

J000168-TS01c
December 2020

Partial demolition of existing buildings,
conversion and extension of retained
building and new development to
accommodate student residential
accommodation and amenity /
management facilities, with hard and
soft landscaping, parking and access
arrangements

USADAW Site, Langley Road,
Fallowfield, Manchester

Transport Statement

Prepared on behalf of:



Watkin Jones Group

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1.0 INTRODUCTION

- 1.1.1 This Transport Statement (TS) report has been prepared by Focus Transport Planning (Focus TP) on behalf of Watkin Jones Group to consider highways and transport matters related to proposals for the partial demolition of existing buildings, conversion and extension of retained building and new development to accommodate student residential accommodation and amenity / management facilities, with hard and soft landscaping, parking and access arrangements at the USDAW Site, Langley Road, Fallowfield.
- 1.1.2 The application scheme envisages the delivery of 425 bedspaces comprising 60 studio apartments and 365 en-suite cluster bedrooms, grouped together in cluster bedrooms of 5-10 rooms. The proposed development would be served by complementary cycle parking provision, with the site also offering a landscaped courtyard, management suite, common room, social / study areas and gym for residents. The scheme is effectively being promoted as a ‘car free’ development to students, with just 8 car parking spaces proposed on-site, of which 3 would be designed to mobility standard for use by disabled students and staff, 4 would be electric vehicle charging points and 1 would be a standard bay.
- 1.1.3 The report is to be submitted alongside a detailed planning application (programmed to be submitted late 2020) and reflects guidance set out in National Planning Policy Guidance (NPPG) “Travel Plans, Transport Assessments and Statements in Decision Taking”. This guidance notes at paragraph 111 of the National Planning Policy Framework (NPPF) states that developments that have the potential to generate significant amounts of travel movements should be supported by a formal Transport Statement or Transport Assessment. Owing to the strictly limited level of car parking proposed on-site, including zero parking approach proposed for any students residing at the site, it is anticipated that the development scheme would have minimal impact in highway capacity terms.
- 1.1.4 Given the above, it is regarded most appropriate to prepare a Transport Statement to assess highways and transport issues. The report has been prepared to inform the Local Highway and Planning Authority, Manchester City Council (MCC), of

highway matters associated with the development proposals, and covers the following elements:

- A review of the proposal site location, characteristics of the immediate highway layout, site history & highway safety matters;
- An audit of local sustainable transport opportunities within the immediate catchment to the Application Site and a review of the accessibility of the site to key local shops and services;
- A review of the key proposed development elements and site access strategy, including vehicle manoeuvring, cycle parking provision and measures to encourage travel to / from the site by alternative modes to the private car;
- A review of the predicted transport impact of the development on the local highway network;
- A review of the appropriateness of the proposed car parking strategy; and,
- Summary and conclusions.

2.0 SITE LOCATION, PLANNING HISTORY AND EXISTING LAND USE

2.1 Site Location

2.1.1 The strategic location of the Application Site is illustrated in **Figure TS1** to this report. This plan identifies the location of the site within Fallowfield, immediately west of the University of Manchester Fallowfield Campus. The site is located circa 2km south of the main University of Manchester Campus, 3km south of Manchester Metropolitan University Campus, and 4km south of Manchester City Centre.

2.1.2 The site currently consists of the Union of Shop, Distributive and Allied Workers (USDAW) Head Office and associated car parking. Details of the layout of the immediate local highway network to the Application Site are illustrated in **Figure TS2** to this report. This plan illustrates that the site is bounded by the A6010 Wilmslow Road to the east, beyond which lies the University of Manchester Fallowfield Campus and Langley Road to the south, which serves terraced properties along its southern side. To the west and north the site is bounded by Platt Fields Park.

2.2 Site Planning History

2.2.1 The Application Site comprises the 'Oakley' House, originally built as a residential property, having been used as a hotel prior to being acquired by USDAW for use as their principle office in the 1920s. Extensions and alterations have subsequently been added. The site now employs 180 members of staff.

2.2.2 Details of the anticipated traffic demand associated with the extant use of the site are set out below and have been estimated via reference to trip rates derived from the TRICS traffic generation database. TRICS is a widely accepted national database of historical trip demand data and contains observed traffic data for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

2.2.3 Trip rates for the current use of the Application Site have been generated through reference to data for similar sized office developments held in the TRICS database

(see **Appendix TS1** to this report). In order to ensure appropriate demand estimates, only sites with between 100 and 350 employees at ‘edge of centre’, ‘edge of town’ and ‘suburban’ locations have been utilised. Average trip rates (per employee) derived from the database are illustrated in the **Table TS2.1** below.

Table TS2.1: Existing Office Development Vehicle Trip Generation (Average Trip Rates)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.262	0.042	0.304
PM Peak (17:00-18:00)	0.03	0.214	0.244

Trip Rate (per employee)

- 2.2.4 Application of these average trip rates to the total employees at the USDAW head office (circa 180 staff), provides an estimate of vehicle trip demand, as illustrated in **Table TS2.2** below.

Table TS2.2: Existing Office Development Vehicle Trip Generation - Demand (180 employees)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	47	8	55
PM Peak (17:00-18:00)	5	39	44

Trips (vehicles)

- 2.2.5 Review of **Table TS2.2** demonstrates that the existing office use of the Application Site has the potential to generate circa 55 movements (47 in + 8 out) during AM ‘rush hour’ period and 44 movements (5 in + 39 out) during the PM ‘rush hour’ period.

2.3 Description of Surrounding Local Highway Network

Existing Site Access Arrangements

- 2.3.1 Vehicular access to the Application Site is currently afforded via three bellmouth accesses off Langley Road. The first, located 37m west of the Langley Road junction with Wilmslow Road, serves the main car parking area, and is circa 3.7m wide with 2-3m radii. The second, located a further 58m west, serves a roller shutter door to the main office building, and is 4.3m with 2m radii. The third,

located a further 43m west, is located to the western edge of the site, servicing another car parking area, and is 4m wide with 2m radii. These accesses are gated.

2.3.2 Additionally, two pedestrian accesses to the USDAW building are available off Langley Road, located between the eastern most car park access and service vehicle access. Both pedestrian accesses are gated.

2.3.3 An historic vehicular access point in the form of a dropped kerb arrangement is available to the site's Wilmslow Road frontage. It is understood that this access is no longer in use to vehicles and is gated and locked shut at all times.

Existing Highway Network

2.3.4 Langley Road is a two-way route of circa 6m width, with 2m footways and street lighting to both sides. The route is subject to a 20mph speed limit, enforced by signage. Double yellow lines protect waiting/parking at Langley Road's junction with Wilmslow Road, the Ridge Road side road connection, and site access junctions. The remainder of the route is not subject to any parking controls. A high level of on-street parking has been observed during University term time, associated with the terraced properties located along the southern side of the route, noting that the majority of these properties are student rentals.

2.3.5 Langley Road forms a priority-controlled give-way junction with the A6010 Wilmslow Road at the south-eastern corner of the application site. Wilmslow Road is one of the principle radial routes running north-south from Manchester City Centre in the north, through Rusholme, Fallowfield, Withington and Didsbury to the south. To the north of Rusholme, Wilmslow Road becomes Oxford Road and runs through the main University of Manchester and Manchester Metropolitan University City campuses.

2.3.6 The Wilmslow Road/Oxford Road corridor represents a major bus route with continuous bus priority measures, including bus lanes and advance bus signals in both directions. Additionally, the section of Oxford Road between Whitworth Park and the City Centre is subject to bus gates, which permit only buses, black cabs

and pedal cycles from 06:00-21:00 daily (with some sections of this route having bus gates in one direction only).

