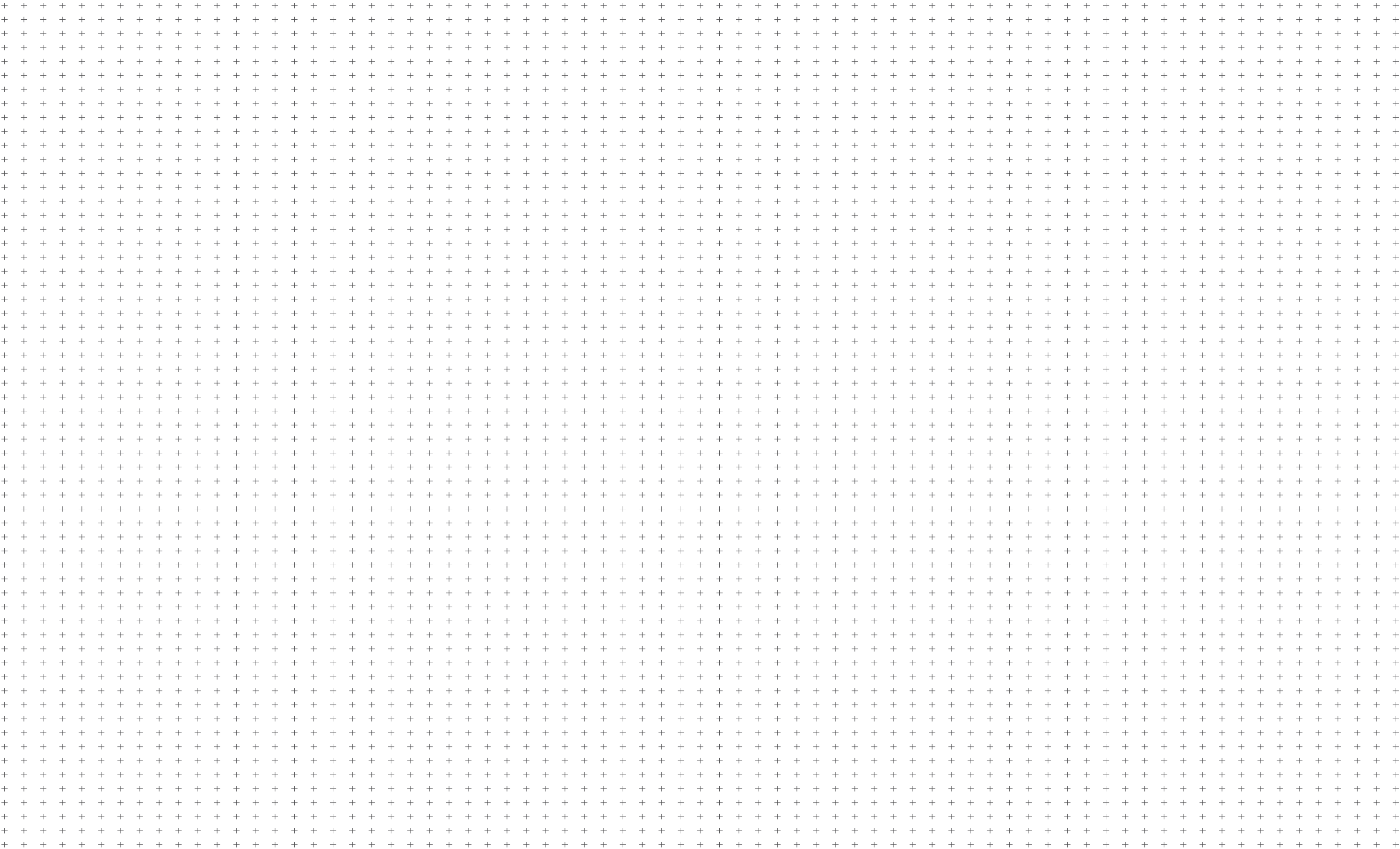


3535 – Chapman Street, Transport Statement



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- A. Architectural Proposals
- B. Architectural Floor and Roof Plans
- C. Crashmap Reports
- D. Highway Proposals
- E. Travel Plan Framework
- F. TRICS Report

Status:

Date:

Revision:

Job no:

Prepared by:

Approved by:

Planning Submission

09/02/2026

P01

3535

Utsav Paudel

Ted Mullins

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1. Introduction

Heyne Tillett Steel (HTS) have been appointed by 3DReid Architects on behalf of Centrepont Charity to provide Transport Planning services in relation to the Chapman Street site in Gorton, Manchester.

The existing site is comprised of a former multi-use games area (MUGA) bounded by Chapman Street to the east, Cross Lane to the south, Carfax Street to the west and Shalom Christian Church to the north. The existing hardstanding play area constructed in the place of demolished 1880's houses, surrounded by earthen mounds on all sides, forming overgrown and planted banks. The access to the central hardstanding area is overgrown with fly tipping observed at the entrance.

The site is approximately 0.1663 hectares in size and the centroid has an Ordnance Survey National Grid Reference of:

- + Easting: 528364
- + Northing: 184204

The location of the site is shown in Image 1 within the red line boundary.

The proposals for this scheme involve the redevelopment of the existing hardstand playground area for the proposed development for an independent living scheme (Use Class C3) which comprises 34-single occupancy flats over two storeys. The proposed scheme is a car free development. See Appendix A for the architectural proposals.

This project is a part of Centrepont's Independent Living Scheme, a charity-led, income-based rental accommodation service. Their work focuses on supporting eligible 16-25 year olds access affordable, stepping stone accommodation, assisting more than 10,000 young people through support, housing, training and employment every year.

The proposal contained within this document relates to a new development initiated by Centrepont called 'Independent Living Programme.' The Independent Living programme is focused on young people who are ready to live independently and have made the transition into employment or training. Each development created by Centrepont is supported by an experienced team focused on delivering excellent housing management. Each scheme

also benefits from a designated Independent Living Officer (ILO) who is there to support with the day-to-day management of the scheme as well as manage tenancy and community relationships. They also provide housing related guidance to the customers alongside the wider team when they first move in.

This Transport Statement (TS) provides supporting information for the planning application submitted to Manchester City Council (MCC) and has been prepared in accordance with relevant local, regional and national planning policy. A Framework Travel Plan has been prepared in support of this Transport Statement, see Appendix E.



Image 1 - Site Location

1.1 Pre-Application Consultation

A Highways pre-application meeting with Manchester City Council (MCC) took place on Wednesday 10th December 2025. The below table outlines some of the key topics and agreed actions:

No.	Topic of Discussion	Agreed Items	Actions
1	Loading / Refuse Access	Officers preferred managing loading on Carfax Street through waiting and parking restrictions rather than providing a dedicated loading bay. This is due to the high possibility of misuse of this bay, as the development is car-free.	Incorporate waiting and parking restrictions into the Carfax Street proposals.
2	Traffic Regulation Orders (TROs)	TROs will be required on Carfax Street to introduce parking and waiting restrictions.	Develop TRO proposals at detailed design stages.
3	Emergency Access	Emergency vehicle access will be provided via Carfax Street, following the same approach as refuse access.	Ensure emergency access requirements are reflected in the Carfax Street design and swept path analysis provided for all required vehicles.
4	Travel Plan	Officers agreed to an outline Travel Plan framework within the Transport Statement, with flexible measures suitable for short-term future tenants.	Include an outline, flexible Travel Plan framework within the Transport Statement. See Appendix E.
5	Cycle Parking	Provision of 1 covered cycle space per dwelling plus an additional staff space was accepted.	-
6	Accessible Parking	Car-free approach accepted. The design team will challenge the need for a dedicated on-street accessible bay; Blue Badge holders can use waiting-restricted areas for up to 3 hours and demand is expected to be visitor-based. If required, a TRO and minor road-marking works would be necessary.	Challenge requirement for a dedicated accessible bay; if required, progress TRO and road-marking works.
7	Crossing Point	The need for a pedestrian crossing was identified, with an informal crossing and tactile paving agreed at the Carfax Street / Cross Lane junction.	Provide an informal pedestrian crossing with tactile paving at the junction.
8	TRICS Survey Data	The TRICS parameters were discussed, and land use category 03 (Land Use F) was agreed as appropriate for trip generation. In addition, as the TRICS output data appeared skewed, MCC accepted that the total vehicle demand should be derived by summing the individual vehicle classes rather than applying the TRICS trip rate to the total.	TRICS Report appended to Transport Statement. See Appendix F.

Table 1 - Pre-application Summary

1.2 Report Structure

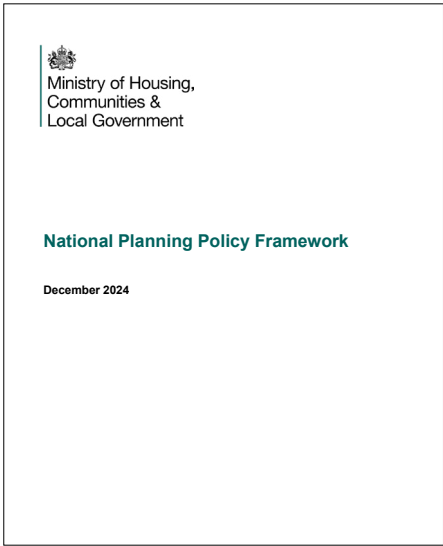
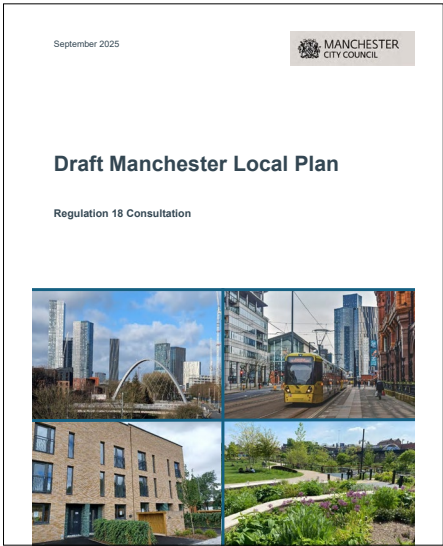
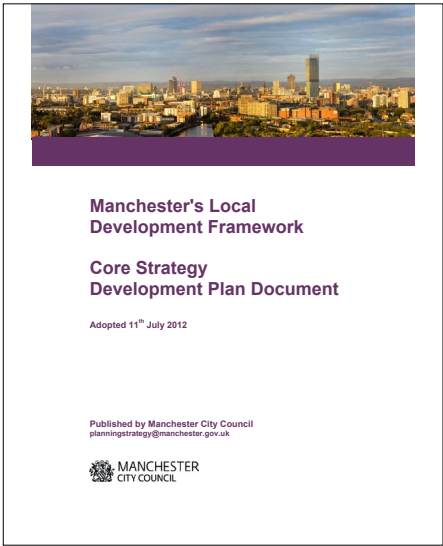
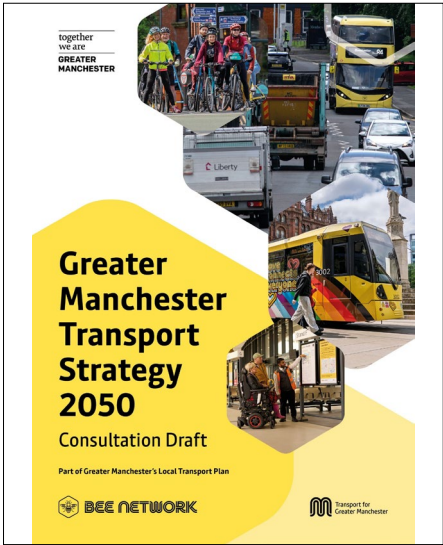
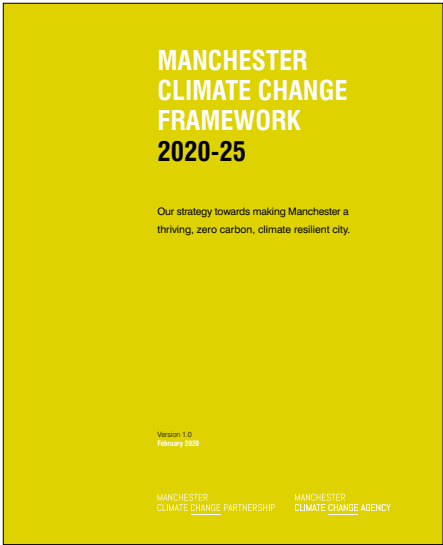
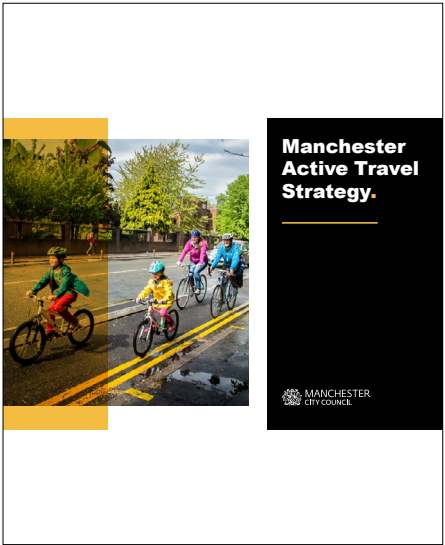
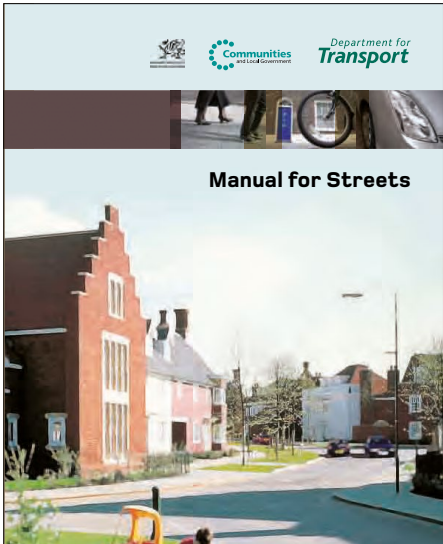
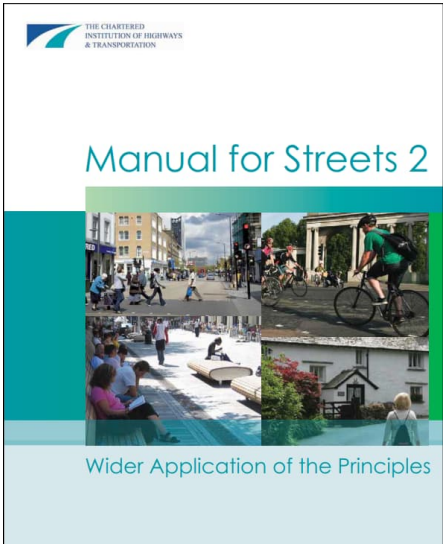
This report is structured as follows.

- + Chapter 2: Transport Policy – provides a summary of the local, regional and national transport policies against which the proposals are assessed.
- + Chapter 3: Site and Surroundings – assesses the site’s accessibility by different transport modes and sets out current transport conditions in proximity to the site.
- + Chapter 4: Development Proposal – describes the existing and proposed development at the site.
- + Chapter 5: Trip Generation – outlines a multimodal trip generation assessment for the proposed development.
- + Chapter 6: Conclusion – provides a summary and presents the conclusions to this report.

2. Transport Policy

This chapter provides a summary of the relevant transport policy against which the proposals are assessed. The main policy documents in this regard are:

- + National Planning Policy Framework 2024 (NPPF 2024)
- + Manchester DRAFT City Council Local Plan 2025 (MCCLP)
- + Manchester Local Development Framework 2012 (MLDF)
- + Greater Manchester Transport Strategy 2040 (GTMS 2040)
- + Manchester City Centre Transport Strategy 2040 (CCTS 2040)
- + Manchester Climate Change Framework 2020-2025 (MCCF)
- + Manchester Active Travel Strategy 2023 (MATS)
- + Manual for Streets 1 & 2



3. Development Proposals

3.1 Existing Development

The site is located to the west of Chapman Street, bounded by Cross Street to the south and Carfax Street to the west. The site, currently brownfield, is proposed for redevelopment as an Independent Living Scheme.

There are no dedicated vehicular access points to the site. Pedestrian access is provided by MCC adopted footways around the south, east and west perimeter. A private footway exists at the

northern perimeter of the site, which is likely to have public right of way due to its operational use over the past 20 years. This footway is bound by Shalom Christian Church to the north. There is no on-site parking provision.

The site is surrounded by a mix of land uses typical of the local area. There are no known highway restrictions in the immediate vicinity.



Image 2 - Existing Site 3D-aerial view

3.2 Proposed Development

The proposal consists of the development of an independent living complex on behalf of Centrepont.

The scheme proposes 34 single dwelling apartments, positioned over two storeys and is a car free development. Given the nature of this development, the future residents are not expected to own private cars.



Image 3 - Architectural Visual, looking south towards main entrance from courtyard, Credit: 3DReid Architects

The proposed development will provide the following benefits for future residents and the surrounding highway network:

- + 35 cycle parking spaces – providing an additional space for staff cycle parking (see Appendix A)
- + New informal crossing connecting the eastern and western footways along Carfax Street
- + New yellow line waiting restriction road markings along Carfax Street, to be implemented via a TRO
- + Resurfacing and releveling works to the footway on the site perimeter (Carfax St, Cross Lane and Chapman St footways)

The building is arranged in a horseshoe shape, with the main entrance/bike store positioned on the south elevation facing onto Cross Lane. The northern elevation, facing onto Shalom Christian Church has a visual connection through the private courtyard, with provisions for emergency services and plant servicing. At first floor, above the main entrance, is a community space, with the plant room and bin store positioned at the northern edges of the horseshoe at ground floor, with residential apartments above.

