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LANE END ROAD, BURNAGE

TRANSPORT STATEMENT

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Hasaza Estates Limited to provide transport and highways advice in relation to a planning application for a proposed mixed-use development in Burnage, Manchester. The proposed scheme will consist of 56 apartments and associated car parking. The description of development is as follows:

"Demolition of the existing buildings and erection of a mixed-use development with retail (Use Class E) at the ground floor and residential development (Use Class C3) and roof terrace above, in addition to car parking, landscaping, and associated infrastructure at the site."

1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

1.2.1 The purpose of this Transport Statement (TS) is to inform Highways Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and any potential impacts on the surrounding area from a traffic and transportation perspective. A separate Framework Travel Plan (FTP) has also been produced by Curtins in respect of the development proposals (Curtins Document Reference: 083436-CUR-00-XX-RP-TP-00002).

1.3 Pre-application

1.3.1 Curtins, alongside members of the wider design team, attended a pre-application meeting (Microsoft Teams) with Highways Officers from MCC on Wednesday 17th April 2024 to discuss the latest development proposals and scope of the documentation required to support the forthcoming planning application, and discuss traffic and transportation matters in greater detail.

1.3.2 Subsequently, Curtins undertook further pre-application engagement with MCC Highway Officers in June 2025 regarding the proposed development.

1.3.3 The pre-application meeting was undertaken on a previous iteration of the scheme for 32 dwellings, but the principles discussed with MCC have been retained for the updated scheme.

1.3.4 Discussions with MCC Highways to date have included the proposed access, car/cycle/EV/disabled parking and servicing arrangements.

1.4 Scope of the Report

1.4.1 The scope of this report has been shaped by the pre-application discussions to date and is consistent with the guidance and recommendations set out in Local and National planning policy. On this basis, the TS contains the following:

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

1.5 Structure of the Report

1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.

1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.5.6 Information on national and local planning summary is in **Section 6** and **Section 7** summarises and concludes the report.

2.0 Site Location

2.1 Site Location

2.1.1 The site is located in Burnage, approximately 7km south of Manchester City Centre and 4km west of Stockport.

2.1.2 The site is bounded by the A34 to the west, Lane End Road to the north, Kingsway Medical Practise to the east and Fog Lane to the south.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

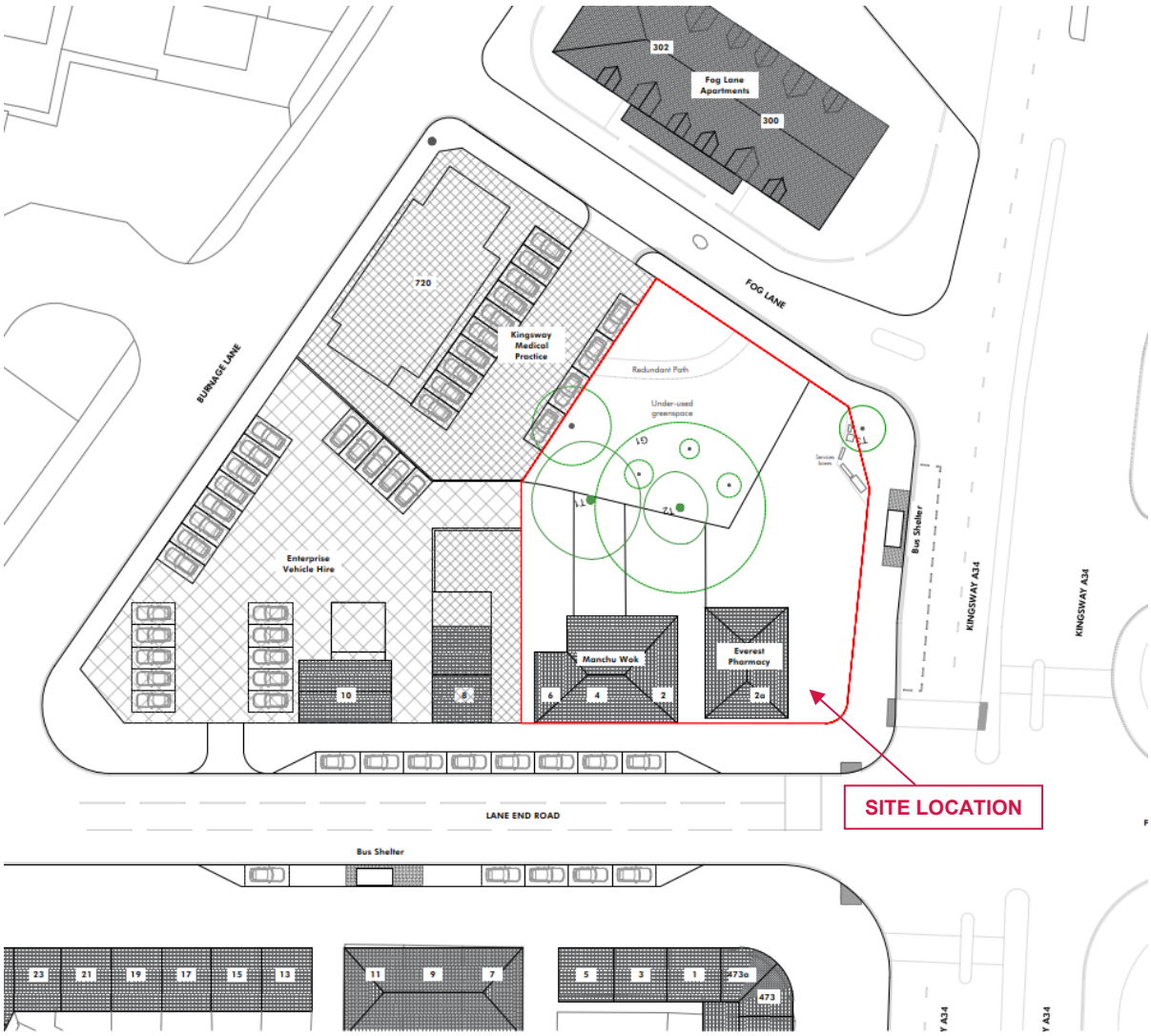


Figure 2.1 – Site Location (Source: Group/d Architects)

2.2 Existing Use and Access

2.2.1 The site currently operates as 'Everest Pharmacy' and includes an area of informal surface car parking. Vehicular access for the current site takes place to the south of the building from Fog Lane. Pedestrian access takes place from existing footway provisions along Lane End Road and the A34 Kingsway.

2.3 Surrounding Highway Network

Lane End Road

2.3.1 Lane End Road is situated to the north of the proposed development site and extends on a west to east alignment, forming a signalised crossroads junction with the A34 Kingsway and Fog Lane. Lane End Road is a two directional single carriageway road with right turn lanes situated at the west and east ends of the carriageway and is subject to a 30mph speed limit.

2.3.2 Land End Road has a carriageway width of approximately 10m and footways are situated on both sides of the carriageway behind metal vehicular restraint posts. There are also keep clear markings situated at certain points on both sides of the carriageway to protect access points. On-street parking is available with no loading signs between the hours of 07:30-09:30 and 16:00-18:30. Street lighting is present throughout its entirety and signalised crossings are present at both the west and eastern ends of the carriageway, as well as tactile paving. **Figure 2.2** below shows site imagery from Lane End Road.



Figure 2.2 – Site Imagery of Lane End Road

A34 (Kingsway)

The A34 Kingsway is located to the west of the site and runs on a general north to south alignment, forming part of the signalised crossroad junction with Lane End Road. The A34 Kingsway is a two-lane two-way road with a central grass verge in the middle of the carriageway and an average total width of c.20m.

2.3.3 There are high levels of pedestrian infrastructure present on the A34 with wide footways measuring approximately c.5m. Additionally, there are pedestrian crossing points with tactile paving at the T-junction with the A34/Fog Lane. There is bus stop infrastructure on the A34 which will be further explored in **Section 4** of this TS, and the road is subject to a 30mph speed limit at this location.

Fog Lane (West of the Site)

2.3.4 Fog Lane is situated approximately 50m to the west of the proposed development site and is a 20mph road with a carriageway width of approximately c.7m. Fog Lane forms the western arm of the signalised crossroads with Lane End Road and the A34 Kingsway.

2.3.5 There is a footway present on both sides of the carriageway, measuring approximately c.2-3m as well as street lighting present throughout its entirety. At the eastern end of the carriageway there is a pedestrian crossing with tactile paving and dropped kerbs present. Generally, Fog Lane (west of the site) has limited Traffic Regulation Orders (TROs) meaning that on-street parking is available, some of which was observed on site.

Fog Lane (South of the Site)

2.3.6 Fog Lane is also situated to south of the proposed development and runs on a west to east alignment. At its western end Fog Lane is a one-way directional road (eastbound) with a contraflow cycle lane, the eastern end operates two-way up until the Kingsway Medical Practice. A speed limit of 30mph and footways and streetlighting are present throughout. TROs are present in the form of double yellow lines on both sides of the carriageway. **Figure 2.3** below shows site view imagery of Fog Lane (south of the site):



Figure 2.3 – Site Imagery of Fog Lane

2.4 ATC Survey

2.4.1 Curtins commissioned a 3rd party traffic survey to undertake a 7-day Automatic Traffic Count (ATC) survey along Fog Lane (from 15th May 2025 onwards). The key findings from the ATC survey are summarised in **Table 2.1** below and the raw survey data is provided in **Appendix B**:

Direction	Average Daily Vehicles	OGV/Bus %	Average Speed (mph)	85th Percentile Speed (mph)
North-westbound	17	0%	11.5	14.6
South-eastbound	360	0%	15.0	19.7

Table 2.1 – Fog Lane ATC Survey

2.4.2 The above table demonstrates that average and 85th percentile vehicle speeds were recorded comfortably lower than the posted 30mph speed limit on Fog Lane. Average daily vehicles were low with 360 vehicles travelling south-eastbound, some vehicles were observed to be travelling north-west bound against the existing TROs, but these were observed be very low/infrequent.

2.4.3 For the traditional network peak hours, the south-eastbound weekday average was 14 vehicles in the AM peak and 34 vehicles in the PM peak. This equates to approximately one vehicle every 4 minutes in the AM peak and 2 minutes in the PM peak. This demonstrates that Fog Lane is very lightly trafficked past the proposed site access.

2.5 Highway Safety

Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Transport for Greater Manchester (TfGM)'s reported road accidents website for the most recent five years (60-month period). The Study Area considered for the accident review is shown at **Figure 2.4** below and a breakdown of the information is contained in **Table 2.2:**

Junction/Link	Slight	Serious	Fatal	Totals
Lane End Road/A34 Junction	3	0	1	4
Lane End Road	2	0	0	2
Fog Lane (west)	2	0	0	1
Kingsway (A34)	4	1	0	4
Burnage Lane	2	0	1	3
Total	**13**	**1**	**2**	**16**

Table 2.2 – Accident Data Collision Data Summary

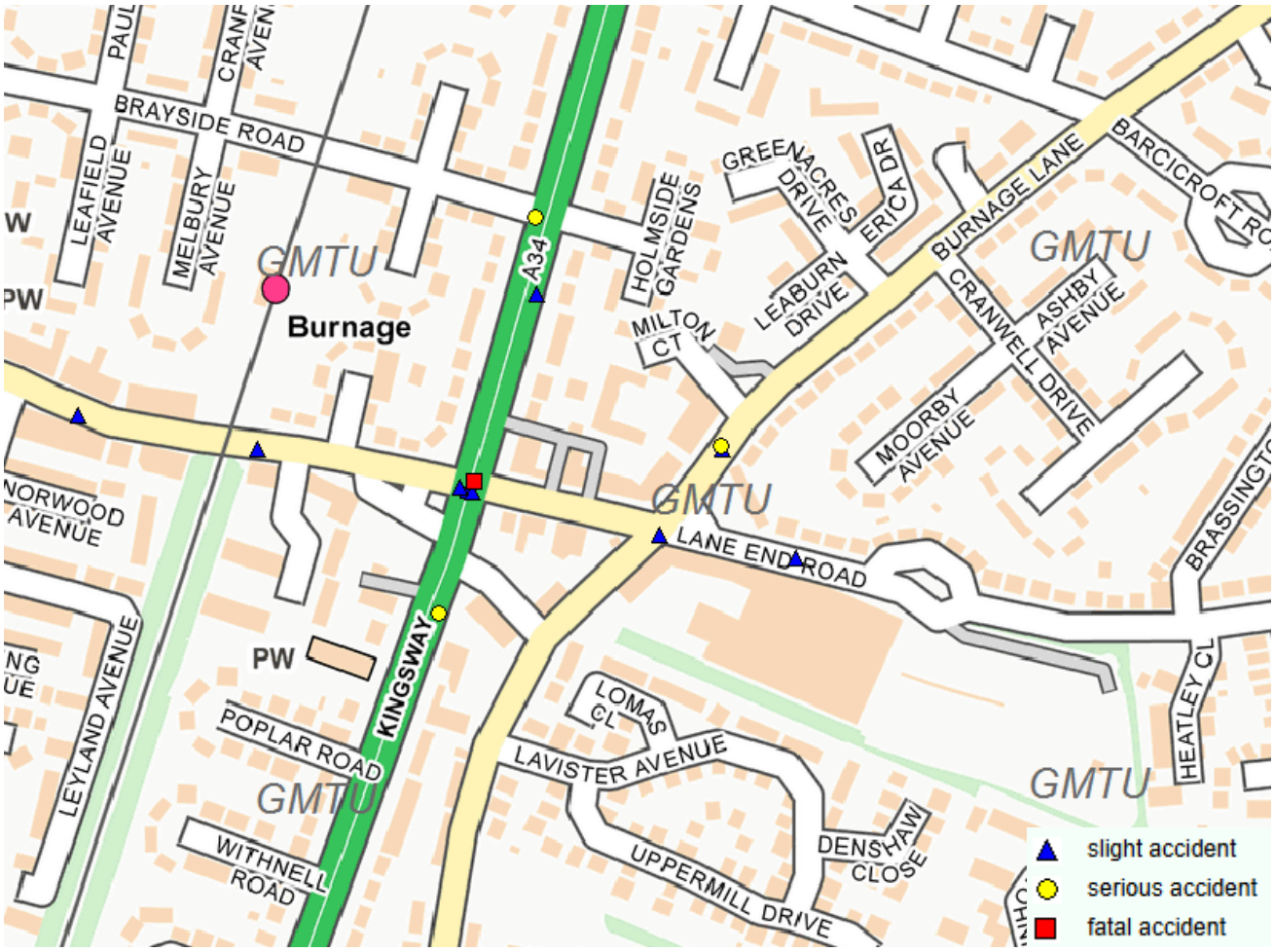


Figure 2.4 – Accident Data Study Area (5 years)
(Source: TfGM, 2025)

2.5.1 There has been a total of 11 collisions in the latest five-year period available, comprising 7 slight, 3 serious and 1 fatal accident.

