

Manchester Life, Poland Street Zone – Phoenix Ironworks

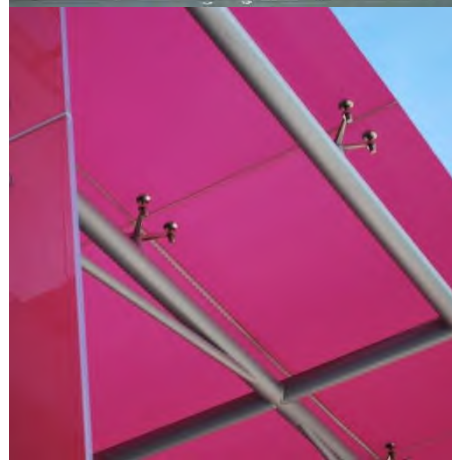
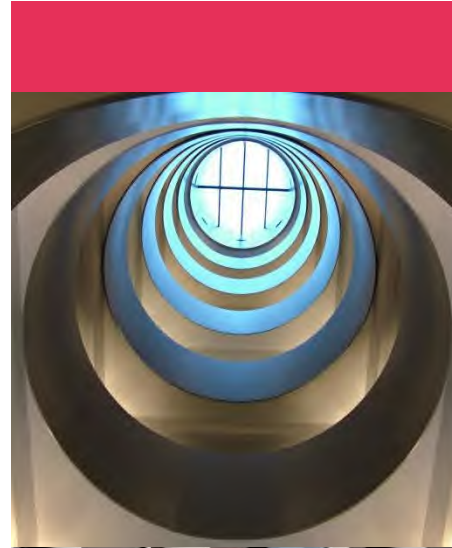
Transport Statement

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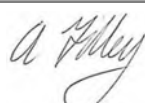
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- Appendix A – Proposed Site Layout**
Appendix B – TRICS Outputs

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Manchester Life Development Company 3 Limited (hereafter referred to as 'Manchester Life') to provide transport and highways advice in relation to a proposed mixed-use development located on land off Poland Street in Ancoats, Manchester. The site is within the jurisdiction of Manchester City Council (MCC).
- 1.1.2 The proposed development description is as follows:
- “Application for Full Planning Permission for demolition of existing structures and the erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents amenity space (Use Class C3), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works.”*
- 1.1.3 The proposed development comprises 256 apartments with a mixture of 1, 2 and 3-bedroom, townhouse, and duplex homes across 9 floors above ground. Ancillary commercial use is proposed on the ground floor totalling c. 1,350sqm gross floor area (GFA). In order to enable the development, the existing buildings onsite would be demolished.
- 1.1.4 The central courtyard within the development is separated by a row of small makers units into two sections. On one side, a residents only green space provides residents with outdoor green amenity space. On the other side, a hard landscaped courtyard space with more limited planting and seating provides the opportunity for occasional makers market events.
- 1.1.5 The proposed site layout is provided in **Appendix A** to the rear of this report.
- 1.1.6 Manchester Life's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including Piccadilly Gardens, Manchester Victoria, Manchester Piccadilly, and several local bus stops for journeys further afield. The ancillary commercial uses would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 1.1.7 Manchester Life recognises that some residents may still require access to a car. As such, all parking for the scheme will be at the recently consented Ancoats Mobility Hub (MCC planning reference: 130627/FO/2021). It is anticipated that the project will forward purchase c. 70 spaces at the Mobility Hub, which equates to a 27% provision.

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- 1.1.8 The only on-site parking to be provided will be 4 no. Disability Discrimination Act (DDA)-compliant spaces. The combined allocation represents 29% parking provision for the scheme. There would also be 256 cycle parking spaces (100% provision) within a secure, covered cycle store on the ground floor for residents, and a loading bay for service and delivery vehicles to the commercial units. The loading bay could also be utilised by residents when moving in / out of the proposed development.

1.2 Purpose of Report

- 1.2.1 This Transport Statement (TS) has been prepared to accompany the planning application and inform Highway Officers at MCC and Transport for Greater Manchester (TfGM) with regard to the development proposals and their potential impact on the surrounding area from a transport and highways perspective.
- 1.2.2 An accompanying Interim Travel Plan (**Document Reference: 80866-CUR-XX-XX-T-TP-00002**) has also been prepared as part of the planning submission, which aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

1.3 Scope of Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy and covers the following;
- A description of the highway network in the vicinity of the site;
 - A review of the accident record in the immediate vicinity of the site for a five-year period;
 - A summary of the development proposals, access, parking, and servicing arrangements;
 - A review of accessibility by all sustainable modes of travel;
 - Commentary on the highway impact associated with the development proposals; and
 - A summary of relevant transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users. **Section 2** also reviews the local area in terms of highway safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.4.2 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements. This section includes justification for the proposed level of car parking at the site.
- 1.4.3 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals.

- 1.4.5 Relevant national and local transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The site is located on the former Phoenix Ironworks / Glass Works site in the Ancoats and Beswick ward within Manchester City Centre. In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework (NDF) which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The NDF states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking.

2.1.2 The Ancoats Mobility Hub was brought forward to support the NDF, with its role as a key component within the regeneration strategy. The Hub aims to *“transform how residential parking is provided on a neighbourhood basis, facilitating and enabling the transition away from petrol / diesel cars and to alternative, active modes of transport and consists of the following components:*

- *Cycle Hub – 150 cycle spaces with lockers and shower provision. Tiered memberships will be available aimed at encouraging cycle commuting into the area. This is in addition to the cycle storage provided at individual developments and will enable people working in and visiting the area to use cycling as their preferred mode of transport;*
- *Delivery Hub – 750sqm area designated for aggregated deliveries to the residential addresses in the area so that the last mile of that delivery can be completed by sustainable means (electric vehicle or cargo bike) or offer collection via lockers;*
- *Commercial Unit – 220sqm commercial unit, targeting businesses who can enhance the amenity of the facility and Ancoats Green;*
- *408 car parking spaces comprising:*
 - *378 parking spaces (including 24 disabled spaces) designed to support future residential developments;*
 - *20 Car Club spaces - 20 spaces initially and room to grow, the car club will look to provide a mobility provision other than car ownership to facilitate sustainable choices;*
 - *10 car sharing spaces (Rideshare) – up to 10 spaces available initially and room to grow, the ridesharing spaces will facilitate residents with electric vehicles offering their vehicle for private hire via a car-sharing platform;*
- *Electric Vehicle Charging Points – 25% provision (102 points) with electrical capacity secured to grow with demand up to 100%;*
 - *7 x rapid charge points (50kw) for visitors;*
 - *95 x standard charge points (7kw) for residents;*

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- *A Photo Voltaic [PV] array with a projected total generation of 97.6MWh. The electricity generated will support landlord functions with sufficient excess to support 7 car club spaces;*
- *Digital Platform – a platform will be delivered with the Mobility Hub which will make the services available at the Hub accessible to individuals and families in the neighbourhood via their smartphones;*
- *A tenure model for car parking provision which breaks the link between homes and car parking spaces and allows spaces to be recycled by being sold back to the operator as residents choose not to own a car and to make use of car clubs and other modes of transport; and*
- *The Mobility Hub Operators will be asked to develop a parking season ticket which prioritises existing residents without parking provision followed by workers commuting into existing business premises in the Ancoats and New Islington area via a combination of postcode indexed and season ticket length pricing incentives.”*

2.1.3 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council’s Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the ‘Poland Street Zone Public Realm Strategy’.

2.1.4 It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

2.1.5 Subsequently two planning applications have been submitted to help the Council in achieving their strategic objectives. The first was approved in June 2022 (planning application ref. 133406/VO/2022) and comprised the demolition of the redundant former canal arm Jersey Street bridge to create level access to the Prussia Street Greenway which links Jersey Street to Ancoats Green and to the Rochdale Canal. This project is essential to create an accessible public route, but also supports the wider overall regeneration of the Poland Street Zone. The second application was submitted in February 2023 (planning application ref. 136141/VO/2023) and comprises public realm improvements to Ancoats Green, Jersey Green and the Prussia Street Greenway.

2.1.6 The site benefits from its location on the north eastern edge of Manchester City Centre, the principal economic driver for the City Region and a focus for employment, leisure, retail and cultural facilities. In

addition, it benefits from excellent connections to public transport. In this regard, the site is located within walking distance of Manchester Piccadilly Station and Victoria Station which provide national and regional rail links, as well as acting as transport interchanges for local rail services and Metrolink services across Greater Manchester. In addition, Shudehill Bus Station and Metrolink Station and Market Street Metrolink station are within walking distance of the site, providing connectivity to all lines on the Metrolink network and a number of regional bus services.

- 2.1.7 More locally, the site is surrounded by a mix of industrial and residential uses. Industrial units are located to the north along Naval Street. To the east of the site is industrial units and surface car parking. To the south of the site is Flint Glass Works and Wharf, warehouses converted to offices and residential respectively. To the west of the site lies 23 Radium Street which is a 3-storey commercial property, and the Grade II* listed Beehive Mill beyond, which has been converted into co-working and residential development.
- 2.1.8 The site is bound to the north by Naval Street, the east by Poland Street, the south by Jersey Street, and Radium Street to the west. The highways which bound the site are all currently adopted and therefore maintainable at the public expense.
- 2.1.9 In addition to the highways bounding the site, School Court is situated at the southwestern corner of the site. School Court is an adopted highway with an overall width of 3m and length of approximately 20m, commencing at a priority junction with Radium Street and terminating at the site boundary (currently a secure gate). School Court will remain as a public highway.
- 2.1.10 **Figure 2.1** below shows the site in a local context relating to the local highway network, the Ancoats Mobility Hub, and the Poland Street Zone NDF boundary:

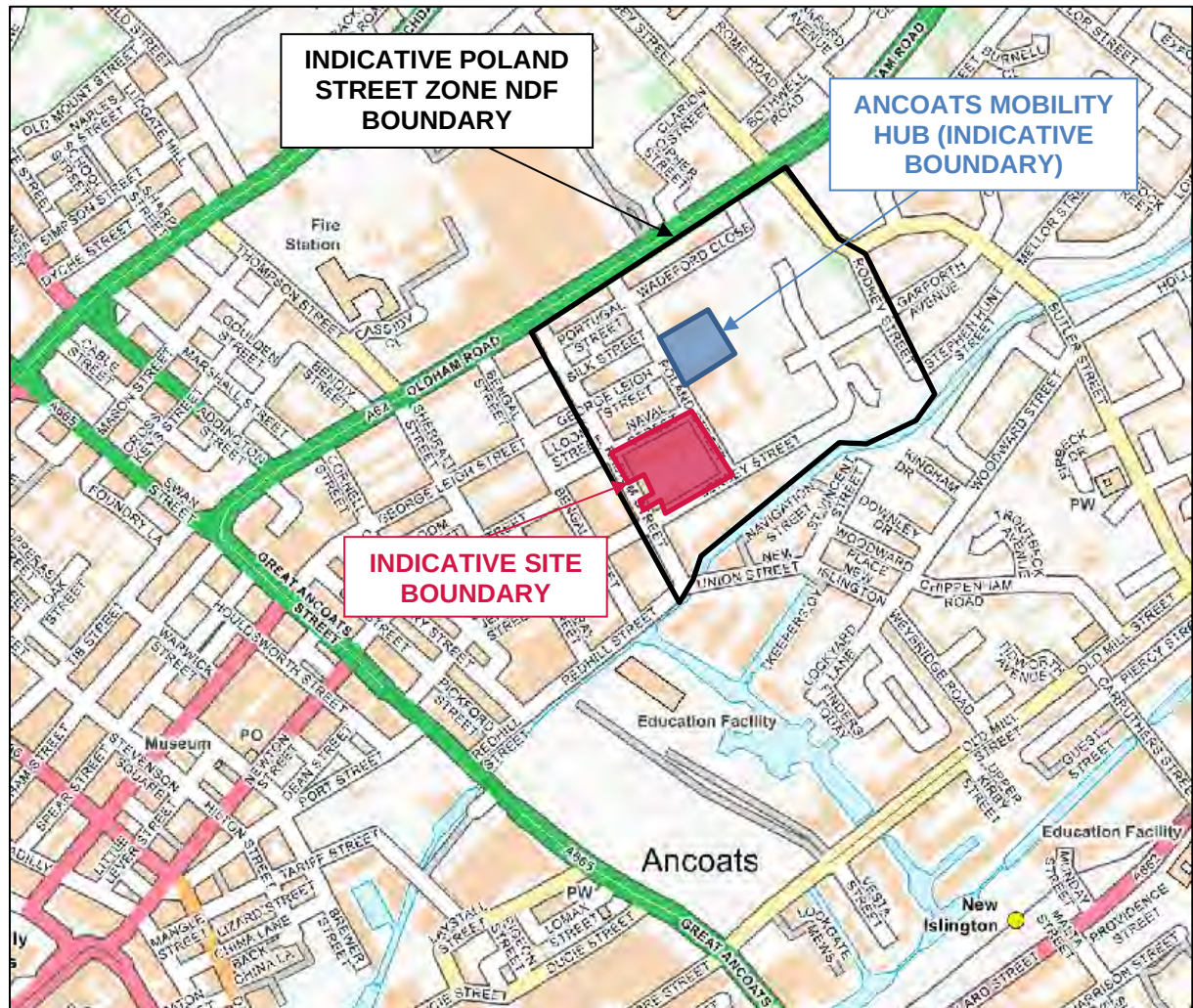


Figure 2.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2022)

- 2.1.11 To date, Manchester Life have secured planning permissions for Eliza Yard (MCC Planning Reference: 130354/FO/2021, 118 residential units with commercial at ground floor) directly to the east of the site, and Jersey Wharf (MCC Planning Reference: 133769/OF/2022, 190 residential units with commercial at ground floor) to the south-east of the site. Additionally, the Ancoats Mobility Hub, which will provide car parking for Manchester Life schemes, has also been granted planning permission.

