

Brotherton House, Wythenshawe Town Centre

Transport Statement

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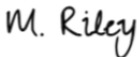
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Author	Signature	Date
Matt Riley BA (Hons) MSc MCIHT Transport Planner		28 November 2025

Reviewed	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director		28 November 2025

Authorised	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director		28 November 2025

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1.0 Introduction

1.1 Background

Wythenshawe Town Centre Masterplan Summary

- 1.1.1 The Wythenshawe Town Centre Masterplan Project has been developed to enhance Wythenshawe's role as a mixed-use hub and focal point for the town. The aims of the Masterplan are to create stronger communities, improve the quality of life of the residents, and produce a shift away from our reliance on private vehicles.
- 1.1.2 Investment in the Town Centre should seek to promote a 'Walkable' Neighbourhood further with investment in active travel, public realm, and facilities to promote easy and convenient access. Facilitating active travel can improve physical and mental health benefits and reduce the reliance on short-journey car dependency.
- 1.1.3 The Manchester Bee Network proposes to improve the cycling and walking network in Greater Manchester. There are aspirations to bring this network into the Town Centre with cycle routes along Rowlandsway. This will better connect the Town Centre with the surrounding residential areas.
- 1.1.4 The Masterplan Vision also includes the creation of a new Mobility Hub to address the needs of car users, but also to assist in the promotion of other forms of sustainable travel, including facilities for electric vehicle charging and cycle hire. In the longer term, there is an opportunity to address routes into the centre and to rebalance car-centric roads with cycleways and footpaths.

Proposed Development Summary

- 1.1.5 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 1.1.6 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan Project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as Brotherton House.
- 1.1.7 The proposed description of development is as follows:

"Erection of extra care apartments (Use Class C2) older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings"

- 1.1.8 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.
- 1.1.9 The Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, it is likely that the former Lloyds Bank Office would have generated significantly more when operational.
- 1.1.10 The Proposed Development internal site layout is provided in **Appendix A**.

1.2 Policy Context

National Policy

- 1.2.1 The National Planning Policy Framework (NPPF) (December 2024) sets the government's planning policies for England and how these are expected to be applied.
- 1.2.2 Proposals should be approved if they accord with an up-to-date development plan, or, in the absence of this, 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. Footnote 9 of the Framework states that those policies referred to include paragraphs 110 and 115 of chapter 9.
- 1.2.3 Paragraph 110 states, in part, that *"significant development should be focused on locations which are or can be made sustainable"*.
- 1.2.4 Paragraph 115 of the National Planning Policy Framework (NPPF) (2024) states that in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:
 - a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

1.2.5 Paragraph 116 of the NPPF states that:

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

1.2.6 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.

1.2.7 The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00003**).

1.2.8 As demonstrated throughout this report, there are no identified existing highway safety issues, the development would prioritise and encouraging more sustainable modes of travel and use of the Proposed Mobility Hub central to the Wythenshawe Town Centre Masterplan.

1.2.9 As detailed within **Section 5** of this report, the Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, it is likely that the former Lloyds Bank Office would have generated significantly more when operational.

1.2.10 As outlined above, this Transport Statement (TS) demonstrates that the site is 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 NPPF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

Local Policy

1.2.11 The Manchester Core Strategy (2012 – 2027) promotes similar principles to the NPPF, containing the following policies relevant to transport:

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

1.2.12 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 ‘Sustainable Transport’ which states the following:

“T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

Improve choice by developing alternatives to the car.

Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.

Improve pedestrian routes and the pedestrian environment.

Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.

Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- 1. Pedestrians and disabled people,*
- 2. Cyclists, public transport,*
- 3. Commercial access,*
- 4. General off-peak traffic,*
- 5. General peak time traffic."*

1.2.13 In addition to Policy T1, Core Strategy Policy T2 'Accessible Areas of Opportunity & Need' identifies the need for new development to be supported by appropriate levels of car parking. The relevant section of the policy relating to car parking notes:

“...Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- *District Centres*
- *Areas not within the City Centre or District Centres*

The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

1.2.14 It is noted that the MCC’s parking standards do not include for specific standards relating to new residential development. Further details of proposed car parking are provided in **Section 4.5**.

1.2.15 Core Strategy Policy T2 also notes the following regarding the need for the direct transport appraisal of new development.

“...Include proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.”

1.2.16 This TS will demonstrate that safe and suitable access to the site will be achieved, the site is an accessible area, and that there would not be a severe impact on the surrounding road network. As such, the proposed development is considered to be in accordance with national and local transport policies and guidance.

1.3 Purpose of the Report

1.3.1 This TS has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 Following pre-application discussion with Highways Officers at MCC, this TS is supported by a range of appendices, with access drawings showing visibility splays, swept path assessments and car parking provision.

1.3.3 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00003**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development.

1.4 Scope of the Report

1.4.1 The scope of this report is consistent with local and national transport planning policy and guidance.

1.4.2 On this basis, the TS contains the following:

- 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;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals and vehicle tracking;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; 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 collisions adjacent to the site over the most recent five-year period available.

1.5.3 **Section 3** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.5.4 **Section 4** gives an overview of the development proposals including details on proposed access and parking provision.

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 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located c.400m to the west of Wythenshawe Town Centre on Cornfield Drive. The site is bound by Cornfield Drive to the north, Poundswick Lane to the east, Simonsway to the south, and the Manchester Enterprise Academy to the west.

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

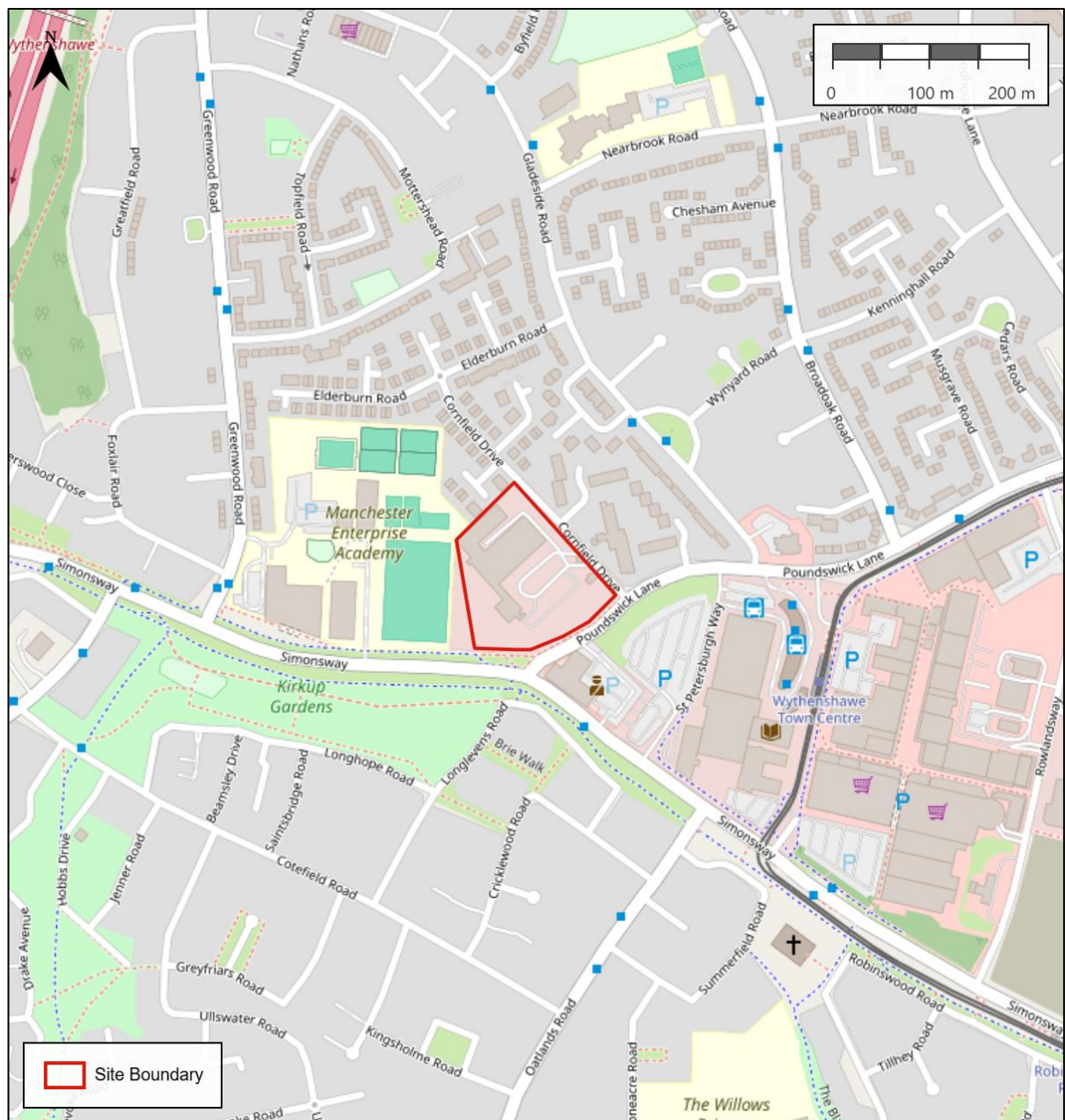


Figure 2.1 – Site Location

(Source: Open Street Map, 2025)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises of the former Lloyds Bank Office known as Brotherton House. The site is currently accessed via a single gated junction on Cornfield Drive to the northeast of the site boundary.
- 2.2.2 As detailed within **Section 5** of this report, the Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, the former Lloyds Bank Office has the potential to generate significantly more if the building was to be brought back into its consented use.
- 2.2.3 The number of vehicle trips generated by the previous use of the site could have equated to 70 and 55 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

2.3 Surrounding Highway Network

- 2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
Cornfield Drive	20mph	Yes	c. 2.5m on the northern side of the road. Tactile paving Dropped kerbs	-	Double Yellow TROs on the western side of the road.
Poundswick Lane	30mph	Yes	c. 3m wide separated footway on western side of the road. c.2m wide to the east. Tactile paving Dropped kerbs	Advanced stop lines	Double Yellow TROs on both sides of the road.
Simonsway	30mph	Yes	Shared c.3m wide cycle/ footway on both sides of the road. Signalised crossing Tactile paving Dropped kerbs	Advanced stop lines Shared c.3m wide cycle/ footway on both sides of the road.	Double Yellow TROs on both sides of the road.

Table 2.1 – Surrounding Highway Network Summary

2.4 Highway Safety

- 2.4.1 Collision data for the highway network adjacent to the site has been obtained from the Department for Transport (DfT) reported road incidents database for the most recent five years (2019 – 2023 inclusive). The details of the search are contained in **Figure 2.2**, and a breakdown of the information is contained in **Table 2.2**:

Junction/Link	Slight	Serious	Fatal	Totals
500m Study Area	12	4	0	16
Total	12	4	0	16

Table 2.2 – Collision Data Summary

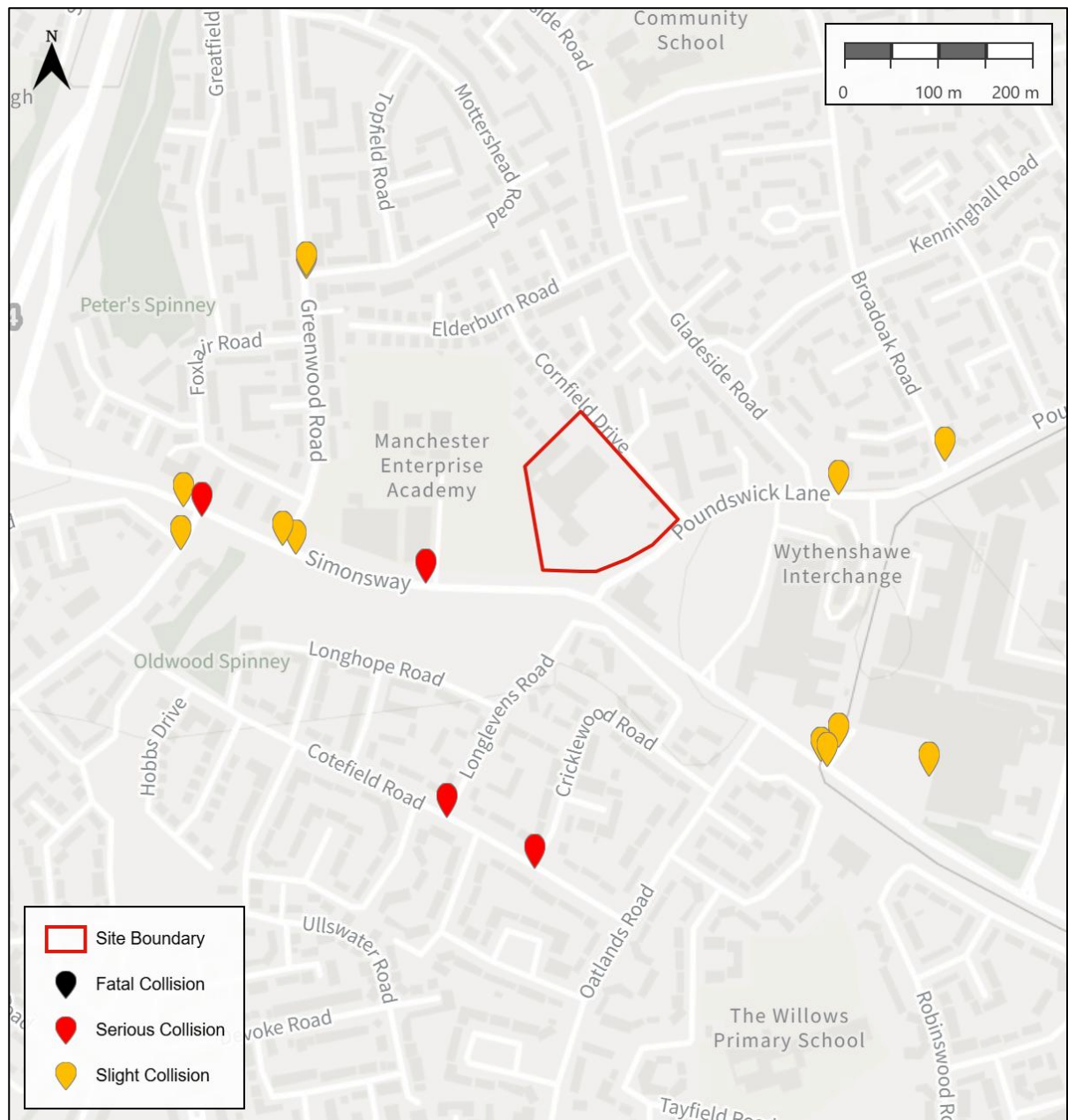


Figure 2.2 – Area Assessed for Collision Data (5 years)

(Source: DfT)

- 2.4.2 There has been a total of 16 collisions in the latest five-year period available, 12 of which were 'slight' severity incidents, 4 of which were 'serious' severity incidents, and 0 of which were fatal accidents.
- 2.4.3 There have been no collisions recorded on the Cornfield Drive or at the Proposed Site Access. To the south of the site, a serious severity collision occurred in September 2021. The collision involved a

pedestrian, who was in the carriageway, and a vehicle, travelling east on Simonsway. The collision occurred in dark lighting conditions and was not at a pedestrian crossing. As a result of the collision the pedestrian sustained 'serious' severity injuries.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

- 3.1.1 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.
- 3.1.2 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.