An external access walkway is provided at ground and first-floor levels along the inner elevation of the building, facing the courtyard. This walkway serves as the primary means of access to the individual apartment entrances.

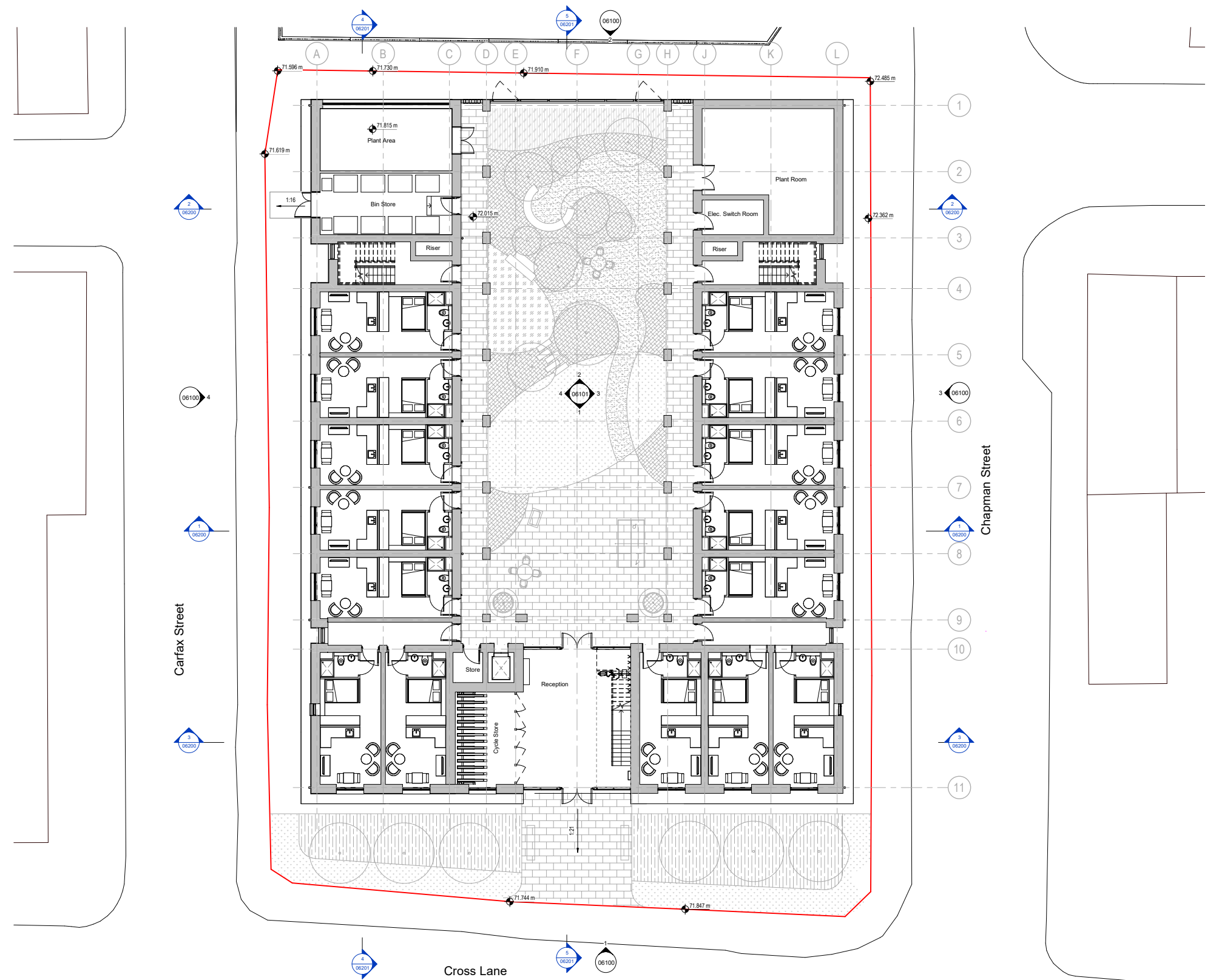


Image 4 - Architectural Floor Plans , see Appendix B

4. Site and Surroundings

This section provides information about the services and amenities available to the existing site and its accessibility by different active transport modes.

4.1 Site Location and use

The site is situated at a key junction in close proximity to bus stops and sustainable transport links. It is within a reasonable walking distance to various key services and amenities and a short cycling distance to nearly all Chapman Street services and amenities. This accessibility to key services and amenities will support the day-to-day needs of those living in the site and will help mitigate dependency on private vehicles.

Manual for Streets 1 (MfS1) sets out key guidance regarding walking distances and their impact upon the sustainability of new developments in section 4.4.1, stating the following:

‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.

Images 5 and 6 shows the local amenities and services around the site.

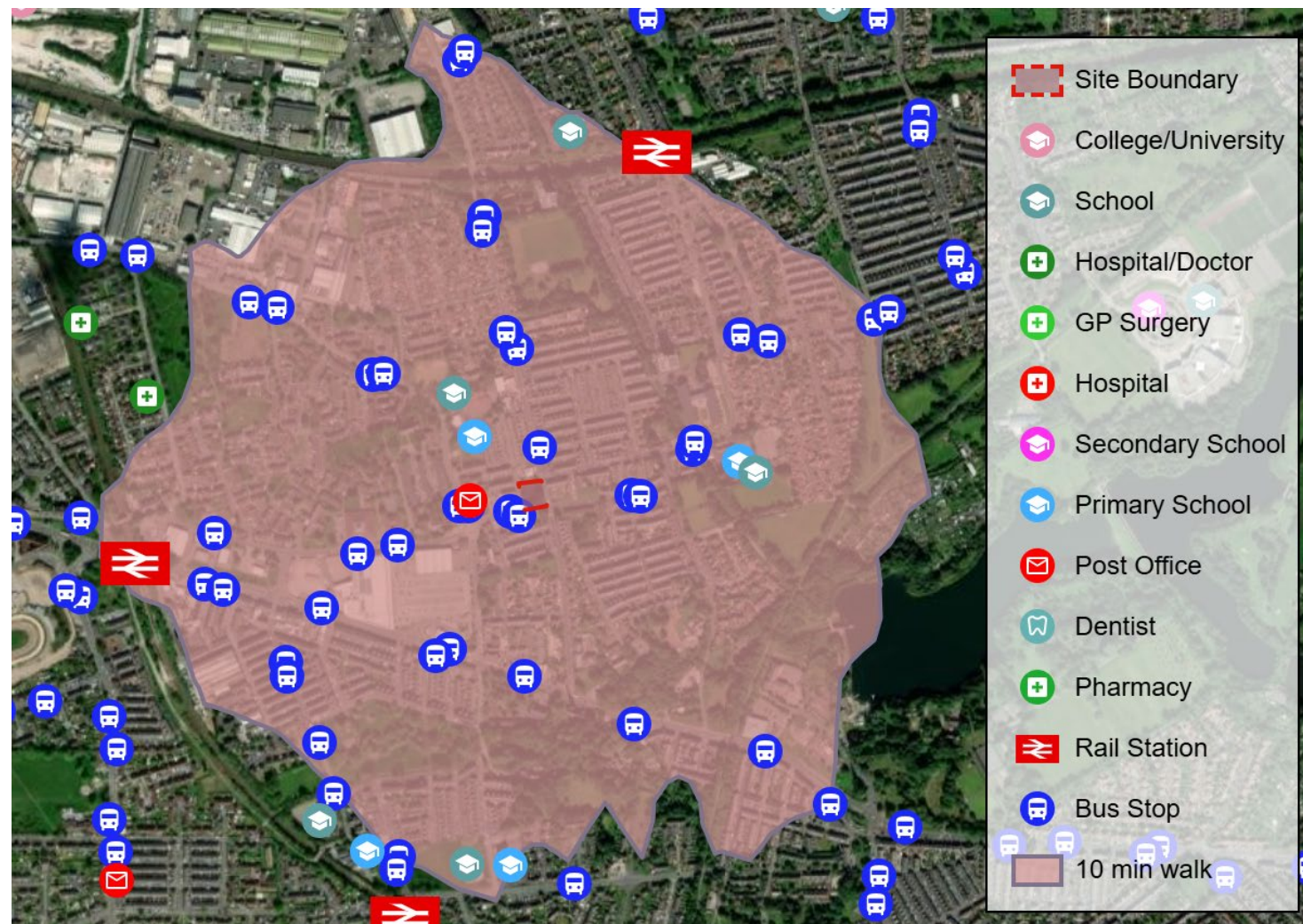


Image 5 - Local Amenities with 10-minute walking isochrone

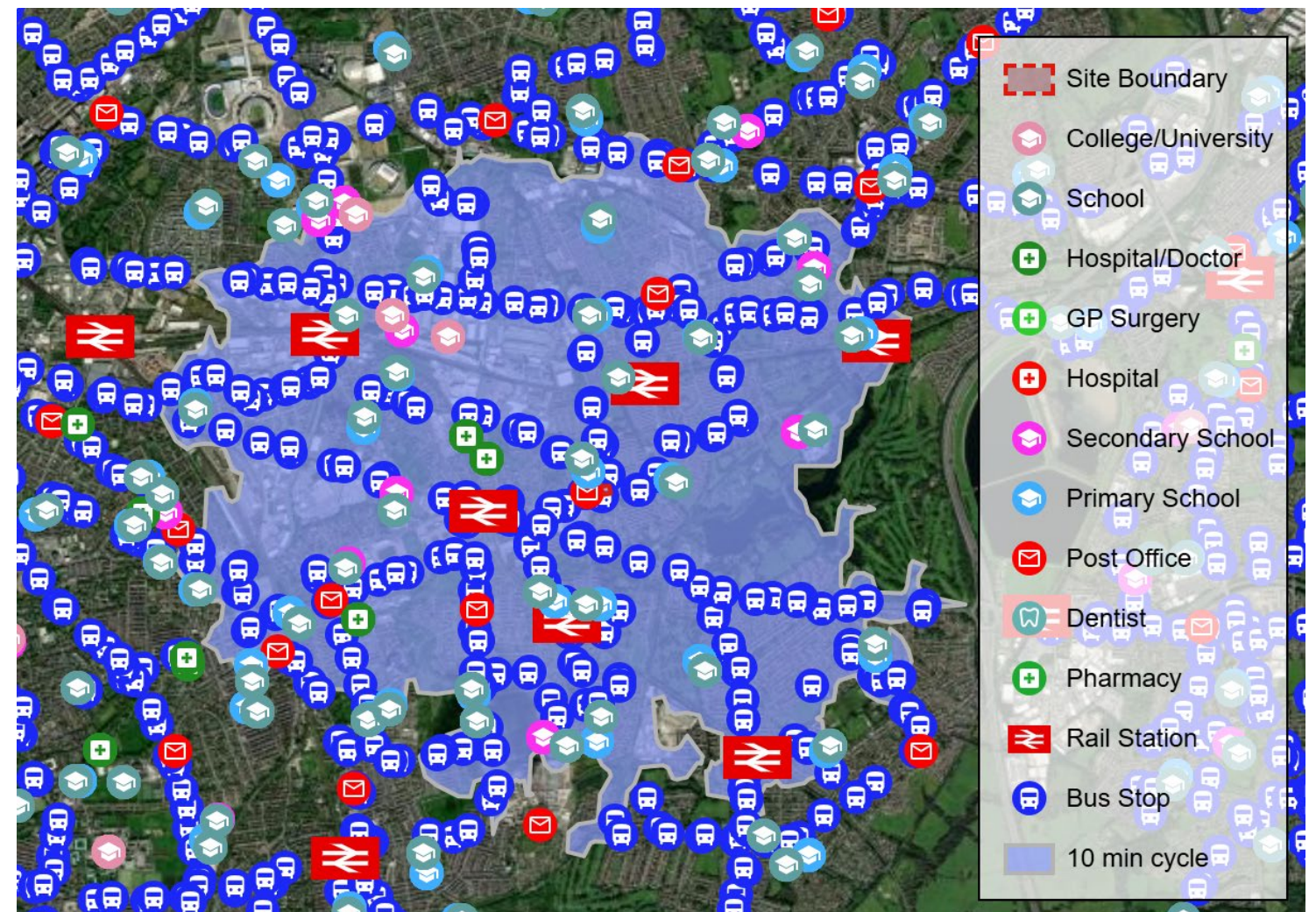


Image 6 - Local Amenities with 10-minute cycling isochrone

Table 2 below provides the distances to key amenities and services from the centroid of the site.

Services		Walking Distance (m)	Walking Journey Time (min)	Cycling Journey Time (min)
Schools	Metro College of Management Sciences	1400	20	5
	The Manchester College, Openshaw Campus	2100	28	8
Medical	Gorton Pharmacy	230	3	1
	Gorton Medical Centre	500	6	1
	Mount Road Surgery	1400	19	5
Groceries	Gorton Market	300	4	2
	African Food Store	300	4	2
	Tesco Extra	400	5	2
	Premier	500	6	1
	Saffa Superstore	600	8	2
	Gorton Superstore	650	9	2
	Megasave	650	9	3
	Abbey Hey Mini Market	800	12	3
Other	City of Manchester Institute of Gymnastics	400	6	1
	Debdale Outdoor Centre	900	12	3
	Belle Vue Leisure Centre	1700	23	5
	Sporting Edge	1700	25	7

Table 2 - Distance of Key Amenities from the Site

4.2 Pedestrian and Cycling Environment

4.2.1 Existing

Pedestrian access to the site is currently via an asphalt path with overgrown vegetation, leading into the central hardstanding play area from Carfax Street. The existing access connects to the public highway via a dropped kerb on the footway, providing step-free access to the site.

Image 7 shows the 5, 10 and 15-minute walking isochrone from the proposed development to surrounding areas. The site is strategically located at the Cross Lane/Chapman Street Junction, where the wider area benefits from ~2m wide footways with signalled crossings and dropped kerbs provided at regular intervals and key locations, making the existing site highly accessible and well connected.

Image 8 below shows the 5, 10 and 15-minute cycle isochrone from the proposed development to surrounding areas. The site can be accessed using the narrow cycle lane on Chapman Street, from one of the various dropped kerb locations around the site perimeter. All arms of the Cross Lane/Chapman Street junction benefit from an Advanced Stop Line (although faded with the road markings in poor condition on the Cross Lane arm) providing cyclists with the security of clear priority, as they cycle through trafficked roads.

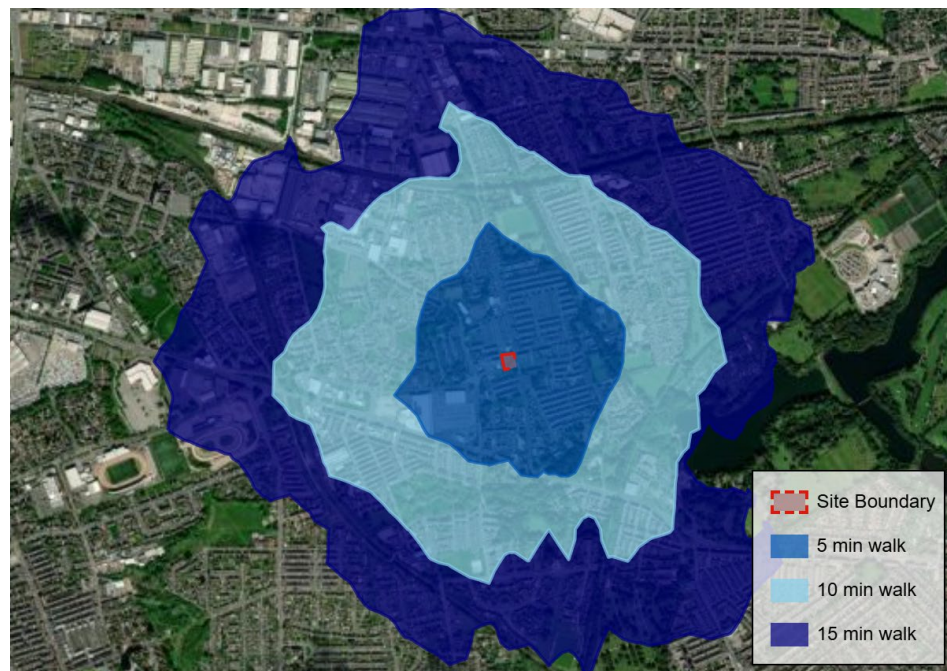


Image 7 - Map of Areas Reachable by Walking from the Site

Cross Lane, immediately to the South of the proposed development, is also within a 20mph speed zone, enabling low vehicle speeds for a comfortable cycling environment, as identified through public engagement in the GTMS 2040.

Although Chapman Street has a 30mph speed limit, it provides various vehicle and width restrictions that create a safer cycling environment, mitigating risks created by large vehicle blind spots and wide turning arcs. Cross Lane also provides various width and vehicle restrictions.

