



Southway Housing Trust

Cross Road, Chorlton-cum-Hardy

Transport Statement

May 2022



Southway Housing Trust

Cross Road, Chorlton-cum-Hardy

Transport Statement

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

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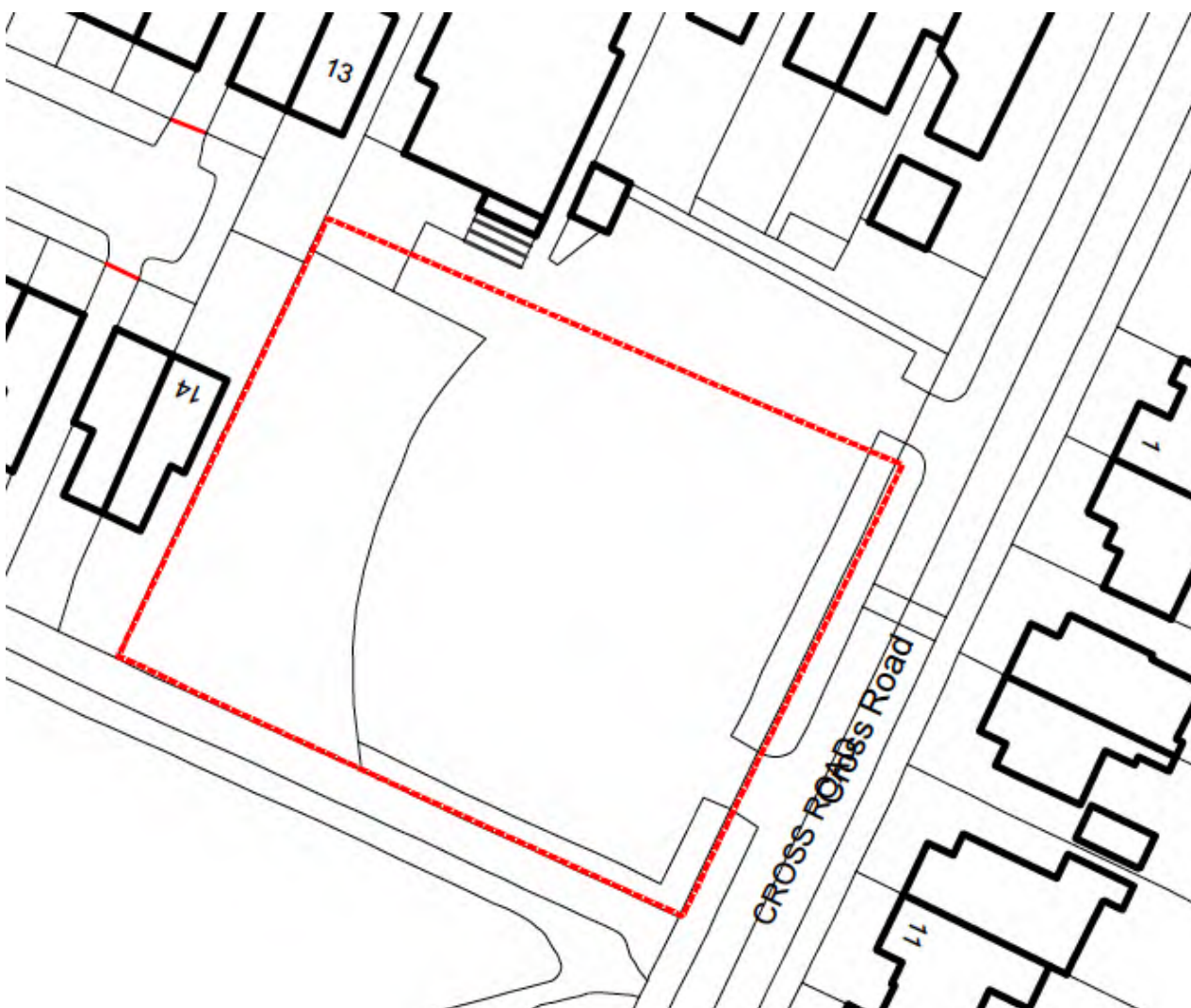
APPENDIX G TRICS Outputs – ‘Hotel, Food & Drink – Pub / Restaurant’

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by the Southway Housing Trust (the 'Applicant') to provide transport planning and highways advice in relation to a housing association planning application for a residential development on Cross Road in Chorlton-cum-Hardy, Manchester.
- 1.1.2 The proposed development comprises 29no. apartments in a new block constructed on land currently occupied by the Chorlton Irish Club's car park. The Chorlton Irish Club is being retained, including an area for on-site car parking. Separate vehicular access to the residential development and Chorlton Irish Club will be provided via the existing access junctions on Cross Road.
- 1.1.3 The planning application site boundary is shown in **Figure 1.1**.

Figure 1.1 : Planning Application Site Boundary (source: View Associates Chartered Architect)



1.2 Methodology and Scope

- 1.2.1 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to accessibility by sustainable modes of travel, servicing arrangements, parking provision and expected trip generation.
- 1.2.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking (2014)*', which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment (2007)*'.
- 1.2.3 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.4 The scope and methodology of assessment has been agreed with Manchester City Council (MCC) Highways. Scoping correspondence with MCC Highways is attached in [Appendix A](#).

1.3 Report Structure

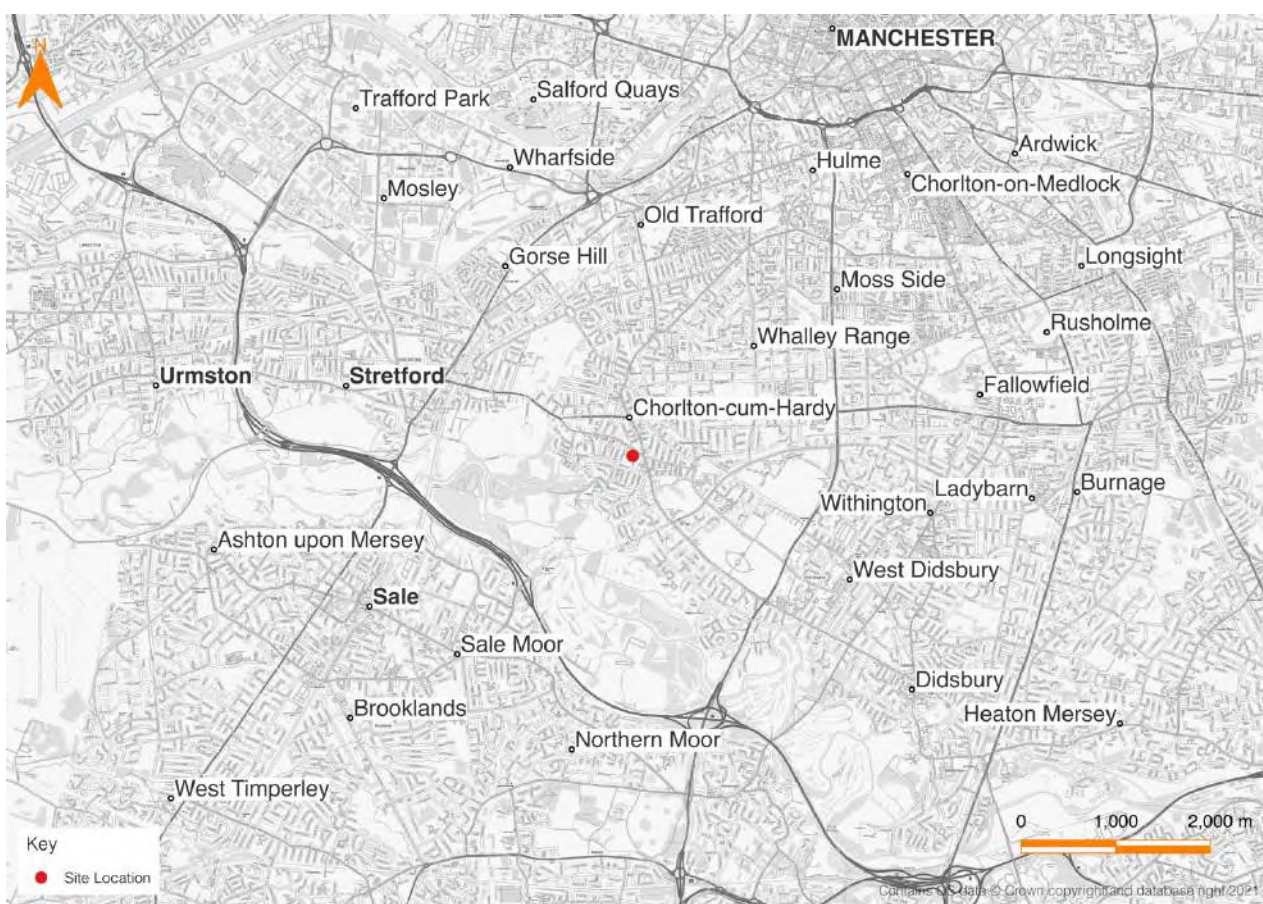
- 1.3.1 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location, local highway network and collision data;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing and on-site parking;
 - [Chapter 4](#) describes accessibility by non-car modes, including public transport, cycle and on foot;
 - [Chapter 5](#) details the expected trip generation and traffic impact;
 - [Chapter 6](#) assesses the proposed car parking provision;
 - [Chapter 7](#) summarises the framework for a Travel Plan on the site; and
 - [Chapter 8](#) provides an overview of the construction traffic management; and
 - [Chapter 9](#) summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in [Figure 2.1](#), the development site is located in Chorlton-cum-Hardy, c.5.5km to the southwest of Manchester City Centre.

Figure 2.1 : Strategic Site Location



2.1.2 The development site currently forms part of the Chorlton Irish Club's surface car park, which is accessed via Cross Road. The Chorlton Irish Club has been closed since March 2020.

2.2 Local Highway Network

2.2.1 The development site is bound by Cross Road to the east, Beech Road Park to the south, existing residential properties (accessed via Thornbridge Avenue) to the west and the Chorlton Irish Club site and existing residential properties to the north.

2.2.2 The location of the site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



Cross Road

- 2.2.3 Cross Road extends on a broadly north-south alignment along the development site's eastern boundary. The road comprises a c.6.5m wide two-way single carriageway, with c.2m wide footways on both sides of the road, as shown in [Photograph 2.1](#) and [Photograph 2.2](#).
- 2.2.4 Cross Road is subject to a 20mph speed limit along its entirety, which is enforced by signage, roundel road markings, speed cushions and a raised-table at the junction with Beech Road. Cross Road benefits from a network of street lighting columns.
- 2.2.5 Parking is unrestricted along Cross Road, with the exception of 'No Waiting At Any Time' double yellow lines at the junction with High Lane.
- 2.2.6 Existing residential properties are located on the eastern side of Cross Road. Each residential dwelling has a private driveway and off-road parking provision.

Photograph 2.1 : Cross Road (southbound)



Photograph 2.2 : Cross Road (northbound)



2.2.7 To the north, Cross Road forms the minor arm of a priority T-junction with High Lane, as shown in [Photograph 2.3](#). To the south, Cross Road forms a minor arm of a priority cross-road junction with Beech Road, as shown in [Photograph 2.4](#).

Photograph 2.3 : High Lane / Cross Road Priority Junction (northbound)



Photograph 2.4 : Cross Road / Beech Road Priority Junction (southbound)



2.2.8 Vehicular access to the Chorlton Irish Club's car park is currently provided via two gated access junctions on the western side of Cross Road, as shown in [Photograph 2.5](#).

Photograph 2.5 : Existing Site Access on Cross Road



High Lane (A5145)

2.2.9 High Lane extends on a broadly east-west alignment and comprises a c.7.5m wide two-way single carriageway, with c.1.75m wide footways on both sides of the road, as shown in [Photograph 2.6](#) and [Photograph 2.7](#).

Photograph 2.6 : High Lane (westbound)



Photograph 2.7 : High Lane (eastbound)



2.2.10 High Lane is subject to a 30mph speed limit, which is enforced by 'slow' (faded) road markings on the westbound lane. The road benefits from a network of street lighting columns. The Chorlton Irish Club also has a frontage onto High Lane, providing a private driveway and access to off-road parking provision for 2 to 3 cars, as shown in [Photograph 2.8](#).