2.5.2 The information on TfGM's online mapping database does not include causation factors, therefore additional information has been obtained from CrashMap. Crashmap is a professional service which only publishes official data that is provided by the Department for Transport (DfT). This information can be beneficial in reviewing highway safety and therefore reports for the three serious and one fatal accidents have been obtained and summarised in the following paragraphs. The full Crashmap records for the fatal accidents have been included in **Appendix C**.

2.5.3 A fatal accident was recorded at the A34 Kingsway/Lane End Road signals to the north-west of the site. The incident occurred on Saturday 28th November 2020 during darkness (with streetlights present and

lit) and dry road conditions, when a car proceeding normally along the carriageway collided with a cyclist resulting in fatal injuries to the rider. It is noted that the A34 Kingsway/Lane End Road junction is signal controlled and includes advanced cycle stop lines on all arms.

2.5.4 A serious accident was recorded at the Brayside Road/Kingsway Junction. The incident occurred on Monday 13th September 2021 in dry and dark conditions, when a car proceeding along the carriageway collided with a pedestrian crossing from the drivers nearside in the centre of the carriageway (not on refuge or central island). The pedestrian was seriously injured.

2.5.5 A serious accident was recorded on the A34 on Monday 8th July in dry and daylight conditions. A car collided with a motorcyclist at its front impact point. The rider of the motorcyclist was seriously injured.

2.5.6 A serious accident was reported on Burnage Lane on Monday 12th August 2024 in dry and daylight conditions. A vehicle which was stationary in the carriageway was hit from the back and the offside by two other vehicles on the carriageway. Two pedestrians were seriously injured.

2.5.7 Following a review of the accident records, there is nothing to suggest that highway layout or condition were contributory factors, and although the fatal accidents were unfortunate events, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 This TS supports the proposed redevelopment of the Land End Road site to create 56 apartments and communal outdoor uses. Additionally, there will be an under-croft resident's car parking area with space for 24 vehicles (at a 43% provision) and 100% secure cycle parking provision.

3.2 Proposed Access

Vehicular Access

3.2.1 Vehicular access for the proposed under croft car park is located on Fog Lane to the south of the site, c.40m east of the existing access to the current surface car parking on site. The existing access will be re-instated as footway with a kerb reintroduced.

3.2.2 As detailed in **Section 2** Fog Lane operates one-way (eastbound) at the location of the proposed access with 30mph speed limit in place, however vehicles have been observed to be travelling much slower past the site access (85th percentile speeds of 20mph). Vehicles would access the site by turning left onto Fog Lane from the A34 Kingsway, before turning left into the under-croft car park access, which will also operate as left out only. A new dropped kerb will be provided at the proposed access location. This access arrangement is shown in **Drawing 083754-CUR-XX-00-D-TP-75001** at the rear of this report.

3.2.3 As demonstrated on **Drawing 083754-CUR-XX-00-D-TP-75001,** 2.4m X 25m can be achieved to oncoming vehicles, which equates to a 20mph design speed. When considering the recorded vehicle speeds and that vehicles will be slowing down to navigate the A34/Fog Lane left turn (which narrows due to existing kerb radii), this is viewed as sufficient visibility (and a betterment to the existing situation).

Pedestrian and Cycle Access

3.2.4 Pedestrian access for the various end uses will be achieved from existing footway provisions along the site frontages. As demonstrated on the site plan in **Appendix A**, a pedestrian access gate has been included off Lane End Road. Depending on the nature of the journey type and end user, cyclists will either utilise the secure under-croft cycle provisions (accessed off Fog Lane), or the visitor spaces available in the public realm.

3.3 Proposed Parking Provision

3.3.1 As demonstrated on the site plan in **Appendix A**, an under-croft car parking area with 21 standard car parking spaces and 3 disabled parking spaces is proposed equating to an 43% provision. The standard parking bays have been provided with dimensions of 2.4m x 4.8 which is in line with MfS guidance for perpendicular parking bays. Each bay will be fitted with EV charging capabilities.

3.3.2 There will also be a 100% cycle provision, located in secure and covered cycle parking facility for use by residents, supporting the proposed car parking provision on site.

3.3.3 It is considered that this parking provision is in accordance with the transport policies set out in the Manchester Residential Quality Guidance (2017), with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

3.3.4 As prospective residential occupiers come forward, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase or rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport, which would be supported further by the measures set out in the Framework Travel Plan.

3.3.5 Furthermore, as discussed in **Section 4**, it is considered the site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester and neighbouring areas, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

3.3.6 Further justification for the proposed car parking provision is provided in the following sections.

3.4 On-Site Parking Considerations/Justifications

Parking Standards

3.4.1 The Manchester Residential Quality Guidance (2017) document recommends 100% car parking provision "*as a starting point*" outside the city centre, however:

"*Reduced on site provision may be justified on the basis of:*

- *Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- *Identification of sufficient off-site capacity, within 5 minutes' walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*

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- *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme."*

Local Ownership Levels

3.4.1 The level of car parking provision has further been informed by Dataset QS416EW of the 2011 Census, titled 'Car or van availability', centred around the Manchester 040, 41 and 45 Middle Super Output Area (MSOA) where the site is located, for all dwelling types. The findings are demonstrated in **Table 3.1**:

	Number	Percent
No cars or vans in household	2872	30%
1 car or van in household	4320	45%
2+ cars or vans in household	2433	25%

Table 3.1 – Car Ownership

3.4.2 2011 census data has been chosen due to 2021 data being impacted by the Covid pandemic. Recent documentation has been produced by several transport research bodies which suggests that private car use and ownership is declining and there is a more positive shift in the way of alternative, more sustainable, modes of travel. This should be borne in mind when considering the above data.

3.4.3 The table above demonstrates that in 2011, 30% of residents in the area had no cars/vans in their household and 45% owned one car/van (in line with the proposed provisions on site). Limiting the availability of parking would lower this existing level of ownership further in the case of the proposed development site. It should be noted that the above data is based on all dwelling types, whereas the proposed development would include higher density apartments, so demand may also not meet the figures presented above.

3.4.4 In line with this information, and the site's location and its opportunities for the use of sustainable modes of transport, it is anticipated that the car parking provided will be enough to meet demand within the area.

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Local Work Opportunities

3.4.5 The site has excellent access to local public transport services and large local employers that are accessible from the site via different modes of travel. For example, within a 2km walking distance of the site (deemed Preferred Maximum for commuting trips on foot, based on guidance by The Chartered Institution of Highways and Transportation (CIHT)), employment opportunities include East and West Didsbury, Christie Hospital, two large Tesco stores, Parrs Wood Entertainment Centre, Parrs Wood High School and Towers Business Park.

3.4.6 For cycling, within a 5.5km cycling distance (deemed the average cycling distance according to the Department for Transport's walking and cycling statistics in 2021) lies employment opportunities within areas such as Levenshulme, Gatley, Stockport town centre, and Withington. Further afield, an 8km catchment (deemed the maximum acceptable cycling distance based on the 2019 National Travel Survey statistics) includes Chorlton, the southern extents of Manchester city centre, universities along Manchester Oxford Road, Droylsden, Cheadle Hulme and Manchester Airport, all of which comprise a variety of jobs.

3.4.7 Manchester city centre would also be readily accessible via public transport services within a 20–40-minute journey. It is highly likely that residents would use public transport to access such destinations as this would be more convenient and would avoid existing traffic conditions in the city centre.

3.4.8 The 2011 Census dataset 'WU03EW' titled 'Location of usual residence and place of work by method of travel to work (MSOA level)' suggests that c.10% of people who live Burnage/Didsbury area, work in the Burnage/Didsbury area. In the context of the proposed development, it is likely that a similar proportion would work within the local area and would therefore be able to walk or cycle to work.

3.4.9 The 2011 census modal split data corroborates this, with 14% of residents travelling to work on foot or by bicycle. 54% of residents were observed to travel to work by car. This broadly aligns with the proposed parking provision on site and should be interpreted in the context of since 2011 private car use/ownership is declining, and there is a more positive shift in the way of alternative, more sustainable, modes of travel. Furthermore, the Covid pandemic has accelerated the shift towards flexible work patterns and opportunities to work remotely/from home.

Nearby Developments/Precedents

3.4.10 Curtins assisted with the recently consented development for 75 residential apartments at **Tesco Parrs Wood** (Application Reference: 133746/FO/2022) – which proposed similar levels of car parking at 48% provision and was approved at appeal. This scheme is located in close proximity to the site and has similar accessibility characteristics as the proposed development in terms of proximity to active travel links, public transport hubs and local centre amenities. Similarly, a key principle of that site was aimed to promote a car-free lifestyle and low carbon travel choices due to its sustainable location.

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3.4.11 As discussed, it is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Burnage, neighbouring towns and to access Manchester City Centre. A variety of amenities are available are within walking distance and therefore a car may not be necessary for many site users, however Curtins recognises that some residents may still require access to a car. The development proposals therefore include a 47% parking provision (with disabled spaces available).

Local TRO Review of Surrounding Area

3.4.12 A review of the surrounding TRO's has been produced below, to demonstrate that the land surrounding the proposed development site is well controlled, to protect the operation of the adjacent highway network:

- Single and Double yellow lines restricting on-street parking along key highways; and,
- Short-stay parking zones (1 hour).

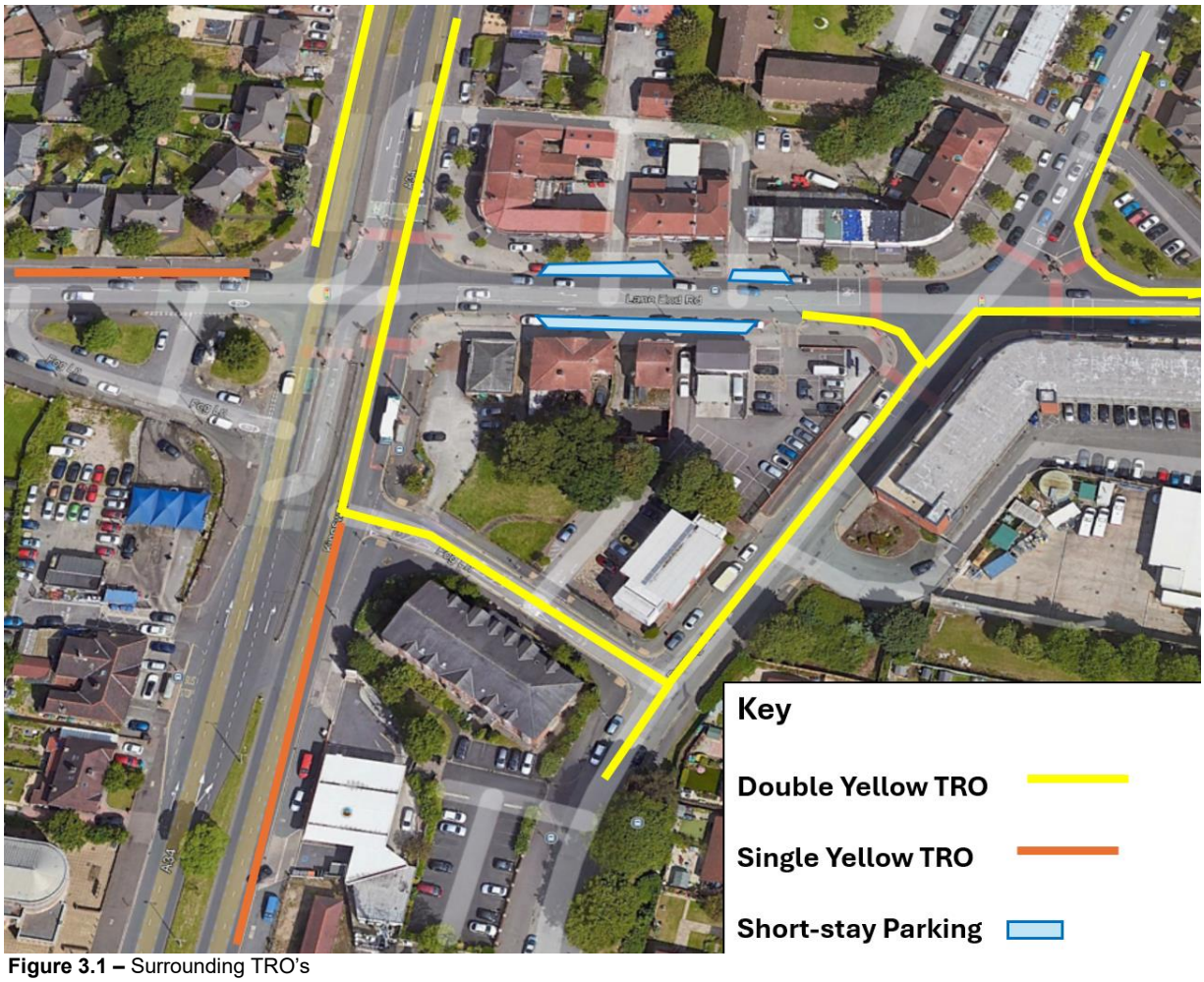


Figure 3.1 – Surrounding TRO's

3.4.13 On-street parking bays in the vicinity of the site can be found along sections of Lane End Road. However, due to the short length of stay for on-street parking bays, it is predicted that these facilities would more likely be used by visitors to the site instead of residents. Fog Lane (west of the site) has limited Traffic Regulation Orders (TROs) meaning that on-street parking is available here, some of which was observed on site. Again, this could be utilised by prospective visitors if required.

Travel Planning

3.4.14 The developer is also committed to the principles of sustainable development and seeks to influence the travel choices of site users with the implementation of a Travel Plan. The travel plan document will seek to encourage sustainable development and travel patterns, to reduce single occupancy vehicular use and in turn reduce the demand for on-site parking.

3.4.15 A separate Framework Travel Plan (FTP) has also been produced by Curtins in respect of the development proposals (Curtins Document Reference: 083436-CUR-00-XX-RP-TP-00002) which has been submitted alongside the development proposals.

Car Parking Summary

3.4.16 It is important that site masterplanning is mindful of changes in travel behaviour so that their assumptions concerning travel demand (and parking), which are then carried through in Transport Statements/Assessments, are appropriate and relevant to the development that they are supporting. This is also borne out in recent updates to the NPPF in terms of a 'vision-led' approach to transport planning.

3.4.17 It is considered the site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester and neighbouring areas, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users and the proposed level of car parking reflects this.

