouse Lane. The indicative site boundary is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Development Site Boundary



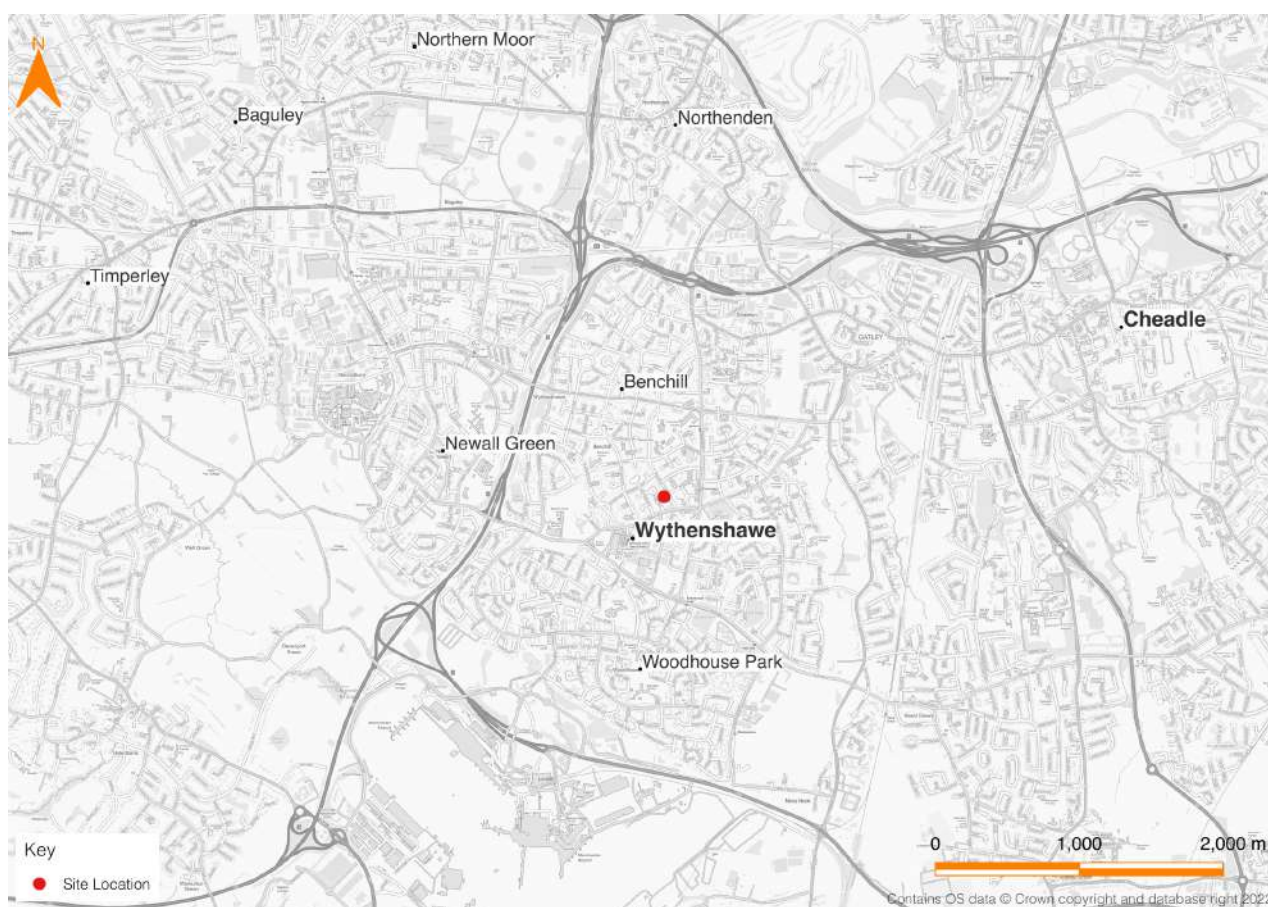
- 1.1.3 This Transport Note (TN01) has been prepared to assess the development proposals, with consideration of vehicular and pedestrian access, accessibility via sustainable transport modes, on-site parking provision, servicing and expected trip generation.
- 1.1.4 The scope and methodology of assessment has been agreed with Manchester City Council (MCC) Highways. Scoping correspondence with MCC Highways is attached in [Appendix A](#).

2. Existing Conditions

2.1 Site Location

- 2.1.1 The development site is located in Wythenshawe, c.500m north of the Wythenshawe Town Centre, c.1.8km east of Newhall Green and c.3.2km south-west of Cheadle.
- 2.1.2 The strategic site location is shown on [Figure 2.1](#).

Figure 2.1 : Site Location Plan



2.2 Local Highway Network

2.2.1 The development is bound by Woodhouse Lane to the east, existing residential dwellings to the west, Brownwood Hall Church to the north and an office building with parking to the south. The location of the site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Woodhouse Lane

- 2.2.2 Woodhouse Lane is a c.6m wide two-way single carriageway with a single lane in each direction, extending in a broadly north-south alignment along the site's eastern boundary.
- 2.2.3 The road includes c.4.5m wide footway provision and a network of street lighting columns on both sides of the road. Woodhouse Lane is subject to 20 mph speed limit.
- 2.2.4 From the development site boundary, Woodhouse Lane extends for c.100m to the south before forming the minor arm of a priority junction with Poundswick Lane. To the north, Woodhouse Lane primarily serves existing residential properties, and extends for c.650m before forming the minor arm of a priority junction with Hollyhedge Road.
- 2.2.5 The existing waiting restrictions on Woodhouse Lane adjacent to the development site are indicatively shown in Figure 2.3.

Figure 2.3 : Existing Waiting Restrictions (image source : Google)



2.3 Adopted Highway Boundary

2.3.1 Adjacent to the development site, Woodhouse Lane forms part of the local adopted highway, as shown in Figure 2.4.

Figure 2.4 : Adopted Highway (source: Manchester City Council)



2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoW) within the development site boundary.

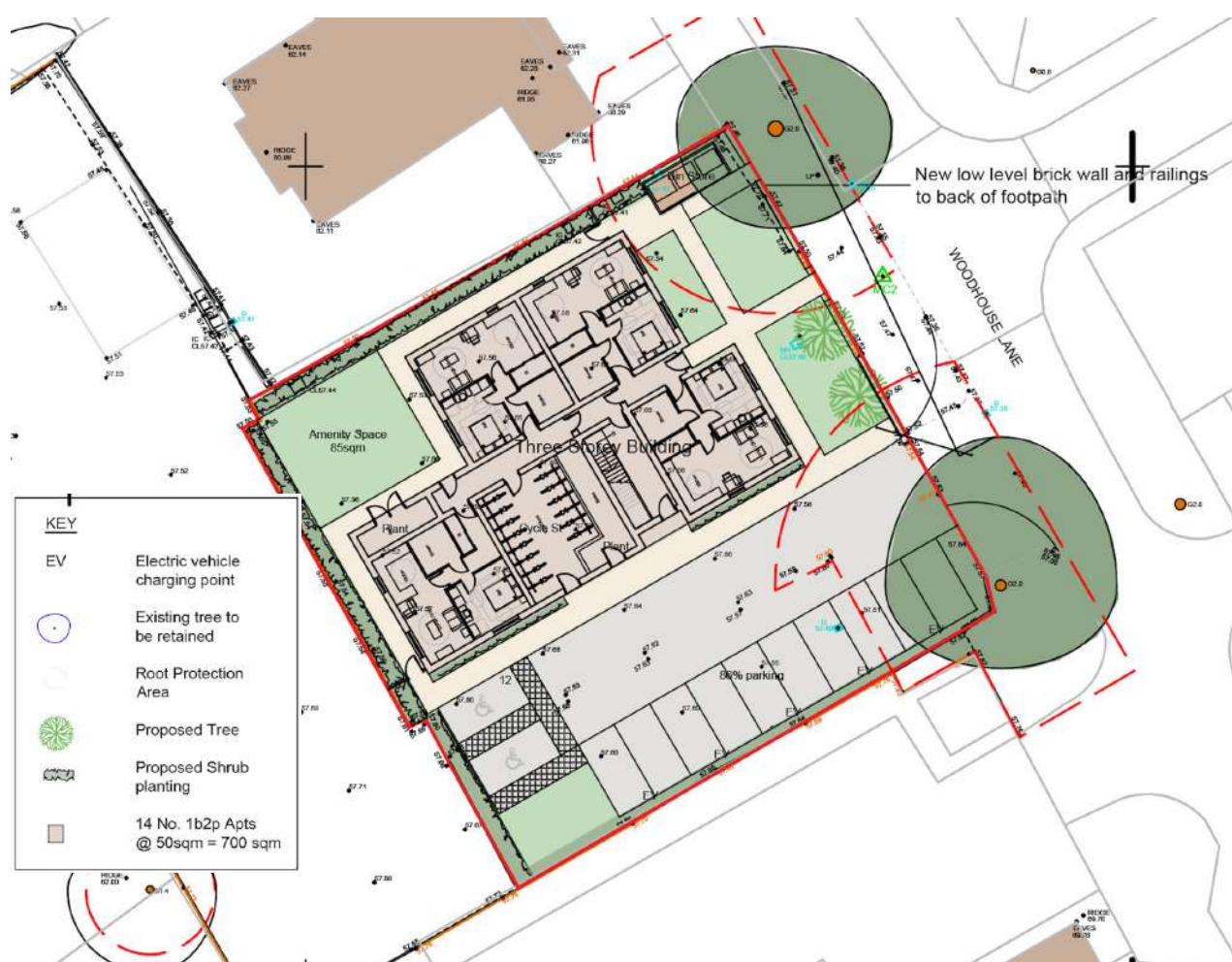
3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed affordable residential development on the former British Legion site comprises 14no. 1-bed apartments, on-site car parking provision, internal cycle store, external bin store and resident's amenity space. Vehicular access is proposed via an upgraded existing junction on Woodhouse Lane.

3.1.2 The proposed site layout is shown in [Figure 3.1](#), with full plans attached in [Appendix B](#).

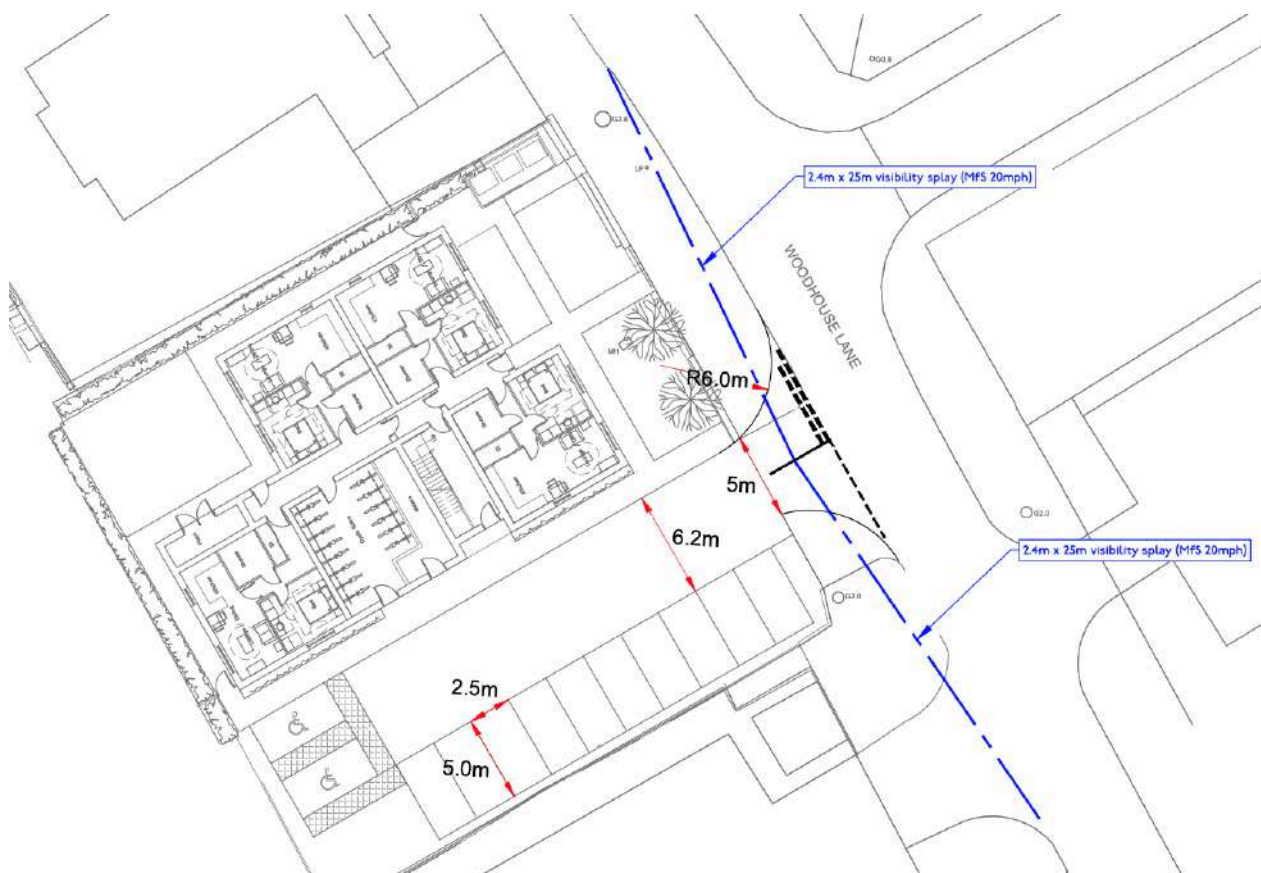
Figure 3.1 : Proposed Site Layout (source: Arcus Consulting LLP)



3.2 Site Access Arrangement

- 3.2.1 Vehicular access to the car park is proposed from Woodhouse Lane, via an upgraded existing priority access junction, comprising a 5.0m wide carriageway and 6.0m kerb radii.
- 3.2.2 Based on the speed limit of 20mph and in accordance with Manual for Streets (MfS), visibility splays of 2.4m x 25m can be achieved in both directions along Woodhouse Lane from the access junction, as shown in Figure 3.2, with the full drawing (Drawing No. J32-5932-PS-003) attached in Appendix C.