Photograph 2.8 : High Lane (eastbound)



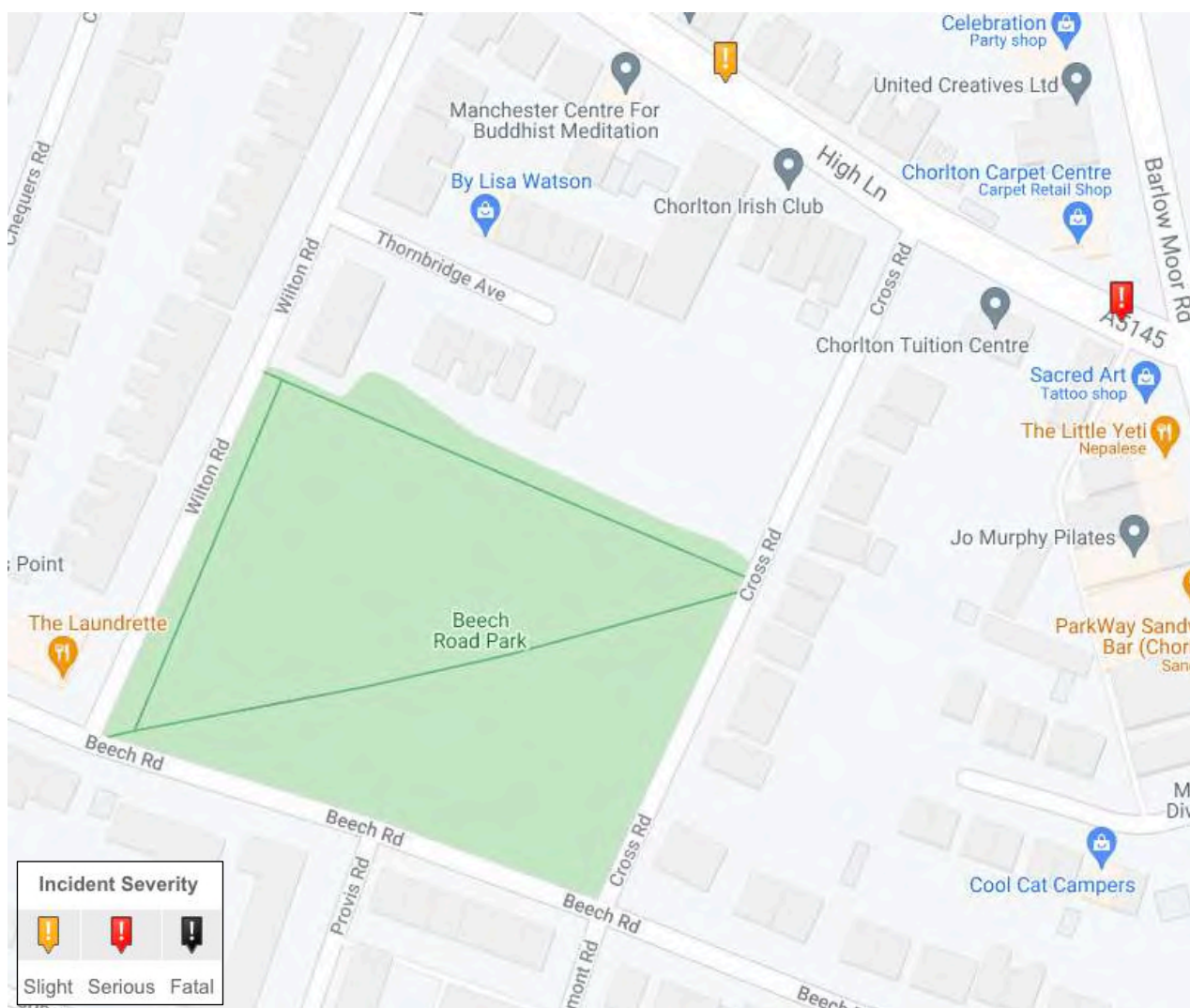
2.2.11 Waiting and loading restrictions are operational on both sides of High Lane to the east of Cross Road, comprising 'No Waiting At Any Time' double yellow lines and 'No Loading' from Monday to Friday between 07:00 to 10:00 and 16:00 to 19:00. There are no waiting or loading restrictions on High Lane to the west of Cross Road.

2.3 Road Safety

2.3.1 Collision data in the vicinity of the development site has been obtained from the CrashMap Pro database for the most recent period between 2016 and 2020.

2.3.2 The study area includes Cross Road between High Lane and Beech Lane. Figure 2.3 shows the extent of the study area and the location of Personal Injury Collisions (PIC) reported during the five-year study period.

Figure 2.3 : Personal Injury Collision Data (source: CrashMap)



2.3.3 As shown in Figure 2.3, a total of two PICs have been reported on the local highway network during the 5-year study period, including one slight collision and one serious collision.

- 2.3.4 Both the slight and serious collision occurred on High Lane, approximately 50m to the west and east of the Cross Road respectively.
- 2.3.5 The analysis shows that no collisions have been reported on Cross Road or on Beech Road, and no fatal collisions were reported.
- 2.3.6 According to the available PIC data, based on the location, frequency and severity of collisions reported, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase the risk of PICs occurring or have a detrimental impact on highway safety.

2.4 Public Rights of Way

- 2.4.1 There are no public footpaths, bridleways or byways within the site boundary or within the area immediately surrounding the site.

2.5 Air Quality

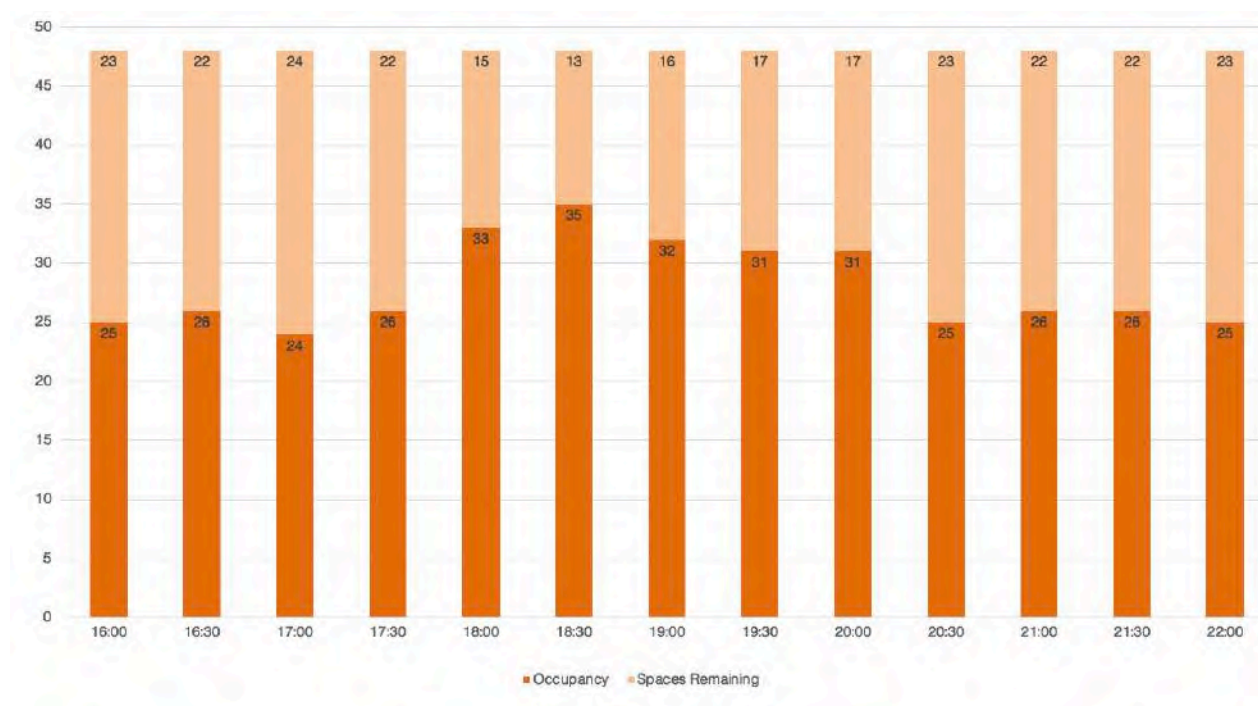
- 2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the development site is not located within an Air Quality Management Area (AQMA).
- 2.5.2 According to DEFRA's online mapping, the nearest AQMA is located at the Barlow Moor Road/ High Lane junction, approximately 100m from the centre of the development site.

2.6 On-Street Parking Demand

- 2.6.1 As described previously, there are no waiting or loading restrictions operational on Cross Road, with the exception of 'No Waiting At Any Time' double yellow lines at the junction with High Lane, and the existing residential properties on the eastern side of Cross Road each have off-road parking provision.
- 2.6.2 To record existing on-street parking demand on Cross Road, a car parking occupancy survey has been undertaken. The parking survey was undertaken by an independent professional survey company.
- 2.6.3 As agreed with MCC Highways during pre-application scoping discussions, the parking survey was undertaken during the following periods:
- Friday 15th October 2021 – 16:00 to 22:00; and
 - Saturday 16th October 2021 – 10:00 to 22:00.

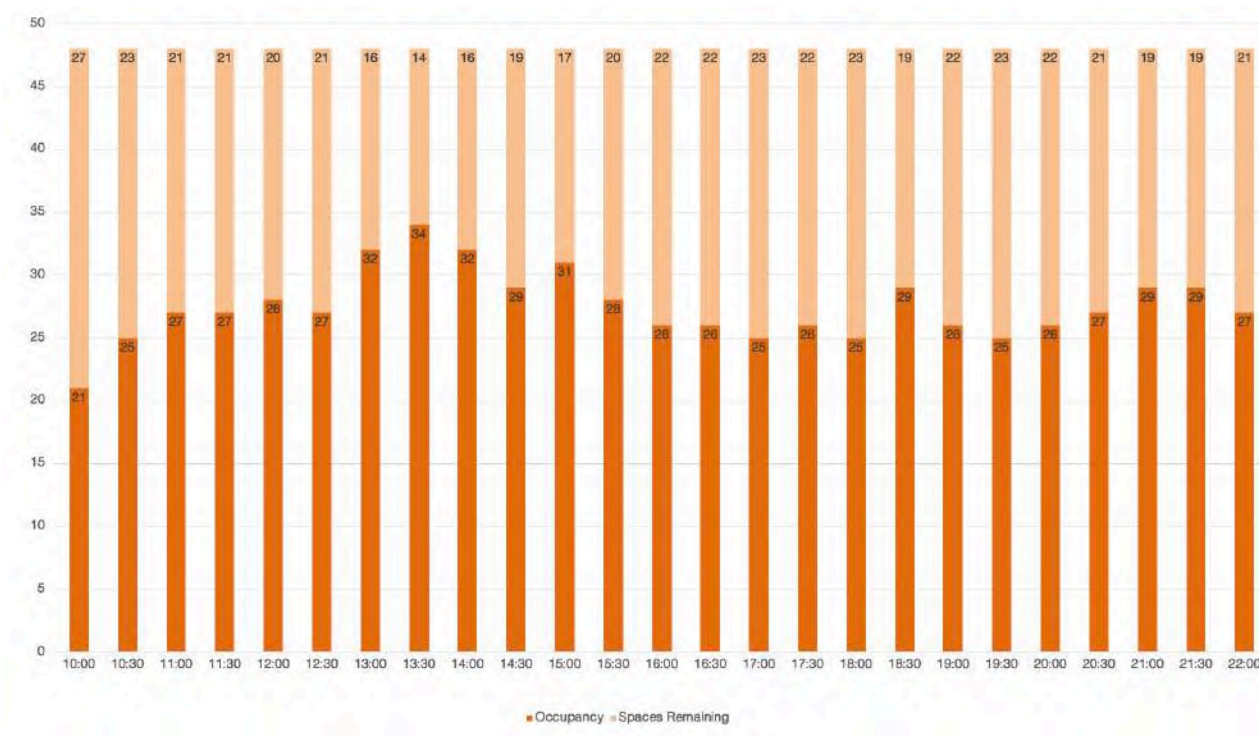
- 2.6.4 It is acknowledged that the Covid pandemic has had an impact on travel behaviour, however the parking survey undertaken in October 2021 is considered acceptable and robust, as during this period (prior to the emergence of the Omicron variant) the shops, bars and local amenities in Chorlton were operating normally.
- 2.6.5 'Post-pandemic' working arrangements may have changed, with an increased number of people choosing to continue to work from home or splitting their time between work and home. However, this would only increase car parking as cars remain at home, and potentially increasing the levels of on-street parking recorded, thereby increasing the robustness of the survey.
- 2.6.6 In total, 48 on-street parking spaces are available on Cross Road, ignoring accesses to private driveways and restrictions on the approach to High Lane
- 2.6.7 The on-street parking survey data is summarised in [Figure 2.4](#) and [Figure 2.5](#), with the full survey outputs attached in [Appendix B](#).

Figure 2.4 : Existing On-Street Parking on Cross Road – Friday PM



- 2.6.8 As shown in [Figure 2.4](#), during the Friday PM period, on-street parking on Cross Road peaked at 35 vehicles between 18:30 to 19:00, which is equivalent to 73% occupancy. During the peak half-hour period, 13 parking spaces remained available on Cross Road.
- 2.6.9 The average on-street parking on Cross Road during the Friday PM period was 28 vehicles, which is equivalent to 58% occupancy. During the Friday PM period, on average 20 spaces remained available on Cross Road.

Figure 2.5 : Existing On-Street Parking on Cross Road – Saturday



2.6.10 As shown in Figure 2.5, during the Saturday period, on-street parking on Cross Road peaked at 34 vehicles between 13:30 to 14:00, which is equivalent to 71% occupancy. During the peak half-hour period, 14 parking spaces remained available on Cross Road.

2.6.11 The average on-street parking on Cross Road during the Saturday period was 27 vehicles, which is equivalent to 57% occupancy. During the Saturday period, on average 21 spaces remained available on Cross Road.

2.6.12 In summary, across both Friday and Saturday survey periods, the average on-street parking on Cross Road was 28 vehicles, which is equivalent to 58% occupancy. On average, 20 spaces remained available on Cross Road.

2.6.13 The survey data shows that existing demand for on-street parking on Cross Road remained below capacity across the Friday PM and Saturday survey periods. The existing parking demand is relatively stable with no large fluctuations in parking occupancy.

2.7 Existing Model Split

2.7.1 To provide an estimate of the current modal split for residents in the local area, journey to work census modal split data from the 2011 Census has been reviewed. The census data has been obtained for 'Manchester 033' and 'Manchester 037' Middle Super Output Area (MSOA), which both dissect the development site. The model split census data is summarised in Table 2.1.