3.4.18 As prospective residential occupiers come forward, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase or rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

3.4.19 In summary, it is considered that the above provides compelling evidence that the level of car parking that is proposed is appropriate for the scale, nature and location of the proposed scheme.

3.5 Proposed Servicing Arrangements

3.5.1 During pre-application discussions with MCC highways various strategies for servicing the site were discussed. These included the following:

- Servicing from the existing layby provisions of Lane End Road (to the north of the site). It should be noted that these may be used by delivery drivers etc. in any event;
- Servicing kerbside from Fog Lane; and,
- Servicing from a new layby provision of Fog Lane.

3.5.2 MCC has expressed a preference for refuse servicing to occur kerbside from Fog Lane. **Drawing 083754-CUR-XX-00-D-TP-05002** at the rear of this report shows the swept path analysis of a large refuse vehicle manoeuvring on Fog Lane. It demonstrates that a refuse vehicle will turn left onto Fog Lane from the A34, and pull up outside the site on Fog Lane, whilst bins are dragged onto the street for refuse collection.

3.5.3 As Fog Lane is one-way past the site (SE bound) with a contraflow cycle lane, protected by a kerbed island, a refuse vehicle waiting at this location would block traffic. However, it is not uncommon for refuse vehicles to block residential roads, and space remains for c.3-4 Passenger Car Units (PCUs) to wait at this location.

3.5.4 It is anticipated that refuse collection will take place once a week. As discussed in **Section 2**, Fog Lane is lightly trafficked and typically has 360 daily vehicle movements past the site. During the AM hour peak (06:00 – 09:00), when refuse collection could be expected, vehicular movements peak at around 14 vehicles. Approximately this equates to one vehicle every 4 minutes. Given that the anticipated dwell times on site for refuse collection on site would likely be around 2 minutes the likelihood of 3-4 PCUs queuing back to the A34 Kingsway is considered reduced.

3.5.5 MCC Highway Officers also expressed a preference for commercial deliveries to occur from Lane End Road (in the existing layby provisions), and Curtins has suggested that this is supported by a flexible TRO amendment that permits some commercial deliveries during certain hours, whilst also retaining some short stay parking. Whilst the TRO amendments process would sit outside of planning, MCC's Highway Officers have confirmed that the principle of this would be acceptable.

3.5.6 In summary, it is considered that a suitable servicing strategy for the site could be achieved in line with the above. Existing provisions are available from Lane End Road, and Fog Lane (which has been demonstrated to be lightly trafficked) could be used for refuse servicing kerbside. Anticipated servicing will be infrequent, with low dwell times, and it not considered that there would be any adverse impacts on the operation of the adjacent highway network.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

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

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

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 In order to assist with summarising the accessibility by foot of the proposed site development, catchment plan **083754-CUR-XX-XX-G-TP-06001-P01** has been produced and shows distances of 500m,1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting and or school trips.

4.2.3 Within 500m from the site, a range of amenities can be accessed including a large Tesco superstore, Costa Coffee, ATM, Shell Petrol station and Burnage Train Station. A number of food and drink options are also accessible in this catchment. There is a high level of pedestrian infrastructure surrounding the site within a 500m distance including signalised pedestrian crossings, tactile paving and dropped kerb. Furthermore, there is bus infrastructure present within 500m, which will be explored in further detail below.

4.2.4 Within 1,000m from the site, there is an increased choice of amenities available such as further restaurants, cafes and bars, more retail options such as Aldi as well as schools such as Priestnall School and The Barlow RC High School. There is also greenspace within the 1,000m catchment area including Didsbury Park and Fog Lane Park.

4.2.5 Within 2,000m, there is a further option of similar facilities to listed above, as well as an additional train station including Mauldeth Road and East Didsbury, and East Didsbury Metro Link is also within 2,000m. Further schools can be found within this distance such as Parrs Wood High School, as well as a further range of retail options such as M&S and Heaton Moor Golf Club.

4.2.6 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.

4.2.7 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle an 8km cycle catchment has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). **Plan 083754-CUR-XX-XX-G-TP-06002-P01_** considers 5.5km and 8km cycle catchments for the site.

4.3.3 The 5.5km catchment encompasses the entirety and Burnage and Didsbury including key transport links. The catchment also extends as far as Levenshulme to the north, Stockport to the east, Cheadle to the south, and Chorlton to the west. The 8km catchment extends further to Manchester City Centre to the north, Sale to the west, Heald Green to the south and Bredbury to the east.

4.3.4 TfGM local mapping for the cycle network in the immediate vicinity of the site is shown in **Figure 4.1** below:

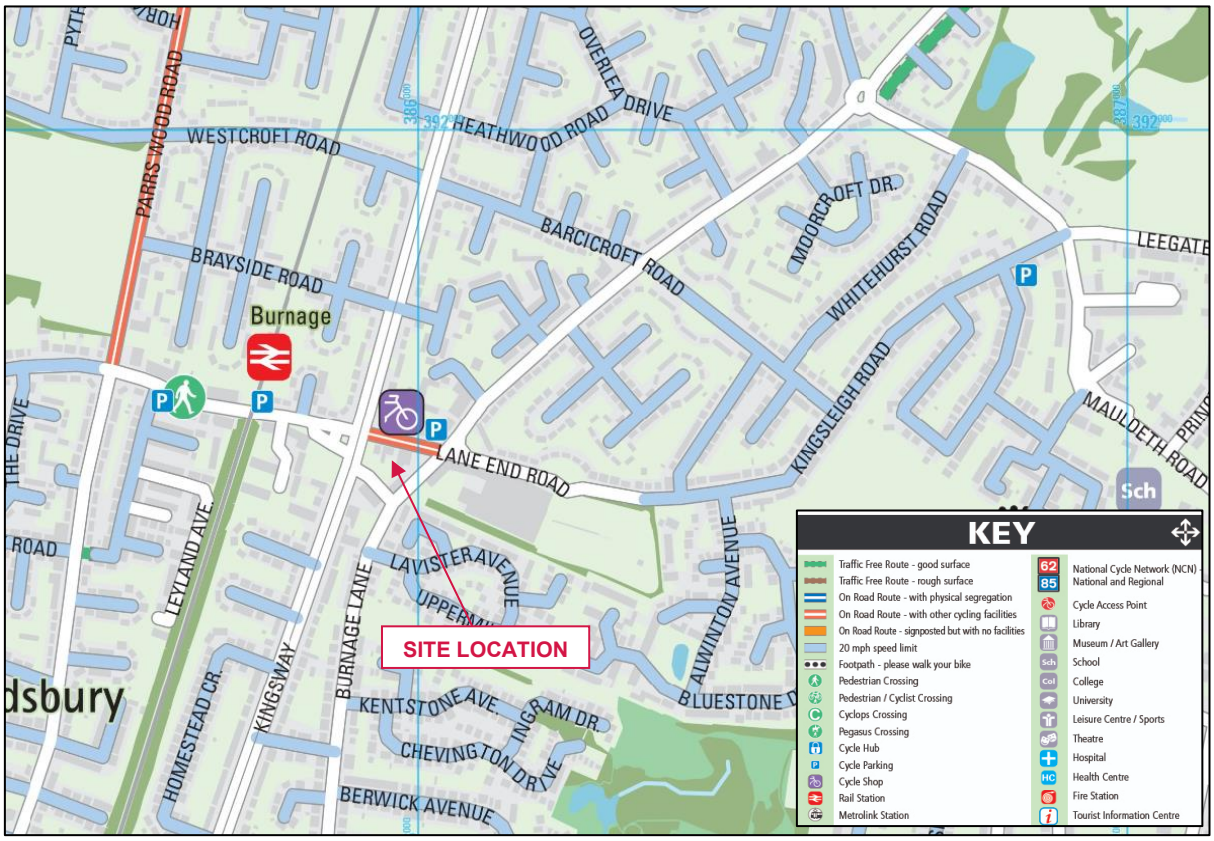


Figure 4.1 – Local Cycle Network in the Vicinity of the Site

4.3.5 In addition to the above there are several National Cycle Routes (NCR) within the vicinity of site. NCR 55 runs to the south of the site, as well as NCR 62. Route 56 is situated to the west of the site and provides access for routes into Manchester City Centre. These are shown on **Figure 4.2** below:



Figure 4.2 – NCRs in the Vicinity of the Site

4.3.6 The site is well placed to take advantage of the cycle connections, and it is considered that cycling is a highly realistic mode of travel to and from the site, and the site provides 100% cycle parking provisions.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). The site is located in an area with a GMAL rating of 5 and is considered well situated to take advantage of existing public transport infrastructure in the surrounding area.

4.4.3 Accessibility by bus and rail are considered further, with a local public transport network map included in **Figure 4.3.**

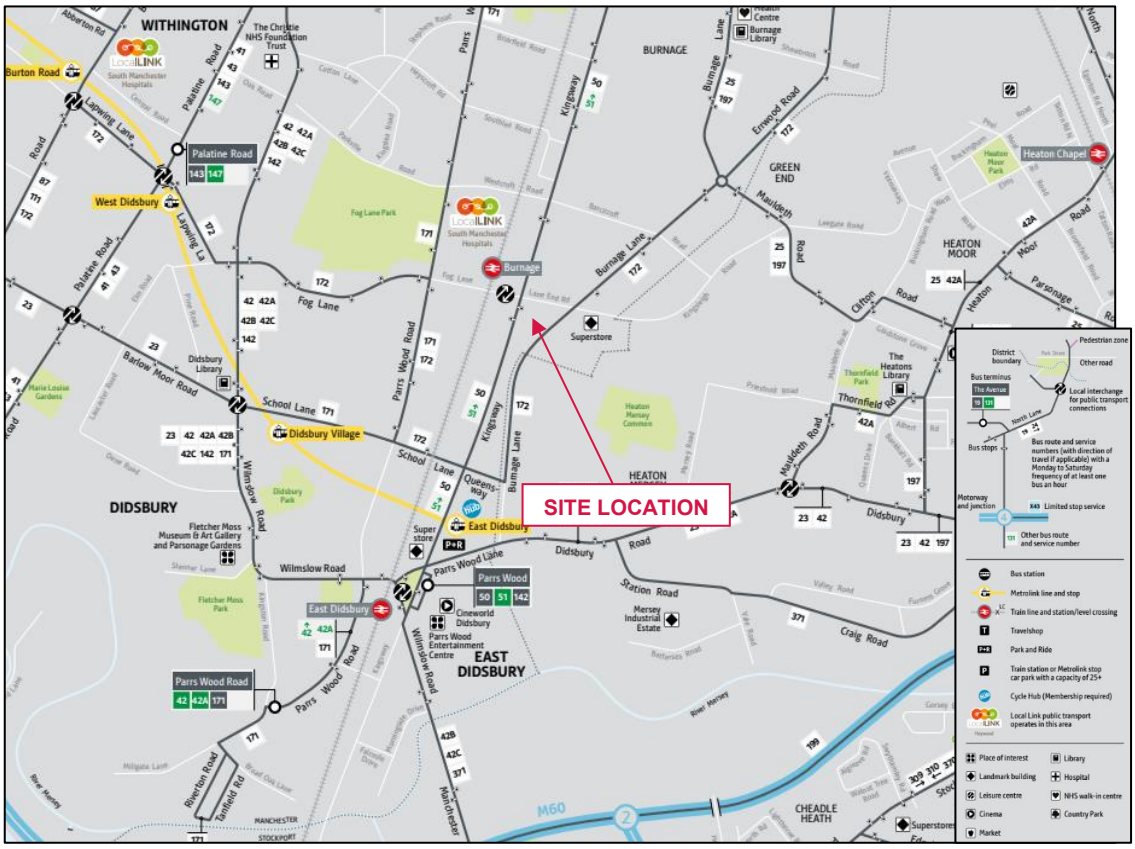


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2024)

Bus Accessibility

4.4.4 The nearest bus stop to the site is located directly adjacent to the site along the A34 Kingsway which operates southbound services, The bus stops here host good infrastructure such as shelters with seating, flag and pole, notice boards, and raised platforms for level access into buses. Northbound bus stops can be accessed c. 60m further to the south of the site, via signalised crossings with tactile paving.

4.4.5 **Table 4.2** details the services that call at these stops, and the associated frequencies:

Bus Service	Route	Times		
		Mon – Fri	Sat	Sun/Hols
50	Media City-East Didsbury	10 minutes	15 minutes	15 minutes
51	East Didsbury-The Quays at Huron Basin	10 minutes	n/a	n/a
172	Chorlton-Burnage-Levenshulme-Droylsden-Newton	60 minutes	60 minutes	60 minutes
727	Burnage-Levenshulme-Gorton-West Gorton-Ardwick	Daily at 15:08	n/a	n/a

Table 4.2 – Summary of Bus Services

4.4.6 The above table demonstrates that the site is accessible via bus and offers transport to a range of surrounding areas such as Salford, Birchfields, Media City and Manchester Royal Infirmary. A range of up-to-date services can be found on TfGM's website: https://tfgm.com/public-transport/bus.

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

Rail Accessibility

4.4.8 The closest rail station to the development is Burnage, located c. 200m to the west of the site. The station is staffed with a ticket office. All the platforms are accessible via a footbridge or lamp and there are 8 cycle stands available as well as CCTV cameras.

4.4.9 The trains that service Burnage run regularly for 7 days a week from a number of different locations in the surrounding area such as Liverpool, Manchester Piccadilly, Manchester Airport and Crewe. Futher services from Manchester Piccadilly and Liverpool Lime Street provides regional and national frequent services to London, Leeds, Preston, Newcastle, Birmingham and Bristol.

4.4.10 These services also provide journeys to more local surrounding areas including Didsbury, Alderley Edge, Newton-le-Willows and St Helens; this provides frequent access for residents and visitors to the site and is a viable alternative to private car use.