Routes NCN 60 and RCN 85 on Sustrans National Cycle Network (NCN) are present nearby, showcasing the accessibility for cyclists to access high quality cycle infrastructure in the vicinity of the proposed development. The full extent of cycle networks in the vicinity is highlighted in Image 9.

The site is highly accessible by cycling, and extremely well connected, both with NCN and with a majority of key amenities being within a 10-minute cycle of the site. Paired with the speed limit and safety considerations, the existing site provides a comfortable environment that will encourage cycling.

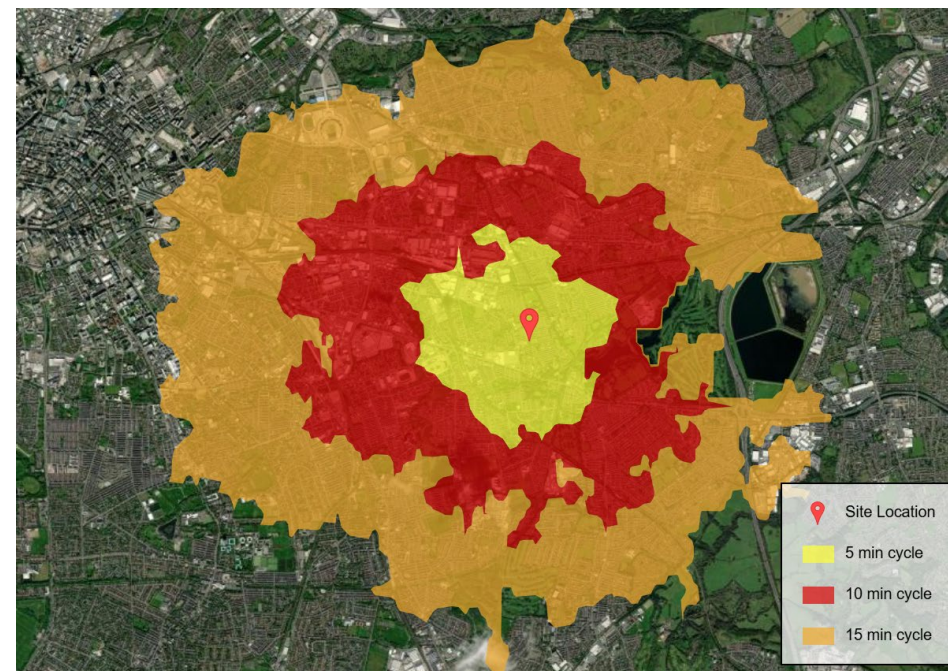


Image 8 - Map of Areas Reachable by Cycling from the Site

4.2.2 Proposed

The existing footways adjacent to the site around its perimeter will be retained in width, with minor resurfacing and reprofiling works. An informal tactile paving crossing will also be introduced at the southern end of Carfax Street, connecting its western footway to the eastern footway. The footpath to the north of the proposed development will benefit from new street lighting fixtures, providing a safer pedestrian environment, mitigating the barriers caused to walking and cycling by poor lighting, as identified in GTMS 2040.

A communal cycle store is proposed on the ground floor of the new development, providing each resident with their own cycle parking space and an additional space for staff, totalling 35 secure cycle storage spaces on-site. See Appendix A. The GTMS 2040 also identifies the condition of pavements and pavement parking as barriers to cycling and walking, which will be addressed by resurfacing the footways and introducing parking restrictions along the low trafficked Carfax Street.



Image 9 - Map of National Cycle Network Near the Site

4.3 Public Transport

4.3.1 Bus Service

The local Bus stops are shown in Image 10. The closest Bus stops to the site are Carfax Street (50m South), Carberry Road (140m North), Gorton post Office (180 m West) and Wellington Street (450m South).

Table 3 below shows all the services that can be accessed from these four bus stops, providing future residents with several options for their commute, alongside rail, walking or cycling.



Image 10 - Local Bus Stops Map

Bus Service	Bus Stop	Operator	Weekday		Saturday
			Peak AM (08:00 – 09:00)	Peak PM (17:00 – 18:00)	12-hour window (07:00 – 19:00)
7	Carfax Street, Wellington Street	Bee Network	2	2	24
53	Gorton Post Office	Bee Network	2	2	24
150	Carfax Street	Bee Network	0	0	0
171	Carfax Street, Carberry Road	Bee Network	1	0	10
172	Carfax Street, Carberry Road	Bee Network	0	1	12
201	Wellington Street	Bee Network	7	6	66
202	Wellington Street	Bee Network	2	2	21
205	Gorton Post Office	Bee Network	2	2	22
688, 705, 706, 707 (School)	Carfax Street, Wellington Street	Bee Network	2	2	0
713 (School)	Carfax Street	Bee Network	0	0	0
725 (School)	Carfax Street	Bee Network	0	0	0
727 (School)	Gorton Post Office	Bee Network	0	0	0

Table 3 - Local Bus Services

4.3.2 Rail Service

The site is located within a 4-minute cycle to three rail stations: Belle Vue, Gorton and Ryder Brow. The local Rail Stations are shown in Image 11 and in Table 4, categorised by walking, cycling, and driving travel times.

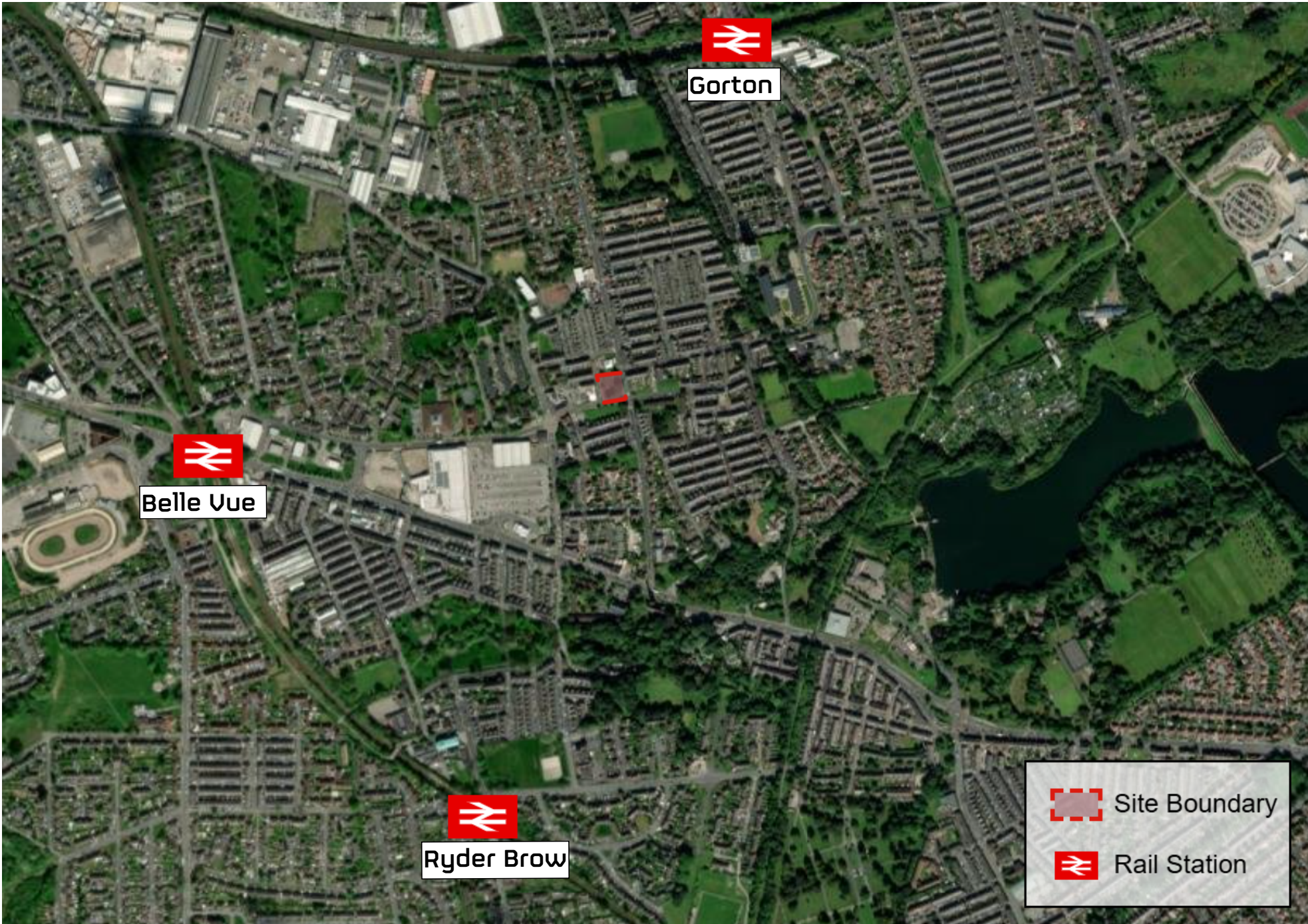


Image 11 - Local Rail Stations Map

Station	Distance	Travel time by walking	Travel time by cycling	Travel time by driving
Belle Vue	864m	10 mins	3 mins	2 mins
Gorton	950m	13 mins	3 mins	3 mins
Ryder Brow	1100m	14mins	4 mins	4 mins

Table 4 - Distance and Travel Times to Nearest Rail Stations

All three stations have frequent trains to Manchester Picadilly station, the city’s primary transport hub and a key node in the UK rail network. A list of the services from the stations, their frequency and times of operation can be found in Table 5. Gorton station benefits from step-free access, and all three rail stations provide bike storage, bike hire and bus services.

Origin	Destination	Days of Operation	Frequency	Journey Time	Hours of Operation
Belle Vue	Manchester Piccadilly	Mon–Sat	1 / hour	7 mins	06:58 – 00:02
Belle Vue	Bredbury	Mon–Sat	1 / hour	11 mins	06:25 – 23:32
Belle Vue	Romiley	Mon–Sat	1 / hour	15 mins	06:25 – 23:32
Belle Vue	New Mills Central	Mon–Sat	1 / hour	24 mins	06:25 – 23:32
Belle Vue	Marple	Mon–Sat	1 / hour	18 mins	06:25 – 23:32
Belle Vue	Brinnington	Mon–Sat	1 / hour	8 mins	06:25 – 23:32
Belle Vue	Reddish North	Mon–Sat	1 / hour	5 mins	06:25 – 23:32
Belle Vue	Sheffield	Mon–Sat	1 / day	1 hour 18 mins	06:47
Gorton	Manchester Piccadilly	Mon–Sun	2 / hour	7 mins	06:18 – 23:15
Gorton	Rose Hill Marple	Mon–Sat	1 / hour	24 mins	06:38 – 21:27
Gorton	Woodley	Mon–Sat	1 / hour	15 mins	06:38 – 21:27
Gorton	Glossop	Mon–Sun	6 / day	26 mins	18:09 – 23:35
Gorton	Ashburys	Mon–Sat	15 / day	4 mins	06:18 – 23:15
Gorton	Hyde Central	Mon–Sat	1 / hour	12 mins	06:38 – 21:27
Gorton	Hyde North	Mon–Sat	1 / hour	9 mins	06:38 – 21:27
Gorton	Guide Bridge	Mon–Sun	2 / hour	3 mins	06:38 – 23:35
Gorton	Romiley	Mon–Sat	1 / hour	18 mins	06:38 – 21:27
Gorton	Flowery Field	Mon–Sun	6 / day	6 mins	18:09 – 23:35
Ryder Brow	Manchester Piccadilly	Mon–Sat	1 / hour	8 mins	06:57 – 23:59
Ryder Brow	Marple	Mon–Sat	1 / hour	16 mins	06:27 – 23:34
Ryder Brow	Brinnington	Mon–Sat	1 / hour	6 mins	06:27 – 23:34
Ryder Brow	New Mills Central	Mon–Sat	1 / hour	22 mins	06:27 – 23:34
Ryder Brow	Romiley	Mon–Sat	1 / hour	13 mins	06:27 – 23:34
Ryder Brow	Bredbury	Mon–Sat	1 / hour	9 mins	06:27 – 23:34
Ryder Brow	Ashburys	Mon–Sat	1 / hour	5 mins	06:57 – 23:59
Ryder Brow	Sheffield	Mon–Sat	1 / day	1 hour 16 mins	06:49
Ryder Brow	Reddish North	Mon–Sat	1 / hour	3 mins	06:27 – 23:34

Table 5 - Rail Services

4.4 Vehicle Access and Parking

4.4.1 Existing

The existing site, being a brownfield vacant former MUGA, does not have any dedicated vehicular access routes or parking. The site is surrounded by various minor roads, Carfax Street to the West, Cross Lane to the South, Chapman Street to the East. These minor roads connect into other minor roads and local roads as well as Hyde Road (A57). Hyde Road is a major road connecting Liverpool to Lincoln via Warrington, Salford and Manchester.

Carfax Street currently sees a high-level of on-street parking from neighbouring sites and residents, with vehicles frequently mounting the kerb. However, MCC advised that this was due to construction works for a new development on Cross Lane and that on-street parking is predicted to return to a lower level once the Cross Lane development is complete.

Image 12 shows the minor and local rounds in immediate vicinity of the site.

A collision analysis was undertaken to review the road network in the immediate vicinity of the site. The data shows there were a total of 12 collisions within the 50m study area during the five-year study period. Of those, 9 were classified as slight and 3 were classified as serious. 0 were classed as fatal. The full reports taken from Crashmap.com can be found in Appendix C.



Image 12 - Local Road Network

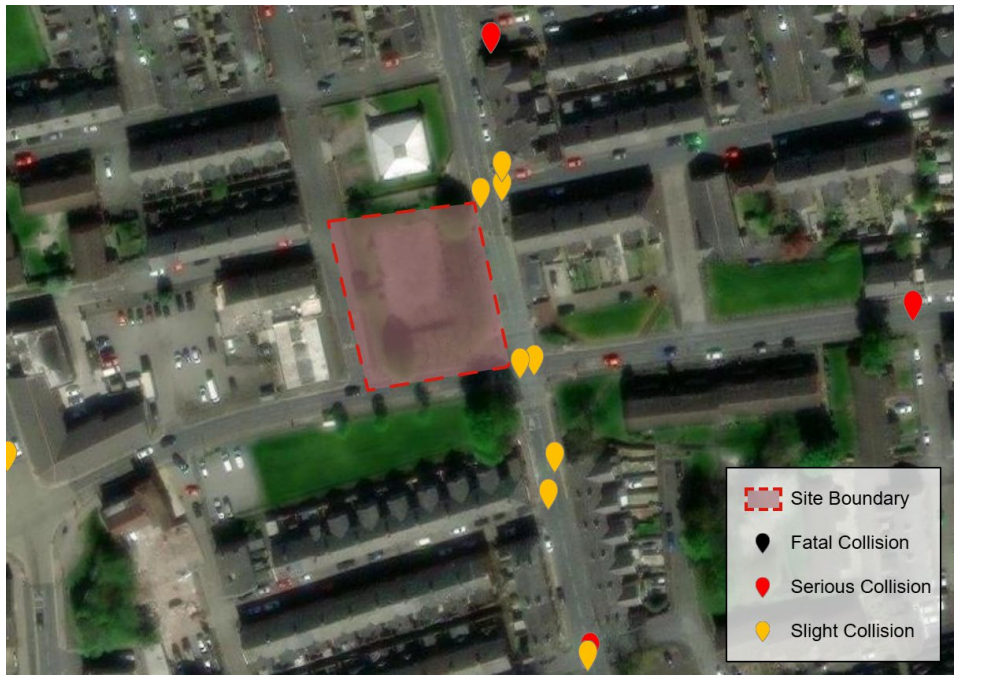


Image 13 - Crash Map

4.4.2 Proposed

The proposed development will be car-free and will not provide any on-site or off-site parking. Given the highly accessible public transport, walking and cycling environment, this development is in line with the modal shift targets set out in the GMTS 2040 and the CCTS.

During the Pre-application meeting, it was agreed that double and single yellow line restrictions will be introduced to discourage on-street parking along Carfax Street. MCC provides a relaxation on parking rules for blue badge holders, through which they may park on a single or double yellow line with no loading restrictions, for up to three hours.

It was noted that MCC may require the developer to provide an accessible bay, which would be undertaken as part of a TRO for the bay road markings. Given the nature of the development, no private car trips are forecast, and residents are not expected to own or use private vehicles. Any private car trips associated with the site are therefore anticipated to be visitor-related only. Blue badge holders with accessibility requirements will be able to park and access the site without difficulty despite the absence of a dedicated disabled parking bay. On this basis, no provision is proposed for a site-specific disabled parking bay.

In line with Policy T2 of the Draft Manchester Local Plan, this development seeks to minimise associated vehicle parking, taking into account the proximity to high-frequency public transport provision.

See Image 14 and Appendix D.

4.5 Refuse Collection, Delivery, Servicing and Emergency Vehicle Access

4.5.1 Existing

The existing site being an brownfield vacant former MUGA, has no existing delivery or servicing arrangements.

4.5.2 Proposed

In the pre-application meeting on 10.12.25 an option for a dedicated loading bay on Carfax Street was presented to the council. The council expressed their preference for the introduction of yellow line road markings instead of a dedicated parking bay, which has consequently been adapted in the new development proposals. See Appendix A for servicing strategy and Appendix D for highway proposals plan

It is proposed that all deliveries and servicing will be carried out along Carfax Street, taking considerably lower traffic volumes than Cross Lane or Chapman Street. If a fire appliance is required to access the development it will set down on Carfax Street, from where it will be within 45m of all points of dwellings, in line with Building Regulations Part B.