3.2 Pedestrian Accessibility

- 3.2.1 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.
- 3.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined “*Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).*”
- 3.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport’s (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘*Guidelines for Providing for Journeys on Foot*’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 3.1** below:

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

Table 3.1 – CIHT Recommended Walking Distances

- 3.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).

- 3.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Distances of 500m, 1000m and 2000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered; these are a good approximation for the majority of trips associated with the development.
- 3.2.6 **Figure 3.1** presents a walking catchment with distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

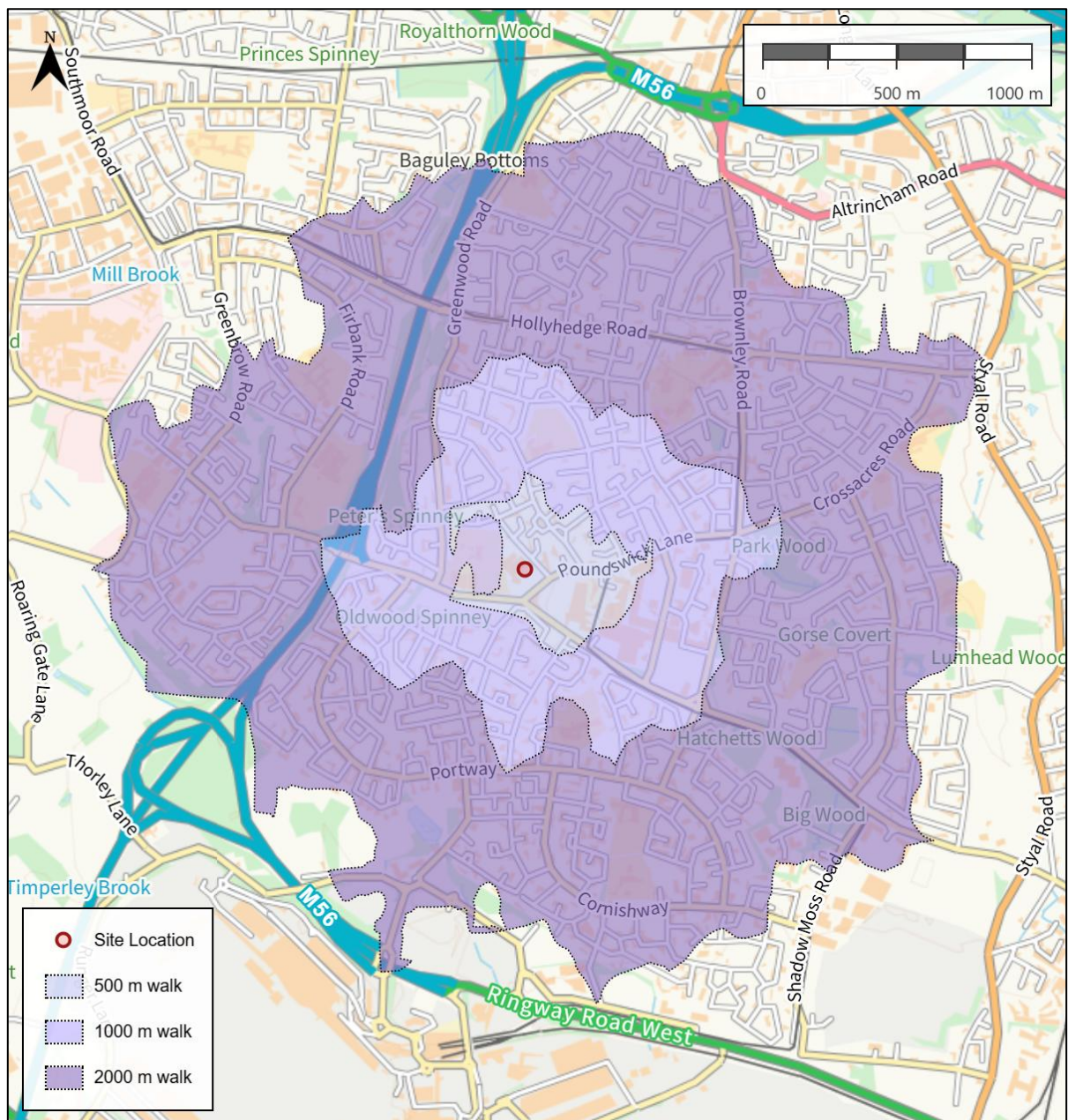


Figure 3.1 – Walking Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

3.2.7 The number and type of existing accessible amenities within 500m of the site can be summarised in **Figure 3.2** and **Table 3.2** below:

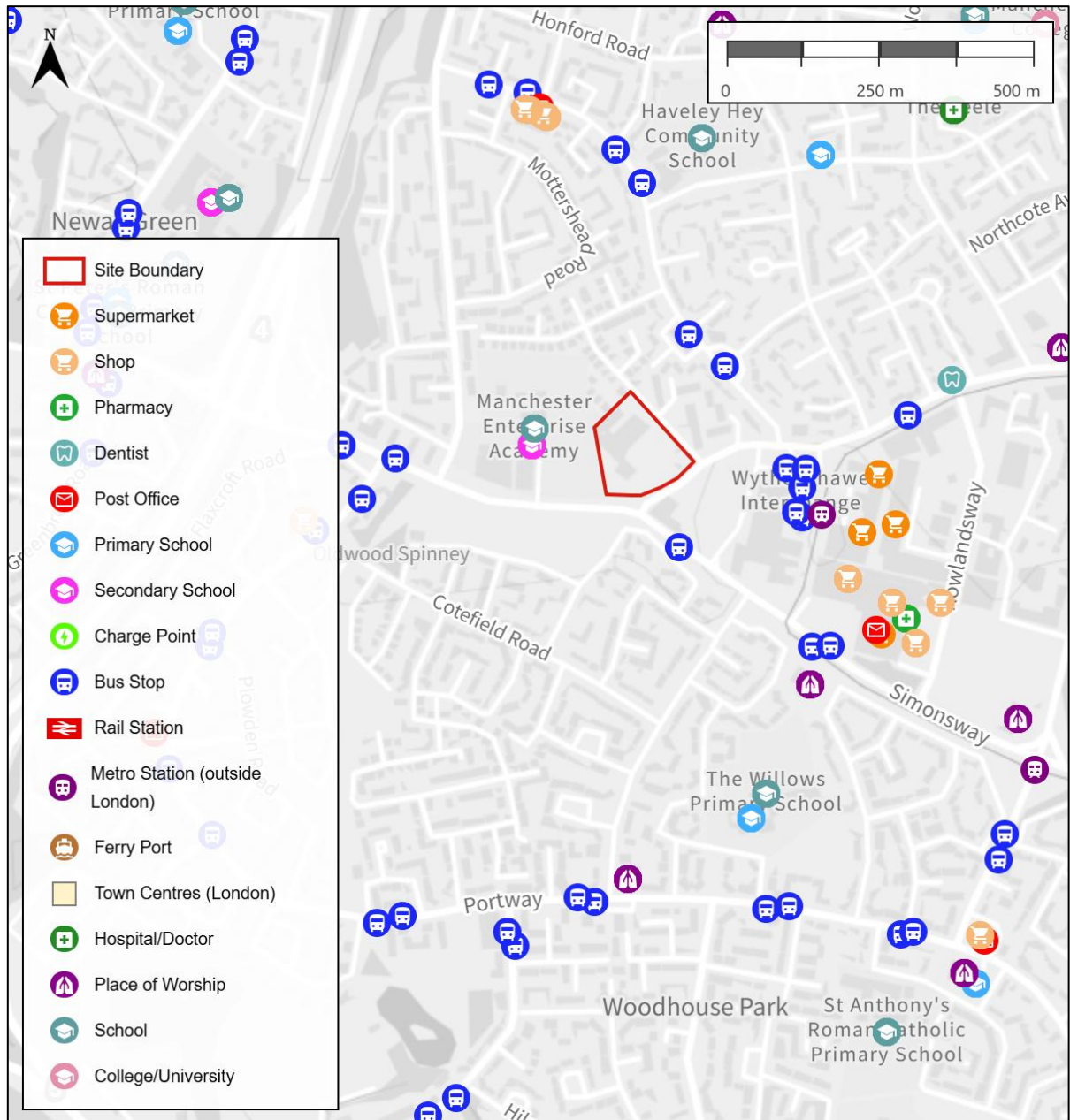


Figure 3.2 – Existing Accessible Amenities within 500m of Site

(Source: Ordnance Survey (Base mapping), Geolytix UK Retail Points (Supermarkets), Post Office Ltd (Post Offices), UK Government (Schools), Department for Transport (EV Charging Points), Department for Transport (Bus Stops, Metro/Tram Stops, Ferry Ports, Rail Stations)

No.	Amenity	Type	Proximity to Site (m)
1	Manchester Enterprise Academy	Education	200m
2	Wythenshawe Interchange	Public Transport	400m
3	Peel Hall Medical Practice	Healthcare	400m
4	Wythenshawe Town Centre	Commercial	450m
5	Multi Storey Car Park	Parking	470m
6	Asda Wythenshawe Superstore (inc. Pharmacy & Post Office)	Supermarket	480m

Table 3.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 3.2.8 Connecting the Proposed Development and the amenities listed above is the Core Walking Route through the centre of Wythenshawe. The pedestrian route runs through the centre of the Town Centre on an east-west alignment. From the southern boundary of the site, the Core Walking Route travels east along Simonsway, crossing Poundswick Lane at the signalised crossing. The route continues along a segregated footpath, before crossing the Forum Leisure Centre car park at zebra crossing islands.
- 3.2.9 Existing and proposed active travel infrastructure throughout Wythenshawe Town Centre is presented in **Figure 3.3** below. This displays the route of the Core Walking Route in relation to the Proposed development and the proximity to signalised and non-signalised pedestrian crossing points along Poundswick Lane.

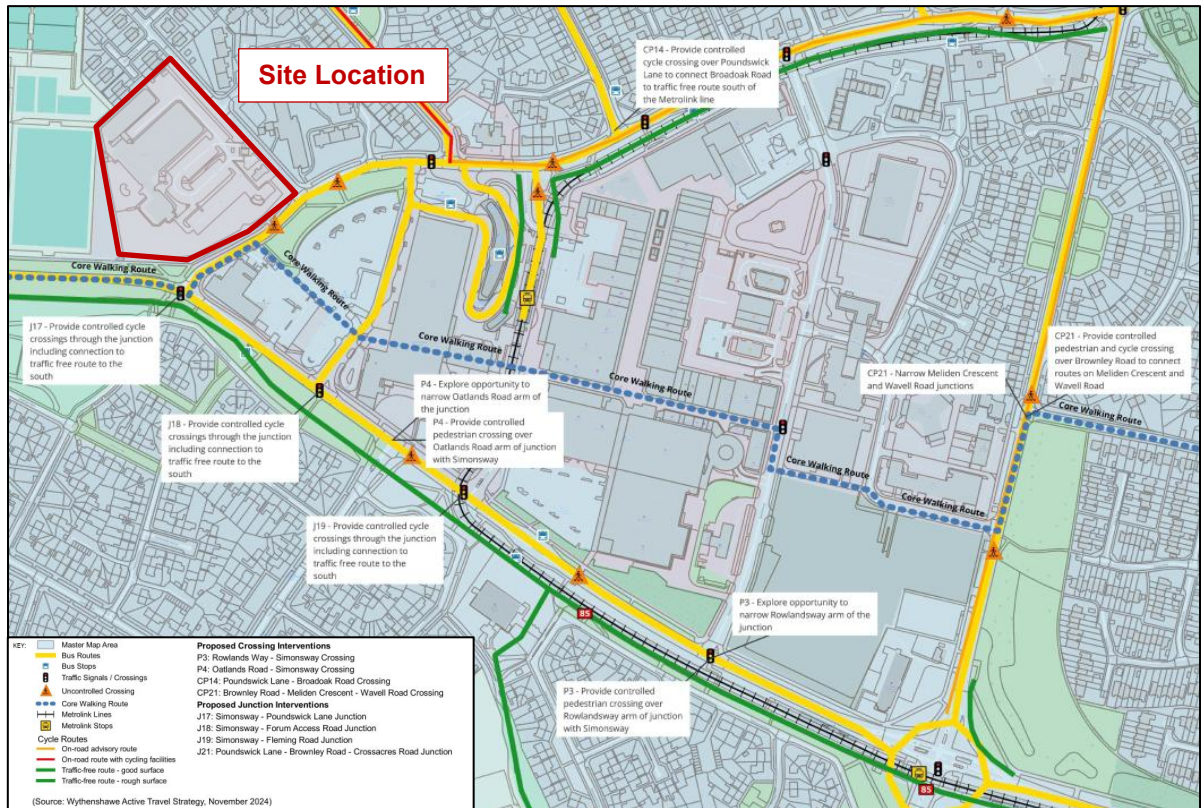


Figure 3.3 – Existing and Proposed Active Travel Infrastructure

3.2.10 The signalised crossing point that connects to the Proposed Development to the Core Walking Route through Wythenshawe Town Centre is shown in **Figure 3.4** below.



Figure 3.4 – Existing Signalised Crossing at Poundswick Lane / Simonsay

- 3.2.11 The pedestrian infrastructure which connects the site to the above amenities is generally well maintained and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 3.2.12 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance. Overall, the site is considered accessible by foot.
- 3.2.13 Furthermore, the proposed development will promote multi-modal sustainable travel by integrating into the public transport network, leveraging the benefits associated with the Interchange and supporting Manchester City Council's wider Active Travel Strategy for Wythenshawe.
- 3.2.14 The proposed site layout will incorporate a segregated pedestrian/cycle link which connects with Poundswick Lane. This will provide a direct connection with existing pedestrian infrastructure and strengthen linkages from the site to Wythenshawe Interchange.
- 3.2.15 The Proposed Development will benefit from strong connections to the Interchange and nearby tram stop and bus services will be prioritised to encourage active travel and public transport usage. This is considered to be a key element of the wider Masterplan multimodal access strategy and promotes low carbon movement ultimately reducing reliance on private vehicle use.