4.4.11 All up-to-date rail times can be found on the respective train operators' websites:

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

4.4.12 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

Metrolink (Light Rail)

4.4.13 **Figure 4.4** below shows the Greater Manchester Metrolink network:

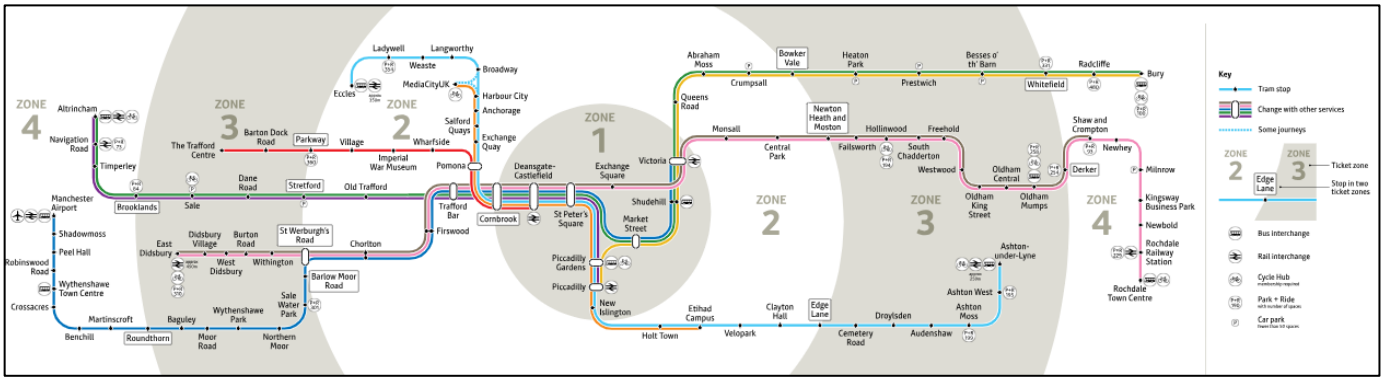


Figure 4.4 – Greater Manchester Metrolink Network
(Source: TfGM, 2022)

4.4.14 The nearest Metrolink stop is at East Didsbury, approximately 1km south of the site which some prospective users may choose to walk/cycle to. There is also cycle parking spaces here which provides opportunities for a multi-modal journey.

4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-times.

4.4.17 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Cornbrook, and a direct service to Manchester Airport.

4.4.18 In summary, it is considered the site can be accessed by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site. The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester which is supported by the proposed car parking provision and 100% cycle parking provision.

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5.0 Traffic Forecasting

5.1 Introduction

5.1.1 The following section contains trip generation analysis for the proposed development during the weekday AM and PM peak hours. Given the site's sustainable location, proximity to local centre uses and proposed level of car parking, it is anticipated that there will be very low vehicular traffic associated with the development proposals. Nonetheless, a TRICS assessment has been undertaken on the proposed development.

5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential and retail/commercial uses. The full TRICS outputs are included within **Appendix D** to the rear of this report.

5.1.3 It is considered that the proposed ground floor retail/commercial uses will support existing local centre visitor trips already on the network and be ancillary to the wider residential uses. No parking is proposed for staff, who will be encouraged to travel to site via sustainable modes of travel (supported by the Framework Travel Plan).

5.1.4 The site currently houses a pharmacy and the Manchu Wok restaurant/takeaway, and no netting-off of trips has been applied for these existing uses.

5.2 Forecast Trip Generation

5.2.1 The proposed development involves 56 residential flats. The level of trips generated by the residential uses on site has been estimated using multi-modal trip rates.

5.2.2 The applied selection for the site's existing office uses are set out in the criteria below:

- TRICS category "Flats – Privately Owned";
- Excluding London & Ireland;
- Covid surveys removed;
- Weekday surveys;
- Suburban area, Edge of Town, neighbourhood centre; and,
- Multi-modal results.

5.2.3 Consideration has been given to the traditional highway network peak hours of 08:00 – 09:00 and 17:00 – 18:00 to understand development impact at peak times.

5.2.4 The results are summarised in **Table 5.1** below:

56 flats	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	3	11	14	9	4	13
Trip Generation	0.059	0.193	0.252	0.165	0.071	0.236
Cyclists	0	1	1	1	0	1
Trip Generation	0.001	0.02	0.021	0.012	0.005	0.017
Pedestrians	2	7	9	4	3	7
Trip Generation	0.036	0.119	0.155	0.073	0.047	0.120
Public Transport	0	4	4	2	0	3
Trip Generation	0	0.075	0.075	0.056	0.008	0.044

Table 5.1 – Proposed Trip Generation

5.3 Highway Impact Summary

5.3.1 The above table demonstrates that the proposed residential units could generate up to 14 vehicular trips in the AM and PM peaks respectively. It is considered that the proposed ground floor retail/commercial uses will support existing local centre visitor trips already in the network and be ancillary to the wider residential uses. Volumetrically the above equates to one additional vehicle every 4 minutes, on average, which would be imperceptible.

5.3.2 Due to the site's location, accessible nature of the proposed development, and proposed parking levels, the above is considered a worst-case assessment as residents would be less motivated to travel by car. Furthermore, the proposed development consists of utilising previously developed land and a surface car park, which should be encouraged from a planning and sustainability perspective.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 When developing proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the relevant policies throughout key policy and guidance documents and how the proposal accords with them.

6.2 National Planning Policy Framework December 2024 ('NPPF')

6.2.1 The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. **Section 2** emphasises the importance of achieving sustainable development:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs". (para 7)

6.2.2 Paragraph 11 states that plans and decisions should apply a "presumption in favour of sustainable development". For decision making this means granting permission unless:

"…any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole." (para 11 d) ii))

6.2.3 Section 9 'Promoting Sustainable Transport' outlines the important role that transport policies have to play in facilitating sustainable development. Para 110 states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

6.2.4 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".

b) Safe and suitable access to the site can be achieved for all users, and,

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. and*

d) *Any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

6.2.5 Paragraph 116 of the NPPF states that:

6.2.6 *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

6.2.7 It has been demonstrated throughout this TA that the development is situated in an accessible location and the residual cumulative impacts of the proposed development (considered as a sensitivity test) would not be 'severe' from a highways and transportation perspective. Therefore, proposed development accords with the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements.

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Assessment is provided for a development of this scale, and that a Travel Plan would also be necessary. The NPPG has been considered in the production of this Transport Statement.

6.4 Planning Practice Guidance (PPG)

6.4.1 In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

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

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*

- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

6.4.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS.

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

6.5 Greater Manchester Transport Strategy 2040

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

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)." Such interventions comprise:

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

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

- *"Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*

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

6.5.4 It is considered that the development proposals will not adversely impact the transport network and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

6.6 Manchester Core Strategy (2012 – 2027)

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

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

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

6.6.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that … Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development."

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

6.6.5 **Section 4** above has demonstrated that the development will benefit from sustainable transport links within its surrounding area.

6.6.6 It has been clarified in this report that the proposed development aims to promote low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services available in the immediate vicinity.

6.7 Places for Everyone (PfE) Plan

6.7.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

6.7.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

6.7.3 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

<u>Connectivity and Permeability</u>

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
    - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
        - *be direct, safe and convenient;*
        - *connect to nearby facilities, employment areas, public transport stops; and*
        - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
    - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
    - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network;*

6.7.4 The site is located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*

4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*

6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

6.7.5 The existing bus stops on the A34 Kingsway are situated immediately along the site boundary, so walking distances will be minimal. The site is also well connected by rail and Metrolink, being within walking/cycle distance.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*

8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*

   - *Showers, changing facilities and lockers for cyclists and walkers,*
   - *Pool or hire bikes for use by occupiers,*
   - *Information in advance about facilities to visitors.*

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10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*

11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*

12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

6.7.6 Parking provision, including for EVs and cycles, is detailed in **Section 3** and accords with the above policies.

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*

14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*

    - *meets road safety requirements,*
    - *reduces transport emissions and other environmental impacts,*
    - *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage,*

with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;

17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

6.7.7 It is considered that the site, and development proposals, align with the Places for Everyone Plan.

6.8 Conclusions

6.8.1 Overall, it is concluded that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking and cycling distance. The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe (in line with Paragraph 116).

7.0 Summary and Conclusions

7.1 Summary

7.1.1 This Transport Statement has been prepared by Curtins on behalf of Hasaza Estates Limited to provide transport and highways advise in relation to a planning application for a proposed mixed-use development in Burnage, Manchester.

7.1.2 The proposed scheme will consist of 56 apartments, ground floor commercial units and associated car parking for residents.

7.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.

7.1.4 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

7.1.5 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.6 The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester which is supported by the proposed car and cycle parking provisions

7.1.7 Trip generation forecasts using TRICS data have demonstrated that this development would have a negligible effect on the surrounding highway network.

7.1.8 Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

7.1.9 A review of relevant national transport planning guidance has been undertaken. It is considered that the Proposed Development conforms with such policy.

7.2 Conclusions

7.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

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Drawings

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Project:
LANE END ROAD, BURNAGE

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

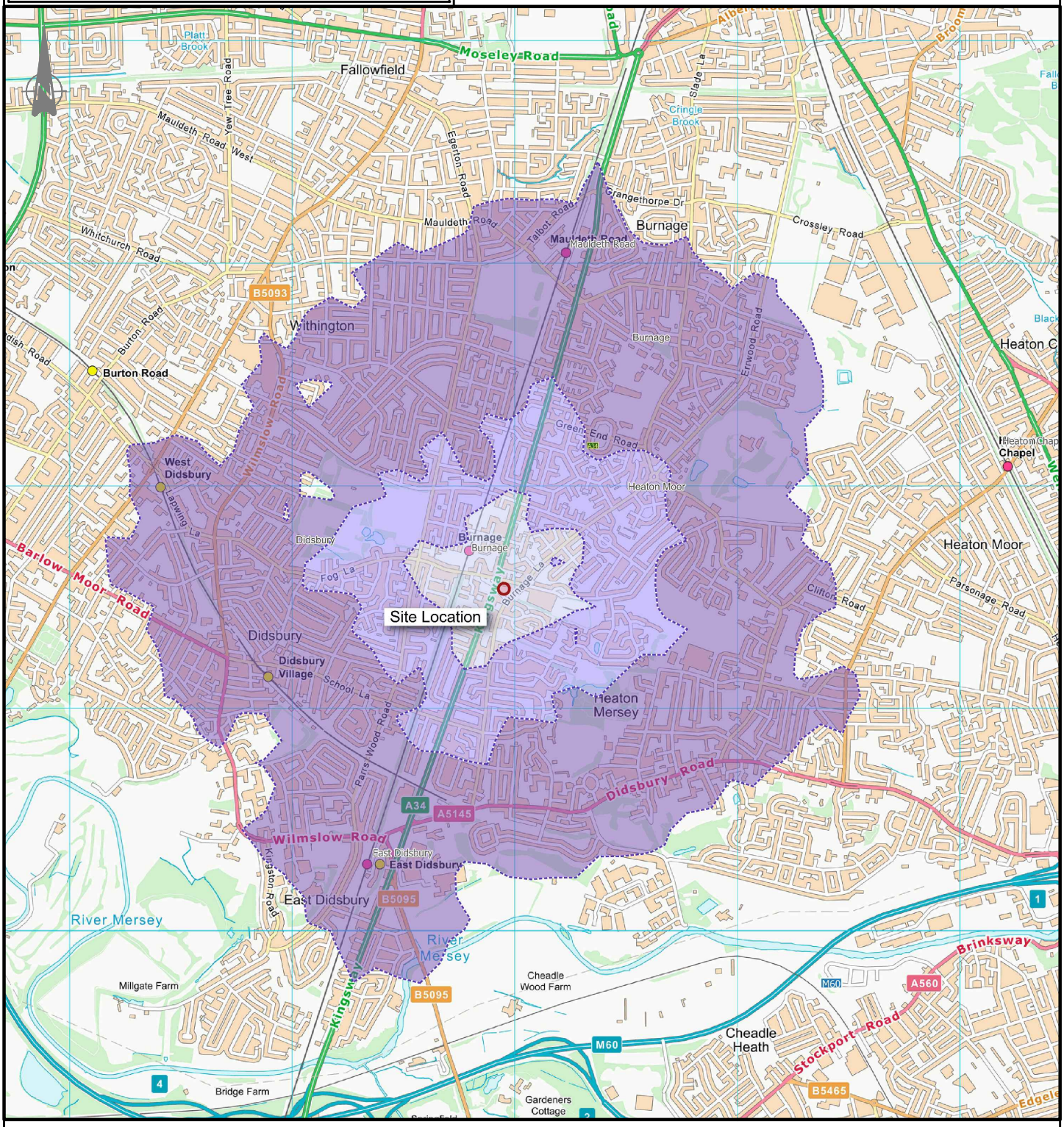
Status:
PRELIMINARY

Drawn By: PB Checked By: DJ

Designed By: PB Date: 02/02/26

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
083754	CUR	XX	XX	G	TP	06001	P01



KEY: Site

Walking Catchment
2000m
1000m
500m

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Project:
LANE END ROAD, BURNAGE

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

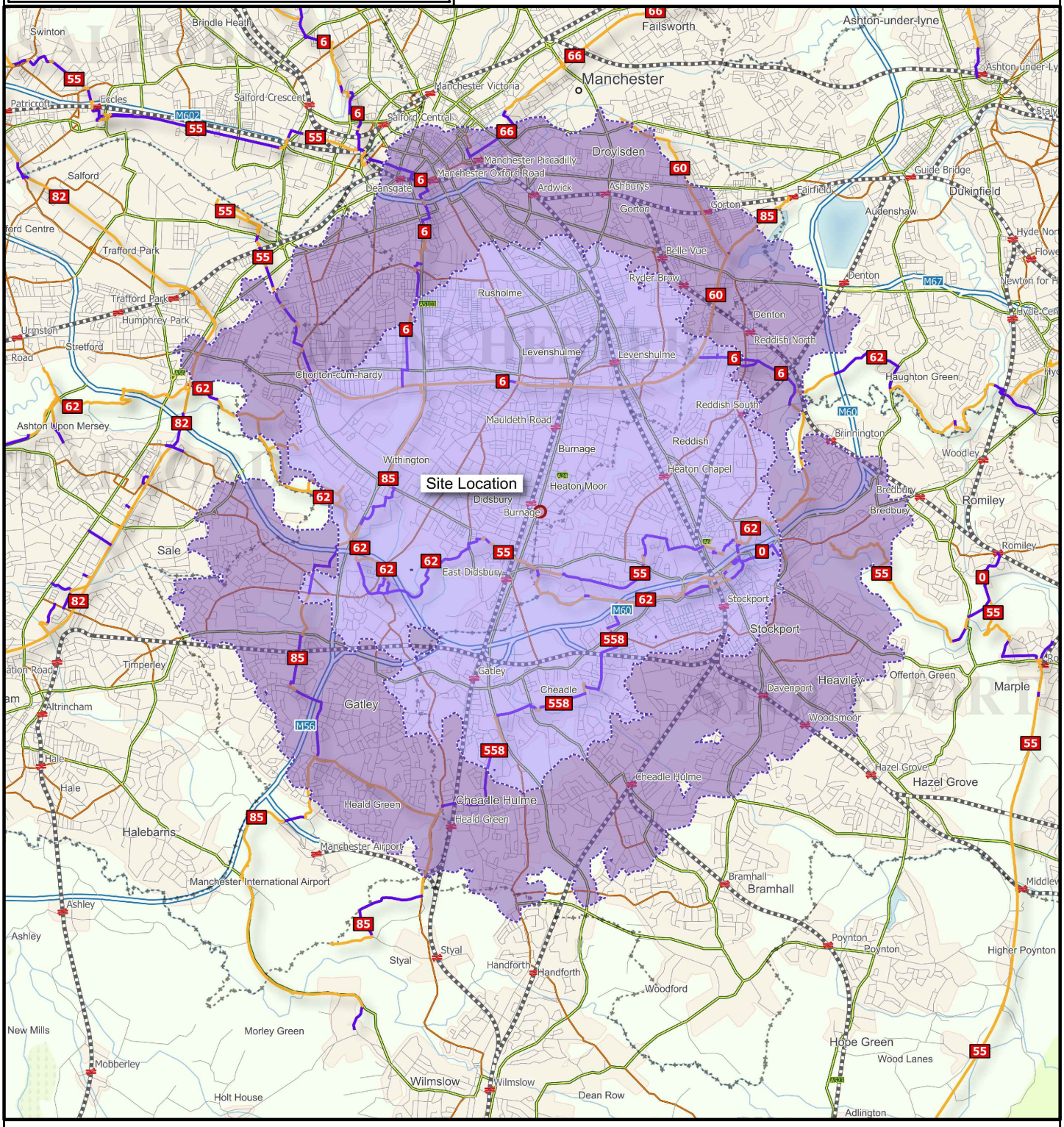
Status:
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Drawn By: PB Checked By: DJ