2.2 Existing Use and Access Arrangements

- 2.2.1 The site currently comprises hardstanding and warehouses. The site is located within the Ancoats Conservation Area, and the Howarth Metal Garages fronting Jersey Street and the wall bounding Jersey and Poland Street are of heritage interest.
- 2.2.2 The north-east corner of the site also comprises a surface car park with its entrance on Poland Street, which was formerly owned and operated by SIP Ltd as a commercial car park for 22 vehicles. This

portion of the site was recently granted planning permission (MCC Planning Reference: 134973/FO/2022) for the retention of the car parking area (for staff use) and associated boundary treatment for a temporary period of 3 years, until the site is redeveloped.

- 2.2.3 The remainder of the site is accessed primarily off its perimeters, with several gated accesses / direct access to roller shutters in front of the industrial units off Jersey Street, Poland Street, Naval Street, and Radium Street.

2.3 Surrounding Highway Network

Poland Street

- 2.3.1 Forming the eastern boundary of the site, Poland Street extends for c. 240m between a priority junction with the A62 Oldham Road to the north and a priority junction with Jersey Street to the south. In the vicinity of the site, the road comprises a two-way single carriageway with an average width of c. 4.5m. Due to the narrow width of the road, there are single yellow parking restrictions (no waiting between 08:00 – 18:00 on Mondays to Saturdays) along the entirety of the road to prevent obstruction.
- 2.3.2 There are footways c. 1.5m-2m in width along both sides of the carriageway, with some dropped kerbs and tactile paving at the Poland Street / Jersey Street junction. The road also comprises some street lighting at regular intervals.
- 2.3.3 Poland Street is subject to a speed limit of 20mph. Upon entry to the road from the A62 Oldham Road in the north, there are signs informing motorists of the speed limit, the controlled zone for parking, and the hours which these restrictions apply.

Jersey Street

- 2.3.4 Forming the southern boundary of the site, Jersey Street extends for c. 715m in an easterly direction, between a priority junction with the A665 Great Ancoats Street to the south-west of the site, and a priority junction with Rodney Street and Garforth Avenue to the east of the site.
- 2.3.5 In the vicinity of the site, the Jersey Street comprises a two-way single carriageway with an average width of c. 5.5m. Notwithstanding, the usable width of the carriageway decreases at certain sections where there are on-street pay-and-display parking bays.
- 2.3.6 There are also wide footways of up to c. 1.5-2.5m, with dropped kerbs and some tactile paving. There are also raised tables at its junctions with other side streets to the west of the site, where the road is paved with cobblestones for both a unique sense of place and to encourage low vehicular speeds. Jersey Street is also well-lit with street lighting at regular intervals.

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- 2.3.7 Similar to Poland Street, the road is subject to a 20mph speed limit, and there is a mixture of single and double yellow parking restrictions (no waiting at any time) where there are no designated on-street parking bays.

Naval Street

- 2.3.8 Forming the northern boundary of the site, Naval Street extends for c. 160m in an easterly direction between a priority junction with Bengal Street to the west and a priority junction with Poland Street to the east.
- 2.3.9 In the vicinity of the site, the road comprises a two-way single carriageway with an average width of 6.5m, although this narrows to c. 4m to the west of its junction with Radium Street. Similar to Jersey Street, the road is subject to a 20mph speed limit, and there are some on-street pay-and-display parking bays, with single yellow parking restrictions throughout the rest of the carriageway.
- 2.3.10 There are also wide footways of c. 2-3m, however there are few dropped kerbs and the road has been observed to be relatively lightly trafficked in comparison to Jersey Street as the buildings bordering the road do not have active frontages onto Naval Street.

Radium Street

- 2.3.11 To the west of the site, Radium Street extends for c. 320m in a southerly direction between a priority junction with the A62 Oldham Road to the north, and a priority junction with Redhill Street and New Union Street to the south.
- 2.3.12 In the vicinity of the site, the road comprises a two-way single carriageway with an average width of 5.5m. Similar to the surrounding streets, the road is subject to a 20mph speed limit and there are some single yellow parking restrictions, however there are sections of the road where there are no parking restrictions, and on-street parking can be observed, which decreases the usable width of the carriageway, especially immediately to the west of the site where the road effectively narrows to one-way traffic. Further to the north of the site, there are also some on-street pay-and-display parking bays.
- 2.3.13 There are c. 2-3m-wide footways along both sides of the carriageway, with some dropped kerbs and limited tactile paving. There are raised tables at the Radium Street / Redhill Street / New Union Street and Radium Street / Jersey Street junctions. The road has some street lighting, but is not as well-lit in comparison to other surrounding streets such as Jersey Street.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five

years (2017 – 2021 inclusive). The search area included local roads within close proximity of the site, shown in **Figure 2.2** below.

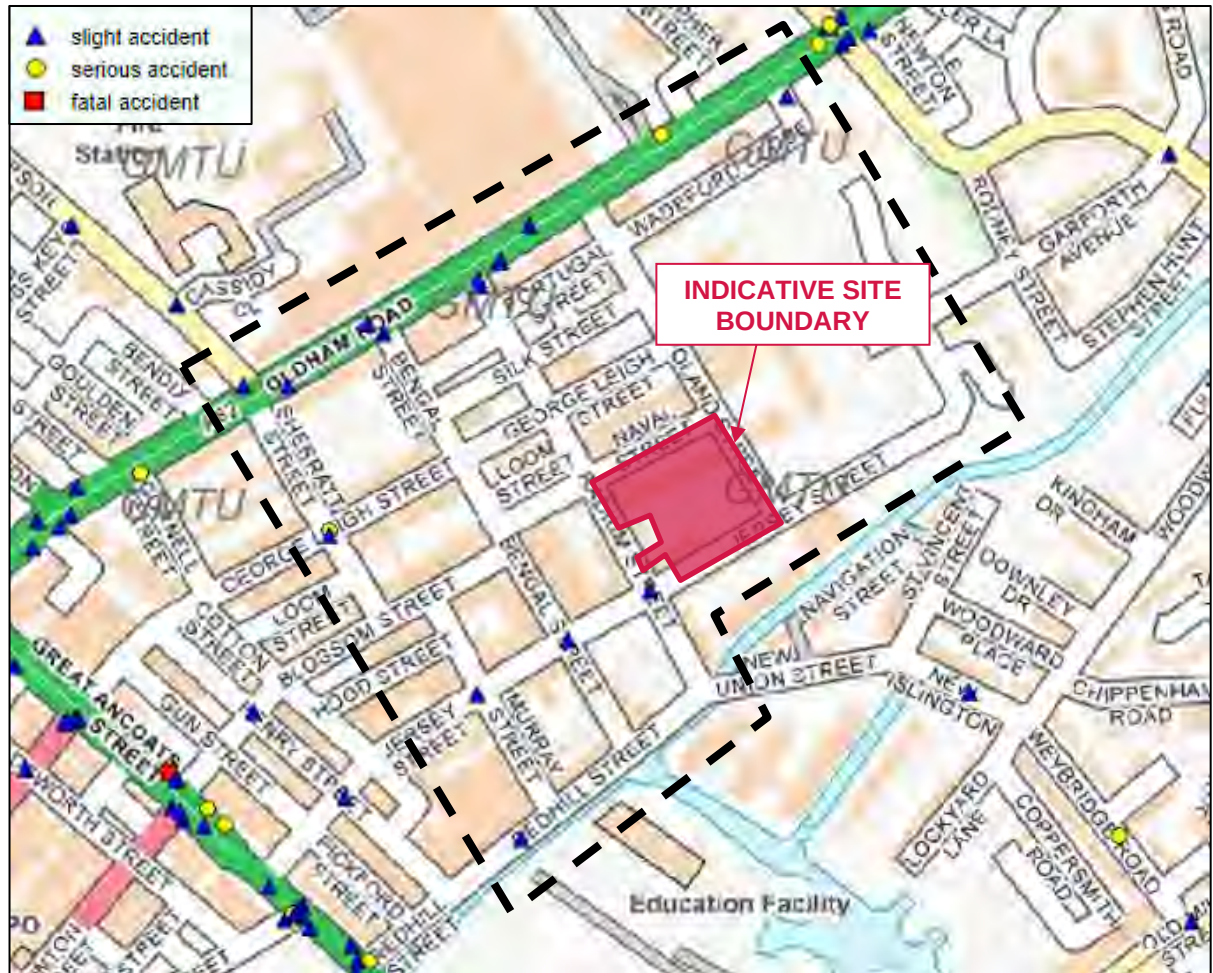


Figure 2.2 – Extents of Search Area
(Source: TfGM and OS Maps, 2023)

2.4.2 The recorded collisions are summarised in **Table 2.1** below:

Junction/Link	Slight	Serious	Fatal	Totals
Jersey Street / Radium Street	1	0	0	1
Jersey Street / Bengal Street	1	0	0	1
Jersey Street / Murray Street	1	0	0	1
Redhill Street	1	0	0	1
George Leigh Street / Sherratt Street	1	1	0	2
A62 Oldham Road / Radium Street	2	0	0	2
A62 Oldham Road / Bengal Street	2	0	0	2
A62 Oldham Road	3	0	0	3

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Junction/Link	Slight	Serious	Fatal	Totals
A62 Oldham Road / Royal Mail Depot	0	1	0	1
A62 Oldham Road / Wadeford Close	1	0	0	1
A62 Oldham Road / Sherratt Street / Thompson Street	2	0	0	2
Totals	15	2	0	17

Table 2.1 – Personal Injury Collision Data Summary

- 2.4.3 **Table 2.1** confirms that there have been 17 collisions in the study area during the five-year study period, comprising 15 'slight' severity incidents and 2 'serious' severity incidents. There were no fatal incidents recorded within the study area.
- 2.4.4 Whilst all collisions are regrettable, the collisions are generally spread out across the study area, with no notable clusters. It is therefore concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 The proposed development comprises 256 apartments with a mixture of 1, 2 and 3-bedroom, townhouse, and duplex homes across 9 floors above ground as follows:

- 1-bed flats: 82 no.;
- 2-bed flats: 147 no.;
- 3-bed flats: 19 no.;
- Townhouses: 6 no.; and
- Duplexes: 2 no.

3.1.2 Ancillary commercial use is proposed on the ground floor totalling c. 1,350sqm gross floor area (GFA). In order to enable the development, the existing buildings onsite would be demolished.

3.1.3 The central courtyard within the development is separated by a row of small makers units into two sections. On one side, a residents only green space provides residents with outdoor green amenity space. On the other side, a hard landscaped courtyard space with more limited planting and seating provides the opportunity for occasional makers market events.

3.1.4 The proposed site layout is provided in **Appendix A** to the rear of this report.

3.1.5 Manchester Life's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including Piccadilly Gardens, Manchester Victoria, Manchester Piccadilly, and several local bus stops for journeys further afield. The ancillary commercial uses would be accessible on foot for residents of the development and the local community within walking distance of the site.

3.1.6 Manchester Life recognises that some residents may still require access to a car. As such, all parking for the scheme will be at the recently consented Ancoats Mobility Hub (MCC planning reference: 130627/FO/2021). It is anticipated that the project will forward purchase c. 70 spaces at the Mobility Hub, which equates to a 27% provision.

3.1.7 The only on-site parking to be provided will be 4 no. Disability Discrimination Act (DDA)-compliant spaces. The combined allocation represents 29% parking provision for the scheme. There would also be 256 cycle parking spaces (100% provision) within a secure, covered cycle store on the ground floor for residents, and a loading bay for service and delivery vehicles to the commercial units. The loading bay could also be utilised by residents when moving in / out of the proposed development.

3.2 Proposed Access

Vehicular Access

- 3.2.1 For residents using the DDA spaces, these can be accessed directly off the Naval Street carriageway to the north of the site.
- 3.2.2 Whereas for vehicles entering the outdoor event space for the makers market, vehicles would enter the site from School Court, then reverse within the outdoor space, prior to exiting the site from School Court again. This is only for loading / unloading of event-specific materials, and not for general parking within the makers market.
- 3.2.3 A swept path analysis has been undertaken for a large car accessing the DDA spaces and the outdoor space, as shown in **Drawing 80866-CUR-XX-00-D-TP-05002** to the rear of this report. This demonstrates that safe and suitable access can be achieved for large cars to the site.
- 3.2.4 **Drawing 80866-CUR-XX-00-D-TP-05001** to the rear of this report also demonstrates that a 7.5t panel van, which is most common vehicle used for vendors to set up at makers markets, can access and egress from the site in a safe and suitable manner.

