

Fromer Park Public House, 153 Moorcroft Road, Wythenshawe

Transport Statement



Prepared for:
Watson Homes

Prepared by:
Nathan Caines

Date:
04 November 2025

Project/File:
333701505

Revision Record

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
P01	Suitable for Review	Nathan Caines BA (Hons) Mplan	21/10/25	Rob Franklin BA (Hons) MCIHT	21/10/25	Brian Laird	21/10/25
P02	Updates to Site Layout	Nathan Caines BA (Hons) Mplan	04/11/25	Rob Franklin BA (Hons) MCIHT	21/10/25	Brian Laird	21/10/25

Disclaimer

The conclusions in the Report titled Fromer Park Public House, 153 Moorcroft Road, Wythenshawe are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Watson Homes (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by:

NCS

Signature

Nathan Caines

Printed Name

Reviewed by:

RF

Signature

Rob Franklin

Printed Name

Approved by:

BL

Signature

Brian Laird

Printed Name

Table of Contents

1	Introduction	1
1.1	Overview	1
1.2	Report Purpose and Structure	2
2	Existing Conditions	4
2.1	Site Description	4
2.2	Highway Network	4
2.3	Moorcroft Road	5
2.4	B5167 Wythenshawe Road	5
2.5	Orton Road	6
2.6	Collision Analysis	7
3	Policy Review	9
3.1	National Policy and Guidance	9
3.1.1	National Planning Policy Framework (NPPF)	9
3.2	Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking	9
3.3	Manual for Streets [MfS] (1 & 2)	10
3.4	Guidelines for Providing for Journeys on Foot	11
3.5	Regional Plan - Greater Manchester Transport Strategy - Places for Everyone Joint Development Plan Document	11
3.5.1	Policy JP-C1: An Integrated Network	12
3.5.2	Policy JP-C3: Public Transport	13
3.5.3	Policy JP-C4: The Strategic Road Network	13
3.5.4	Policy JP-C5: Streets for All	13
3.5.5	Policy JP-C6: Walking and Cycling	13
3.6	Greater Manchester Transport Strategy (2040)	14
3.7	Manchester Core Strategy	14
3.7.1	Policy T2 – Accessible Areas of Opportunity and Need	15
3.7.2	Policy T3 – Strategic Integration	16
3.8	Manchester City Council Parking Standards	16
3.9	Summary	17
4	Accessibility	18
4.1	Access on Foot	18
4.2	Access by Cycle	20
4.3	Access by Bus	21
4.4	Access by Rail	23
4.5	Access by Metro	24
4.6	Conclusion	24
5	Development Proposal	25
5.1	Introduction	25
5.2	Proposed Site Access Arrangement	26
5.2.1	Vehicular Access	26
5.3	Car Parking	26
5.4	Pedestrian and Cycle Access	26
5.5	Cycle	27
6	Development Traffic Impact	28
6.1	Trip Generation	28
6.2	Summary	31
7	SUMMARY AND CONCLUSION	32
7.1	Summary	32



7.2	Conclusion	32
-----	------------------	----

List of Tables

Table 2.1: Collision Data Summary	8
Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)	10
Table 3.2: Acceptable Walking Distances	11
Table 4.1: Bus Timetable Summary (Alan Turing Way/ Albert Way) Bus Stops	23
Table 6.1: Manchester 044 (E02001088) 2011 Census, Method of Travel to Work	29
Table 6.2: Trip Rates and Trip Generation	30
Table 6.3: Daily Trip Generation	30

List of Figures

Figure 1.1: Site Location	2
Figure 2.1: Highway Network Plan	4
Figure 2.2: Typical Conditions on Moorcroft Road	5
Figure 2.3: Typical Conditions on B5167 Wythenshawe Road	6
Figure 2.4: Typical Conditions on Orton Road	7
Figure 2.5: Collision Locations	8
Figure 4.1: 2km Walking Catchment	19
Figure 4.2: 5km Cycling Catchment	21
Figure 5.1: Illustrative Proposed Site Layout Plan	25

List of Appendices

Appendix A	Pre-App Correspondance
Appendix B	Accessibility Figures
Appendix C	Indicative Site Layout
Appendix D	Swept Path Analysis
Appendix E	TRICs Outputs



1 Introduction

1.1 Overview

Stantec has been instructed by Watson Homes to prepare a Transport Statement [TS] to support a planning application for:

- A proposed residential redevelopment (35 apartments total) at the previous Park Public House, 153 Moorcroft Road, Wythenshawe.

The site currently comprises a former public house with associated areas of landscaping and a large car park located to the southeast and is located within the suburban area of Manchester, in the Wythenshawe district, approximately 11km south of Manchester City Centre. More information on the sites existing conditions is outlined in **Section 2**.

The development proposals aim to deliver a two-storey residential scheme consisting of 24 two-bedroom apartments and 11 one-bedroom apartments (35 apartments total). Supporting elements include landscaped areas, dedicated bin storage, and secure cycle parking positioned to the northeast of the site. 32 car parking spaces are also proposed within the existing car park area, with the existing vehicle access via Moorcroft Road being retained, a further three spaces are provided off Sledmoor Road. More information on the development proposals is outlined in **Section 5**.

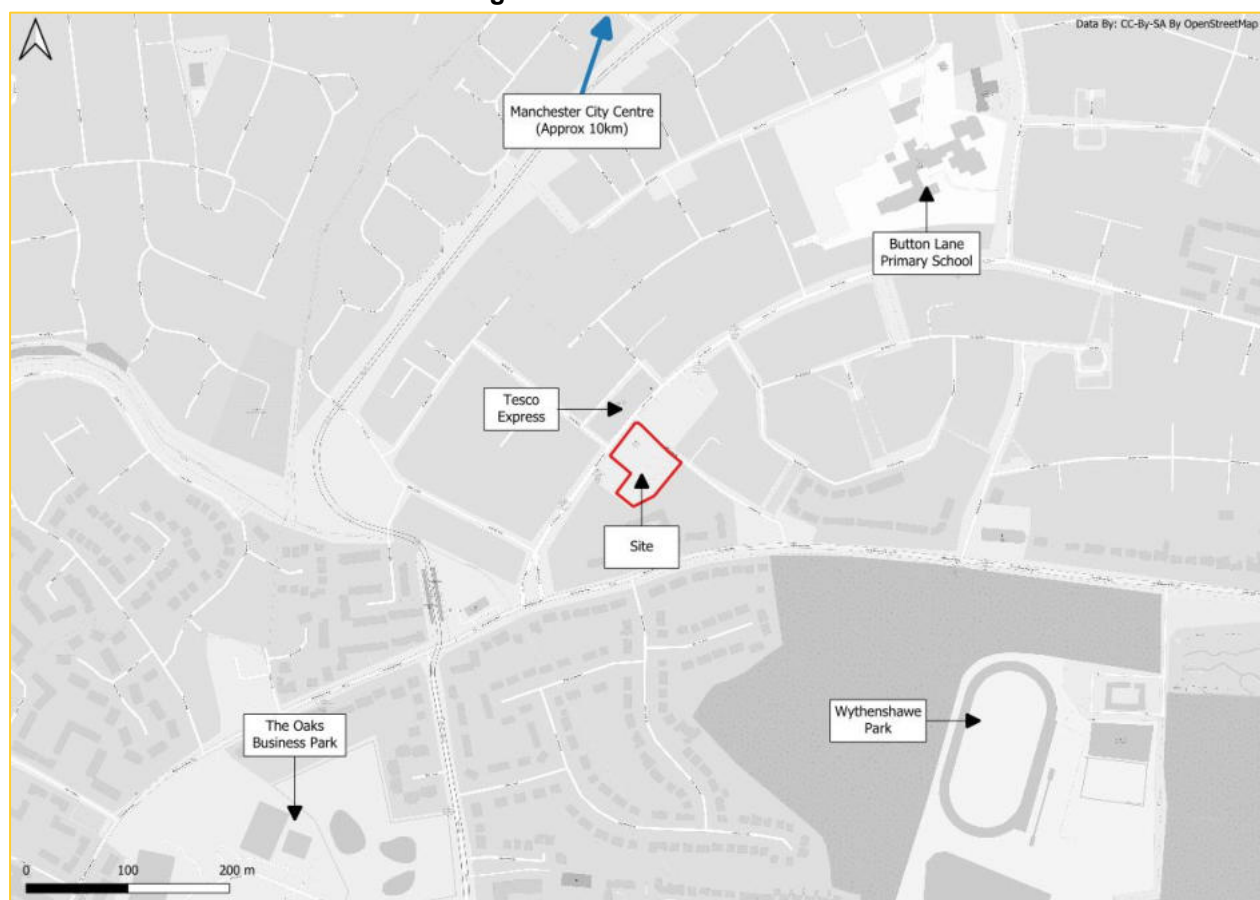
The site is located within the jurisdiction Manchester City Council [MCC], who also serve as the Local Highway Authority [LHA].

This TS will consider the impact of the proposed development on the local highway network.

Figure 1.1 demonstrates the site location in its local context.



Figure 1.1: Site Location



Source: Data By CC-BY-SA By OpenStreetMap

1.2 Manchester City Council Pre-Application Discussions

Engagement has been undertaken with MCC as part of the pre-application process to inform the development proposals and ensure alignment with local transport and highways requirements.

Correspondence and commentary received from MCC officers are provided in **Appendix A**, which summarises the key matters discussed and the agreed approach to be taken forward in the TS and supporting documents.

1.3 Report Purpose and Structure

This TS has been prepared in accordance with the National Planning Policy Framework (NPPF, December 2024, as amended) and the supporting National Planning Practice Guidance (NPPG), including the sections relevant to transport evidence, sustainable transport and connectivity.

It identifies the transport implications of the proposed development and describes the scheme proposals, including an assessment of anticipated traffic, their potential effects on the local highway network, and accessibility and connectivity, especially by sustainable modes.

The report aims to demonstrate that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and site, and that it can be suitably accessed on foot, by cycle and by local public transport services.

This report comprises seven sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the relevant national and local transport policy;
- **Section 4** assesses the accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** estimates the number of vehicle trips generated by the development;
- **Section 7** sets out the summary and conclusions.



2 Existing Conditions

2.1 Site Description

As mentioned, the site is located within the suburban area of Manchester, in the Wythenshawe district, approximately 11km south of Manchester City Centre. The site currently comprises a former public house with associated areas of landscaping and a large car park located to the southeast.