Designed By: PB Date: 02/02/26

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
083754	CUR	XX	XX	G	TP	06002	P01



KEY:
- Site
- Cycle Catchment
  - 8000m
  - 5500m
- National Cycle Network Public
  - On Road Cycle Route
  - Traffic-free Cycle Route

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Project:
LANE END ROAD, BURNAGE

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

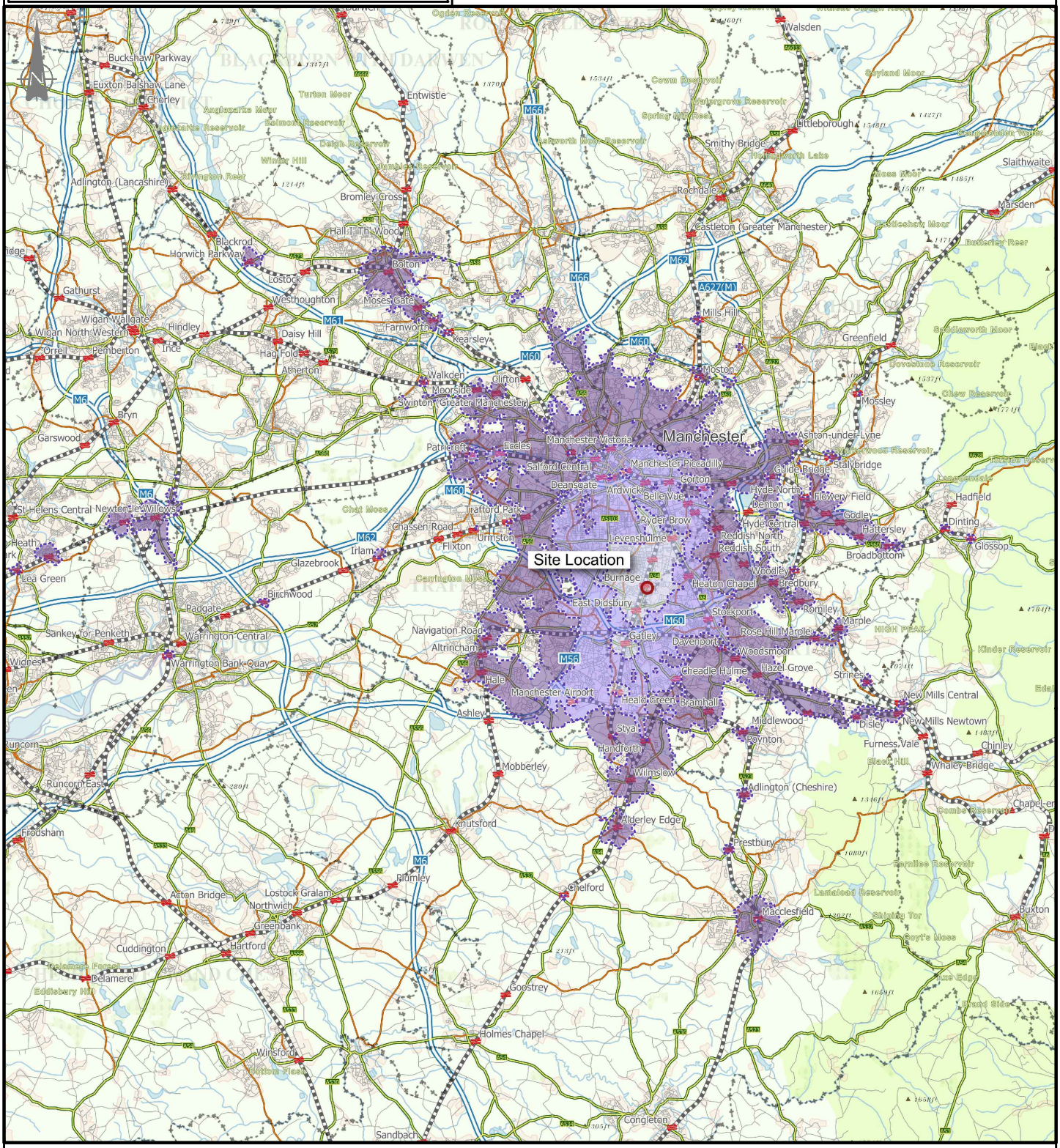
Status:
PRELIMINARY

Drawn By: PB Checked By: DJ

Designed By: PB Date: 02/02/26

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
083754	CUR	XX	XX	G	TP	06003	P01



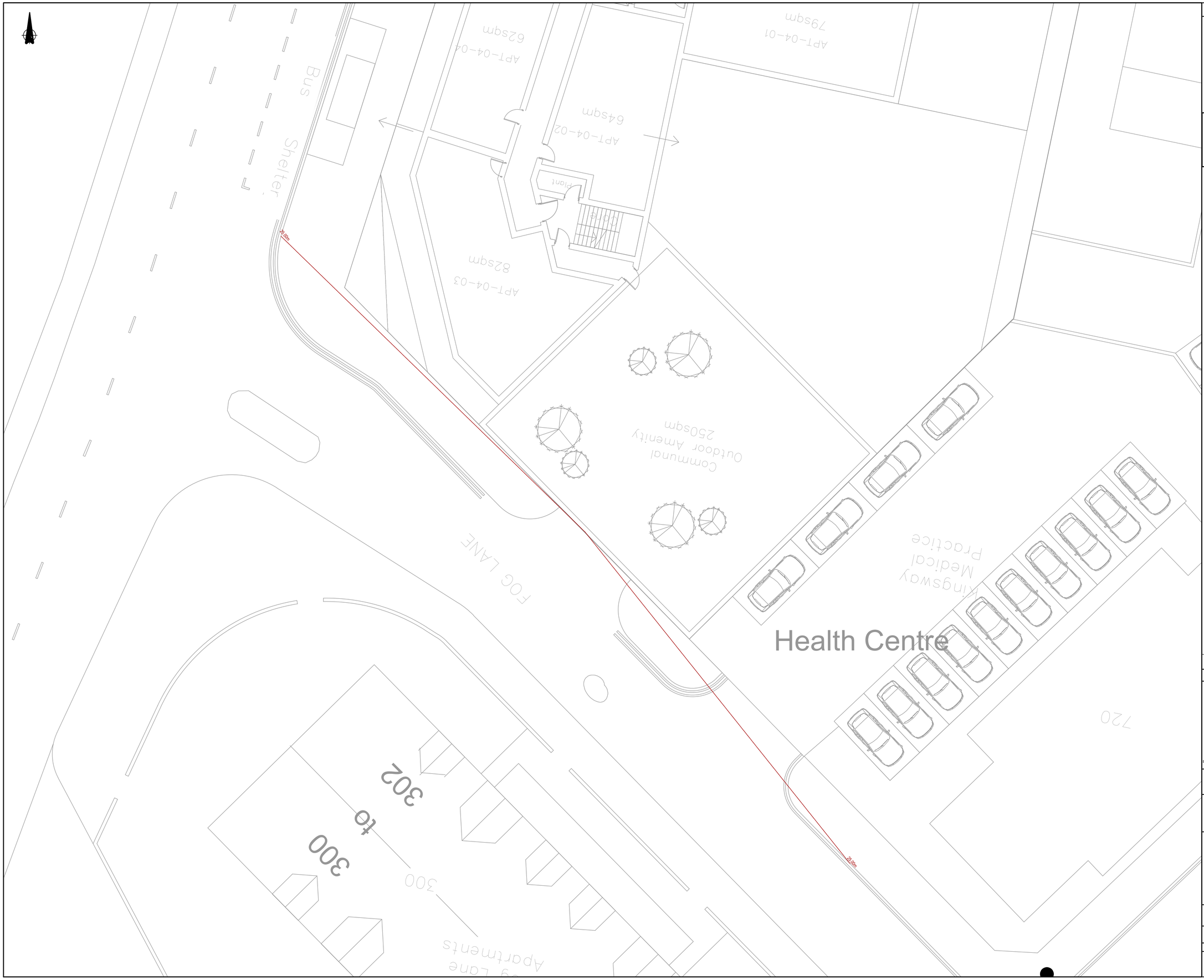
KEY:

Site

Public Transport Catchment
- 60 minutes
- 40 minutes
- 20 minutes

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2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.

KEY: 2.40 x 25.00m VISIBILITY SPLAYS (MFS)

Rev:	Description:	Date:	By:	Chkd:
P04	UPDATED LAYOUT	29/01/26	HD	JA

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Status: WORK IN PROGRESS — S0

Project: LANE END ROAD, BURNAGE

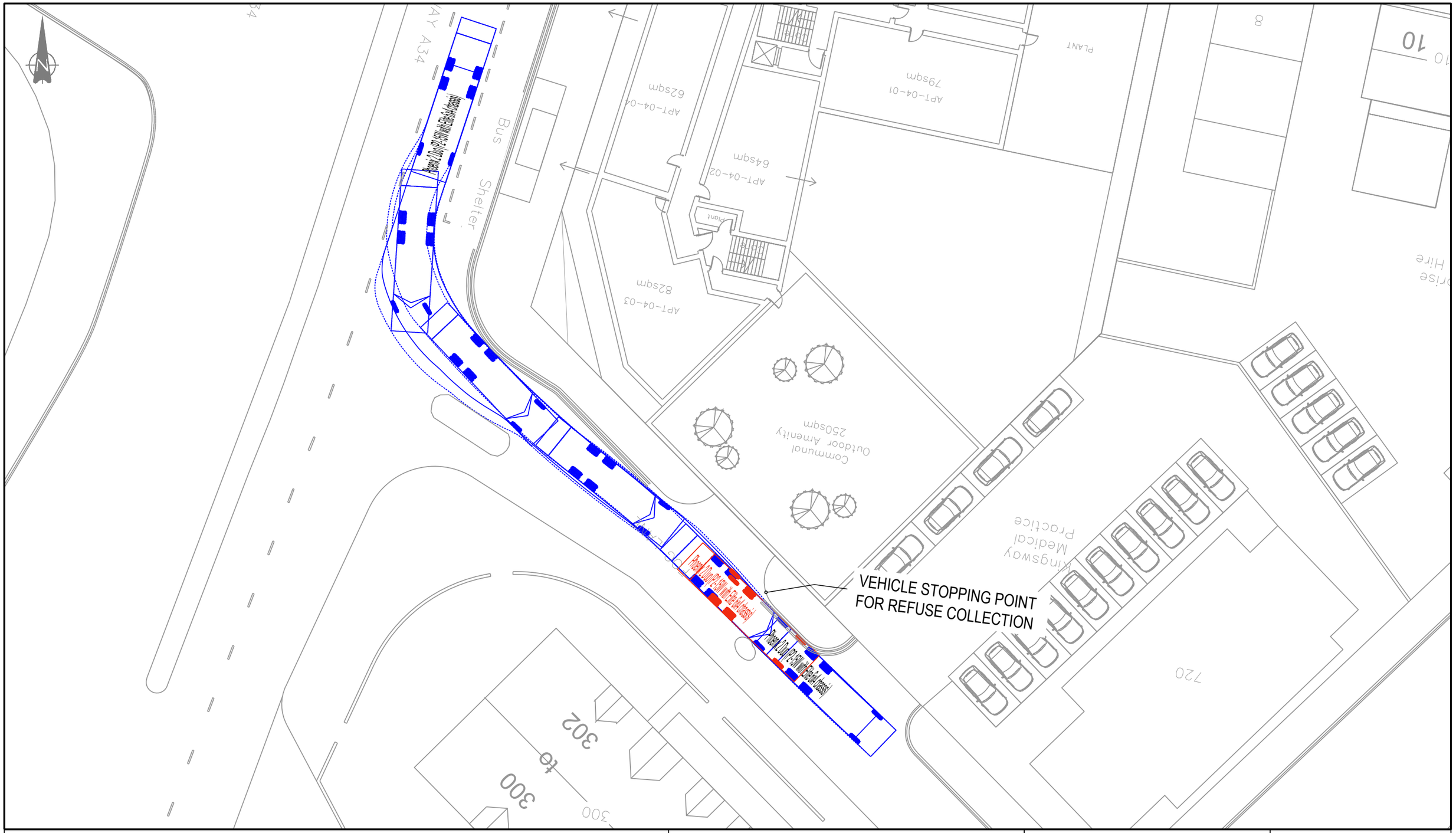
Drg Title: VISIBILITY SPLAYS

Drawn By	Designed By	Checked By
PB	PB	JA

Project No	Date	Scales @ A1
083754	17/12/25	1:250

Project Code - Originator - Function - Spatial - Form - Discipline - Number	Revision
083754 - CUR - XX - XX - D - T - 75001	P04

\\LFS-1\Projects\- TP\083754 - Lane End Road, Burnage\04-Production\4A-Models-Drawings\TP\CAD\75\



Rev:	Description:	Date:	By:	Chkd:
P05	UPDATED LAYOUT	29/01/26	HD	JA
P04	UPDATED LAYOUT	1712/25	PB	JA

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Project: LANE END ROAD, BURNAGE

Drg Title: REFUSE COLLECTION ACCESS

Status: PRELIMINARY

Drawn By	PB	Checked By	JA
Designed By	PB	Date	17/12/25
Scales @ A3	1:250		

Project No - Originator - Function - Spatial - Form - Discipline - Number: 083754 CUR 00 XX DR -TP- 05002

Revision: P05

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Appendix A – Proposed Site Layout

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Rev	Date	Description	Drawn by
			--