2.3.7 The Application Site frontage to Wilmslow Road is characterised by a long bus stop of circa 50m on the northbound carriageway. The bus stop includes bus shelter, seating, timetable displays and bus boarding kerbs, and is located within a segregated bus lane. Immediately north of the Application Site, the bus lane terminates, with the re-joining of the Wilmslow Road carriageway being signal controlled. The bus lane recommences circa 75m north.

2.3.8 An on-road northbound cycle lane which bypasses the aforementioned bus stop at the Application Site frontage is available, with shared use footway/cycleway available for southbound cycle movements. A signalised pedestrian crossing point is available circa 25m south of Langley Road.

2.4 Road Safety: Review of Personal Injury Accident Records

2.4.1 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) data supplied by Transport for Greater Manchester (TfGM).

2.4.2 This search covered the most recent five-year period available from the database (01/11/2014 - 31/10/2019) and the results of this exercise are illustrated in **Figure TS3** to this report. *NB. TfGM advise that 2019 data should be regarded as 'provisional' until end of year analysis work is undertaken to verify the annual data.*

2.4.3 The supplied accident data includes for all accident incidents as recorded by the police & emergency services and therefore represents industry standard information utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period accords with the search period criteria recommended in NPPG good practice guidance.

2.4.4 Review of the recorded accident data demonstrates that eighteen injury accidents were recorded over the 5-year study period within the study area, which includes

the length of Langley Road and the Application Site frontage to Wilmslow Road / section of Wilmslow Road between the Application Site up to and including its junction with Moseley Road to the south). Seventeen of these recorded events were of 'slight' injury severity classification, with a single 'serious' class event.

2.4.5 No incidents were Wilmslow Road, one at each of Wilmslow Road junctions with Cawdor Road, Furness Road and Landcross Road and 12 incidents at the Wilmslow Road / Moseley Road junction.

2.4.6 Review of the details of the identified recorded historical accident events suggests the following key causation factors associated with each event:

Table TS2.3: PIA Summary

Ref	Date	Time	Severity	Description
Wilmslow Road/ Langley Road junction				
E2094549	02/12/2014	17:15	Slight	Car collides with central reservation and overturns
E1031548	01/06/2017	08:01	Slight	Right turning car and pedal cyclist collide
Wilmslow Road link				
E2006961	28/09/2015	11:56	Slight	Rear shunt incident involving 3 vehicles
Wilmslow Road / Cawdor Road				
E2057434	04/06/2019	18:00	Slight	Left turning car and pedal cyclist travelling ahead collide
Wilmslow Road / Furness Road				
E2042139	19/03/2018	18:50	Slight	Rear shunt incident involving 2 cars
Wilmslow Road / Landcross Road				
E2017754	27/06/2016	08:50	Slight	Left turning vehicle collides with pedal cyclist
Wilmslow Road / Moseley Road				
E2061407	30/08/2019	13:20	Slight	Car travelling north to south and pedal cyclist travelling south to north collide
E2036074	04/10/2017	11:15	Slight	Left turning HGV and pedal cyclist travelling ahead collide
E2000756	17/04/2015	19:10	Slight	Left turning car and pedal cyclist travelling ahead collide
E2034984	15/09/2017	15:41	Slight	Left turning car and pedal cyclist travelling ahead collide
E2046951	03/08/2018	08:20	Severe	Right turning vehicle travelling ahead and pedal cyclist collide
E2031343	06/06/2017	15:20	Slight	Left turning car and pedal cyclist travelling ahead collide
E2031730	01/06/2017	17:25	Slight	Right turn car and pedal cyclist travelling ahead collide
E2043927	18/05/2018	12:00	Slight	Left turning car cuts across pedal cyclist, forcing cyclist to brake and fall off bike

E2030738	09/05/2017	14:31	Slight	Car waiting at traffic signals, accelerates when lights change and collides with pedal cyclist crossing road
E2014161	06/04/2016	11:45	Slight	Taxi pulls out from behind parked car in front of pedal cyclist, collides with rear of cyclist
E2045551	27/06/2018	00:35	Slight	Pedal cyclist travelling north to south contravenes red light, resulting in collision with car travelling east to west
E2044876	11/06/2018	20:45	Slight	Car travelling east to west and motorcycle travelling north to south collide

- 2.4.7 Review of these accident events suggests that the majority of the recorded accident incidents are related to poor or illegal driver/rider behaviour. It is not considered that any accidents can be attributed to road/junction layout/geometry.
- 2.4.8 Given the above, it is not considered that there are any material prevailing road safety issues that would call the proposed re-development of the Application Site into question or require direct highway safety mitigation measures funded by the application scheme.

3.0 SITE ACCESSIBILITY AUDIT

3.1 Introduction

3.1.1 The Application Site's location in Fallowfield is considered to offer good opportunities for new student residential development that would meet the key sustainable development objectives outlined within national planning policy guidance. This guidance identifies the two following primary objectives when considering the location of new development:

- The need to reduce the need to travel, especially by the private car; and,
- The need to promote accessibility to a range of sustainable travel options.

3.1.2 The Application Site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from the development to be made by a range of sustainable, alternative travel options to the private car. The site is located within a short walk of excellent public transport connections to and from the City Centre and Universities, and is also within an easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities.

3.1.3 The nature of local sustainable transport connections available within the immediate catchment of the Application Site and a review of the site's accessibility are considered in the paragraphs below.

3.2 Accessibility to Local Facilities (Walking & Cycling)

Accessibility on Foot

3.2.1 The Application Site location is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot. As identified in section 2.3 to this report, the surrounding highway network to the Application Site is conducive to walking with footways on all surrounding highway links and numerous signal-controlled crossing points of Wilmslow Road, including a toucan crossing south of Langley Road and controlled crossing facilities at the Wilmslow Road / Moseley Road junction.

- 3.2.2 The Institute of Highways and Transportation (IHT, now CIHT) Document ‘Providing for Journeys on Foot’ identifies suitable preferred maximum walk distance of 800m to town centres, and 2km for commuting to work and school. This 2km walk distance is considered relevant in respect of journeys to / from student accommodation and main University facilities. **Figure TS4** to this report illustrates relevant local walk catchments as measured from the proposal site. This analysis demonstrates that the majority of the suburb of Fallowfield, including food retail stores, restaurants, take-aways, cafes and pubs, medical centre, post office, sport centre and bus stops are all located within a 0.8km walk of the Application Site. Additionally, a 2km walk catchment stretches to the southern tip of the University of Manchester main campus.

Accessibility by Cycle

- 3.2.3 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. **Figure TS5** to this report illustrates a 5km cycle catchment from the Application Site and demonstrates that such a travel distance would allow for practical cycle access to the University of Manchester, Manchester Metropolitan University and Manchester City Centre to the north, Stockport to the east, Didsbury to the south and Chorlton to the west.
- 3.2.4 Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure TS6** to this report, identifies local cycling infrastructure available to the Application Site, such as a northbound cycle lane / southbound shared used footway/cycleway at the Application Site frontage to Wilmslow Road. This cycle infrastructure forms part of the Oxford Road and Wilmslow Road cycleway, which provides dedicated cycle infrastructure for the majority of the route between Didsbury and Manchester City Centre, including bus stop bypasses and early release cycle signals.
- 3.2.5 Additionally, the Fallowfield Loop off-road cycle path is accessible circa 400m south of the Application Site. This cycle route, which follows the route of the former Fallowfield Loop railway line, connects Chorlton in the west with Fairfield

in the east, via Whalley Range, Levenshulme and Gorton. The Fallowfield Loop forms part of National Cycle Route 6.