Figure 3.2 : Proposed Site Access Junction



- 3.2.3 It is acknowledged that the southern visibility splay encroaches the existing car park access to the south, however this is considered acceptable given this is an existing arrangement and the proposed development will not impede the visibility splay from the adjacent access.
- 3.2.4 The proposed development includes a separate pedestrian access from Woodhouse Lane, providing traffic-free routes to the building entrances and car park. A new low-level brick wall and railings will be provided at the back of footway along Woodhouse Lane, providing visually permeability from a distance of 0.6m upwards, as requested by MCC Highways.

- 3.2.5 As also requested by MCC, the footway on Woodhouse Lane adjacent to the development will be resurfaced. The work on the adopted highway will be undertaken as part of the Section 278 agreement.

3.3 Proposed Parking Provision

- 3.3.1 The proposed development includes a total of 12no. on-site car parking spaces (86% provision), including 2no. disabled spaces. The proposed car parking provision has been approved by MCC Highways during the pre-application consultation.
- 3.3.2 In compliance with MCC's minimum bay dimension requirements, the standard car parking bays are 2.5m x 5.0m and the disabled bays are 3.7m x 6.0m (including L-shaped hatching), as shown in [Figure 3.2](#). The car park layout includes a 6.2m wide aisle width for vehicles to manoeuvre safely into/out of parking spaces.
- 3.3.3 All residential parking spaces will be provided with Electric Vehicle (EV) charging points. 100% cycle provision will also be provided at the development site, located within a secure, internal cycle store.

3.4 Servicing and Delivery Arrangements

- 3.4.1 The proposed development includes a bin store located at the north-east corner of the site, with direct access provided onto Woodhouse Lane. On bin collection days, a refuse collection vehicle can stop on the northbound lane of Woodhouse Lane within 10m of the bin store, in accordance with MfS and BS 5906:2005 for four-wheeled containers. Refuse collection vehicles will not be required to enter the site to collect the bins.
- 3.4.2 As detailed previously, there are existing TROs in place along Woodhouse Lane adjacent to the proposed bin store, restricting parking between 8:00 and 18:00 from Monday to Friday. The proposed on-street refuse collection arrangement is the same as the existing residential properties further to the north, which are served directly from Woodhouse Lane and are subject to the same waiting restrictions.
- 3.4.3 The principle of servicing the proposed development from Woodhouse Lane has been accepted by MCC Highways during the pre-application consultation.

4. Sustainable Accessibility

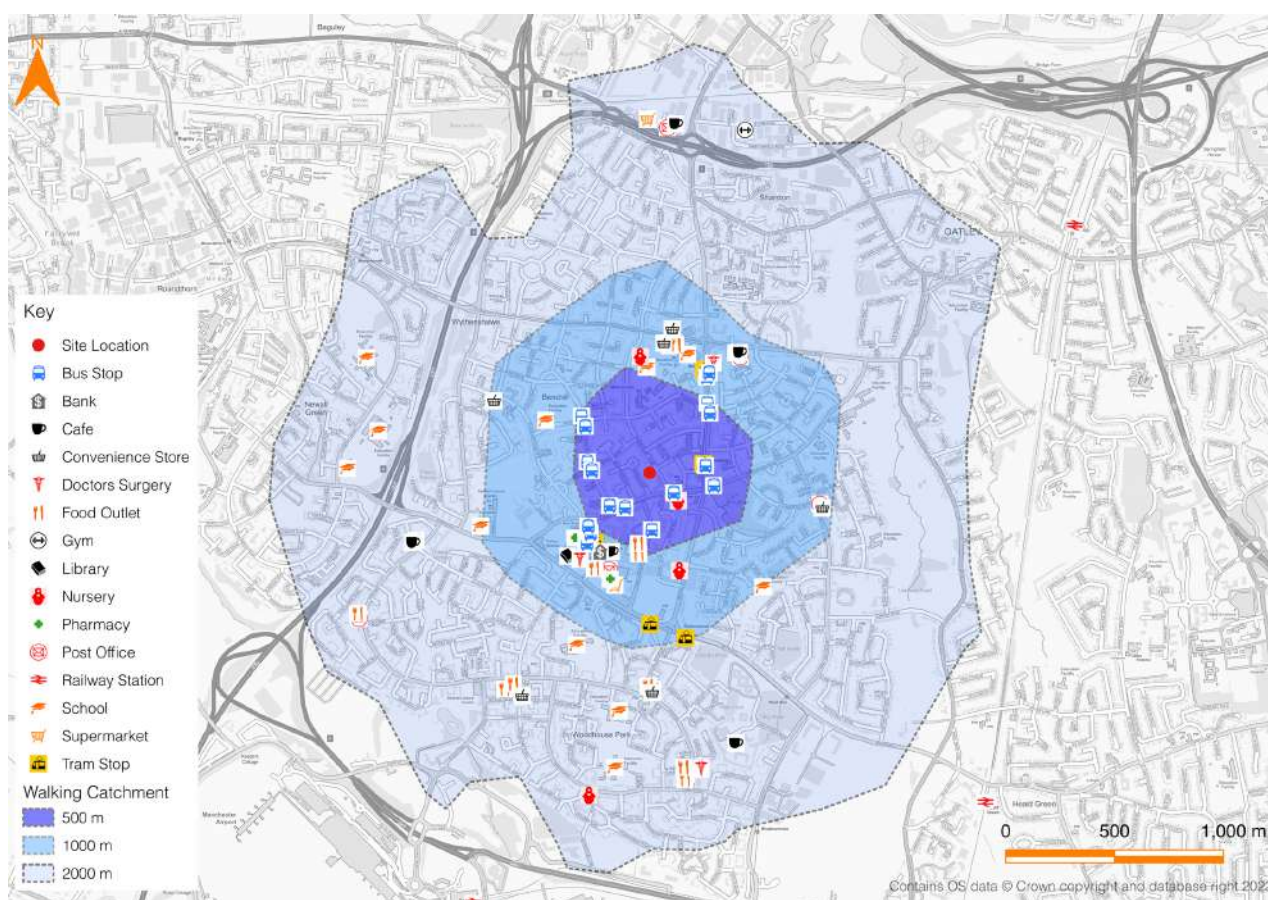
4.1 Pedestrian Accessibility

- 4.1.1 Current Government policy and guidance places great emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 As described previously, the site is accessible via existing footways. The close proximity of Wythenshawe Town Centre (c.500m) makes it accessible by foot, as well as other transport connections and key areas in the locality. These are accessible to most users in recognition of varying severities and types of disability.

4.1.3 **Figure 4.1** presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Local Amenities Catchment Plan



4.1.4 As shown in **Figure 4.1**, the development site is located in a predominantly residential area, c.500m north of Wythenshawe Town Centre which provides a range of amenities. Within a 500m walking catchment, several bus and tram stops are also accessible, with a 1,000m walking catchment providing access to schools, convenience stores, food outlets and a doctor's surgery.

4.1.5 **Table 4.1** provides an indication of the distances and approximate walking times to local bus and tram stops, as well as other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.1 : Local Amenities – Distance and Walking Times

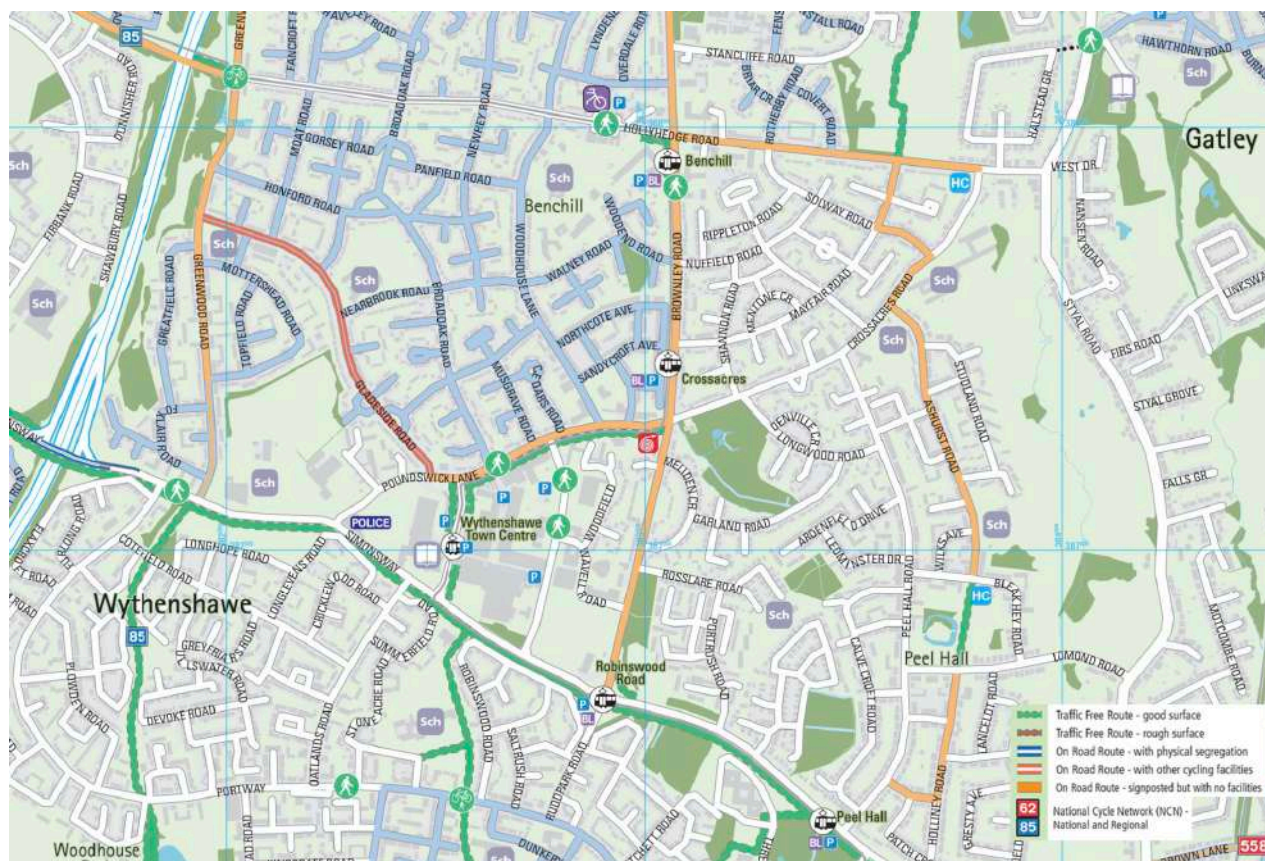
Amenity	Distance	Average Walking Time
Bus Stop on Poundswick Lane	170m	2 minutes
Bus Stop on Brownley Road	300m	4 minutes
Crossacres Tram Stop	300m	4 minutes
Wythenshawe Town Centre	500m	6 minutes
Haveley Hey Community School	550m	7 minutes
SS John Fisher & Thomas More Catholic Primary School	600m	7 minutes

- 4.1.6 Table 4.1 shows that the site is c.170m (2-minute walk) from the closest bus stop on Poundswick Lane, with another bus stop c.300m (4-minute walk) away on Brownley Road. Crossacres tram stop on Brownley Road is located c.300m (4-minute walk) from the development site. There is also a primary and secondary school within c.600m (7-minute walk) from the development site.
- 4.1.7 Additionally, Wythenshawe Town Centre is approximately c.500m (6-minute walk) from the site, offering local amenities such as an ASDA supermarket, a TSB Bank and several shops and food outlets.
- 4.1.8 Based on the site's proximity to both local public transport services and good quality footways on the local highway network, walking can be considered to be a realistic method of travel as an alternative to private car trips.