Table 2.1: Census Journey to Work Data – Modal Split (Manchester 033 & 037 MSOA)

Mode of Travel	Percentage
Metro, tram, light rail	0.7%
Train	1.5%
Bus, minibus or coach	21.6%
Taxi	0.3%
Motorcycle	0.4%
Driving a car or van	55.2%
Passenger in car or van	3.5%
Bicycle	9.1%
On Foot	7.4%
Other	0.2%

It should be noted that there has been significant investment in sustainable travel infrastructure, including several Metrolink lines improvements, since Census 2011 census.

2.7.2 Table 2.1 indicates that 58.7 % of people in the local area travel to work by car or van, of which 55.2% are drivers. The census data also shows that 40.3% of people travel to work using sustainable modes, including 7.4% by foot, 21.6% by bus, 1.5% by train, 0.7% by Metrolink and 9.1% by bicycle.

2.7.3 It is likely, considering the significant improvement in sustainable travel infrastructure in Chorlton and throughout Manchester, that the proportion of people living in the local area that travel by sustainable modes has increased. Despite this, the census data provides an indication of the model split in Chorlton area.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed housing association development comprises 29no. apartments in a new block constructed on land currently occupied by the Chorlton Irish Club's car park on Cross Road in Chorlton-cum-Hardy, Manchester.
- 3.1.2 The proposed development includes on-site car parking provision, including Electric Vehicle Charging Point (EVCP) spaces, and secure internal cycle storage.
- 3.1.3 The Chorlton Irish Club is being retained, including an area for on-site car parking accessed from Cross Road.
- 3.1.4 The proposed site layout is shown in [Figure 3.1](#), with the full site layout drawing attached in [Appendix C](#).

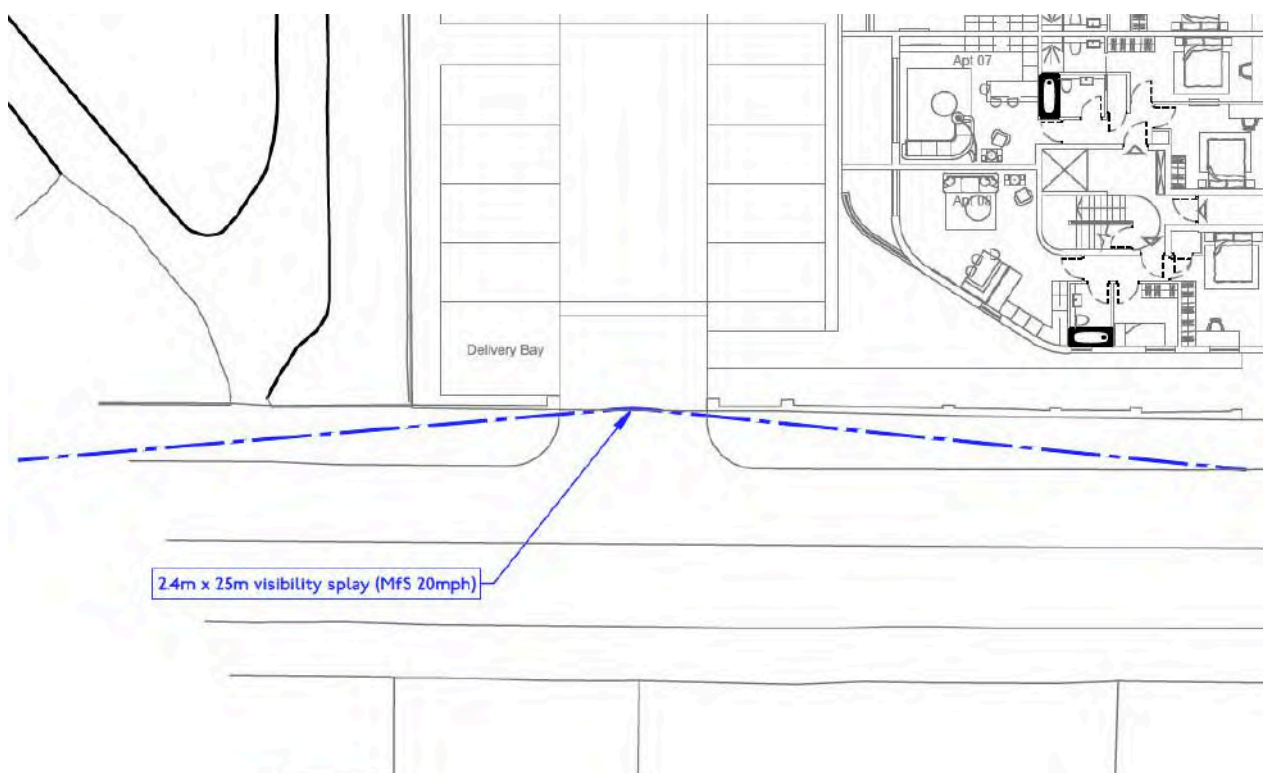
Figure 3.1 : Proposed Development Site Layout (source: View Associates Chartered Architect)



3.2 Site Access Arrangement

- 3.2.1 As shown in Figure 3.1, separate vehicular accesses to the residential development and Chorlton Irish Club will be provided, utilising the existing access junctions on Cross Road.
- 3.2.2 The access serving the proposed residential development will be upgraded to provide a 6m wide access width with 2m kerb radii at the junction bell-mouth.
- 3.2.3 In accordance with the Manual for Streets (MfS) and signed 20mph speed limit on Cross Road, horizontal visibility splays of 2.4m x 25m are achievable in both directions from the proposed access junction.
- 3.2.4 The proposed site access arrangement is shown in Figure 3.2, with the full drawing attached in Appendix D.

Figure 3.2 : Proposed Access Junction – Cross Road



- 3.2.5 The development proposal includes a separate traffic-free pedestrian access from Cross Road. An internal footpath between the building entrance and on-site car park is also provided along the building's eastern frontage.

3.3 Servicing Arrangement

- 3.3.1 Refuse collection at the proposed residential development will take place from Cross Road, as per the arrangement used to serve the existing residential properties on Cross Road.

3.3.2 As shown in Figure 3.3, the bin store is located close to the main entrance to the car park. This will allow a waste collection vehicle to manoeuvre to within approximately 10m of the bin store on Cross Road, in accordance with MfS and BS:5906.

Figure 3.3 : Proposed Bin Store Location



3.3.3 The proposed servicing arrangement for a 29no. apartment development would cause a minimal level of delay to other road users, comparable to the delay already caused by the existing properties that are currently served directly from Cross Road. Therefore, on balance, the on-street servicing arrangement is considered acceptable.

3.4 Parking Provision

Residential Parking Provision

- 3.4.1 MCC's '*Manchester Residential Quality Guidance*' includes recommended parking standards for new apartments outside the city centre. The guidance states that '*new apartment development will be expected to provide 100% parking provision as a starting point*'.
- 3.4.2 The proposed residential development includes 29 on-site car parking spaces for residential use, which is equivalent to 100% parking provision and is therefore in accordance with MCC's parking guidance.

- 3.4.3 EVCP will be provided at 7 spaces, which is equivalent to 25% EVCP provision. Ducting infrastructure will be provided to the remaining 22 spaces, which will allow further EVCP spaces to be installed in the future, subject to demand.
- 3.4.4 The proposed level of EVCP spaces is considered appropriate for a housing association development for tenants on restricted incomes, and where car ownership levels (including electric vehicle ownership) will be below average when compared to typical privately owned flats.
- 3.4.5 The residential parking provision includes an allocated disabled space, located close to the internal footpath connecting the car park with the main building entrance. The proposals also include a dedicated delivery bay located close to the entrance to the car park.
- 3.4.6 The development proposals include a secure cycle parking store located to the northwest corner of the site, as shown in [Figure 3.4](#).

Figure 3.4 : Proposed Cycle Store Location



- 3.4.7 The proposed cycle store will have capacity for 29 spaces (1 per apartment) plus 10 communal cycle parking spaces, which in total is equivalent to a 134% provision.

- 3.4.8 Considering the proportion of people living in the area that travel to work by bicycle (9.1% according to the 2011 census), and accounting for a reasonable uplift in cycling due to the cycling infrastructure investment in the area, the proposed number of cycle parking spaces is considered appropriate to accommodate expected cycle parking demand.

Chorlton Irish Club Parking Provision

- 3.4.9 MCC's Core Strategy sets out parking standards for '*leisure facilities*', stating that for areas outside of a District Centre, a maximum of 1 car parking space per 22 sqm is required.
- 3.4.10 The gross internal area (GIA) of the existing Chorlton Irish Club, excluding the basement, is c.840sqm. Based on MCC current standards, if the club was built as new today, it would be permitted to provide a **maximum** of 38 car parking spaces.
- 3.4.11 The area to the north of the proposed residential development is being retained to provide designated on-site car parking provision for the Chorlton Irish Club, with capacity for 10 car parking spaces. The existing car parking spaces (3 spaces) accessed from the club's frontage onto High Lane area are also being retained.
- 3.4.12 Therefore, the club's on-site parking areas accessed from Cross Road and High Lane will provide 13 car parking spaces in total, in compliance with MCC's Core Strategy (Policy T2) and maximum parking standards for '*leisure facilities*'.
- 3.4.13 Although the proposed parking provision complies with MCC's parking standards, it is acknowledged that the number of spaces available on-site to the club has reduced; therefore, further evidence and analysis to support the number of parking spaces is detailed in [Chapter 6](#).

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

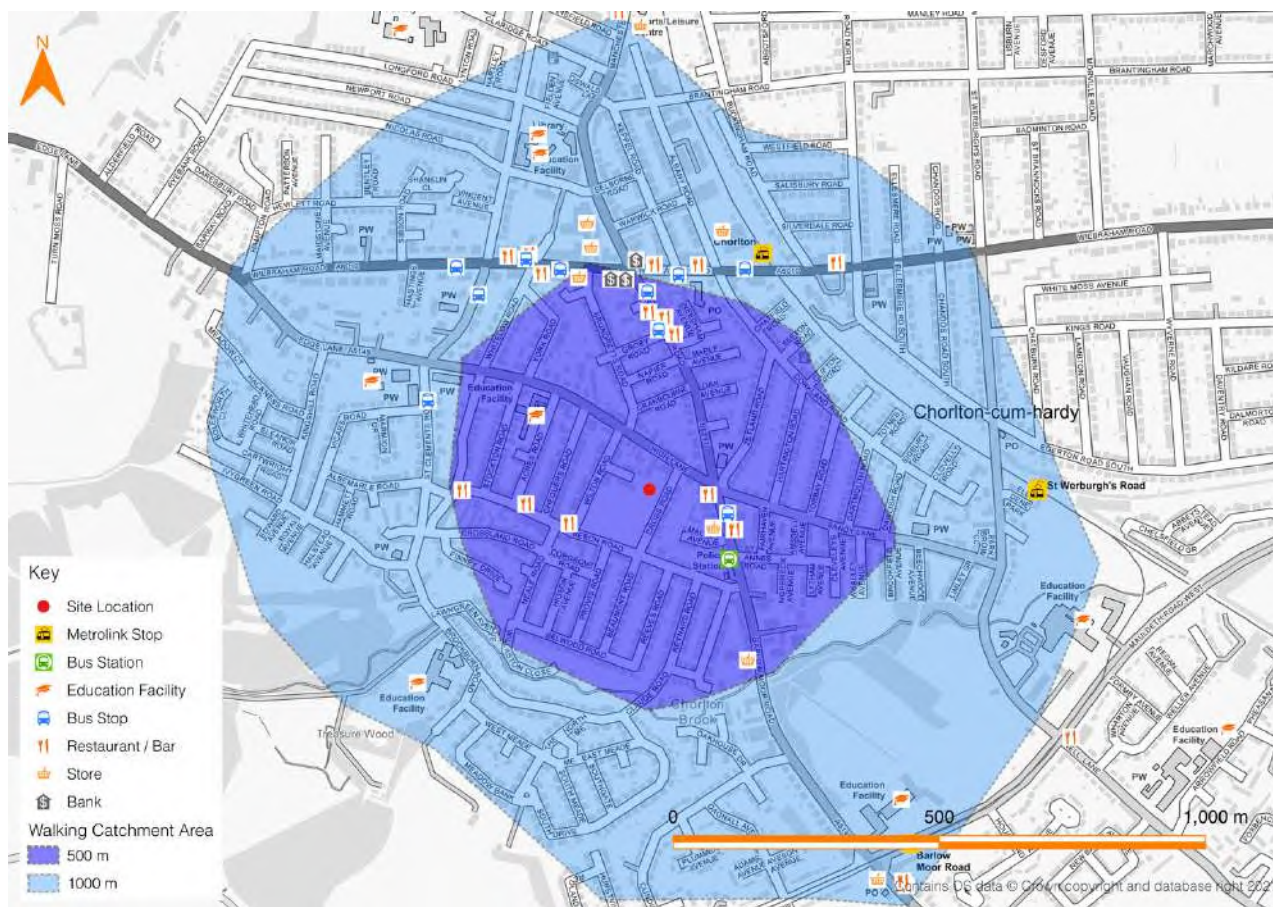
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is provided on the local highway network surrounding the site. The network of footways provide access for all users, accounting for age-related requirements and varying levels and types of disability, including visual impairment.
- 4.2.5 [Figure 4.1](#) presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops, and local amenities. The distances have been measured from Cross Road access junction and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Existing Local Amenities – Distance and Walking Times