3.3 Public Transport Connections

Bus Services

- 3.3.1 The Application Site is located adjacent to the A6010 Wilmslow Road, a major bus corridor running between central Manchester to the north and Didsbury to the south. This route provides high frequency connections between the Application Site and University of Manchester, Manchester Metropolitan University and City Centre to the north.
- 3.3.2 A multiple service hub stop with substantial sheltered waiting facilities for northbound services is available at the site frontage to Wilmslow Road. Additional services are accessible from stops on Moseley Road, circa 350m from the Application Site.
- 3.3.3 Details of the available services and frequencies from these immediate stops are summarised in **Table TS3.1**.
- 3.3.4 **Figure TS7** provides an extract of the Transport for Greater Manchester public transport route map for Manchester. This identifies that the above local stops are served by the following routes and service frequencies:

Table TS3.1: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency (single direction stated)
Wilmslow Road		
41	Middleton - North Manchester General Hospital - Manchester - Northenden - Sale	15 mins / 15 mins / 30 mins
42	Manchester - MRI - Withington - Didsbury - Stockport	30 mins / 30 mins / 60 mins
42A	Manchester - Rusholme - East Didsbury - Reddish	30 mins / 30 mins / 60 mins
42B	Manchester - East Didsbury - Bramhall - Woodford	30 mins / 30 mins / 60 mins
43	Manchester - Withington - Northenden - Wythenshawe - Manchester Airport	10 mins / 10 mins / 30 mins
142	Manchester - MRI - Fallowfield - The Christie - East Didsbury	10 mins / 10 mins / 10 mins
Wilbraham Road / Moseley Road		
150	intu Trafford Centre - Stretford - Chorlton - Levenshulme - Gorton	30 mins / 30 mins / 60 mins

3.3.5 Review of this information highlights that both local bus stops provide access to highly frequent services connecting to key destinations including the main University campuses, Manchester City Centre, Didsbury, Chorlton, Stockport and the Trafford Centre. A number of buses also provide frequent connections throughout the night / early morning.

3.3.6 The above listed bus services accessible from the Wilmslow Road stops also provide access to/from city centre free bus routes, which operate 10-20minute frequency circular routes around the city. The free bus routes provide access to key city centre destinations including Piccadilly, Victoria and Deansgate Railway Stations and Metrolink stations at Deansgate, and Piccadilly/Shudehill transport interchanges.

3.4 Greater Manchester Accessibility Level (GMAL)

3.4.1 Greater Manchester Accessibility Levels (GMAL) provide a measure of the accessibility of a point to public transport opportunities. The calculation takes account walk access and service availability. The GMAL calculation for the Application Site (M14 6LJ) is provided in **Table TS3.2**.

Table TS3.2: Greater Manchester Accessibility Level (GMAL) Output

PostCode	M14 6LJ
BusScore	18.49
RailScore	0
MetroScore	0
LocalLinkScore	0
LocalLink	No
GMALScore	18.49
GMALLevel	7

- 3.4.2 Review of **Table TS3.2** identifies that the Application Site has a GMAL level of 7, which indicates a high level of public transport accessibility.

3.5 Accessibility Summary

- 3.5.1 Overall, it is concluded that the Application Site represents an appropriate location for new student residential development, being located within easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities in Fallowfield. The Application Site is also located adjacent to excellent public transport connections to and from the City Centre and Universities, with access to these destinations also supported by excellent cycle connections. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic and parking impact associated with the new development.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

4.1.1 The Application Scheme comprises **the** partial demolition of existing buildings, conversion and extension of retained building and new development to accommodate student residential accommodation and amenity / management facilities, with hard and soft landscaping, parking and access arrangements at the USDAW Site, Langley Road, Fallowfield.

4.1.2 The development would provide a multi-storey student residential accommodation incorporating 425 bedspaces comprising 60 studio apartments and 365 en-suite cluster bedrooms, grouped together in cluster bedrooms of 5-10 rooms. The proposed development would be served by complementary cycle parking provision, with the site also offering a landscaped courtyard, management suite, common room, social / study areas and gym for residents. The scheme is effectively being promoted as a 'car free' development to students, with just 8 car parking spaces proposed on-site, of which 3 would be design to mobility standard for use by disabled staff and students, 4 would comprise electric vehicle charging points and 1 would be a standard bay.

4.1.3 The scheme includes the retention of the existing Oakley House and delivery of new accommodation blocks, with the extension element providing accommodation over 13 storeys (including ground level).

4.1.4 A masterplan of the Application scheme is included as **Appendix TS2** to this report.

4.1.5 The development would be served by a ground floor foyer accesses from the entrance courtyard / hard landscaped courtyards.

4.2 Pedestrian & Cycle Access

4.2.1 It is proposed that the existing site access off Wilmslow Road (currently gated and locked shut) would be opened for pedestrian access to the Application Site. An additional new pedestrian access point is proposed to be delivered at the south-

eastern corner of the Application Site off Langley Road, close to its junction with Wilmslow Road. Pedestrian routes from these access points would be provided towards the main building access and amenity courtyard spaces, off which further accesses to the building would be provided.

4.2.2 Pedestrian access would also be afforded via two further gated access to Langley Road.

4.2.3 Cycle access to the site would be supported via the provision of secure cycle stores within the basement and adjacent to the main pedestrian access off Wilmslow Road. The cycle stores would provide cycle parking for at least 172 bicycles with a further 42 spaces close to the Wilmslow Road access. Cycle store area would be managed by the site management company.

4.2.4 This level of cycle parking is considered entirely appropriate for a student accommodation site, representing over 50% of bed spaces.

4.3 Vehicular Access Arrangements

4.3.1 The existing car park accesses to the USDAW site off Langley Road are proposed to be retained to service the site. The existing eastern most car park access would be retained to service the small car parking area that is proposed to support the student accommodation scheme, with the western most car park access retained for access to the student accommodate sub-station.

4.3.2 A new vehicular access point is also proposed to be provided to Langley Road, located between Oakley House and the new student accommodation buildings. This access would be gated and locked shut at all times, to be used for emergency fire tender access only.

4.3.3 The existing service vehicle access off Langley Road that services the USDAW office building would be closed and reinstated to footway.

4.4 Car Parking

4.4.1 As noted in Section 4.1 above, the scheme is being promoted effectively as a 'car free' development, a strategy which reflects the site's highly accessible location. Car parking provision at the site would be limited to the following:

- 3 * disabled parking bays
- 4 * electric vehicle charging points
- 1 * standard parking bay

4.4.2 It is proposed that the parking bays would be utilised by disabled students/staff, student accommodation staff and maintenance vehicles only during the academic terms.

4.4.3 It is acknowledged, however, that student accommodation sites traditionally experience peaks in demand for vehicle travel at the commencement of the academic year, as residents transport their belongings to the site. A further peak also occurs at the end of the academic year, albeit typically spread over a wider period, due to exam periods and extra-curricular activities.

4.4.4 In order to meet the demand for parking that occurs during these 'one-off' periods, all on-site car parking would be made available for students moving into/out of the site. The site parking area also provides potential for a further 4 cars to be accommodated during move-in / move-out on a temporary basis.

4.4.5 Demand for on-site parking during move-in / move-out events would be managed by the site operator for use by students and their parents to stagger vehicular arrivals and departures. Students would be offered the opportunity to book a 20-minute slot to utilise the on-site bays to unload / load, thereby allowing 36 students to move in / out per hour, and the entire site to be filled / emptied over 2 days. Marshals would be on site to supervise the parking and appointment system. Following the end of the 20-minute slot marshals would direct vehicles off-site.