Status/Stage
Planning

Project
Renold's Corner

Address
Lane End Road, Manchester, M19 1WA

Scale	Date	Drawn by
1:200 @ A1	12/12/2025	ET

Title
PROPOSED SITE PLAN

Dwg No
GDD25028-GDA-MB-ZZ-DR-A-1228

group/d architects

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4 St Paul's Square / Liverpool / L3 9SJ
0151 542 5027
info@groupdarchitects.com

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Appendix B – Survey Data

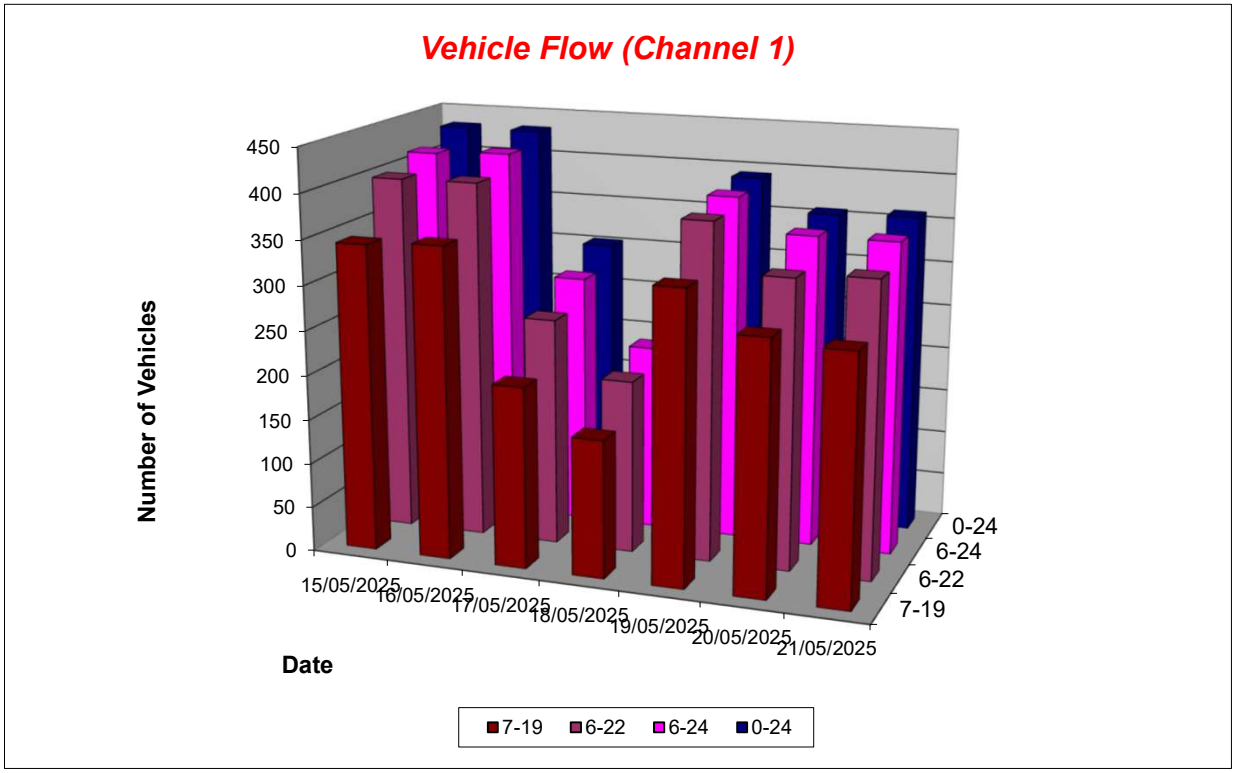
Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 1 - Southeastbound | **Vehicle Flow** | **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	9	6	7	5	1	3	7	5	5
2	5	5	4	9	3	0	0	3	4
3	3	0	4	8	0	2	0	1	2
4	0	1	1	2	0	1	0	0	1
5	0	1	2	4	1	1	1	1	1
6	0	0	3	3	1	0	2	1	1
7	11	3	2	4	5	7	7	7	6
8	9	12	6	4	12	14	10	11	10
9	16	13	13	10	14	11	15	14	13
10	25	22	10	13	27	23	17	23	20
11	34	27	14	14	21	26	18	25	22
12	24	35	15	12	35	18	26	28	24
13	31	36	20	12	27	28	26	30	26
14	27	39	28	13	29	24	29	30	27
15	39	35	30	13	32	19	24	30	27
16	27	44	20	19	35	34	25	33	29
17	28	23	18	17	35	29	28	29	25
18	33	34	15	12	27	35	39	34	28
19	51	29	14	15	31	20	18	30	25
20	19	16	19	13	18	16	17	17	17
21	16	20	18	16	19	10	22	17	17
22	10	13	13	7	10	9	8	10	10
23	11	9	22	11	6	10	12	10	12
24	4	9	5	4	4	17	9	9	7

7-19	344	349	203	154	325	281	275	315	276
6-22	400	401	255	194	377	323	329	366	326
6-24	415	419	282	209	387	350	350	384	345
0-24	432	432	303	240	393	357	360	395	360



Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 1 - Southeastbound **Average Speed** **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	18.2	14.7	15.1	17.9	11.8	18.2	17.1
2	17.1	13.5	17.5	17.6	16.5	-	-
3	16.6	-	16.9	14.1	-	19.2	-
4	-	19.3	15.2	13.6	-	19.6	-
5	-	17.0	17.5	12.4	16.2	7.0	15.1
6	-	-	18.0	11.1	14.7	-	13.7
7	17.2	14.9	18.5	12.8	15.7	19.2	18.7
8	17.3	18.7	15.0	17.9	17.8	15.6	16.5
9	18.1	15.1	17.2	16.7	14.3	17.1	16.3
10	13.5	14.5	16.9	16.2	10.2	13.8	14.0
11	14.1	11.4	17.0	17.1	11.8	13.4	12.3
12	12.7	13.0	16.0	16.2	13.4	11.1	13.2
13	14.0	14.2	15.7	15.9	14.7	11.4	12.9
14	15.4	12.6	17.1	15.9	13.2	13.3	13.5
15	13.3	14.6	17.1	15.7	14.1	13.7	13.1
16	14.3	14.1	18.1	15.7	13.0	14.3	15.8
17	13.1	14.8	13.9	17.8	13.6	15.1	15.6
18	16.4	15.6	15.6	14.9	14.2	14.9	15.7
19	15.7	14.8	17.1	17.8	15.0	15.7	19.9
20	16.1	16.6	15.8	17.0	15.8	16.7	17.0
21	17.3	15.9	16.3	15.3	16.7	16.1	15.8
22	12.1	17.4	16.6	13.9	17.2	17.1	13.6
23	17.8	15.5	15.9	16.0	14.7	17.5	14.3
24	16.2	15.4	18.1	16.0	14.8	13.3	13.8
10-12	13.5	12.3	16.5	16.7	12.8	12.5	12.8
14-16	13.7	14.3	17.5	15.7	13.5	14.1	14.5
0-24	15.0	14.5	16.5	16.1	14.0	14.5	15.0

Mean (ALL)	15.0
Weekday Inter-Peak	13.5

Channel 1 - Southeastbound **85th Percentile**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	19.6	17.9	17.4	19.2	-	22.0	20.6
2	19.0	16.0	18.8	20.0	17.6	-	-
3	20.8	-	17.5	17.2	-	19.4	-
4	-	-	-	14.8	-	-	-
5	-	-	18.0	13.1	-	-	-
6	-	-	20.0	13.9	-	-	13.7
7	21.7	17.5	19.4	14.0	18.1	24.0	23.2
8	19.9	22.3	17.8	20.8	21.5	18.8	20.1
9	22.0	20.3	20.0	18.5	17.4	20.1	19.2
10	17.0	19.5	20.2	18.3	13.5	18.2	18.1
11	19.2	15.1	19.5	19.7	15.8	17.3	16.7
12	17.9	16.9	19.4	20.3	17.8	15.0	18.6
13	18.2	19.3	21.4	20.7	19.0	16.0	17.3
14	19.8	17.3	20.2	20.0	17.2	17.8	18.2
15	18.0	19.5	20.6	18.6	19.4	19.4	17.9
16	18.4	22.2	22.1	19.0	17.0	18.2	20.4
17	18.8	19.3	16.9	21.5	19.1	19.1	19.8
18	19.3	20.2	19.6	18.7	19.2	18.6	19.4
19	19.4	18.6	20.5	21.5	19.1	21.8	35.7
20	20.0	21.8	19.8	20.3	19.4	19.6	21.6
21	21.4	19.4	19.3	18.2	20.1	18.9	19.8
22	15.4	18.9	20.1	15.9	18.6	20.6	16.1
23	20.4	19.8	18.9	21.1	18.5	19.8	17.3
24	19.8	19.5	19.6	19.1	18.6	16.9	17.2
10-12	18.7	16.2	19.5	20.1	17.1	16.6	17.9
14-16	18.2	21.2	21.2	18.9	18.2	18.8	19.4
0-24	19.5	19.6	20.1	19.7	18.6	19.1	20.8

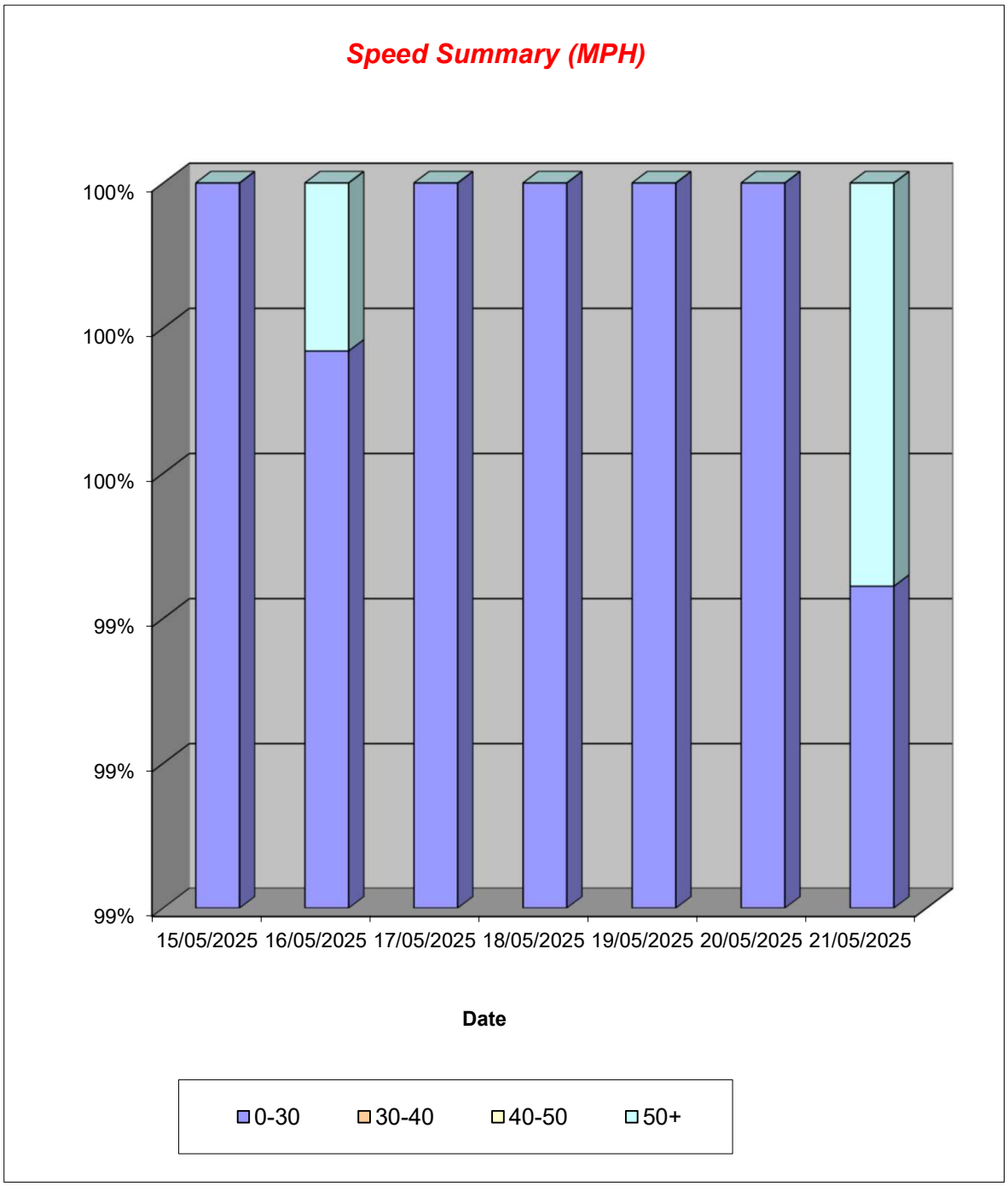
85th %ile (ALL)	19.7
Weekday Inter-Peak	18.5

Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 1 - Southeastbound | **Speed Summary** | **Week 1**

Speed (MPH)	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
0-30	432	431	303	240	393	357	358
30-40	0	0	0	0	0	0	0
40-50	0	0	0	0	0	0	0
50+	0	1	0	0	0	0	2
TOTAL	**432**	**432**	**303**	**240**	**393**	**357**	**360**