The Bin Store for the new development is located on the western edge of the development with a suitably graded platform provided to connect the bin store to the public highway. Refuse collection will take place along Carfax Street, from directly across the bin store.

The vehicles may then turn onto Ashkirk Street to egress or alternatively use the existing turning head.

5. Trip Generation

Since the the existing site is currently vacant, to conduct a robust assessment, there are no trips associated with the site.

5.1 Trip Generation – Proposed Development

The TRICS database was interrogated in order to identify suitable sample sites to use for the calculation of vehicle trip generation of the proposed 34-no. self-contained single occupancy flats. The following relevant search parameters were implemented:

- + Regions: All regions in England excluding London
- + Location Type: Suburban Area and Edge of Town
- + Car ownership: 0.6-1.5
- + Population <5 miles: 100,000 – 500,000
- + Land Use: 03 – Residential
- + Category: F – Sheltered Accommodation

The trip rate associated with the proposed independent living scheme flats can be seen in Table 6 and the trips forecasted for the site can be seen in Table 7.

5.2 Highway Impact Assessment

Seeing as this is a car-free development with no associated parking provision, the only car trips associated with the development are taxi trips. The number of vehicle trips associated with the proposed development will have a negligible impact upon the local highway network and does not require junction capacity assessments since the site is not associated with >30-two-way trips in peak hours.

Accordingly, it is anticipated that the proposed development will have the following impact:

- + Slight increase in pedestrian, taxi, delivery and servicing trips.
- + Overall, a negligible impact on the local highway network.

In the highways pre-app meeting, TRICS parameters were discussed, and land use category 03 (Land Use F) was agreed as appropriate for trip generation. In addition, as the TRICS output data appeared skewed, MCC accepted that the total vehicle demand should be derived by summing the individual vehicle classes rather than applying the TRICS trip rate to the total. The full TRICS analysis can be viewed in Appendix F.

Hour	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Walk	0.062	0.083	0.145	0.049	0.021	0.07	0.577	0.577	1.154
Bus/Tram	0.014	0.021	0.035	0.021	0	0.021	0.084	0.084	0.168
Cycle	0.007	0.007	0.014	0	0	0	0.035	0.042	0.077
Taxis	0	0	0	0.014	0.014	0.028	0.147	0.147	0.294
Rail	0	0	0	0	0	0	0.11	0	0
OGUs	0	0	0	0	0	0	0	0	0
Total	0.083	0.111	0.194	0.084	0.035	0.119	0.953	0.85	1.693
Total Vehicles	0.021	0.028	0.049	0.021	0	0.021	0.266	0.273	0.539

Table 6 - Proposed Sheltered Accommodation Flat Rate (per unit)

Hour	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Walk	2	3	5	2	1	2	20	20	39
Bus/Tram	0	1	1	1	0	1	3	3	6
Cycle	0	0	0	0	0	0	1	1	3
Taxis	0	0	0	0	0	1	5	5	10
Rail	0	0	0	0	0	0	4	0	0
OGUs	0	0	0	0	0	0	0	0	0
Total	3	4	7	3	1	4	32	29	58
Total Vehicles	0	1	1	1	0	1	9	9	19

Table 7 - Proposed Sheltered Accommodation Flat Rate (34-unit calculation)

6. Conclusion

The proposed development is in a sustainable location as described in Policy T2 of the Draft Manchester Local Plan. Supported by sustainable modes of transport and with key services and amenities found within a reasonable walking distance or a short cycling distance and in line with the Draft Local Plan and the GTMS 2040, this development aims to further MCC's goals of reducing car dependency and achieving the committed modal shift targets. By providing a car-free development that encourages active travel and multimodal transport, the development aims to 'change the way we travel', aligned with the Manchester Climate Change Framework.

The proposed development will provide each resident and member of staff with one secure cycle parking space, in accordance with MCC Cycle Parking Standards. The existing footways surrounding the perimeter of the site will be retained in width and resurfaced and relevelled in accordance with MCC's Design for Access 2 document to provide safe comfortable gradients, following the council's 'Streets for All' approach. A new informal crossing will be introduced on Carfax Street connecting its western footway to its eastern footway.

Yellow line parking restrictions are proposed around the site to accommodate all servicing and access requirements associated with the development. These restrictions will allow for vehicle pick-up and set-down, short-stay stopping (for accessible blue badge holders only), and refuse collection and deliveries. They will also reduce on-street clutter and support walking and cycling by improving pavement conditions and removing physical barriers – both identified as barriers to walking and cycling in the Manchester Active Travel Strategy.

The proposed development will have a negligible impact on the local road network, with a slight increase in pedestrian, delivery and servicing trips. In conclusion, the proposed development is considered to be a sustainable development that prioritises and further achieves MCC's goals set out in their various local and transport plans.

Appendix A

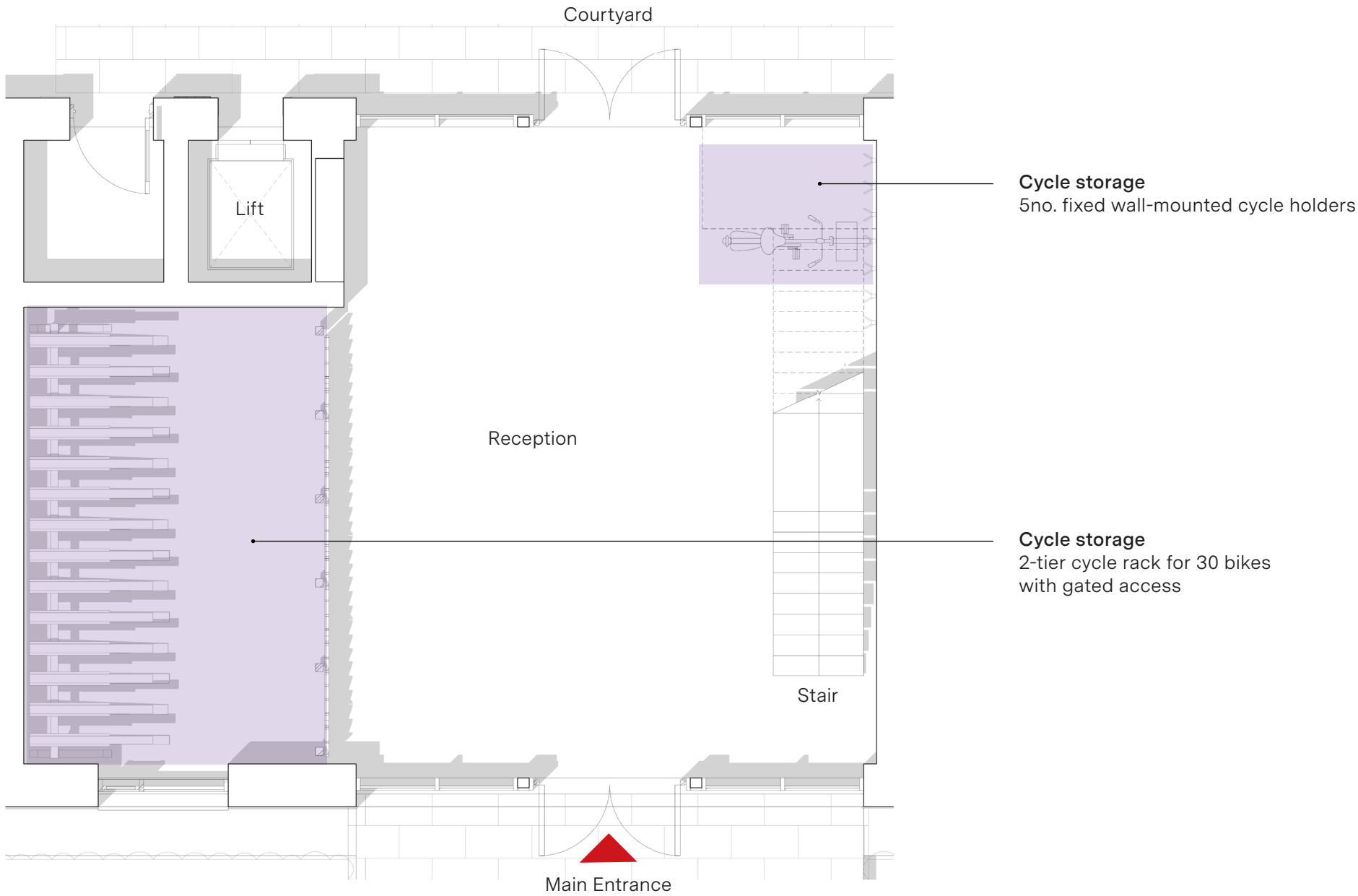
Architectural Proposals

Operational Strategies

Cycle provision

Cycle Parking
There are 35 cycle spaces allowed for.

The required provision is 1 space per home and 1 visitor space.



Operational Strategies

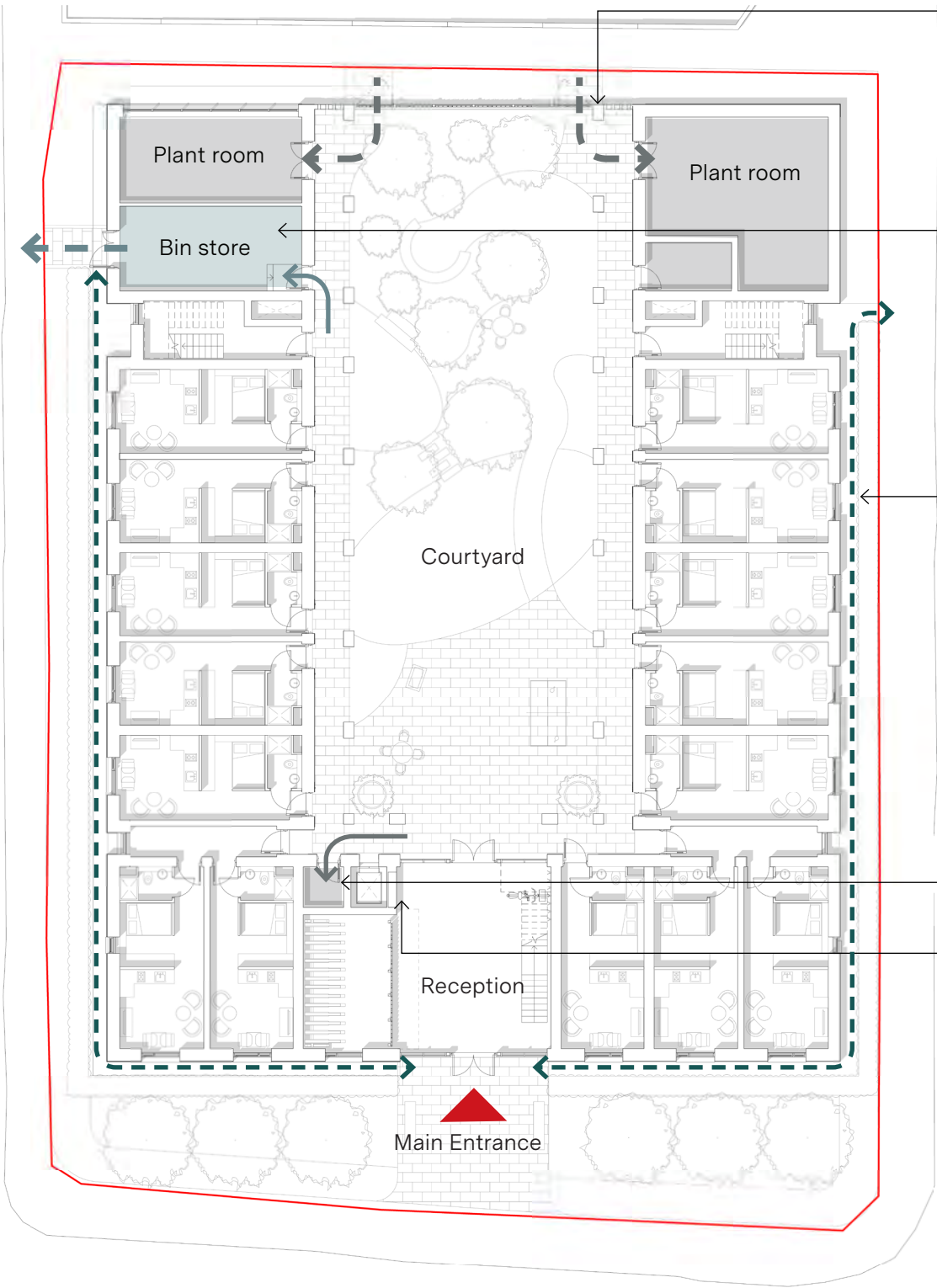
Servicing - waste management and deliveries

Waste management
Bin store requirements - 8no. 1100L and 2no. 240L bins

- General waste - 3740L
- Paper Recycling - 1870L
- Mixed Recycling - 1870L
- Food Waste - 340L

Based on MCC Waste Storage and Collection Guidance for New Developments.

Cleaning and maintenance
Due to the limited height of the building, cleaning from the pavement is proposed to all external elevations. Access to the windows has been allowed via clear walkways behind the planting.



Maintenance access
Gate within the fence to be used for plant replacement.

Waste collection
Bin store to be accessed directly from Carfax Street. New waiting restrictions to be provided for servicing.

Cleaning and maintenance
Allowance for access to the perimeter of the building for window cleaning and maintenance.

Cleaners Store

Post boxes in Reception
Post to be dropped in reception area. Any large parcels to be picked up directly by residents.

Design Proposals

Street view



Building Arrangement

Proposed Plans

Ground Floor

Key

Apartment

Circulation

Cycle store

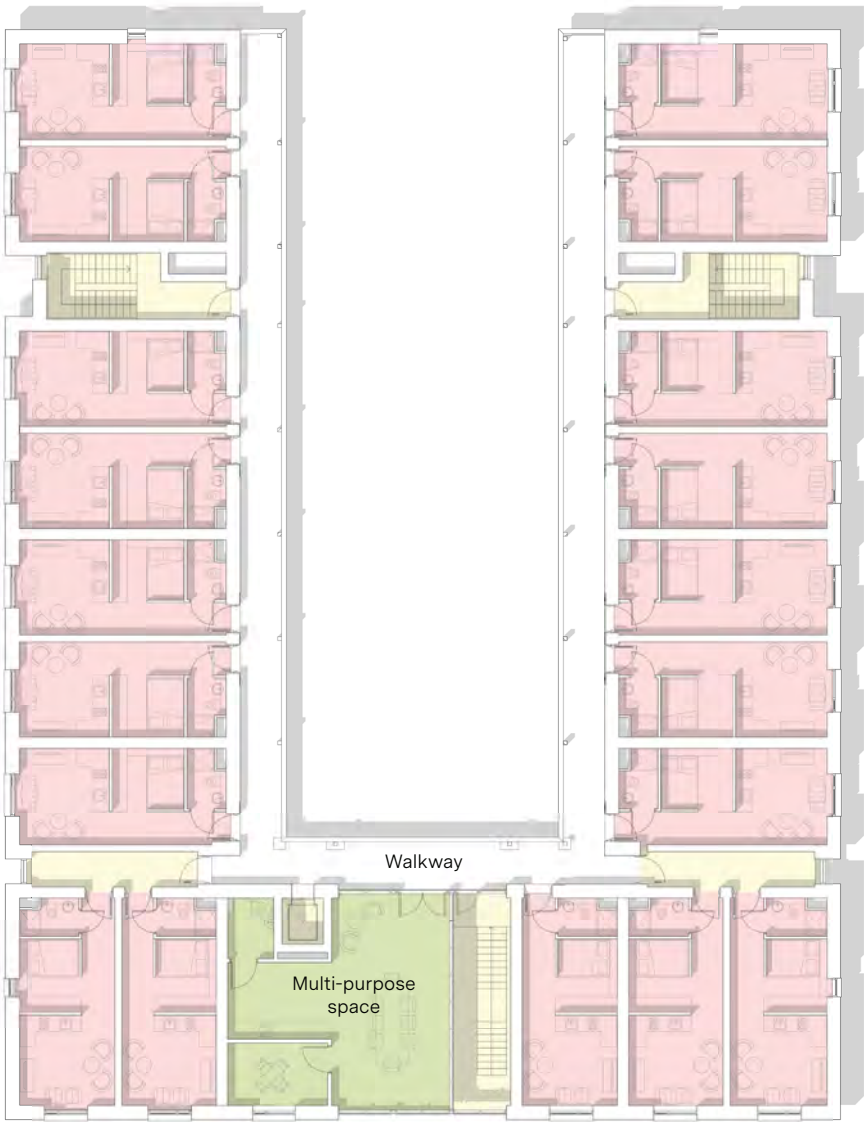
Bin store

Plant / Storage

Communal



First Floor



Area Schedule

Floor	Accommodation		Amenity		Servicing
	GIA (m ²)	No. Homes	GIA (m ²) Heated	GIA (m ²) Unheated	GIA (m ²)
Ground	500	15	-	74	112
First	635	19	52	32	-
Roof Space (>1.5m headroom)	-	-	-	-	240
TOTAL	1,135	34	52	106	352