3.3 Cycle Accessibility

- 3.3.1 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.
- 3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 3.5** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

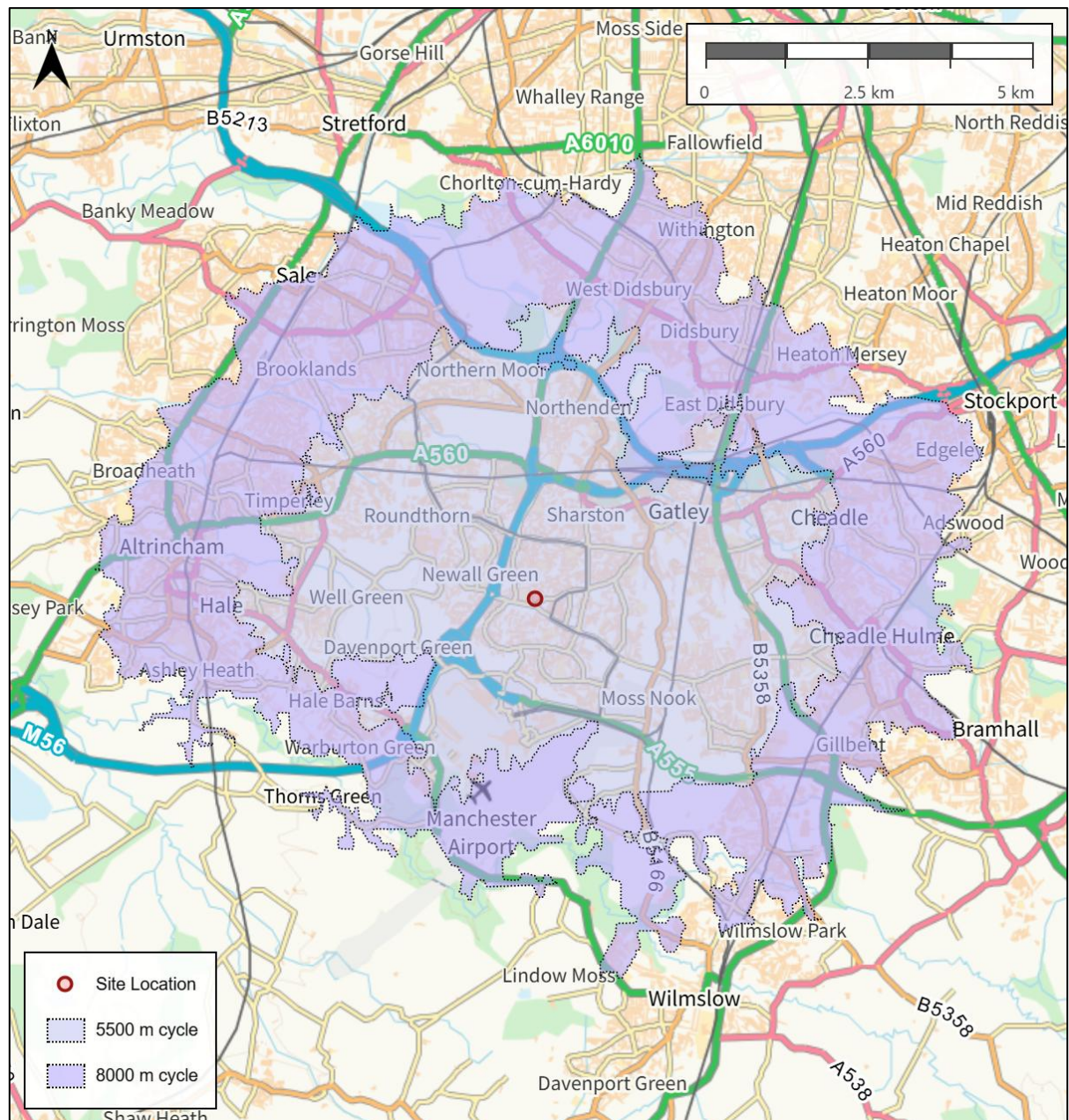


Figure 3.5 – Cycle Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

- 3.3.3 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.
- 3.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.

- 3.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.
- 3.3.6 The 5.5km catchment encompasses Wythenshawe, Gatley and Heald Green including key transport links. The catchment also extends as far as Northern Moor to the north, Cheadle to the east, Woodhouse Park to the south, and Hale to the west.
- 3.3.7 The 8km catchment extends further to Didsbury, Gillbent, Manchester Airport, Altrincham, and Brooklands.
- 3.3.8 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.
- 3.3.9 The local cycle network in the vicinity of the site is shown in **Figure 3.6** below:

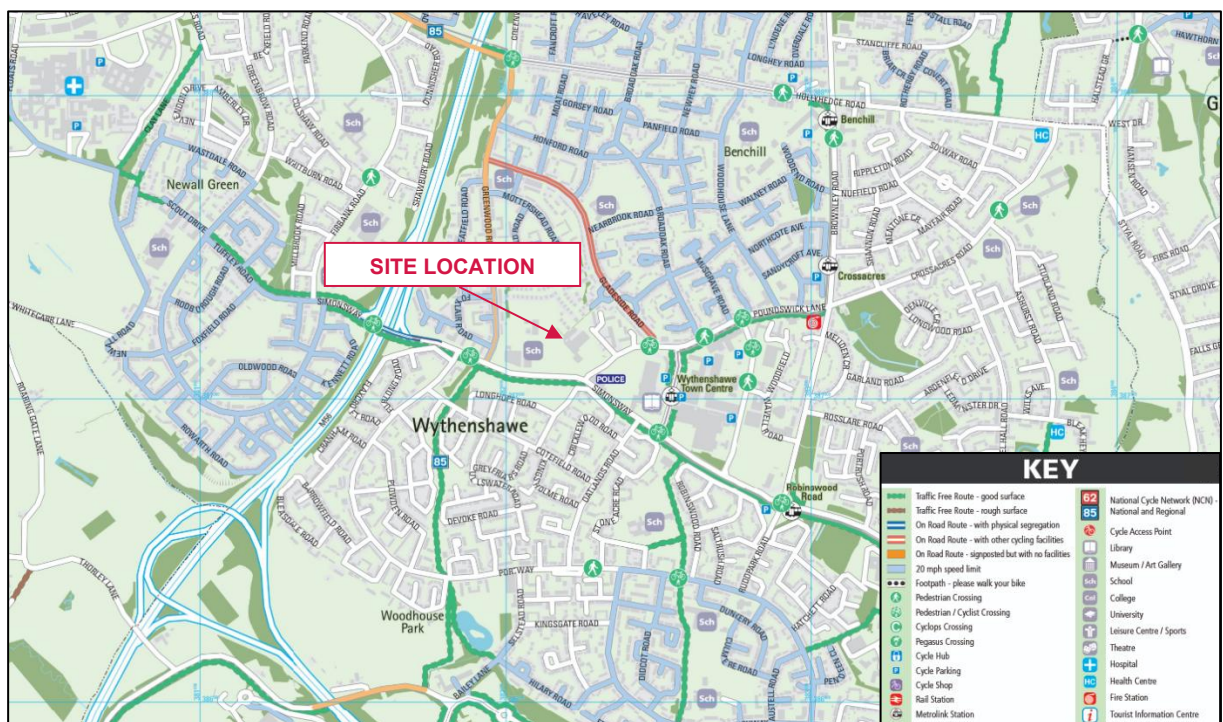


Figure 3.6 – Local Cycle Network in Vicinity of Site
(Source: TfGM, 2025)

- 3.3.10 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.
- 3.3.11 Furthermore, the development will provide secure cycle parking spaces to encourage cycling. Further details of this are provided in **Section 4.4** below.

3.4 Public Transport Accessibility

- 3.4.1 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.
- 3.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The Town Centre is located in an area with a GMAL rating of 6 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 3.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *“Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].”* These times and distances are also cited in the CIHT document *‘Planning for Walking’* (2015).
- 3.4.4 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 3.7** below:

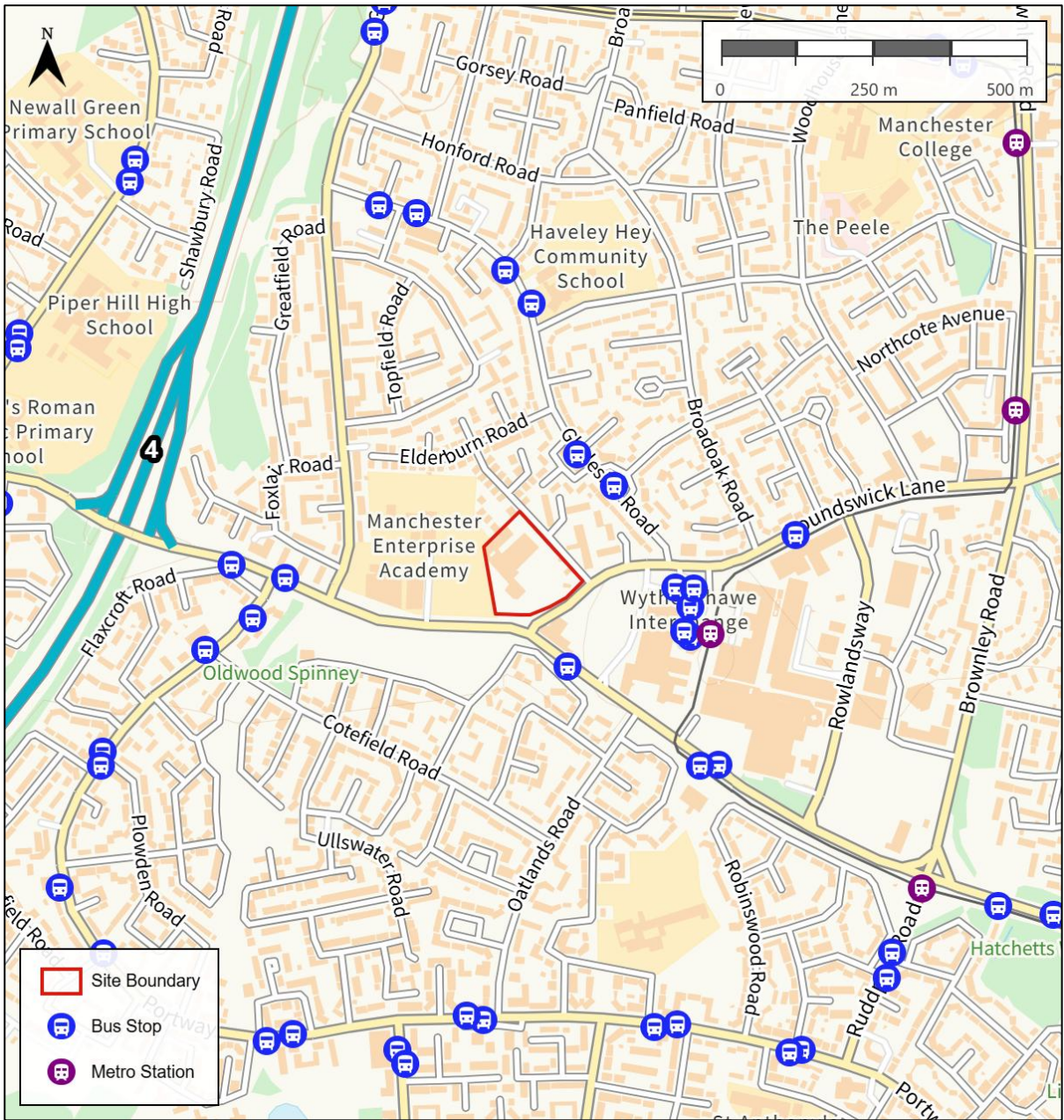


Figure 3.7 – Public Transport Network in Vicinity of Site
(Source: TfGM, 2025)

Bus Accessibility

3.4.5 Further CIHT guidance – from ‘Buses in Urban Developments’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m

Situation	Maximum Walking Distance
Less frequent routes	300m
Town/city centres	250m

Table 3.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

3.4.6 The nearest bus stop to the site is located at Wythenshawe Interchange. The Interchange is served by several bus routes, including the 11, 43, 101, 103, 130, 248, 249, and 368. These routes provide connections to Manchester Piccadilly Gardens, Manchester Airport, Altrincham, Stockport, Eccles, and Macclesfield, ensuring frequent and reliable service.

3.4.7 **Table 3.4** details the services that call at the nearest stops, and their associated frequencies:

Service	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
11 - Stockport - Edgeley - Cheadle - Gatley - Altrincham	3	3	2
43 - Piccadilly Gardens - Wythenshawe - Manchester Airport	4	2	2
101 - Piccadilly Gardens - Moss Side - Baguley - Wythenshawe	4	4	2
103 - Manchester Airport - Wythenshawe - Piccadilly Gardens	2	2	1
130 - Macclesfield - Wilmslow - Heald Green - Manchester Airport	1	1	1
248 - Eccles - Trafford Centre - Sale - Wythenshawe - Manchester Airport	1	1	0.5
249 - Altrincham - Sale - Sale Moor - Northern Moor - Wythenshawe	2	2	1
368 - Manchester Airport - Cheadle Hulme - Edgeley - Stockport	4	2	2

Table 3.4 – Summary of Bus Service Frequencies from Wythenshawe Interchange

3.4.8 These stops provide frequent access to Greater Manchester facilities, as well as larger public transport interchanges across the town (such as Manchester Piccadilly Gardens and Stockport) all 7 days of the week. It is considered that the site is accessible by bus.

3.4.9 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

- 3.4.10 The Manchester Metrolink light rail Navy Line serves the Town Centre. This provides frequent services to Manchester Victoria via Exchange Square and Manchester Airport.
- 3.4.11 The Navy Line runs 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.
- 3.4.12 Users can change at St Werburgh's Road, Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, and the Trafford Centre, as shown in the Metrolink map in **Figure 3.8**.