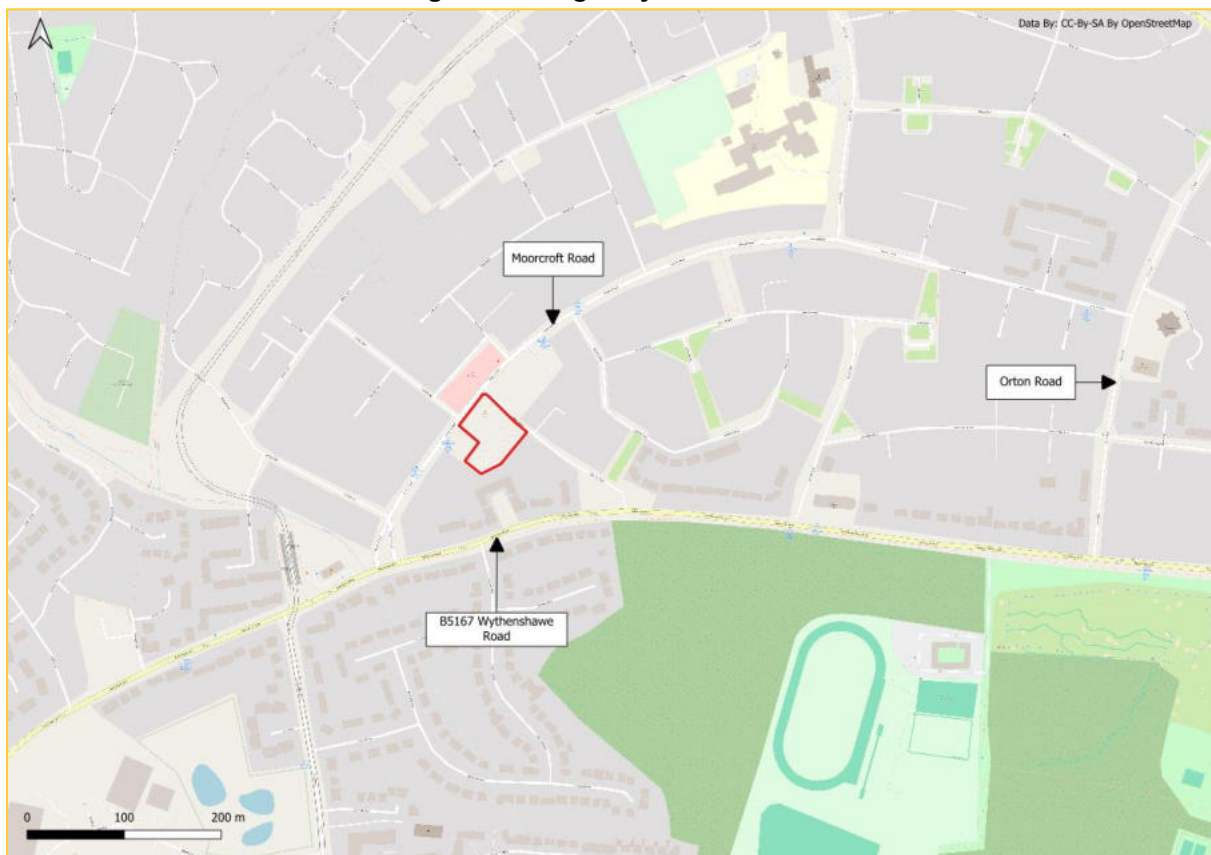
Existing vehicular access to the site is taken from Moorcroft Road, with an internal access road running past the former public house into to the car park located to the rear of the site. Vehicular access into the car park is also provided via two access points on Sledmoor Road.

The development site is located within a strategic location of Wythenshawe, opposite a commercial street consisting of a Tesco, 300m east of Wythenshawe Park Tram Stop and within walking distance of amenities including schools such as Button Lane Primary School and Dixons Brooklands Academy and sport facilities including an athletics track and cycling club located within Wythenshawe Park.

2.2 Highway Network

A detailed location plan of the site and surrounding highway network is presented in **Figure 2.1**.

Figure 2.1: Highway Network Plan



Source: Data CC-BY-SA By OpenStreetMap



2.3 Moorcroft Road

Moorcroft Road provides the vehicular access to the site and connects to the B5167 Wythenshawe Road to the south and curves eastwards to meet Orton Road.

Moorcroft Road has the following characteristics:

- Adopted;
- Provides the proposed site access;
- Runs adjacent to the former public house;
- Subject to a 30mph speed limit;
- Width of the carriageway is approximately 7m wide and includes approximately 2.5m footways separated from the road by landscaping;
- Dropped kerbs, tactile paving and street lighting are present along the road;
- There are traffic regulation orders [TROs] present in the form of double and single yellow lines along short sections of Moorcroft Road, particularly near junctions;
- On-street parking is present along both sides of Moorcroft Road, including designated parking bays along short sections of the road;
- Mainly a residential road but also contains a small commercial centre containing a Tesco express, barbers and a pharmacist.

Typical conditions along Moorcroft Road are presented in **Figure 2.2**.

Figure 2.2: Typical Conditions on Moorcroft Road



Source: Google Maps

2.4 B5167 Wythenshawe Road

B5167 Wythenshawe Road is a single carriageway route that connects with the A560 to the south of the site and curves eastwards to meet the A5103 Princess Parkway, a major three lane corridor linking the M56 with Manchester City Centre.

B5167 Wythenshawe Road has the following characteristics;

- Adopted;
- East/west alignment;
- Significant road in the district;
- Subject to a 30mph speed limit;
- There are TROs present in the form of double and single yellow lines along short sections of B5167 Wythenshawe Road, particularly near junctions;
- Road measures approximately 7m wide and includes footways on both sides of the road measuring approximately 2m wide separated by landscaping. Street lighting and dropped kerbs are also present;
- A large section of the road is tree lined and predominantly serves residential properties.

Typical conditions along B5167 Wythenshawe Road are presented in **Figure 2.3** below.

Figure 2.3: Typical Conditions on B5167 Wythenshawe Road



Source: Google Maps

2.5 Orton Road

Orton Road is a single carriageway route that connects with the B5167 Wythenshawe Road to the south and continues northwards to join the B5166. It also provides access to the eastern end of Moorcroft Road.

Orton Road has the following characteristics;

- Adopted;
- North/south alignment;
- Governed to a 30mph speed limit;

- On road parking is available along both sides of the road, with no double or single yellow lines present;
- Road measures approximately 6.5m wide and includes footways on both sides of the road measuring approximately 2m wide, separated by landscaping. Street lighting, dropped kerbs and tactile paving are also present;
- It is a residential road and provides access to further residential roads and cul-de-sacs.

Typical conditions along Orton Road are presented in **Figure 2.4** below.

Figure 2.4: Typical Conditions on Orton Road



Source: Google Maps

2.6 Collision Analysis

The DfT document “Guidance on Transport Assessment” states that:

- “Critical locations on the road network with poor collision records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems”

A review of the Personal-Injury Collisions [PICs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2019 - 31st December 2023) available from DfT's dataset.

Figure 2.14 below illustrates the recorded findings for the local highway network within a 500m catchment of the site boundary;

Figure 2.5: Collision Locations**Table 2.1: Collision Data Summary**

Year/Severity	Slight	Serious	Fatal	Total
2019	9	-	-	9
2020	4	1	-	5
2021	6	2	-	8
2022	6	-	-	6
2023	3	2	-	5
Total	28	5	-	33

Examination of the PIC data as shown in **Table 2.1** above, revealed that during the five-year period there have been a total of 33 collision within the study area.

Of these, 28 were classed as slight in severity and five were classed as serious collisions.

Whilst all the collisions are unfortunate, it is Stantec's view that the collision frequency and severity does not indicate any specific highway safety issues associated with the road network.

3 Policy Review

3.1 National Policy and Guidance

3.1.1 National Planning Policy Framework (NPPF)

The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

The most recent NPPF report was published in December 2024 and was most recently amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

Paragraph 115 notes:

- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Having regard to the above objectives, the proposed site access strategy includes measures to connect the site suitably, and where possible to existing public transport services. This TS considers the accessibility of the site by all modes.

Paragraph 116 notes:

- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (Paragraph 116).

3.2 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessment and transport statements are required, what they should contain (which is intended to assist stakeholders in



determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.3 Manual for Streets [MfS] (1 & 2)

Manual for Streets [MfS] (MfS - March 2007 and MfS 2 - Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

Both manuals deal with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

A sense of place encompasses several characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

In new developments, MfS highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

In section 3, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)



3.4 Guidelines for Providing for Journeys on Foot

Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Planning for Walking". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts.

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

CIHT (2015)

3.5 Regional Plan - Greater Manchester Transport Strategy - Places for Everyone Joint Development Plan Document

The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth.

The PfE was adopted in March 2024 and has become part of the statutory development plan for each of the nine Greater Manchester authorities.

By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon



emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

The PfE document includes several policies relevant to the site, as outlined below.

3.5.1 Policy JP-C1: An Integrated Network

To help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:

- Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Enabling the provision of high-quality digital infrastructure;
- Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - Promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - Meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
 - Provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - Pedestrians (and people using mobility aids);
 - Cyclists, powered two-wheelers, and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - People in personal motorised vehicle.



3.5.2 Policy JP-C3: Public Transport

To help deliver major improvements to public transport, a range of measures will be supported, including:

- Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
- Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
- Improved public transport routes and services to the City Centre and wider Core Growth Area;
- Improved public transport routes and services to Manchester Airport;
- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;
- Improved access to rapid transit routes including first/last mile solutions.

3.5.3 Policy JP-C4: The Strategic Road Network

PfE will work with the Department for Transport [DfT], National Highways [NH], Transport for the North [TfN] and Transport for Greater Manchester [TfGM] to ensure a co-ordinated approach to the planning and delivery of potential interventions on the Strategic Road Network and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with DfT, NH, and other UK Government policy and guidance as applicable.

3.5.4 Policy JP-C5: Streets for All

Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported by PfE through studies and scheme development, where developments complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

3.5.5 Policy JP-C6: Walking and Cycling

To help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;



- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

3.6 Greater Manchester Transport Strategy (2040)

The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

The proposed development corresponds with the GMLTP by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

3.7 Manchester Core Strategy

Manchester's Core Strategy was adopted on the 11th July 2012 and is the key development plan document in the Local Development Framework [LDF]. The document sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

Manchester's Core Strategy was updated following the adoption of the Places for Everyone Joint Development Plan in March 2024. Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.



Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

3.7.1 Policy T2 – Accessible Areas of Opportunity and Need

The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and the Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic sites including:
 - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.
- Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects the policy in the Regional Strategy [RS]. In all parts of the City, proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
 - District Centres
 - Areas not within the City Centre or District Centres
- The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

3.7.2 Policy T3 – Strategic Integration

The council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.
- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.
- A second Metrolink crossing in the City Centre.
- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.
- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.

3.8 Manchester City Council Parking Standards

Appropriate parking standards are recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.

MCC recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.

MCCs Residential Quality Guidance SPD discusses the recommended residential parking standards, mentioning that outside of the city centre, new developments will be expected to provide 100% parking provision as a starting point.

In this scenario, reduced on site provision may be justified based on:

- Secure cycle parking more than 50% provision relative to apartment numbers, (4 cycle spaces per car park space).
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development.
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of the document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

The document also discusses requirements for providing cycle parking and storage:



- Cycle storage should actively encourage use; designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.
- The design of internal layouts should be evaluated in anticipation that biocycles may be stored within the home.
- On street cycle parking should be in obvious, well-overlooked locations and well lit.
- In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure. Outdoor visitor cycle parking should be securely located under cover to provide appropriate weather protection.

Regarding accommodating temporary stopping and emergency access:

- Residential areas need to function well and be able to cater for the day to day and infrequent activities that naturally take place: delivery drivers dropping off parcels; taxi drivers picking up and dropping off and access for emergency service vehicles through the day.
- In traditional residential streets this should normally be resolved through the natural ebb and flow of vehicles through the day.
- In higher density developments with communal entrances, where there are a greater number of people that can use these services, there is a need to ensure that temporary stopping vehicles can stop appropriately in a safe, obvious and well-lit location near the entrance.
- An adequately sized bay should be provided to enable these activities to take place without blocking or dominating the street scene.

Additionally residential developments must be designed for waste:

- Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.
- Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within a communal waste storage area so they are not visible from the street.
- Safe and secure waste storage areas must be accessible to the local authority refuse collection service or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.
- In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

3.9 Summary

The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

Access on foot, cycle and public transport is discussed in the following section of this report.



4 Accessibility

4.1 Access on Foot

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

In relation to shorter trips, the CIHT publication Planning for Walking (Section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

MfS emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

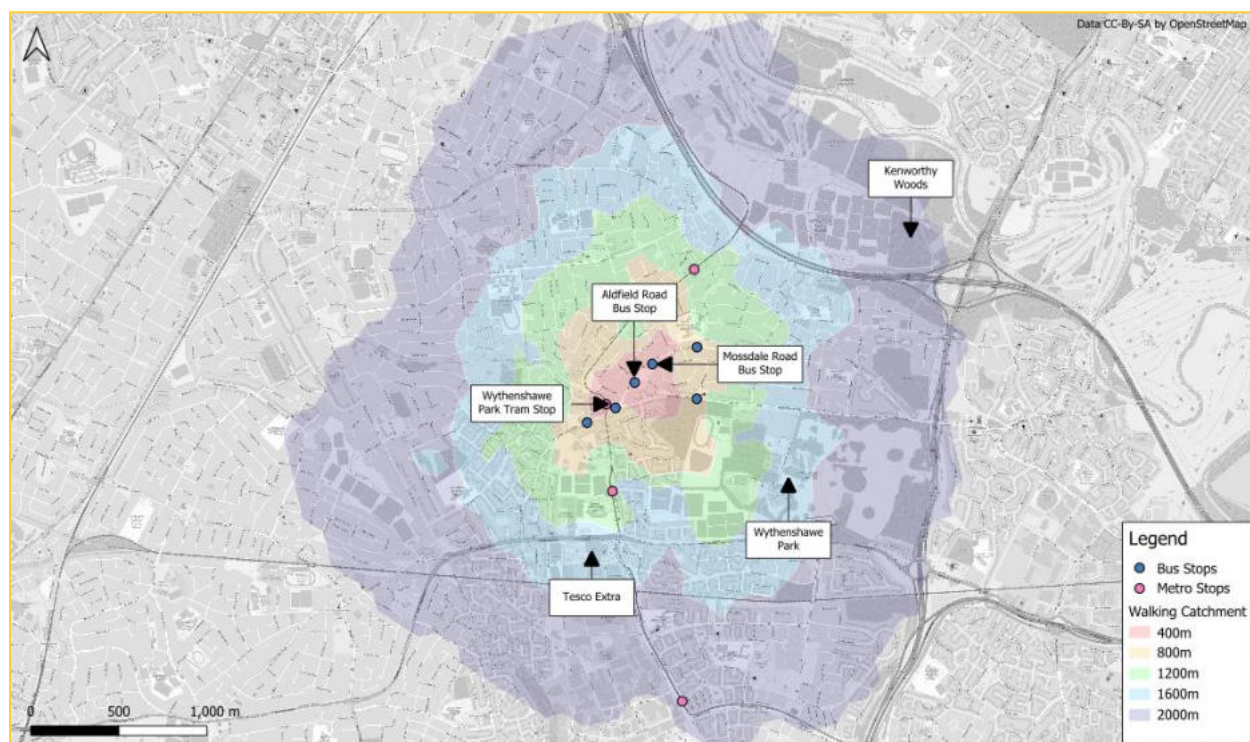
The location of development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

There is strong pedestrian infrastructure in the form of wide footways, separated from the road network, which are supported by dropped kerbs, tactile paving and street lighting, linking the site to the nearby Aldfield Road Bus Stops and Wythenshawe Road tram stop. As a result, the site benefits from excellent access to public transport.

Figure 4.1 below provides an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full 2km walking catchment is provided within **Figure 1 of Appendix B**.



Figure 4.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

As demonstrated in **Figure 4.1**, there are numerous bus stops located within 400m of the development, noting:

- The nearest stop, approximately 15m south of the site access, is the Aldfield Road bus stops. Known as the 'Ashton New Road' bus stops, these are single, sheltered stops, that include timetable information. They access the 249, 754, 772, 74, 779 and 810 bus services.

This stop provide access to a wide range of services that provide convenient opportunities for residents to access areas including Manchester City Centre and surrounding Greater Manchester metropolitan boroughs.

In combination to the bus stops, there are also a range of local amenities within 2km of the site, which can be seen listed below. The proximity of the local public transport network provides significant opportunities for pedestrians to access a variety of local destinations.

The site is well located with many amenities located within 2km of the site; some are listed below:

- Tesco Express - Approximately 0.02km from the site;
- Moorcroft Pharmacy – Approximately 0.02km from the site;
- Norbrook Community Center – Approximately 0.3km from the site;
- Button Lane Primary School – Approximately 0.5km from the site;
- Mcdonald's – Approximately 0.8km from the site;
- Wythenshawe Park and Gardens – Approximately 0.9km from the site;
- Dixons Brooklands Academy – Approximately 0.9km from the site;
- Tesco Extra – Approximately 1.3km from the site;
- Aldi – Approximately 1.4km from the site;
- Brooklands Medical Practice – Approximately 1.4km from the site.

In summary, the site is accessible on foot and within proximity to a range of local amenities, reducing the need for short single car occupancy journeys.

4.2 Access by Cycle

It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

- "Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

Experienced cyclist will often be prepared to cycle longer distances for whatever journey purpose.

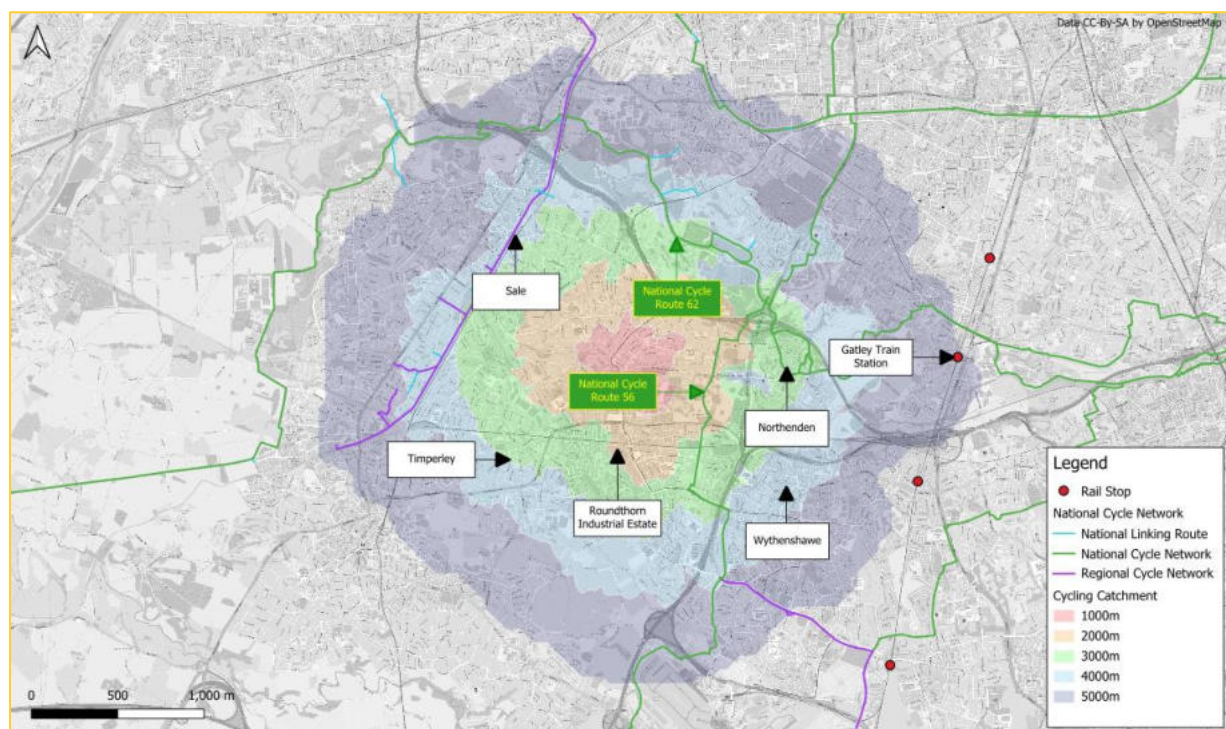
The general topography surrounding the proposed development site is reasonably flat, which encourages residents of the proposed development to travel by cycle. There are a few national cycle routes in near proximity to the site. The main national cycle route is briefly described below:

- **National Route 56** of the National Cycle Network [NCN] connects Chester to Wallasey. A section of the route starts at Wilmslow, south of Manchester and continues north towards the city centre accessing several further routes includes NCN Routes 6, 60 and 62. The route is approximately 44.2 miles long, 52.4% of which is traffic-free.