- 4.4.6 A more detailed review of the rationale for the site's car free development strategy is set out in Section 6 to this report.

4.5 Vehicle Servicing

- 4.5.1 Site servicing to residential sites is generally of a limited frequency nature, typically associated with refuse collection and the occasional delivery of supplies to site (vending machine items, etc.). Such servicing would be undertaken on-street at Langley Street / within the car parking area as appropriate and would be supported by easy access to bin stores, etc. Swept path assessments of refuse collection / delivery vehicle manoeuvres are provided in **Focus TP Drawing J000168/ATR101** in **Appendix TS3**. Building managers would wheel bins to kerbside for collection.

- 4.5.2 Fire tender access would be available via the proposed car parking area (which will provide fire tender access to Oakely House) or new emergency access which is to be provided off Langley Street (which will provide fire tender access to the central courtyard), as illustrated in **Focus TP Drawing J000168/ATR102** in **Appendix TS3**.

4.6 Travel Plan

- 4.6.1 An Interim Travel Plan has been prepared by Focus TP to support the planning application. The document sets out key sustainable transport options available within the vicinity of the application site, details of a range of initiatives to be promoted by the operator to encourage an increased use of non-car travel modes and a suitable target & monitoring strategy to ensure continued commitment to the Travel Plan. This document is submitted in support of the Planning Application.

5.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

- 5.1.1 The Application Scheme at Langley Road would deliver 425 student bedspaces. Given that the scheme is proposed to be promoted effectively as a 'car free' development, with on-site parking provision limited to disabled parking, on-site staff parking and electric vehicle charging points, it is not anticipated that the scheme would generate any significant amounts of traffic on the site. The excellent location of the site and lack of on-site car parking results in a limited requirement / ability for private cars to access the site.
- 5.1.2 Indeed, when compared to the existing use of the site at the USDAW Head Office, with circa 53 on-site parking spaces, it is evident that the proposed student residential development scheme would result in an overall reduction in vehicle movements to/from the site when compared to its current office use, which, as set out in paragraph 2.2.5, could be expected to result in 55 two-way vehicle movements in the AM peak and 44 two-way vehicle movements in the PM peak.
- 5.1.3 Given the above it is considered that there is no requirement for further highway assessment.

6.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY

6.1 Introduction

6.1.1 As identified in Section 4.4 to this report it is proposed that the Application Scheme would provide strictly limited opportunities for on-site car parking, comprising 3 disabled bays and 4 electric vehicle charging points. Such a development strategy is considered entirely appropriate, given the combined effects of the following critical factors:

- Fallowfield location, within walking distance of a range of everyday local facilities such as shopping and leisure opportunities;
- Location adjacent to excellent public transport connections to and from the City Centre and Universities, with access to these destinations also supported by excellent cycle connections; and,
- High cost of running a car making it less likely for students to own a car while at University.

6.1.2 The impact of each of these individual critical issues and their combined effects are considered in more detail below.

6.2 Site Accessibility

6.2.1 As set out in Section 3 to this report, the Application Site represents a highly accessible location both in terms of access to educational facilities by bicycle and public transport and a range of everyday shops, services and leisure opportunities within walking distance. It is considered that such locational advantages make the site entirely suitable for the promotion of car-free residential development.

6.2.2 Review of **Figure TS4**, for example, identifies the following key ‘everyday’ services that are located within an 800m walk catchment of the site (800m being recognised by the CIHT as being an ‘acceptable’ walk distance to key local everyday facilities):

- Food stores including Sainsbury’s superstore and Tesco Express;
- Bars, cafes and restaurants;

- University of Manchester Fallowfield student accommodation campus including study and leisure opportunities;
- Armitage Centre leisure facilities;
- GP surgeries and pharmacies.

6.2.3 In addition to this wide range of immediate local facilities, the site is also well located to encourage cycling journeys to more distant destinations and offers a wide range of public transport connections to/from the University of Manchester / Manchester Metropolitan University and city centre.

6.2.4 It is considered that the above locational advantages are such that non-car based living would represent a practical and attractive option at the site.

6.3 **Student Parking Management Strategy**

6.3.1 Students would not be permitted to bring their own cars to the site (or to the University) as a condition of their tenancy, unless they are granted permission to use the onsite disabled parking spaces. Failure to comply with the condition could result in their tenancy being revoked.

6.3.2 This proposed car parking policy is in accordance with the University of Manchester and Manchester Metropolitan University restricted car access policies at its main Campus sites. The University of Manchester do not provide parking permits to undergraduate students unless they are disabled. Public parking within its car parks is at a high price to deter regular use. Parking at the Manchester Metropolitan University Manchester campus is strictly limited and not available for student use.

6.3.3 The main University parking policies therefore represent a strong deterrent to students from considering the option of owning a car, as there are effectively no practical options for parking at the main University campuses without incurring significant / unaffordable daily charges.

6.4 Overview

- 6.4.1 The combination of excellent site accessibility, proposed student accommodation parking policy and existing University student parking policies is considered to deliver both the 'carrot and stick' approach required to successfully promote sustainable car-free living at the Application Site, without the need for regular specific monitoring / enforcement by the site operator / local highway authority.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Focus TP on behalf of Watkin Jones Group to consider highways and transport matters related to proposals for the partial demolition of existing buildings, conversion and extension of retained building and new development to accommodate student residential accommodation and amenity / management facilities, with hard and soft landscaping, parking and access arrangements at the USDAW Site, Langley Road, Fallowfield, Manchester.

Existing Land Use

- 7.2 The Application Site represents the USDAW Head Office and is located within Fallowfield, immediately west of the University of Manchester Fallowfield Campus, and circa 2km south of the main University of Manchester Campus / 3km south of Manchester Metropolitan University Campus.
- 7.3 This site is bounded by the A6010 Wilmslow Road to the east, Langley Road to the south, and Platt Fields Park to the west and north.
- 7.4 The existing USDAW Head Office currently employs 180 staff. A review of the TRICS trip demand database identifies that the existing site could result in 55 two-way movements during the AM peak period and 44 two-way movements in the PM peak period.

Existing Site Access

- 7.5 Vehicular access to the application site is currently afforded via three bellmouth accesses off Langley Road, two of which serve car parking areas and one which serves a roller shutter door to the main office building. Two pedestrian accesses to the USDAW building are also available off Langley Road.
- 7.5.1 Additionally, an historic vehicular access point in the form of a dropped kerb arrangement is available to the site's Wilmslow Road frontage. This access is no longer in use and is gated and locked shut at all times.

Existing Highway Network

- 7.6 Langley Road is a two-way route with footways and street lighting to both sides. The route is subject to a 20mph speed limit, enforced by signage. Double yellow lines protect waiting/parking at Langley Road's junction with Wilmslow Road, the Ridge Road side road connection, and site access junctions. The remainder of the route is not subject to any parking controls, and accordingly a high level of on-street parking has been observed during University term time.
- 7.7 Langley Road forms a priority-controlled give-way junction with the A6010 Wilmslow Road at the south-eastern corner of the application site. Wilmslow Road is one of the principle radial routes running north-south from Manchester City Centre in the north, through the main University of Manchester and Manchester Metropolitan University campuses, Fallowfield and Didsbury to the south.
- 7.8 The Wilmslow Road/Oxford Road corridor represents a major bus route with continuous bus priority measures, including bus lanes and advance bus signals, in both directions.
- 7.9 The Application Site frontage to Wilmslow Road is characterised by a long bus stop of circa 50m on the northbound carriageway. An on-road northbound cycle lane which bypasses this bus stop is available, with shared use footway/cycleway available for southbound cycle movements. A signalised pedestrian crossing point is available circa 25m south of Langley Road.