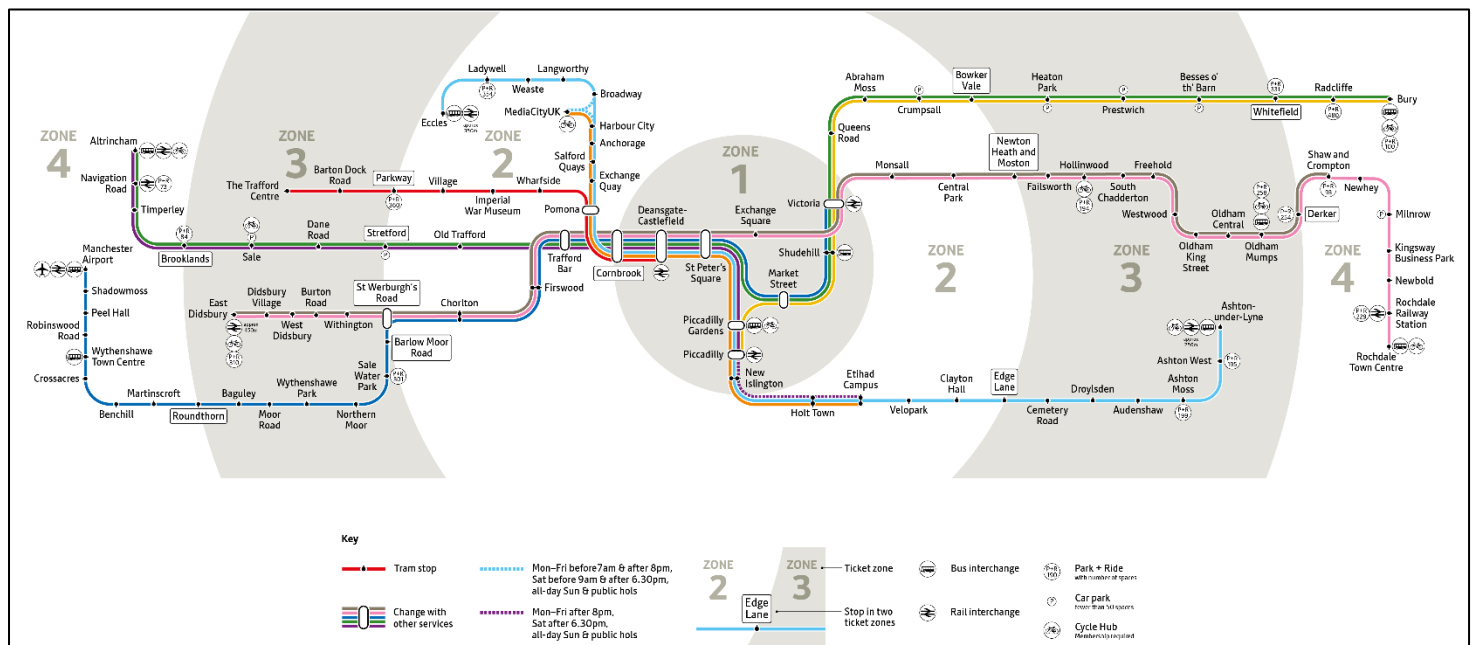


Figure 3.8 – TfGM Metrolink Network Map

(Source: TfGM, 2025)

- 3.4.13 In summary, it is considered the site is accessible by Metrolink (light rail).

3.5 Summary

- 3.5.1 It is considered the site is clearly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits very good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 3.5.2 Overall and considering this, the site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips. The surrounding area especially exhibits good levels of pedestrian infrastructure and public transport networks.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 4.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre masterplan project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, this being Brotherton House.
- 4.1.3 The proposed description of development is as follows:

“Erection of extra care apartments (Use Class C2) older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings”
- 4.1.4 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.

4.1.5 The Proposed Development internal site layout is provided in **Appendix A** and **Figure 4.1**.



Figure 4.1 – Brotherton House Internal Site Layout

4.2 Wythenshawe Town Centre Development Framework

4.2.1 Development Framework has been prepared to guide the regeneration of Wythenshawe Town Centre. The Town Centre represents the heart of Wythenshawe.

4.2.2 The Framework area comprises Wythenshawe Town Centre and is largely contained within an area of land bounded by Rowlandsway, Simonsway and Poundswick Lane. This area includes the pedestrianised Shopping Centre, the Forum leisure complex, Etrop Court, areas of car parking, the existing transport interchange and a number of other free standing fast food and retail outlets.

4.2.3 Also included within the Framework area is the existing office accommodation to the east of Rowlandsway and along Wavell Road as well as the former Gala Bingo site and the cleared former Shell site.

- 4.2.4 The Framework, through targeting realistic and deliverable interventions in the short term, seeks to promote the Town Centre as a vibrant district centre which acts as focal point for retail, leisure and community services where people want to spend time. This in turn will assist in the more permanent regeneration and rejuvenation of the Framework Area.
- 4.2.5 The aims of the Framework are to improve transport links in and around Wythenshawe. Furthermore, to develop an integrated transport strategy to improve access to jobs, the city centre, the airport, the hospital, the business parks, and the town centre.

4.3 Wythenshawe Town Centre Masterplan Vision

- 4.3.1 The Masterplan Vision has been developed to enhance Wythenshawe Town Centre's role as a mixed-use hub for the Town and Greater Manchester that: creates stronger communities, improve the quality of life of the residents, and produce a shift away from our reliance on private vehicles.
- 4.3.2 Further, the car parking provision proposed is likely to encourage many site users to travel by sustainable modes. Investment in the Town Centre should seek to promote a 'Walkable' Neighbourhood further with investment in active travel, public realm, and facilities to promote easy and convenient access. Facilitating active travel can improve physical and mental health benefits and reduce the reliance on short-journey car dependency.
- 4.3.3 The Masterplan Vision also includes the creation of a new Mobility Hub to address the needs of car users, but also to assist in the promotion of other forms of sustainable travel, including facilities for electric vehicle charging and cycle hire. In the longer term, there is an opportunity to address routes into the centre and to rebalance car-centric roads with cycleways and footpaths.
- 4.3.4 The Interim Travel Plan (Document Reference: **087344-CUR-XX-XX-T-TP-00003**) sets the following objectives:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to and from the site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

4.4 Proposed Access

Vehicular Access

- 4.4.1 The site would be accessed from Cornfield Drive to the northeast of the site boundary. The Proposed Development would include an internal road network providing vehicular access to all the 216 units and associated parking.

- 4.4.2 This access road would have a 5.5m-wide carriageway and 2m-wide footway on both sides of the road. There would also be dropped kerbs and tactile paving at the junction where the access road meets Cornfield Drive to facilitate pedestrian access. This access arrangement is shown in **Drawing 087344-CUR-XX-00-D-TP-75001** at the rear of this report.
- 4.4.3 The drawing also shows that visibility splays of 2.4m x 43m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 30mph speed limit.
- 4.4.4 In October 2025, Curtins held pre-application with Manchester City Council. Following these discussions, it was agreed that the internal highway network will be constructed to adoptable standards.
- 4.4.5 The key principles which have guided the internal highway design are summarised below;
- Provide a 5.5m wide carriageway to accommodate two-way vehicle movements;
 - Provide a 2m wide footway along both sides of the carriageway;
 - Ensure refuse collection vehicles are able to access and egress the site in a forward gear; and
 - Locate car parking behind the footway with drop kerbs limited to groups of two parking bays.
- 4.4.6 **Drawing 087688-CUR-XX-00-D-TP-05001, 5002, 5003, 5004** at the rear of this report shows that a large car, refuse collection vehicle, fire tender, and panel van can access and egress from the site in forward gear.
- 4.4.7 At the northern and southern extents of the site access road, it is proposed to incorporate areas of privately maintained car parking courtyards.

Pedestrian and Cycle Access

- 4.4.8 There would be a designated pedestrian access to the south of the site. This would connect into the pedestrian infrastructure on Poundswick Lane, improving access to the Town Centre.
- 4.4.9 Cyclists would enter the site in a similar manner to other vehicles to access the shared cycle store located within the centre of the site.

4.5 Proposed Parking

Proposed Car Parking

- 4.5.1 The proposals include a parking area with 90 bays (inc. 14 disabled bays). Based on the allocation for the Proposed Development units this would be broken down as:
- Extra Care: 25 spaces (inc. 14 disabled bays).
 - Apartment: 30 spaces.

- Houses: 25 spaces (1 space per home).

- 4.5.2 In October 2025, Curtins held pre-application with Manchester City Council. Following these discussions, it was agreed that the internal highway network will be built to adoptable standards and feature car parking bays of 2.5m x 5m. The accessible bays would measure 2.5m x 5m with a minimum 1.2m 'safety zone' around the bay, in line with MCC's Design for Access 2 guidance.
- 4.5.3 Additionally, the extent of Cornfield Drive adjacent to the proposed access junction would be fitted with a double-yellow TRO to restrict on-street parking.
- 4.5.4 The number of car parking spaces provided is cognisant of the parking requirements outlined in Wythenshawe Masterplan on the basis of the long-term objective is to consolidate the parking strategy and establish a new Mobility Hub at the Town Centre. This Mobility Hub would be integrated within the existing MSCP, offering a variety of active travel options and alternative transport solutions.
- 4.5.5 In the interim period, the existing MSCP offers ample opportunity for off-site car parking within a short walking distance of the site.
- 4.5.6 It is proposed that the Mobility Hub would include a cycle hire and repair facility, electric vehicle hire and rapid charging stations, scooter hire, as well as taxi drop-off and general parking facilities.
- 4.5.7 Considering the site's accessibility by active travel and public transport (as described in **Section 3**), key amenities, the Wythenshawe Interchange, and cycle and scooter parking car parking within the Council's Wythenshawe Masterplan Vision is proposed.
- 4.5.8 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 4.5.9 Furthermore, as discussed in **Section 3**, 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 Wythenshawe and neighbouring towns, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

Existing Wythenshawe Community Housing Group Parking Demand

- 4.5.10 To influence the Development Proposals, research of other local sites within the Wythenshawe Community Housing Group have been undertaken. This engagement has focused on the Village 135 development, Ken Collis Court, and Frank Price Court.

4.5.11 Curtins has assessed the provision of car parking provided at these sites as they are extra care and older living schemes similar to that of the Proposed Development.

Village 135

4.5.12 Village 135 is an extra care scheme housing 135 apartments. Curtins understands that there are two blocks, and each block has car parking:

- There are 38 + 9 disabled spaces at Block A & B, shared between 81 apartments at V135 and 58 flats at Hollyhedge Court.
- There are 29 + 4 disabled spaces in the gated area behind Block C & D shared between 54 apartments at V135 and 58 flats at Benchill Court.
- There are an additional 11 + 2 disabled spaces at the side of Block C & D

4.5.13 A review of the car parking provision is provided in **Table 4.1** below.

Village 135 & Neighbouring Courts	Block A + B	Block C + D	Total
Standard Spaces	38	29	67
Disabled Spaces	9	4	13
Total Spaces	47	33	80
V135 Flats	81	54	135
Neighbouring Court	58	58	116
Total Flats	139	112	251
Additional Spaces	0	11	11
Additional Disabled	0	2	2
Grand Total Spaces	47	46	93
<i>Parking Provision</i>	<i>34%</i>	<i>41%</i>	<i>37%</i>

Table 4.1 – Village 135 Parking Provision

4.5.14 **Table 4.1** above confirms that car parking for the Village 135 and Neighbouring Courts; 251 total flats, is a grand total to 93 total spaces (including 15 disabled spaces). This is a parking provision of 37% across the V135 and two neighbouring courts.

4.5.15 The current provision of 37% is lower than that of the Proposed Development, which would provide a parking provision of 50%. The proposed car parking provision is therefore consistent with existing Wythenshawe Community Housing Group scheme.

Ken Collis Court

4.5.16 Ken Collis Court is a sheltered scheme with 38 total flats. The development has 2 car parking spaces outside the main gate and 10 car parking spaces inside the main gate. Additionally, there is also a small overflow car park that hold capacity for an additional 5 car parking spaces.

4.5.17 In total the Ken Collis Court provides 17 total car parking spaces. This is a parking provision of 45%. A provision of 45% is slightly lower than that of the Proposed Development. The proposed car parking provision is therefore broadly consistent with existing Wythenshawe Community Housing Group scheme.

Frank Price Court

4.5.18 Frank Price Court is a sheltered scheme with 30 total flats. The development has 8 car parking spaces in total. This is a parking provision of 27%. This provision is lower than that of the Proposed Development.

Local Car Ownership

4.5.19 The level of car parking provision has further been informed by 2021 Census data, centred around the Manchester 050 Middle Super Output Area (MSOA) where the site is located. The findings for households are summarised in **Table 4.2**, with the full results and calculations provided in **Appendix B**:

	Number	Percent
No cars or vans in household	1,829	46%
1 car or van in household	1,604	41%
2 cars or vans in household	410	10%
3 cars or vans in household	100	3%
Total Households	3,943	100%
Total Cars/ Vans (Estimated)	2,724	–
Cars/ Vans Per Household	<u>0.69</u>	–

Table 4.2 – Car Ownership

4.5.20 **Table 4.2** shows that Manchester 050 MSOA had a car ownership level of 0.69 in 2021.

4.5.21 The existing level of car ownership levels shows that 46% of households would not own a vehicle. This would equate to 100 units of the proposed 216 dwellings not owning a vehicle. Additionally, 41% of households would own just one vehicle. When applied to the Proposed Development this would equate

to 88 units owning one vehicle. Based on this assessment, the proposed car parking provision is deemed to be sufficient.

- 4.5.22 Based on the nature of the Proposed Development it is considered unlikely that future residents would own 2 or 3 vehicles per household. Furthermore, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 4.5.23 Since 2021, there have been significant improvements to the site's accessibility by active travel and public transport which may have further reduced the level of car ownership as compared to 2011 levels. This is evidenced by statistics from the Department for Transport which show that passenger journeys per head and number of passenger journeys increased by 114% and 128% between 2010-11 and 2018-19 on Manchester Metrolink.
- 4.5.24 This trend is anticipated to continue in the future with sustainable transport opportunities actively promoted as part of the ongoing Travel Plan.

Proposed Cycle & Scooter Parking

- 4.5.25 Secure cycle parking for 68 cycles in the form of a shared cycle store would be located at within the centre of the site. Furthermore, each House would have 1 cycle space per home.
- 4.5.26 Additionally, due to the nature of the Proposed Development, secure mobility scooter parking for 48 scooters would be provided across two stores.
- 4.5.27 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **087344-CUR-00-XX-RP-TP-00003**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. 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 Employment land uses.

5.2 Previous Trip Generation

5.2.1 The main use of the previous use building onsite can be classified as Employment.

5.2.2 The level of trips generated by the previous uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix C**, applying the following criteria:

- Land Use: Employment - Office;
- Regions: All;
- Location Type: Edge of Town Centre;

5.2.3 The existing building has an approximate GFA of 9,890 sqm. This GFA measurement has been used to calculate the predicted trip generation of the previous office use.