Figure 4.2 below provides an extract of the indicative 5km cycling catchment plan, again using TRACC, and is equivalent to a typical cycle time of 15-20 minutes. A copy of the full cycling catchment is provided within Figure 2 of **Appendix B**.



Figure 4.2: 5km Cycling Catchment



Source: OpenStreetMap ©

Cycling is considered a viable mode of transport for residents travelling to and from the site.

4.3 Access by Bus

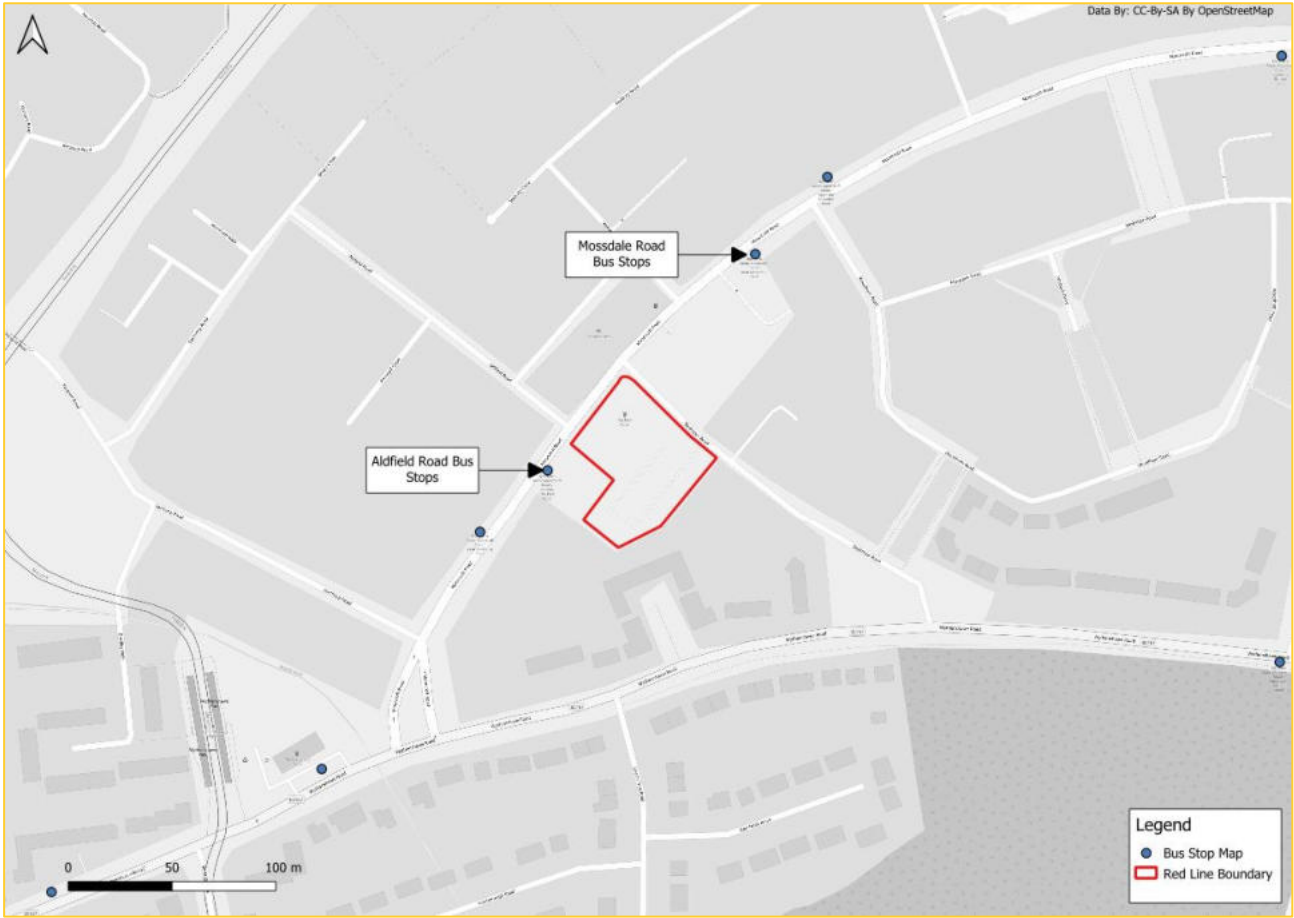
Bus stops are located within 400m of the development, noting:

- The nearest stop, approximately 15m south of the site access, is the Aldfield Road bus stops. Known as the 'Ashton New Road' bus stops, these are single, sheltered stops, that include timetable information. They access the 249, 754, 772, 74, 779 and 810 bus services.

A map illustrating the location of the bus stops is provided in **Figure 4.3**, whilst the frequency of the service is summarised in **Table 4.1**.

For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 17:00- 18:00. On Saturday the peak is 12:00-13:00.

Figure 4:3: Bus Stop Map



Source: Data: CC-BY-SA By OpenStreetMap



Table 4.1: Bus Timetable Summary (Alan Turing Way/ Albert Way) Bus Stops

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
249	Altrincham - Wythenshawe	06:21	2	2	23:55	32	06:23	2	23:55	30
	Wythenshawe - Altrincham	05:26	2	2	23:38	32	06:33	2	23:38	30
714/ 754/ 772/ 779/ 810	Various School Bus Routes Outbound	07:30-08:30	-	-	-	5	-	-	-	-
	Various School Bus Routes Inbound	15:30-16.30	-	-	-	5	-	-	-	-
Total		-	4	4	-	74	-	4	-	60

Table 4.1 demonstrates that the site is accessible by bus for commuters, with 74 buses passing near the site on weekdays and 60 buses passing on weekends, which offer regular and convenient opportunities for residents to travel to schools neighbouring areas including Altrincham, Sale and Wythenshawe Interchange, offering opportunities for linking trips to locations including Manchester City Centre and Manchester Airport.

During weekday peak AM and PM hours there are four buses passing near the site, and during the weekend peak hour there are four buses passing nearby the site. This provides residents with convenient and reliable access during key commuting times. A further five services are offered to nearby schools and colleges during AM hours and PM hours.

The site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journey.

4.4 Access by Rail

Within a 5km catchment of the site, Gatley Train Station is accessible, located approximately 4.5km from the site.

Gatley Train Station is operated by several services including TransPennine and Northern. There are approximately six trains departing from the station every hour, directly to destinations including Barrow In Furness, Liverpool Lime Street, Crewe, Manchester Airport.

A well-connected pedestrian network links the proposed site with the train station, providing safe and convenient access on foot. The station itself, together with the surrounding pedestrian infrastructure,



has been designed to be fully accessible for people with disabilities, incorporating step-free routes, tactile paving, and compliant crossing facilities. This ensures the station is inclusive and enables barrier free mobility for all users.

4.5 Access by Metro

Additionally, there are a number of tram stops within a 2km walking catchment of the site, the closest being Wythenshawe tram stop, located 300m west of the site.

Wythenshawe tram stop is situated on TfGM's Navy Line which runs from Manchester Victoria Train Station, through Manchester City Centre, past Wythenshawe and ending at Manchester Airport.

Approximately ten trams depart from the nearby tram stop each hour, five in each direction, providing frequent service. The stop is well connected to the proposed development site via a robust pedestrian network, featuring wide footways, street lighting, and high-quality pedestrian crossing infrastructure.

4.6 Conclusion

In summary, the proposed development site is located within a sustainable location of Manchester and is well located to make use of the existing and proposed transport links in addition to pedestrian and cycle routes.

5 Development Proposal

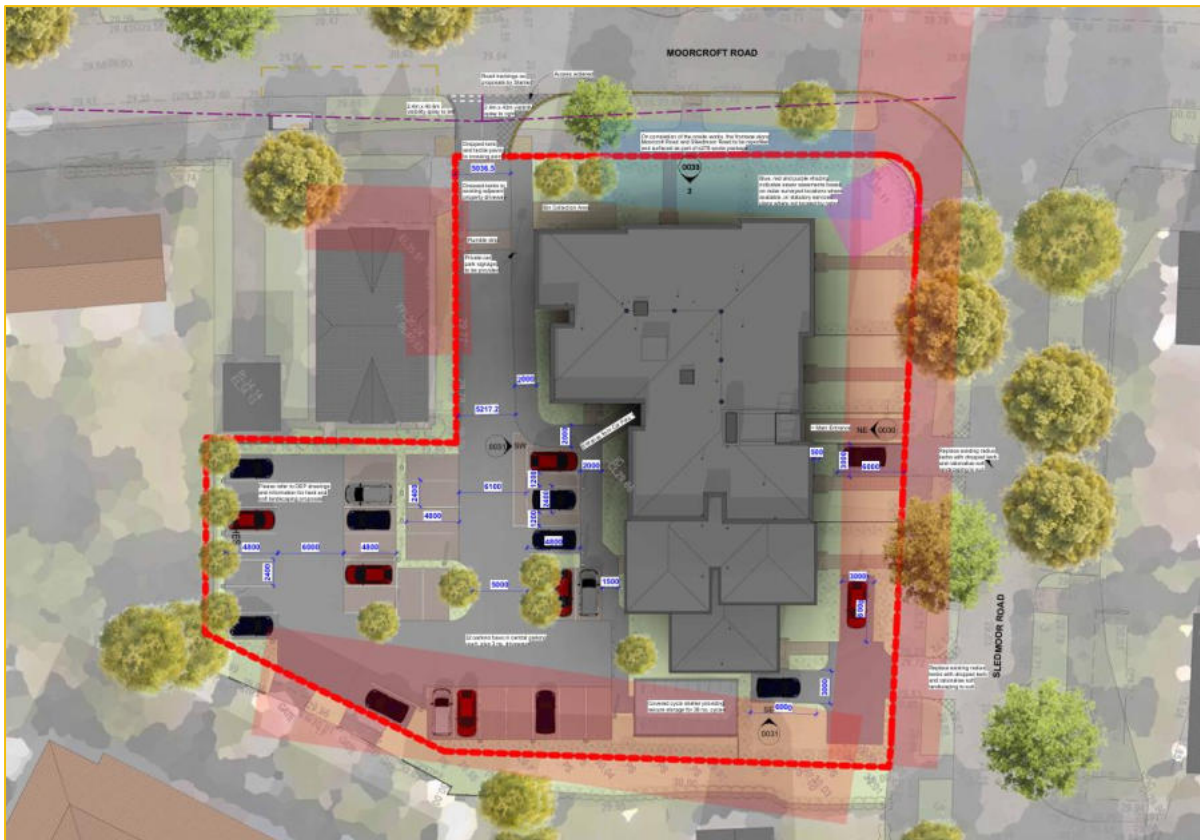
5.1 Introduction

This planning application is for a proposed residential redevelopment on Moorcroft Road, Wythenshawe, Manchester which includes the following as part of the proposal:

- The redevelopment of a former public house into a residential development, including 24 two-bedroom apartments and 11 one-bedroom apartments.
- A total of 35 formal parking bays will be created for residents of the development. 32 will be located within the internal car park, with three further spaces located off Sledmoor road.
- A new external bin storage area will be constructed adjacent to the site access road.
- A new external bike storage area will be provided to the southeast of the residential block.
- Vehicle access into the site from Sledmoor Road will be closed, with a single access point provided from Moorcroft Road. Access to three parking spaces will still be provided from Sledmoor Road.