Pedestrian Access

- 3.2.5 Pedestrian access into the building is proposed along the perimeter of the site, with the townhouses benefitting from direct access off Poland Street, and the commercial units with active frontages onto Jersey Street and Naval Street. The main entrance to the building would be taken from Jersey Street, which leads towards the reception area, stairwells, lifts to upper floors, the central courtyard, and some of the ground floor apartments.
- 3.2.6 As part of the Poland Street Zone Public Realm Strategy, Naval Street, Radium Street, and Jersey Street would be characterised as “Green Streets”, comprising narrowed carriageways including contraflows emphasising pedestrian and cycle movement across the public realm. Whereas Poland Street would be characterised with a more urban feel with some street trees.
- 3.2.7 Green Streets would have a minimum 2m-wide footpath to roads, to develop a residential street character providing amenity and interaction, and would comprise either a tarmac surface or cobble.

Cycle Access

- 3.2.8 The cycle store can be accessed directly via doors at the north-western corner off the site, off Naval Street, which opens onto the footway. The cycle store would also be accessible through the internal circulatory areas of the building.

Emergency Access

- 3.2.9 **Drawing 80866-CUR-XX-00-D-TP-05004** to the rear of this report demonstrates that a fire tender can manoeuvre around the surrounding roads in a suitable manner, accounting for the usable space of the carriageway once on-street parking is considered. The fire tender does not need to enter the courtyard, as such the fire tender has been shown to circulate around the perimeter of the site.

3.3 Parking Provision

- 3.3.1 Recommended residential parking standards are located within the Manchester Residential Quality Guidance (2017) document, shown as follows:

- City centre developments will be required to provide where possible, an appropriate level of car parking within the constraints of site-specific circumstances and other requirements; and
- Reduced on site provision may be justified on the basis of:
 - Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);
 - Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);
 - Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and
 - Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

Car Parking

- 3.3.2 The development proposals include 70 car parking spaces at the Ancoats Mobility Hub (c. 200m walk from the main pedestrian access to the site off Jersey Street), which equates to 27% provision. There would also be 4 no. disabled spaces onsite, which equates to 5% of the total parking provision. The combined allocation represents 29% parking provision for the scheme.
- 3.3.3 Based on the TS045 dataset of the 2021 Census, titled 'Car or Van Availability', it can be seen that 63% of households in the Manchester 054B Lower Super Output Area (LSOA) where the site is located do not own cars or vans. This is followed by 31%, 5%, and 1% of households with 1, 2, and 3 or more cars respectively per household.
- 3.3.4 As such, the level and location of provision is considered appropriate to the scale, location and nature of the development, and is in line with the parking requirements outlined in the Manchester Residential Quality Guidance on the basis that the minimum standards may not be applied due to existing car

ownership data, high accessibility of the site, and the introduction of measures and initiatives aimed at encouraging the use of public transport, cycling and walking instead of private car.

- 3.3.5 It is considered limiting the availability of parking would lower the existing level of car ownership further in the case of the proposed development, and, accepting that the proposed development would include higher density residential development such as flats / apartments rather than larger family houses, it is not likely that many prospective residential occupiers would require a car parking space.
- 3.3.6 As prospective residential occupiers come forward to occupy the development, 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.

Cycle Parking

- 3.3.7 Additionally, 256 cycle parking spaces for residents (long-stay) are provided. The cycle parking would be provided in the form of a secure, covered cycle store.
- 3.3.8 This is one of the many initiatives to encourage more residents to travel by sustainable modes, in addition to the initiatives outlined in the accompanying Interim Travel Plan (**Document Reference: 80866-CUR-XX-XX-T-TP-00005**).

3.4 Proposed Servicing Arrangements

- 3.4.1 There would be a loading bay for use by service and delivery vehicles. This can be accessed directly off the Naval Street carriageway to the north of the site.
- 3.4.2 There are several bin stores located at the ground floor of the building, fronting Naval Street, Jersey Street, and School Court. Residents would be responsible for removing waste from their apartments to the bin store.
- 3.4.3 On collection days, it is envisaged that a refuse vehicle would manoeuvre around the site and pull up on-street. Refuse operatives would be given keys / a keypad code (to be determined at a later date) to access the bin stores and unload the bins. The on-site team would also be available to manage refuse collection on collection days. It is envisaged that waste collections would be undertaken outside of peak hours to minimise disruption to local residents and other users of the local highway network.

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

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 / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

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

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- 4.2.4 Within a 500m walking distance of the site lies Ancoats and New Islington, which comprise a wide variety of amenities for leisure, retail, food and drink, daily needs such as supermarkets, nightlife, and fitness. The site is also within a 500m walking distance to the Ancoats Marina and Cotton Field Wharf, and Wing Yip Superstore to the north of the site. Additionally, there are bus stops that are accessible along the A665 Great Ancoats Street and the A62 Oldham Road, for journeys in and out of Manchester City Centre.
- 4.2.5 Further afield but within a 1,000m walking distance of the site lies additional areas of Manchester City Centre, most notably the Northern Quarter and the Urban Exchange shopping centre, which comprises large stores such as M&S, GO Outdoors, Aldi, and a gym.
- 4.2.6 Within a 2,000m walking distance of the site lies public transport interchanges such as Manchester Piccadilly, Piccadilly Gardens, Market Street, Shudehill, and Manchester Victoria. These locations allow easy access for future residents of the site which commute to work to Greater Manchester and beyond.
- 4.2.7 Areas accessible include the majority of Manchester City Centre, and additional locations such as Miles Platting to the north-east, and Albert Square and Chinatown to the west and south-west. Additional leisure facilities, food and drinks, retail opportunities, employment (i.e. Central Business District), high street banks, health clubs, hotels, and convenience stores are accessible.
- 4.2.8 The surrounding roads have wide footways for pedestrian use, and the carriageways are well-lit by street lighting. To assist pedestrians, there are numerous raised tables with dropped kerbs and tactile paving within the NDF area, and controlled crossing points with pedestrian refuge islands, dropped kerbs, and tactile paving further afield along the main roads. There is already a significant amount of pedestrian activity in the area, so high-quality pedestrian facilities are available. As such, the site is considered highly accessible on foot and residents would be able to reach day-to-day destinations, such as jobs and shops, without the use of a car.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers an 8km cycle catchment for the site, along with the National Cycle Network (NCN) routes available within this range.
- 4.3.3 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles

long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.

- 4.3.4 The 8km catchment area includes the entirety of Manchester City Centre including all major transportation links, shopping centres, bars, restaurants, leisure centres, tourist attractions, and places of worship. The catchment also extends as far as Cheetham Hill and Blackley to the north, Failsworth and Fairfield to the east, Levenshulme and Withington to the south, and Eccles, Trafford Park, and Chorlton to the west.
- 4.3.5 Low speed limits along streets within Ancoats are conducive to cycle safety. Furthermore, to the south of the site lies the Rochdale Canal Towpath which can be accessed off New Union Street. The towpath is also known as Regional Route 86 or the Ashton Canal Cycleway, which follows the River Medlock from the eastern edge of the city centre, near Piccadilly, and follows the river through Phillips Park and Clayton Vale.
- 4.3.6 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the south of the site and only the Rochdale Canal Towpath. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

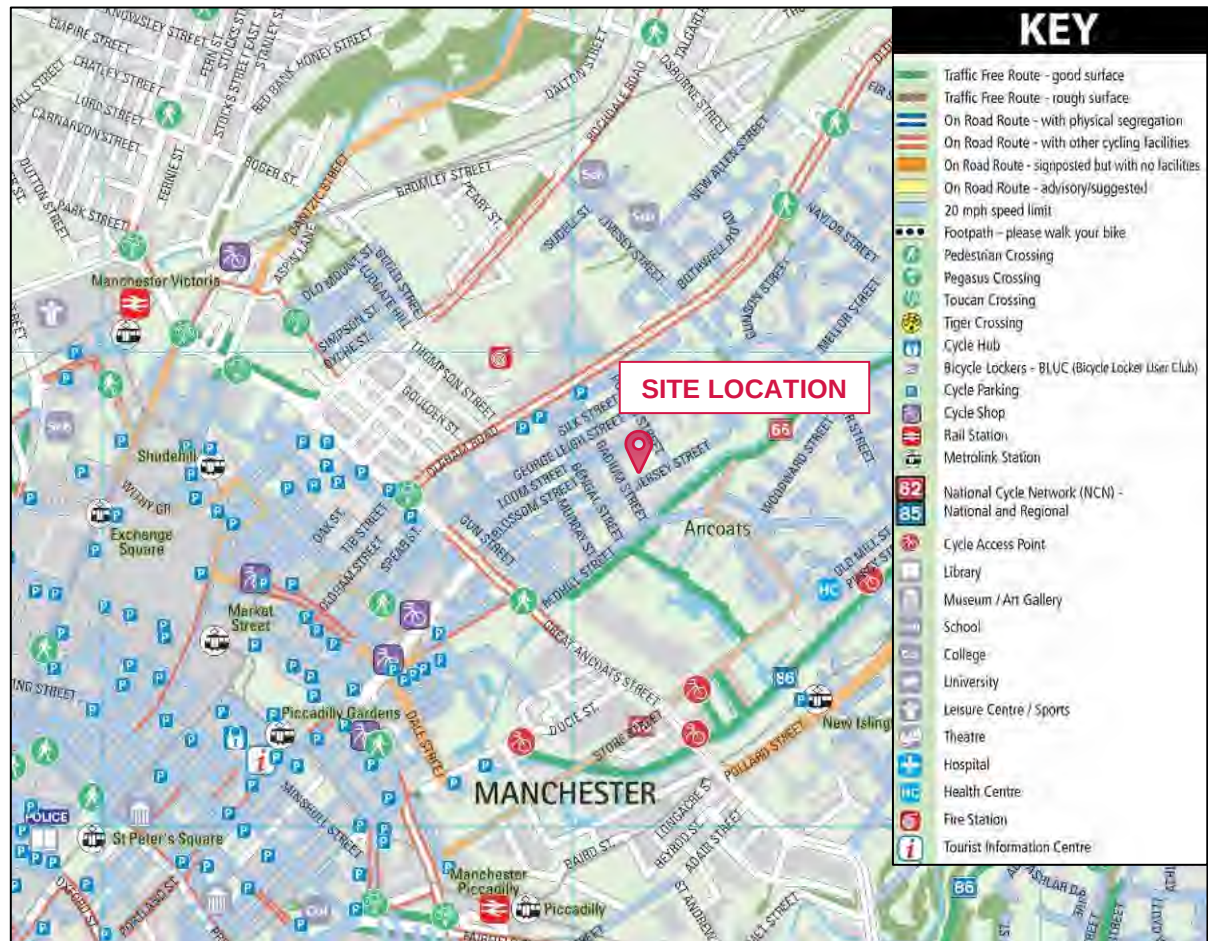


Figure 4.1 – Local Cycle Infrastructure
(Source: TfGM, 2022)

- 4.3.7 The local cycle network shown above 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 site is in close proximity to Bee Network infrastructure that is under construction, such as the Manchester Northern and Eastern Gateway (connecting the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter), allowing future residents to benefit from better connectivity and quality of commute. This is shown in **Figure 4.2** overleaf:

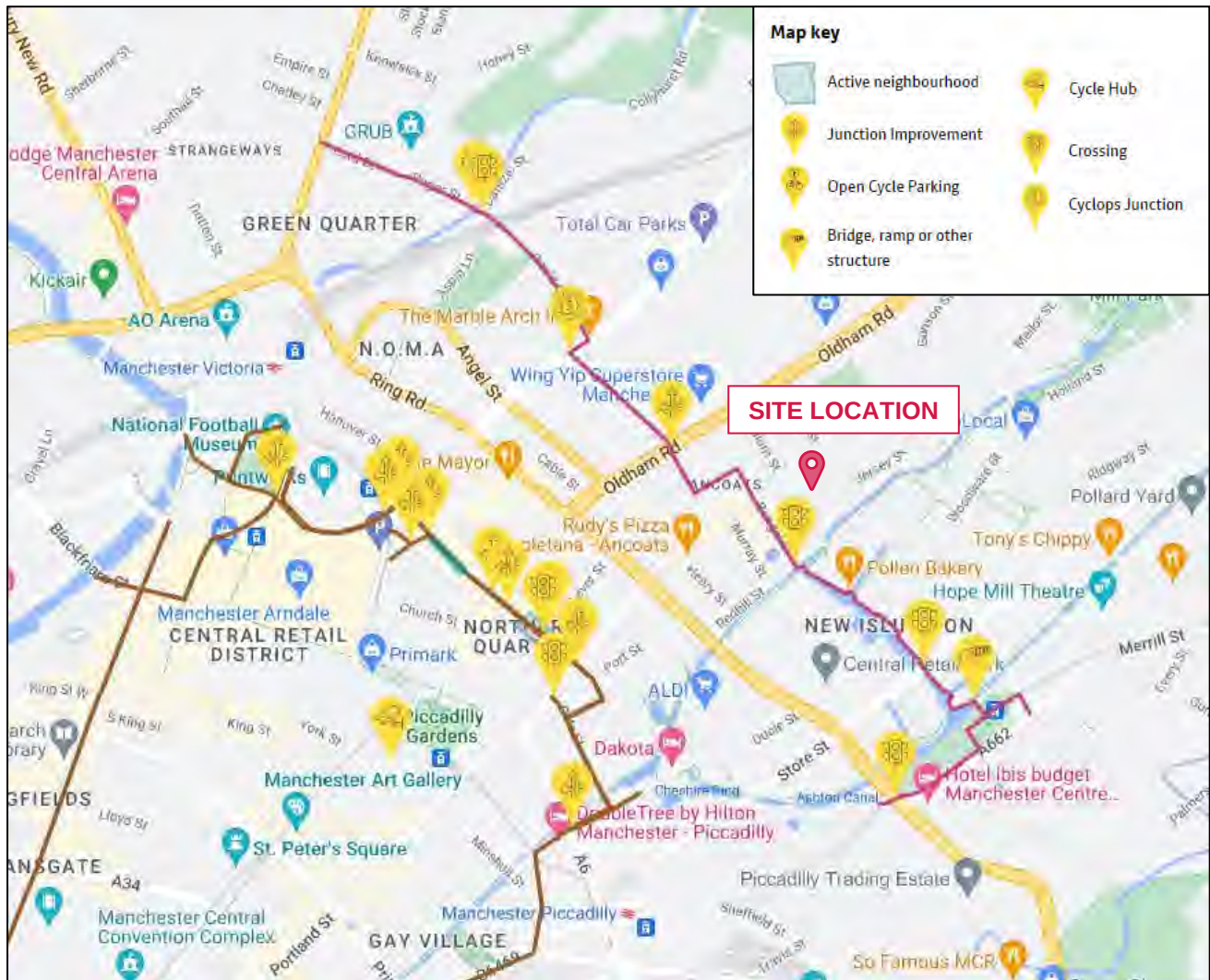


Figure 4.2 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

4.3.8 A Bike Hire Scheme, also part of the Bee Network, is being rolled out in Manchester. The closest docking station to the site is located along New Union Street, with 11 bicycles for trial. These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The docking stations within the vicinity of the site are as follows:

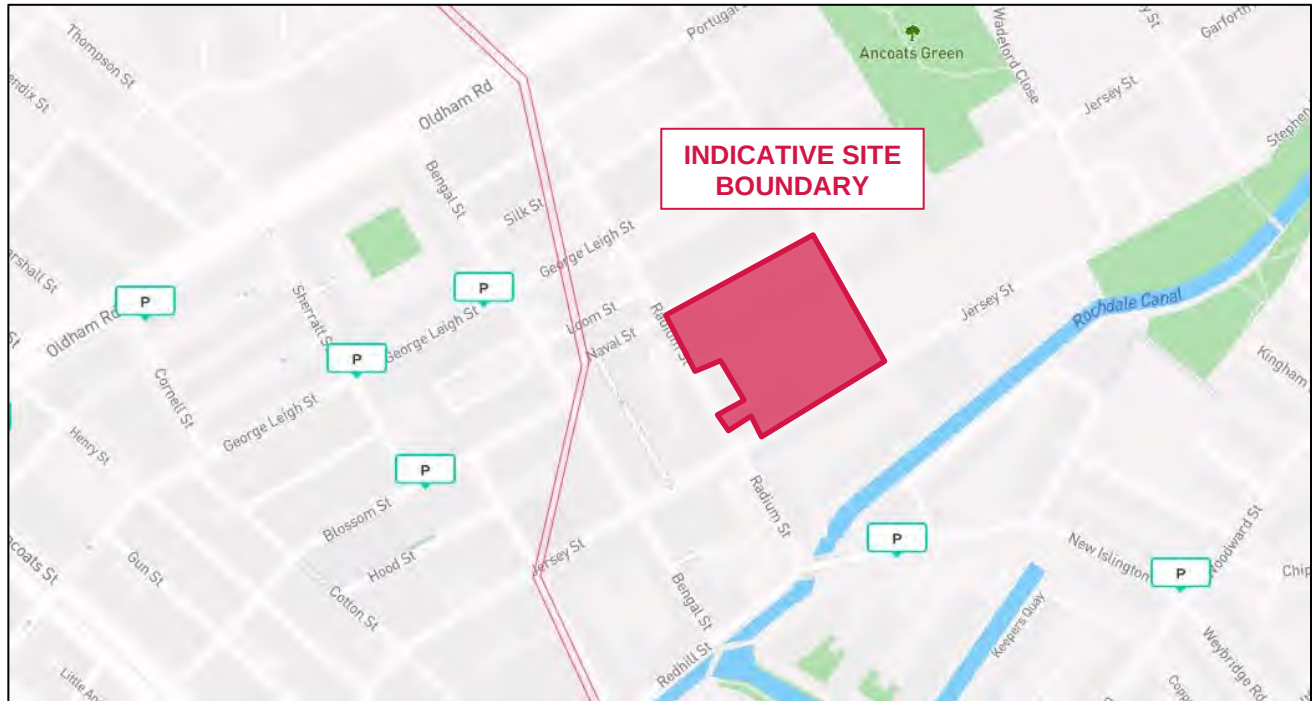


Figure 4.3 – Bicycle Docking Stations in the Vicinity of the Site
(Source: Beryl and OpenStreetMap, 2023)

4.3.9 The site is therefore well placed to take advantage of the cycle connections around 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 Accessibility by Public Transport

4.4.1 Developed by 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 approach essentially measures the density of public transport in any site within the Greater Manchester region.

4.4.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

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4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:



Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

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Bus Accessibility

- 4.4.4 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 distance 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

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stops to the site are located to the north of the site along the A62 Oldham Road and to the south-west of the site along the A665 Great Ancoats Street, within walking distances of c. 300m and 400m respectively, which equates to a walking time of less than 6 minutes, and are within the CIHT recommended distances outlined in **Table 4.2** above.
- 4.4.7 **Table 4.3** below details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A62 Oldham Road:						
74	Piccadilly Gardens – Newton Heath – Failsworth – Woodhouses	14:57	17:29	30 mins	No Service	No Service
	Hollinwood – Woodhouses – Failsworth – Piccadilly Gardens	07:34	09:33	20 mins	No Service	No Service
76	Piccadilly Gardens – Failsworth – Hollinwood – Oldham Mumps	05:28	23:53	12 mins	12 mins	30 mins
	Oldham Mumps – Hollinwood – Failsworth – Piccadilly Gardens	04:46	23:40	12 mins	12 mins	30 mins
76A	Piccadilly Gardens – Failsworth – Limeside – Oldham	09:08	19:08	Hourly	Hourly	No Service
	Oldham – Limeside – Failsworth – Piccadilly Gardens	07:34	18:55	Hourly	Hourly	No Service
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	04:53	00:08	15 mins	15 mins	30 mins
	Sholver – Oldham – Failsworth – Piccadilly Gardens	04:41	23:56	15 mins	15 mins	30 mins

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Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	05:08	00:23	10 mins	10 mins	30 mins
	Uppermill – Lees – Oldham – Failsworth – Piccadilly Gardens	04:56	00:11	10 mins	10 mins	30 mins
114	Albert Square – Moston – Greengate – Middleton – Boarshaw	06:50	23:31	20 mins	30 mins	Hourly
	Boarshaw – Middleton – Greengate – Piccadilly Gardens	06:35	22:25	20 mins	30 mins	Hourly
181	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	07:00	18:17	Hourly	Hourly	No Service
	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	06:16	17:57	Hourly	Hourly	No Service
182	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	05:59	23:12	Hourly	Hourly	Hourly
	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	05:43	22:56	Hourly	Hourly	Hourly
776	Failsworth – Newton Heath – Holt Town – Piccadilly Gardens	15:16	N/A	1 only	No Service	No Service
From A665 Great Ancoats Street:						
216	Piccadilly Gardens – Ashton-under-Lyne – Stalybridge	05:32	00:12	8 mins	12 mins	15 mins
	Stalybridge – Ashton-under-Lyne – Piccadilly Gardens	04:56	00:02	8 mins	12 mins	15 mins
217	Piccadilly Gardens – Droylsden – Ashton-under-Lyne	20:00	23:00	Hourly	Hourly	Hourly
	Ashton-under-Lyne – Droylsden – Manchester City Centre	20:52	22:52	Hourly	Hourly	Hourly
230	Piccadilly Gardens – Droylsden – Ashton-under-Lyne	06:34	23:29	30 mins	30 mins	Hourly
	Ashton-under-Lyne – Droylsden – Piccadilly Gardens	07:28	23:15	30 mins	30 mins	Hourly
231	Piccadilly Gardens – Droylsden – Hurst – Ashton-under-Lyne	06:14	19:32	30 mins	30 mins	Hourly
	Ashton-under-Lyne – Hurst – Droylsden – Piccadilly Gardens	06:04	20:10	30 mins	30 mins	Hourly

Table 4.3 – Summary of Bus Services

4.4.8 **Table 4.3** demonstrates that there are many bus services within walking distance of the site that provide regular access to destinations across Greater Manchester throughout the week and during weekends.

- 4.4.9 Additionally, within a 1.2km walk from the site lies Manchester Piccadilly, which serves as a stop for Routes 1, 2, and 3 of the Manchester free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:



Figure 4.5 – Free Bus Route and Timetable

(Source: TfGM, 2022)

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4.4.10 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.

4.4.11 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.12 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.13 The nearest train station is Manchester Piccadilly, located c. 1,200m (or a 17-minute walk) to the south-west of the site. Manchester Piccadilly is the primary station in Manchester and third-busiest station in the UK outside of London. It hosts high-frequency, long-distance, intercity, and cross-country services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth; regional services to destinations in Northern England including Liverpool, Leeds, Sheffield, Newcastle, and York; and local commuter services around Greater Manchester.

4.4.14 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.

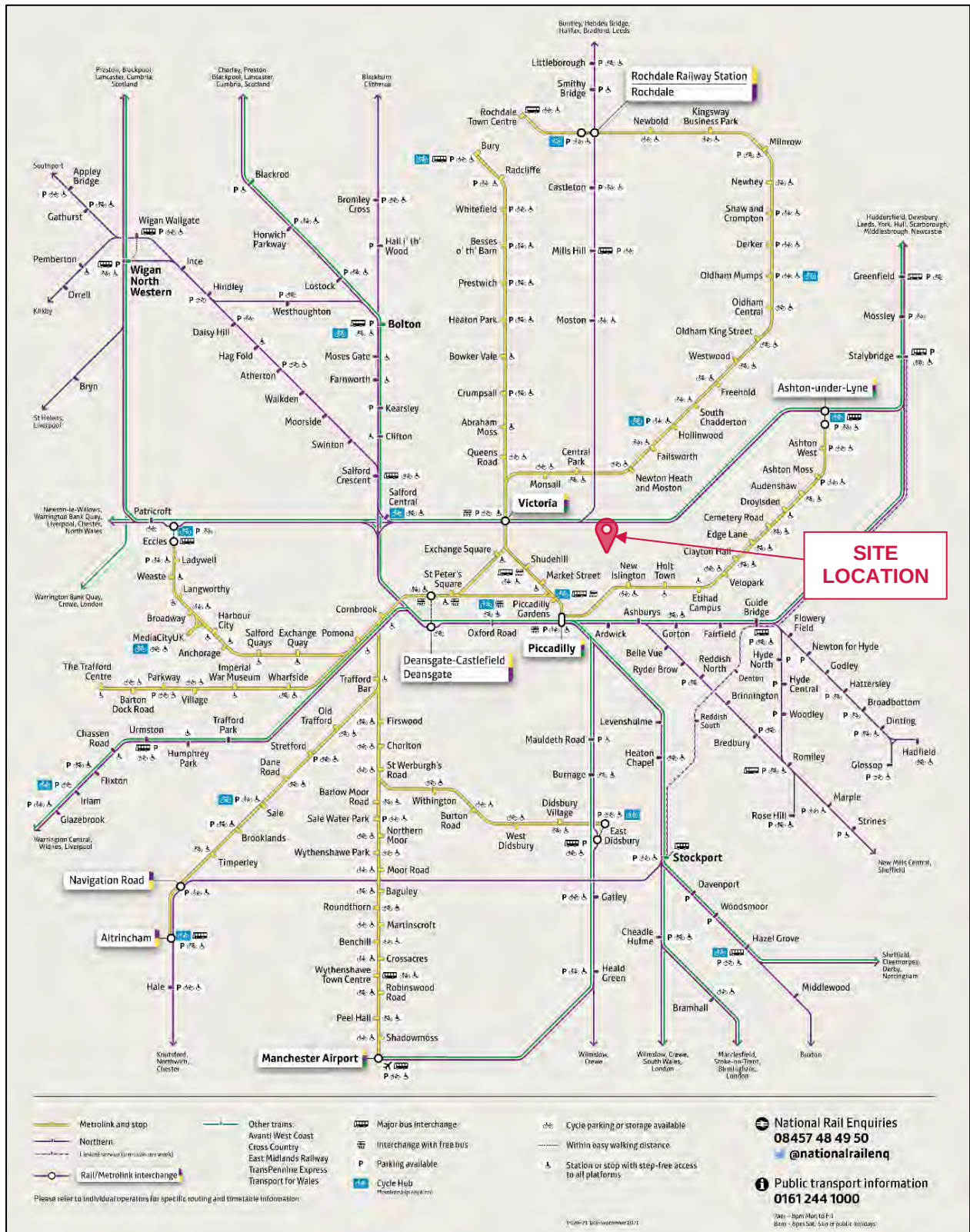
4.4.15 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to "Park and Ride".

4.4.16 The trains that serve Manchester Piccadilly run regularly all 7 days of the week. This allows access to a number of different locations across the whole of the UK; and is a viable alternative to private car use.