Amenity	Approximate Distance	Average Walking Time
Bus Stop on Barlow Moor Road (southbound)	210m	2.5 minutes
Bus Station on Barlow Moor Road (northbound)	300m	3.5 minutes
Shops, bars and amenities on Barlow Moor Road	180m-500m	2 – 6 minutes
Shops, bars and amenities on Beech Road	200m-400m	2 – 5 minutes
Islamic High School for Girls	350m	4 minutes
M & S Foodhall on Barlow Moor Road	500m	6 minutes
Shops, bars and amenities on Wilbraham Road	600m – 700m	7 – 8.5 minutes
Chorlton C of E Primary School	650m	8 minutes

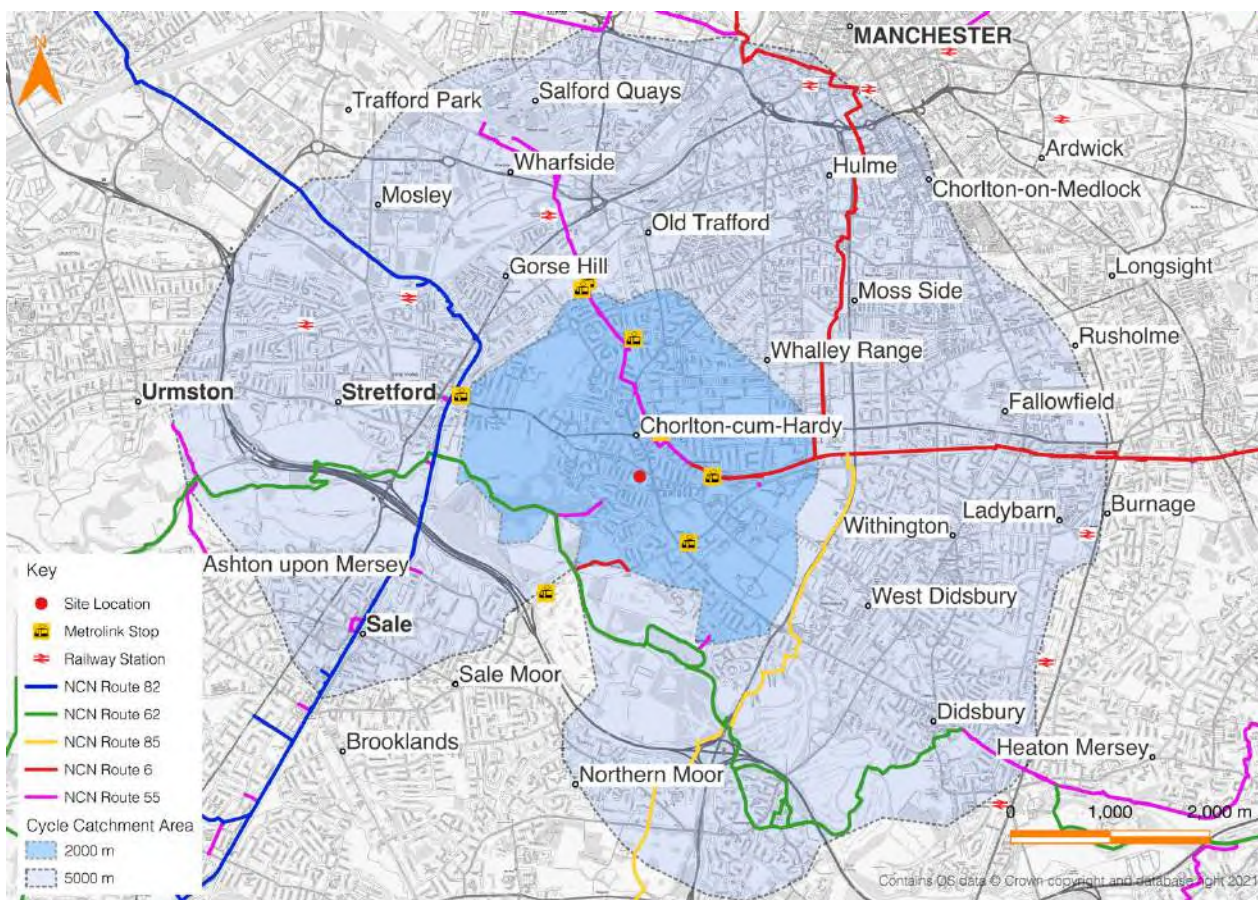
Amenity	Approximate Distance	Average Walking Time
Chorlton Metrolink Stop	700m	8.5 minutes
Morrisons Supermarket	700m	8.5 minutes
Brookburn Primary School	700m	8.5 minutes
Chorlton High School	1,000m	12 minutes

- 4.2.7 Table 4.2 shows there are existing bus stops located on Barlow Moor Road, c.210m to 300m (2.5 to 3.5 minute walk) from the development site. Chorlton Metrolink Stop is located c.700m (8.5 minute walk) from the development site.
- 4.2.8 There are also a wide range of local amenities, including shops, post office, bars and small supermarket, located c.180m to 500m (2 to 6 minute walk) on Barlow Moor Road and Beech Road.
- 4.2.9 The development site is also well served by local schools, including two primary schools located within c.700m (8.5 minute walk) and Chorlton High School located c.1km (12 minute walk) from the development site.
- 4.2.10 As described previously, the local highway network benefits from a network of good quality footways, including a network of street lighting columns. Therefore, in accordance with local and national transport planning policy, it can be concluded that the development site is highly accessible by pedestrians, with walking representing a convenient and realistic alternative to car trips, particularly for commuting, shopping and leisure purposes.

4.3 Cycle Accessibility

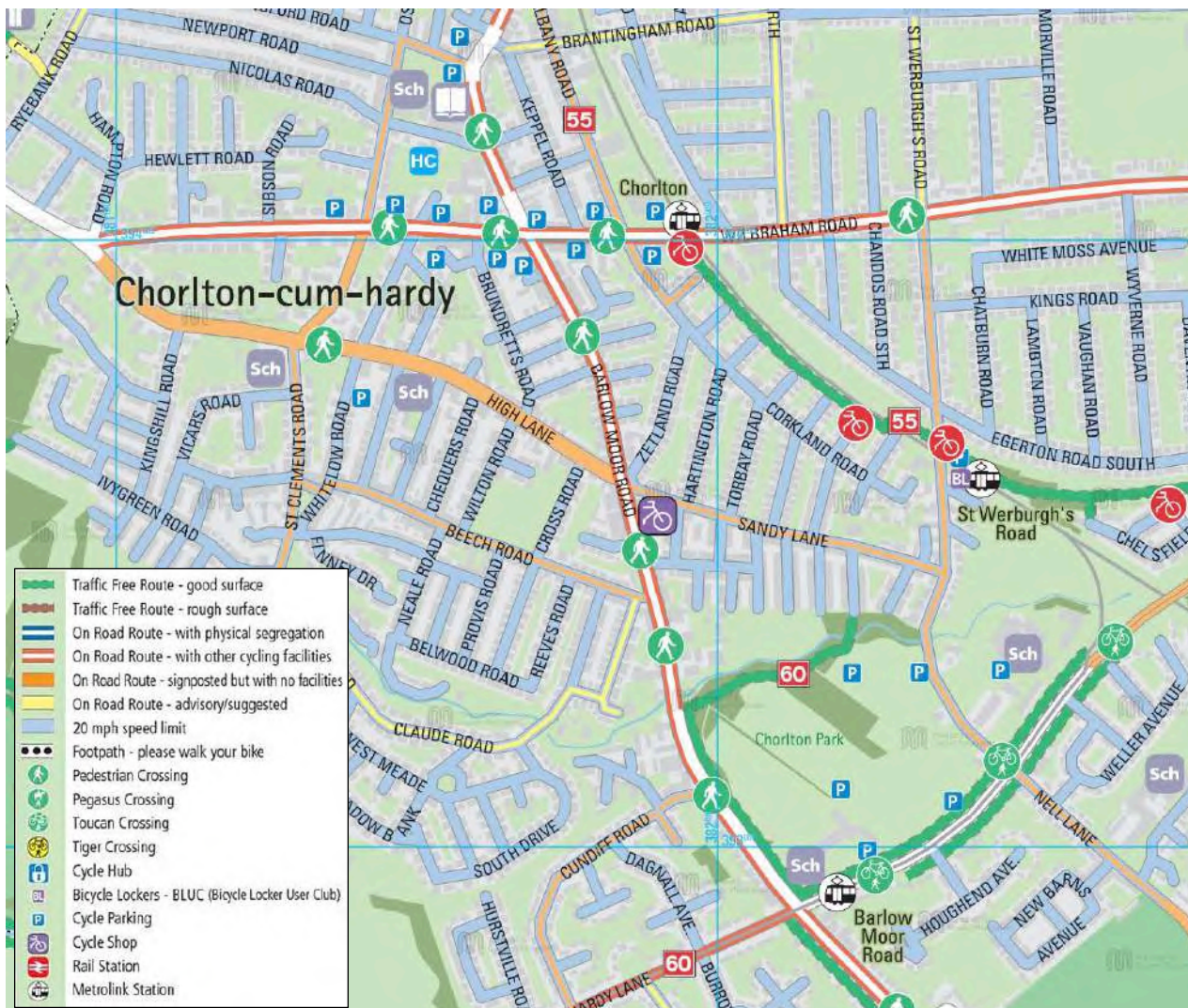
- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



- 4.3.4 As shown in Figure 4.2, Chorlton-cum-Hardy and the immediate surrounding areas are located within a 2km catchment from the site. Further afield, the outskirts of Manchester City Centre, Stretford, Salford Quays, Sale and other areas to the southwest of Manchester are located within a 5km catchment from the site.
- 4.3.5 As also shown in Figure 4.2, there is network of National Cycle Network (NCN) routes accessible from the development site, including Route 55 and Route 6 which pass within c.600m from the development site.
- 4.3.6 In addition to NCN routes, there are local cycle routes available on the local highway network, including traffic free routes, signposted routes and advisory routes. The local cycle routes and cycling infrastructure are shown in Figure 4.3.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



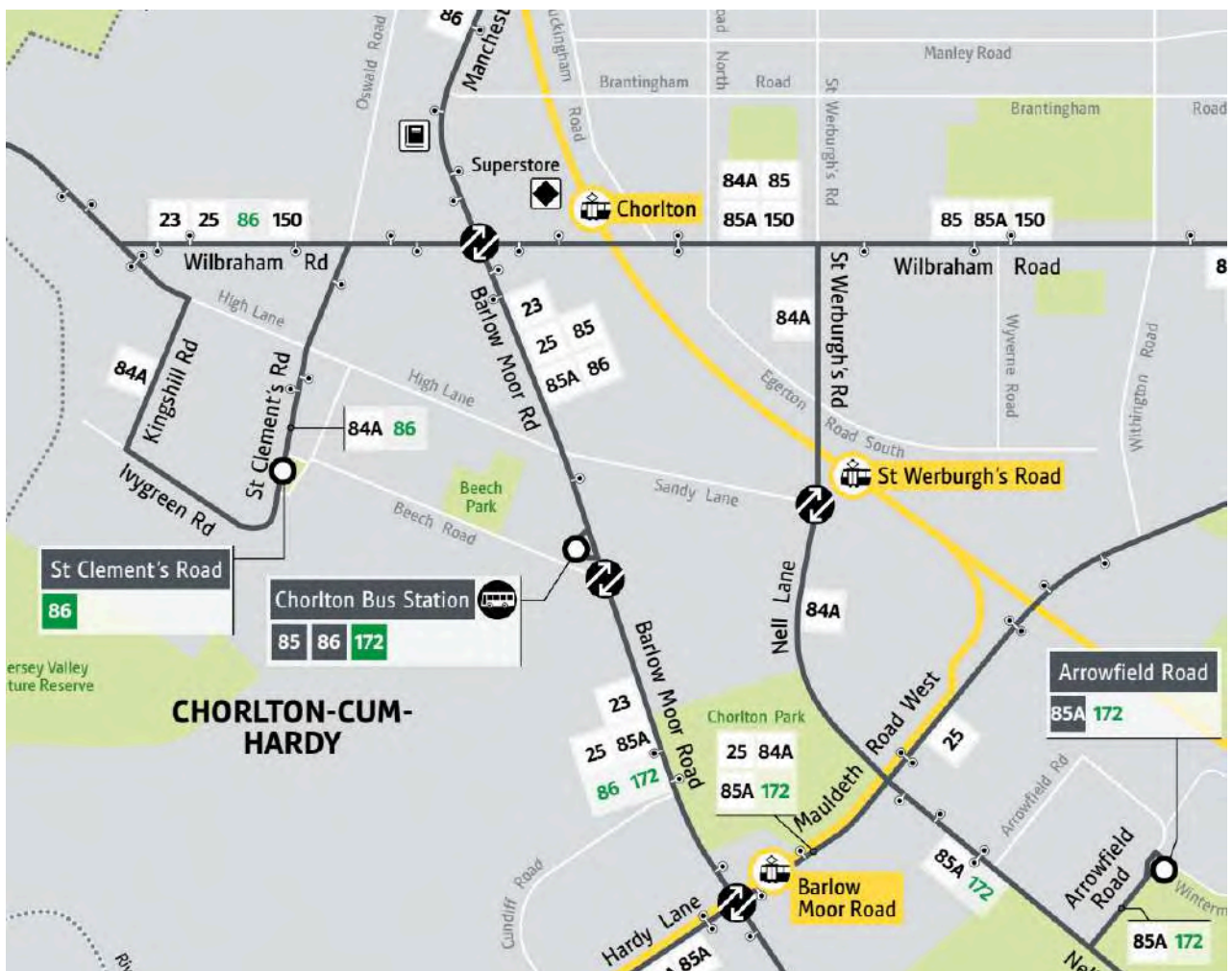
- 4.3.7 The local cycle infrastructure includes 'The Bee Network' which is the UK's largest cycling and walking network. When fully constructed the network will provide high quality routes throughout Greater Manchester, including fully segregated cycling and walking routes on busy roads ('Busy Beeways'), and quality signage and crossings on quieter routes ('Beeways').
- 4.3.8 The 'Chorlton Busy Beeway (area 4)' passes along Barlow Moor Road and provides a safer, more attractive and easier route for cyclists in Chorlton. This section is the most southern part of a longer route connecting Manchester City Centre and Chorlton.
- 4.3.9 In accordance with local and national transport planning policy, the range of available cycle routes and accessibility of local cycling destinations demonstrates the development site's sustainable accessibility in cycling terms, particularly as an alternative to private car trips for commuting, shopping and leisure trips.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 The recently published CIHT guidance document 'Buses in Urban Development (2018)' recommends a maximum walking distance in urban areas of up to 300m to bus stops located on 'less frequent routes'. A walking distance of 300m is equivalent to a 3.5-minute walk based on a 1.4 metres per second walking speed.
- 4.4.2 The 'Manchester Residential Quality Guidance' follows a similar approach to the accessibility of sustainable travel at proposed residential development, stating that *'a good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes'*.
- 4.4.3 Figure 4.4 shows the local bus services operating on the local highway network in the vicinity of the development site.