Figure 5.1 below provides an illustrative copy of the development proposals. A detailed copy can be seen in **Appendix C**.

Figure 5.1: Illustrative Proposed Site Layout Plan



Source: *tadw architects*



5.2 Proposed Site Access Arrangement

5.2.1 Vehicular Access

As noted, the existing vehicular on Moorcroft Road will be retained and provide access into the car park. Access via Sledmoor Road will be closed.

A visibility splay of 2.4 m x 40.5 m can be achieved from the proposed access on Moorcroft Road, which closely corresponds to the design requirement for a 30mph road in accordance with Manual for Streets 2 [MfS2] guidance.

While there is a minor encroachment caused by existing boundary panels, this is limited to approximately 100mm at the edge of the splay. Drivers emerging from the access would continue to have forward visibility of approaching vehicles, and the overall intervisibility between road users would not be materially affected.

MfS2 acknowledges that in urban environments, where visibility may be partially restricted, drivers on the minor arm generally emerge cautiously until a clear view of oncoming traffic is obtained. It further advises that partial obstacles should be assessed in terms of their impact on the overall visibility envelope, and that features which do not fully obscure another vehicle or pedestrian are unlikely to have a significant impact on road safety.

It is also noted that this is an existing vehicle access, with no known safety issues known or road collision data recorded.

On this basis, the minor obstruction present at the site is not considered to present a material safety concern, and the achieved visibility is deemed acceptable in accordance with MfS2 principles.

Refuse collection will take place along Moorcroft Road. The bin collection area associated with the site will be within a 10m drag distance to Moorcroft and is therefore compliant with MCC waste collection guidance.

Stantec have undertaken a swept path analysis of the proposed access and internal area, including the proposed car parking bays and turning area within the car park. These are presented in **Appendix D**.

5.3 Car Parking

The development proposes 35 onsite parking spaces. MCC's Residential Quality Guidance SPD sets out an expectation of 100% parking provision for new developments outside the city centre. In this case, the proposed level of parking is considered appropriate given the site offers 35 spaces and therefore 100% provision.

5.4 Pedestrian and Cycle Access

Pedestrians have multiple options for accessing the residential block. One pathway leads directly from Moorcroft Road, while another follows the site access road and connects to two further entrances; the main entrance via the car park and a secondary entrance. An additional pedestrian access is provided at the rear of the site, used to get to the external bike storage.



Cycle access is proposed from the same point as the vehicle entrance, with cyclists passing through the car park to reach the bike store at the rear of the development.

Within the development, a network of 2m wide footpaths will run through the gardens, providing residents with safe, traffic-free routes for movement throughout the site.

5.5 Cycle

The development will be supported by an external bike store at the rear of the residential block.

High-quality cycle storage units will be provided in accordance with local and national guidance, including LTN 1/20, located in convenient, well-lit areas close to the rear building entrance to encourage uptake. The cycle parking will be sheltered from the elements and enclosed to protect against theft and vandalism, offering long-stay storage for residents.

The proposal includes 100% provision, exceeding the requirements of 50% set within the standards.

The facilities will support active travel by promoting safe and easy access for cyclists, including appropriate signage.



6 Development Traffic Impact

6.1 Trip Generation

The proposed development covers a residential scheme of 35 apartments.

To determine the vehicular trips associated with the proposed land use, the industry-standard Trip Rate Information Computer System [TRICS] 8 version has been interrogated for comparable site surveys. To provide a robust assessment, Stantec has:

- Undertook a multi-modal assessment to gather the necessary data, which was then applied under the land-use category of Residential/C – Flats Privately Owned.
- Considered the site's established land use, which presently holds planning approval for a public house. Stantec have utilised 06 – Hotel, Food & Drink/I – Public House (Without Restaurant).

These trip rates have been applied to the existing GFA of approximately 504m. Stantec has accounted for a net reduction in trips associated with the former public house, on the basis that the site already holds planning approval for this use. These baseline trips will then be compared against the forecast trip generation arising from the proposed change of use to residential development.

The TRICS database is an industry accepted tool for predicting the likely number of trips from a development by comparing the site with existing developments of a similar size and characteristics within the UK.

As per Section 13 of the TRICS 'Good Practice Guide 2024', it states that there should be a minimum of six survey sites selected to produce an acceptable trip rate within the TRICS software, which Stantec have adhered to as part of the TRICS assessment. It is therefore considered that the TRICS assessment has an appropriate sample size to provide adequate trip rates.

Notwithstanding the above, Stantec are aware that similar sites have been approved elsewhere in the UK by various local highway authorities using the above TRICS assessment.

To assist the assessment of trip generation, the 2011 Census: Method of Travel to Work data for the Manchester 044 (E02001088) area has been used to ascertain the current percentage of travel by each mode, as shown in **Table 6.1**. The information is used to illustrate trip generation within a multi-modal context, ensuring that travel demand is considered across a range of transport options.

2011 Census has been used for this assessment as it remains a more reliable dataset than the 2021 Census, which was impacted by pandemic-related disruptions. Although output area boundaries may change over time, the assessment is considered robust, as the wider area surrounding the site is still appropriately represented.

The total Gross Floor Area [GFA] of the existing building is approximately 504m². A proportion of this floorspace is utilised as an event area, which operates on an irregular basis and does not contribute to regular daily trip generation. This area has therefore been excluded from the assessment. The exclusion of this intermittently used spaces reduces the total number of trip attributed to the existing use and consequently increases the calculated net trip rate. On this basis, a GFA of 335m² has been adopted to represent the main public house area for the purposes of this assessment.



Table 6.1: Manchester 044 (E02001088) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a car or van	60%
Bus, minibus or coach	18%
Passenger in a car or van	6%
On foot	6%
Work mainly at or from home	3%
Bicycle	3%
Underground, metro, light rail or tram	1%
Taxi	1%
Train	1%
Other method of travel to work	1%
Motorcycle, scooter or moped	0%

Source: nomisweb.co.uk

Table 6.1 above demonstrates that 60% of people within the MSOA drive a car or van to work. This number will be applied against the total peoples trip rates illustrate trip generation using a multi modal approach.

The results of this TRICS interrogation / resultant trip rates are shown within **Table 6.2** whilst the TRICS outputs are presented in **Appendix E**.

Table 6.2: Trip Rates and Trip Generation

Public House	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Vehicle Trip Rates	0	0	0	4.151	3.439	7.590
Peak Hour Vehicle Trip Generation	0	0	0	14	12	25
Residential (Flats)	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Vehicle Trip Rates	0.067	0.177	0.244	0.166	0.095	0.261
Vehicle Trip Generation	4	13	17	10	4	14
Net Trip Rates	Weekday AM			Weekday PM		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Net Trip Generation	4	13	17	-4	-8	-11

Table 6.2 above demonstrates an additional 17 two-way trips during the am peak, due to the public house not generating any trips during the residential peak hour. During the PM peak between 17:00 and 18:00 the net trip loss was 24 vehicles.

Since the public house does not open until later in the day, it does not generate trips during the morning peak hour typically associated with residential properties. Given the difference in peak activity periods and operating hours, Stantec has assessed the daily trip generation to provide a more robust basis for analysis. The results are presented in **Table 6.3** below.

Table 6.3: Daily Trip Generation

Daily Trip Generation	Arrivals	Departures	2-Way
Public House	138	135	272
Private Flat Residential	85	82	166
Net Daily Trip Generation	-53	-53	-106

It can be seen from **Table 6.2** above that net daily trip generation because of the change of use from public house to residential apartments is as follows:

- -53 daily arrivals;
- -53 daily departures; and
- -106 daily 2-Way vehicle movements.



6.2 Summary

The analysis above indicates a reduction in site vehicle movements, noting daily reductions of 53 arrivals, 53 departures and 106 two-way movements compared to the sites previous use. This change of vehicle trips indicates a positive impact on the surrounding highway network.



7 SUMMARY AND CONCLUSION

7.1 Summary

This TS has been prepared by Stantec on behalf of Watson Homes to support a planning application for the redevelopment of the Former Park Public House, 153 Moorcroft Road, Wythenshawe.

The scheme proposes a two-storey residential development comprising 24 two-bedroom apartments and 11 one-bedroom apartments (35 dwellings in total), supported by landscaped areas, secure cycle parking, bin storage, and 35 car parking spaces. The proposals includes 100% provision for both cycle and car parking.

The assessment of existing conditions confirms that the site is well connected to the local highway network via Moorcroft Road, B5167 Wythenshawe Road, and Orton Road, all of which provide safe and direct access to surrounding areas.

The accessibility review demonstrates that the site is in a highly sustainable location:

- Walking: A wide range of amenities, including shops, schools, community facilities, and healthcare, are within 2km of the site, accessible via well-lit footways with dropped kerbs and tactile paving.
- Cycling: The flat topography and proximity to National Cycle Route 56 encourage cycle use, with the scheme providing secure, high-quality storage (one space per dwelling).
- Bus: Aldfield Road bus stops, just 15m from the site, provide frequent services (up to 74 per weekday and 60 on Saturdays) to Wythenshawe, Altrincham, Manchester City Centre, and nearby schools.
- Rail and tram: Gatley rail station (4.5km away) and Wythenshawe tram stop (300m away) provide regional and citywide connectivity.
- Public transport catchment: TRACC analysis confirms destinations including Manchester City Centre, Rochdale, Bolton, and Warrington are reachable within 60 minutes by public transport.