5.2.4 The peak hour trip rates and subsequent vehicular trips associated with the previous use are provided in **Table 5.1** below. All trip rates are per 100 sqm:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.605	0.107	0.712	60	11	70
PM (17:00 – 18:00)	0.077	0.481	0.558	8	48	55

Table 5.1 – Trip Rates and Generation (Office)

5.2.5 The number of vehicle trips generated by the previous use of the site could have equated to 70 and 55 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

5.3.1 The trip generation figures utilised to predict the anticipated level of demand associated with the proposed residential uses on site have been informed by TRICS trip rates. 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 land uses.

Houses Trip Rates and Generation

5.3.2 The full search criteria used in the TRICS database are included in **Appendix C**, applying the following:

- Land Use: Residential – Affordable/ Local Authority Houses
- Regions: Great Britain
- Location Type: Edge of Town Centre, Suburban Area.

5.3.3 The peak hour trip rates and subsequent vehicular trips associated with the proposed 25 Houses is provided in **Table 5.2**. All trip rates are per one dwelling:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.132	0.158	0.29	3	4	7
PM (17:00 – 18:00)	0.158	0.105	0.263	4	3	7

Table 5.2 – Trip Rates and Trip Generation (25 Houses)

Apartments – Older Living Trip Rates and Generation

5.3.4 The full search criteria used in the TRICS database are included in **Appendix C**, applying the following:

- Land Use: Residential – Retirement Flats
- Regions: Great Britain
- Location Type: Edge of Town Centre, Suburban Area.

5.3.5 The peak hour trip rates and subsequent vehicular trips associated with the proposed 82 apartments is provided in **Table 5.3**. All trip rates are per one dwelling:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.147	0.359	0.506	5	7	13
PM (17:00 – 18:00)	0.323	0.163	0.486	6	4	9

Table 5.3 – Trip Rates and Trip Generation (82 Apartments – Older Living)

Extra Care Apartment Trip Rates and Generation

5.3.6 The full search criteria used in the TRICS database are included in **Appendix C**, applying the following:

- Land Use: Residential – Retirement & Care Community
- Regions: Great Britain
- Location Type: Edge of Town Centre, Suburban Area.

5.3.7 The peak hour trip rates and subsequent vehicular trips associated with the proposed 109 Extra Care Apartments is provided in **Table 5.4**. All trip rates are per one dwelling:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.255	0.02	0.275	28	2	30
PM (17:00 – 18:00)	0.02	0.157	0.177	2	17	19

Table 5.4 – Trip Rates and Trip Generation (109 Extra Care Apartments)

Total Proposed Development

5.3.8 **Table 5.2 - Table 5.4** above have been combined to calculate the total expected trip generation of the Proposed Development (216 Units) in **Table 5.5** below.

Time Period	Total Trip Generation		
	Arrive	Depart	Total
AM (08:00 – 09:00)	37	14	50
PM (17:00 – 18:00)	12	24	35

Table 5.5 – Total Trip Generation (216 Units)

5.3.9 The number of vehicle trips generated by the proposed development equates to 50 and 35 two-way movements respectively in the typical AM and PM peak periods.

5.4 Net Site Impact

5.4.1 The following **Table 5.6** indicates the net impact of the proposed site.

Time Period	Total Trip Generation		
	Arrive	Depart	Total
	Previous Trip Generation		
AM (08:00 – 09:00)	60	11	70
PM (17:00 – 18:00)	8	48	55

Proposed Trip Generation			
AM (08:00 – 09:00)	36	13	50
PM (17:00 – 18:00)	12	23	35
Net Impact			
AM (08:00 – 09:00)	-23	3	-20
PM (17:00 – 18:00)	4	-24	-20

Table 5.6 – Net Vehicular Site Impact

5.4.2 The proposed development would result in a decrease of 20 two-way vehicular trips in the AM and PM peaks respectively in comparison to the previous office use.

5.5 Highway Impact Summary

- 5.5.1 The redevelopment of the Brotherton House site for residential use will result in a net decrease in traffic on the surrounding highway network.
- 5.5.2 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 6.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre masterplan project, Curtins have been appointed to support the planning applications for a residential plot which forms part of the masterplan, this being Brotherton House.
- 6.1.3 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.
- 6.1.4 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.
- 6.1.5 Relevant details of the proposed site layout, access, and parking provision have been provided.
- 6.1.6 The proposed development could result in a decrease of 20 two-way vehicular trips in the AM and PM peaks respectively in comparison to the previous office use.
- 6.1.7 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.
- 6.1.8 Additionally, measures are proposed in the accompanying Interim 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.
- 6.1.9 A review of relevant national and local transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

- 6.2.1 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.

Drawings



GENERAL NOTES:

1.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.

2.

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3.

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4.

FOR GENERAL NOTES REFER TO DRAWING.

5.

THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

6.

BASED ON OS MAPPING PROVIDED BY PLANIT

7.

BASED ON PLANIT'S SITE LAYOUT DRAWING REF.: "3475b-PLA-XX-XX-DR-L-0001General Arrangement"

KEY:

RED LINE BOUNDARY (SUPPLIED BY PLANIT)

PROPOSED VISIBILITY SPLAYS (30mph)

Rev:

Description:

Date:

By:

Chkd:

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status:

PRELIMINARY

Project:

BROTHERTON HOUSE

Orig Title:

SITE ACCESS ARRANGEMENT

Drawn By

Designed By

Checked By

PB

PB

AT

Date

28/11/25

Scales @ A1

1:125

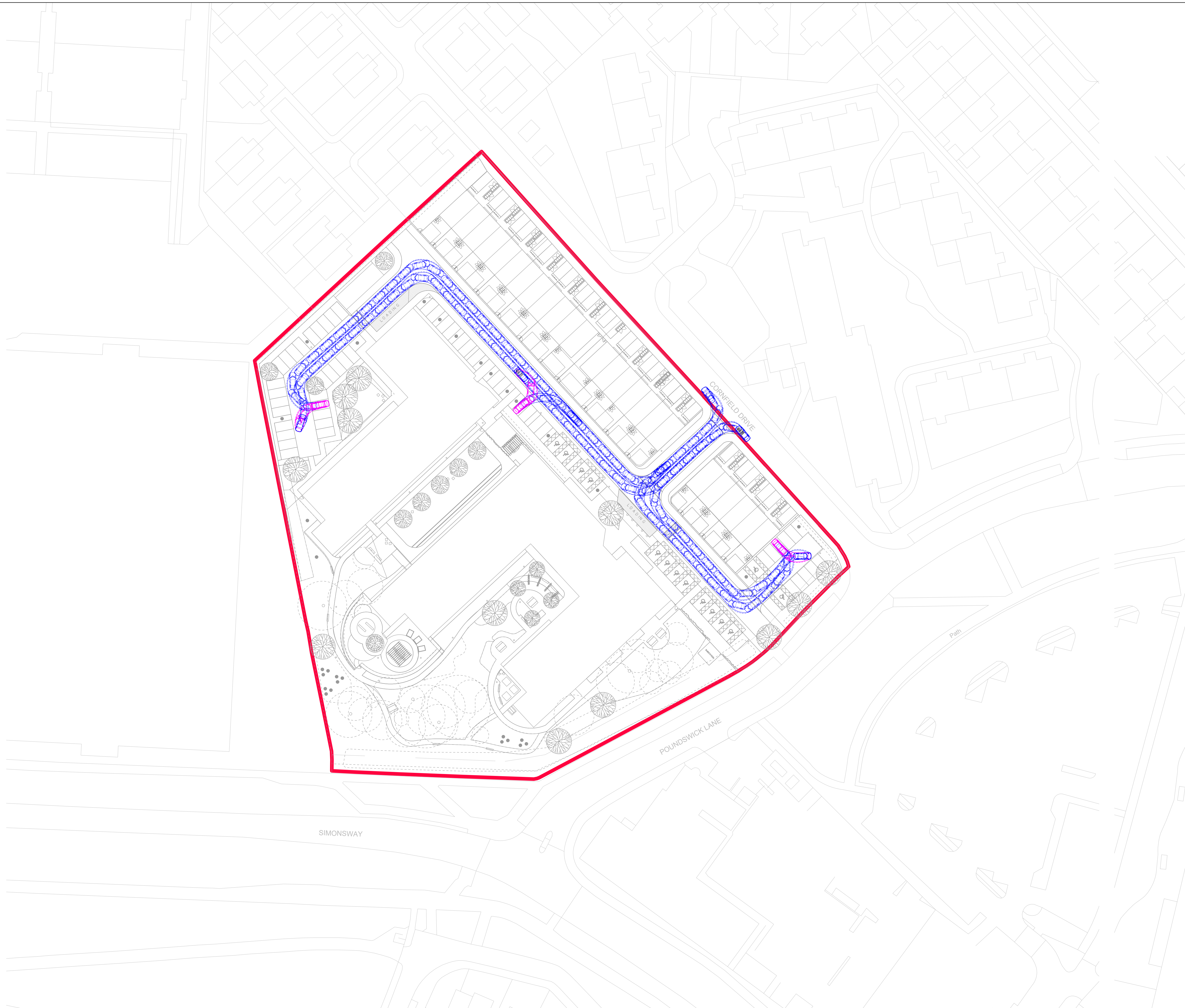
Project No - Originator - Function - Spatial - Form - Discipline - Number

Revision

87688 - CUR - XX - 00 - D - TP- 75001

P02

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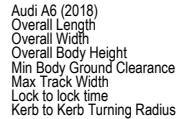


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6. BASED ON OS MAPPING PROVIDED BY PLANT
7. BASED ON PLANT'S SITE LAYOUT DRAWING REF.: "3475b-PLA-XX-XX-DR-L-000 'General Arrangement'"