Figure 4.4 : Local Bus Services (source: TfGM)



4.4.4 **Table 4.3** provides a summary of the existing local bus services accessible within 300m (3.5-minute walk) from bus stops on Barlow Moor Road.

Table 4.3 : Local bus services – Barlow Moor Road

Service No	Route	Approximate Frequency – 2 way (buses /hour)			
		Mon-Fri (AM/PM peak)	Mon-Fri (off-peak)	Sat	Sun
23	Trafford Centre – Urmston – Chorlton – Didsbury – Stockport	3	3	3	2
25	Trafford Centre – Stretford – Chorlton – Burnage – Stockport	2	2	2	2
85/85A	Chorlton – Alexandra Park - Manchester	6	6	6	3
86	Chorlton – Brooks's Bar - Manchester	6	6	6	6

4.4.5 **Table 4.3** shows that there are frequent bus services accessible within a short walk from the development site, providing services to a range of local destinations throughout the day and including weekends. The local bus services include high-frequency services to Manchester City Centre (Service No. 85/85A and Service 86).

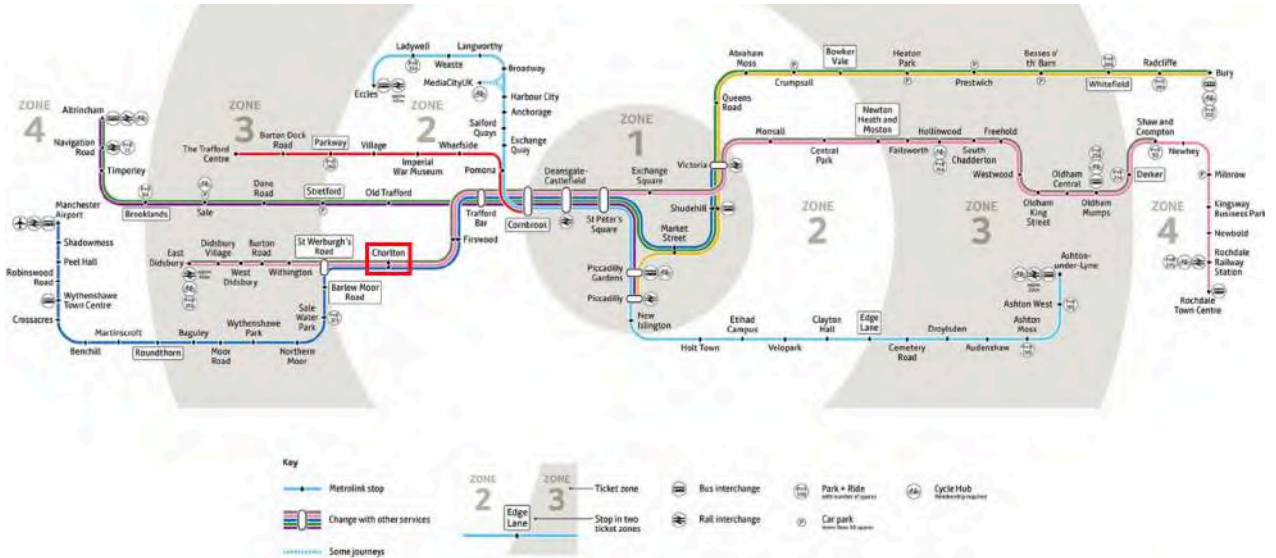
4.4.6 The range and accessibility of local bus routes serving a range of local destinations, including Manchester City Centre, Trafford Centre and Stockport, demonstrates the development site's sustainable accessibility by bus, particularly as an alternative to private car trips for commuting, shopping and leisure trips.

Metrolink Services

4.4.7 Chorlton tram stop is the closest Metrolink station, being located within a walking distance of c.700m (8.5-minute walk) from the development site.

4.4.8 As shown in **Figure 4.5**, the Chorlton tram stop provides direct services to Manchester City Centre, East Didsbury, Rochdale Town Centre and Manchester Airport. The tram services to Manchester City Centre route via Deansgate-Castlefield Railway Station and Victoria Railway Station.

Figure 4.5 : Metrolink Tram Network (source: TfGM)



4.4.9 Trams services available from Chorlton Metrolink Stop all operate on a 12-minute frequency throughout the day. The stop has step-free access to all platforms, cycle parking stands, help points and security camera coverage.

4.4.10 The accessibility of a Metrolink stop from the development site, which provides frequent tram services to destinations throughout Greater Manchester, including Manchester City Centre, demonstrates the site's sustainable accessibility by tram, particularly as an alternative to private cars trips for commuting, shopping and leisure trips.

4.5 Summary

1.1.1 In summary, the development site benefits from following:

- Direct connections to existing footways on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Bus stops, school, shops and other local amenities located within a short walk;
- Access to an extensive network of local and national cycle routes, providing designated routes to Manchester City Centre and a wide range of other local destinations;
- Regular local bus service accessible from Barlow Moor Road (3.5 minute walk), including high-frequency routes to Manchester City Centre; and
- High frequency tram services available from Chorlton Metrolink Stop, providing direct services to Manchester City Centre via Deansgate-Castlefield Railway Station and Victoria Railway Station.

- 1.1.2 Overall, the development site benefits from accessibility to a range of sustainable modes of travel, includes safe walking routes, cycle routes and public transport services, and is therefore shown to be in compliance with both national Government and MCC policy/guidance.

5. Trip Generation and Traffic Impact

5.1 Trip Generation

- 5.1.1 In order to quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential use. Trip rates have been derived from the TRICS database using the *'Residential – Flats Privately Owned'* category.
- 5.1.2 This is considered a robust approach as the proposed development will provide affordable housing association properties for tenants on restricted incomes, and therefore it is expected that car ownership levels will be below average compared to typical privately owned flats.
- 5.1.3 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. A recent study undertaken by TRICS revealed that there is a significantly higher correlation between location type and vehicular trip rates than there is between region and vehicular trip rates.
- 5.1.4 The guidance therefore recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.
- 5.1.5 In order to establish representative trips rates, only the *'Edge of Town Centre'* location type was selected. The TRICS selection does not include any sites in Greater London. The TRICS trip rates have been approved by MCC Highways during scoping discussions.
- 5.1.6 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in [Table 5.1](#), with the full TRICS outputs attached in [Appendix E](#).

Table 5.1 : TRICS Weekday Trip Rates and Trip Generation – Vehicles

Land Use	AM Peak Hour (8-9AM)			PM Peak Hour (5-6PM)		
	Arrive	Depart	Total	Arrive	Depart	Total
'Flats - Privately Owned' TRICS Trip Rates	0.056	0.178	0.234	0.156	0.083	0.239
Proposed Development Trips (29 dwellings)	2	5	7	5	2	7

- 5.1.7 As shown in [Table 5.1](#), the proposed residential development is expected to generate **7** two-way trips during the AM and **7** two-way trips during the PM peak hour.

- 5.1.8 As described previously, this is a robust trip generation, considering the proposed development will provide affordable housing association properties, and car ownership levels are expected to be below average compared to typical privately owned flats.

5.2 Traffic Impact

- 5.2.1 Based on the robust TRICS trip generation, the proposed residential development is expected to generate approximately 7 two-way trips during the AM and PM peak hours, which is equivalent to **1 two-way trip every 8-9 minutes** on average.
- 5.2.2 It can therefore be reasonably concluded that the proposed development will have a very low impact on the local highway network during the peak periods. It will therefore not result in a 'severe' impact on the operation of the highway network or highway safety, which according to the NPPF (paragraph 111) is the threshold under which development should not be prevented or refused.

6. Car Parking Assessment

6.1 Introduction

- 6.1.1 As described previously, if the Chorlton Irish Club was built as new today it would be permitted to provide a **maximum** of 38 car parking spaces, based on MCC's current standards for '*leisure facilities*'
- 6.1.2 The area to the north of the proposed residential development is being retained to provide a designated on-site car park for the Chorlton Irish Club, along with the existing spaces accessed from the club's frontage onto High Lane. The on-site areas of parking will provide 13 on-site car parking spaces for exclusive use by the club.
- 6.1.3 Although the proposed parking provision complies with MCC's maximum parking standards, it is acknowledged that the number of spaces available on-site has reduced. Further analysis has therefore been undertaken to demonstrate if the parking provision available to the club is adequate to accommodate expected parking demand.
- 6.1.4 The availability of on-street car parking has also been considered as part of this analysis. Specifically, on Cross Road where a parking occupancy survey has been undertaken to record existing parking demand and remaining availability during peak periods, as previously described in [Chapter 2](#).

6.2 Car Parking Demand and Availability

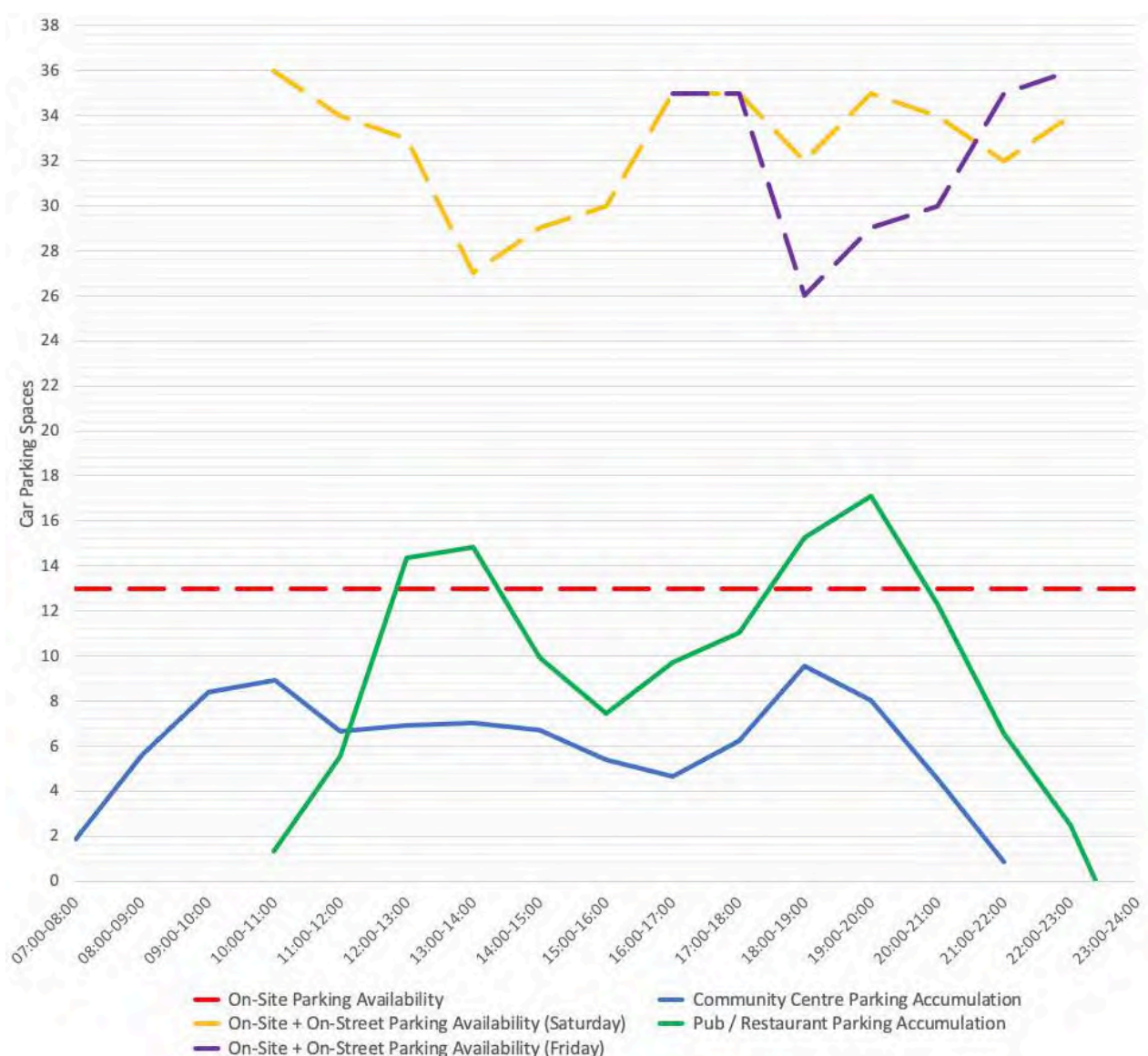
- 6.2.1 Although the Chorlton Irish Club is being retained, it has been closed since March 2020 and is currently under new management. For these reasons, it has therefore not been possible to obtain historical information on how the club previously operated, such as membership information, event schedule, attendance details or parking demand.
- 6.2.2 As a result, an alternative approach has been taken to estimate parking demand based on trip rates obtained from the TRICS database. This is the typical industry-standard methodology used to estimate trip generation and parking occupancy for most new developments.
- 6.2.3 The TRICS database does not include a land use category specifically for leisure uses like the Chorlton Irish Club. Therefore, to provide a robust indication of the expected trip generation, trip rates have been derived from TRICS for the following land use categories:
- 'Leisure - Community Centre'; and
 - 'Hotel, Food and Drink – Pub / Restaurant'
- 6.2.4 In order to establish representative trips rates, only the '*Edge of Town Centre*' and '*Suburban Area*' location types were selected.