A five-year Personal Injury Collision (PIC) analysis recorded 33 collisions, mostly slight and five serious, with no fatalities. The distribution and nature of these incidents do not suggest underlying road safety issues.

The analysis throughout indicates a loss of vehicle movements within the site, noting daily reductions of 53 arrivals, 53 departures and 106 two-way movements compared to the sites previous use. This change of vehicle trips indicates a positive impact on the surrounding highway network.

7.2 Conclusion

The proposed residential development at the former Park Public House site is suitable in transport and highways terms. The site benefits from excellent access to sustainable transport, promotes walking and cycling, provides proportionate car parking, and generates a very low volume of vehicle trips.



There are no highway safety or capacity concerns associated with the proposals. In line with Paragraph 116 of the National Planning Policy Framework (December 2024), planning permission should not be refused on highways grounds unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Based on the information provided, no such impacts arise from this proposal

The site is demonstrably suitable for the proposed residential redevelopment from a transport and highways perspective. It is highly accessible by sustainable modes, supports active travel, and poses minimal impact on traffic and road safety. As such, there are no transport-related issues related to the development.



Appendix A Pre-App Correspondance



PROPOSAL: Total of 34no. affordable apartments, 26no. two-bedroom apartments and 8no. one-bedroom apartments.

- Existing access off Moorcroft Road to the proposed car park is to be widened. This is subject to a S278 agreement.
- The internal access road will be a minimum width of 4.87m.
- TfGM's Bus Shelters team have been consulted and have no objections to the bus stop/shelter remaining as is.
- Site access visibility splays assessments are required and should be demonstrated on submitted plans.
- Vehicular access (via Moorcroft Road) and parking associated with the adjacent betting shop is to remain accessible and will not be impacted.
- 34no. car parking spaces will be provided at the site. This comprises:
 - 31no. car parking spaces including 2no. disabled parking in the car park.
 - 3no. private driveways utilising the existing vehicular access points along Sledmoor Road.

A 100% parking provision is to be provided which is acceptable in principle subject to a car parking management strategy

- The proposed parking spaces will be unallocated with 20% EV provision to be made. This is acceptable in principle.
- The dropped kerb should cover the extent of the 2no. adjoining private driveways on Sledmoor Road.
- Standard parking bays dimension within the car park will be 2.4m x 4.8m. Disabled parking bays dimension will be 3.6m x 6.0m. This is in line with MCC's guidelines.
- Dimensions of private driveways should be 3.0m x 6.0m and shown in any submitted design plans.
- An aisle width of 6.0m is to be retained within the car park. This is acceptable subject to vehicle swept path assessments.
- Highways request that the following swept path assessments are provided with a car:
 - Two-way movement of cars accessing and egressing in a forward gear at the car park site access junction.
 - Two-way movement of cars travelling along the internal access road.
 - A car entering, manoeuvring, and exiting the car park bays in a forward gear. This should include constraint end-of-aisle bays.
- 100% sheltered and secure cycle storage is to be provided.
- Refuse bins will be located within the site. The refuse vehicle is to stop on Moorcroft Road for collection which is acceptable in principle.

- Highways does not support euro bins being placed on the public footway whilst awaiting collection.
- A bin presentation area should be provided within the site curtilage and shown in any submitted design plans.
- A detailed CMP is required to be submitted prior to any works commencing and should be conditioned.
- A Travel Information Pack is required for residents.
- Previous comments on TS, S278 works & Stage 1 RSA, TRO review, footway resurfacing, dropped kerb/tactile paving implementation, footway/verge reinstatement, and stopping up remain applicable.

Highways have reviewed the Scoping Note set out below. To assist, the Highway responses can be seen highlighted in yellow and written in Italics.

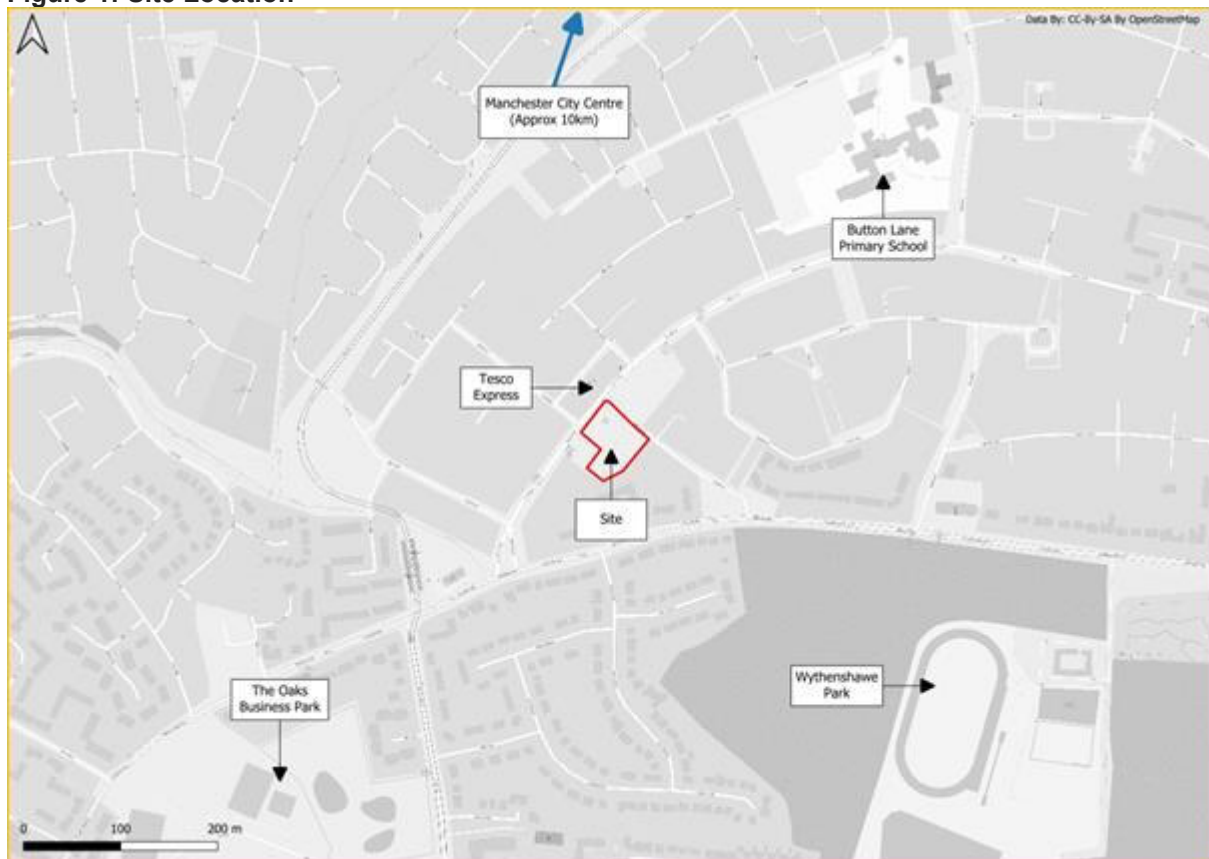
Afternoon Becky,

Hope you are well.

I am hoping you can assist with scoping and agreeing the required assessment in relation to a proposed residential development consist of 35 apartments situated at the Previous Park Public House, 153 Moorcroft Road, Wythenshawe.

Appreciate any comments you can provide. For reference the site location is shown in Figure 1 below ([Link](#)).

Figure 1: Site Location



To support the planning application, we propose to provide a robust Transport Statement [TS] and Framework Travel Plan [FTP].

Development Proposal

The proposed residential development comprises 35 apartments, replacing the site's current use as a public house. An indicative site layout plan has been provided for reference; however, this may be subject to amendment as the scheme evolves.

The previous information stated the site was to have 34 units. The one unit increase will not affect the highways not its users. Parking spaces will no longer be at 100%. However, in this instance the 97% parking provision is considered acceptable.

Access Arrangements

The existing access via Moorcroft Road will be retained and provide access to the site.

Drawing DR-TP-SK01 rev P01 sets out the proposed access arrangement including the widening. The following points to note:

- *Access to the frontage of the betting shop must be maintained, i.e. dropped kerbs provided.*
- *A TRO for the protection of the access from obstructing parked vehicles will be needed. New road lining will also be required.*
- *Tactile paving with dropped kerbs to be provided where the existing Moorcroft Road footway meets the widened access.*
- *Make good the redundant areas of dropped kerbs along Sledmoor Road will be required.*

On completion of the onsite works, the frontage footway along Moorcroft Road and Sledmoor Road should be reprofiled and surfaced. This works will be expected to be part of the s278 works package, which will need to be submitted and approved by the Council and then carried out on site to the satisfaction of the Council.

The previous use had additional access and egress into the car park from Sledmoor Road will be stopped up as part of the application.

This works will be expected to be part of the s278 works package that will be carried out to the satisfaction of the Council.

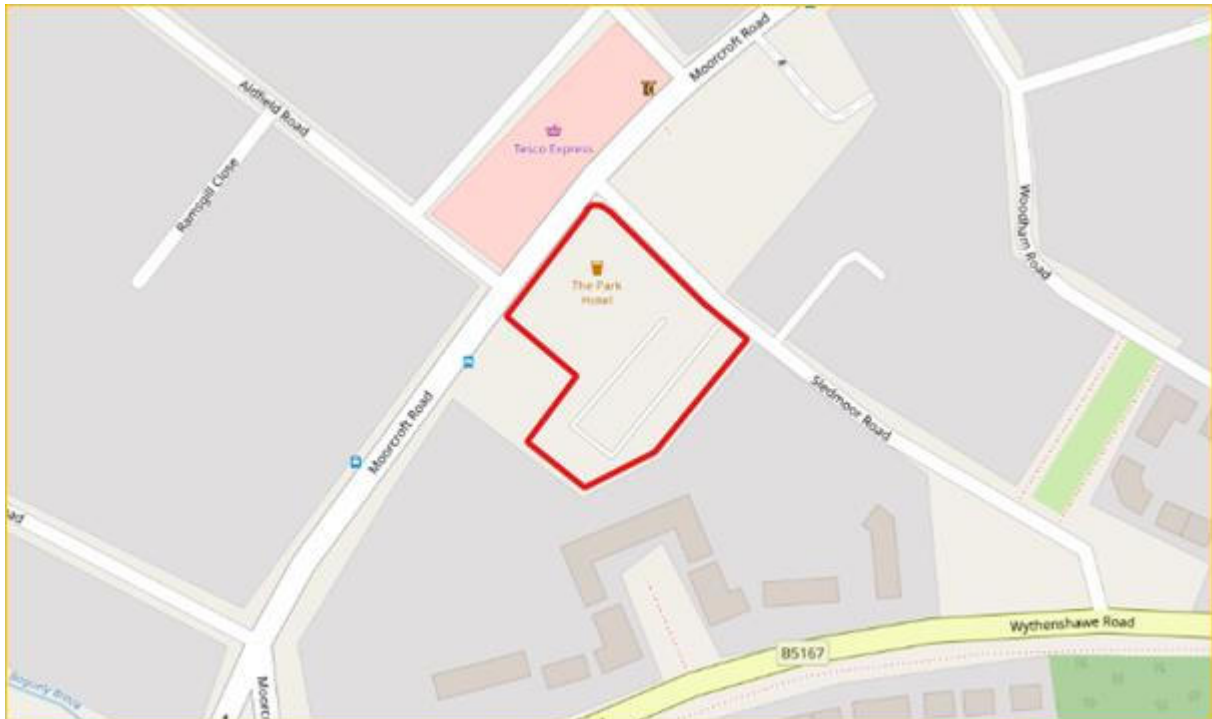
Refuse vehicles will access the site via Moorcroft Road to service the bin storage area located to the northwest of the development. They will then proceed into the site, undertake a three-point turn within the car park, and exit via the access road.