Road Safety: Personal Injury Accident Data

- 7.10 A Personal Injury Accident search has been undertaken, covering the immediate highway network to the Application Site, including Langley Road and the site frontage to Wilmslow Road / section of Wilmslow Road between the site up to and including its junction with Moseley Road to the south. Review of these accident events suggests that the majority of the recorded accident incidents are related to poor or illegal driver/rider behaviour. It is not considered that any accidents can be attributed to road/junction layout/geometry. Ultimately, it is not

considered that there are any prevailing material road safety issues that would bring the proposed development scheme into question.

Site Sustainability & Accessibility

- 7.11 It is concluded that the Application Site represents an appropriate location for new student residential development, being located within easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities in Fallowfield. The Application Site is also located adjacent to excellent public transport connections to and from the City Centre and Universities, with access to these destinations also supported by excellent cycle connections. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic and parking impact associated with the new development.

Details of the Proposal Scheme

- 7.12 The Application Scheme comprises the development of a multi-storey student residential accommodation. The development incorporates 425 bedspaces comprising 60 studio apartments and 365 en-suite cluster bedrooms, grouped together in cluster bedrooms of 5-10 rooms. The proposed development would be served by complementary cycle parking provision, with the site also offering a landscaped courtyards, management suite, common room, social / study areas and gym for residents. The scheme is effectively being promoted as a 'car free' development to students, with just 8 car parking spaces proposed on-site, which would be allocated for staff and disabled student use.
- 7.13 It is proposed that the existing site access off Wilmslow Road (currently gated and locked shut) would be opened for pedestrian access to the Application Site. An additional new pedestrian access point is proposed to be delivered at the south-eastern corner of the Application Site (i.e. to the immediate north of the Wilmslow Road / Langley Road junction).

- 7.14 Cycle access to the site would be supported via the provision of secure cycle stores adjacent to the main pedestrian access off Wilmslow Road and within the student accommodation building basement. The cycle store would provide cycle parking for at least 172 bicycles. Additional cycle storage for 42 bicycles would be provided within the student accommodation building.
- 7.15 The existing car park access to the USDAW site off Langley Road are proposed to be retained to service the site. The existing eastern most car park access would be retained to service the small car parking area that is proposed to support the student accommodation scheme, with the western most car park access retained for service vehicle manoeuvres.

Predicted Development Traffic Demand

- 7.16 Given that the scheme is proposed to be promoted effectively as a 'car free' development, with on-site parking provision limited to disabled parking, on-site staff parking and electric vehicle charging points, it is not anticipated that the scheme would generate any significant amounts of traffic on the site.
- 7.17 The excellent location of the site and lack of on-site car parking results in a limited requirement / ability for private cars to access the site.
- 7.18 It is therefore considered that the delivery of student residential development at would not result in a material impact on traffic and transport in the local area. Indeed, the scheme would result in an overall reduction in vehicle movements to / from the site when compared to its current office use.

Rationale for the Proposed Development Car Parking Strategy

- 7.19 The limited on-site car parking provision proposed is considered entirely appropriate given the highly sustainable location of the site within walking distance of a range of everyday local facilities such as shopping and leisure opportunities. Furthermore, the site is located adjacent to excellent public transport connections to and from the City Centre and Universities, with access to these destinations also supported by excellent cycle connections. Overall, it is considered that the above

locational advantages are such that non-car based living would represent a practical and attractive option at the site.

7.20 In addition to the site's excellent locational accessibility and attractiveness to potential residents, a car-free residential concept at the proposal site would be strongly supported by the site tenancy agreement which would prohibit students from bringing their own cars to the site (or to University). The main Universities also have their own parking policies which deter students from considering the operation of owning a car whilst at University.

7.21 The combination of excellent site accessibility, proposed student accommodation parking policy and existing University student parking policies is considered to deliver both the 'carrot and stick' approach required to successfully promote sustainable car-free living at the Application Site, without the need for regular specific monitoring / enforcement by the site operator / local highway authority.

Conclusion

7.22 Overall, it is considered that the proposed development represents a practical and sustainable approach for the Langley Road site, which would result fewer vehicle movements to/from the site when compared to its extant use, therefore resulting in an improvement in operation of the immediate local highway. The site is considered to be highly accessible via a range of sustainable travel options, which would back up the essentially car free development strategy. Given the above, it is concluded that there are no material highway grounds for refusing the development proposals.