4.4.17 **Figure 4.6** below demonstrates the combined train and Metrolink network across Greater Manchester:

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4.4.18 Up-to-date rail times for services from Manchester Piccadilly can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
- East Midlands Railway: <https://www.eastmidlandsrailway.co.uk/timetables>;
- Transport for Wales: <https://tfw.wales/service-status/timetables>;
- TransPennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>;
- CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>;
and
- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>.

4.4.19 Overall, it is considered the site is accessible by rail.

Metrolink (Light Rail) Accessibility

4.4.20 Future site users would be able to board the Metrolink at New Islington, which is within a c. 800m walking distance (or an 11-minute walk) to the south-east of the site. Some services between Eccles and Ashton-under-Lyne call at this stop. Alternatively, Metrolink stops at Manchester Piccadilly and Piccadilly Gardens can be accessed within a 1,200m walk from the site.

4.4.21 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.

4.4.22 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.23 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as Piccadilly and Victoria to access additional lines on the Metrolink network leading to destinations further afield such as Manchester Airport, Stretford, Bury, and Rochdale as shown in the Metrolink map in **Figure 4.7** below.

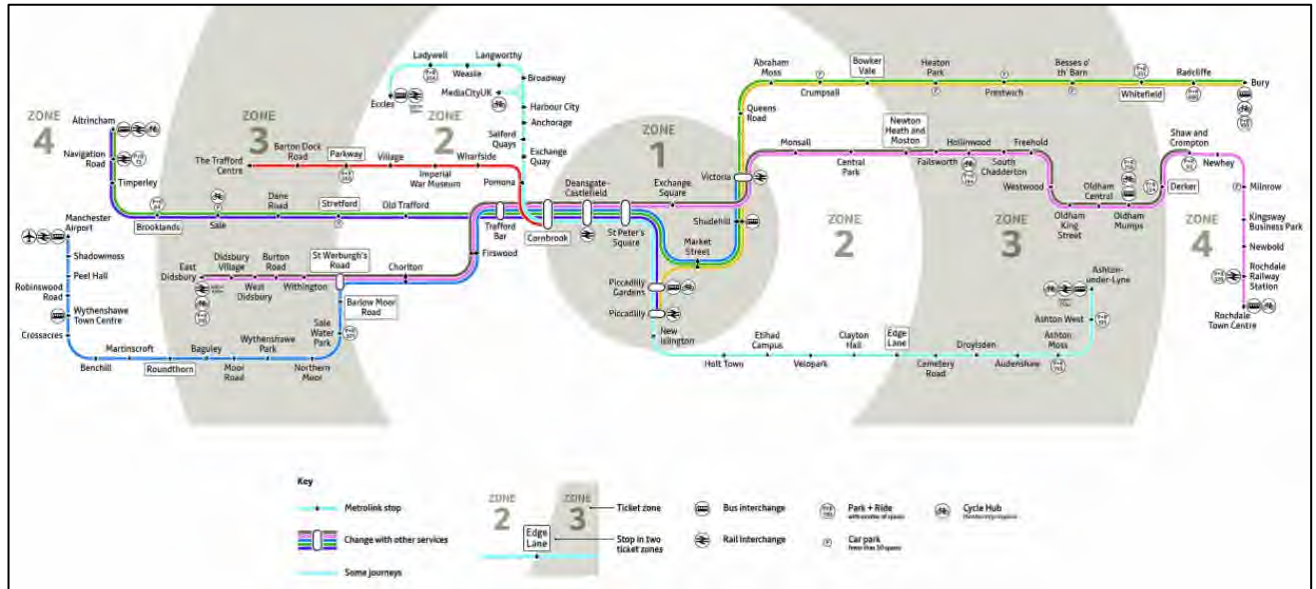


Figure 4.7 – TfGM Metrolink Network Map
(Source: TfGM, 2023)

4.4.24 Overall, it is considered the site is accessible by Metrolink (light rail).

4.4.25 It is concluded that the site is accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs and shops, without the use of a car.

4.5 Summary

- 4.5.1 It is concluded that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car.
- 4.5.2 This review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.

5.0 Traffic Forecasting

5.1 Introduction

- 5.1.1 Car parking spaces for the residential development would be located at the consented Ancoats Mobility Hub (MCC planning reference: 130627/FO/2021) (c. 200m walk from the main pedestrian access to the site off Jersey Street). The vehicular trip generation of these car parking spaces has already been considered as part of the consented Transport Assessment accompanying the planning application for the Ancoats Mobility Hub.
- 5.1.2 The following section contains trip generation analysis of the existing uses onsite and the proposed development during the weekday AM and PM peak hours to determine the net reduction in vehicular traffic directly accessing the application site. In order to undertake the assessment, existing travel survey data and the TRICS database have been used for the forecast trip generation.
- 5.1.3 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which is estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature.
- 5.1.4 The existing site comprises a temporary surface car park and light industrial units. Whereas the proposed development would comprise a residential development with ancillary commercial and amenity space, along with 4 no. disabled car parking spaces, 100% cycle parking, and a loading bay for service and delivery vehicles to the commercial units.

5.2 Existing Trip Generation

- 5.2.1 The site currently comprises the following:
- Light industrial units adjacent to a disused public house, accessed off Jersey Street – c. 500sqm floorspace (estimated from Google Maps);
 - 22-space temporary car park for Manchester Life staff on the corner of Naval Street / Poland Street – Information obtained from MCC Planning Reference: 134973/FO/2022;
 - Light industrial units on the corner of Naval Street and Radium Street – c. 575sqm floorspace (estimated from Google Maps);
 - 30 Poland Street, light industrial units – c. 275sqm floorspace (information obtained from MCC Planning Reference: 115291/FO/2017); and
 - Light industrial units off Naval Street – c. 500sqm floorspace (estimated from Google Maps);
 - Totalling 22 car parking spaces, and 1,850sqm light industrial uses.

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5.2.2 Using this information and some assumptions (i.e. for the car park, all cars to arrive in the AM peak and depart in the PM peak), TRICS trip rates and the estimated extant traffic generation are shown in **Table 5.1** below. All trip rates are per 100sqm, and the full TRICS outputs are provided in **Appendix B** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of '02 – Employment' and 'C – Industrial Unit';
- Edge of Town sites for light industrial uses (due to lack of Town Centre / Edge of Town Centre sites);
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

Peak Hours	TRICS Trip Rates (per 100sqm)			Existing Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
22 Car Parking Spaces						
AM Peak (08:00 – 09:00)	N/A			22	0	22
PM Peak (17:00 – 18:00)				0	22	22
1,850sqm Light Industrial Uses						
AM Peak (08:00 – 09:00)	0.395	0.086	0.481	7	2	9
PM Peak (17:00 – 18:00)	0.043	0.309	0.352	1	6	7
Total						
AM Peak (08:00 – 09:00)	N/A			29	2	31
PM Peak (17:00 – 18:00)				1	28	29

Table 5.1 – Existing Trip Generation

5.2.3 **Table 5.1** demonstrates that the existing site could generate 31 and 29 two-way movements in the AM and PM peak hours of 08:00 – 09:00 and 17:00 – 18:00 respectively.

5.3 Proposed Trip Generation

5.3.1 The commercial uses would be ancillary to the residential uses and form a minor part of the development traffic. It is considered that the vast majority of trips to these elements will be either linked trips as residents visit shops before / after work, or pass-by trips as other people travel by the site on an alternative trip. As such, trips generated by these uses have not been calculated.

5.3.2 It is also envisaged that servicing trips associated with the commercial uses would take place outside of the typical AM and PM peak hours.

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- 5.3.3 As outlined above, car parking spaces for the residential development would be located at the consented Ancoats Mobility Hub, and the vehicular trip generation of these car parking spaces has already been considered as part of the consented Transport Assessment accompanying the planning application for the Ancoats Mobility Hub.
- 5.3.4 On this basis, the only new trips to the surrounding highway network which would require consideration would be the trip generation of the 4-no. disabled car parking spaces provided onsite. As a worst-case assessment, it can be assumed that the spaces would be fully utilised, and the 4 vehicles would depart from and arrive to the site in the AM and PM peak hours of 08:00 – 09:00 and 17:00 – 18:00 respectively, resulting in 4 two-way movements during the peak hours.

5.4 Net Trip Generation

- 5.4.1 **Table 5.2** below shows the net impact of the proposed development, compared to the existing uses at the site:

Data	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Uses	29	2	31	1	28	29
Proposed Development	0	4	4	4	0	4
Net Impact	<u>-29</u>	<u>+2</u>	<u>-27</u>	<u>+3</u>	<u>-28</u>	<u>-25</u>

Table 5.2 – Net Trip Generation

- 5.4.2 The above table demonstrates that the proposed development would result in a decrease of 27 and 25 two-way vehicular trips in the AM and PM peak hours respectively, when compared against the existing uses of the site.
- 5.4.3 On this basis, it is Curtins' view that this would not result in any significant impacts on the surrounding highway network.
- 5.4.4 It is noted that junction capacity assessments have been undertaken as part of the Ancoats Mobility Hub planning application, which considers the proposed development as one of the anticipated residential car parking uptakes from the Hub, along with other developments within the NDF development area. The conclusions of the modelling demonstrate that there is no traffic impact upon the existing highway network that would be considered severe.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 This section summarises relevant national and local transport planning policies and guidance that relate to the proposed development.

6.2 National Planning Policy Framework

- 6.2.1 The National Planning Policy Framework (NPPF) summarises the current national transport planning policy and emphasises the critical role that transport policies play in enabling sustainable development. The latest update was in 2021.

- 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:

- c) *“approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

- 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;*

Transport Statement

- 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 Code; 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. Additionally, it has been demonstrated that the proposals would not result in any severe impacts on the highway network in terms of capacity or safety.

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 The above table demonstrates that the proposed development would result in a decrease of 27 and 25 two-way vehicular trips in the AM and PM peak hours respectively, when compared against the existing uses of the site. This would not result in any significant impacts on the surrounding highway network.

6.2.10 Notwithstanding, junction capacity assessments have been undertaken as part of the Ancoats Mobility Hub planning application, which considers the proposed development as one of the anticipated residential car parking uptakes from the Hub, along with other developments within the NDF development area. The conclusions of the modelling demonstrate that there is no traffic impact upon the existing highway network that would be considered severe.

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

- *“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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Transport Statement

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

6.2.13 It is therefore concluded that the proposed development accords with the general principles and key policy tests within the NPPF.

6.3 National Planning Practice Guidance

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 document should contain. The NPPG has been considered in the production of this TS.

6.3.3 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of the accompanying Interim Travel Plan (Document Reference: **80866-CUR-XX-XX-T-TP-00002**).

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

Transport Statement

- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. This TS has demonstrated that the multi-modal accessibility of the site would encourage users of the proposed development to travel by sustainable modes. The site will also be supported by a Travel Plan to encourage active and sustainable travel.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development... Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities... [Outside of the City Centre], all new development should provide appropriate car parking facilities... the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

6.4.4 An appropriate level of car parking is proposed at the consented Ancoats Mobility Hub to support the development in line with the accessible nature of the site location. This TS provides full justification for the proposed level of parking, which is both appropriate to support the development and promote sustainable travel behaviour.

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

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, 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;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*

Transport Statement

- *Becoming more resilient to disruption.”*

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

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

6.5.4 It is considered that the above principles are reflected in the TS and the accompanying ITP that seeks to promote active and sustainable travel. It is also considered that the development proposals would not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.5.5 The Transport Strategy notes 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.” It continues that “our approach also opens the way for a future where car ownership is not considered essential, and residents can choose from a range of sustainable and efficient travel options – public transport, ride sharing, car sharing/hire, walking, cycling or taxi”. This supports the reduced level of car parking proposed by the development at the Ancoats Mobility Hub (i.e. below 100% provision) based on a highly accessible site by active and sustainable modes of transport.

6.6 Conclusions

6.6.1 Manchester Life’s vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. This TS has demonstrated that the site is located in a highly accessible location with a wide range of local facilities and sustainable transport options within walking distance, which will be reinforced through the ITP.

6.6.2 It is concluded that the proposed development is consistent with national and local transport planning policy and guidance.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Manchester Life Development Company 3 Limited (hereafter referred to as 'Manchester Life') to provide transport and highways advice in relation to a proposed mixed-use development located on land off Poland Street in Ancoats, Manchester. The site is within the jurisdiction of Manchester City Council (MCC).
- 7.1.2 The proposed development comprises 256 apartments with a mixture of 1, 2 and 3-bedroom, townhouse, and duplex homes across 9 floors above ground. Ancillary commercial use is proposed on the ground floor totalling c. 1,350sqm gross floor area (GFA). In order to enable the development, the existing buildings onsite would be demolished.
- 7.1.3 The central courtyard within the development is separated by a row of small makers units into two sections. On one side, a residents only green space provides residents with outdoor green amenity space. On the other side, a hard landscaped courtyard space with more limited planting and seating provides the opportunity for occasional makers market events.
- 7.1.4 Manchester Life's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including Piccadilly Gardens, Manchester Victoria, Manchester Piccadilly, and several local bus stops for journeys further afield. The ancillary commercial uses would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 7.1.5 Manchester Life recognises that some residents may still require access to a car. As such, all parking for the scheme will be at the recently consented Ancoats Mobility Hub (MCC planning reference: 130627/FO/2021). It is anticipated that the project will forward purchase c. 70 spaces at the Mobility Hub, which equates to a 27% provision.
- 7.1.6 The only on-site parking to be provided will be 4 no. Disability Discrimination Act (DDA)-compliant spaces. The combined allocation represents 29% parking provision for the scheme. There would also be 256 cycle parking spaces (100% provision) within a secure, covered cycle store on the ground floor for residents, and a loading bay for service and delivery vehicles to the commercial units. The loading bay could also be utilised by residents when moving in / out of the proposed development.
- 7.1.7 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.