4.2 Cycle Accessibility

- 4.2.1 As with pedestrian accessibility, cycle accessibility is dependent on both the proximity of local amenities and presence of quality infrastructure. Such infrastructure, it must be noted, can be shared with both pedestrians and vehicles, alongside dedicated cycle infrastructure.
- 4.2.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.2.3 Local cycle routes are available in the vicinity of the site, as shown in Figure 4.2.

Figure 4.2 : Local Cycle Routes (source : TfGM)



4.2.4 As seen in Figure 4.2, there is a network of local cycle routes within a close proximity of the site, including a traffic-free cycle route and on-road route on Poundswick Lane, which provides access towards Wythenshawe Town Centre and Manchester Airport.

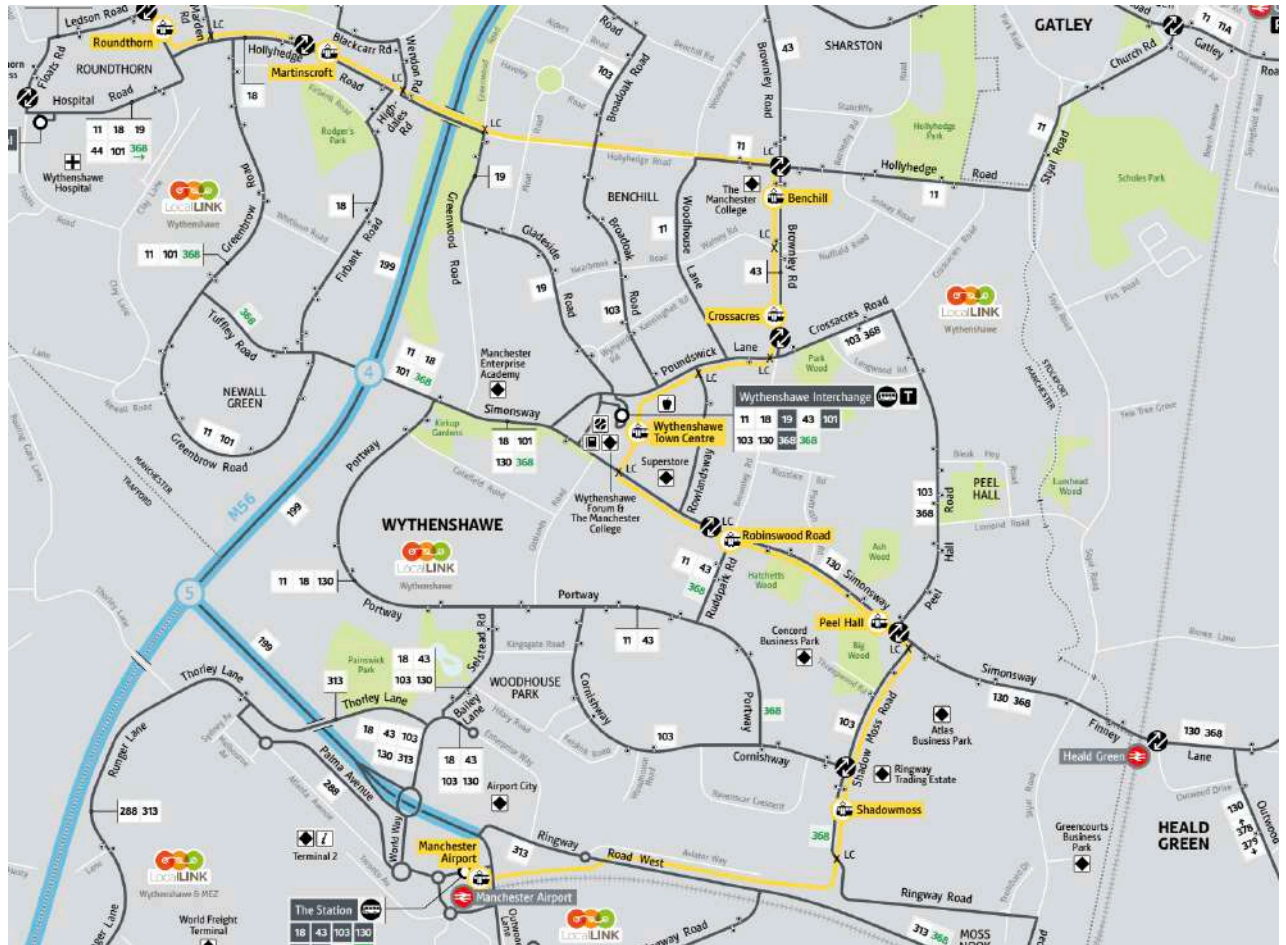
4.2.5 A network of local cycle routes, as depicted in Figure 4.2, is accessible within the local area, meaning cycling can be considered as a realistic and accessible mode of transport to access local amenities and local destinations.

4.3 Public Transport

Local Bus Services

4.3.1 Figure 4.4 shows a map of the local bus routes around Wythenshawe within the proximity of the development site.

Figure 4.4 : Map of Local Bus Routes (source: TfGM)



4.3.2 Figure 4.4 shows that local bus routes access Poundswick Lane (2-minute walk from the site), providing access to Wythenshawe Town Centre, where a variety of amenities are located, and Manchester Airport.

4.3.3 Table 4.2 provides a summary of local bus services accessible from the bus stops located on Poundswick Lane. Full bus timetables are attached in Appendix D.

Table 4.2 : Local Bus Services – Poundswick Lane

Service No.	Route	Frequency (services / hour)			
		AM	PM	Sat	Sun
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	6	6	2	2
103	Piccadilly Gardens – Wythenshawe – Manchester Airport	2	2	2	1
368	Stockport – Wythenshawe – Manchester Airport	3	3	4	2

4.3.4 As shown in Table 4.2, regular bus services provide the site with access to Manchester City Centre, Stockport and Manchester Airport, with services available on both weekdays and weekends.

Rail Services

4.3.5 The closest railway station, Heald Green, is located c.2.5km from the development site and is accessible via the 368-bus route and tram services from Crossacres Metrolink Stop.

4.3.6 Table 4.3 provides a summary of routes and durations of local rail services accessible from Heald Green Railway Station.

Table 4.3 : Direct Services from Heald Green Railway Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Airport	3 services / hour	5 minutes
Crewe via Wilmslow	1 service / hour	48 minutes
Blackpool North via Manchester Piccadilly	1 service / hour	1 hour 30 minutes
Liverpool Lime Street via Manchester Piccadilly	1 service / hour	1 hour 17 minutes

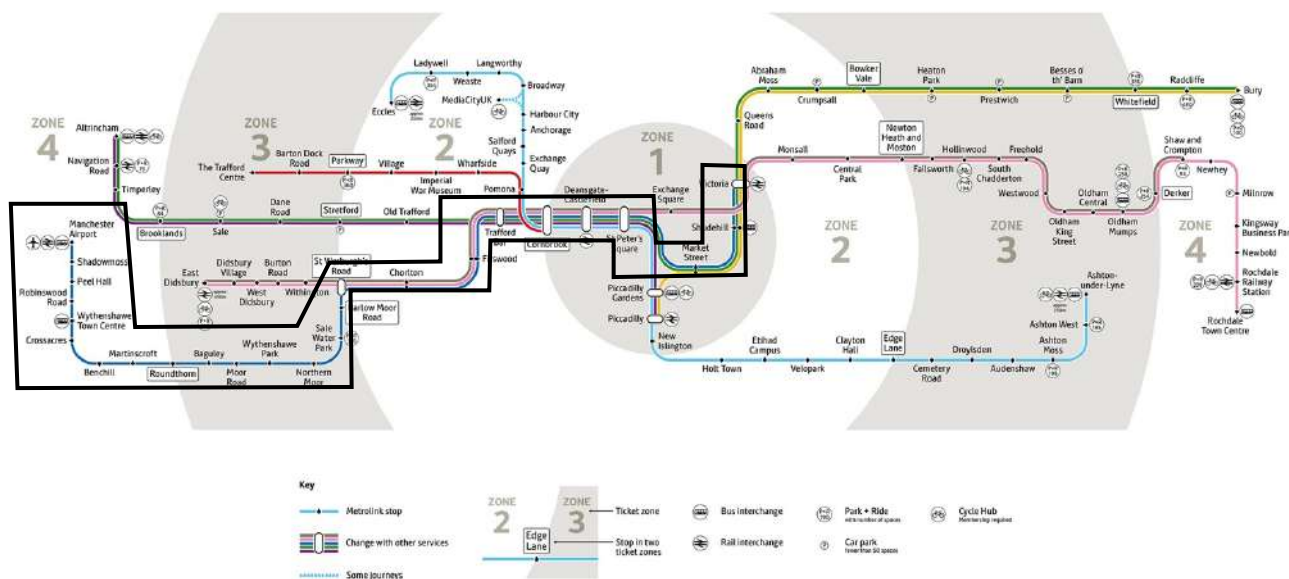
4.3.7 Table 4.3 summarises the direct train services available from Heald Green Railway Station, including services to Manchester Piccadilly, Liverpool Lime Street and Blackpool and Manchester Airport.

Tram Services

4.3.8 The closest tram stop is Crossacres on Brownley Road, c.230m (2.5-minute walk) to the east of the site. Crossacres is on the Manchester Airport – Victoria Metrolink line.

4.3.9 Figure 4.5 shows the TfGM Metrolink network, with the Manchester Airport – Victoria (navy) line highlighted.

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.3.10 As shown in Figure 4.5, Crossacres tram stop provides services to Manchester Airport to the south, via the Wythenshawe Town Centre stop, and Manchester Victoria travelling north via Chorlton, St. Peters Square and Market Street. The Victoria tram stop provides the opportunity to change line to access Bury, Rochdale and Manchester Piccadilly.

4.3.11 Services, both northbound and southbound, are available approximately every 6 minutes.

4.3.12 The site is therefore accessible via the TfGM Metrolink network and provides access to key amenities and popular locations across Greater Manchester.

4.3.13 The accessibility and frequency of local bus, train and tram services demonstrates the site's sustainable accessibility by public transport, particularly as an alternative to private cars trips for commuting or visitor trips.

4.4 Summary

4.4.1 In summary, it has been shown that the site benefits from excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport, thereby offering a realistic alternative to single occupancy car trips.

4.4.2 The site is therefore compliant with the National Planning Policy Framework (NPPF) which states that: *'in assessing sites that may be allocated for development in plans, or specific application for 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'* (paragraph 110).

- 4.4.3 Furthermore, the proposals align with paragraph 112 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'*

5. Trip Generation

5.1 Trip Generation

- 5.1.1 A trip generation exercise has been undertaken in order to quantify the impact this residential development will have on the local highway network. The TRICS database has been used to generate trip rates using the 'Residential – Affordable / Local Authority Flats' land use category.
- 5.1.2 The TRICS trip rates have been approved by MCC Highways during the pre-application consultation.
- 5.1.3 In accordance with the 'TRICS Good Practise Guide 2021', no surveys were removed on the basis of geographical region, with the exception of Greater London, as requested by MCC Highways.
- 5.1.4 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix E](#).

Figure 5.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
'Residential – Affordable / Local Authority Flats'	0.080	0.127	0.207	0.134	0.127	0.261
Proposed Development (14no. dwellings)	1	2	3	2	2	4

- 5.1.5 As presented in [Figure 5.1](#), the proposed residential development is expected to generate **3** two-way trips during the AM peak hour and **4** two-way trips during the PM peak hour.

5.2 Traffic Impact

- 5.2.1 The trip generation exercise shows that the proposed development will generate approximately 1 trip every 15 to 20 minutes when averaged over the peak hours. Based on the low expected trip generation, it can be reasonably concluded that the development will have a negligible impact on the local highway network.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by the Wythenshawe Community Housing Group to provide transport planning and highways advice in relation to a planning application for an affordable residential development on a former British Legion site on Woodhouse Lane in Wythenshawe, Manchester.

6.1.2 The proposed development comprises 14no. 1-bed apartments, on-site car parking provision, internal cycle store, external bin store and amenity space. Vehicular access is proposed via an upgraded existing junction on Woodhouse Lane.