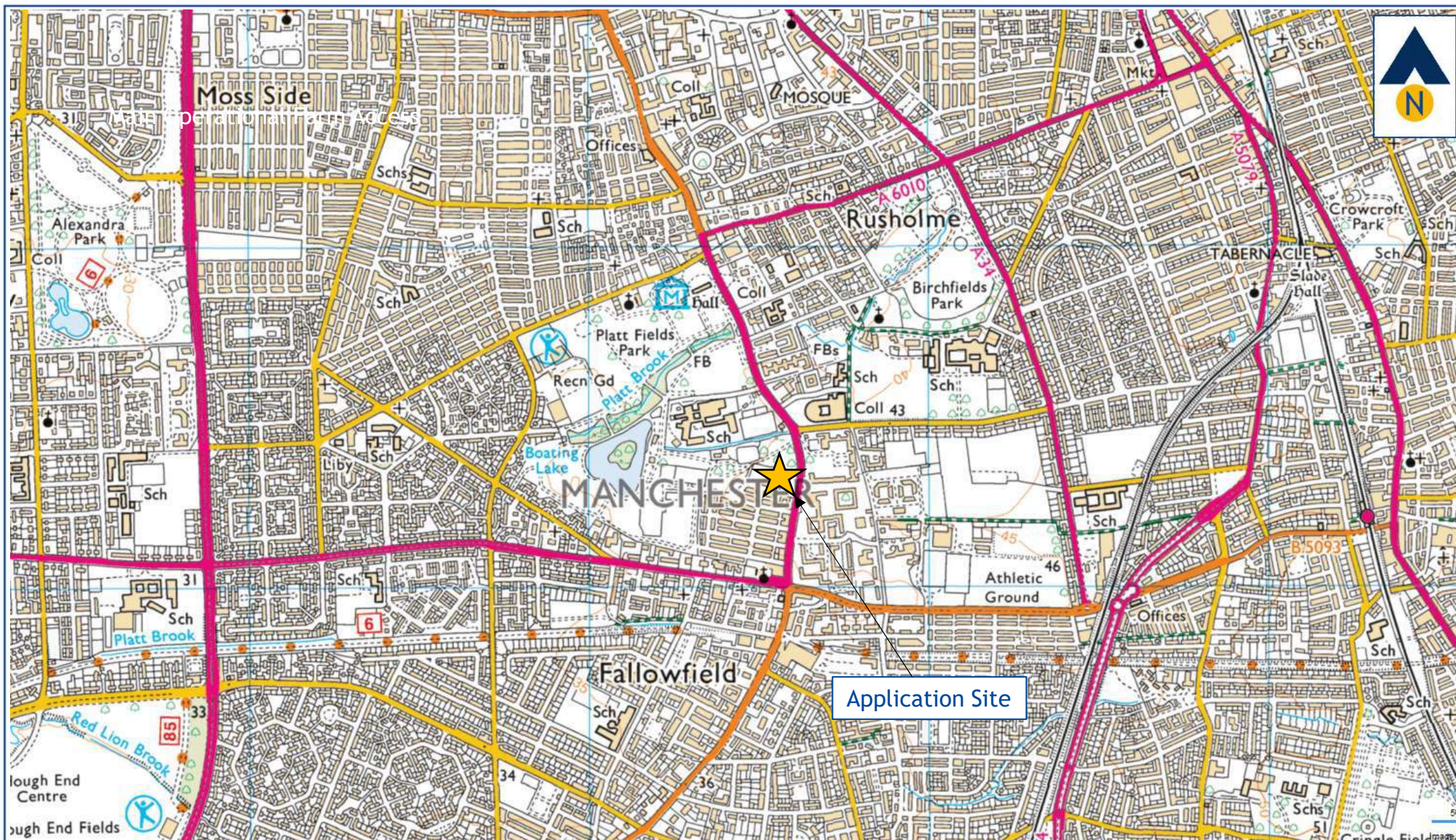


Figure TS1

Site Location: Strategic Context

J000168

Langley Road, Manchester

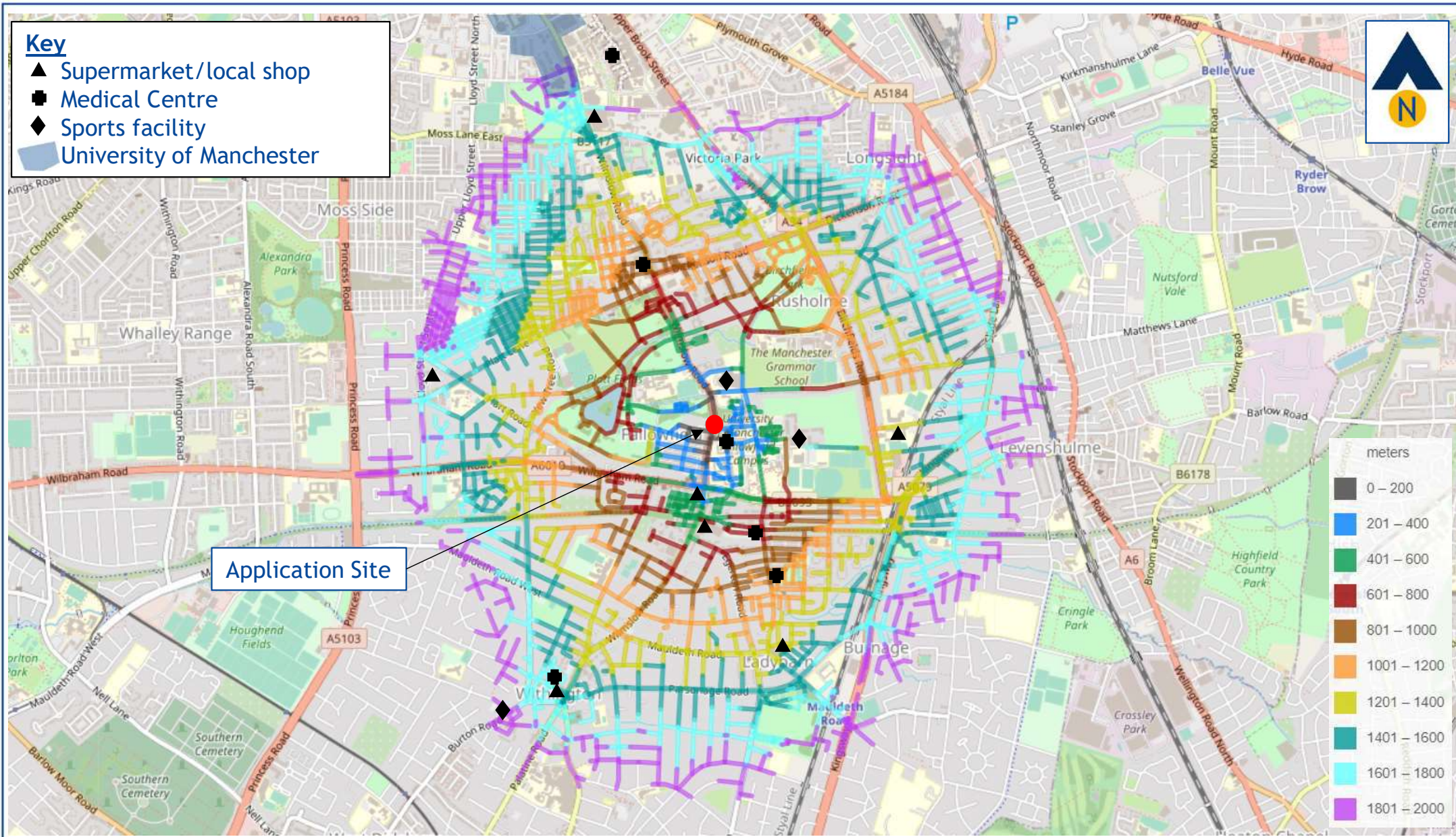
April 2020

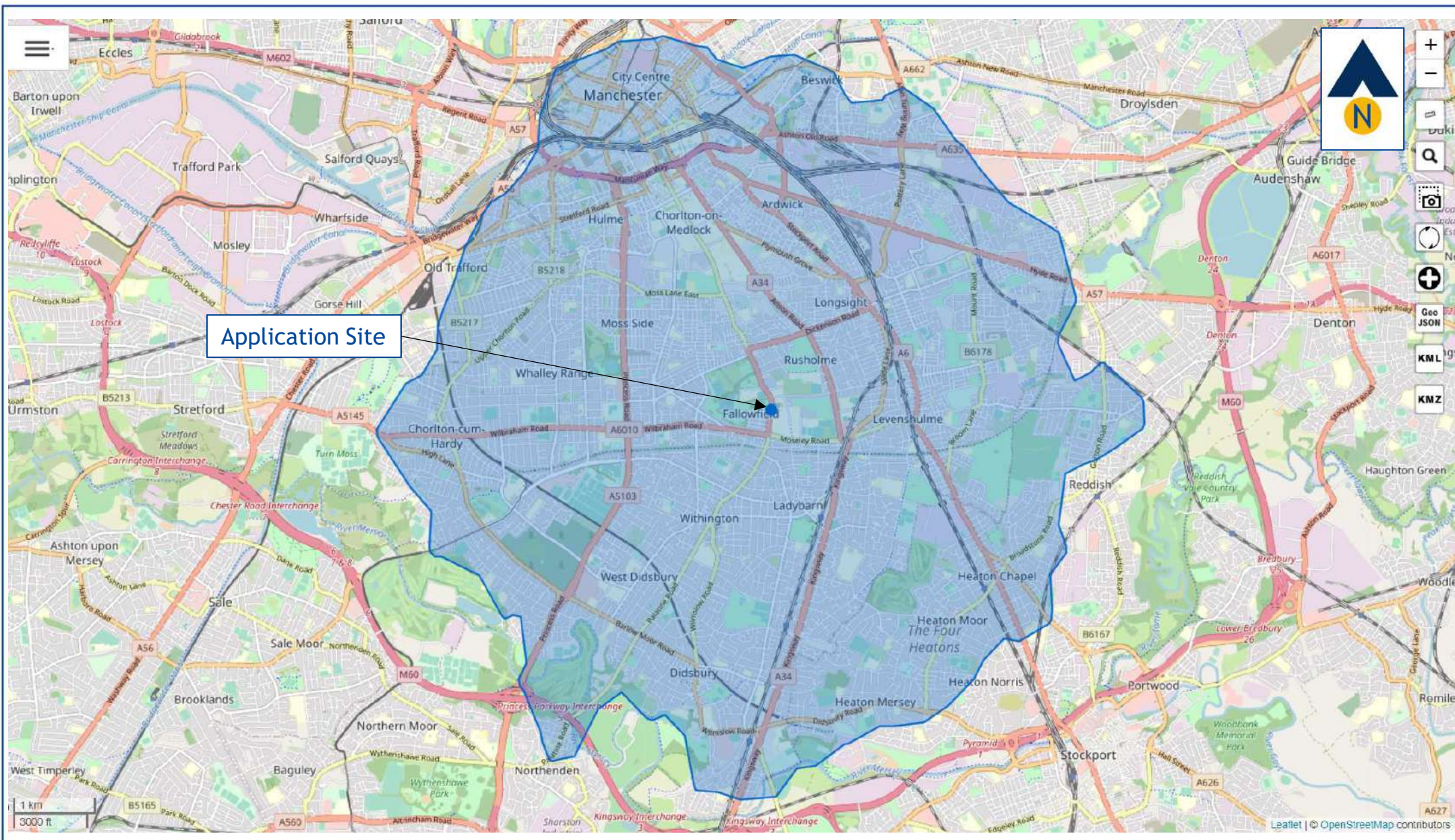


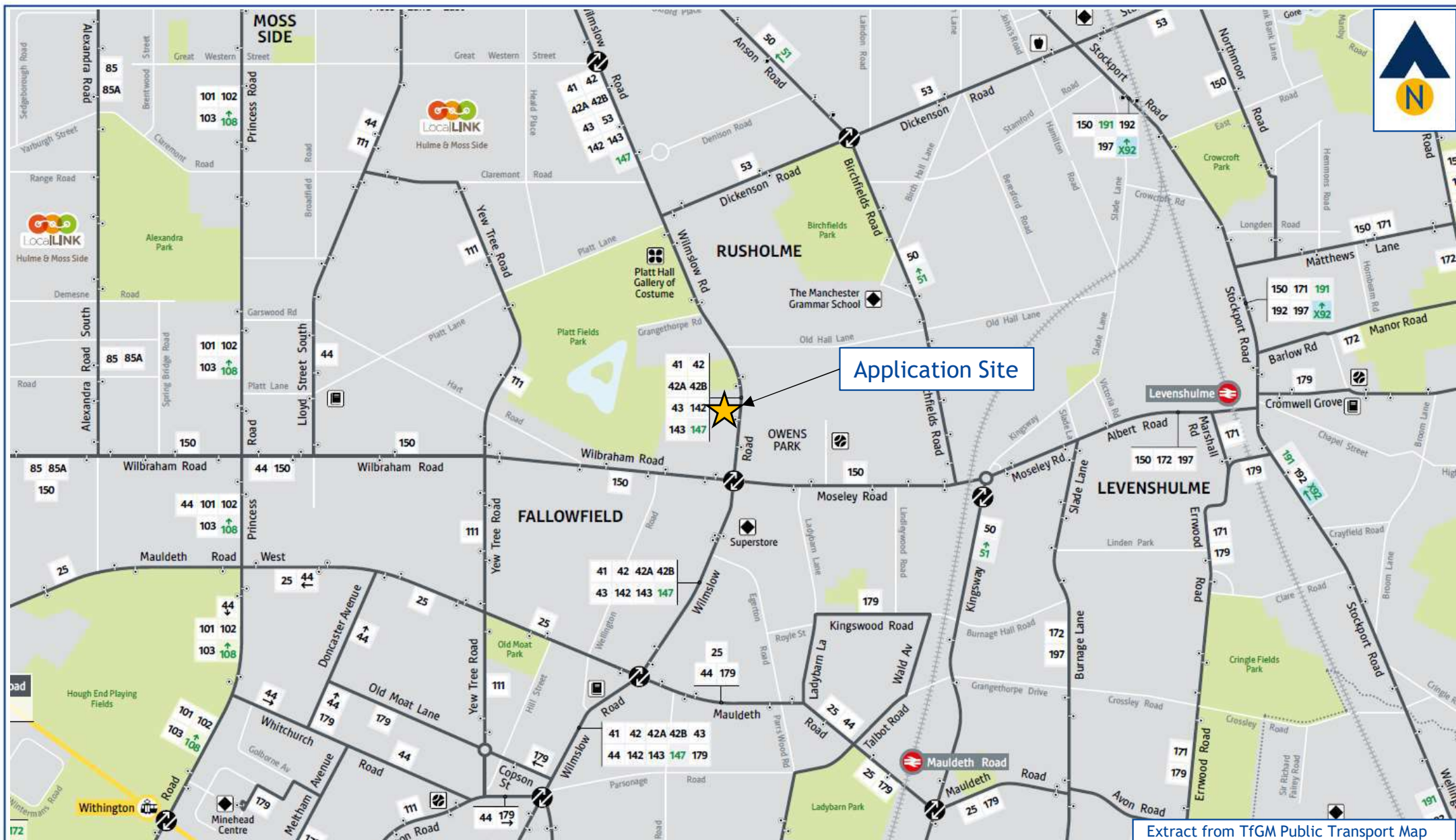


Figure TS3

Personal Injury Accident Location Plan











Calculation Reference: AUDIT-506501-200417-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Employees
 Actual Range: 115 to 341 (units:)
 Range Selected by User: 100 to 350 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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

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

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

Manual count	13 days
Directional ATC Count	0 days

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

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Industrial 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.

Secondary Filtering selection:

Use Class:

A1	1 days
B1	12 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	5 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days

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

Travel Plan:

Yes	1 days
No	12 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES		BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Employees:		240	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total No of Employees:		115	
	Survey date: TUESDAY		27/11/12	Survey Type: MANUAL
3	DU-02-A-01 GREENMARKET DUNDEE	OFFICES		DUNDEE CITY
	Edge of Town Centre Development Zone Total No of Employees:		146	
	Survey date: THURSDAY		27/04/17	Survey Type: MANUAL
4	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total No of Employees:		341	
	Survey date: THURSDAY		26/11/15	Survey Type: MANUAL
5	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Employees:		150	
	Survey date: TUESDAY		04/06/13	Survey Type: MANUAL
6	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total No of Employees:		210	
	Survey date: WEDNESDAY		30/11/16	Survey Type: MANUAL
7	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES		POWYS
	Edge of Town Centre No Sub Category Total No of Employees:		140	
	Survey date: TUESDAY		12/05/15	Survey Type: MANUAL
8	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total No of Employees:		218	