We would appreciate if Manchester City Council [MCC] confirm whether these arrangements remain suitable, especially in relation to turning head arrangements and bin drag distances.

On the assumption that the bin store remains located close to the access onto Moorcroft Road The vehicle The refuse vehicle may typically reverse the short distance from Moorcroft Road up to the bin store, The distance to reverse and the bin drag distance would be acceptable with the vehicle parked next to the bin store. Alternatively enter in a forward gear and exit in a forward gear.

The indicative site boundary is displayed in **Figure 2** below; however, this could be subject to change.

Figure 2: Site Boundary



Vehicle and Cycle Parking

The development proposes 31 on-site parking spaces. Stantec recognises that Manchester City Council's Residential Quality Guidance SPD sets out an expectation of 100% parking provision for new developments outside the city centre.

Drawing 1110-P-4 sets out the proposed parking spaces as 31 spaces within the car park and 3 individual spaces off Sledmoor Road, total 34 spaces.

While this scheme represents a shortfall of five spaces, the site benefits from excellent access to sustainable transport options, including a bus stop immediately adjacent to the site and Wythenshawe Park Tram Stop located approximately 300m away.

Regarding cycle parking, the proposals include a sheltered, secure bike storage at the rear of the site, and can be accessed from the main residential block at a dedicated entrance at street level.

Can MCC confirm if the above provisions would be deemed suitable for this development?

MCC expect that one sheltered, secure cycle space per residential unit is provided. If a residential unit has its own secure garden area, then the secure cycle store should be a shed or similar. Note: *the position of the cycle store does not seem to be passively overlooked. In this event, CCTV security cameras should be provided to assist in the security of the cycle store.*

Trip Rates and Generation

The peak hours we are anticipating for the development are as follows:

- Weekday AM Peak – 08:00-09:00; and
- Weekday PM Peak – 17:00-18:00.
- Stantec have used 03 Residential > C – Flats Privately Owned category within the TRICs database. *The number of flats has changed.*
- In assessing the development proposals, Stantec has considered the site's established land use, which presently holds planning approval for a public house. Stantec have utilised 06 – Hotel, Food & Drink > I – Public House (Without Restaurant).

- These trip rates have been applied to the existing GFA of approximately 504m. The trip generation gained from the old land use has been subtracted from the new trip generation, providing a net trip generation for the site.

The results of the TRICs analysis are presented in **Table 1** below.

Table 1: Trip Generation

Public House	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Vehicle Trip Rates	0	0	0	4.151	3.439	7.590
Peak Hour Vehicle Trip Generation	0	0	0	21	17	38
Residential (Flats)	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Vehicle Trip Rates	0.067	0.177	0.244	0.166	0.095	0.261
Vehicle Trip Generation	2	6	9	6	3	9
Net Trip Rates	Weekday AM			Weekday PM		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Net Trip Generation	2	6	9	-15	-14	--29

Since the public house does not open until later in the day, it does not generate trips during the morning peak hour typically associated with residential properties. Given the difference in peak activity periods and operating hours, Stantec has assessed the daily trip generation to provide a more robust basis for analysis. The results are presented in **Table 2** below.

Table 2: Daily Trip Generation

Daily Trip Generation	Arrivals	Departures	2-Way
Public House	207	202	408
Private Flat Residential	51	52	103
Net Daily Trip Generation	-156	-150	-305

The TRICS outputs are attached for reference. **Can MCC please confirm that the below trip rates and resultant trip generation are acceptable in principle and approach will be accepted by the LHA?**

Highways consider the approach in the assessment of the vehicle trip generation is acceptable. However the snapshot seen above of the Trics assessment figures need to be supported by the full Trics data. This would usually be presented in an appendix to the Transport Statement.

Note: the daily trip generation figure of 408 two way trips seems excessive for one public house.

A multi-modal assessment as part of the TS should be provided as well as the above vehicle trip assessment.

Assessments

Based on the information, we anticipate the following documents to be required to support the planning application;

Transport Statement [TS]

- Comment on the background / history of the site;
- Provide a description of the existing conditions;
- Consider the national and local transport-related policy documentation – **Can MCC please confirm the required policy document to be included?**

1. Core Strategy. Use link. [Core Strategy 2012-2027 | Core Strategy 2012-2027 | Manchester City Council](#)
2. Greater Manchester Waste Plan. Use link. [Greater Manchester waste plan | Manchester City Council](#)
3. Places For Everyone (PFE) JP-C3: Public Transport • JP-C4: The Strategic Road Network • JP-C6: Walking and Cycling • JP-C8: Transport Requirements of New Development. Use link. [Places for Everyone | Places for Everyone | Manchester City Council](#)
4. For further guidance see the Pre-application Statement for the site, previously submitted by White Peak Planning ref: 2025.018

- Consider any committed developments in the area - **Can MCC please confirm any committed developments we need to include?**

The addition of the proposed site would not expect to raise the queuing to an unacceptable level. Therefore the applicant need not consider committed development for this site.

- Undertake accident analysis of the local highway network using STATS19 data. – **Can MCC advise if any other accident data source should be used? CRASHMAP**
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site;
- Develop any site access drawings to demonstrate accessing the site; *to include identifying the visibility splays, the tactile dropped crossing and the betting shop dropped kerb line.*
- Undertake swept path analysis for parking and waste/delivery/emergency servicing (vehicles are to be used are: private refuse vehicle, 7.5T box van, and Fire Tender)- **Can MCC confirm if this is acceptable?**

Swept path diagrams to be provided for:

1. 11.5 metre long refuse vehicle entering and leaving the car park area.
2. Car into the most difficult parking bay

Framework Travel Plan [FTP]

- Consider the national and local transport-related policy documentation;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of bus, cycling and pedestrian facilities surrounding the site;
- Provide details of the development proposals;
- Identify a range of initiatives for inclusion within the travel plan, to encourage travel by more sustainable modes including car sharing, by public transport, bicycle and on foot, and to reduce the need to travel;
- Provide details of how the travel plan will be managed, outlining the role of the Travel Plan Coordinator, steering group and stakeholders;
- Outline the aim, objectives and targets for the travel plan;
- Provide an action plan and marketing strategy to support the implementation of the travel plan at the site; and;

- Summarise all of the above within a framework travel plan report.

The above is acceptable however the Council reserves the right to request further information if it is deemed necessary.

We would welcome confirmation on the elements as outlined above. Please could MCC also confirm if there are any additional elements you require us to consider at this stage?

Previous comments on TS, S278 works & Stage 1 RSA, TRO review, footway resurfacing, dropped kerb/tactile paving implementation, footway/verge reinstatement, and stopping up remain applicable if they have not been mentioned above.

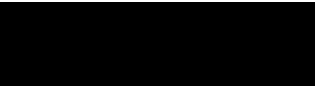
Many thanks for your assistance in this matter and should you wish to discuss any of the above further, please do not hesitate to contact myself directly.

Thanks,



Nathan Caines, BSc (Hons) Mplan
Graduate Transport Planner

Office: 100 Barbirolli Square, Manchester M2 3AB



Stantec UK Limited
100 Barbirolli Square,
Manchester M2 3AB, United
Kingdom



With every community, we redefine what is possible.

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately. For a list of Stantec's operating entities with associated license and registration information, please visit stantec.com.

Disclaimer: The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately. This communication may come from a variety of legal entities within or associated with the Stantec group. For a full list of details for these entities please see our website at www.stantec.com. Where business communications relate to the Stantec UK Limited entity, the registered office is Stantec House, Kelburn Court, Birchwood, Warrington, Cheshire WA3 6UT Tel: 01925 845000 and the company is registered in England as registration number 01188070.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the sender, or dpo@manchester.gov.uk, and then permanently delete the email, attachments and all copies.