6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results demonstrate that:

- In accordance with local and national policy and guidance, the site is accessible via a range of sustainable modes of public transport, including walking, cycling and public transport. These provide accessible and realistic alternatives to single-occupancy car travel;
- Vehicular access to the car park is proposed from Woodhouse Lane, via an upgraded existing priority access junction, comprising a 5.0m wide carriageway and 6.0m kerb radii;
- Based on the speed limit of 20mph and in accordance with Manual for Streets (MfS), visibility splays of 2.4m x 25m can be achieved in both directions along Woodhouse Lane from the access junction;
- The proposed parking provision includes 12no. on-site car parking spaces (86% provision), including 2no. disabled spaces. The proposed car parking provision has been approved by MCC Highways during the pre-application consultation;
- All residential parking spaces will be provided with Electric Vehicle (EV) charging points;
- 100% cycle provision will also be provided, located within a secure, internal cycle store;
- A refuse collection vehicle can stop on Woodhouse Lane within 10m of the bin store, located at the north-east corner of the site, in accordance with MfS and BS 5906 for four-wheeled containers. The principle of servicing the proposed development from Woodhouse Lane has been accepted by MCC Highways during the pre-application consultation;
- The proposed development will produce a low number of vehicle trips during the peak hours, equating to **3** two-way trips during the AM peak hour and **4** two-way trips during the PM peak hour. This equates to 1 trip every 15 to 20 minutes on the local highway network during the peak hours; and

- Based on the expected trip generation it can be concluded that the proposed development will have a negligible impact on the local highway network, and not a 'severe' impact, which is the threshold under which development should not be prevented or refused on highways grounds according to paragraph 111 of the National Planning Policy Framework (NPPF).

6.2 Summary

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transportation reasons that prevent this planning application from being approved.

APPENDIX A Scoping Correspondence with MCC Highways

Subject: RE: Former British Legion, Wythenshawe - TN Scope (325932)
Date: Monday, 19 December 2022 at 10:57:44 Greenwich Mean Time
From: Laura Wareing
To: Rebecca Woollin
CC: Michael Anthony
Attachments: image002.png, image003.png, image004.png, image005.png, image006.png, image007.gif, image012.png, image013.png, image014.jpg, image015.png, image016.png, image018.png, image019.png

Morning Rebecca,

I hope you had a lovely weekend! Thank you for your email.

MCC do prefer servicing within the site, but in this case we acknowledge that the site has constraints. Highways would accept servicing from Woodhouse Lane, however it should be ensured that the collection point doesn't impact on any access points or junctions. It is also recommended that TROs are in place to ensure that parking does not occur at the collection point and potentially cause congestion when waste collection is taking place. The Transport Note should confirm that collection can be undertaken safely in this location. I would suggest that a visibility splay be undertaken at Woodhouse Lane / Sandycroft junction to show if the refuse vehicle would have an impact on visibility from this junction.

Many thanks,

Laura

Laura Wareing, Assistant Engineer
Highways Development Control
Growth and Neighbourhoods Directorate

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

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

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

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



Upcoming Leave: 23rd December – 3rd January. Returning 4th January

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 19 December 2022 09:25
To: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: Re: Former British Legion, Wythenshawe - TN Scope (325932)

Hi Laura,

Thank you for your email.

Just to clarify, it is intended that a refuse vehicle will not enter the site, and will instead stop on Woodhouse

Lane and access the bin store at the north-east corner from Woodhouse Lane. Is this arrangement acceptable?

Kind regards

Rebecca

Rebecca Woollin BA (Hons)
Graduate Transport Planner

☎ 0161 464 9495

✉ rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

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keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Date: Friday, 16 December 2022 at 12:01

To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>

Subject: RE: Former British Legion, Wythenshawe - TN Scope (325932)

Hi Rebecca,

I am good thank you, I hope you are well also and keeping warm. Thank you for your emails and providing the information. Please find Highways response to the updated proposals below:

FURTHER COMMENTS 16TH DECEMBER 2022:

Previously Highways were approached to provide highways advice for 8 residential dwellings on the site. The proposed development will now no longer be housing, but affordable apartments. The proposals now comprise of 14 1-bedroom affordable apartments across 3-storeys.

Please find Highways updated comments below to reflect the updated proposals.

TRICS ASSESSMENT:

The proposed TRICS assessment is acceptable to Highways. The attached assessment demonstrates that the two way trips to/from the site will be less than 30 and therefore a junction capacity assessment is not required.

PARKING PROVISION:

The proposed parking provision of 12 parking spaces (including 2 disabled spaces) is acceptable to Highways. The provision of 86% is acceptable for this area. Highways would have concerns if the provision was lower due to on-street parking that occurs along Woodhouse Lane and the loss of on-street parking due to the development and potential parking restrictions associated with the development.

Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

The applicant should provide verification that the necessary vehicle manoeuvres can be undertaken at the car parking spaces.

It is requested that the submitted Transport Note provide details on how the parking spaces at the site will be allocated i.e. first come / first serve or to specific apartments.

EV CHARGING:

It is requested that the car park offer 20% EV Charging.

ACCESS ARRANGEMENTS:

The existing access from Woodhouse Lane will be retained.

The Scoping email (received the 8th of December) confirms that a visibility splay of 2.4m x 25m can be achieved from the access, however, the southern visibility splay does cross the adjacent car park access. Although, this is not ideal it is acknowledged that this is an existing arrangement. It is therefore requested that the applicant ensures that boundary treatment proposed at the site access ensures good visibility from the access and does not impinge on visibility to the adjacent car park access.

The applicant should ensure that the access has dropped kerbs and tactile paving in place. This will need to be undertaken via a Section 278 agreement. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

A TRO assessment should be undertaken along Woodhouse Lane. Highways are aware that on-street parking does occur along Woodhouse Lane and on-street parking opportunities will be lost due to the development. The applicant should consider what TROs are and could be in place near the access and between the adjacent car park access to reduce opportunities of inconsiderate parking that could impinge on visibility.

Footways will be in place within the development site and will connect to the existing footway on Woodlands Lane. It is requested that any footway upgrades on the adopted highway be a minimum of 2m wide. Any works on the adopted Highway will require a Section 278 agreement and will be funded by the applicant.

It is requested that the applicant resurface Woodlands Lane adjacent to the development.

Any redundant dropped kerbs should be reinstated as part of the Section 278 agreement.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made. Highways requested that 100% cycle parking is in place for the development.

The Plan confirms that a bike store will be in place on the ground floor of the site. This is acceptable to Highways.

WASTE COLLECTION:

A bin store will be in place within the north-east corner of the site.

For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- o Length – 11.5m (when loading – 13.1m)
- o Width – 3m (when loading – 4.1m)

- o Height – 4m, 6m including top loader arms
- o Turning circle, between kerbs – 17.88m
- o Turning circle, between walls – 19.39m

GENERAL COMMENTS:

It is acknowledged that we have previously provided Highway's advice and therefore you may already have the following information. However, please see below.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

Site accessibility, access to public transport, walking and cycling routes should be included in the assessment.

The proposed Transport Note scoping is acceptable to Highways.

Please do not hesitate to contact me if I can be of any further assistance.

Many thanks and have a lovely weekend,

Laura

Laura Wareing, Assistant Engineer
Highways Development Control
Growth and Neighbourhoods Directorate

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

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

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

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



Upcoming Leave: PM Friday 23rd – Tuesday 3rd January. Returning 4th January

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Sent: 08 December 2022 10:44

To: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Subject: Re: Former British Legion, Wythenshawe - TN Scope (325932)

Hi Laura,

Just to follow up on my previous email, there are a few specific points we wish to highlight to MCC Highways for approval:

Parking Provision

Parking provision for the 14no. affordable apartments is proposed at 86% - 12no. car parking spaces including 2no. disabled spaces. We are aware that standards outlined in 'Manchester Residential Quality Guidance' state that 100% provision is required for apartments outside of the city centre, however these flats will be affordable. Please could you confirm that 86% provision at the site is acceptable.

Servicing

Servicing is proposed via Woodhouse Lane, via a bin store adjacent to Woodhouse Lane – this can be seen on the proposed site plan. Please could you confirm whether this arrangement is acceptable.

Access Arrangements

As stated, it is proposed that access will be taken via the existing access from Woodhouse Lane. The access is 5m wide, widening to 6m within the parking layout, with 6m corner radii. Visibility splays in line with MfS guidance (2.4m x 25m) are achievable at the access – however, the southern visibility splay crosses the adjacent car park access. This can be seen in the image below. Please could you confirm if the access arrangements are acceptable.





Please get in touch if you have any further questions.

Kind regards

Rebecca

Rebecca Woollin BA Hons
Graduate Transport Planner

☐ 0161 464 9495

☐ rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>

Date: Thursday, 8 December 2022 at 10:25

To: Laura Wareing <Laura.Wareing@manchester.gov.uk>

Cc: Michael Anthony <michaelanthony@modetransport.co.uk>, Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Subject: Re: Former British Legion, Wythenshawe - TN Scope (325932)

Hi Laura,

Hope you are well.

Mode Transport Planning has been appointed by Arcus Consulting LLP to provide transport planning and highways advice to support a planning application for a residential development on a former British Legion site on Woodhouse Lane, Wythenshawe (nearby postcode: M22 9TF). We were in contact with you about this site in October, and the Client has recently informed us that the site will no longer be housing and will now be **affordable apartments**. We therefore wish to gain your approval for our report scope for the new proposals.

The development proposes the construction of 14no. 1-bed (2-people) affordable apartments across 3-storeys, with the existing access from Woodhouse Lane to be retained. The proposed site plan is attached for reference – subject to change.

We intend to produce a Transport Note (TN) to support this planning application. The aim of this email is to summarise the points for such TN for your approval, which are in most the same as for the previous housing proposal at the site:

- **Existing conditions and accident data** – description of the site location and local highway network;
- **Sustainable transport accessibility** – review the existing access options via public transport, cycling and walking routes;
- **Waste Collection** – review of waste collection arrangements, in reference to BS:5906 and MfS, via swept path analysis;
- **Trip Generation** – estimate trip generation during the AM and PM peak hours based on trip rates derived from the TRICS database using the '*Residential – Affordable/Local Authority Flats*' category (attached). Sites in Greater London and surveys undertaken during COVID has been removed;
- **Parking** - review of car and cycle parking availability in reference to MCC standards;
- **Vehicle/pedestrian access** – review the existing access arrangement from Woodhouse Lane, including visibility splays in accordance with MfS and with consideration of existing trees;
- **Travel Plan Measures** – based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives will be detailed that could be implemented by the developer at the site to reduce single occupancy car use and encourage residents to travel sustainably.

It is not intended to undertake any junction capacity modelling as part of the assessment.

I would be grateful if you could confirm whether this proposal is acceptable. If you have any queries, please get in touch.

Kind regards

Rebecca

Rebecca Woollin BA Hons
Graduate Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

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APPENDIX B

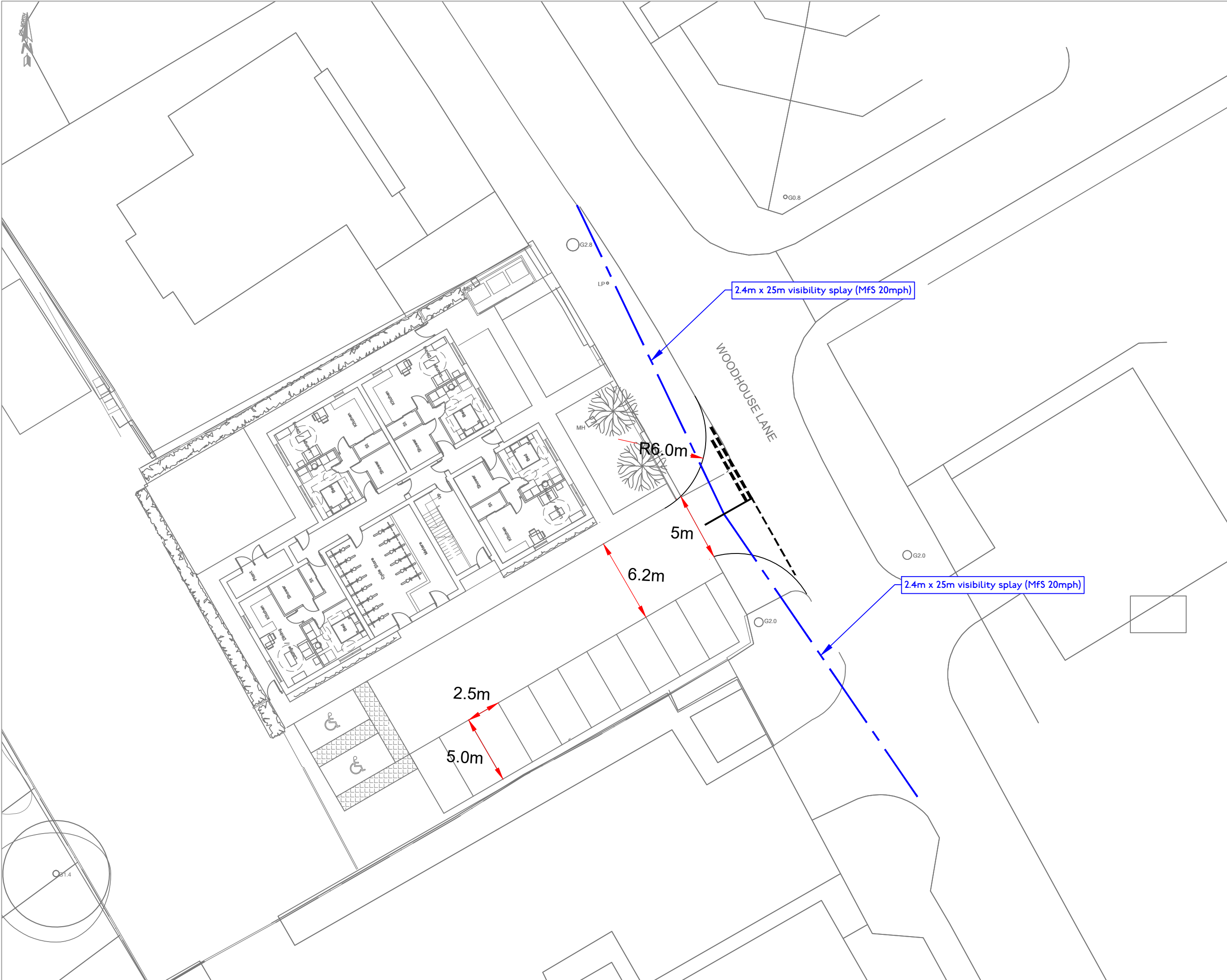
Proposed Development Site Layout

APPENDIX C

Proposed Site Access Junction

Filename: \\MAC\HOME\MODE DROPBOX\PROJECT\MANCHESTER\2 PROJECTS\J325932_FORMER BRITISH LEGION SITE, WYTHENSHAW\5. GRAPHICS\2. CAD\2. SHEETS\J32-5932-PS-003 REV A.DWG
Last saved by: LUKEWHEELER Last Plotted: 2023-05-04