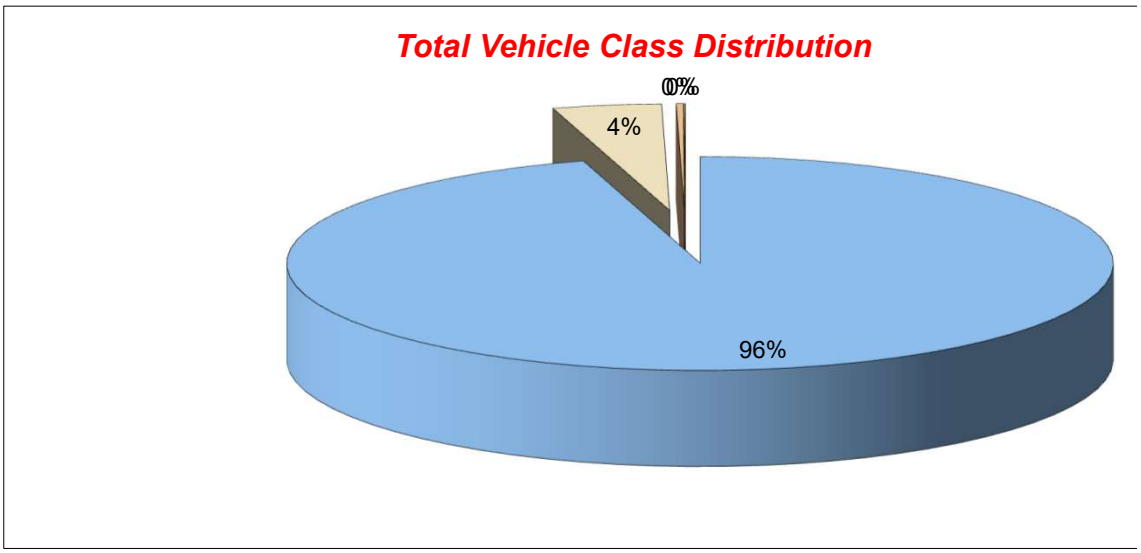
Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 1 - Southeastbound — **Vehicle Class**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
15/05/2025				
7-19	324	20	0	0
6-22	380	20	0	0
6-24	395	20	0	0
0-24	412	20	0	0
16/05/2025				
7-19	327	20	2	0
6-22	377	21	2	1
6-24	395	21	2	1
0-24	408	21	2	1
17/05/2025				
7-19	198	5	0	0
6-22	249	6	0	0
6-24	276	6	0	0
0-24	297	6	0	0
18/05/2025				
7-19	147	7	0	0
6-22	186	8	0	0
6-24	201	8	0	0
0-24	232	8	0	0
19/05/2025				
7-19	309	16	0	0
6-22	360	16	1	0
6-24	370	16	1	0
0-24	376	16	1	0
20/05/2025				
7-19	263	15	3	0
6-22	304	16	3	0
6-24	331	16	3	0
0-24	338	16	3	0
21/05/2025				
7-19	256	19	0	0
6-22	308	20	1	0
6-24	329	20	1	0
0-24	339	20	1	0

Average				
7-19	261	15	1	0
6-22	309	15	1	0
6-24	328	15	1	0
0-24	343	15	1	0



Week 1

TOTAL - 1-13
344
400
415
432
349
401
419
432
203
255
282
303
154
194
209
240
325
377
387
393
281
323
350
357
275
329
350
360

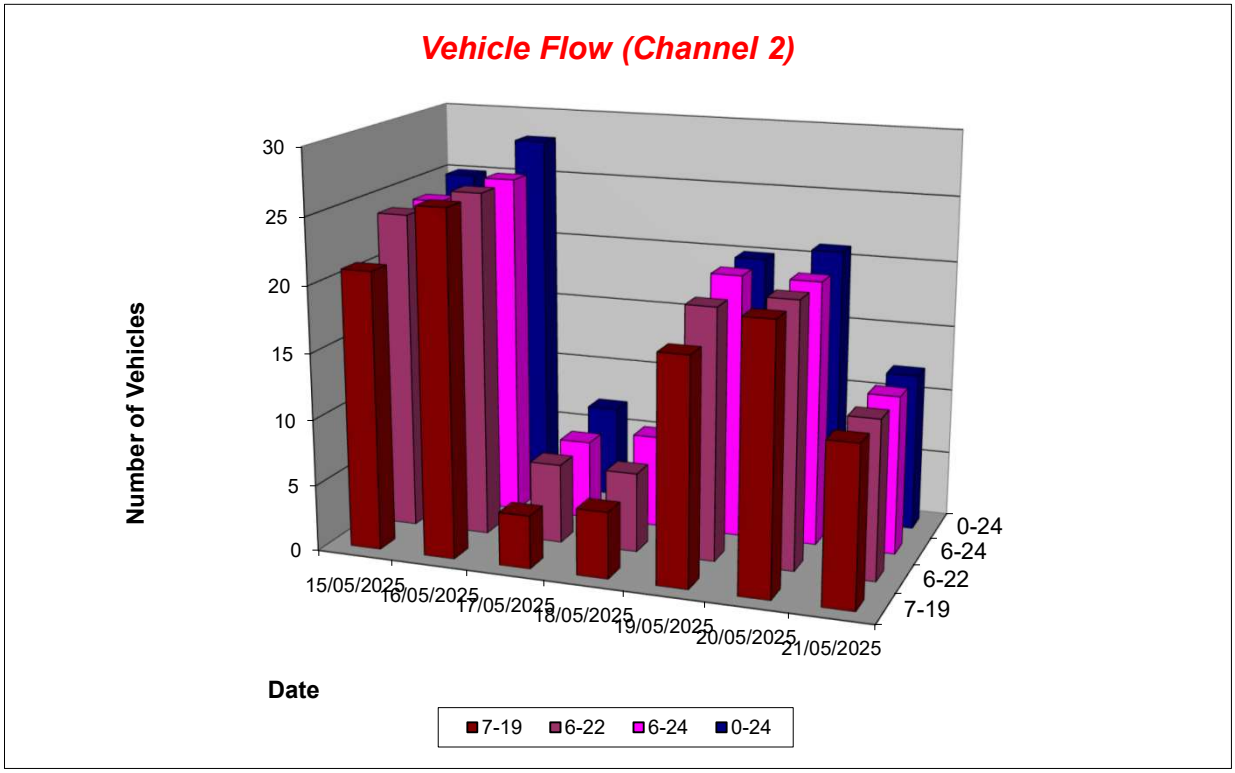
276
326
345
360

Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 2 - Northwestbound | **Vehicle Flow** | **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	0	0	1	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	1	0	0	0
7	2	0	1	0	0	0	0	0	0
8	0	0	0	0	0	2	0	0	0
9	4	5	0	1	3	5	3	4	3
10	4	2	0	1	2	0	3	2	2
11	3	3	2	1	3	2	0	2	2
12	2	3	0	1	1	2	0	2	1
13	0	2	0	0	0	1	0	1	0
14	1	0	0	0	1	0	1	1	0
15	1	2	2	0	2	0	0	1	1
16	2	5	0	1	3	4	2	3	2
17	3	0	0	0	1	3	1	2	1
18	1	3	0	0	0	1	1	1	1
19	0	1	0	0	1	0	1	1	0
20	0	0	0	0	2	0	0	0	0
21	0	0	0	0	0	0	0	0	0
22	1	0	1	1	0	0	0	0	0
23	0	0	0	1	0	0	0	0	0
24	0	0	0	0	1	0	0	0	0
7-19	21	26	4	5	17	20	12	19	15
6-22	24	26	6	6	19	20	12	20	16
6-24	24	26	6	7	20	20	12	20	16
0-24	25	28	7	8	20	21	12	21	17



Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 2 - Northwestbound **Average Speed** **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	-	-	14.6	-	-	-	-
2	-	7.8	-	-	-	-	-
3	-	-	-	6.7	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	6.7	-	-	-	-	13.8	-
7	11.5	-	10.0	-	-	-	-
8	-	-	-	-	-	11.0	-
9	9.7	9.3	-	14.0	12.0	13.7	8.9
10	11.9	11.1	-	16.9	12.1	-	11.1
11	11.5	12.2	13.1	19.8	9.7	12.9	-
12	13.0	10.5	-	6.9	6.5	10.4	-
13	-	12.2	-	-	-	10.4	-
14	11.0	-	-	-	11.4	-	13.0
15	12.4	14.6	12.6	-	12.1	-	-
16	12.8	11.6	-	12.3	9.1	12.6	11.5
17	13.6	-	-	-	10.5	10.9	8.9
18	13.9	14.2	-	-	-	13.0	12.7
19	-	10.6	-	-	10.1	-	14.4
20	-	-	-	-	10.5	-	-
21	-	-	-	-	-	-	-
22	5.7	-	15.7	14.6	-	-	-
23	-	-	-	12.7	-	-	-
24	-	-	-	-	8.0	-	-

10-12	12.1	11.4	13.1	13.3	8.9	11.6	-
14-16	12.6	12.5	12.6	12.3	10.3	12.6	11.5
0-24	11.4	11.3	13.1	13.0	10.4	12.3	11.0

Average (ALL)	11.5
Weekday Inter-Peak	11.5

Channel 2 - Northwestbound **85th Percentile**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	-	-	-	-	-	-	-
2	-	8.9	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	12.9	-	-	-	-	-	-
8	-	-	-	-	-	11.5	-
9	11.7	12.3	-	-	13.4	15.7	11.1
10	13.4	11.3	-	-	13.3	-	13.8
11	13.2	14.5	15.0	-	14.3	13.3	-
12	19.6	13.3	-	-	-	12.4	-
13	-	15.0	-	-	-	-	-
14	-	-	-	-	-	-	-
15	-	15.5	14.8	-	14.0	-	-
16	13.1	13.7	-	-	12.0	17.1	12.2
17	15.0	-	-	-	-	12.6	-
18	-	14.4	-	-	-	-	-
19	-	-	-	-	-	-	-
20	-	-	-	-	15.1	-	-
21	-	-	-	-	-	-	-
22	-	-	-	-	-	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	16.6	14.1	15.0	20.0	13.2	13.6	-
14-16	12.9	14.8	14.8	-	13.3	17.1	12.2
0-24	14.5	14.2	15.4	17.4	13.6	15.0	13.5

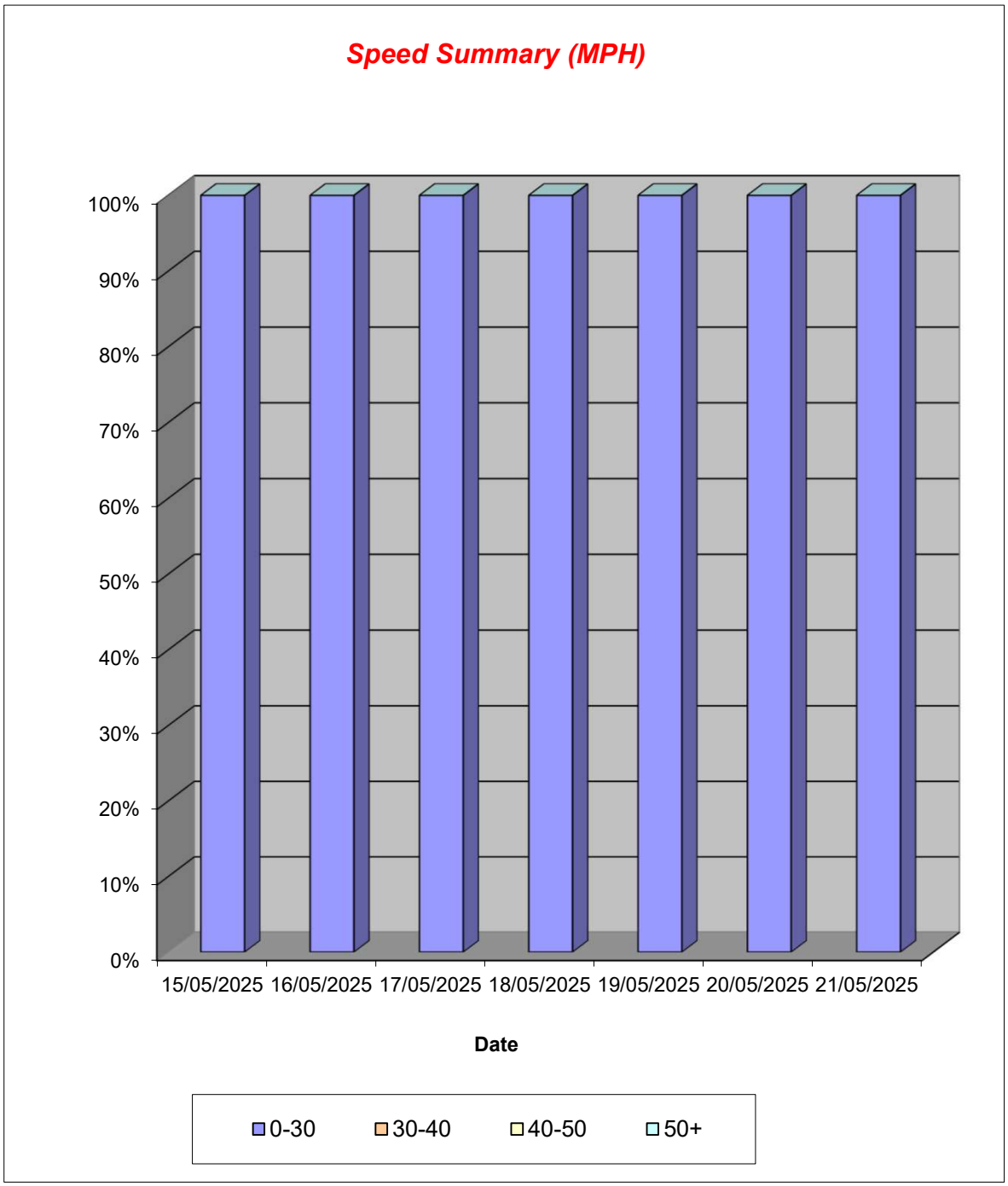
85th %ile (ALL)	14.6
Weekday Inter-Peak	14.9

Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 2 - Northwestbound | **Speed Summary** | **Week 1**

Speed (MPH)	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
0-30	25	28	7	8	20	21	12
30-40	0	0	0	0	0	0	0
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**25**	**28**	**7**	**8**	**20**	**21**	**12**



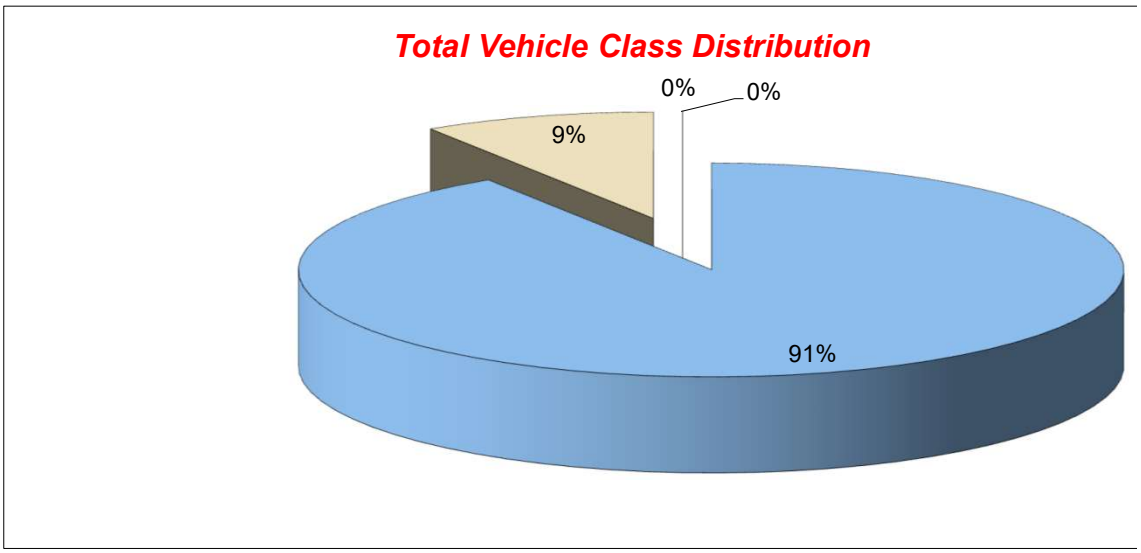
Burnage ATC, Fog Lane

Produced by Road Data Services Ltd.