Design Proposals

Elevations

Materials key:

- 1. Red / brown brickwork
- 2. Dark red / brown framed glazing
- 3. Protruding brickwork detail to ground floor elevation
- 4. Dark grey roof tiles
- 5. Metal fencing with diagonal slats
- 6. Hit-and-miss brickwork detail
- 7. Dark red louvred screen



Cross Lane elevation (South)



Chapman Street elevation (East)

Design Proposals
Elevations



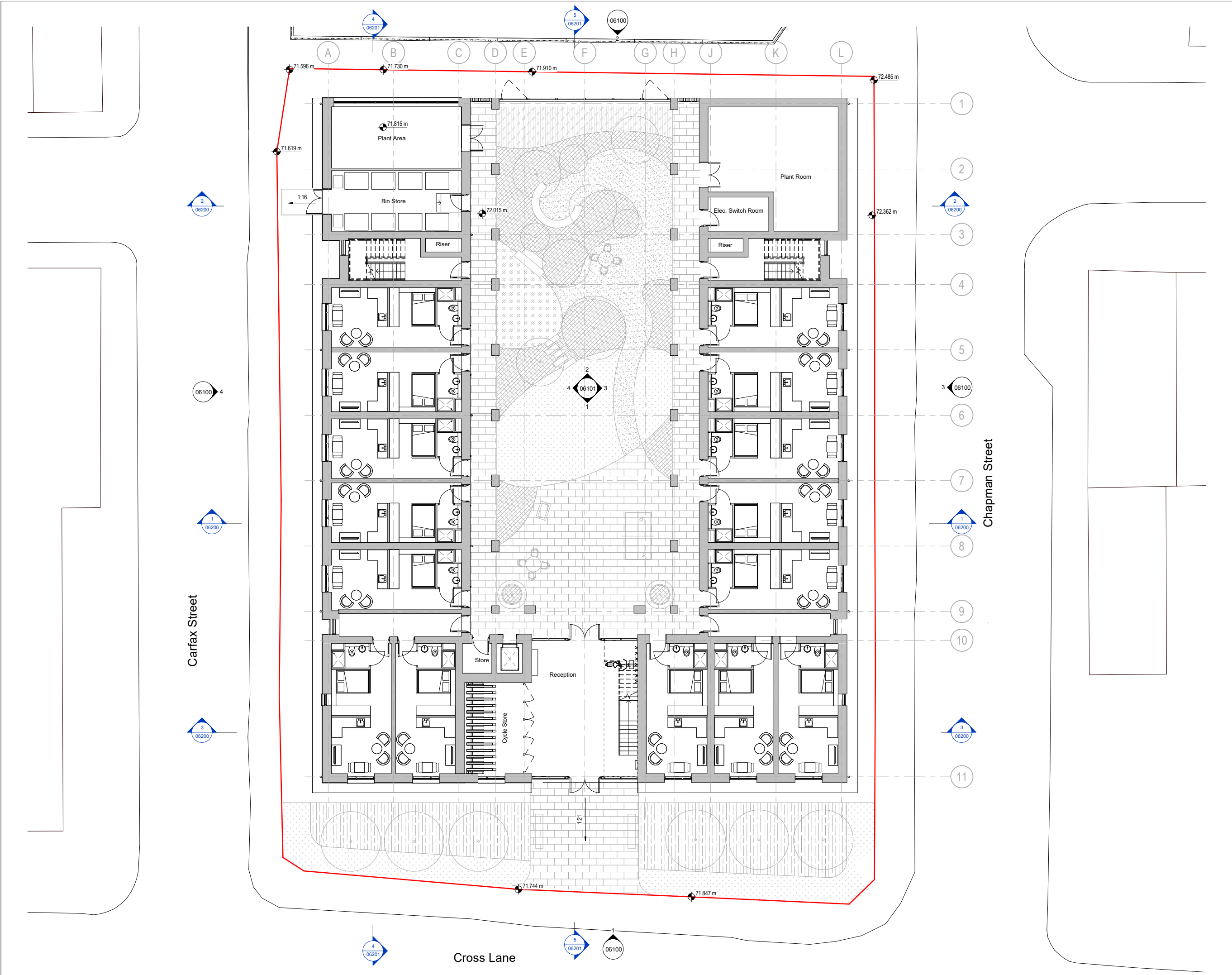
North elevation



Carfax Street elevation (West)

Appendix B

Architectural Floor and Roof Plans



Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

Copyright reserved.

34no. 26m² Apartments

Bin Calc
250l per apartment = 8 bins
1100 euro bins

Cycle Store Calc
1 space per apartment = 34

Site Boundary

P04	16/01/25	Updated reception layout and roof	JH
P03	05/12/25	Revised layouts	GL
P02	21/11/25	Revised layouts	JH
P01	18/11/25	First Draft Issue	JH

Revisions

Purpose	Status Code
Information	S1

Client
Centrepoint Independent Living

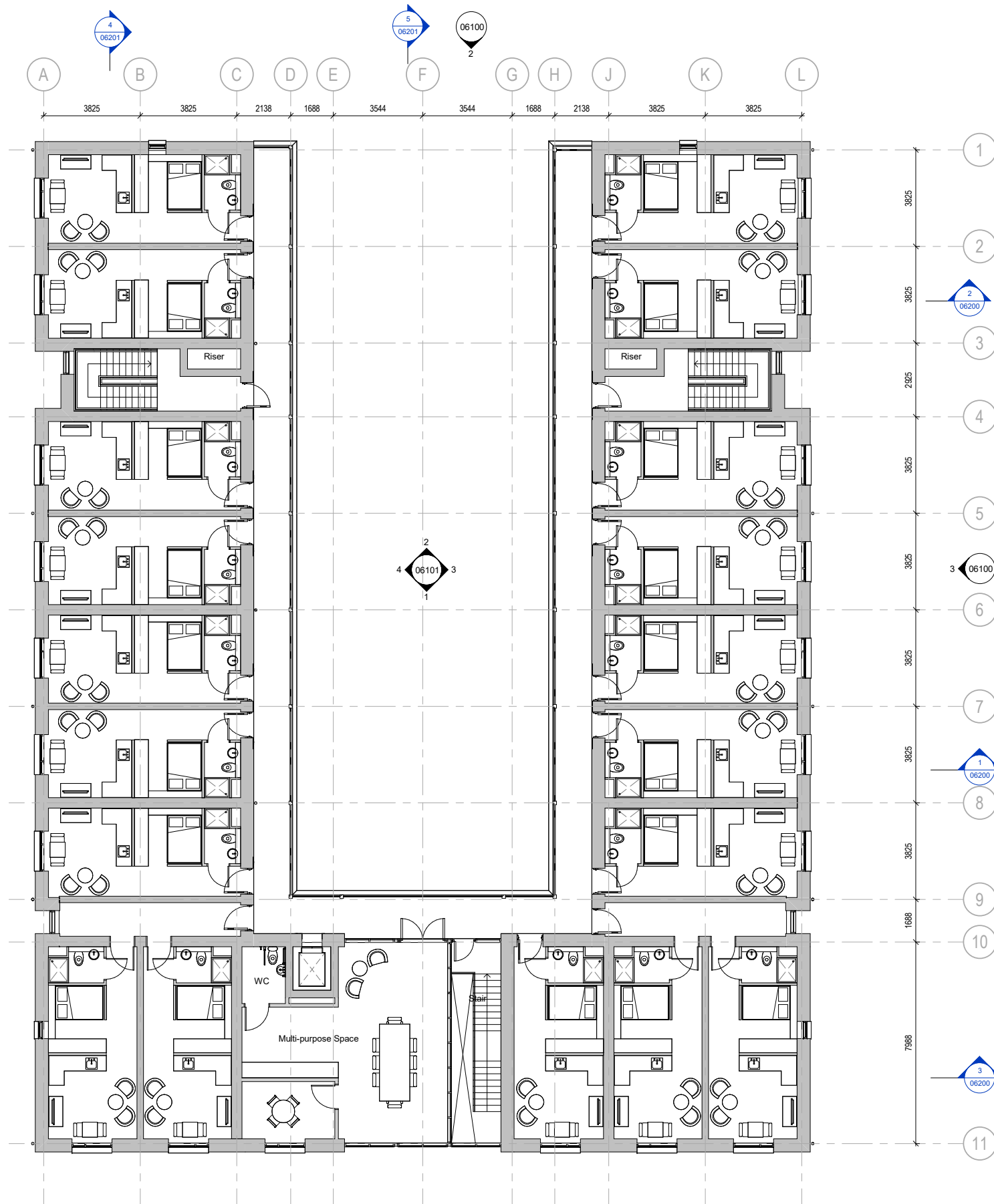
Project
Chapman Street

Title
Proposed Ground Floor Plan

Scale	Size	Date	Drawn	Checked
1:100	A1	18/11/25	JH	GL

3DReid
www.3DReid.com
Architecture Interiors Masterplanning

Drawing No.	Rev.
250128-3DR-ZZ-00-DR-A-06000	P04



Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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34no. 26m² Apartments

Bin Calc
250l per apartment = 8 bins
1100 euro bins

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1 space per apartment = 34

Site Boundary

P04	16/01/25	Updated reception layout and roof	JH
P03	05/12/25	Revised layouts	GL
P02	21/11/25	Revised layouts	JH
P01	18/11/25	First Draft Issue	JH

Revisions

Purpose	Status Code
Information	S1

Client
Centrepoint Independent Living

Project
Chapman Street

Title
Proposed First Floor Plan

Scale	Size	Date	Drawn	Checked
1:100	A1	18/11/25	JH	GL

3DReid
www.3DReid.com
Architecture Interiors Masterplanning

Drawing No.	Rev.
250128-3DR-ZZ-01-DR-A-06001	P04

Appendix C

Crashmap Reports



Validated Data

Crash Date: Saturday, February 8, 2020

Time of Crash: 20:05:00

Crash Reference: 202006A368541

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Manchester

Vehicles: 3

Local Authority: Manchester

OS Grid Reference: 388885 396209

Weather Description: Raining with high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

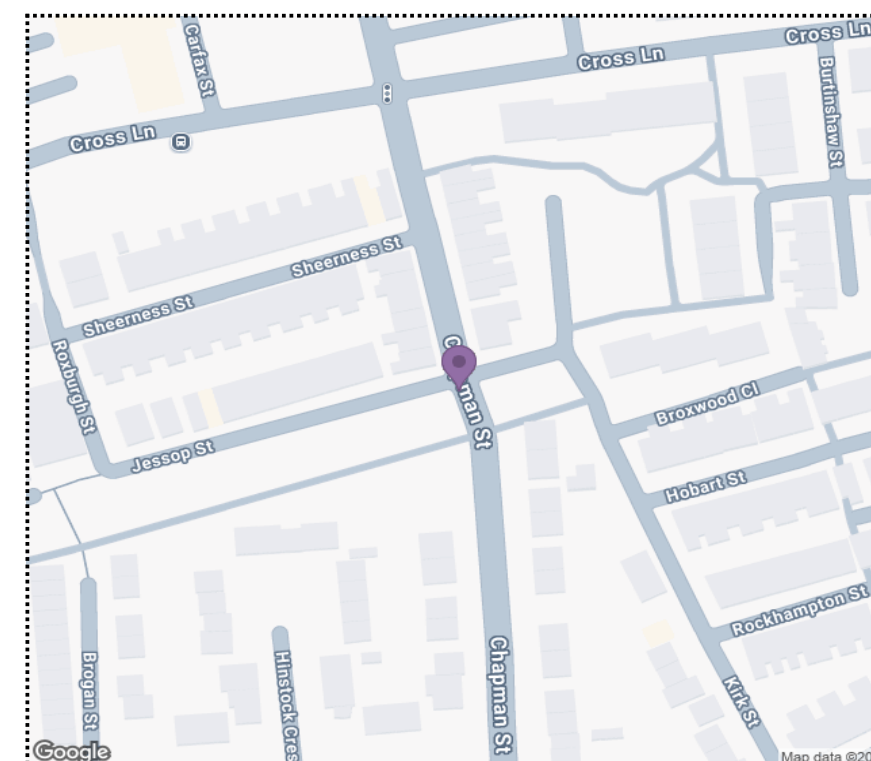
Junction Detail: Unknown

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

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

Validated Data

Crash Date: Saturday, February 8, 2020

Time of Crash: 20:05:00

Crash Reference: 202006A368541

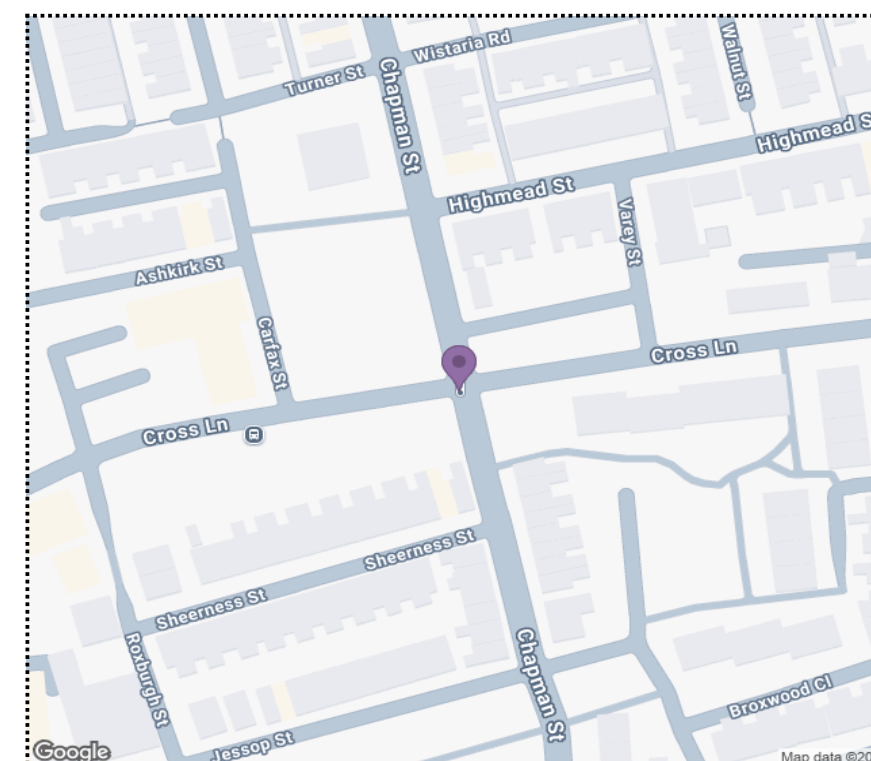
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	20	Male	11 - 15	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	4	Male	36 - 45	Unknown	Did not impact	Journey as part of work	None	None
2	Taxi/Private hire car (2005 onwards)	4	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Monday, May 25, 2020	Time of Crash:	08:05:00	Crash Reference:	202006A171420
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388866 396292
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:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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, May 25, 2020

Time of Crash: 08:05:00

Crash Reference: 202006A171420

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car (2005 onwards)	2	Male	36 - 45	Unknown	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Front	Unknown	None	None

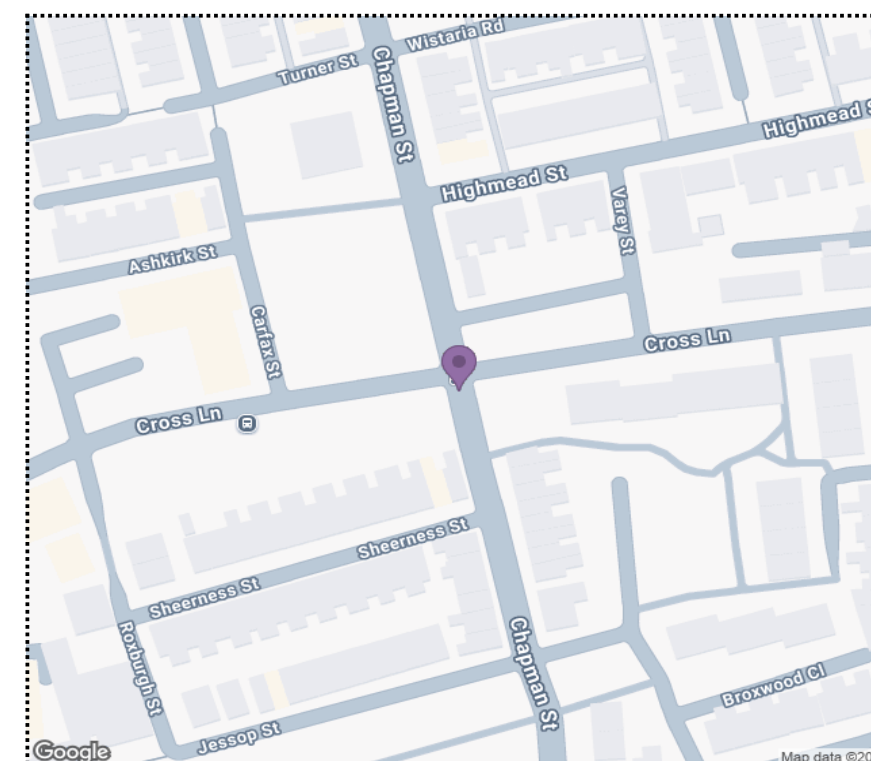
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Saturday, September 21, 2024	Time of Crash:	09:50:00	Crash Reference:	2024061494178
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388868 396291
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:	Auto traffic signal				