Transport Statement

- 7.1.8 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 7.1.9 This report has demonstrated that the site is situated within an accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car. The review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.
- 7.1.10 This report demonstrates that the proposed development would result in a decrease of 27 and 25 two-way vehicular trips directly accessing the site in the AM and PM peak hours respectively, when compared against the existing uses of the site. This would not result in any significant impacts on the surrounding highway network.
- 7.1.11 Notwithstanding, junction capacity assessments have been undertaken as part of the Ancoats Mobility Hub planning application, which considers the proposed development as one of the anticipated residential car parking uptakes from the Hub, along with other developments within the NDF development area. The conclusions of the modelling demonstrate that there is no traffic impact upon the existing highway network that would be considered severe.
- 7.1.12 A review of relevant national and local transport planning policy and guidance has been undertaken. It is concluded that the proposed development is in full accordance with such policies and guidance consistent with Para 11(c) of the NPPF.

7.2 Conclusions

- 7.2.1 It is reasonable to conclude that the proposed development would not have a significant or severe residual impact on the surrounding highway network in accordance with paragraph 111 of the National Planning Policy Framework.
- 7.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

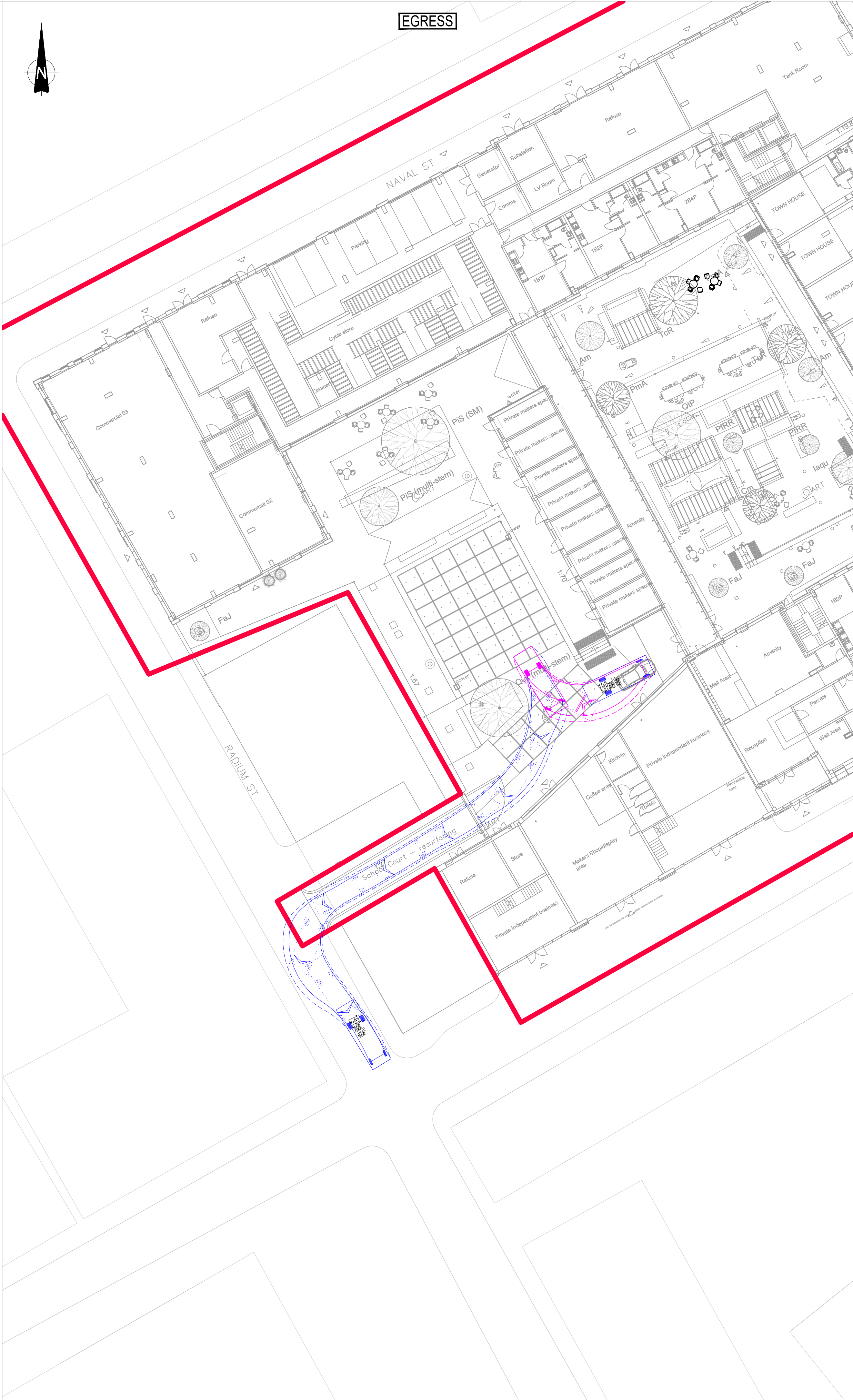
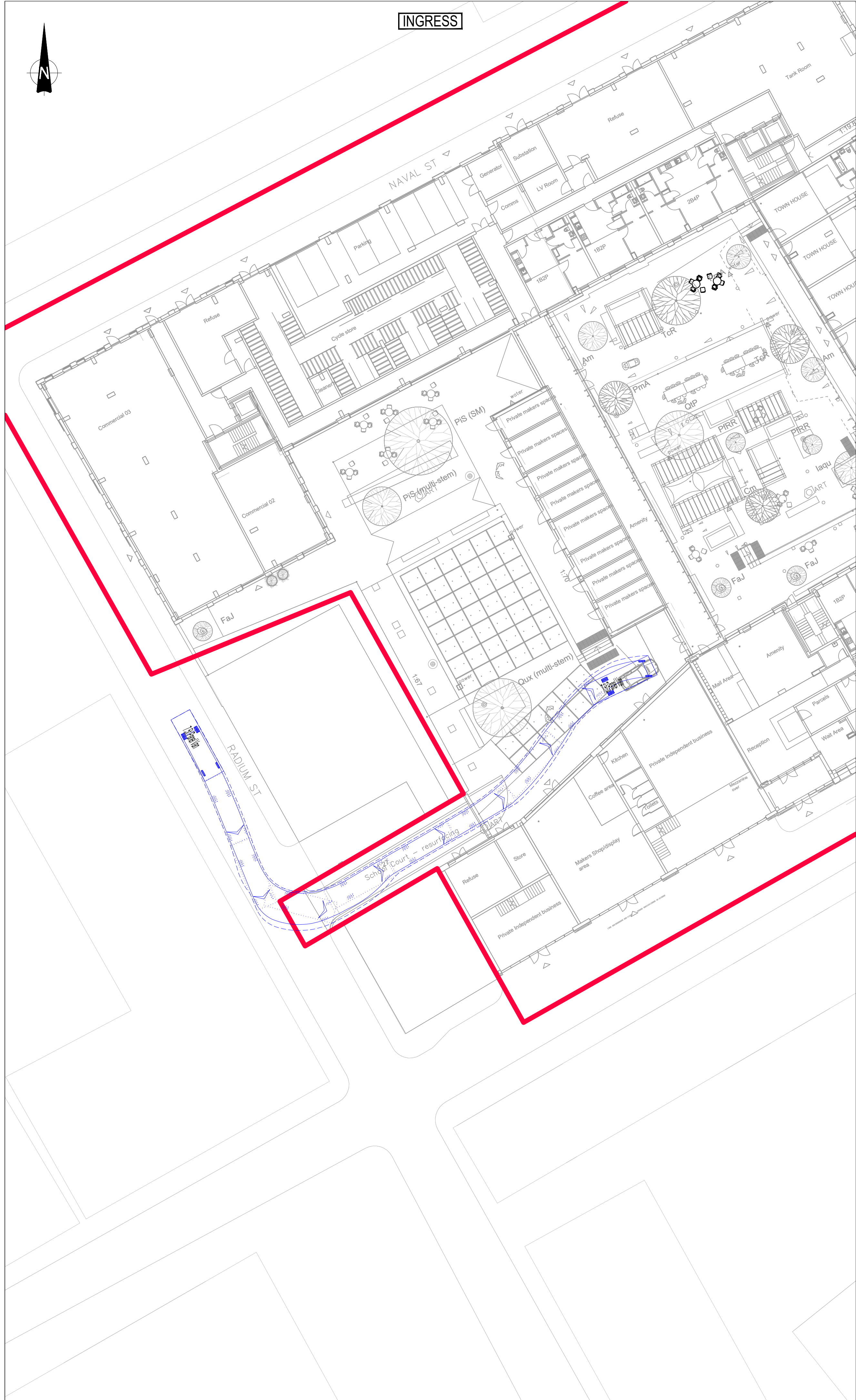


Drawings

Drawing 80866-CUR-XX-00-D-TP-05001 – Swept Path Analysis – 7.5t Panel Van

Drawing 80866-CUR-XX-00-D-TP-05002 – Swept Path Analysis – Large Car

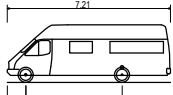
Drawing 80866-CUR-XX-00-D-TP-05004 – Swept Path Analysis – Fire Tender



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VEHICLE PROFILE:



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Wheelbase
Track Width
Lock to Lock
Kerb to Kerb Turning Radius

7.50m
2.50m
2.50m
1.50m
4.00m
4.00m
7.40m

P04	Swept path updated	14/06/23	LL	AT
P03	Layout updated	14/06/23	LL	AT
P02	Layout updated	22/02/23	LL	AT
Rev:	Description:	Date:	By:	Chkd:



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manchester@curtins.com
www.curtins.com