6.2.5 The TRICS selection does not include any sites in Greater London, and the 'pub/ restaurant' site selection only includes surveys undertaken on Friday or Saturday.

6.2.6 The full TRICS outputs for these land uses are attached in [Appendix F](#) and [Appendix G](#).

6.2.7 Based on the TRICS trip rates for a 'community centre' and 'pub/ restaurant', and total GIA of 840 sqm, the estimated parking accumulation has been calculated throughout the day. The parking accumulation assumes an initial occupancy of 1 vehicle. The parking accumulation for each land use, together with the available on-site parking and on-street parking on Cross Road, is shown in [Figure 6.1](#).

Figure 6.1 : Car Parking Accumulation and Availability



6.2.8 As shown in [Figure 6.1](#), the parking accumulation generated by the 'community centre' use is expected to peak at 9 vehicles during the AM peak and 10 vehicles during the PM peak. This level of parking demand can be accommodated by the available on-site parking provision.

- 6.2.9 The parking accumulation generated by the 'pub/ restaurant' use is expected to peak at 15 vehicles during the mid-day peak and at 17 vehicles during the PM peak, exceeding the on-site parking provision by 2 vehicles and 4 vehicles respectively.
- 6.2.10 Although the parking demand generated by 'pub/ restaurant' use will marginally exceed the on-site parking provision, the analysis shows that there will be sufficient parking spaces available on-street to comfortably accommodate the expected parking demand, with 12 spaces remaining available on-street during the mid-day peak hour and PM peak hour.

6.3 Summary

- 6.3.1 In summary, the TRICS based car parking accumulation exercise has demonstrated that there will be adequate parking provision available, both on-site and on the local highway network, to accommodate the expected parking demand generated by the club.
- 6.3.2 The on-site areas of parking will provide 13 on-site car parking spaces for exclusive use by the club, in accordance with MCC's Core Strategy (Policy T2) and maximum parking standards. The parking analysis shows that parking demand is expected to marginally exceed the on-site parking provision, although during the peak hour only 4 vehicles would be required to park on-street, with 12 spaces remaining available on-street during this period.
- 6.3.3 To provide further assurance that there is adequate parking provision available, it should also be noted that the on-street parking survey only considered Cross Road, despite on-street parking also being available on other roads in the immediate local area.
- 6.3.4 Furthermore, it has also been demonstrated in [Chapter 4](#) that the development site is in an area that benefits from high levels of accessibility to sustainable modes of travel, including safe walking routes, cycle routes and extensive public transport services. Considering the club will primarily serve the local community, it is reasonable to expect that a significant number of visitors will live locally and will therefore choose to travel using sustainable modes.

7. Travel Plan

7.1 Travel Plan Measures and Initiatives

7.1.1 Based on Department for Transport (DfT) guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives will be implemented at the development site to reduce single occupancy car use and encourage residents to travel sustainably.

7.1.2 The travel plan measures and initiatives available for implementation at the development site includes the following:

- Cycle Parking – the Applicant will provide secure cycle parking provision for each dwelling, which is equivalent 100% cycle parking provision;
- Residents Welcome Pack – promote walking and cycling to residents as well as encourage use of the local public transport services, by providing transport information in a Residents' Welcome Pack;
- Cycle Hire Schemes – provide information about local Cycle Hire Schemes within the Residents Welcome Pack;
- Car Club, Car Share and Car Rental – provide information to residents within the Welcome Pack about local car clubs, car share schemes and car rental companies; and
- Monitoring – undertake travel surveys to monitor the travel behaviour of residents.

7.1.3 In accordance with national and local policy and guidance, the above Travel Plan measures and initiatives would promote sustainable travel at the site and reduce single occupancy car use.

8. Construction Traffic Management

8.1 Construction Traffic Management Plan Overview

8.1.1 A Construction Traffic Management Plan (CTMP) will be drawn up for the proposed development prior to commencement of works on site. The principal objective of the CTMP is to minimise the impact of construction operations on the surrounding properties, local highways and public space.

8.1.2 The CTMP will contain identified construction traffic routes to the site, estimated movements per day and safety procedures, including but not limited to:

- Access, egress, drop off and turning area;
- and any traffic engineering or traffic calming measures;
- Temporary alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and position of any temporary signage, road markings or protection barriers;
- Integration of a traffic management scheme with surrounding construction developments (if applicable);
- Pedestrian access around site and relevant protection, lighting and signage schemes;
- Temporary suspension/relocation of parking bays, traffic regulation orders and bus stops;
- Segregation of plant, materials and pedestrians on-site and safe access routes between welfare and site areas;
- The provision of car parking, and public transport strategy to all site staff; and
- Loading bays, hoist positions and crane areas.

8.1.3 Deliveries will endeavour to be made outside of peak network hours to minimise local disruption to the highway network. Construction traffic routes will be outlined and agreed with MCC as part of the CTMP ahead of commencement of site works.

8.1.4 The CTMP will be discussed and agreed with the MCC prior to commencement of any construction works and the appointed contractors will be required to operate in accordance with the CTMP.

9. Summary and Conclusion

9.1 Summary

9.1.1 Mode Transport Planning has been appointed by the Southway Housing Trust to provide transport planning and highways advice in relation to a housing association planning application for a residential development on Cross Road in Chorlton-cum-Hardy, Manchester.

9.1.2 The proposed development comprises 29no. apartments in a new block constructed on land currently occupied by the Chorlton Irish Club's car park. The Chorlton Irish Club is being retained, including an area for on-site car parking. Separate vehicular access to the residential development and Chorlton Irish Club will be provided via the existing access junctions on Cross Road.

9.1.3 The analysis in this Transport Statement has been carried out in accordance with current policy and guidance and following scoping discussions with MCC Highways. The results of the analysis within this report demonstrates that:

- In accordance with local and national policy, the site is highly accessible by a range of sustainable modes of transport, including walking, cycling, bus services and tram services - providing a realistic alternative to car travel, particularly for commuting and amenity trips;
- Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
- The proposed residential development includes 29 on-site car parking spaces, in accordance with MCC's parking standards. The parking provision includes a disabled parking space, plus a dedicated delivery bay.
- 7 spaces EVCP will be provided, which is equivalent to 25% EVCP provision. Ducting infrastructure will be provided to the remaining 22 spaces, which will allow further EVCP spaces to be easily installed in the future, subject to demand. The proposed level of EVCP spaces is considered appropriate for a housing association development for tenants on restricted incomes, and where car ownership levels (including electric vehicle ownership) will be below average when compared to typical privately owned flats.
- The proposed secure cycle store will have capacity for 29 spaces (1 per apartment) plus 10 communal cycle parking spaces, which in total is equivalent to a 134% provision. Considering the levels of bicycle use in the area, the proposed number of cycle parking spaces is considered appropriate to accommodate expected cycle parking demand.
- Refuse collection vehicles will service the site from Cross Road and will be able to manoeuvre to within approximately 10m of the bin store, in accordance with BS:5906 and Manual for Streets, and as per the arrangement on Cross Road for the existing residential dwellings;
- Based on agreed trip rates, the proposed residential use is expected to generate 7 two-way trips during the AM and 7 two-way trips during the PM peak hours, equivalent to 1 trip every 8 to 9 minutes. Considering the low number of trips generated, the proposed development will have a negligible traffic impact on the local highway network; and

- Although a full Travel Plan is not required, in order to reduce single occupancy car journeys and encourage sustainable travel, a range of travel plan measures and initiatives could be introduced.
- The Chorlton Irish Club will retain 13 on-site parking spaces, in compliance with MCC's Core Strategy (Policy T2) and maximum parking standards for 'leisure facilities'.
- Although the proposed parking provision at the club complies with MCC's maximum parking standards, it is acknowledged that the number of spaces available on-site has reduced, and therefore further analysis has been undertaken to demonstrate that the parking provision available to the club is adequate to accommodate expected parking demand.
- The TRICS based car parking analysis has demonstrated that there will be adequate parking provision available, both on-site and on the local highway network, to accommodate the expected parking demand generated by the club. It should also be noted that the on-street parking survey only considered Cross Road, despite on-street parking also being available on other road in the immediate local area.
- The parking analysis shows that the club's parking demand is expected to marginally exceed the on-site parking provision, although during the peak hour only 4 vehicles would be required to park on-street, with 12 spaces remaining available on-street during this period.
- The development site also benefits from high levels of accessibility to sustainable modes of travel, and as the club will primarily serve the local community, it is reasonable to expect that a significant number of visitors will choose to travel using sustainable modes.
- Overall, it can be concluded that the proposed development will have not have a severe impact on the local highway network, which is the threshold stated by the NPPF (Paragraph 111) under which development should not be refused on highways grounds.

9.2 Conclusion

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

APPENDICES

APPENDIX A

MCC Highways Scoping Correspondence

Subject: RE: Chorlton Irish Club, Cross Road - pre-app and scoping
Date: Friday, 6 August 2021 at 09:43:18 British Summer Time
From: Laura Wareing
To: Michael Anthony, Mark Edwards
CC: Neil Bayliss-Rowe, Muniza Usmani
Attachments: image008.png, image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.png

Morning Michael,

I hope you are well. Thank you for your email and seeking pre-application advice. Please see Highways response below.

Context:

Seeking full planning permission for a residential scheme at the site of the Chorlton Irish Club on Cross Road in Chorlton, Manchester. The latest scheme design comprises 29 apartments in a new block constructed on the existing car parking area. Chorlton Irish Club is to be retained in its existing building, with reduced on-site parking provision.

Initial feedback from MCC:

"We continue to have concerns in relation to the proposition that the car park would be developed in isolation from Chorlton Irish Club as the Club building could operate under its existing lawful use, which whilst it has been struggling, could at some point operate at a capacity that may generate car parking demand that would not be catered for and may give cause for concern."

This email provides a response on the Technical Notes submitted as pre-application advice.

Response to Technical Note:

- Cross Road is adopted highway and has a 20mph speed limit in place along its entirety. No Waiting at Any Time is in place at its junction with High Lane.
- Beech Road Park is situated south of the development site and residential properties are situated on Cross Road south east. Residential dwellings have off-street parking.
- The site is located in an accessible location with active and sustainable travel options.

Irish Club Comments:

- The two access points into the Chorlton Irish Club car park are to be retained.
- If built new today MCC Parking Standards would require the Irish Club to have 38 parking spaces, of which 6 would be disabled. Six secure and sheltered cycle spaces would also be required.
- The proposed residential development would reduce parking opportunities at Chorlton Irish Club from 60 to c. 8 – 10 spaces.
- Although, the TRICS assessment suggests that 8-12 parking spaces is sufficient for the Chorlton Irish Club Highways have concerns about the reduced number of parking opportunities.
- Highways have concerns about the potential highways impact on the surrounding Highway network when Chorlton Irish Club holds events.
- Request that details on the number of events per year and attendees is sought. Including whether the events are during the day/evening etc.
- Recommended that applicant speak to the club to understand if there is an existing Travel Plan and/or car park management strategy in place to manage vehicle parking at events. It is

also recommended that on-site surveys are completed during term-time to understand parking accumulation along Cross Road – particularly adjacent to Beech Road Park where the Technical Note suggests there could be additional parking opportunities for the Chorlton Irish Club.

Residential Comments

- Proposed dwellings will have 100% parking provision (29 spaces) which is acceptable to Highways. For the avoidance of doubt 3m x 6m driveways should be in place.
- Electrical Vehicle Charging Point (min 7Kw) would be required for each parking space.
- A sheltered and secure bike store is required for each property with a minimum of 2 cycle spaces.
- Details on bin collection and waste management scheme on Cross Road and within the site are required. This include details on how they will ensure the refuse vehicle does not impede traffic at the existing junctions.
- It is recommended that all fencing/railings adjacent to the adopted highway are visually permeable from a distance of 600m upwards to ensure adequate visual permeability for child pedestrians.
- Gated accesses will need to provide inwards opening gates to ensure they do not impact on the adopted highway.