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: Saturday, September 21, 2024

Time of Crash: 09:50:00

Crash Reference: 2024061494178

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Unknown	Unknown	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

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

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, February 8, 2020
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester
Weather Description: Raining with high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Unknown
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled
Vehicles Involved

Time of Crash: 20:05:00

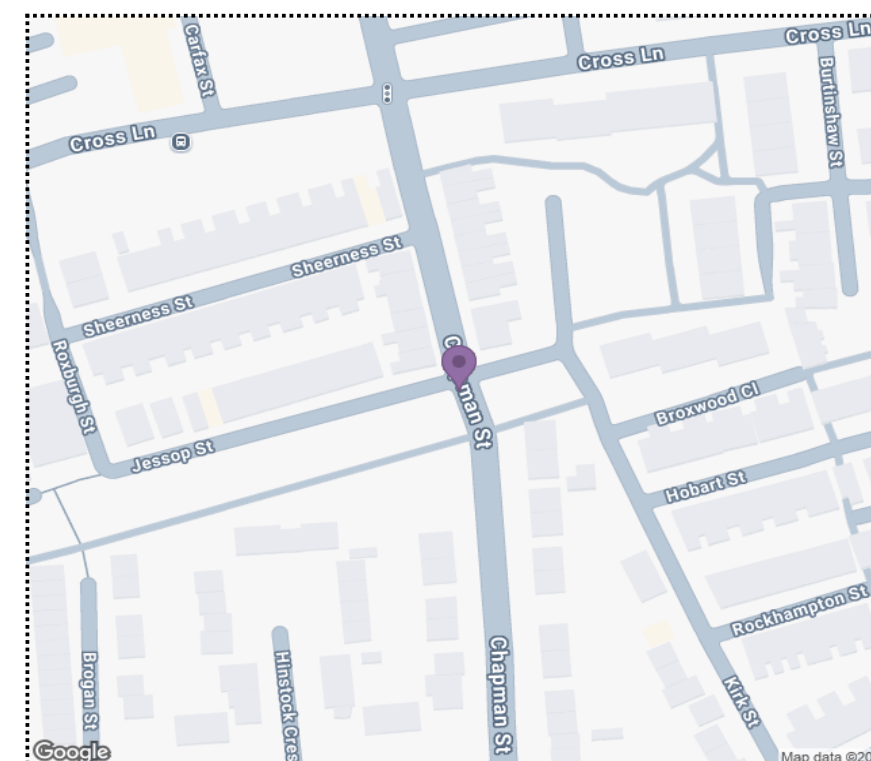
Crash Reference: 202006A368541

Road Number: U

Casualties: 1

Vehicles: 3

OS Grid Reference: 388885 396209



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: Saturday, February 8, 2020

Time of Crash: 20:05:00

Crash Reference: 202006A368541

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	20	Male	11 - 15	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	4	Male	36 - 45	Unknown	Did not impact	Journey as part of work	None	None
2	Taxi/Private hire car (2005 onwards)	4	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, February 8, 2020

Time of Crash:

20:05:00

Crash Reference: 202006A368541

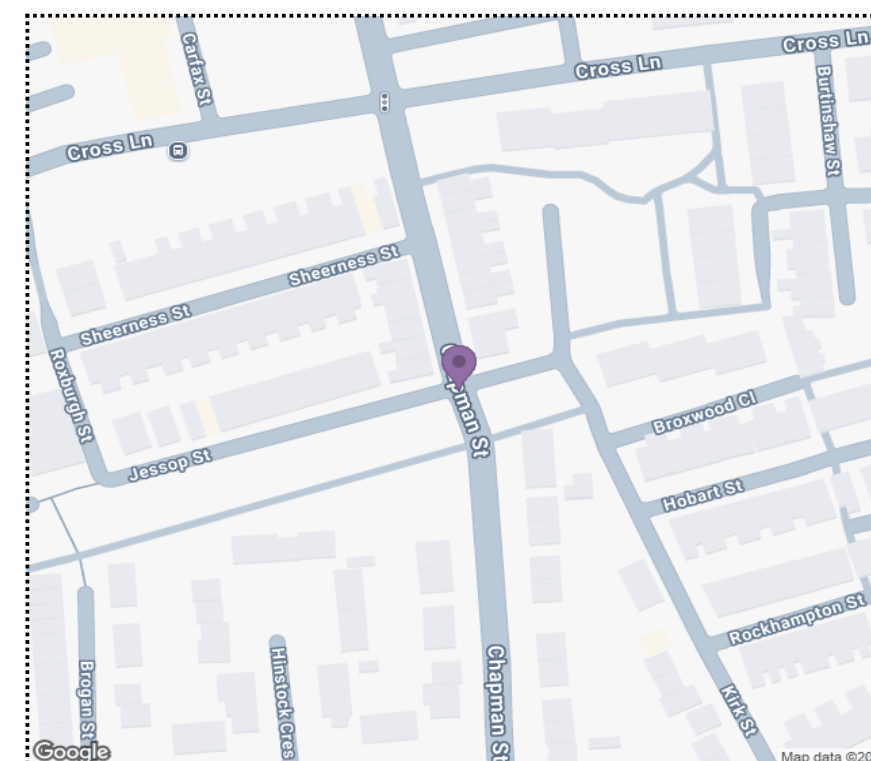
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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

Validated Data

Crash Date:	Monday, January 3, 2022	Time of Crash:	19:00:00	Crash Reference:	2022061132535
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	2
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388886 396213
Weather Description:	Fine with high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single 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

Validated Data

Crash Date: Monday, January 3, 2022

Time of Crash: 19:00:00

Crash Reference: 2022061132535

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Female	26 - 35	Unknown	Nearside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Front	Unknown	None	None

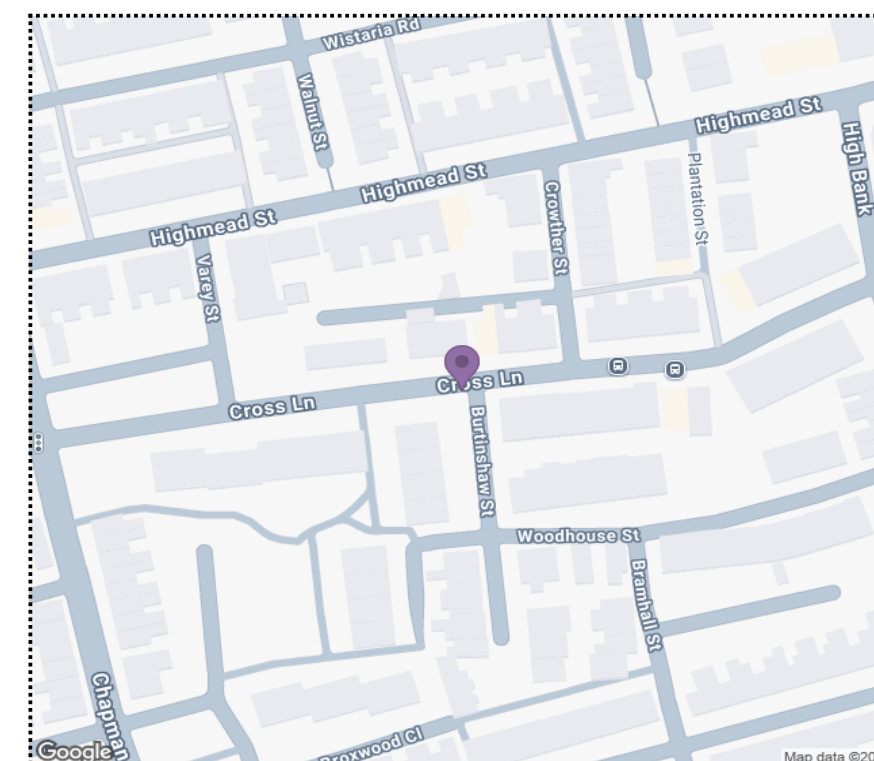
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Thursday, June 25, 2020	Time of Crash:	14:21:00	Crash Reference:	202006A172431
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388978 396308
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:	No physical crossing facility within 50 metres				
Road Type:	Single 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

Validated Data

Crash Date: Thursday, June 25, 2020

Time of Crash: 14:21:00

Crash Reference: 202006A172431

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	30	Male	36 - 45	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	20	Male	56 - 65	Vehicle is in the act of turning left	Offside	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	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Saturday, October 19, 2024

Time of Crash: 11:00:00

Crash Reference: 2024061506126

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Manchester

Vehicles: 2

Local Authority: Manchester

OS Grid Reference: 388734 396256

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

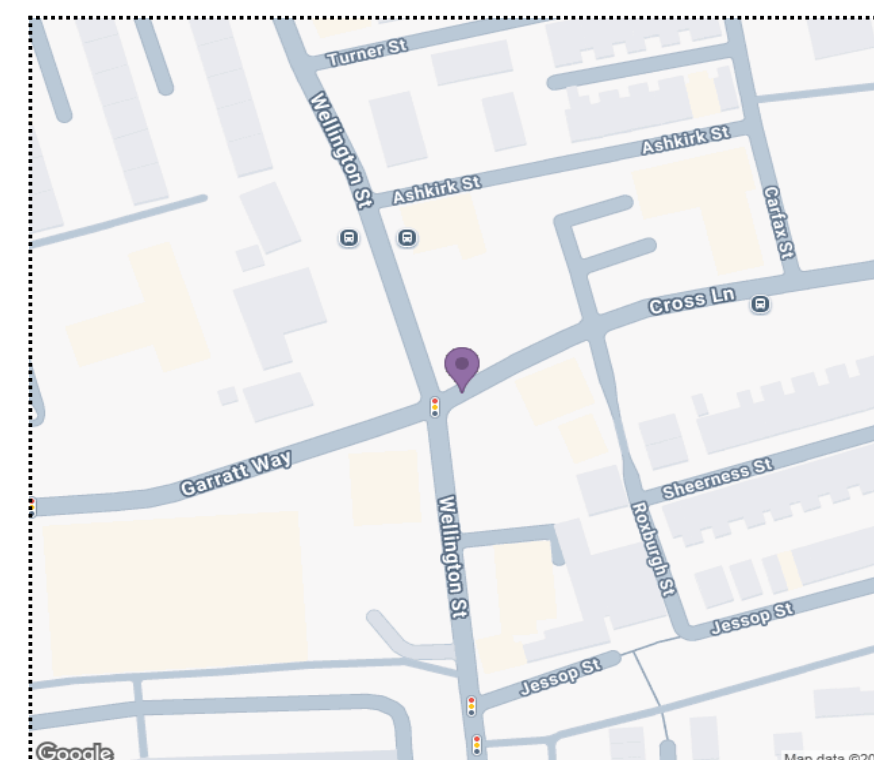
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Auto traffic signal

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Saturday, October 19, 2024

Time of Crash: 11:00:00

Crash Reference: 2024061506126

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Male	36 - 45	Vehicle is in the act of turning left	Front	Missing	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	Unknown	Unknown	Did not impact	Journey as part of work	None	None

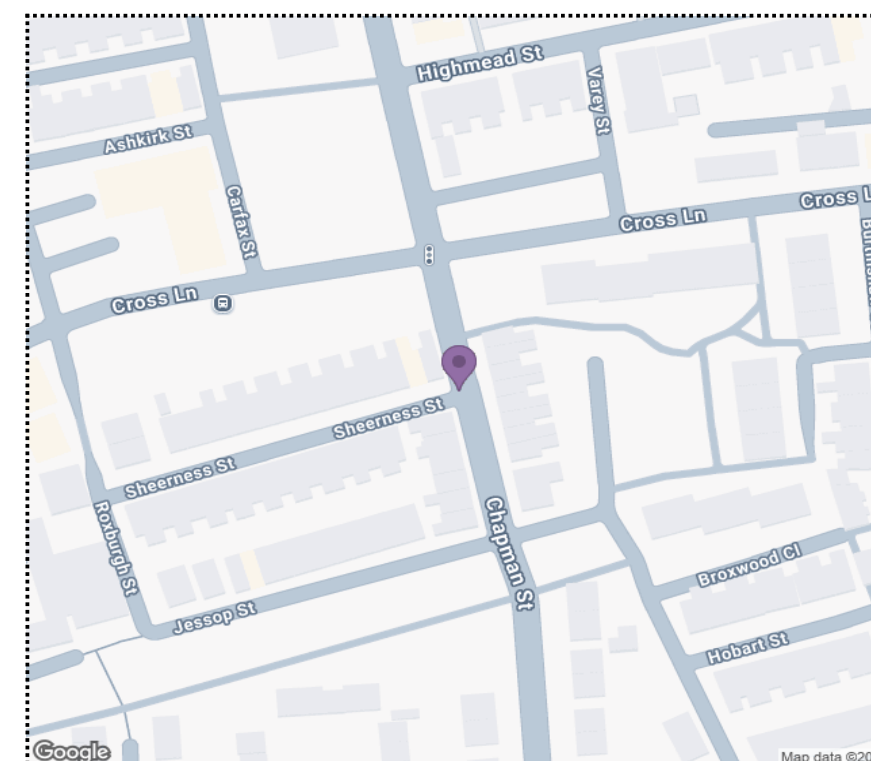
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Saturday, July 11, 2020	Time of Crash:	10:40:00	Crash Reference:	202006A172785
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388874 396255
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:	No physical crossing facility within 50 metres				
Road Type:	Single 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

Validated Data

Crash Date: Saturday, July 11, 2020

Time of Crash: 10:40:00

Crash Reference: 202006A172785

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	2	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
1	Car (excluding private hire cars 2005 onwards)	9	Male	46 - 55	Unknown	Front	Unknown	None	None

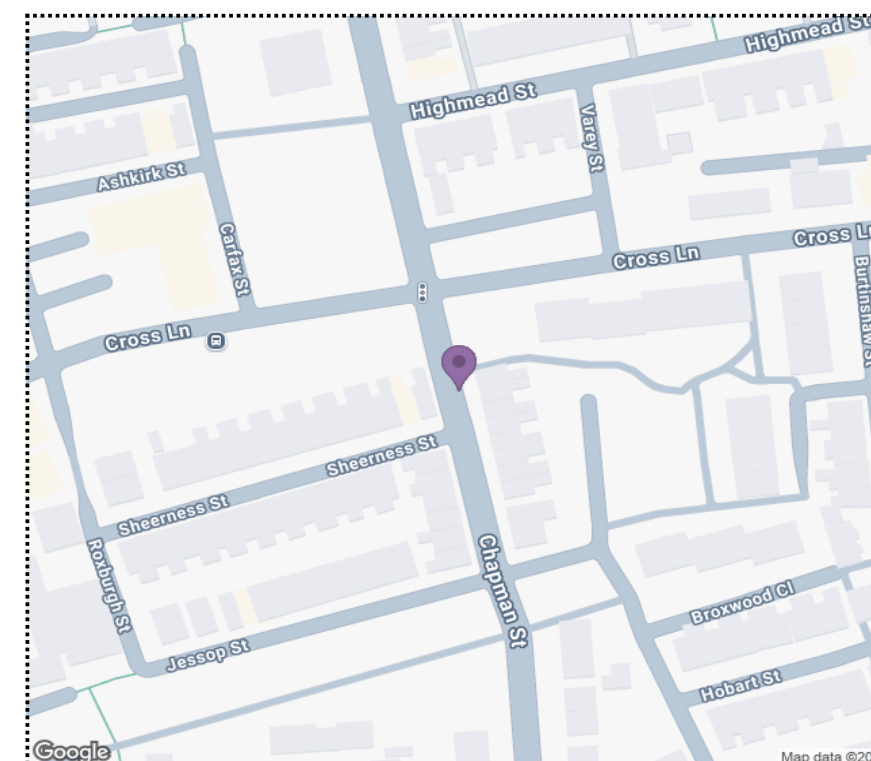
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Wednesday, March 22, 2023	Time of Crash:	19:45:00	Crash Reference:	2023061298296
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388876 396267
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:	No physical crossing facility within 50 metres				
Road Type:	Single 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

Validated Data**Crash Date:**

Wednesday, March 22, 2023

Time of Crash:

19:45:00

Crash Reference: 2023061298296**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	26 - 35	Unknown	Front	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	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

Validated Data

Crash Date: Friday, July 5, 2024

Time of Crash: 17:05:00

Crash Reference: 2024061464009

Highest Injury Severity: Slight

Road Number: U

Casualties: 2

Highway Authority: Manchester

Vehicles: 2

Local Authority: Manchester

OS Grid Reference: 388857 396341

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Daylight: regardless of presence of streetlights