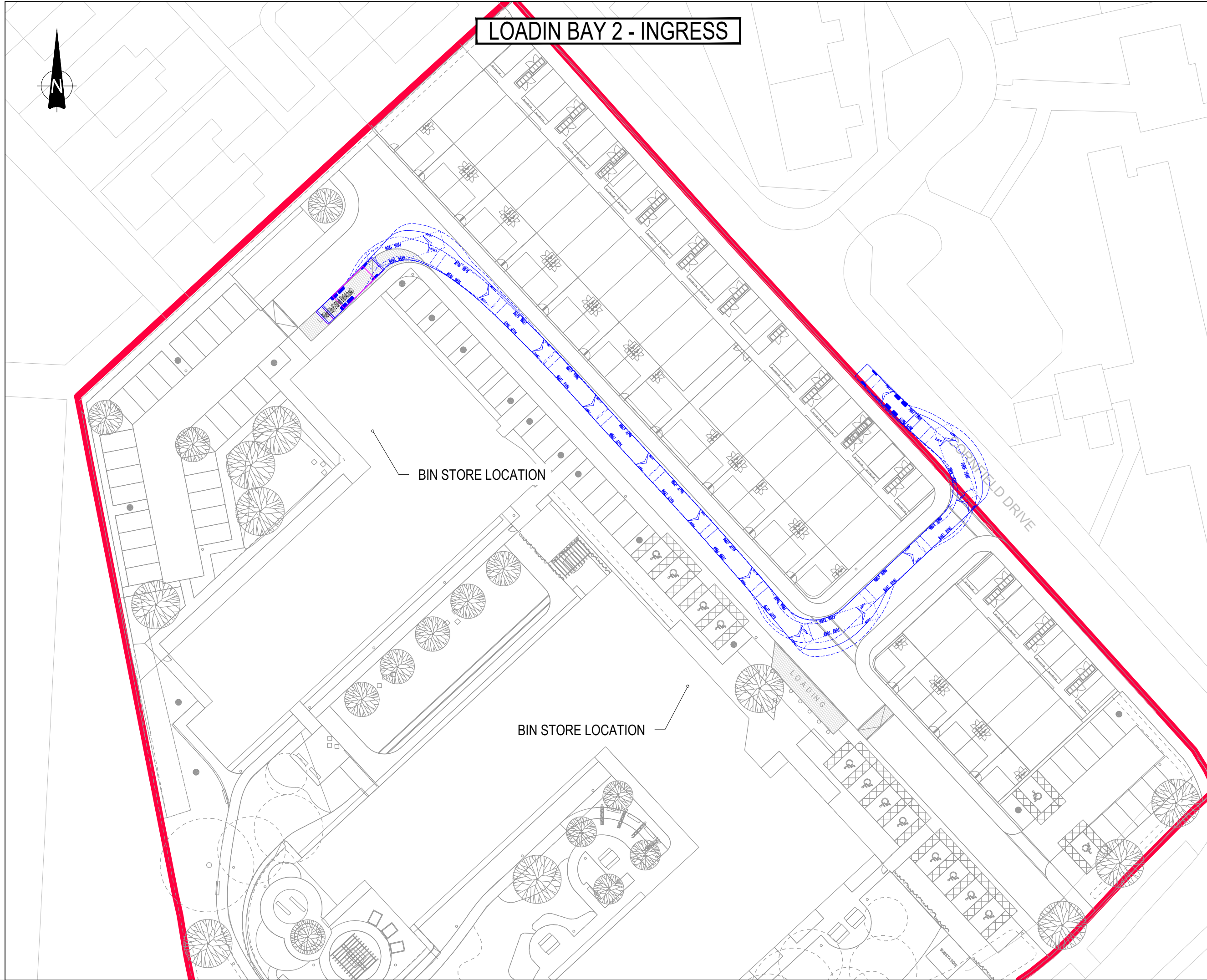
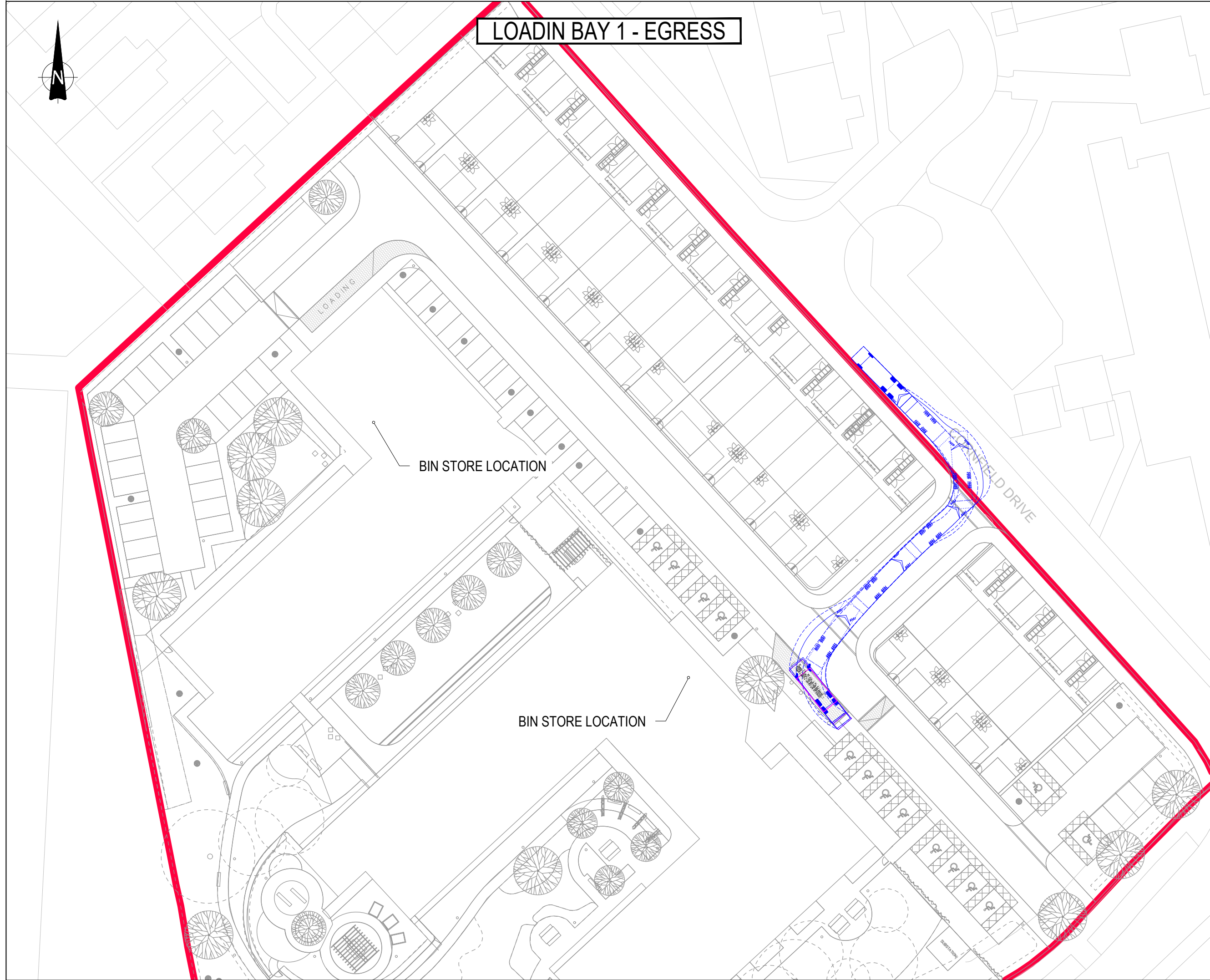
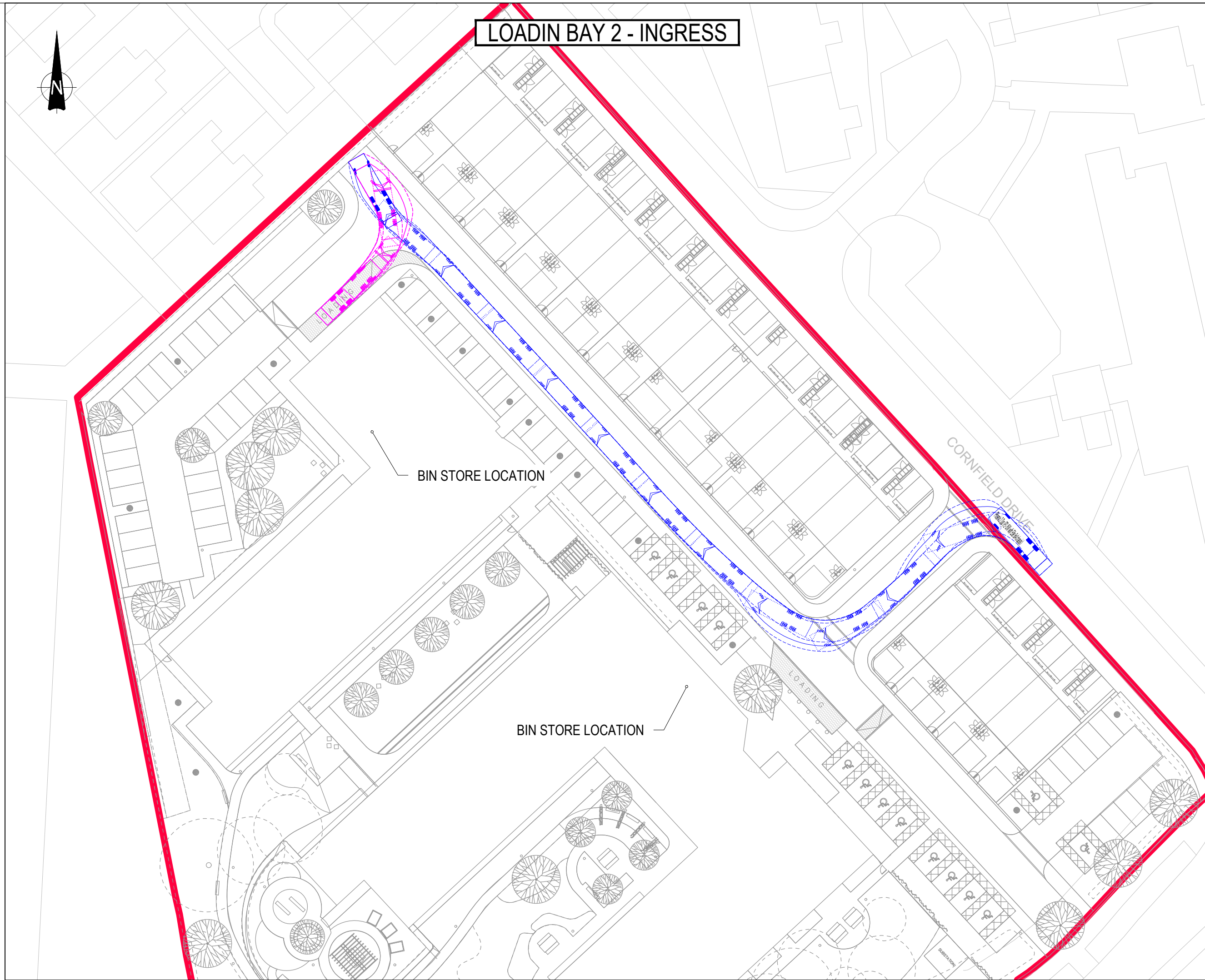
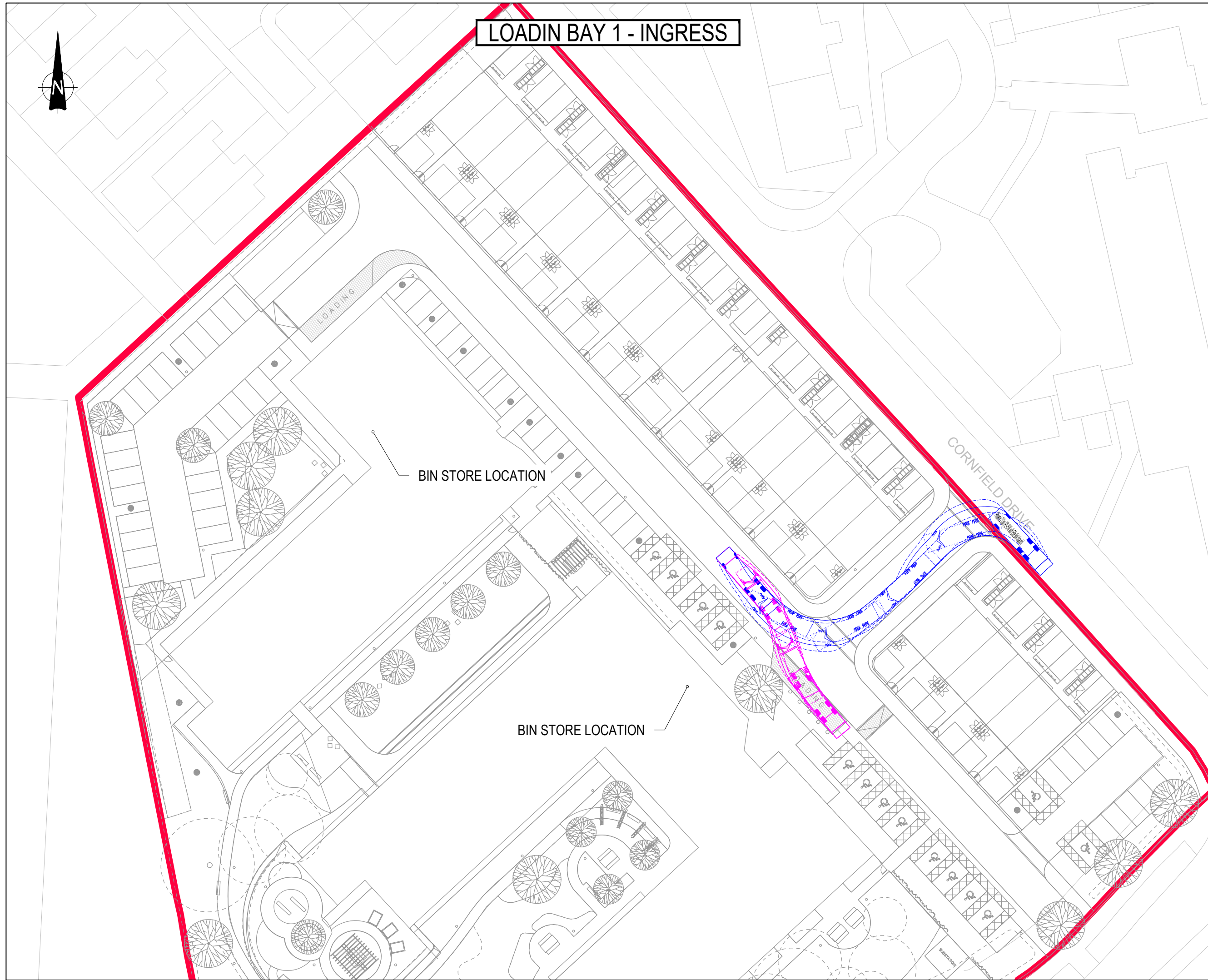
KEY: RED LINE BOUNDARY (SUPPLIED BY PLANIT)

VEHICLE PROFILE



4.939m
2.114m
1.457m
0.142m
1.875m
4.00s
5.950m

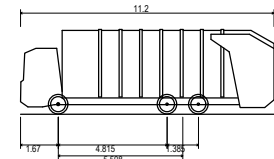
\\MA-FS-1\Projects\087001 - 088000\087688 - Wythenshawe Plots C2 and 3\3\Q3-2-Delivery\TT06-Drawings\



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 6. BASED ON OS MAPPING PROVIDED BY PLANT
 7. BASED ON PLANIT'S SITE LAYOUT DRAWING REF.: "3475b-PLA-XX-XX-DR-L-0001 General Arrangement"

KEY: — RED LINE BOUNDARY (SUPPLIED BY PLANT)

VEHICLE PROFILE:



Phoenix 2 Duo (P2 15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.500m
Overall Body Height 3.750m
Max Body Ground Clearance 3.200m
Track Width 2.000m
Lock to Lock Time 4.000s
Kern to Kern Turning Radius 9.500m

Rev:	Description:	Date:	By:	Chkd:
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manchester@curtins.com
www.curtins.com

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Status: **PRELIMINARY**

Project: **WYTHENSHAW PLOTS C2 AND 3.3**

Dwg Title: **SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE
PLOT 3.3**

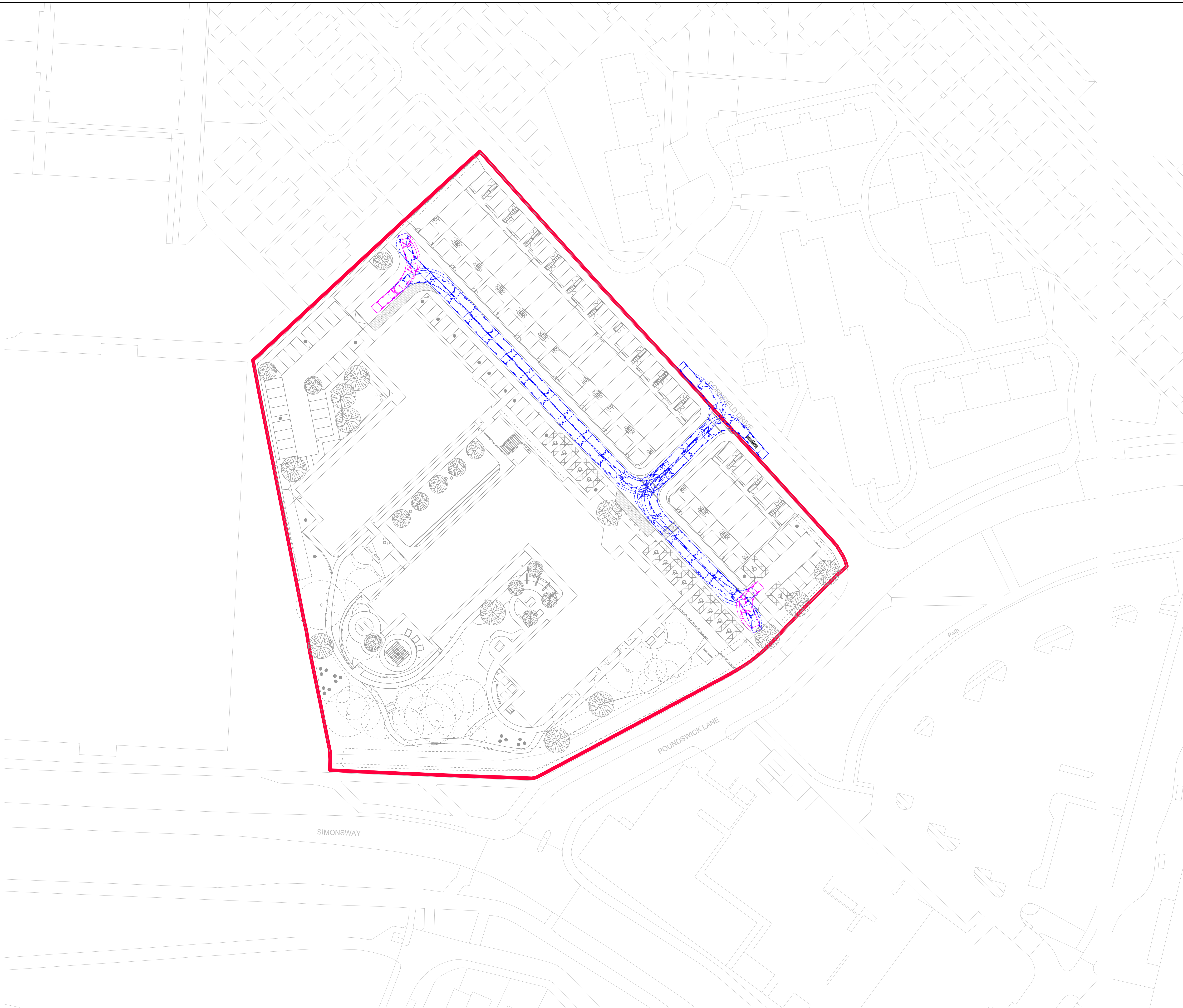
Drawn By	MQ	Designed By	MQ	Checked By	AT
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Date	14/11/25	Scales @ A1	1:500
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Project No	Originator	Function	Spatial	Form	Discipline	Number	Revision
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87688 - CUR - XX - 00 - D -TP- 05002 P01