General Comments:

- If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, street-lighting, surfacing, stats etc.
- For the avoidance of doubt roads are only adoptable if they are a minimum of 5.5m with 2m footways on each side.
- To ensure the development does not adversely impact existing highway safety and operation, the Developer should fund suitable mitigation measures. This is likely to include, but is not limited to additional TROs and refreshing the 20mph zone road markings and associated speed cushions on Cross Road. All mitigation is at the Developer's cost with nil cost to MCC and will be subject to detailed design review via a S278 agreement with MCC Highways.
- Due to the location of the proposed site in relation to an existing junction and residential dwellings a Construction Management Plan would be require to detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.
- Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

In terms of the Transport Statement scoping Highways can confirm that this is acceptable.

Please do not hesitate to contact me if you have any queries.

Many thanks and have a lovely weekend,

Laura

Laura Wareing, Assistant Engineer
Mobile: 07563674512
Highways Development Control
Growth and Neighbourhoods Directorate

Email: laura.wareing@manchester.gov.uk

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

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



****PLEASE NOTE:** In light of the COVID-19 situation I am currently working from home - please bear with me in responding to your email.

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

Sent: 19 July 2021 12:02

To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Cc: Mark Edwards <markedwards@modetransport.co.uk>

Subject: Chorlton Irish Club, Cross Road - pre-app and scoping

Hi Neil,

I hope you are well?

Mode has been appointed to provide transport and highways advice for a residential scheme at the site of the Chorlton Irish Club on Cross Road in Chorlton, Manchester. The latest scheme being considering comprises 29 apartments in a new block constructed in the existing car parking area. Chorlton Irish Club is being retained in its existing building, with reduced on-site parking provision. Vehicular access to the apartments and Chorlton Irish Club will be provided via the existing access junctions on Cross Road.

It should be noted that the scheme being considered is at a pre-application stage; therefore, this note does not relate to any existing planning applications at the site.

Initial feedback has been received from MCC regarding the parking provision at the Chorlton Irish Club. In response to MCC's comments, the attached Technical Note has been produced to provide evidence and analysis to support the proposed level of parking provision serving the Chorlton Irish Club.

I would be grateful if you were able to review the attached note, which also includes MCC's initial comments and the latest development layout drawing, and provide your pre-application highways comments.

To accompany a future planning application, it is our intention to produce a Transport Statement. In addition to pre-application comments, I am also emailing to confirm this approach and set out the scope of the Transport Statement for your approval, as summarised in the points below:

- **Existing conditions and accident data** – description of the site location and local highway network, and review of personal injury collision data based on the most recent available 5-year period;
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Development Proposals** – full description of the development proposals and vehicular access arrangement;
- **Trip Generation** – undertake a TRICS based trip generation exercise for the existing club use (TRICS output attached to the note) and proposed residential use (TRICS output attached to this email);
- **Car Parking** – assess car and cycle parking provision for both the proposed residential development and existing club, with reference to standards local adopted parking standards;
- **Servicing** – assess the delivery and servicing arrangements, including waste collections, and undertaken swept path analysis where necessary; and
- **Travel Plan Measures** – provide an overview of travel plan measure to support and encourage sustainable travel.

Based on the proposed scale of development, expected trip generation and site location, it is not intended to undertake any traffic modelling.

I would be grateful if you could provide confirmation that the Transport Statement scope is acceptable. If you have any queries or need any further information please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

☎ 0161 464 9495

☎ 07841 572 743

✉ michaelanthony@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

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

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APPENDIX B

On-Street Parking Survey Data

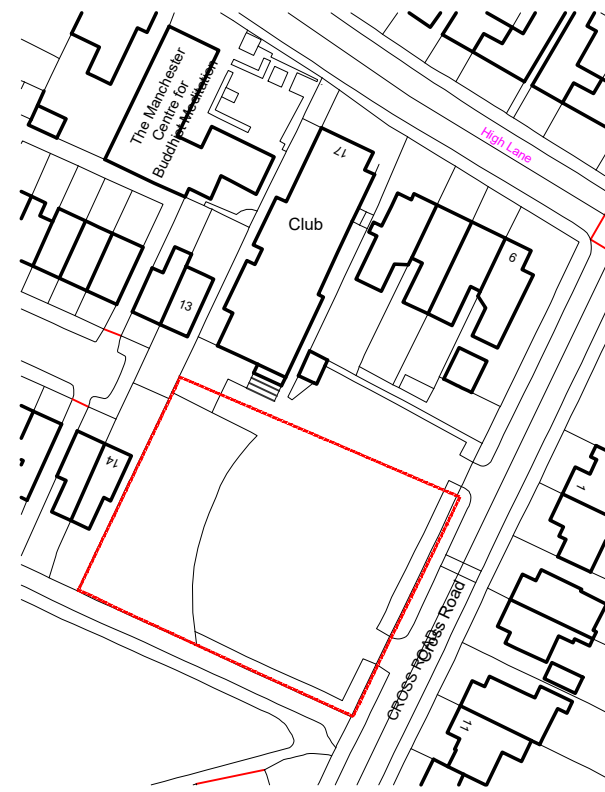
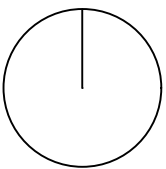
APPENDIX C

Proposed Development Site Layout



Cross Road, Chorlton

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Revision	Description	Date

Drawing Number: (PL)001 REV B	Date: 22.12.21
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Stage: PLANNING

Scale: 1:200 + 1:1250 @ A1

Drawn By: HH	Checked By: IJ
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Client: Southway Housing Trust

Drawing Title: PROPOSED SITE PLAN + LOCATION PLAN

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RIBA

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W viewassociates.co.uk
View Associates Ltd
Greystone House, Moss Lane
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PROPOSED GROUND FLOOR



PROPOSED FIRST FLOOR



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Stage: PLANNING	
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Client: Southway Housing Trust	
Drawing Title: PROPOSED PLANS 01	

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CHARTERED ARCHITECT

RIBA

T 0161 941 7458

W viewassociates.co.uk

View Associates Ltd

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Cross Road, Chorlton



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PROPOSED SECOND FLOOR



PROPOSED THIRD FLOOR



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Drawing Number: (PL)003 REV B	Date: 22.12.21
Stage: PLANNING	
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Client: Southway Housing Trust	
Drawing Title: PROPOSED PLANS 02	

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T 0161 941 7458
W viewassociates.co.uk
View Associates Ltd
Greystone House, Moss Lane
Altrincham WA15 8HW

Cross Road, Chorlton





PROPOSED SOUTH ELEVATION (TO BEECH ROAD PARK)



PROPOSED NORTH ELEVATION

Cross Road, Chorlton



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Revision	Description	Date

Drawing Number: (PL)004 REV B	Date: 22.12.21
Stage: PLANNING	
Scale: 1:100 @ A1	
Drawn By: HH	Checked By: IJ
Client: Southway Housing Trust	
Drawing Title: PROPOSED ELEVATIONS 01	

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W viewassociates.co.uk
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PROPOSED EAST ELEVATION (TO CROSS ROAD)

Revision	Description	Date



PROPOSED WEST ELEVATION (TO THORNBRIDGE AVENUE)

Drawing Number: (PL)005 REV B	Date: 22.12.21
Stage: PLANNING	
Scale: 1:100 @ A1	
Drawn By: HH	Checked By: IJ
Client: Southway Housing Trust	
Drawing Title: PROPOSED ELEVATIONS 02	

VIEW

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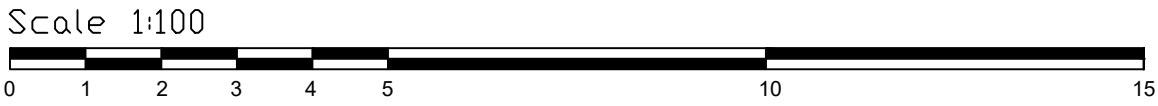
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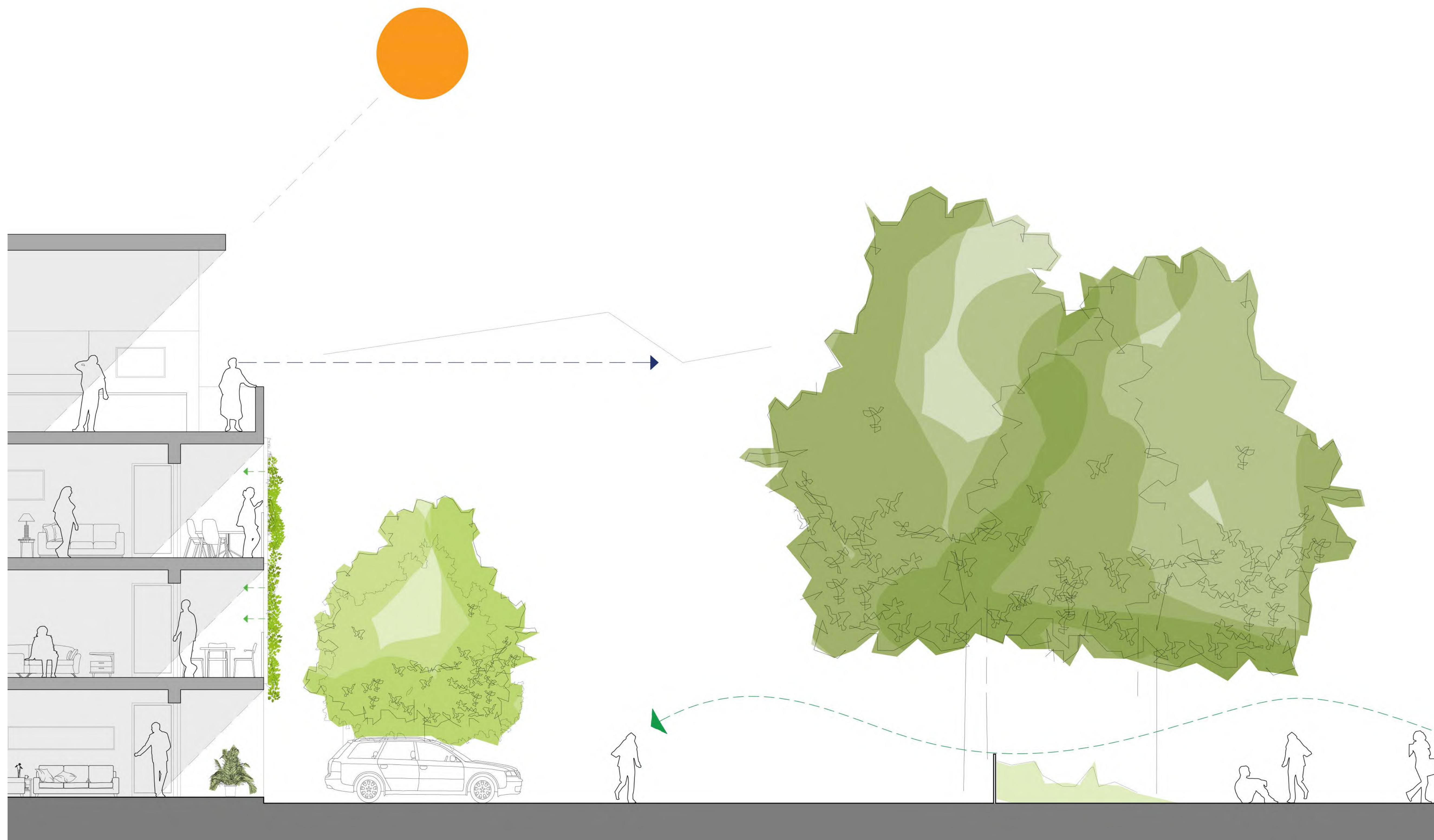


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Revision	Description	Date

Drawing Number: (PL)006	Date: 03.12.21
Stage: PLANNING	
Scale: 1:50 @ A1	
Drawn By: HH	Checked By: IJ
Client: Southway Housing Trust	
Drawing Title: Proposed Section A,A	