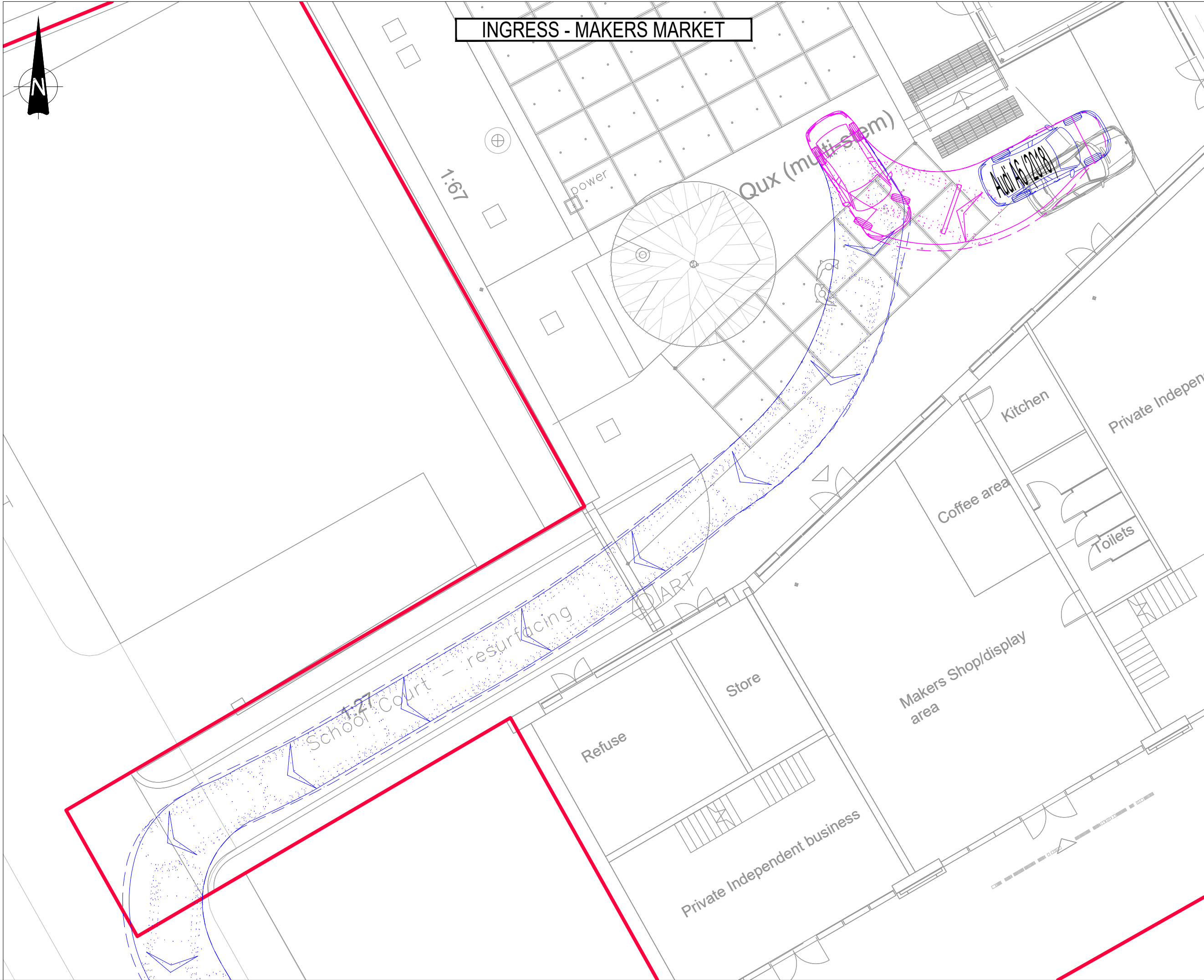
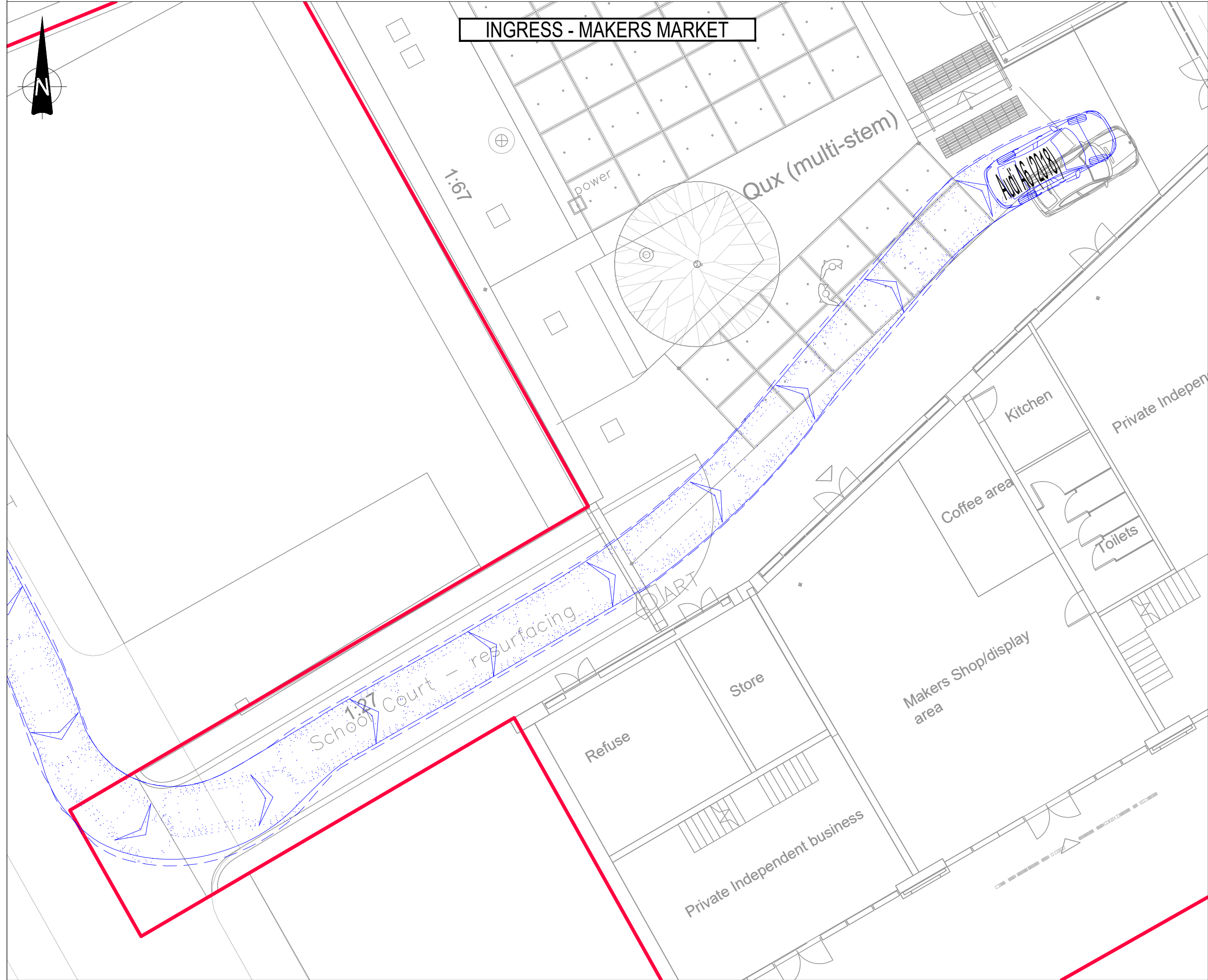
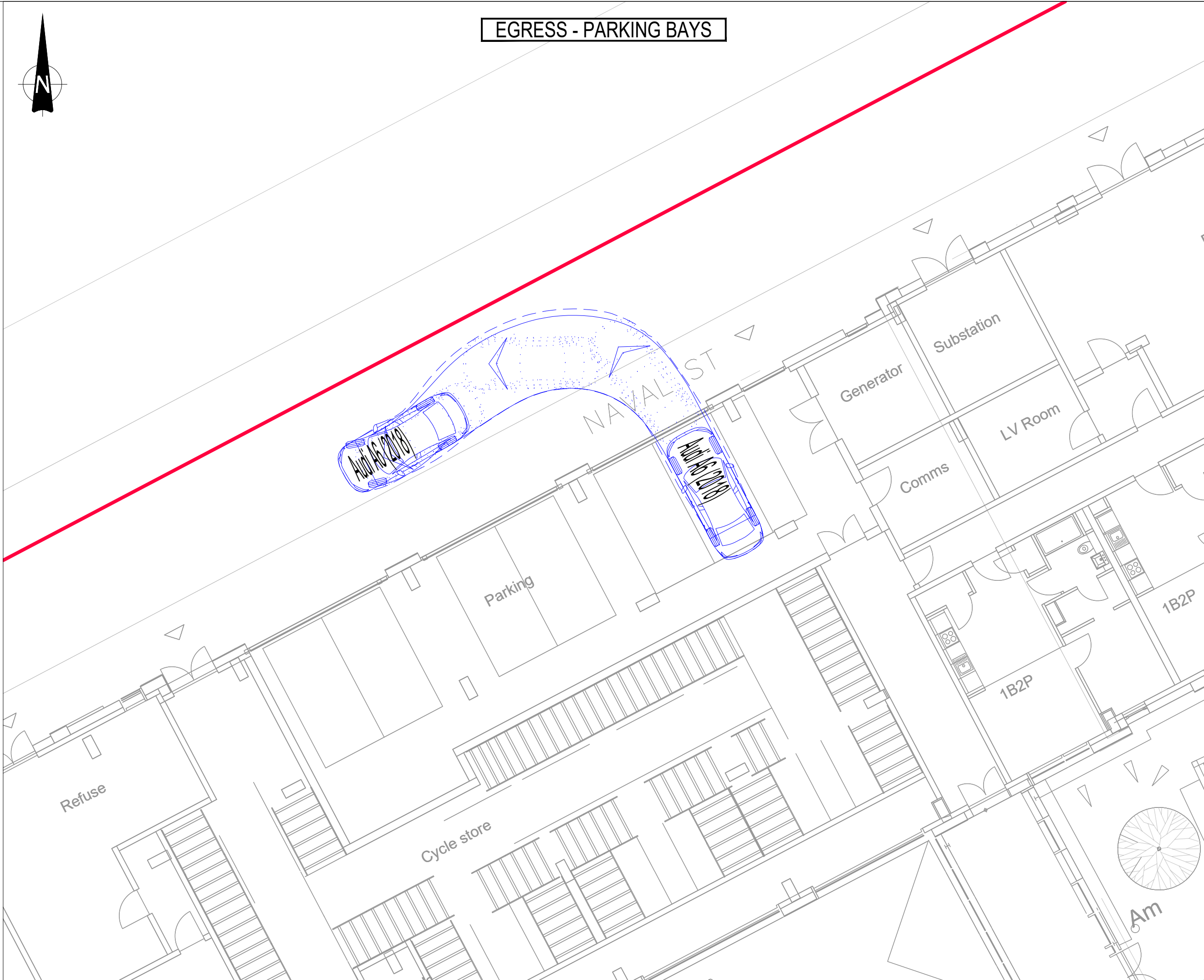
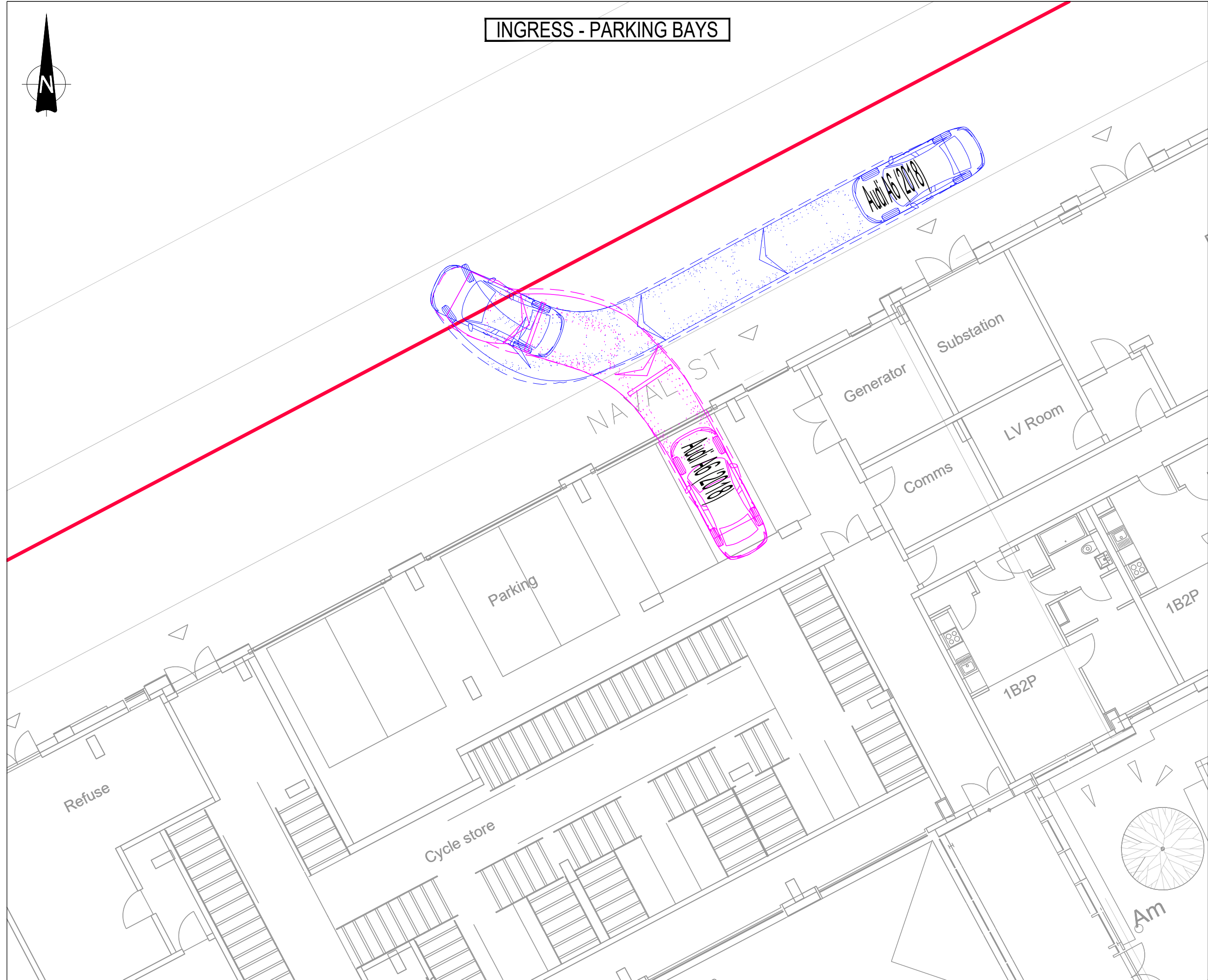
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Status: PRELIMINARY

Project: PHOENIX IRONWORKS - ANCOATS

Orig Title: SWEPT PATH ANALYSIS
7.5t PANEL VAN

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	07/12/22	DD	DD	AT
Scale:	1:250			
Project No:	Originator:	Volume:	Level:	Type:
080866 - CUR - XX - 00 - D - TP -	05001 - P04			



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VEHICLE PROFILE:

Rev:

Rev:	Description:	Date:	By:	Chkd:
P02	Layout updated	14/06/23	LL	AT

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Status: **PRELIMINARY**

Project: **PHOENIX IRONWORKS - ANCOATS**

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

Size: A1 Date: 22/02/23 Drawn By: LL Designed By: LL Checked By: AT

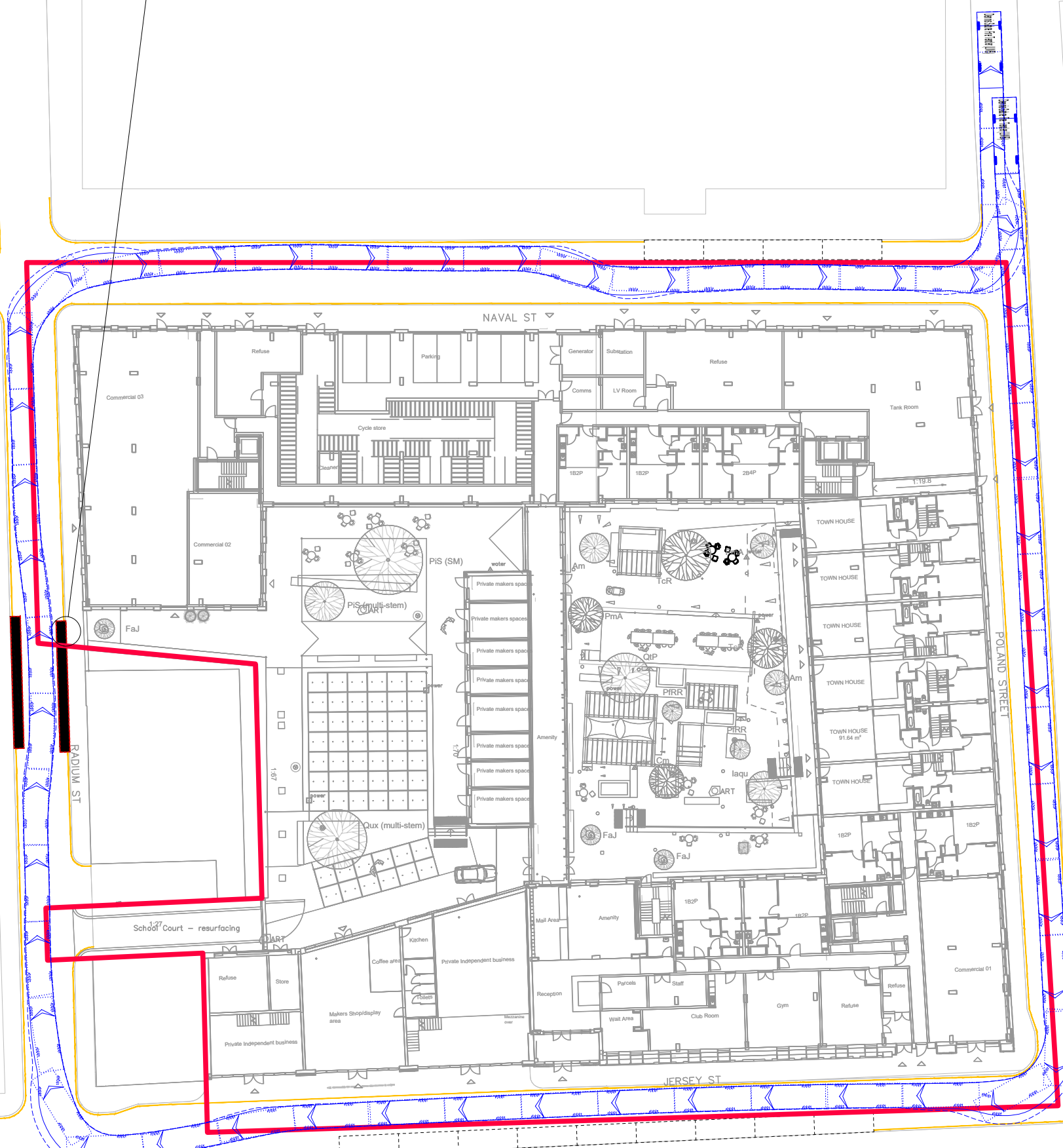
Scale: 1:125

Project No: 080866 - CUR - XX - 00 - D - TP - 05002 - P02



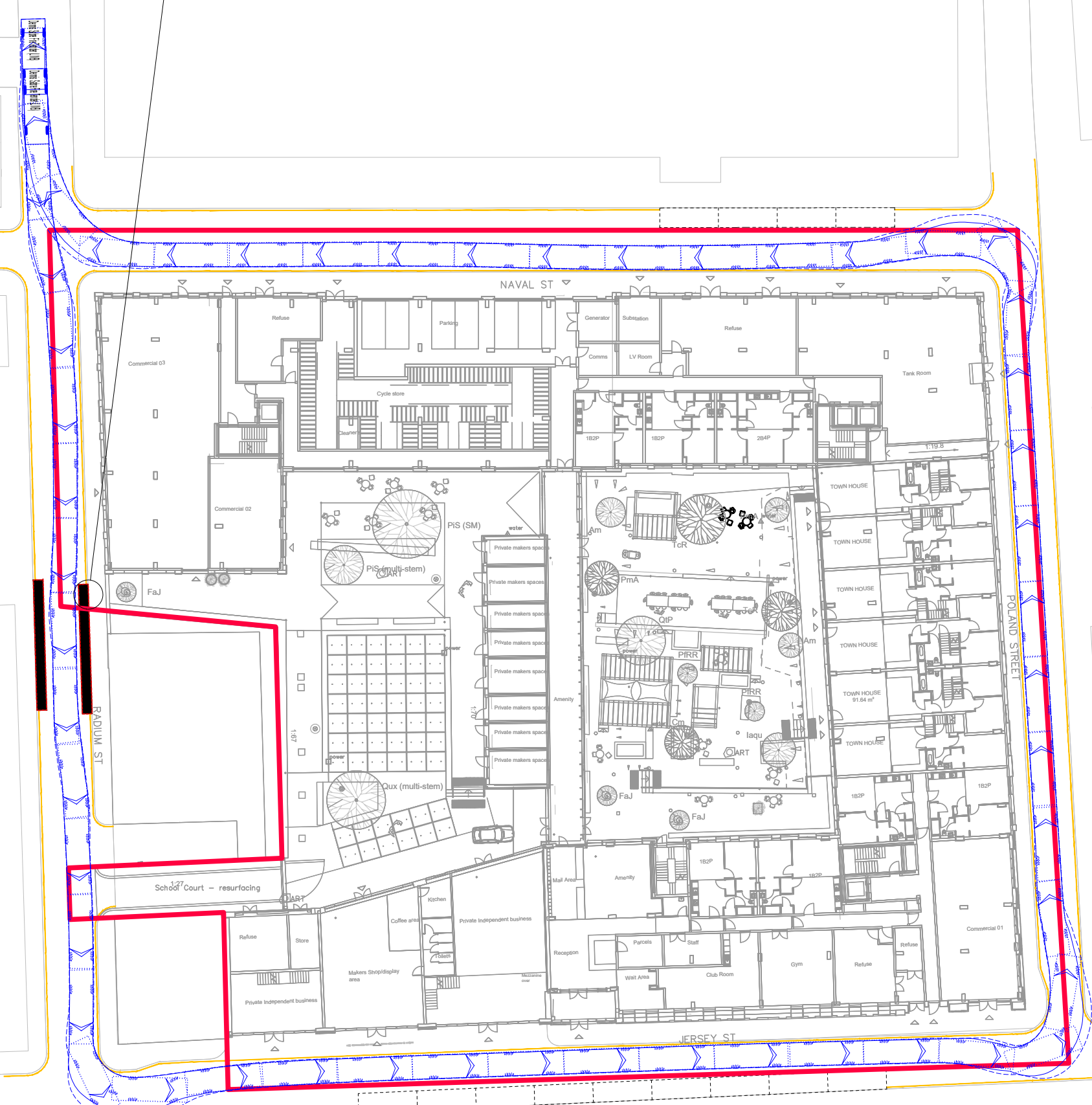
CLOCKWISE ROUTE - VIA POLAND STREET

VEHICLES PARKED ALONG BOTH SIDES OF THE CARRIAGEWAY (PARTIALLY ON FOOTWAY, PARTIALLY ON CARRIAGEWAY) WHERE THERE ARE NO PARKING RESTRICTIONS



COUNTER-CLOCKWISE ROUTE - VIA RADUM STREET

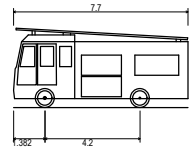
VEHICLES PARKED ALONG BOTH SIDES OF THE CARRIAGEWAY (PARTIALLY ON FOOTWAY, PARTIALLY ON CARRIAGEWAY) WHERE THERE ARE NO PARKING RESTRICTIONS



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VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)
Overall Length: 7.70m
Overall Width: 2.40m
Overall Height: 3.10m
Min Body Ground Clearance: 0.50m
Track Width: 2.30m
Lock to Lock: 5.00m
Lock to Wheel Turning Radius: 7.00m

Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: PHOENIX IRONWORKS - ANCOATS

Orig Title: SWEPT PATH ANALYSIS
7.7m FIRE TENDER

Size:	Date:	Drawn By:	Designed By:	Checked By:
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A1	05/06/23	LL	LL	AT
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Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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080866	- CUR	- XX	- 00	- D	- TP	- 05004	- P01
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80866 Manchester Life, Poland Street Zone – Phoenix
Ironworks

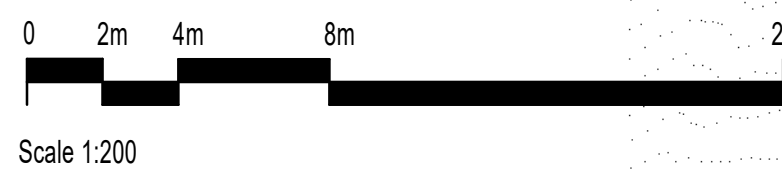
Transport Statement



Appendix A – Proposed Site Layout



GA- Level GF
SCALE: 1:200



Room Legend

- APARTMENT
- BACK OF HOUSE
- COMERCIAL
- FRONT OF HOUSE
- LOBBY/CORRIDOR
- PARKING
- PLANTS
- SHEDS/MAKER SPACES
- TOWN HOUSES

GENERAL NOTES

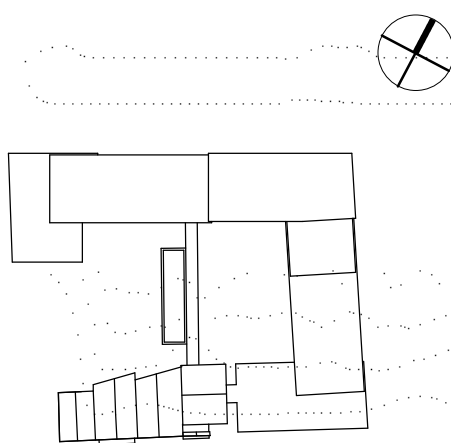
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REV	DATE	DESCRIPTION	DRN	CHK
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KEY PLAN



PROJECT

Phoenix Ironworks

Jersey Street,
Ancots

CLIENT

MLDC3 Ltd.
Unit 5,
Royal Mill,
17 Redhill Street,
M4 5BA



ARCHITECT

CALLISONRTKL™

CallisonRTKL Ltd.
Suite 12A
Manchester One
Portland Street
Manchester
M1 3LF

SHEET IDENTIFICATION

TITLE
Ground Floor GA

STATUS

PLANNING PERMISSION

PROJECT NUMBER
058-210006
SCALE @ A1: **1:200**
DATE DRAWN: **02/06/2023**
SUSTAINABILITY CODE: **S4**
DRAWN BY: **JO**
REVISION
CHECKED BY: **MP**

PROJECT ORIGIN ZONE LEVEL TYPE ROLE NUMBER
PIW - CRL - ZZ - 00 - DR - AR - P12000

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-148301-230221-0221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	2 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: 260 to 9216 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/06/22

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:

Monday	1 days
Tuesday	2 days
Wednesday	3 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	14 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	14
--------------	----

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:

Industrial Zone	13
Development Zone	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	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	14 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
20,001 to 25,000	2 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:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 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:

0.6 to 1.0	4 days
1.1 to 1.5	10 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	14 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	14 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	AC-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE WEST & CHESTER
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
2	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
3	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
4	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
5	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
6	CB-02-C-02	STEEL FABRICATION	CUMBRIA
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
7	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
8	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	Survey Type: MANUAL
10	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: MANUAL
11	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: MANUAL
12	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	STEEL FABRICATION	LANCASHIRE	Survey Type: MANUAL
13	NF-02-C-03 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Total Gross floor area: 260 sqm Survey date: THURSDAY 07/11/19	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: MANUAL
14	WK-02-C-01 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21	MACHINE ENGINEERING	WARWICKSHIRE	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	3227	0.081	5	3227	0.000	5	3227	0.081
06:00 - 07:00	6	2961	0.096	6	2961	0.028	6	2961	0.124
07:00 - 08:00	14	2840	0.390	14	2840	0.058	14	2840	0.448
08:00 - 09:00	14	2840	0.395	14	2840	0.086	14	2840	0.481
09:00 - 10:00	14	2840	0.226	14	2840	0.141	14	2840	0.367
10:00 - 11:00	14	2840	0.206	14	2840	0.163	14	2840	0.369
11:00 - 12:00	14	2840	0.098	14	2840	0.143	14	2840	0.241
12:00 - 13:00	14	2840	0.158	14	2840	0.186	14	2840	0.344
13:00 - 14:00	14	2840	0.184	14	2840	0.224	14	2840	0.408
14:00 - 15:00	14	2840	0.113	14	2840	0.146	14	2840	0.259
15:00 - 16:00	14	2840	0.093	14	2840	0.189	14	2840	0.282
16:00 - 17:00	14	2840	0.063	14	2840	0.297	14	2840	0.360
17:00 - 18:00	14	2840	0.043	14	2840	0.309	14	2840	0.352
18:00 - 19:00	14	2840	0.038	14	2840	0.161	14	2840	0.199
19:00 - 20:00	5	3227	0.050	5	3227	0.068	5	3227	0.118
20:00 - 21:00	5	3227	0.019	5	3227	0.037	5	3227	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.253			2.236			4.489

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:	260 - 9216 (units: sqm)
Survey date range:	01/01/14 - 29/06/22
Number of weekdays (Monday-Friday):	14
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.

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