Project Management Initials: Designer: LCW Checked: MA Approved: ME
ISO A3 297mm x 420mm



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on topographical survey.

issue/revision			
A	04/05/2023	issued	
-	11/04/2023	issued	
l/r	date	description	

client: wythenshawe community housing group
project: former british legion, wythenshawe
project number: J325932

scale: 1:250@A3
drawing title:
proposed site access

drawing number:
J32-5932-PS-003

APPENDIX D Local Bus Timetables



From 5 September

43

Monday to Friday times are changed

Bus

43



Easy access on all buses

Manchester Airport
Woodhouse Park
Wythenshawe
Benchill
Northenden
West Didsbury
Withington
Fallowfield
Rusholme
University of Manchester
Manchester

From 5 September 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

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Operated by
Stagecoach

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Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

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Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0161 273 3377

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm
and 2.30pm to 5.30pm

Wythenshawe Interchange

Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Manchester Airport — Wythenshawe — West Didsbury — Manchester

43

Mondays to Fridays

	NM	M																	
Manchester Airport, Interchange	0000	0006	0025		0425	0457		0523		0545		0600		0620		0636		0646	0656
Wythenshawe, Interchange	0011	0017	0036	and	0436	0508	0523	0534	0547	0556	0609	0613	0623	0633	0641	0649	0655	0700	0710
Sharston, Altrincham Road	0019	0025	0044	every	0444	0517	0533	0543	0557	0605	0618	0623	0633	0643	0651	0659	0706	0712	0721
West Didsbury, Central Road	0028	0034	0053	30	0453	0525	0540	0551	0606	0614	0627	0632	0642	0652	0700	0710	0718	0726	0735
Rusholme, Platt Lane	0037	0043	0102	mins	0502	0535	0549	0601	0615	0625	0637	0643	0653	0703	0713	0722	0731	0741	0750
Manchester Royal Infirmary	0041	0047	0106	until	0506	0539	0553	0605	0619	0629	0641	0649	0659	0709	0719	0728	0737	0747	0756
Manchester, Piccadilly Gardens	0050	0053	0115		0515	0549	0601	0615	0627	0639	0651	0703	0713	0723	0733	0743	0753	0802	0811
Manchester Airport, Interchange	0706	0716	0726	0735	0745	0753	0805	0818	0834	0850	0903	0914	and at		1344	1354	1404	1414	1424
Wythenshawe, Interchange	0720	0730	0740	0750	0800	0808	0820	0833	0849	0905	0918	0928	frequent		1358	1408	1418	1428	1438
Sharston, Altrincham Road	0731	0741	0752	0802	0812	0820	0832	0845	0901	0917	0930	0940	intervals		1410	1420	1430	1440	1450
West Didsbury, Central Road	0745	0752	0810	0820	0830	0838	0850	0904	0917	0931	0941	0951	of not		1421	1431	1441	1451	1501
Rusholme, Platt Lane	0800	0810	0825	0835	0845	0853	0905	0918	0930	0944	0954	1004	more than		1434	1444	1454	1504	1514
Manchester Royal Infirmary	0806	0816	0832	0842	0852	0900	0911	0924	0935	0950	1000	1010	10 minutes		1440	1450	1501	1511	1521
Manchester, Piccadilly Gardens	0822	0831	0848	0858	0908	0916	0926	0939	0950	1003	1013	1023	until		1453	1505	1516	1525	1536
Manchester Airport, Interchange	1434	1445	1455	1505	1515	1526	1536	1546	1556	1607	1618	1629	1640	and at		1730	1741	1753	1806
Wythenshawe, Interchange	1448	1500	1510	1520	1530	1541	1551	1601	1611	1622	1633	1644	1655	frequent		1745	1756	1808	1821
Sharston, Altrincham Road	1500	1512	1522	1532	1542	1553	1603	1613	1623	1634	1645	1656	1707	intervals		1757	1808	1820	1833
West Didsbury, Central Road	1511	1524	1534	1544	1555	1606	1616	1626	1636	1647	1658	1709	1720	of not		1810	1820	1831	1844
Rusholme, Platt Lane	1525	1539	1549	1559	1610	1621	1631	1641	1651	1702	1713	1724	1735	more than		1825	1835	1844	1857
Manchester Royal Infirmary	1532	1546	1556	1606	1617	1628	1638	1648	1658	1709	1720	1731	1742	10 minutes		1831	1840	1849	1902
Manchester, Piccadilly Gardens	1547	1601	1611	1621	1633	1644	1654	1704	1714	1725	1736	1747	1758	until		1847	1855	1903	1915
Manchester Airport, Interchange	1820	1832	1849	1907	1924	1941	2011	2041	2111	2141	2211	2241	2306	2331					
Wythenshawe, Interchange	1834	1846	1900	1918	1935	1952	2022	2052	2122	2152	2222	2252	2317	2342					
Sharston, Altrincham Road	1846	1857	1910	1928	1945	2002	2032	2102	2132	2202	2232	2302	2327	2351					
West Didsbury, Central Road	1857	1907	1919	1937	1954	2011	2041	2111	2141	2211	2241	2311	2336	0000					
Rusholme, Platt Lane	1908	1918	1930	1948	2005	2022	2052	2122	2152	2222	2251	2321	2346	0009					
Manchester Royal Infirmary	1913	1923	1935	1953	2010	2027	2057	2127	2157	2227	2256	2326	2351	0013					
Manchester, Piccadilly Gardens	1926	1936	1946	2004	2021	2038	2108	2138	2208	2238	2307	2337	0002	0022					

M – Mondays only. NM – Not Mondays

♿ – All bus 43 journeys are run using easy access buses. See inside front cover of this leaflet for detail

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

[illegible]

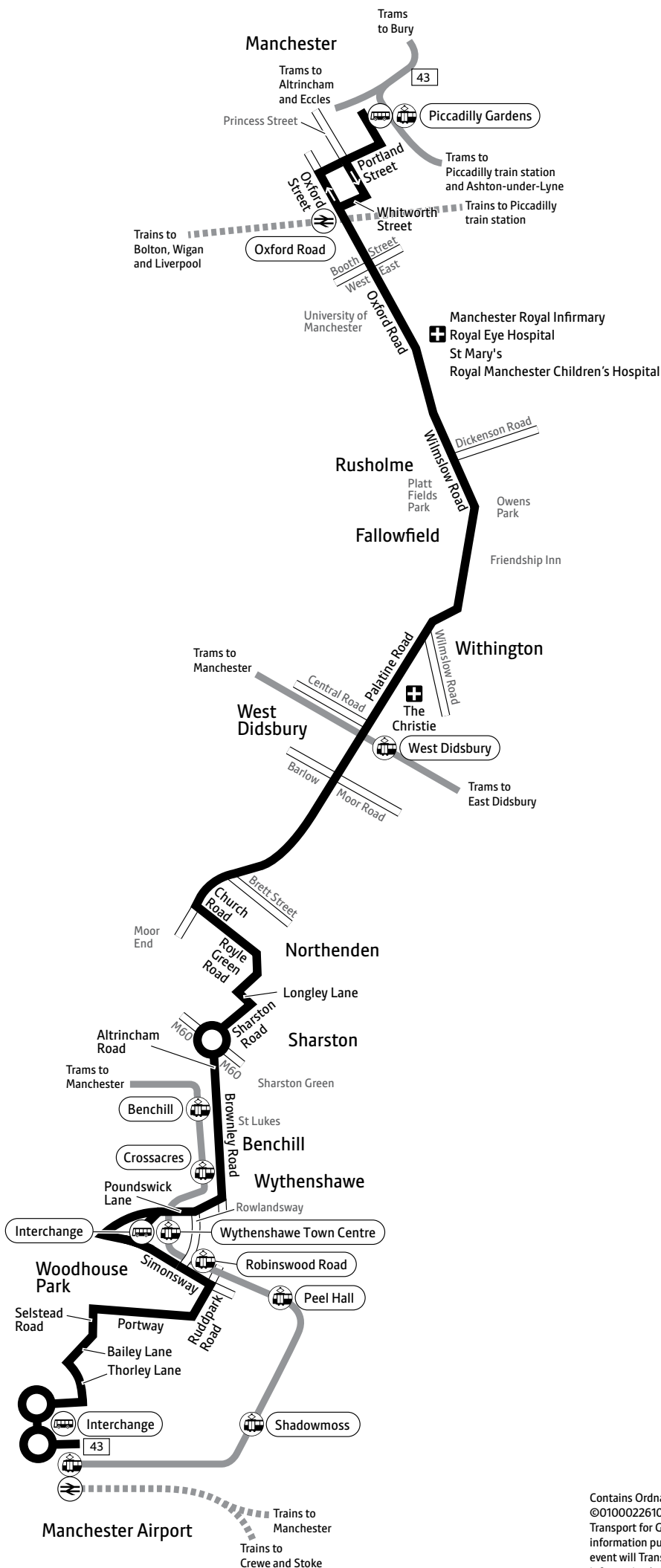
Sundays and public holidays (except Christmas and New Year period)

Manchester Airport, Interchange	0000	0025	0055	0125	0155		0455	0525	0555	0625	0704		0934	0953	1006		1821	1839	1909
Wythenshawe, Interchange	0011	0036	0106	0136	0206	and	0506	0536	0605	0635	0716	and	0946	1005	1018	and	1833	1851	1921
Sharston, Altrincham Road	0018	0043	0113	0144	0213	every	0513	0543	0614	0644	0725	every	0955	1014	1030	every	1845	1901	1930
West Didsbury, Central Road	0027	0052	0122	0153	0222	30	0522	0552	0622	0652	0736	30	1006	1025	1042	15	1857	1913	1941
Rusholme, Platt Lane	0036	0101	0131	0202	0231	mins	0531	0602	0632	0703	0747	mins	1017	1036	1055	mins	1910	1924	1952
Manchester Royal Infirmary	0040	0105	0135	0206	0235	until	0535	0608	0637	0708	0752	until	1022	1041	1101	until	1916	1929	1957
Manchester, Piccadilly Gardens	0049	0114	0144	0215	0244		0544	0617	0647	0719	0803		1033	1052	1114		1929	1942	2008

Manchester Airport, Interchange	1939		2139	2209	2239	2309	2339
Wythenshawe, Interchange	1951	and	2151	2221	2251	2321	2351
Sharston, Altrincham Road	2000	every	2200	2230	2300	2330	2359
West Didsbury, Central Road	2011	30	2211	2241	2311	2341	0010
Rusholme, Platt Lane	2022	mins	2222	2251	2321	2351	0019
Manchester Royal Infirmary	2027	until	2227	2256	2325	2355	0023
Manchester, Piccadilly Gardens	2038		2238	2306	2334	0002	0030

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

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Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- Terminus

Manchester — West Didsbury — Wythenshawe — Manchester Airport

43

Mondays to Fridays

Manchester, Piccadilly Gardens	0001		0531	0609	0627	0644	0700	0715	0730	0745	0757	0809	and at	1209	1219	and at	1329
Manchester Royal Infirmary	0010	and	0540	0620	0638	0657	0713	0728	0744	0759	0811	0823	frequent	1223	1233	frequent	1343
Rusholme, Platt Lane	0015	every	0545	0625	0643	0703	0719	0734	0750	0805	0817	0829	intervals	1229	1239	intervals	1349
West Didsbury, Central Road	0025	30	0555	0636	0654	0714	0731	0746	0802	0817	0829	0841	of not	1240	1250	of not	1400
Sharston Green	0033	mins	0603	0647	0705	0731	0747	0802	0818	0833	0845	0857	more than	1255	1305	more than	1415
Wythenshawe, Interchange	0040	until	0610	0654	0712	0742	0758	0813	0829	0844	0856	0908	10 minutes	1305	1316	10 minutes	1426
Manchester Airport, Interchange	0048		0618	0703	0721	0753	0809	0824	0840	0855	0907	0919	until	1316	1327	until	1437