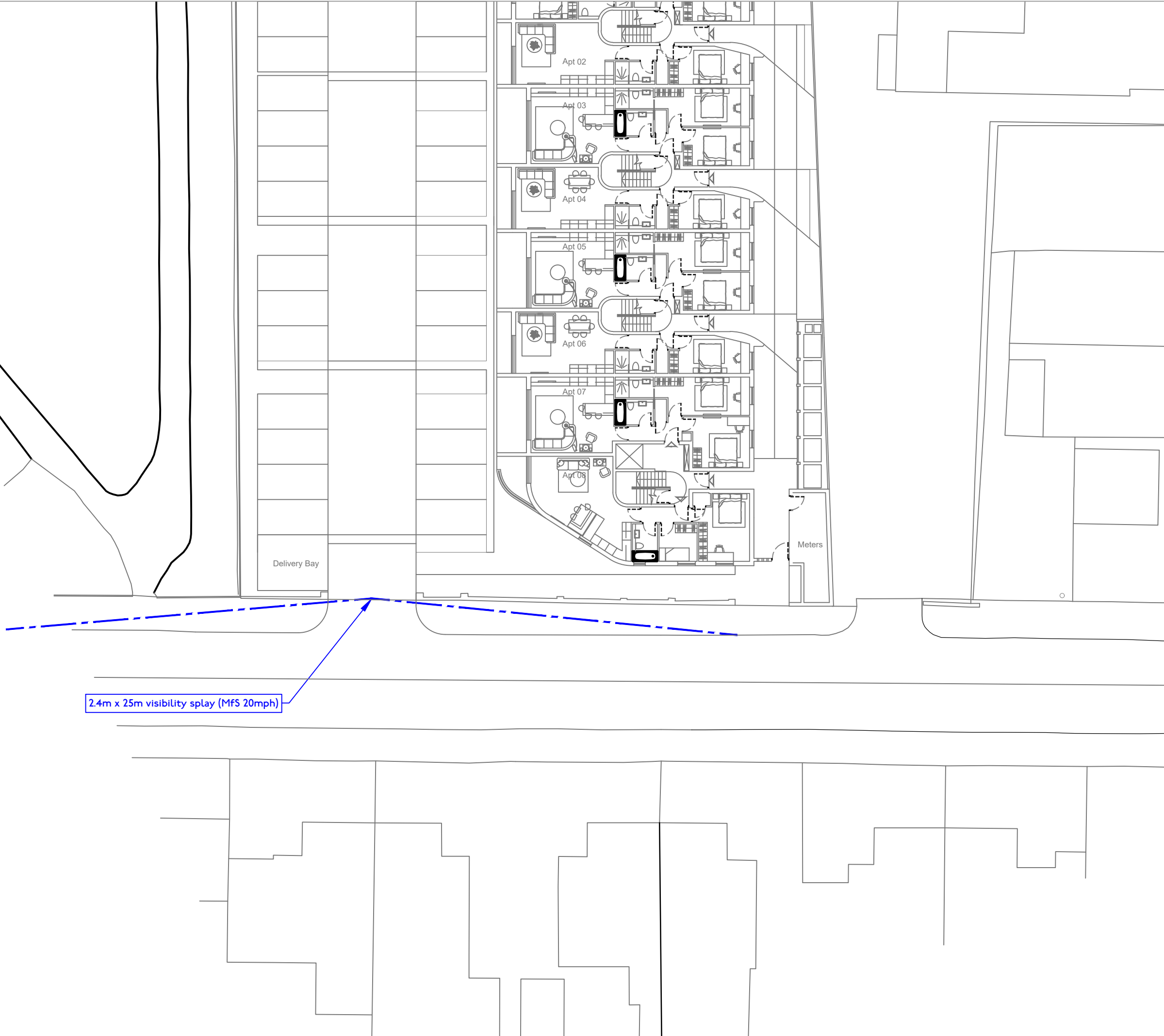
Cross Road, Chorlton

Scale 1:50



APPENDIX D

Proposed Site Access Junction



2.4m x 25m visibility splay (MfS 20mph)



transport planning

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

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

issue/revision				
rev a	24/05/2022	issued		
-	07/01/2022	issued		
l/r	date	description		

client: southway housing trust
project: cross road, chorlton-cum-hardy
project number: J325290
scale: 1:250@A3
drawing title:
preliminary site access
drawing number:
J32-5290-PS-001 rev a

APPENDIX E

TRICS Outputs – ‘Residential - Flats Privately Owned’

Calculation Reference: AUDIT-754101-210719-0720

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	3 days
ES	EAST SUSSEX	1 days
EX	ESSEX	2 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
DV	DEVON	1 days
04 EAST ANGLIA		
CA	CAMBRIDGESHIRE	1 days
NF	NORFOLK	2 days
SF	SUFFOLK	3 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
NT	NOTTINGHAMSHIRE	2 days
06 WEST MIDLANDS		
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
SY	SOUTH YORKSHIRE	1 days
08 NORTH WEST		
MS	MERSEYSIDE	2 days
09 NORTH		
CB	CUMBRIA	1 days
10 WALES		
CO	CONWY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 184 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/10/20

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	5 days
Tuesday	11 days
Wednesday	4 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	25 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

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	13
Built-Up Zone	6
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

C3	25 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	7 days
125,001 to 250,000	8 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	15 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	2 days
No	23 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	25 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	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
7	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
8	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
9	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	ES-03-C-01	BLOCK OF FLATS		EAST SUSSEX
	OLD SHOREHAM RD			
	BRIGHTON			
	HOVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	26/09/17		Survey Type: MANUAL
11	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
12	EX-03-C-02	BLOCK OF FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
13	HC-03-C-01	BLOCKS OF FLATS		HAMPSHIRE
	CROSS STREET			
	PORTSMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18		Survey Type: MANUAL
14	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL
15	MS-03-C-02	BLOCKS OF FLATS		MERSEYSIDE
	SOUTH FERRY QUAY			
	LIVERPOOL			
	BRUNSWICK DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	184		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
16	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18		Survey Type: MANUAL
17	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
19	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
20	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
21	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
22	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
23	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
24	SY-03-C-01	BLOCKS OF FLATS	SOUTH YORKSHIRE
	HEELIS STREET		
	BARNSELEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	112	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
25	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	73	0.045	25	73	0.140	25	73	0.185
08:00 - 09:00	25	73	0.056	25	73	0.178	25	73	0.234
09:00 - 10:00	25	73	0.069	25	73	0.090	25	73	0.159
10:00 - 11:00	25	73	0.067	25	73	0.084	25	73	0.151
11:00 - 12:00	25	73	0.071	25	73	0.079	25	73	0.150
12:00 - 13:00	25	73	0.093	25	73	0.092	25	73	0.185
13:00 - 14:00	25	73	0.069	25	73	0.083	25	73	0.152
14:00 - 15:00	25	73	0.071	25	73	0.078	25	73	0.149
15:00 - 16:00	25	73	0.099	25	73	0.065	25	73	0.164
16:00 - 17:00	25	73	0.116	25	73	0.076	25	73	0.192
17:00 - 18:00	25	73	0.156	25	73	0.083	25	73	0.239
18:00 - 19:00	25	73	0.161	25	73	0.089	25	73	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.073			1.137			2.210

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:	6 - 184 (units:)
Survey date range:	01/01/13 - 16/10/20
Number of weekdays (Monday-Friday):	25
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.

APPENDIX F

TRICS Outputs – ‘Leisure – Community Centre’

Calculation Reference: AUDIT-754101-220106-0148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 210 to 2329 (units: sqm)
 Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/06/18

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

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

Selected survey types:

Manual count	11 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	5
Suburban Area (PPS6 Out of Centre)	6

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

Selected Location Sub Categories:

Residential Zone	6
Built-Up Zone	2

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:

F2(b) 11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	6 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
100,001 to 125,000	5 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	6 days
1.1 to 1.5	5 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 11 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 11 days

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

LIST OF SITES relevant to selection parameters

1	BA-07-Q-01	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
	SAINT MARKS ROAD		
	BATH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	900 sqm	
	Survey date: FRIDAY	29/09/06	Survey Type: MANUAL
2	BA-07-Q-02	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
	OFF THE A36		
	BATH		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	415 sqm	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
3	CA-07-Q-02	COMMUNITY CENTRE	CAMBRIDGESHIRE
	HIGH STREET		
	CAMBOURNE		
	Edge of Town Centre		
	High Street		
	Total Gross floor area:	629 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
4	CV-07-Q-01	COMMUNITY CENTRE	CAVAN
	KILLYMOONEY DRIVE		
	CAVAN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	922 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
5	DH-07-Q-01	COM. CENTRE	DURHAM
	JUTLAND ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	28/09/07	Survey Type: MANUAL
6	DL-07-Q-01	COMMUNITY CENTRE	DUBLIN
	BALLYBOUGH ROAD		
	DUBLIN		
	BALLYBOUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
7	FA-07-Q-01	COMMUNITY CENTRE	FALKIRK
	DAVID'S LOAN		
	FALKIRK		
	BAINSFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	675 sqm	
	Survey date: THURSDAY	19/04/07	Survey Type: MANUAL
8	ST-07-Q-01	COMMUNITY CENTRE	STAFFORDSHIRE
	DUDLEY ROAD		
	WOLVERHAMPTON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2329 sqm	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE		SWANSEA
	Edge of Town Centre High Street Total Gross floor area:		500 sqm	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
10	TV-07-Q-01 FULBECK ROAD MIDDLESBROUGH	COM. CENTRE		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		225 sqm	
	Survey date: WEDNESDAY		26/09/07	Survey Type: MANUAL
11	WL-07-Q-01 OLD COURT WOOTTON BASSETT	COM.CENTRE		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		210 sqm	
	Survey date: TUESDAY		03/10/06	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.

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.11

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	676	0.148	3	676	0.049	3	676	0.197
08:00 - 09:00	11	828	0.560	11	828	0.110	11	828	0.670
09:00 - 10:00	11	828	0.736	11	828	0.406	11	828	1.142
10:00 - 11:00	11	828	0.450	11	828	0.384	11	828	0.834
11:00 - 12:00	11	828	0.373	11	828	0.648	11	828	1.021
12:00 - 13:00	10	888	0.507	10	888	0.473	10	888	0.980
13:00 - 14:00	10	888	0.360	10	888	0.349	10	888	0.709
14:00 - 15:00	10	888	0.473	10	888	0.507	10	888	0.980
15:00 - 16:00	10	888	0.417	10	888	0.574	10	888	0.991
16:00 - 17:00	10	888	0.203	10	888	0.293	10	888	0.496
17:00 - 18:00	10	888	0.619	10	888	0.428	10	888	1.047
18:00 - 19:00	10	888	0.845	10	888	0.450	10	888	1.295
19:00 - 20:00	10	888	0.619	10	888	0.800	10	888	1.419
20:00 - 21:00	10	888	0.158	10	888	0.574	10	888	0.732
21:00 - 22:00	6	988	0.118	6	988	0.557	6	988	0.675
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.586			6.602			13.188

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:	210 - 2329 (units: sqm)
Survey date range:	01/01/05 - 07/06/18
Number of weekdays (Monday-Friday):	11
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.

APPENDIX G

TRICS Outputs – ‘Hotel, Food & Drink – Pub / Restaurant’

Calculation Reference: AUDIT-754101-220106-0104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
11	SCOTLAND	
	AD ABERDEEN 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: Gross floor area
 Actual Range: 285 to 2384 (units: sqm)
 Range Selected by User: 175 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/10/19

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

Selected survey days:

Friday	7 days
Saturday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	7

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	6

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:

Sui Generis 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	4 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	4 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 9 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 9 days

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

LIST OF SITES relevant to selection parameters

1	AD-06-C-01	PUB/RESTAURANT	ABERDEEN CITY
	WESTBURN ROAD ABERDEEN		
	Edge of Town Centre No Sub Category Total Gross floor area:	315 sqm	
	Survey date: FRIDAY	13/05/05	Survey Type: MANUAL
2	CH-06-C-02	PUB/RESTAURANT	CHESHIRE
	OXFORD ROAD MACCLESFIELD		
	Edge of Town Centre No Sub Category Total Gross floor area:	471 sqm	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
3	CW-06-C-01	PUB/RESTAURANT	CORNWALL
	FORE STREET CAMBORNE POOL		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	285 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL
4	DH-06-C-01	PUB/RESTAURANT	DURHAM
	WOOLER ROAD HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1000 sqm	
	Survey date: SATURDAY	29/09/07	Survey Type: MANUAL
5	HC-06-C-02	BEEFEATER	HAMPSHIRE
	BOURNEMOUTH ROAD EASTLEIGH AMPFIELD		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
6	NO-06-C-01	PUB/RESTAURANT	NORTH LINCOLNSHIRE
	LUNEBERG WAY SCUNTHORPE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	2384 sqm	
	Survey date: FRIDAY	23/09/05	Survey Type: MANUAL
7	NT-06-C-02	PUB/RESTAURANT	NOTTINGHAMSHIRE
	MANSFIELD ROAD NOTTINGHAM DAYBROOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1185 sqm	
	Survey date: FRIDAY	18/05/07	Survey Type: MANUAL
8	TV-06-C-01	PUB/RES.	TEES VALLEY
	MARTON ROAD MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	1200 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	WY-06-C-02	TOBY CARVERY	WEST YORKSHIRE
	ROOLEY LANE		
	BRADFORD		

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 430 sqm

Survey date: SATURDAY

08/12/12

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.

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Licence No: 754101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.36

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	9	858	0.285	9	858	0.246	9	858	0.531
11:00 - 12:00	9	858	1.049	9	858	0.544	9	858	1.593
12:00 - 13:00	9	858	2.137	9	858	1.088	9	858	3.225
13:00 - 14:00	9	858	2.047	9	858	1.995	9	858	4.042
14:00 - 15:00	9	858	1.269	9	858	1.852	9	858	3.121
15:00 - 16:00	9	858	1.049	9	858	1.347	9	858	2.396
16:00 - 17:00	9	858	1.516	9	858	1.244	9	858	2.760
17:00 - 18:00	9	858	2.021	9	858	1.865	9	858	3.886
18:00 - 19:00	9	858	2.306	9	858	1.801	9	858	4.107
19:00 - 20:00	9	858	2.720	9	858	2.500	9	858	5.220
20:00 - 21:00	9	858	1.917	9	858	2.487	9	858	4.404
21:00 - 22:00	9	858	1.438	9	858	2.124	9	858	3.562
22:00 - 23:00	8	926	0.756	8	926	1.242	8	926	1.998
23:00 - 24:00	8	926	0.203	8	926	0.972	8	926	1.175
Total Rates:			20.713			21.307			42.020

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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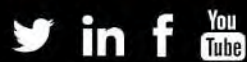
Parameter summary

Trip rate parameter range selected:	285 - 2384 (units: sqm)
Survey date range:	01/01/05 - 04/10/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	2
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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Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 211 8180

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)