\\MA\FS-1\Project\057001 - 088000\057088 - Wythenshawe Plots C2 and 3.3\03.2-Delivery\1106-Drawings

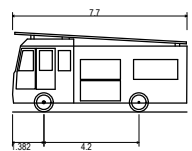


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- BASED ON OS MAPPING PROVIDED BY PLANIT
- BASED ON PLANIT'S SITE LAYOUT DRAWING REF.: "3475b-PLA-XX-XX-DR-L-0001General Arrangement"

KEY: — RED LINE BOUNDARY (SUPPLIED BY PLANIT)

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)
Overall Length 7.100m
Overall Width 2.500m
Overall Body Height 2.500m
Max Body Ground Clearance 0.300m
Track Width 2.500m
Lock to Lock Time 5.000m
Kerb to Kerb Turning Radius 7.400m

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

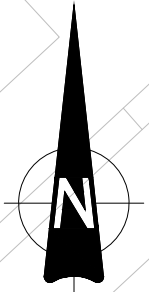
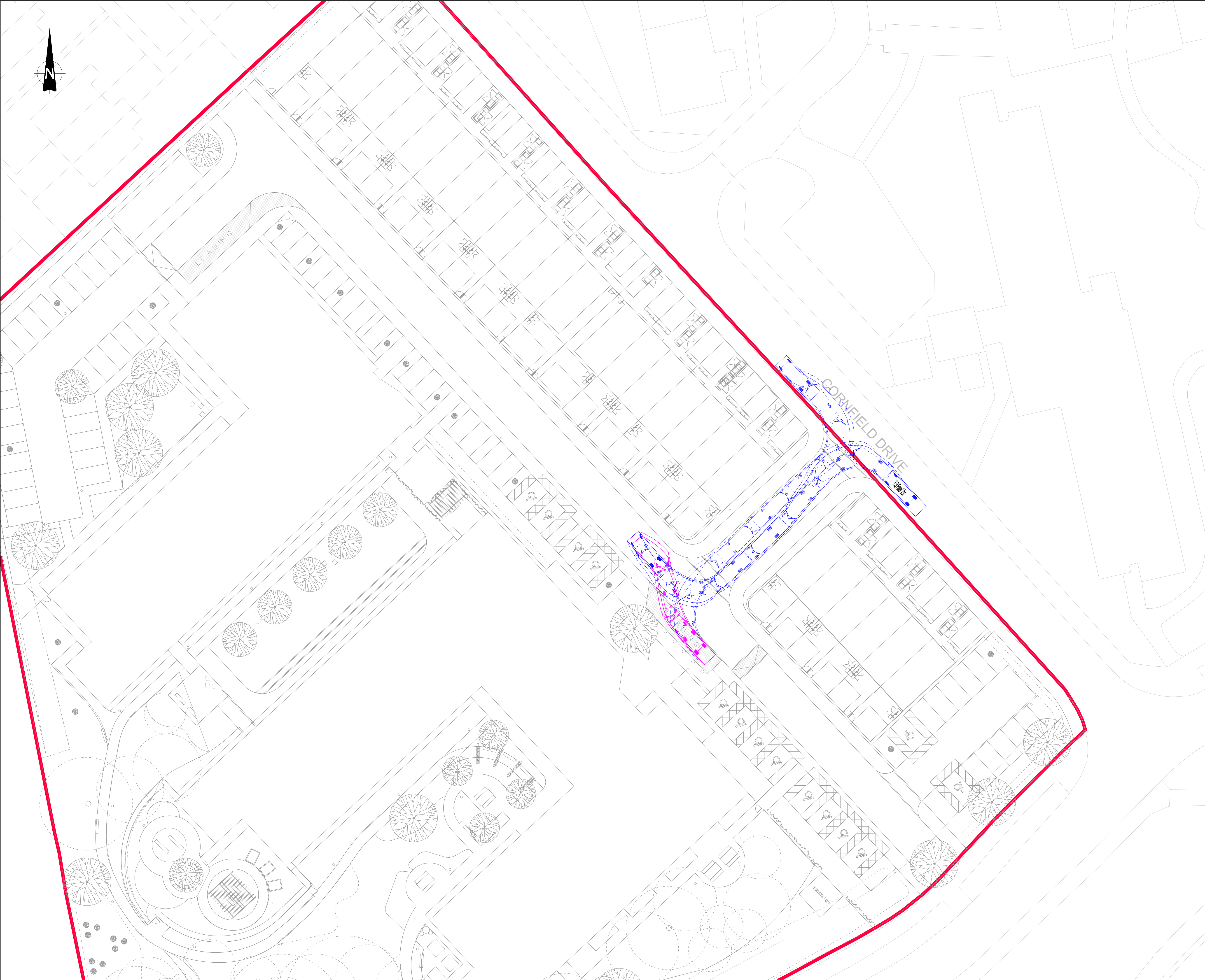
Project: **WYTHENSHAW PLOTS C2 AND 3.3**

Dwg Title: **SWEPT PATH ANALYSIS
FIRE TENDER
PLOT 3.3**

Drawn By MQ	Designed By MQ	Checked By AT
Date 14/11/25	Scales @ A1 1:500	

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
87688 - CUR - XX - 00 - D - TP- 05003	P01

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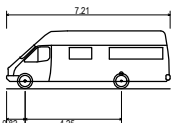


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4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON OS MAPPING PROVIDED BY PLANIT
7. BASED ON PLANIT'S SITE LAYOUT DRAWING REF.: "3475b-PLA-XX-XX-DR-L-0001General Arrangement"

KEY: — RED LINE BOUNDARY (SUPPLIED BY PLANIT)

VEHICLE PROFILE:



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.540m
Overall Height 2.740m
Min. Body Ground Clearance 1.600m
Track Width 1.800m
Lock to Lock Size 4.000m
Kerb to Kerb Turning Radius 7.400m

7.210m
2.540m
2.740m
1.600m
1.800m
4.000m
7.400m

Rev:	Description:	Date:	By:	Chkd:	
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Status:	PRELIMINARY				
Project:	WYTHENSHAW PLOTS C2 AND 3.3				
Dwg Title:	SWEPT PATH ANALYSIS 7.5t PANEL VAN PLOT 3.3				
Drawn By	MQ	Designed By	MQ	Checked By	AT
		Date	14/11/25	Scales @ A1	1:250
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
87688 - CUR - XX - 00 - D -TP- 05004					P01

\\MAFS-1\Project\037001 - 088000\087688 - Wythenshawe Plo2 C2 and 3.3\3.2.Delivery\T106-Drawings

Appendix A – Proposed Site Layout

- 1 Later Living Garden
2 Cycle store
3 Substation/Generator
4 Parking Court
5 Dementia Garden
6 Dementia Lounge Garden
7 Extra Care Garden
8 Grow space with raised planters and a shed for storage
9 Mown path through woodland with integrated seating along the way

A raised table indicates entering a private road/parking court

Existing boundary fence to be inspected and made good where required

Existing boundary fence to be inspected and made good where required.

Reinforced grass to the front of the substation to allow for access when needed but will contribute to greening of the street

Existing boundary fence to be inspected and made good where required

KEY

- Surface Type 1**
High quality concrete block paving to pedestrian areas
Colour TBC
- Surface Type 2**
Tarmac to road surfacings. Flush kerbs across roads to delineate adoption boundary. Adopted road to feature 100mm upstand kerb edges, dropped kerbs where required to access parking bays and crossing points. Private road extends to feature 15mm upstand conservation kerb edge
Conservation kerb to all edges
- Surface Type 3**
Concrete block paving to adaptable standards to loading bays and traffic ramps. Combination of conservation kerbs and flush pin kerbs to edges to facilitate level access for vehicles.
- Surface Type 4**
Permeable tarmac to parking bays with painted line work to demark accessible bays. Combination of conservation kerbs and pin kerbs to all edges to suit
- Surface Type 5**
Tarmac to pedestrian paths associated with roads. Concrete conservation kerb to road edges and concrete conservation pin kerb edging to planting beds.
- Surface Type 6**
Reinforced grass paving to substation entrance
- Surface Type 7**
Maintenance strip to building perimeter
Clean round decorative gravel with timber edging - spec TBC
- Surface Type 8**
Compacted gravel to woodland path and seating areas within the extra care garden. Crushed gravel, compacted with a timber edge.
- Surface Type 9**
Handstanding to dementia garden
Reinforced gravel - vehicle loading spec in front of substation and generator, pedestrian elsewhere
Colour TBC to complement brickwork
Metal edging to all edges - Kinley Bison edging or similar approved
- Surface Type 10**
Tackle paving to crossing points
- Ornamental Planting**
Mixed shrub, herbaceous perennial & climber
Notes: 300mm topsoil over 400mm subsoil
Refer to planting plan. Reuse soil on site where feasible
- Amenity Lawn**
Managed at close cut lawn
To include 10% turf planting
Lawn Turf laid over 100mm Topsoil over 150mm Subsoil / 300mm if surplus available. Reuse soil on site where feasible
- Native Scrub**
Native scrub planting to the perimeter of car parking bays. Bark mulch as ground cover below shrubs
Notes: 300mm topsoil over 600mm subsoil
Reuse soil on site where feasible
- Wildflower Meadow**
Wildflower mix to be overseeded
Notes: 300mm topsoil over 100mm Subsoil / 300mm if surplus available
Reuse soil on site where feasible
- Instant Hedgerow**
1.6m high native species hedgerow to the perimeter of the dementia garden to provide privacy
Notes: 15m per site, 30m in and double staggered. Planted in 300mm topsoil over 600mm subsoil
- Hedgerow**
Mixed Native Species to the edge of the apartment block and perimeter of the plot
Notes: Double staggered whip planting. Planted in 300mm topsoil over 600mm subsoil
- Climbers**
Trellis wire system with climbing plants to soften and screen boundaries
Twining climber species - refer to planting plans
- Existing Tree Retained**
- Proposed Feature Tree**
Semi-mature tree
30-50cm girth - Refer to planting plans
Notes: 300mm topsoil over 600mm subsoil
- Proposed Street Tree**
Semi-mature tree
20-25cm girth - Refer to planting plans
Notes: 300mm topsoil over 600mm subsoil
- Proposed Multistem Tree**
Shaded within the extra care garden to add layers to the planting and help offer privacy - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil
- Whip Planting**
Planted at 2.2m centres - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil
- Seating**
Mix of materials and cubic blocks. PPC finished metal framework with timber seated top. Bench specification to include options for back and arm rests. Tables and positioning of seating to consider users requiring wheelchair access
Colour TBC
- Landscape Structures**
Timber and steel pergola structures fabricated to enhanced seating areas requiring cover. To include for trellis wire system spanning between to facilitate greening of structures with climbing plants.
- Raised Grow Beds**
Natural hardwood dressed timber raised grow beds constructed from hardwood timber sleepers. Beds internal face to be lined with waterproof membrane with loose gravel drainage and geotextile separation layer below
- Tool Shed**
Small timber shed with windows to store communal residents gardening supplies. Standard wooden garden shed (8ft x 4ft) with secure, lockable door from Shed Store or similar approved. To be installed over suitable paved base to match existing hardstanding
- Timber Fence**
To boundary of residential terrace gardens. Double slatted (horizontal) timber pressure treated screening panels. To include lockable gate in match line style. Height: 1.2m with climber planting
Product TBC
- Timber Screen**
To boundary of residential terrace gardens. Double slatted (horizontal) timber pressure treated screening panels. To include lockable gate in match line style. Height: 1.8m
Product TBC
- Metal Railing**
Railing to the perimeter of the dementia garden
1.8m high mild steel PPC railing consisting of flat bar profiles. To incorporate electronic top access to all gates. Colour to match architectural metalwork.
- Metal Railing**
Secure railing to the perimeter of shared gardens
2.2m high mild steel PPC railing consisting of flat bar profiles. To incorporate electronic top access to all gates. Colour to match architectural metalwork.
- Low brick wall**
To entrance road forming part of the boundary to the private terrace gardens. Low wall to delineate the entrance gateway to the site
Wall height 1.5m high for 3m adjacent to properties before lowering to 1.2m high elsewhere. Brick to match architectural brickwork.
- Bird and Bat boxes**
Habitat enhancement measures installed within existing trees. Final locations and quantities to be advised by ecologist. Schweigler bird and bat box or equal and approved
- Handrail**
1.1m high metal handrail along sloped footpath. Mild steel with PPC finish, to include an integrated handrail at 0.8m high
Colour to match architectural metalwork
- Bin Store**
To individual house footpaths. Constructed out of brick (to match building) with a green roof to the bin store and timber screening doors
Large enough to house 4x2x1m bins
- Cycle Store**
To private rear gardens of houses. Proprietary product, spec TBC
- Lighting Column**
External lighting to internal road and parking areas. Lighting layout indicative subject to specialist design input
Proprietary product, spec TBC and subject to adoptable standards.
- Lighting Bollard**
Low level lighting bollard to resident amenity and ecologically sensitive areas. Lighting layout indicative subject to specialist design input.
Proprietary product, spec TBC
- Fixed Bollard**
Stainless steel fixed bollard. Spec TBC

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NOTES:

- Do not scale from this drawing.
- Always work to noted dimensions.
- All dimensions are in millimetres unless otherwise stated.
- All setting out, levels and dimensions to be agreed on site.
- The dimensions of all materials must be checked on site before being laid out.
- This drawing must be read with the relevant specification clauses and detail drawings.
- Order of construction and setting out to be agreed on site.