Manchester, Piccadilly Gardens	1339	1349	1359	1409	1419	1429	1439	1449	1459	1509	1519	1529	and at	1939	1951	2011	2031	2101
Manchester Royal Infirmary	1353	1403	1413	1423	1433	1443	1453	1503	1513	1524	1534	1544	frequent	1954	2006	2026	2044	2114
Rusholme, Platt Lane	1359	1409	1419	1429	1439	1449	1459	1509	1519	1533	1543	1553	intervals	2003	2015	2035	2053	2123
West Didsbury, Central Road	1411	1422	1432	1442	1452	1502	1512	1522	1533	1547	1557	1609	of not	2014	2026	2046	2104	2134
Sharston Green	1426	1437	1447	1457	1507	1517	1527	1537	1548	1602	1612	1626	more than	2025	2037	2057	2115	2145
Wythenshawe, Interchange	1437	1448	1458	1508	1518	1529	1538	1548	1559	1613	1623	1638	10 minutes	2034	2046	2106	2123	2153
Manchester Airport, Interchange	1448	1459	1509	1519	1529	1539	1549	1559	1610	1624	1634	1649	until	2043	2055	2115	2132	2202

Manchester, Piccadilly Gardens	2131	2201	2231	2301	2331													
Manchester Royal Infirmary	2144	2214	2243	2312	2341													
Rusholme, Platt Lane	2151	2221	2250	2318	2346													
West Didsbury, Central Road	2202	2232	2301	2328	2355													
Sharston Green	2213	2243	2311	2337	0004													
Wythenshawe, Interchange	2221	2251	2319	2345	0012													
Manchester Airport, Interchange	2230	2300	2327	2353	0020													

Saturdays

Manchester, Piccadilly Gardens	0001		0501	0539	0609	0639	0709	0739	0809	0839	0854	0909	0919	0929	0939	and at	1829	1849
Manchester Royal Infirmary	0010	and	0510	0549	0619	0649	0719	0749	0819	0849	0905	0920	0930	0941	0952	frequent	1842	1902
Rusholme, Platt Lane	0015	every	0515	0555	0625	0655	0725	0755	0825	0855	0911	0926	0936	0947	0959	intervals	1849	1909
West Didsbury, Central Road	0025	30	0525	0605	0635	0705	0735	0805	0835	0905	0922	0937	0947	0958	1010	of not	1900	1920
Sharston Green	0033	mins	0533	0616	0646	0716	0746	0816	0846	0916	0933	0950	1000	1012	1025	more than	1911	1931
Wythenshawe, Interchange	0040	until	0540	0623	0653	0723	0753	0823	0853	0923	0940	0958	1008	1020	1035	10 minutes	1917	1937
Manchester Airport, Interchange	0048		0548	0631	0701	0732	0802	0832	0902	0932	0950	1009	1019	1031	1046	until	1926	1946

Saturdays (continued)

Manchester, Piccadilly Gardens	1909	1939	2009	2031	2101	2131	2201	2231	2301	2331								
Manchester Royal Infirmary	1922	1952	2022	2044	2114	2144	2214	2243	2313	2341								
Rusholme, Platt Lane	1929	1959	2029	2050	2120	2150	2220	2249	2319	2346								
West Didsbury, Central Road	1940	2010	2040	2101	2131	2201	2231	2300	2329	2355								
Sharston Green	1951	2021	2051	2112	2142	2212	2242	2311	2339	0005								
Wythenshawe, Interchange	1957	2027	2057	2118	2148	2218	2248	2317	2345	0011								
Manchester Airport, Interchange	2006	2036	2106	2127	2157	2227	2257	2325	2353	0019								

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens	0001		0401	0431	0501	0531	0609	0639	0709	0731	0809	0839	0909	0939	1009	1039	1059		1614
Manchester Royal Infirmary	0011	and	0411	0441	0511	0541	0619	0649	0719	0741	0819	0849	0919	0949	1019	1049	1112	and	1627
Rusholme, Platt Lane	0015	every	0415	0445	0516	0546	0624	0654	0724	0746	0825	0855	0925	0955	1025	1055	1119	every	1634
West Didsbury, Central Road	0025	30	0425	0455	0526	0556	0634	0704	0734	0756	0835	0905	0935	1005	1035	1105	1129	15	1644
Sharston Green	0034	mins	0434	0504	0537	0607	0645	0715	0745	0807	0846	0916	0947	1017	1047	1118	1142	mins	1657
Wythenshawe, Interchange	0039	until	0439	0510	0543	0613	0651	0721	0751	0813	0853	0923	0955	1025	1055	1126	1150	until	1705
Manchester Airport, Interchange	0047		0447	0518	0551	0621	0659	0729	0759	0821	0901	0931	1004	1034	1104	1135	1201		1716
Manchester, Piccadilly Gardens	1629		1844	1859	1914	1931		2231	2301	2331									
Manchester Royal Infirmary	1642	and	1857	1912	1925	1942	and	2242	2312	2342									
Rusholme, Platt Lane	1649	every	1904	1919	1932	1949	every	2249	2319	2349									
West Didsbury, Central Road	1700	15	1915	1930	1943	2000	30	2300	2330	2359									
Sharston Green	1715	mins	1930	1945	1956	2013	mins	2313	2343	0011									
Wythenshawe, Interchange	1723	until	1938	1951	2002	2019	until	2319	2349	0017									
Manchester Airport, Interchange	1734		1949	2001	2011	2028		2328	2357	0025									

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From 29 January

103

Minor changes to times of some Sunday
and public holiday morning journeys
from Manchester Airport

Buses

102 103



Easy access on all buses

Manchester Airport
Woodhouse Park
Peel Hall
Wythenshawe
Benchill
Sharston
Northenden
Southern Cemetery
Moss Side
Hulme
Manchester

From 29 January 2023

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

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Operated by
Stagecoach

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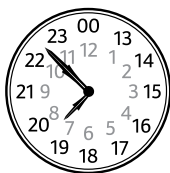
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Operator details

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Head Office

Hyde Road

Ardwick

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M12 6JS

Telephone 0345 241 8000

Email manchester.enquiries@stagecoachbus.com

Twitter @stagecoachGM

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

Wythenshawe Interchange

Mon to Fri 7am to 5.30pm

Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

	103	103	103	103	103	103	103	103	103	103	103		103	103	103	103	103	103	
Manchester Airport, Interchange				0602	0621	0637	0704	0739	0809	0843	0913		1343	1413	1443	1513	1548	1623	1658
Wythenshawe, Interchange arr				0618	0638	0654	0724	0800	0830	0901	0931	and	1401	1431	1501	1531	1606	1641	1716
Wythenshawe, Interchange dep	0446	0542	0602	0624	0639	0656	0726	0802	0831	0902	0932	every	1402	1432	1503	1534	1609	1644	1719
Sharston, Altrincham Road	0459	0555	0615	0637	0654	0713	0743	0820	0849	0919	0944	30	1414	1445	1516	1548	1623	1658	1733
Northenden, Britannia Hotel	0504	0600	0620	0642	0707	0729	0759	0834	0902	0928	0951	mins	1421	1454	1525	1557	1631	1705	1740
Southern Cemetery	0508	0604	0624	0646	0716	0739	0809	0844	0910	0936	0959	until	1429	1502	1533	1605	1639	1713	1748
Moss Side, Bowes Street	0516	0612	0632	0654	0729	0758	0828	0858	0918	0944	1007		1437	1511	1542	1614	1648	1722	1757
Manchester, Piccadilly Gardens	0530	0626	0646	0708	0745	0815	0845	0915	0935	1001	1024		1454	1529	1600	1632	1706	1740	1815

	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103
Manchester Airport, Interchange	1728	1758	1823	1853	1923	2009	2109	2209	2309	0009							
Wythenshawe, Interchange arr	1746	1816	1841	1910	1940	2023	2123	2223	2323	0023							
Wythenshawe, Interchange dep	1749	1819	1843	1911	1941	2024	2124	2224	2324	0024							
Sharston, Altrincham Road	1803	1833	1857	1925	1953	2037	2137	2237	2337	0037							
Northenden, Britannia Hotel	1810	1840	1904	1932	1958	2042	2142	2242	2342	0042							
Southern Cemetery	1817	1846	1910	1938	2004	2047	2147	2247	2347	0047							
Moss Side, Bowes Street	1826	1855	1919	1945	2011	2054	2152	2252	2352	0052							
Manchester, Piccadilly Gardens	1843	1911	1935	2001	2027	2108	2208	2308	0008	0108							

Saturdays

	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103
Manchester Airport, Interchange		0558	0658	0743	0813	0843	0913	0943		1743	1813	1843	1913	1943	2009		0009
Wythenshawe, Interchange arr		0613	0713	0758	0828	0858	0930	1001	and	1801	1830	1900	1930	1959	2023		0023
Wythenshawe, Interchange dep	0514	0614	0714	0800	0830	0900	0931	1002	every	1802	1833	1902	1932	2001	2024	and	0024
Sharston, Altrincham Road	0525	0625	0725	0812	0842	0912	0943	1014	30	1814	1845	1914	1944	2013	2037	every	0037
Northenden, Britannia Hotel	0532	0632	0732	0819	0849	0919	0950	1021	mins	1821	1852	1920	1950	2019	2042	hour	0042
Southern Cemetery	0537	0637	0737	0825	0855	0927	0958	1029	until	1829	1900	1925	1955	2024	2047	until	0047
Moss Side, Bowes Street	0545	0645	0745	0833	0903	0935	1006	1037		1837	1908	1933	2003	2032	2054		0054
Manchester, Piccadilly Gardens	0558	0658	0758	0848	0918	0952	1023	1054		1854	1923	1947	2017	2046	2108		0108

Bus 102 does not run on Mondays to Saturdays

Bus 103 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 103 journeys are run using easy access buses. See inside front cover of this leaflet for details

Southern Cemetery — Moss Side — Manchester

102

Manchester Airport — Peel Hall — Wythenshawe — Moss Side — Manchester

103

Sundays and public holidays (except Christmas and New Year period)

	103	103	103	103	102	103	102	103		102	103		103	102	103	103	103	103	103
Manchester Airport, Interchange	0559	0659	0725	0825		0925		1022		22			1422		1522	1622	1722	1822	1922
Wythenshawe, Interchange arr	0614	0714	0741	0841		0941		1038		38	mins		1438		1538	1638	1737	1837	1937
Wythenshawe, Interchange dep	0616	0716	0743	0843		0943		1040	then	40	past		1440		1540	1640	1739	1839	1938
Sharston, Altrincham Road	0627	0727	0756	0856		0956		1053	at	53	each		1453		1553	1653	1752	1852	1951
Northenden, Britannia Hotel	0631	0731	0800	0900		1000		1100		00	hour		1500		1600	1658	1757	1857	1956
Southern Cemetery	0636	0736	0805	0905	0935	1005	1035	1105		35	05	until	1505	1538	1605	1703	1802	1902	2001
Moss Side, Bowes Street	0643	0742	0811	0913	0943	1013	1043	1113		43	13		1513	1545	1613	1710	1809	1909	2008
Manchester, Piccadilly Gardens	0657	0756	0825	0929	0959	1029	1059	1129		59	29		1529	1559	1629	1724	1823	1923	2022

	103	103	103	103	103
Manchester Airport, Interchange	2022	2109	2209	2309	0009
Wythenshawe, Interchange arr	2036	2123	2223	2323	0023
Wythenshawe, Interchange dep	2037	2124	2224	2324	0024
Sharston, Altrincham Road	2050	2137	2237	2337	0037
Northenden, Britannia Hotel	2055	2142	2242	2342	0042
Southern Cemetery	2100	2147	2247	2347	0047
Moss Side, Bowes Street	2107	2154	2254	2354	0054
Manchester, Piccadilly Gardens	2121	2208	2308	0008	0108

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus 103 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 102 and 103 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Mondays to Fridays