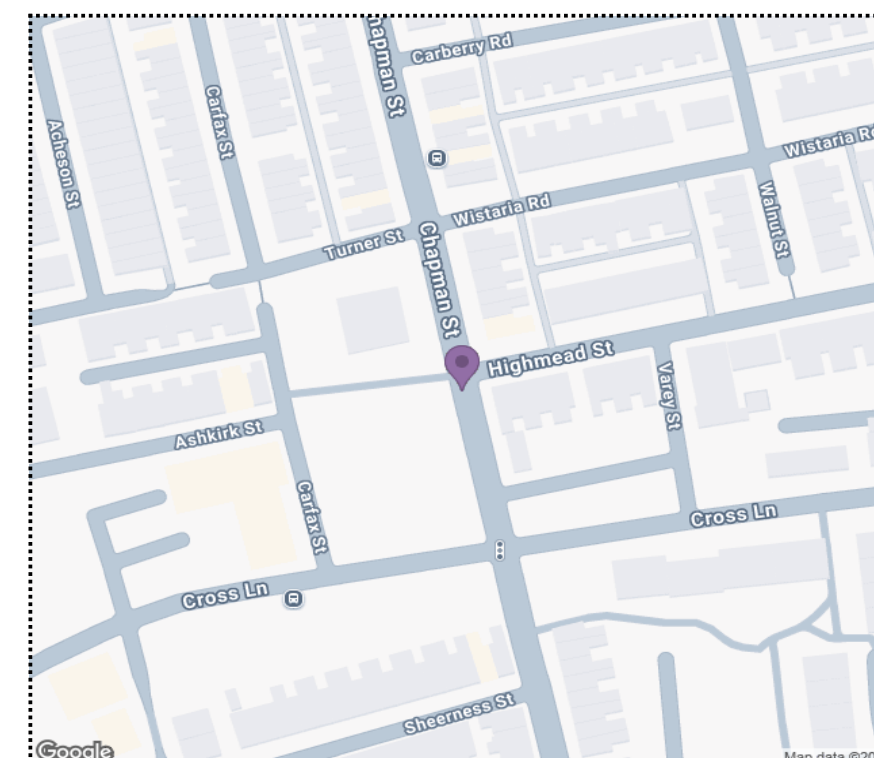
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Friday, July 5, 2024

Time of Crash: 17:05:00

Crash Reference: 2024061464009

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Female	21 - 25	Vehicle is waiting to turn right	Back	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Front	Unknown	None	None

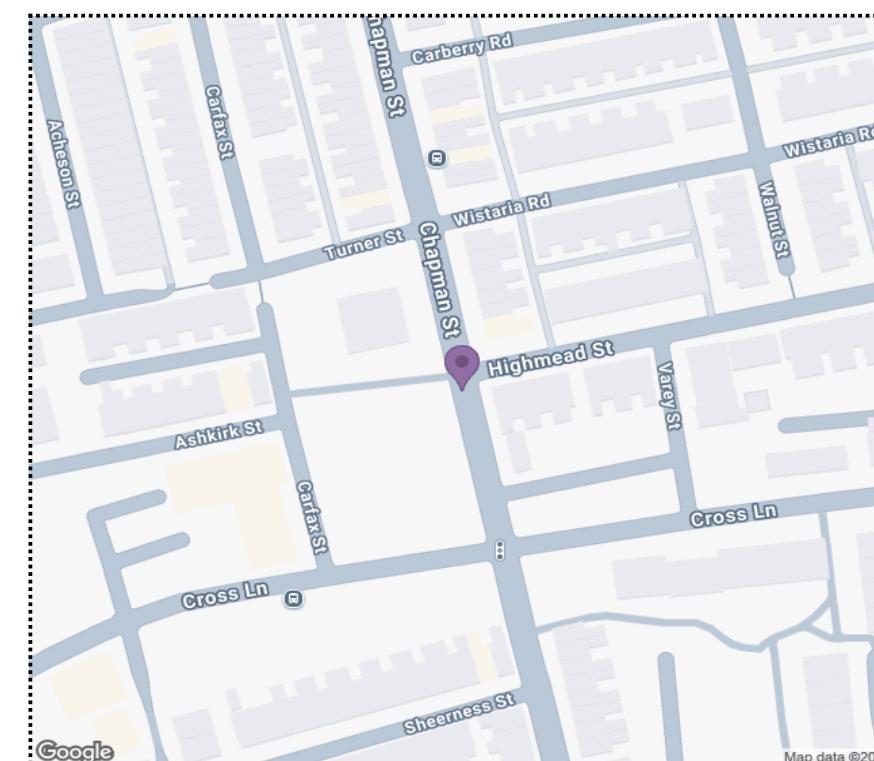
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Friday, July 5, 2024	Time of Crash:	17:05:00	Crash Reference:	2024061464009
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	388857 396341
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
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				



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:** Friday, July 5, 2024**Time of Crash:** 17:05:00**Crash Reference:** 2024061464009**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	7	Female	21 - 25	Vehicle is waiting to turn right	Back	Commuting to/from work	None	None

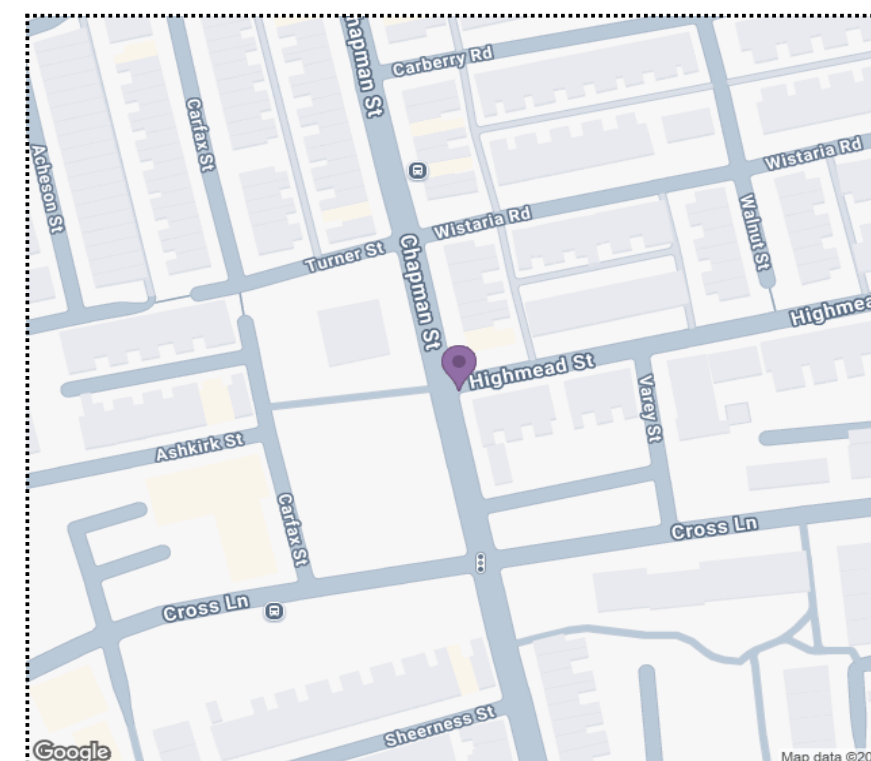
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:	Monday, December 4, 2023	Time of Crash:	15:35:00	Crash Reference:	2023061382554
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Manchester			Vehicles:	1
Local Authority:	Manchester			OS Grid Reference:	388861 396344
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single 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

Validated Data**Crash Date:** Monday, December 4, 2023**Time of Crash:** 15:35:00**Crash Reference:** 2023061382554**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Female	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

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: Wednesday, July 5, 2023

Time of Crash: 23:14:00

Crash Reference: 2023061326404

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Manchester

Vehicles: 2

Local Authority: Manchester

OS Grid Reference: 388858 396386

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

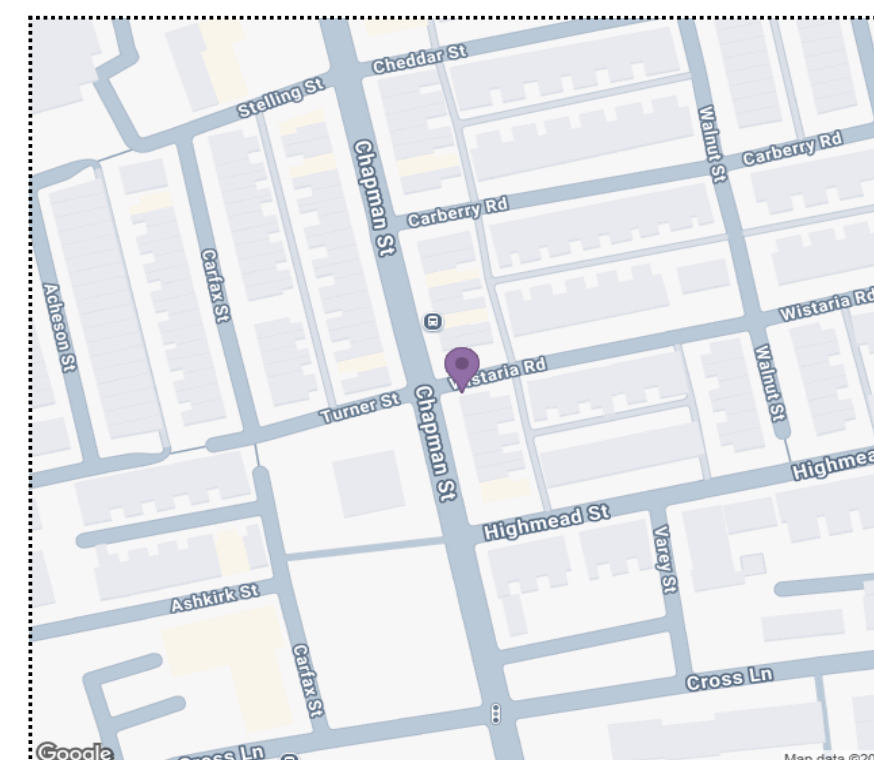
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Zebra crossing

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data**Crash Date:** Wednesday, July 5, 2023**Time of Crash:** 23:14:00**Crash Reference:** 2023061326404**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning left	Front	Unknown	Parked vehicle	None
1	Car (excluding private hire cars 2005 onwards)	21	Unknown	Unknown	Vehicle is parked in the carriageway	Nearside	Unknown	None	None

Casualties

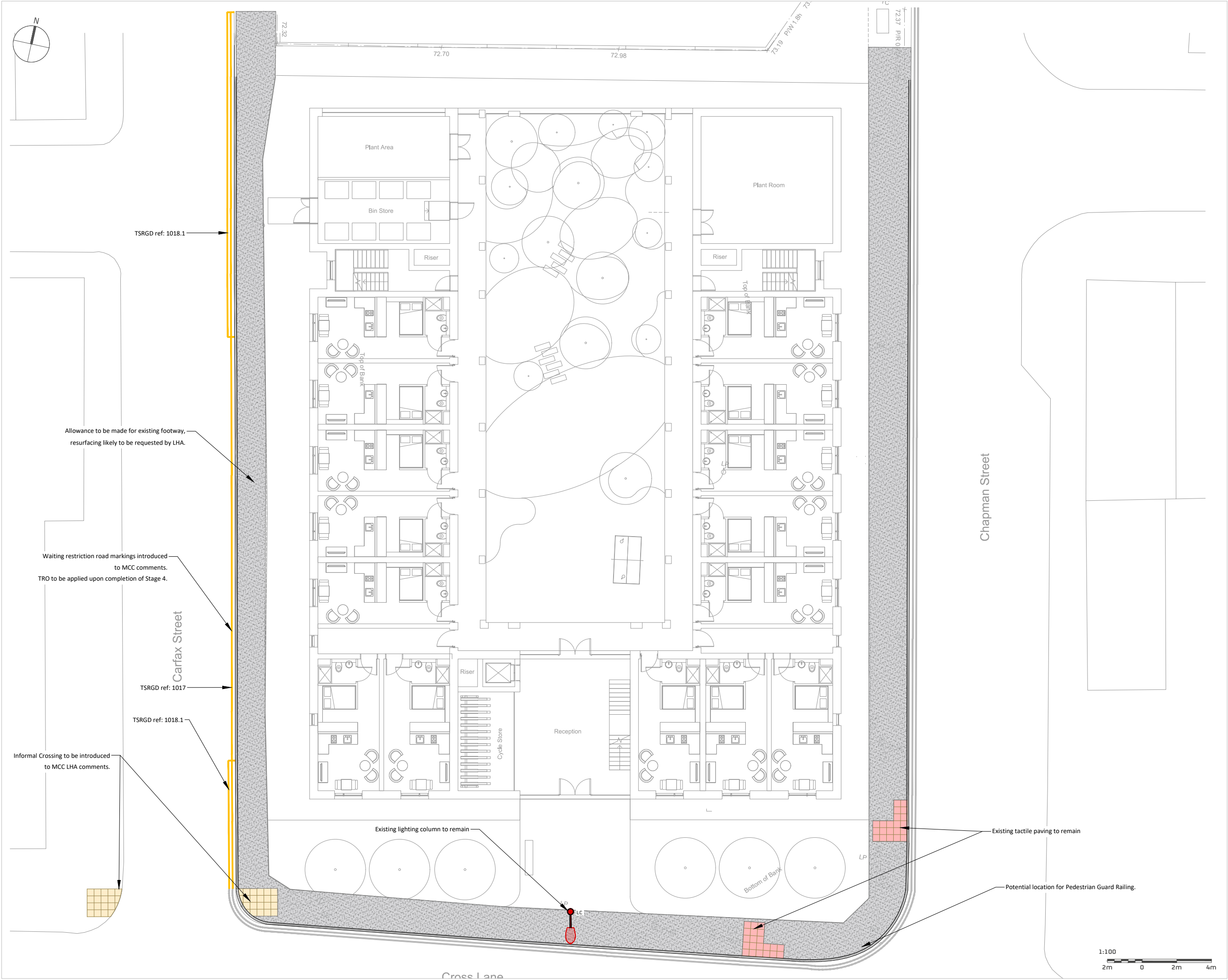
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

Highway Proposals



- Notes**
1. This drawing is to be read in conjunction with all relevant Architects', Engineers' and specialists' drawings and specifications.
 2. Do not scale from this drawing in either paper or digital form.
 3. The Contractor is to maintain responsibility for safe methods of excavation and construction associated with all works.
 4. Permit to work and Traffic management to be the responsibility of the Contractor.
 5. This drawing has been based on the following external inputs:
 - 5.1 Topo Survey: Survey Solutions
Drawing title: Topographical Survey
76382MCLS-01
Date issued: 05.12.25
 - 5.2 Architect: 3DReid
Drawing title: 250128-3DR-00-DR-06000
Proposed Ground Floor Plan
Date issued: 05.12.25
 - 5.3 Landscape Arch: Exterior Architecture
Drawing title: 25043-EXA-ZZ-ZZ-DR-L-00101
Groundfloor General Arrangement Plan
Date issued: 05.12.25

- Key**
- Tactile Paving (Buff Colour)
 - Asphalt footway resurfacing
 - Existing Road Markings
 - Proposed Yellow Road Markings
 - Existing Kerb
 - Existing Lighting column
 - Existing tactile paving

Work In Progress
Date / Time Printed 16/1/2026 2:55:14 PM
This is not a formal drawing issue and as such may contain un-coordinated or incomplete information. Full drawing issue to follow

WIP	16.02.26	HM	TM	TM	First Issue
Rev	Date	By	Eng	App	Amendments

**HEYNE
TILLET
STEEL** STRUCTURAL & CIVIL ENGINEERS
www.hts.uk.com

Job Name
**Chapman Street
Manchester
M18 8LS**
Drawing Title
General Arrangement

Purpose of Issue For Comment Scale at A1 1:100

Drg No. 3535-HTS-ZZ-00-DR-C-10010

HTS Job No 3535 Suitability S2 Rev WIP

Appendix E

Travel Plan Framework

3535 – Chapman Street, Travel Plan Framework

Contents

- 1. Introduction
- 2. Travel Plan Management
- 3. Aims, Objectives and Targets
- 4. Package of Measures
- 5. Monitoring and Review

Status:

Date:

Revision:

Job no:

Prepared by:

Approved by:

For Planning

09/02/2026

01

3535

Utsav Paudel

Ted Mullins

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1. Introduction

HTS have been appointed by 3DReid Architects on behalf of Centrepont to provide transport planning services in relation to the Land at Chapman Street site in Manchester.

The project consists of the development of an independent living complex on behalf of Centrepont, a charity focused on providing support to youths and young adults against homelessness. As the UK's leading youth homelessness charity, Centrepont runs over 90 accommodation services. The charity recognises that vulnerable young people need more than just accommodation and subsequently provides education, training and employment opportunities.

The development proposes an Independent Living Scheme comprising 34 single occupancy flats. The development is a car free proposal as due to the nature of the residents who will occupy the units, they are not expected to own private vehicles.

Residents will therefore benefit from the highly accessible public transport network in the surrounding area, as well as walking and cycling, to access education, training, and employment opportunities.

This framework travel plan is being produced as an appendix to the Transport Statement, to provide a longer-term management strategy to ensure that the sustainable transport objectives of this development will be delivered, monitored and frequently reviewed.

2. Travel Plan Management

2.1 Travel Plan Coordinator

The developer would take the role of the Travel Plan Coordinator and will be responsible for implementing, managing and promoting the future residential to undertake more sustainable modes of transport. The role and duties of this will be outlined within the contract for the site management.

The amount of time required to undertake the duties associated with the Travel Plan would vary depending on a specific task. However, the developer would allow sufficient time to carry out the measures outlined in the Action Plans and to undertake the maintenance of necessary systems, data and admin for the Full Travel Plan.