Red Line Boundary



Existing Surface Level



Proposed Surface Level

P08	11/11/2025	Planning	CB	SC
P07	31/10/25	Planning	CB	SC
P06	20/10/25	Draft Planning - For Coordination	CB	SC
P05	15/10/25	For Information	CB	SC
P04	03/10/25	For Information	CB	SC

Revision	Date	Description	Drawn	Apprv.
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Manchester | London | Liverpool | Leeds | Stanish

Manchester
2 Back Grafton Street,
Altrincham,
Cheshire,
WA14 1DY

W: planit-ie.com
E: info@planit-ie.com
T: 0161 928 9281

Client Muse

Project Wythenshawe Civic Plot 3.3

Drg Title General Arrangement

Created on 13-08-25
Created by MB
Approved by SPL

Scale 1:500
Size A2
Workstage RIBA 2

Drg No. 3475b-PLA-XX-XX-DR-L-0001
Suitability Revision S1 P08

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Appendix B – Local Car Ownership

TS045 - Car or van availability

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population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02001094 : Manchester 050

Number of cars or vans	2021
Total: All households	3,943
No cars or vans in household	1,829
1 car or van in household	1,604
2 cars or vans in household	410
3 or more cars or vans in house	100

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix C – TRICS Output

TRICS 8.25.6

Trip Rate Parameter: GFA

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

Calculation Fac 100 sqm

Count Type: Total Vehicles

Period	No.Days	Ave.GFA	Arrivals	Departures	Totals
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	18	4336	0.21	0.026	0.236
08:00-09:00	19	4117	0.605	0.107	0.712
09:00-10:00	19	4117	0.338	0.142	0.48
10:00-11:00	19	4117	0.184	0.137	0.321
11:00-12:00	19	4117	0.107	0.111	0.218
12:00-13:00	19	4117	0.129	0.175	0.304
13:00-14:00	19	4117	0.17	0.166	0.336
14:00-15:00	19	4117	0.116	0.138	0.254
15:00-16:00	19	4117	0.091	0.173	0.264
16:00-17:00	19	4117	0.095	0.276	0.371
17:00-18:00	19	4117	0.077	0.481	0.558
18:00-19:00	18	4336	0.026	0.177	0.203
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			2.148	2.109	4.257

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

Calculation Fac 100 sqm

Count Type: Cyclists

Period	No.Days	Ave.GFA	Arrivals	Departures	Totals
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	18	4336	0.017	0	0.017
08:00-09:00	19	4117	0.084	0.001	0.085
09:00-10:00	19	4117	0.022	0	0.022
10:00-11:00	19	4117	0.015	0.006	0.021
11:00-12:00	19	4117	0.009	0.009	0.018
12:00-13:00	19	4117	0.008	0.009	0.017
13:00-14:00	19	4117	0.006	0.01	0.016
14:00-15:00	19	4117	0.003	0.005	0.008
15:00-16:00	19	4117	0.005	0.012	0.017
16:00-17:00	19	4117	0.001	0.019	0.02
17:00-18:00	19	4117	0	0.065	0.065
18:00-19:00	18	4336	0	0.031	0.031
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.17	0.167	0.337

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

Calculation Fac 100 sqm

Count Type: Pedestrians

Period	No.Days	Ave.GFA	Arrivals	Departures	Totals
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	18	4336	0.053	0.006	0.059
08:00-09:00	19	4117	0.199	0.028	0.227
09:00-10:00	19	4117	0.228	0.055	0.283
10:00-11:00	19	4117	0.092	0.116	0.208
11:00-12:00	19	4117	0.128	0.155	0.283
12:00-13:00	19	4117	0.421	0.52	0.941
13:00-14:00	19	4117	0.528	0.519	1.047
14:00-15:00	19	4117	0.327	0.207	0.534
15:00-16:00	19	4117	0.106	0.078	0.184
16:00-17:00	19	4117	0.046	0.124	0.17
17:00-18:00	19	4117	0.035	0.243	0.278
18:00-19:00	18	4336	0.005	0.092	0.097
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			2.168	2.143	4.311

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

Calculation Fac 100 sqm

Count Type: Public Transport Users

Period	No.Days	Ave.GFA	Arrivals	Departures	Totals
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	18	4336	0.154	0.001	0.155
08:00-09:00	19	4117	0.591	0.006	0.597
09:00-10:00	19	4117	0.525	0.028	0.553
10:00-11:00	19	4117	0.138	0.045	0.183
11:00-12:00	19	4117	0.083	0.079	0.162
12:00-13:00	19	4117	0.093	0.148	0.241
13:00-14:00	19	4117	0.127	0.125	0.252
14:00-15:00	19	4117	0.065	0.081	0.146
15:00-16:00	19	4117	0.06	0.13	0.19
16:00-17:00	19	4117	0.049	0.298	0.347
17:00-18:00	19	4117	0.026	0.584	0.61
18:00-19:00	18	4336	0.009	0.32	0.329
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.92	1.845	3.765

TRICS 8.25.6

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Calculation Fac 1 DWELLS

Count Type: Total Vehicles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	9	44	0.046	0.048	0.094
08:00-09:00	9	44	0.066	0.091	0.157
09:00-10:00	9	44	0.106	0.101	0.207
10:00-11:00	9	44	0.132	0.147	0.279
11:00-12:00	9	44	0.109	0.086	0.195
12:00-13:00	9	44	0.104	0.104	0.208
13:00-14:00	9	44	0.084	0.099	0.183
14:00-15:00	9	44	0.086	0.104	0.19
15:00-16:00	9	44	0.099	0.081	0.18
16:00-17:00	9	44	0.078	0.076	0.154
17:00-18:00	9	44	0.068	0.046	0.114
18:00-19:00	9	44	0.046	0.046	0.092
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.024	1.029	2.053

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Calculation Fac 1 DWELLS

Count Type: Cyclists

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	9	44	0	0.003	0.003
08:00-09:00	9	44	0.005	0	0.005
09:00-10:00	9	44	0	0.003	0.003
10:00-11:00	9	44	0.01	0.005	0.015
11:00-12:00	9	44	0	0.003	0.003
12:00-13:00	9	44	0.005	0	0.005
13:00-14:00	9	44	0.003	0.003	0.006
14:00-15:00	9	44	0	0.003	0.003
15:00-16:00	9	44	0	0.003	0.003
16:00-17:00	9	44	0	0.003	0.003
17:00-18:00	9	44	0.003	0.003	0.006
18:00-19:00	9	44	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.026	0.029	0.055

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Calculation Fac 1 DWELLS

Count Type: Pedestrians

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	9	44	0.008	0.028	0.036
08:00-09:00	9	44	0.033	0.038	0.071
09:00-10:00	9	44	0.048	0.056	0.104
10:00-11:00	9	44	0.046	0.071	0.117
11:00-12:00	9	44	0.081	0.071	0.152
12:00-13:00	9	44	0.081	0.046	0.127
13:00-14:00	9	44	0.028	0.048	0.076
14:00-15:00	9	44	0.048	0.061	0.109
15:00-16:00	9	44	0.068	0.043	0.111
16:00-17:00	9	44	0.063	0.041	0.104
17:00-18:00	9	44	0.051	0.035	0.086
18:00-19:00	9	44	0.03	0.023	0.053
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.585	0.561	1.146

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

Calculation Fac 1 DWELLS

Count Type: Public Transport Users

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	9	44	0	0.02	0.02
08:00-09:00	9	44	0.008	0.043	0.051
09:00-10:00	9	44	0.01	0.015	0.025
10:00-11:00	9	44	0.018	0.025	0.043
11:00-12:00	9	44	0.018	0.023	0.041
12:00-13:00	9	44	0.028	0.025	0.053
13:00-14:00	9	44	0.025	0.015	0.04
14:00-15:00	9	44	0.025	0.013	0.038
15:00-16:00	9	44	0.033	0.01	0.043
16:00-17:00	9	44	0.02	0.025	0.045
17:00-18:00	9	44	0.025	0.003	0.028
18:00-19:00	9	44	0.01	0.005	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.22	0.222	0.442

TRICS 8.25.6

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Calculation Fac 1 DWELLS

Count Type: Total Vehicles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	38	0	0.105	0.105
08:00-09:00	1	38	0.132	0.158	0.29
09:00-10:00	1	38	0.132	0.184	0.316
10:00-11:00	1	38	0.158	0.211	0.369
11:00-12:00	1	38	0.132	0.079	0.211
12:00-13:00	1	38	0.105	0.105	0.21
13:00-14:00	1	38	0.132	0.158	0.29
14:00-15:00	1	38	0.132	0.105	0.237
15:00-16:00	1	38	0.105	0.132	0.237
16:00-17:00	1	38	0.132	0.026	0.158
17:00-18:00	1	38	0.158	0.105	0.263
18:00-19:00	1	38	0.053	0.053	0.106
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.371	1.421	2.792

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Calculation Fac 1 DWELLS

Count Type: Cyclists

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	38	0	0.026	0.026
08:00-09:00	1	38	0	0.053	0.053
09:00-10:00	1	38	0	0.053	0.053
10:00-11:00	1	38	0	0	0
11:00-12:00	1	38	0.026	0.053	0.079
12:00-13:00	1	38	0.053	0.026	0.079
13:00-14:00	1	38	0	0	0
14:00-15:00	1	38	0.053	0.026	0.079
15:00-16:00	1	38	0.026	0	0.026
16:00-17:00	1	38	0.053	0	0.053
17:00-18:00	1	38	0.079	0.053	0.132
18:00-19:00	1	38	0	0	0
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.29	0.29	0.58

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Calculation Fac 1 DWELLS

Count Type: Pedestrians

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	38	0	0.105	0.105
08:00-09:00	1	38	0.053	0.237	0.29
09:00-10:00	1	38	0.079	0.105	0.184
10:00-11:00	1	38	0.079	0.053	0.132
11:00-12:00	1	38	0.053	0.105	0.158
12:00-13:00	1	38	0.079	0.105	0.184
13:00-14:00	1	38	0.132	0.105	0.237
14:00-15:00	1	38	0.263	0.158	0.421
15:00-16:00	1	38	0.184	0.158	0.342
16:00-17:00	1	38	0.132	0.079	0.211
17:00-18:00	1	38	0.079	0.026	0.105
18:00-19:00	1	38	0.053	0.026	0.079
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.186	1.262	2.448

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Calculation Fac 1 DWELLS

Count Type: Public Transport Users

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	38	0	0.079	0.079
08:00-09:00	1	38	0	0.316	0.316
09:00-10:00	1	38	0.026	0.105	0.131
10:00-11:00	1	38	0	0	0
11:00-12:00	1	38	0.079	0.026	0.105
12:00-13:00	1	38	0.053	0.053	0.106
13:00-14:00	1	38	0.079	0.079	0.158
14:00-15:00	1	38	0.105	0.079	0.184
15:00-16:00	1	38	0.263	0.053	0.316
16:00-17:00	1	38	0.079	0.026	0.105
17:00-18:00	1	38	0.053	0.026	0.079
18:00-19:00	1	38	0.053	0	0.053
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.79	0.842	1.632

TRICS 8.25.6

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Calculation Fac 1 DWELLS

Count Type: Total Vehicles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	51	0.059	0	0.059
08:00-09:00	1	51	0.255	0.02	0.275
09:00-10:00	1	51	0.196	0.176	0.372
10:00-11:00	1	51	0.235	0.235	0.47
11:00-12:00	1	51	0.216	0.255	0.471
12:00-13:00	1	51	0.157	0.235	0.392
13:00-14:00	1	51	0.196	0.137	0.333
14:00-15:00	1	51	0.176	0.157	0.333
15:00-16:00	1	51	0.137	0.157	0.294
16:00-17:00	1	51	0.098	0.176	0.274
17:00-18:00	1	51	0.02	0.157	0.177
18:00-19:00	1	51	0.059	0.098	0.157
19:00-20:00	1	51	0.039	0	0.039
20:00-21:00	1	51	0.02	0.039	0.059
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			1.863	1.842	3.705

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Calculation Fac 1 DWELLS

Count Type: Cyclists

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	51	0	0	0
08:00-09:00	1	51	0	0	0
09:00-10:00	1	51	0	0	0
10:00-11:00	1	51	0.02	0.02	0.04
11:00-12:00	1	51	0	0	0
12:00-13:00	1	51	0.02	0	0.02
13:00-14:00	1	51	0	0.02	0.02
14:00-15:00	1	51	0.02	0	0.02
15:00-16:00	1	51	0	0.02	0.02
16:00-17:00	1	51	0	0	0
17:00-18:00	1	51	0	0	0
18:00-19:00	1	51	0	0	0
19:00-20:00	1	51	0	0	0
20:00-21:00	1	51	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.06	0.06	0.12

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Calculation Fac 1 DWELLS

Count Type: Pedestrians

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	51	0.02	0.02	0.04
08:00-09:00	1	51	0.078	0.098	0.176
09:00-10:00	1	51	0.098	0.118	0.216
10:00-11:00	1	51	0.059	0.059	0.118
11:00-12:00	1	51	0.059	0.02	0.079
12:00-13:00	1	51	0.059	0.118	0.177
13:00-14:00	1	51	0.078	0.039	0.117
14:00-15:00	1	51	0.078	0.059	0.137
15:00-16:00	1	51	0.059	0.059	0.118
16:00-17:00	1	51	0.039	0.039	0.078
17:00-18:00	1	51	0.078	0.059	0.137
18:00-19:00	1	51	0.02	0	0.02
19:00-20:00	1	51	0.02	0.02	0.04
20:00-21:00	1	51	0.039	0.039	0.078
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.784	0.747	1.531

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Calculation Fac 1 DWELLS

Count Type: Public Transport Users

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
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	1	51	0.039	0	0.039
08:00-09:00	1	51	0.137	0	0.137
09:00-10:00	1	51	0.039	0.02	0.059
10:00-11:00	1	51	0	0	0
11:00-12:00	1	51	0	0.02	0.02
12:00-13:00	1	51	0	0.039	0.039
13:00-14:00	1	51	0	0	0
14:00-15:00	1	51	0.02	0.078	0.098
15:00-16:00	1	51	0.039	0.02	0.059
16:00-17:00	1	51	0.02	0.078	0.098
17:00-18:00	1	51	0	0.039	0.039
18:00-19:00	1	51	0	0	0
19:00-20:00	1	51	0	0	0
20:00-21:00	1	51	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.294	0.294	0.588

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com