	103	103	103	103	103	103	103	103	103	103	103	103	103		103	103	103	103	103
Manchester, Piccadilly Gardens	0250	0350	0445	0515		0555	0635	0715	0755	0815	0852	0925	0955		1255	1325	1355	1425	1455
Moss Side, Bowes Street	0302	0402	0457	0529		0609	0653	0733	0814	0834	0911	0944	1014	and	1314	1344	1414	1444	1514
Southern Cemetery	0308	0408	0503	0535		0615	0703	0743	0825	0845	0921	0953	1023	every	1323	1353	1423	1453	1525
Northenden, Britannia Hotel	0312	0412	0507	0540		0620	0710	0750	0832	0852	0927	0959	1029	30	1329	1359	1429	1459	1532
Altrincham Road/Sharston Green	0318	0418	0513	0547		0627	0721	0801	0841	0901	0935	1007	1036	mins	1336	1406	1436	1508	1543
Wythenshawe, Interchange arr	0327	0427	0524	0558		0639	0733	0813	0851	0911	0945	1017	1046	until	1346	1416	1446	1518	1555
Wythenshawe, Interchange dep	0328	0428	0527	0600	0623	0640	0735	0815	0851	0913	0946	1018	1047		1347	1419	1449	1521	1558
Manchester Airport, Interchange	0339	0439	0538	0611	0638	0655	0752	0832	0907	0929	1001	1033	1102		1402	1434	1506	1539	1616
	103	103	103	103	103	103	103	103	103	103	103	103	103						
Manchester, Piccadilly Gardens	1525	1555	1625	1655	1725	1755	1828	1905	2005	2105	2205	2305	0005						
Moss Side, Bowes Street	1547	1618	1648	1718	1748	1818	1847	1921	2019	2119	2219	2319	0019						
Southern Cemetery	1559	1630	1701	1731	1801	1830	1859	1929	2026	2126	2226	2326	0026						
Northenden, Britannia Hotel	1606	1637	1708	1738	1808	1837	1903	1934	2031	2131	2231	2331	0031						
Altrincham Road/Sharston Green	1617	1648	1719	1747	1817	1845	1911	1941	2037	2137	2237	2337	0037						
Wythenshawe, Interchange arr	1629	1700	1731	1758	1828	1856	1922	1952	2048	2148	2248	2348	0048						
Wythenshawe, Interchange dep	1632	1703	1734	1759	1829	1857	1922	1953	2049	2149	2249	2349							
Manchester Airport, Interchange	1651	1722	1752	1814	1844	1912	1937	2007	2100	2200	2300	0000							

Bus 102 does not run on Mondays to Fridays

Bus 103 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 103 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

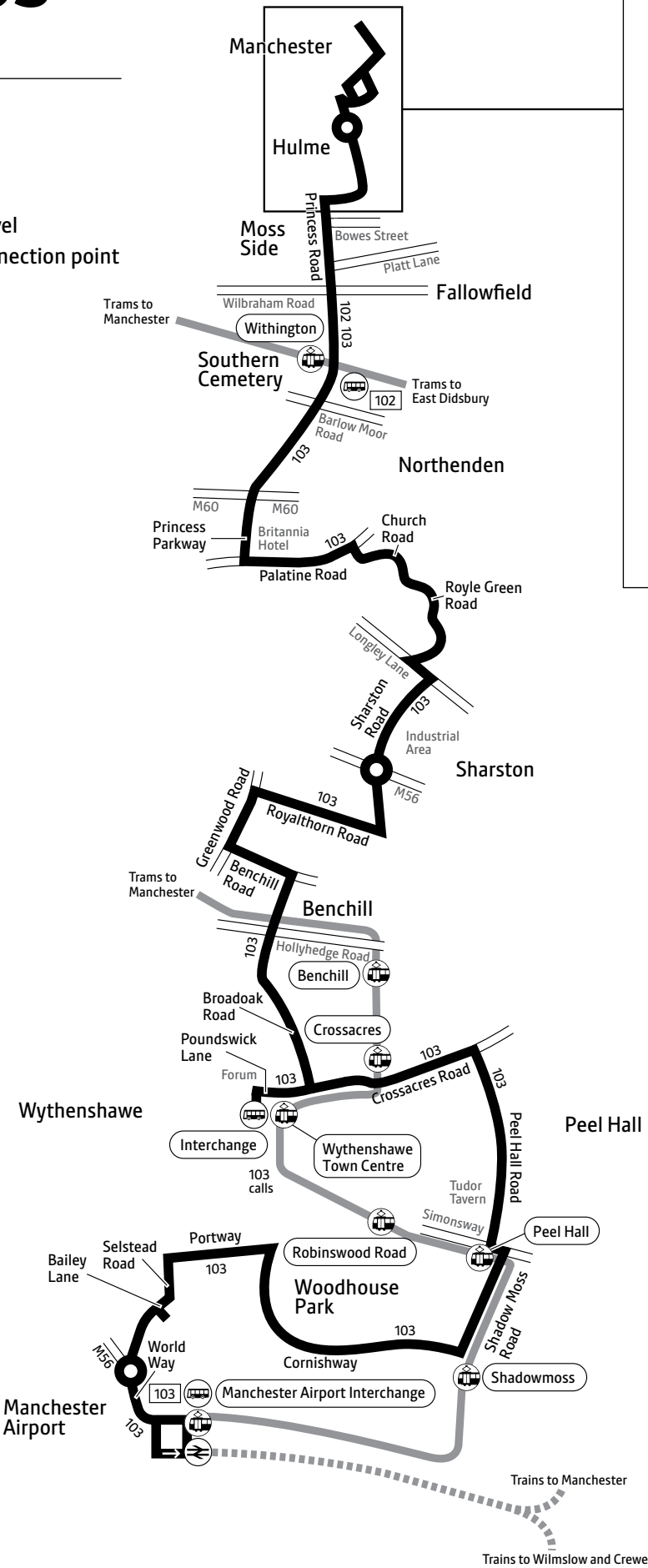
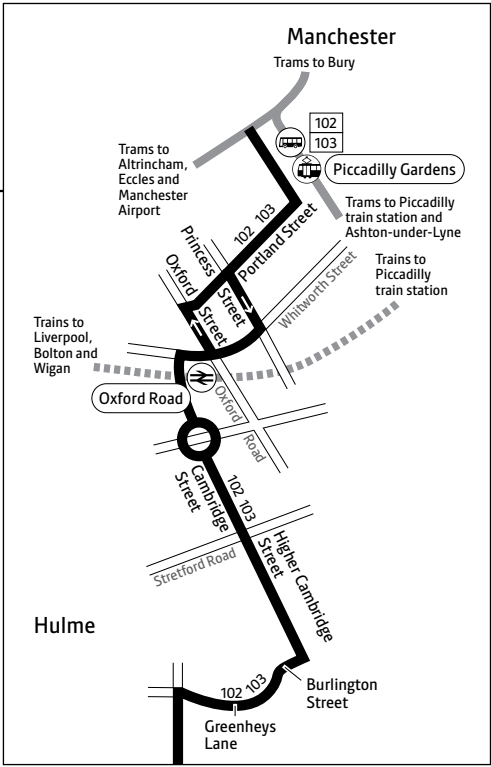
102 103

Key

Bus route

Train line

102



Manchester — Moss Side — Southern Cemetery
Manchester — Moss Side — Wythenshawe — Peel Hall — Manchester Airport

102
103

Saturdays

	103	103	103	103	103	103	103	103	103	103	103	103	103		103	103	103	103	103
Manchester, Piccadilly Gardens	0250	0350	0450	0550		0645		0755	0825	0855	0925	0955	1025		1755	1835	1905	2005	2105
Moss Side, Bowes Street	0302	0402	0502	0602		0656		0808	0838	0908	0938	1013	1044	and	1814	1854	1923	2021	2119
Southern Cemetery	0308	0408	0508	0608		0703		0815	0845	0915	0946	1022	1053	every	1823	1903	1931	2027	2126
Northenden, Britannia Hotel	0312	0412	0512	0612		0708		0820	0850	0920	0951	1028	1059	30	1829	1909	1937	2032	2131
Altrincham Road/Sharston Green	0318	0418	0518	0618		0714		0827	0857	0927	0958	1035	1106	mins	1836	1916	1944	2038	2137
Wythenshawe, Interchange arr	0327	0427	0527	0627		0723		0837	0908	0938	1008	1045	1116	until	1846	1926	1954	2048	2148
Wythenshawe, Interchange dep	0328	0428	0528	0628	0709	0723	0756	0840	0913	0942	1012	1046	1117		1847	1931	1956	2050	2149
Manchester Airport, Interchange	0339	0439	0539	0639	0724	0738	0811	0855	0928	0957	1027	1101	1132		1902	1946	2011	2105	2200

	103	103	103
Manchester, Piccadilly Gardens	2205	2305	0005
Moss Side, Bowes Street	2219	2319	0019
Southern Cemetery	2226	2326	0026
Northenden, Britannia Hotel	2231	2331	0031
Altrincham Road/Sharston Green	2237	2337	0037
Wythenshawe, Interchange arr	2248	2348	0048
Wythenshawe, Interchange dep	2249	2349	
Manchester Airport, Interchange	2300	0000	

Sundays and public holidays (except Christmas and New Year period)

	103	103	103	103	103	103	103	103	102		103	102		102	103	103	103	103	103
Manchester, Piccadilly Gardens	0250	0350	0450	0550	0705	0805	0905	1005	1035		05	35		1635	1705	1805	1907	2005	2105
Moss Side, Bowes Street	0302	0402	0500	0600	0717	0818	0918	1022	1052		22	52	mins	1652	1721	1821	1921	2019	2119
Southern Cemetery	0308	0408	0507	0607	0724	0825	0925	1030	1100	then	30	00	past	1700	1729	1829	1928	2026	2126
Northenden, Britannia Hotel	0312	0412	0511	0611	0729	0830	0930	1035		at	35		each		1734	1834	1933	2031	2131
Altrincham Road/Sharston Green	0318	0418	0517	0617	0735	0837	0937	1043			43		hour		1742	1842	1939	2037	2137
Wythenshawe, Interchange arr	0327	0427	0526	0626	0745	0847	0947	1055			55		until		1754	1854	1950	2048	2148
Wythenshawe, Interchange dep	0328	0428	0527	0627	0746	0852	0952	1057			57				1756	1856	1951	2049	2149
Manchester Airport, Interchange	0339	0439	0538	0638	0801	0907	1007	1112			12				1811	1911	2006	2104	2200

	103	103	103
Manchester, Piccadilly Gardens	2205	2305	0005
Moss Side, Bowes Street	2219	2319	0019
Southern Cemetery	2226	2326	0026
Northenden, Britannia Hotel	2231	2331	0031
Altrincham Road/Sharston Green	2237	2337	
Wythenshawe, Interchange arr	2248	2348	
Wythenshawe, Interchange dep	2249	2349	
Manchester Airport, Interchange	2300	0000	

Bus 102 does not run on Saturdays

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

Bus 103 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 102 and 103 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 29 August

368

Route changed in Stockport town centre due to the temporary closure of Stockport Bus Station. Monday to Friday times are also changed

Bus

368



Easy access on all buses

Wythenshawe Hospital
Manchester Airport
Woodhouse Park
Wythenshawe
Peel Hall
Heald Green
Cheadle Hulme
Adswood
Edgeley
Stockport

From 29 August 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Stagecoach

Head Office
Hyde Road
Ardwick
Manchester
M12 6JS
Telephone 0161 273 3377

Travelshops

Stockport Mersey Square

Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Wythenshawe Interchange

Mon to Fri 7am to 5.30pm
Saturday 8.30am to 1.15pm and 2pm to 4pm
Sunday* Closed

*Including public holidays

Mondays to Fridays

															ᄒ	ᄒ	ᄒ	ᄒ									
Wythenshawe Hospital										1810		1910		2010													
Wythenshawe, Interchange arr										1820		1918		2018													
Wythenshawe, Interchange dep										1500	1520	1535	1550	1609	1629	1650	1710	1733	1806	1821	1848	1918	1918	2039	2139	2239	2339
Heald Green, Beefeater										1509	1529	1545	1601	1621	1642	1703	1723	1745	1816	1832	1857	1927	2027	2047	2147	2247	2347
Cheadle Hulme, Albert Road										1521	1542	1559	1615	1635	1657	1718	1737	1758	1828	1843	1907	1935	2035	2054	2154	2254	2354
Edgeley, Cheadle Old Road										1531	1552	1609	1625	1645	1707	1728	1747	1808	1838	1851	1914	1942	2042	2101	2201	2301	0001
Stockport, Heaton Lane Bus Station										1540	1602	1619	1635	1655	1717	1738	1757	1818	1848	1901	1923	1950	2050	2109	2209	2309	0009