The roles and responsibilities of the TPC (Travel Plan Coordinator) include the following:

- + Overseeing the implementation of the future Travel Plan
- + Preparation and distribution of welcome packs to residents
- + Provide personal Travel Planning advice to residents
- + Provide up-to-date information on walking, cycling and public transport to residents through range of measures
- + Discuss and co-ordinate Travel Plan measures with the Manchester City Council's Travel Plan Adviser
- + Arrange baseline travel survey and the subsequent surveys at year 1 and 5
- + Review the travel surveys and update the Travel Plan and accordingly, setting new targets and implementing necessary measures to achieve them. The results of the travel surveys to be reported to the Manchester City Council's Travel Plan Advisor
- + Monitoring and review of the Travel Plan post the baseline surveys for up to 5 years

3. Aims, Objectives and Targets

This section outlines the overarching aims and objectives of the Framework Travel Plan, and its targets should it be implemented.

3.1 Aims and Objectives

The proposed development is situated in an area with excellent proximity to public transport services and safe walking routes to local amenities and open space.

Based on the site’s transport accessibility, the movement profile of future residents of the development is anticipated to be highly sustainable.

The overarching aim of this Travel Plan Framework is to set out the objectives and targets for the Full Travel Plan to maintain current levels and encourage further use of sustainable modes of transport.

The main objectives of the Travel Plan are to:

- + Raise awareness of all active and sustainable modes of travel available to site users
- + Promote heathy lifestyles and sustainable, vibrant local communities by promoting the health benefits of walking and cycling,
- + Maintain a level of healthier and sustainable travel
- + Monitor travel patterns and identify opportunities to encourage travel by walking and cycling

3.2 Preliminary Targets

The preliminary targets have been set based on the “SMART” philosophy of Specific, Measurable, Appropriate, Realistic and Timed targets.

Objective	Target
Increase the awareness of the TP and its constituent elements	Aim to have 75% respondents to the initial Travel Plan survey through the travel information pack provided to all households.
Promoting healthy and sustainable travel choices	Increase proportion of trips made by foot or bike for all user groups(residents and staff) within 2km of the site by a minimum of 20% within the first 3 years of occupation.
Facilitate a mode shift to healthier and sustainable travel	Increase proportion of trips made using sustainable travel choices (public transport or active travel) for all user groups by a minimum of 20% within the first 3 years of occupation.
Community Engagement	Engage at least 25% of residents in active travel services like free cycle training courses, cycle maintenance course, bike libraries, bike hire services, ‘Wheels and Walks’, ‘Cycle and Stride for Active Lives’, ‘Bike Buddy’, all organised by TfGM.
Develop an ongoing management coordination process which will monitor and review changes	Provide monitoring reviews of the site’s progress

Table 1 - Objectives and Targets

The maximum impact on people’s travel patterns is likely to be achieved immediately following a life change – for example moving into a new home. Accordingly, the Travel Plan will be most effective at first occupation. However, given the nature of this development, resident turnover is likely to be higher than in developments comprising owner-occupied family housing. It is therefore essential that the Travel Plan Coordinator ensures all new residents receive the same level of Travel Plan information, support, and implementation measures throughout the lifetime of the development.

The above targets are provisional until updated in-line with the results of the baseline survey as part of the full Travel Plan.

4. Package of Measures

In order to meet the objectives and targets set out above a range of measures are proposed to be implemented at the residential development. These measures are set out in Table 2 below and are in accordance with Blackburn with Darwen Council’s requirements.

Measure		Implementation	Responsibility
Active Travel	Secure, covered and convenient cycle parking for all site users	Prior to first occupation	Developer
	Promote health and cost saving benefits of active travel through distribution of appropriate literature as advertised on TfGM website.	Prior to first occupation	Developer
	Produce site specific walking and cycling time map of local area in the Travel Information Pack	Prior to first occupation	Developer
Public Transport	Provide discounted bus/rail travel passes to new residents (eg. 1-month pass)	At occupation	Developer
	Provide advice on how to use journey planning websites and phone applications	Ongoing	Developer
	Provide advice on how to use car sharing Services to be included in the welcome pack	Ongoing	Developer
	Provide advice on how to use Bike Sharing Services provided by TfGM to be included in the welcome pack	Ongoing	Developer
Community	Establish a travel forum for residents and staff	Prior to first occupation	Developer
Promoting the Travel Plan	Tailored ‘Welcome Travel Packs’ to be distributed to all residents, providing information on walking, cycling, bus train, local maps and discounts.	At first occupation	Developer
	Conduct baseline survey and monitor modal shift every year, for all residents.	Prior to first occupation	Developer
	All residents to be offered free personalised journey planning in a ‘surgery’ style drop in format which will be promoted by the TPC	Within 12 months of first occupation or when 75% of development is occupied, whichever is first	Developer

Table 2 - Travel Plan Measures

5. Monitoring and Review

5.1 Monitoring

Following approval of the Full Travel Plan, a travel survey will be undertaken within twelve months of first occupation or when 75% of the development has been occupied (whichever takes place first). Following this initial review, the Full Travel Plan produced with defined targets which would be issued to Manchester City Council, within one month of completing the baseline survey. The Travel survey would be monitored for up to 5-years post full occupancy against baseline and targets.

5.2 Review

The survey results would be examined against the full Travel Plan targets and a monitoring report would be prepared and submitted to the Manchester City Council’s Travel Plan Advisor.

If at the end of the 5-year period the targets have not been met, a review of any shortfalls and potential engagement measures to improve performance would be required.

5.3 Outline Action Plan

An outline timetable for the implementation of the measures is included as part of this Travel Plan Framework to indicate a method of phased implementation, for the best success rate of the Full Travel Plan.

To maximise the potential of the Full Travel Plan to influence travel behaviour, a prioritising approach will be adopted. This frames a strategy and appropriate timescale for key components of the Full Travel Plan.

The Outline Action Plan for the residential development is included in Table 3.

Implementation Phase	Timescale	Strategy
Short Term	Within 6 months following first occupancy	Provide travel plan information to 100% of new residents including public transport options, walking and cycling routes and sustainable travel incentives. Establish and publicise the role and contact details of the Travel Plan Coordinator. Encourage early adoption of active travel particularly for local trips. Promote available cycle storage, training and bike share schemes.
	Within 12 months following first occupancy	Collect travel data to form a year 1 baseline Continue engagement with residents, ensuring that all new occupants receive Travel Plan information as part of ongoing implementation. Increase participation in active travel initiatives, such as cycle training, walking routes, and local sustainable travel programmes. Identify and address any barriers to sustainable travel raised through resident feedback or monitoring. Update the Travel Plan measures if required and prepare a 12-month monitoring report for submission to the relevant authority, if requested.
Medium Term	12 months – 30 months/ full occupancy	Conduct a baseline survey at 75% occupancy Maintain active travel engagement programmes Begin monitoring modal shifts and reviewing with targets Hold regular travel forum discussions
Long Term	0-5 years after full occupancy	Annual monitoring and reporting Continue active travel engagement initiatives Work with MCC to adjust measures in response to feedback and survey data

Table 3 - Action Plan

Appendix F

TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: F - SHELTERED ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	SC	SURREY	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 day
	LS	LEEDS	1 day

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:	DWELLS
Actual Range:	22 to 29 (units:DWELLS)
Range Selected by User:	5 to 100 (units:DWELLS)
Parking Spaces Range:	8 - 100

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	10/11/89 to 31/10/24

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	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Edge of Town	2 days
Neighbourhood Centre	2 days
Suburban Area	1 days

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:

No Sub Category	1 days
Residential Zone	4 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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:

584 - 3817

Population within 1 mile:

10,001 to 15,000	2 surveys
25,001 to 50,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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	1 surveys
1.1 to 1.5	4 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
----	-----------

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	5 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 6b9f6908-017d-4848-91af-765035988055

LIST OF SITES relevant to selection parameters:

Site 1:	AL-03-F-01	Site area:	0.1599999964237213	hect
Development Name:	SHELTERED HOUSING	Number of dwellings:	22	DWELLS
Location:	HALIFAX	Housing Density:	169.23	
Postcode:	HX3 6LW	Survey Date:	22/10/2018	
Main Location Type:	Neighbourhood Centre	Survey Day:	Monday	
Sub Location Type:	Residential Zone			
PTAL:	n/a			
Site 2:	ES-03-F-01	Site area:	0.23000000417232513	hect
Development Name:	SHELTERED HOUSING	Number of dwellings:	29	DWELLS
Location:	EASTBOURNE	Housing Density:	193.33	
Postcode:	BN21 1NG	Survey Date:	30/11/2009	
Main Location Type:	Neighbourhood Centre	Survey Day:	Monday	
Sub Location Type:	No Sub Category			
PTAL:	n/a			
Site 3:	LE-03-F-01	Site area:	0.28999999165534973	hect
Development Name:	SHELTERED HOUSING	Number of dwellings:	33	DWELLS
Location:	LEICESTER	Housing Density:	253.85	
Postcode:	LE2 9NG	Survey Date:	24/06/2009	
Main Location Type:	Edge of Town	Survey Day:	Wednesday	
Sub Location Type:	Residential Zone			
PTAL:	n/a			
Site 4:	LS-03-F-01	Site area:	0.15000000596046448	hect
Development Name:	SHELTERED HOUSING	Number of dwellings:	28	DWELLS
Location:	LEEDS	Housing Density:	186.67	
Postcode:	LS6 2QU	Survey Date:	15/06/2010	
Main Location Type:	Suburban Area	Survey Day:	Tuesday	
Sub Location Type:	Residential Zone			
PTAL:	n/a			
Site 5:	SC-03-F-01	Site area:	0.2800000011920929	hect
Development Name:	SHELTERED HOUSING	Number of dwellings:	32	DWELLS
Location:	GUILFORD	Housing Density:	114.29	
Postcode:	GU4 7XE	Survey Date:	08/07/2008	
Main Location Type:	Edge of Town	Survey Day:	Tuesday	
Sub Location Type:	Residential Zone			
PTAL:	n/a			

Audit Code: 6b9f6908-017d-4848-91af-765035988055

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.083	0.104	0.187
17:00-18:00	0.083	0.090	0.173

Time Range	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	5	29	0.049	0.062	0.111
08:00-09:00	5	29	0.083	0.104	0.187
09:00-10:00	5	29	0.132	0.104	0.236
10:00-11:00	5	29	0.174	0.153	0.327
11:00-12:00	5	29	0.104	0.125	0.229
12:00-13:00	5	29	0.139	0.118	0.257
13:00-14:00	5	29	0.139	0.132	0.271
14:00-15:00	5	29	0.111	0.083	0.194
15:00-16:00	5	29	0.097	0.083	0.180
16:00-17:00	5	29	0.069	0.118	0.187
17:00-18:00	5	29	0.083	0.090	0.173
18:00-19:00	5	29	0.035	0.056	0.091
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.215	1.228	2.443

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:	5 - 100 (units: DWELLS)
Survey date date range:	08/07/2008 - 22/10/2018
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.167	0.236	0.403
17:00-18:00	0.174	0.139	0.313

Time Range	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	5	29	0.097	0.083	0.180
08:00-09:00	5	29	0.167	0.236	0.403
09:00-10:00	5	29	0.188	0.174	0.362
10:00-11:00	5	29	0.299	0.257	0.556
11:00-12:00	5	29	0.153	0.257	0.410
12:00-13:00	5	29	0.188	0.174	0.362
13:00-14:00	5	29	0.208	0.215	0.423
14:00-15:00	5	29	0.188	0.139	0.327
15:00-16:00	5	29	0.167	0.160	0.327
16:00-17:00	5	29	0.104	0.139	0.243
17:00-18:00	5	29	0.174	0.139	0.313
18:00-19:00	5	29	0.090	0.118	0.208
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.023	2.091	4.114

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:	5 - 100 (units: DWELLS)
Survey date date range:	08/07/2008 - 22/10/2018
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.007	0.007	0.014
08:00-09:00	5	29	0.007	0.000	0.007
09:00-10:00	5	29	0.000	0.000	0.000
10:00-11:00	5	29	0.000	0.007	0.007
11:00-12:00	5	29	0.000	0.007	0.007
12:00-13:00	5	29	0.014	0.007	0.021
13:00-14:00	5	29	0.007	0.007	0.014
14:00-15:00	5	29	0.000	0.000	0.000
15:00-16:00	5	29	0.000	0.007	0.007
16:00-17:00	5	29	0.000	0.000	0.000
17:00-18:00	5	29	0.000	0.000	0.000
18:00-19:00	5	29	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.035	0.042	0.077

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:

Survey date date range:

Number of weekdays (Monday-Friday):

Number of Saturdays:

Number of Sundays:

Surveys automatically removed from selection:

Surveys manually removed from selection:

5 - 100 (units: DWELLS)

08/07/2008 - 24/06/2009

2

0

0

0

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.000	0.000	0.000
08:00-09:00	5	29	0.000	0.000	0.000
09:00-10:00	5	29	0.007	0.007	0.014
10:00-11:00	5	29	0.000	0.000	0.000
11:00-12:00	5	29	0.000	0.000	0.000
12:00-13:00	5	29	0.000	0.000	0.000
13:00-14:00	5	29	0.000	0.000	0.000
14:00-15:00	5	29	0.000	0.000	0.000
15:00-16:00	5	29	0.000	0.000	0.000
16:00-17:00	5	29	0.007	0.007	0.014
17:00-18:00	5	29	0.000	0.000	0.000
18:00-19:00	5	29	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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:	5 - 100 (units: DWELLS)
Survey date date range:	24/06/2009 - 24/06/2009
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.000	0.000	0.000
08:00-09:00	5	29	0.000	0.000	0.000
09:00-10:00	5	29	0.000	0.000	0.000
10:00-11:00	5	29	0.000	0.000	0.000
11:00-12:00	5	29	0.000	0.000	0.000
12:00-13:00	5	29	0.000	0.000	0.000
13:00-14:00	5	29	0.000	0.000	0.000
14:00-15:00	5	29	0.000	0.000	0.000
15:00-16:00	5	29	0.000	0.000	0.000
16:00-17:00	5	29	0.000	0.000	0.000
17:00-18:00	5	29	0.000	0.000	0.000
18:00-19:00	5	29	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	5 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.007	0.007	0.014
08:00-09:00	5	29	0.000	0.000	0.000
09:00-10:00	5	29	0.021	0.021	0.042
10:00-11:00	5	29	0.035	0.035	0.070
11:00-12:00	5	29	0.007	0.007	0.014
12:00-13:00	5	29	0.014	0.014	0.028
13:00-14:00	5	29	0.021	0.021	0.042
14:00-15:00	5	29	0.007	0.007	0.014
15:00-16:00	5	29	0.014	0.014	0.028
16:00-17:00	5	29	0.007	0.007	0.014
17:00-18:00	5	29	0.014	0.014	0.028
18:00-19:00	5	29	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.147	0.147	0.294

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

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Parameter Summary:

Trip rate parameter range selected:	5 - 100 (units: DWELLS)
Survey date date range:	08/07/2008 - 22/10/2018
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.028	0.028	0.056
08:00-09:00	5	29	0.062	0.083	0.145
09:00-10:00	5	29	0.056	0.069	0.125
10:00-11:00	5	29	0.083	0.097	0.180
11:00-12:00	5	29	0.035	0.069	0.104
12:00-13:00	5	29	0.049	0.035	0.084
13:00-14:00	5	29	0.028	0.028	0.056
14:00-15:00	5	29	0.062	0.056	0.118
15:00-16:00	5	29	0.062	0.056	0.118
16:00-17:00	5	29	0.021	0.014	0.035
17:00-18:00	5	29	0.049	0.021	0.070
18:00-19:00	5	29	0.042	0.021	0.063
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.577	0.577	1.154

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:	5 - 100 (units: DWELLS)
Survey date date range:	08/07/2008 - 22/10/2018
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.014	0.000	0.014
08:00-09:00	5	29	0.014	0.021	0.035
09:00-10:00	5	29	0.007	0.000	0.007
10:00-11:00	5	29	0.000	0.007	0.007
11:00-12:00	5	29	0.000	0.007	0.007
12:00-13:00	5	29	0.007	0.000	0.007
13:00-14:00	5	29	0.000	0.000	0.000
14:00-15:00	5	29	0.007	0.007	0.014
15:00-16:00	5	29	0.000	0.021	0.021
16:00-17:00	5	29	0.000	0.000	0.000
17:00-18:00	5	29	0.021	0.000	0.021
18:00-19:00	5	29	0.014	0.021	0.035
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.084	0.084	0.168

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:	5 - 100 (units: DWELLS)
Survey date date range:	08/07/2008 - 15/06/2010
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	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	5	29	0.000	0.000	0.000
08:00-09:00	5	29	0.000	0.000	0.000
09:00-10:00	5	29	0.000	0.000	0.000
10:00-11:00	5	29	0.000	0.000	0.000
11:00-12:00	5	29	0.000	0.000	0.000
12:00-13:00	5	29	0.000	0.000	0.000
13:00-14:00	5	29	0.000	0.000	0.000
14:00-15:00	5	29	0.000	0.000	0.000
15:00-16:00	5	29	0.000	0.000	0.000
16:00-17:00	5	29	0.000	0.000	0.000
17:00-18:00	5	29	0.000	0.000	0.000
18:00-19:00	5	29	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 6b9f6908-017d-4848-91af-765035988055

Parameter Summary:

Trip rate parameter range selected:	5 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