	Survey date: FRIDAY		19/07/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD		
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total No of Employees:	155	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
10	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD		
	NEWCASTLE UPON TYNE		
	Longbenton		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Employees:	300	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
11	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
	THE CRESCENT		
	AMESBURY		
	SUNRISE WAY		
	Edge of Town		
	Development Zone		
	Total No of Employees:	223	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL
12	WO-02-A-02	OFFICE	WORCESTERSHIRE
	MOOR STREET		
	WORCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Employees:	125	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
13	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total No of Employees:	115	
	Survey date: TUESDAY	23/05/17	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/A - OFFICE
VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.017	13	191	0.003	13	191	0.020
07:30 - 08:00	13	191	0.054	13	191	0.013	13	191	0.067
08:00 - 08:30	13	191	0.125	13	191	0.019	13	191	0.144
08:30 - 09:00	13	191	0.137	13	191	0.023	13	191	0.160
09:00 - 09:30	13	191	0.113	13	191	0.025	13	191	0.138
09:30 - 10:00	13	191	0.051	13	191	0.025	13	191	0.076
10:00 - 10:30	13	191	0.039	13	191	0.034	13	191	0.073
10:30 - 11:00	13	191	0.026	13	191	0.019	13	191	0.045
11:00 - 11:30	13	191	0.018	13	191	0.021	13	191	0.039
11:30 - 12:00	13	191	0.020	13	191	0.023	13	191	0.043
12:00 - 12:30	13	191	0.029	13	191	0.036	13	191	0.065
12:30 - 13:00	13	191	0.046	13	191	0.049	13	191	0.095
13:00 - 13:30	13	191	0.032	13	191	0.035	13	191	0.067
13:30 - 14:00	13	191	0.039	13	191	0.027	13	191	0.066
14:00 - 14:30	13	191	0.029	13	191	0.026	13	191	0.055
14:30 - 15:00	13	191	0.023	13	191	0.029	13	191	0.052
15:00 - 15:30	13	191	0.020	13	191	0.031	13	191	0.051
15:30 - 16:00	13	191	0.014	13	191	0.033	13	191	0.047
16:00 - 16:30	13	191	0.015	13	191	0.059	13	191	0.074
16:30 - 17:00	13	191	0.019	13	191	0.079	13	191	0.098
17:00 - 17:30	13	191	0.019	13	191	0.146	13	191	0.165
17:30 - 18:00	13	191	0.011	13	191	0.068	13	191	0.079
18:00 - 18:30	12	197	0.007	12	197	0.044	12	197	0.051
18:30 - 19:00	12	197	0.003	12	197	0.021	12	197	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.906			0.888			1.794