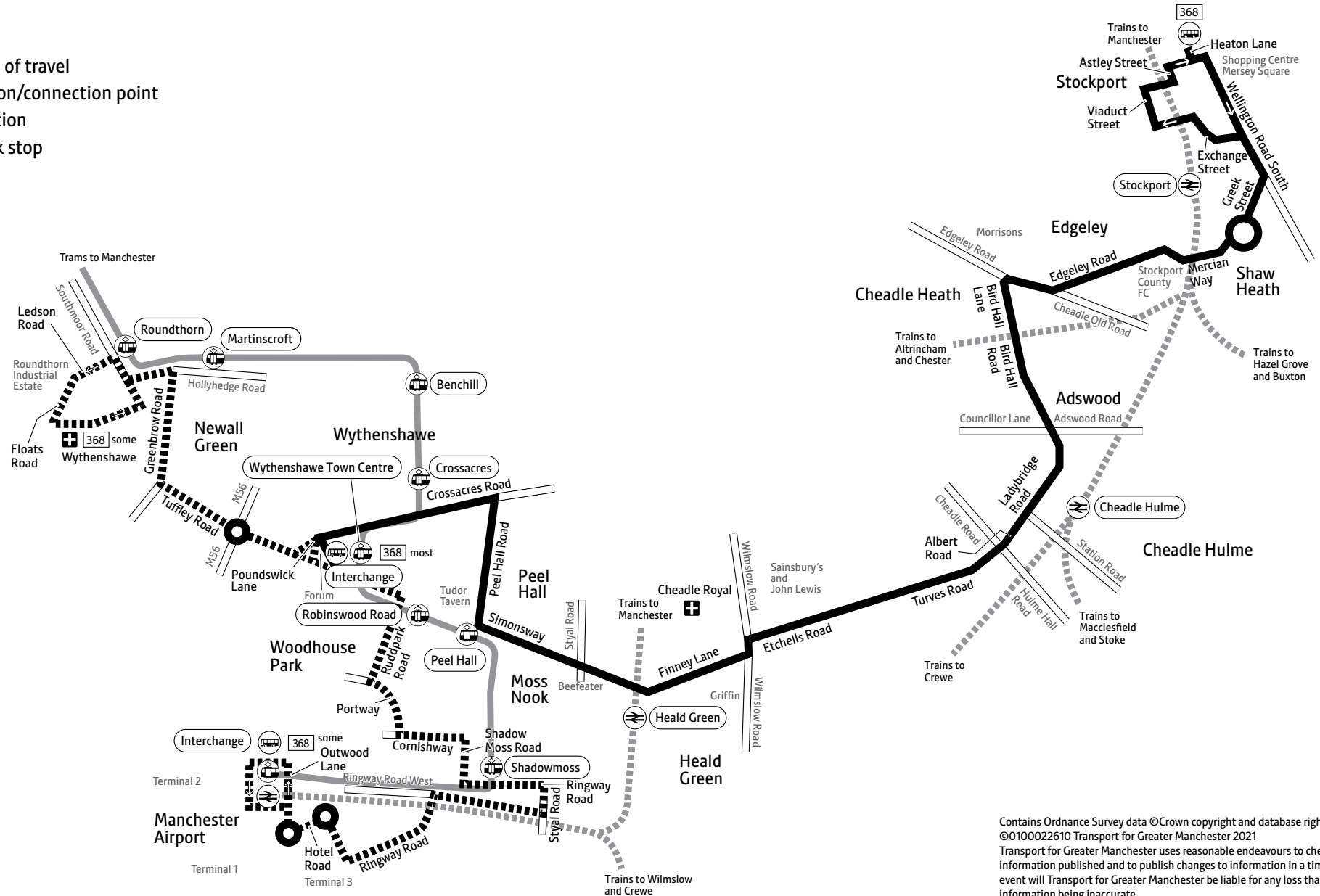
Wythenshawe Hospital											1805	1911	2011								
Manchester Airport, Interchange	0556	0656	0756	0839																	
Wythenshawe, Interchange arr	0611	0711	0811	0854											1814	1918	2018				
Wythenshawe, Interchange dep	0615	0715	0815	0859	0919	0939	0959	and	1659	1719	1744	1814	1850	1918	2018	2039	2139	2239	2339		
Heald Green, Beefeater	0623	0723	0823	0907	0928	0948	1008	every	1708	1728	1753	1823	1859	1927	2027	2047	2147	2247	2347		
Cheadle Hulme, Albert Road	0631	0731	0831	0916	0938	0958	1018	15	1718	1738	1803	1832	1908	1935	2035	2054	2154	2254	2354		
Edgeley, Cheadle Old Road	0639	0739	0839	0925	0947	1007	1027	mins	1727	1747	1812	1841	1916	1942	2042	2101	2201	2301	0001		
Stockport, Heaton Lane Bus Station	0648	0748	0848	0934	0956	1016	1036	until	1736	1756	1821	1850	1925	1950	2050	2109	2209	2309	0009		

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Continues after route plan

Key

- Bus route
- Some early morning/early evening journeys
- Train line
- Tram line
- Direction of travel
-  Bus station/connection point
-  Train station
-  Metrolink stop
-  Hospital
- 368 Terminus



Sundays and public holidays (except Christmas and New Year period)

												♫	♫	♫	♫	♫
Wythenshawe, Interchange	0641	0741	0811	0841	0911	0941	1011	and	1711	1741	1811	1905	2005	2105	2205	2305
Heald Green, Beefeater	0649	0749	0819	0849	0919	0949	1020	every	1720	1749	1819	1913	2013	2113	2213	2313
Cheadle Hulme, Albert Road	0658	0758	0828	0858	0928	0958	1030	30	1730	1758	1826	1920	2020	2120	2220	2320
Edgeley, Cheadle Old Road	0707	0807	0837	0907	0937	1007	1039	mins	1739	1807	1833	1927	2027	2127	2227	2327
Stockport, Heaton Lane Bus Station	0716	0816	0846	0916	0946	1016	1048	until	1748	1816	1841	1935	2035	2135	2235	2335

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♫ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 368 journeys are run using easy access buses. See inside front cover of this leaflet for details

Stockport — Cheadle Hulme — Wythenshawe — Manchester Airport/Wythenshawe Hospital 368

Mondays to Fridays

Stockport, Heaton Lane Bus Station	0455	0520	0545	0610	0633	0650	0708	0724	0744	0804	0824	0844	0904	0924	0944	0959	and	1414	1429
Edgeley, Cheadle Old Road	0503	0528	0553	0619	0643	0701	0720	0737	0757	0817	0837	0857	0917	0935	0955	1010	every	1425	1441
Cheadle Hulme, Albert Road	0511	0536	0601	0628	0654	0713	0732	0749	0811	0831	0850	0909	0928	0944	1004	1019	15	1434	1452
Heald Green, Beefeater	0519	0544	0610	0638	0705	0725	0744	0801	0824	0844	0903	0920	0939	0953	1013	1028	mins	1443	1503
Wythenshawe, Interchange arr	0527	0552	0618	0646	0713	0733	0753	0810	0833	0852	0911	0928	0947	1001	1021	1036	until	1451	1511
Wythenshawe, Interchange dep	0531	0556	0622																
Manchester Airport, Interchange	0546	0611																	
Wythenshawe Hospital			0632																

											⌚		⌚	⌚	⌚	⌚			
Stockport, Heaton Lane Bus Station	1444	1459	1514	1530	1550	1610	1630	1650	1710	1740	1810	1840	1910	2000	2100	2200	2300		
Edgeley, Cheadle Old Road	1457	1512	1527	1543	1603	1623	1643	1703	1723	1753	1820	1850	1920	2008	2108	2208	2308		
Cheadle Hulme, Albert Road	1508	1523	1538	1554	1614	1634	1654	1714	1734	1804	1828	1858	1928	2015	2115	2215	2315		
Heald Green, Beefeater	1519	1534	1549	1606	1626	1646	1707	1726	1747	1817	1840	1909	1938	2023	2123	2223	2323		
Wythenshawe, Interchange arr	1527	1542	1557	1616	1636	1656	1717	1735	1756	1826	1849	1918	1947	2031	2131	2231	2331		
Wythenshawe, Interchange dep								1737			1850		1948						
Wythenshawe Hospital								1747			1900		1958						

Saturdays

																⌚		⌚	⌚
Stockport, Heaton Lane Bus Station	0458	0558	0658	0748	0829	0859	0914	0929	and	1629	1649	1709	1729	1749	1817	1845	1910	2000	2100
Edgeley, Cheadle Old Road	0506	0606	0706	0756	0839	0909	0924	0939	every	1639	1659	1719	1739	1759	1827	1853	1918	2008	2108
Cheadle Hulme, Albert Road	0514	0614	0714	0804	0846	0917	0933	0948	15	1648	1708	1727	1747	1807	1835	1900	1925	2015	2115
Heald Green, Beefeater	0522	0622	0722	0812	0856	0927	0943	0958	mins	1658	1718	1737	1757	1817	1845	1908	1933	2023	2123
Wythenshawe, Interchange arr	0530	0630	0730	0820	0903	0935	0951	1007	until	1707	1727	1746	1806	1826	1854	1916	1942	2031	2131
Wythenshawe, Interchange dep	0532	0632	0732	0820								1749			1859		1943		
Manchester Airport, Interchange	0546	0646	0746	0834															
Wythenshawe Hospital												1759			1906		1950		

⌚ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 368 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays (continued)

		
Stockport, Heaton Lane Bus Station	2200	2300
Edgeley, Cheadle Old Road	2208	2308
Cheadle Hulme, Albert Road	2215	2315
Heald Green, Beefeater	2223	2323
Wythenshawe, Interchange	2231	2331

Sundays and public holidays (except Christmas and New Year period)

															
Stockport, Heaton Lane Bus Station	0555	0655	0725	0755	0825	0855	0925	and	1725	1825	1915	2015	2115	2215	2315
Edgeley, Cheadle Old Road	0604	0704	0734	0804	0834	0904	0934	every	1734	1833	1923	2023	2123	2223	2323
Cheadle Hulme, Albert Road	0611	0711	0741	0811	0841	0912	0942	30	1742	1840	1930	2030	2130	2230	2330
Heald Green, Beefeater	0620	0720	0750	0820	0850	0921	0951	mins	1751	1848	1938	2038	2138	2238	2338
Wythenshawe, Interchange	0627	0727	0757	0827	0857	0929	1000	until	1800	1856	1946	2046	2146	2246	2346

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 368 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX E

Full TRICS Outputs

Calculation Reference: AUDIT-754101-221208-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HF HERTFORDSHIRE	1 days
	SP SOUTHAMPTON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
10	WALES	
	CF CARDIFF	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: 15 to 103 (units:)
 Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 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	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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.

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:

C3 10 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:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 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:

0.6 to 1.0	7 days
1.1 to 1.5	3 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 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	BH-03-D-03 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES		BRIGHTON & HOVE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 Survey date: THURSDAY 16/10/14 Survey Type: MANUAL			
2	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF WHITCHURCH	BLOCKS OF FLATS		CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 24 Survey date: FRIDAY 07/10/16 Survey Type: MANUAL			
3	HF-03-D-02 SILAM RD STEVENAGE	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 103 Survey date: FRIDAY 28/06/19 Survey Type: MANUAL			
4	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: WEDNESDAY 01/07/15 Survey Type: MANUAL			
5	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON	BLOCK OF FLATS		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 23/06/15 Survey Type: MANUAL			
6	SP-03-D-01 HANNAY RISE SOUTHAMPTON THORNHILL	BLOCKS OF FLATS		SOUTHAMPTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 66 Survey date: TUESDAY 24/11/15 Survey Type: MANUAL			
7	WM-03-D-02 BRANCH ROAD BIRMINGHAM KINGS NORTON	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Residential Zone Total No of Dwellings: 84 Survey date: MONDAY 09/11/15 Survey Type: MANUAL			
8	WO-03-D-02 CRANHAM DRIVE WORCESTER	BLOCKS OF FLATS		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 Survey date: THURSDAY 22/05/14 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	HECKMONDWIKE		
	LIVERSEDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: THURSDAY	01/05/14	Survey Type: MANUAL
10	WY-03-D-04	BLOCK OF FLATS	WEST YORKSHIRE
	BELLE VUE ROAD		
	LEEDS		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	15	
	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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	10	43	0.033	10	43	0.082	10	43	0.115
08:00 - 09:00	10	43	0.080	10	43	0.127	10	43	0.207
09:00 - 10:00	10	43	0.089	10	43	0.125	10	43	0.214
10:00 - 11:00	10	43	0.096	10	43	0.108	10	43	0.204
11:00 - 12:00	10	43	0.108	10	43	0.113	10	43	0.221
12:00 - 13:00	10	43	0.108	10	43	0.082	10	43	0.190
13:00 - 14:00	10	43	0.120	10	43	0.106	10	43	0.226
14:00 - 15:00	10	43	0.113	10	43	0.155	10	43	0.268
15:00 - 16:00	10	43	0.132	10	43	0.106	10	43	0.238
16:00 - 17:00	10	43	0.162	10	43	0.094	10	43	0.256
17:00 - 18:00	10	43	0.134	10	43	0.127	10	43	0.261
18:00 - 19:00	10	43	0.125	10	43	0.094	10	43	0.219
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.300			1.319			2.619

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:	15 - 103 (units:)
Survey date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	10
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.