Channel 2 - Northwestbound — **Vehicle Class**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
15/05/2025				
7-19	20	1	0	0
6-22	23	1	0	0
6-24	23	1	0	0
0-24	24	1	0	0
16/05/2025				
7-19	21	5	0	0
6-22	21	5	0	0
6-24	21	5	0	0
0-24	23	5	0	0
17/05/2025				
7-19	3	1	0	0
6-22	5	1	0	0
6-24	5	1	0	0
0-24	6	1	0	0
18/05/2025				
7-19	3	2	0	0
6-22	4	2	0	0
6-24	5	2	0	0
0-24	6	2	0	0
19/05/2025				
7-19	17	0	0	0
6-22	19	0	0	0
6-24	20	0	0	0
0-24	20	0	0	0
20/05/2025				
7-19	20	0	0	0
6-22	20	0	0	0
6-24	20	0	0	0
0-24	21	0	0	0
21/05/2025				
7-19	10	2	0	0
6-22	10	2	0	0
6-24	10	2	0	0
0-24	10	2	0	0

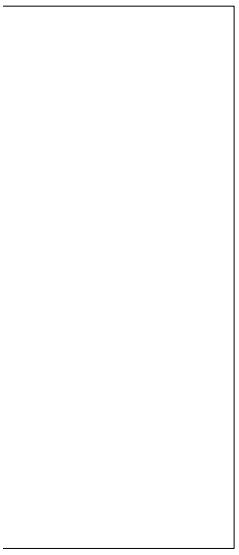
Average				
7-19	13	2	0	0
6-22	15	2	0	0
6-24	15	2	0	0
0-24	16	2	0	0



Week 1

TOTAL - 1-13
21
24
24
25
26
26
26
28
4
6
6
7
5
6
7
8
17
19
20
20
20
20
20
21
12
12
12
12

15
16
16
17

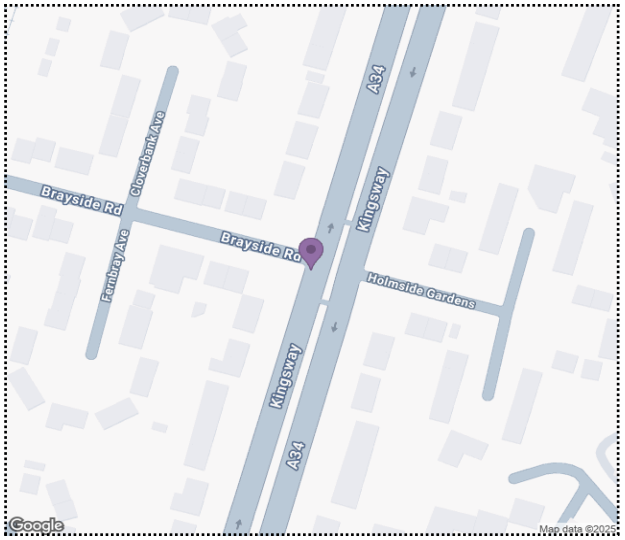


Appendix C – Accident Data

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Validated Data

Crash Date:	Monday, September 13, 2021	**Time of Crash:**	22:00:00	**Crash Reference:**	2021061087287
Highest Injury Severity:	Serious	**Road Number:**	A34	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	385958 391753
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Monday, September 13, 2021 **Time of Crash:** 22:00:00 **Crash Reference:** 2021061087287

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Pedestrian	Female	46 - 55	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

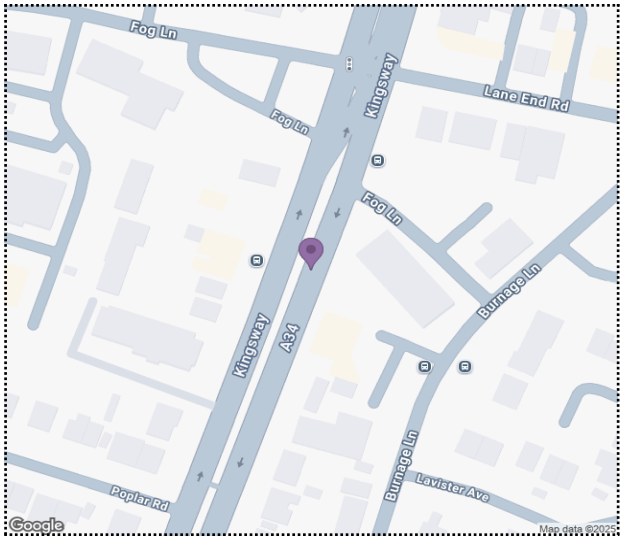
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Validated Data

Crash Date:	Monday, July 8, 2024	**Time of Crash:**	13:55:00	**Crash Reference:**	2024061464977
Highest Injury Severity:	Serious	**Road Number:**	A34	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385897 391503
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Monday, July 8, 2024 **Time of Crash:** 13:55:00 **Crash Reference:** 2024061464977

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	56 - 65	Unknown	Did not impact	Commuting to/from work	None	None
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	-1	Male	16 - 20	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

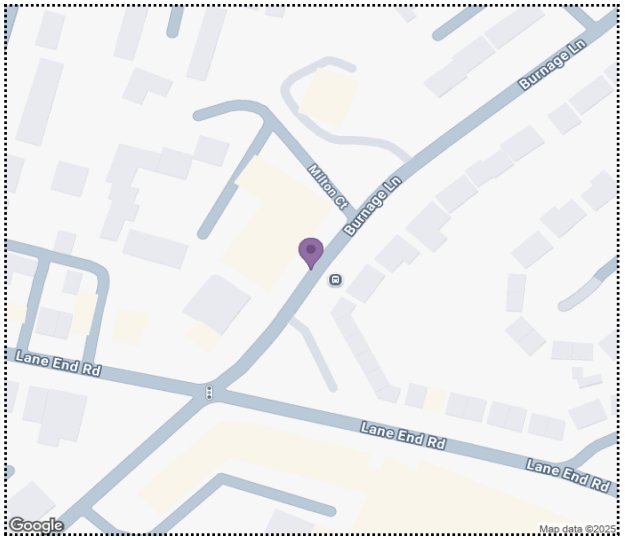
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crashmap.co.uk

Validated Data

Crash Date:	Monday, August 12, 2024	**Time of Crash:**	11:20:00	**Crash Reference:**	2024061479012
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Manchester			**Vehicles:**	3
Local Authority:	Manchester			**OS Grid Reference:**	386075 391609

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Unknown
Junction Pedestrian Crossing:	Unknown
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



Vehicles Involved

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Monday, August 12, 2024 **Time of Crash:** 11:20:00 **Crash Reference:** 2024061479012

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Vehicle is parked in the carriageway	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	10	Male	46 - 55	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	0	Male	66 - 75	Unknown	Front	Unknown	Parked vehicle	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faq

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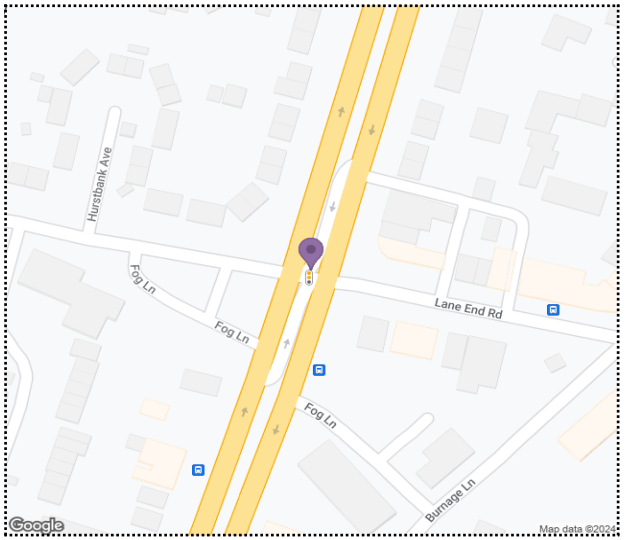
Crash Date: Monday, August 12, 2024 **Time of Crash:** 11:20:00 **Crash Reference:** 2024061479012

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	Over 75	On footway or verge	Unknown or other
1	2	Slight	Pedestrian	Male	Over 75	On footway or verge	Unknown or other

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Validated Data

Crash Date:	Saturday, November 28, 2020	**Time of Crash:**	00:25:00	**Crash Reference:**	202006E277790
Highest Injury Severity:	Fatal	**Road Number:**	A34	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385919 391586
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, November 28, 2020 **Time of Crash:** 00:25:00 **Crash Reference:** 202006E277790

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix D – TRICS Outputs

Calculation Reference: AUDIT-148301-240416-0441

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	3 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	TW	TYNE & WEAR	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:	9 to 184 (units:)
Range Selected by User:	6 to 184 (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: 01/01/16 to 19/06/23

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	4 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	8
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	9 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 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	8 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:

Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	13 days

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

LIST OF SITES relevant to selection parameters

1 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*

2 DY-03-C-03 BLOCKS OF FLATS DERBY
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*

3 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

4 HF-03-C-07 BLOCKS OF FLATS HERTFORDSHIRE
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: WEDNESDAY *07/06/23* *Survey Type: MANUAL*

5 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

6 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*

7 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*

8 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
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*

LIST OF SITES relevant to selection parameters (Cont.)

9 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
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*

10 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

11 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

12 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

13 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-C-02	Includes houses

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.18

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	13	58	0.048	13	58	0.176	13	58	0.224
08:00 - 09:00	13	58	0.059	13	58	0.193	13	58	0.252
09:00 - 10:00	13	58	0.091	13	58	0.109	13	58	0.200
10:00 - 11:00	13	58	0.080	13	58	0.100	13	58	0.180
11:00 - 12:00	13	58	0.071	13	58	0.084	13	58	0.155
12:00 - 13:00	13	58	0.087	13	58	0.089	13	58	0.176
13:00 - 14:00	13	58	0.081	13	58	0.101	13	58	0.182
14:00 - 15:00	13	58	0.083	13	58	0.079	13	58	0.162
15:00 - 16:00	13	58	0.137	13	58	0.073	13	58	0.210
16:00 - 17:00	13	58	0.117	13	58	0.075	13	58	0.192
17:00 - 18:00	13	58	0.165	13	58	0.071	13	58	0.236
18:00 - 19:00	13	58	0.119	13	58	0.063	13	58	0.182
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.213			2.351

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:	9 - 184 (units:)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	13	58	0.001	13	58	0.011	13	58	0.012
08:00 - 09:00	13	58	0.001	13	58	0.020	13	58	0.021
09:00 - 10:00	13	58	0.001	13	58	0.003	13	58	0.004
10:00 - 11:00	13	58	0.003	13	58	0.001	13	58	0.004
11:00 - 12:00	13	58	0.005	13	58	0.001	13	58	0.006
12:00 - 13:00	13	58	0.001	13	58	0.001	13	58	0.002
13:00 - 14:00	13	58	0.003	13	58	0.001	13	58	0.004
14:00 - 15:00	13	58	0.005	13	58	0.001	13	58	0.006
15:00 - 16:00	13	58	0.004	13	58	0.001	13	58	0.005
16:00 - 17:00	13	58	0.003	13	58	0.001	13	58	0.004
17:00 - 18:00	13	58	0.012	13	58	0.005	13	58	0.017
18:00 - 19:00	13	58	0.009	13	58	0.005	13	58	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.051			0.099

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	13	58	0.013	13	58	0.096	13	58	0.109
08:00 - 09:00	13	58	0.036	13	58	0.119	13	58	0.155
09:00 - 10:00	13	58	0.049	13	58	0.087	13	58	0.136
10:00 - 11:00	13	58	0.043	13	58	0.052	13	58	0.095
11:00 - 12:00	13	58	0.039	13	58	0.048	13	58	0.087
12:00 - 13:00	13	58	0.051	13	58	0.052	13	58	0.103
13:00 - 14:00	13	58	0.053	13	58	0.059	13	58	0.112
14:00 - 15:00	13	58	0.060	13	58	0.052	13	58	0.112
15:00 - 16:00	13	58	0.085	13	58	0.039	13	58	0.124
16:00 - 17:00	13	58	0.073	13	58	0.047	13	58	0.120
17:00 - 18:00	13	58	0.096	13	58	0.032	13	58	0.128
18:00 - 19:00	13	58	0.085	13	58	0.040	13	58	0.125
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.683			0.723			1.406

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	13	58	0.001	13	58	0.060	13	58	0.061
08:00 - 09:00	13	58	0.000	13	58	0.075	13	58	0.075
09:00 - 10:00	13	58	0.009	13	58	0.035	13	58	0.044
10:00 - 11:00	13	58	0.011	13	58	0.023	13	58	0.034
11:00 - 12:00	13	58	0.009	13	58	0.028	13	58	0.037
12:00 - 13:00	13	58	0.012	13	58	0.021	13	58	0.033
13:00 - 14:00	13	58	0.011	13	58	0.020	13	58	0.031
14:00 - 15:00	13	58	0.013	13	58	0.021	13	58	0.034
15:00 - 16:00	13	58	0.025	13	58	0.008	13	58	0.033
16:00 - 17:00	13	58	0.039	13	58	0.005	13	58	0.044
17:00 - 18:00	13	58	0.056	13	58	0.008	13	58	0.064
18:00 - 19:00	13	58	0.055	13	58	0.008	13	58	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.312			0.553

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.18

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	13	58	0.061	13	58	0.395	13	58	0.456
08:00 - 09:00	13	58	0.103	13	58	0.503	13	58	0.606
09:00 - 10:00	13	58	0.172	13	58	0.264	13	58	0.436
10:00 - 11:00	13	58	0.157	13	58	0.205	13	58	0.362
11:00 - 12:00	13	58	0.148	13	58	0.203	13	58	0.351
12:00 - 13:00	13	58	0.177	13	58	0.187	13	58	0.364
13:00 - 14:00	13	58	0.161	13	58	0.200	13	58	0.361
14:00 - 15:00	13	58	0.189	13	58	0.168	13	58	0.357
15:00 - 16:00	13	58	0.309	13	58	0.135	13	58	0.444
16:00 - 17:00	13	58	0.279	13	58	0.143	13	58	0.422
17:00 - 18:00	13	58	0.385	13	58	0.139	13	58	0.524
18:00 - 19:00	13	58	0.303	13	58	0.139	13	58	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.444			2.681			5.125

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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