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:	115 - 341 (units:)
Survey date date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.001	13	191	0.001	13	191	0.002
08:30 - 09:00	13	191	0.002	13	191	0.002	13	191	0.004
09:00 - 09:30	13	191	0.002	13	191	0.002	13	191	0.004
09:30 - 10:00	13	191	0.002	13	191	0.002	13	191	0.004
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.001	13	191	0.002
14:30 - 15:00	13	191	0.001	13	191	0.001	13	191	0.002
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.001	13	191	0.001	13	191	0.002
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.001	13	191	0.000	13	191	0.001
17:00 - 17:30	13	191	0.002	13	191	0.002	13	191	0.004
17:30 - 18:00	13	191	0.000	13	191	0.001	13	191	0.001
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.013			0.013			0.026

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	13	191	0.001	13	191	0.000	13	191	0.001
09:00 - 09:30	13	191	0.001	13	191	0.001	13	191	0.002
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.001	13	191	0.001
11:00 - 11:30	13	191	0.001	13	191	0.001	13	191	0.002
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.000	13	191	0.001
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.003			0.007

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	13	191	0.001	13	191	0.000	13	191	0.001
09:00 - 09:30	13	191	0.000	13	191	0.000	13	191	0.000
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.000			0.001

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.001	13	191	0.001	13	191	0.002
08:00 - 08:30	13	191	0.002	13	191	0.000	13	191	0.002
08:30 - 09:00	13	191	0.006	13	191	0.000	13	191	0.006
09:00 - 09:30	13	191	0.002	13	191	0.000	13	191	0.002
09:30 - 10:00	13	191	0.001	13	191	0.000	13	191	0.001
10:00 - 10:30	13	191	0.002	13	191	0.000	13	191	0.002
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.001	13	191	0.001
12:00 - 12:30	13	191	0.000	13	191	0.001	13	191	0.001
12:30 - 13:00	13	191	0.001	13	191	0.001	13	191	0.002
13:00 - 13:30	13	191	0.000	13	191	0.001	13	191	0.001
13:30 - 14:00	13	191	0.001	13	191	0.000	13	191	0.001
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.001	13	191	0.001
16:00 - 16:30	13	191	0.000	13	191	0.002	13	191	0.002
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.004	13	191	0.004
17:30 - 18:00	13	191	0.000	13	191	0.005	13	191	0.005
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.016			0.017			0.033

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.

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ALL WORKS SHOWN OUTSIDE OF THE
RED LINE BOUNDARY ARE FOR
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 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

THIS DRAWING WAS PLOTTED ON:
17/12/20

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
07/12/20	5		STEPS ADDED	ST
14/12/20	6		ARCHITECT GF UPDATE	ST
15/12/20	7		SECURE LINE MOVED	ST

GENERAL INFORMATION

Planning Boundary

LEVELS

Proposed Levels

Existing Levels

HARDWORKS

Surface Type A

Subject to future detail

Surface Type B

Subject to future detail

Surface Type C: Permeable Paving

Subject to future detail

Surface Type D: Asphalt

Subject to future detail

Steps

Solid step unit with contrasting inlay nosing

Subject to future detail

Low Retaining Wall

Subject to future detail

Existing Stone Wall & Gate

SOFTWORKS

Existing Tree

Proposed Clear Stem Tree

Refer to Planting Schedule

Proposed Multi-stem Tree

Refer to Planting Schedule

Ornamental Planting

Refer to Planting Schedule

Sedum Roof

To Cycle Shelter

Proposed Hedge Planting

Refer to Planting Schedule

FURNITURE

Feature Seating

Subject to future detail

Handrail

Subject to future detail

Pedestrian Access Gate

Subject to future detail

Vehicular Access Gate

Approx. 1.8m high subject to future detail.

Steel Railing

Approx. 1.8m high subject to future detail.

Cycle Shelter

Subject to future detail

Feature Timber Screen

Subject to future detail

LIGHTING

Illuminated Bollard

Subject to future detail

Up-lighter

Subject to future detail

ORIGINATOR

layer. studio	W	layer studio	MANCHESTER	NEWCASTLE
	T	01625 523 157	The Barn	The Studio
	E	manchester or	One Hollin Lane	Low Shifford House
		newcastle@layer.studio	Styal	Stocksfield
			Cheshire	Northumberland
			SK9 4JH	NE43 7HW

CLIENT

Watkin Jones

PROJECT

188 Wilmslow Road
Fallowfield

DRAWING TITLE

Landscape GA

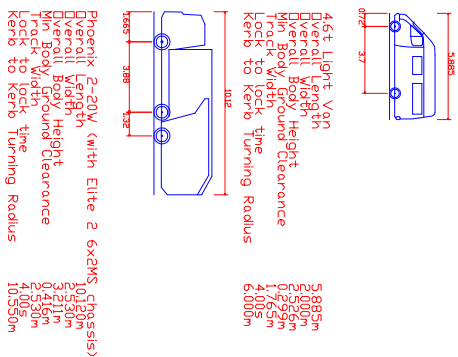
DRAWING NUMBER	REV	STATUS
204-LYR-XX-ZZ-DWG-L-1001	7	PLANNING

SCALE	CREATED BY	CHECKED BY
1:200 @ A1	JH	ST





Revision:
A -



Client:
Watkin Jones

Project:
USADAW Site, Langley Road,
Fallowfield, Manchester

Drawing Title:
Swept Path Assessment
Delivery / Refuse Collection Vehicles

Drawing Number:
J000168-ATR101

Revision:

Date:
21-21-2020

Scale:
1:500@A3

Drawn By:
KG

Checked By:
KG

Status:

Information

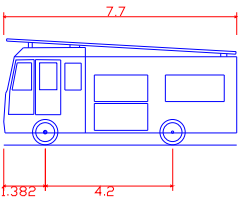
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Revision:
A -



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.391m
Min Body Ground Clearance 0.380m
Track Width 1.005m
Lock to lock time 7.400m
Kerb to Kerb Turning Radius 7.400m

Client:
Watkin Jones

Project:
USADAW Site, Langley Road,
Fallowfield, Manchester

Drawing Title:
Swept Path Assessment
Fire Appliance

Drawing Number:
J000168-ATR102

Revision:
-

Date:
21-21-2020

Scale:
1:500@A3

Drawn By:
KG

Checked By:
KG

Status:
Information

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