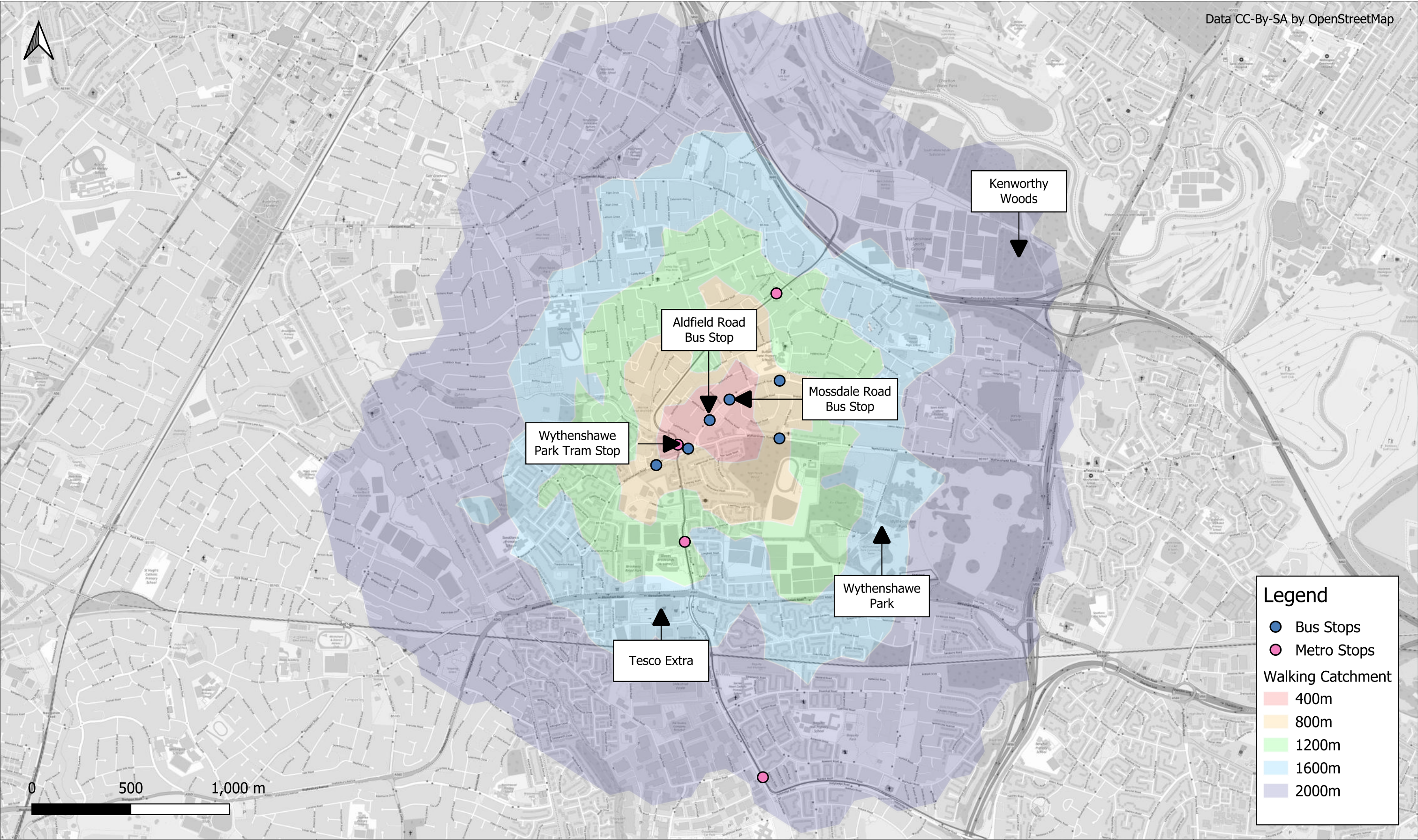
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

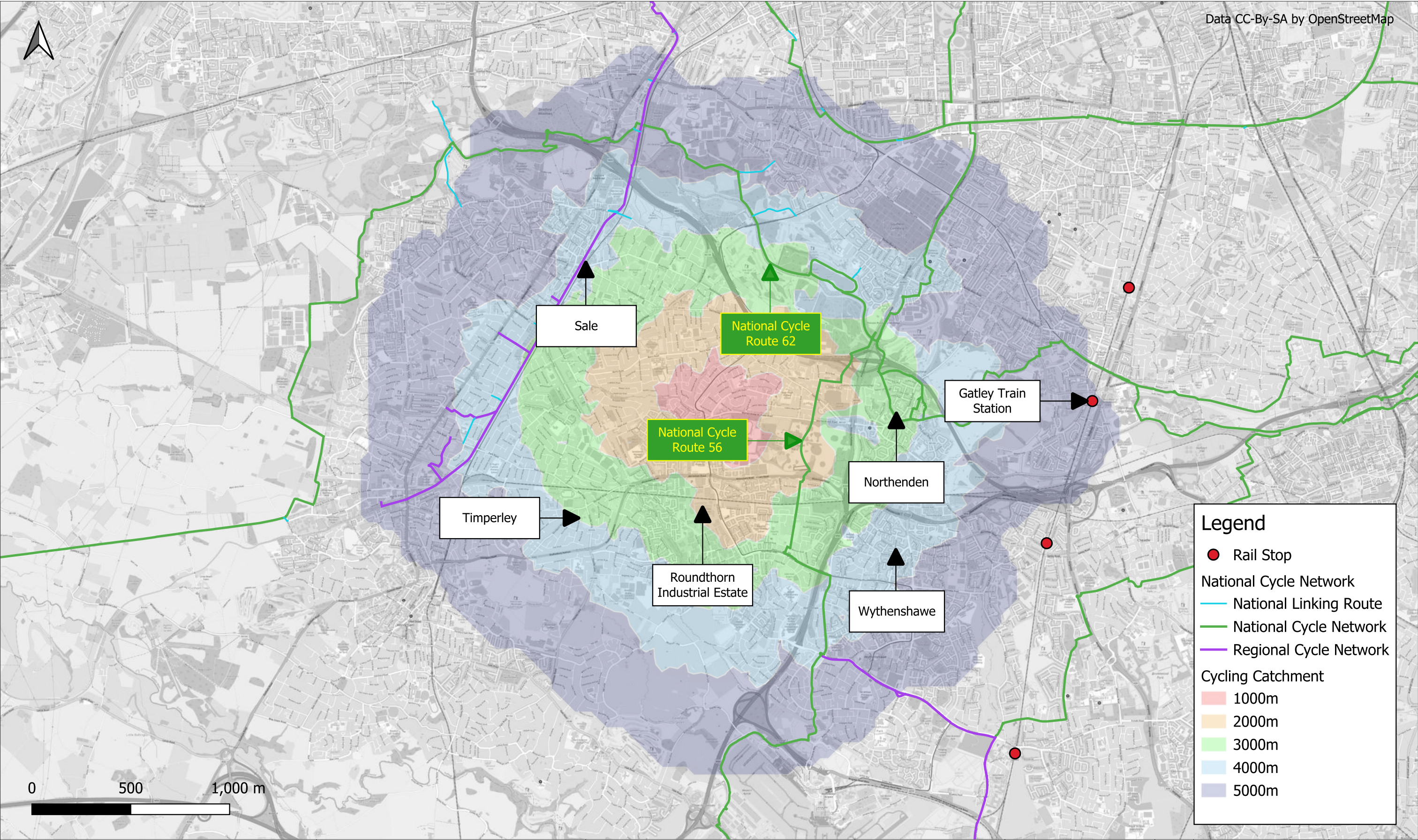
This footnote also confirms that this email message has been swept for the presence of computer viruses.

Appendix B Accessibility Figures





	Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
	Former Park Public House, 153 Moorcroft Road, Wythenshawe	2km Walking Catchment	38344	NC	P01	SUITABLE FOR REVIEW	16/09/25	NC	P01
			Date	Checked	-	-	-	-	Figure 4.1
			16/09/25	RF	-	-	-	-	
			Scale	Status	-	-	-	-	
			1:30000	S3	-	-	-	-	



	Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
	Former Park Public House, 153 Moorcroft Road, Wythenshawe	5km Cycling Catchment	38344	NC	P01	SUITABLE FOR REVIEW	16/09/25	NC	P01
			Date	Checked	-	-	-	-	Figure 4.2
			16/09/25	RF	-	-	-	-	
			Scale	Status	-	-	-	-	
			1:30000	S3	-	-	-	-	

Appendix C Indicative Site Layout



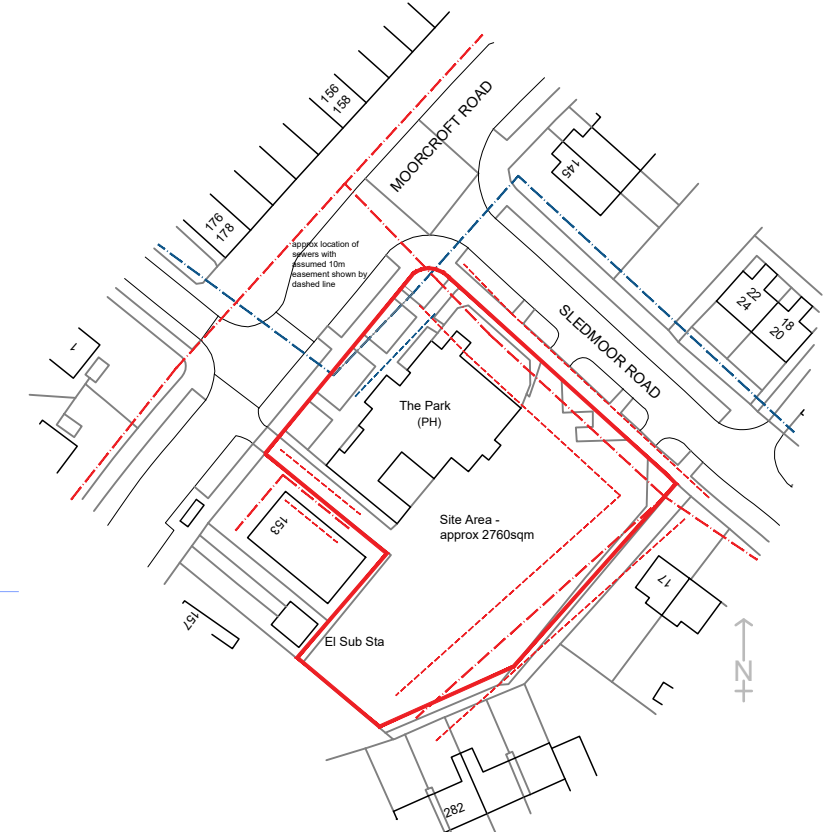

SurveyEng Ltd
 Land Surveyors & Engineers

14 GREEN MILL
 WESTTHOUGHTON
 BOLTON
 LANCs
 BL5 3GE
 TEL/FAX: 0800 772 3040
 MOB: 07850089993
info@surveyeng.co.uk

SURVEY STATIONS			
Name	Easting	Northing	Height
SE1	380543.728	390190.325	30.314
SE2	380606.600	390280.226	29.713
SE2A	380655.548	390239.508	29.759
SE2B	380686.325	390267.814	29.735
SE3	380678.906	390345.468	29.928
SE3A	380700.711	390378.396	29.747

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Legend



02	Location Plan
0001	Scale 1:1250 @ A3

P1	Drawn	13.05.25	AM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | **T** - Tender | **C** - Construction | **R** - As Record

For Approval

tadw architects 

Six St. Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 8342 mail@tadw.co.uk www.tadw.co.uk

Client	Watson Homes
--------	--------------

Job	The Former Park Pub Wythenshawe
-----	------------------------------------

Title	Existing Site Plan and Location Plan
-------	--------------------------------------

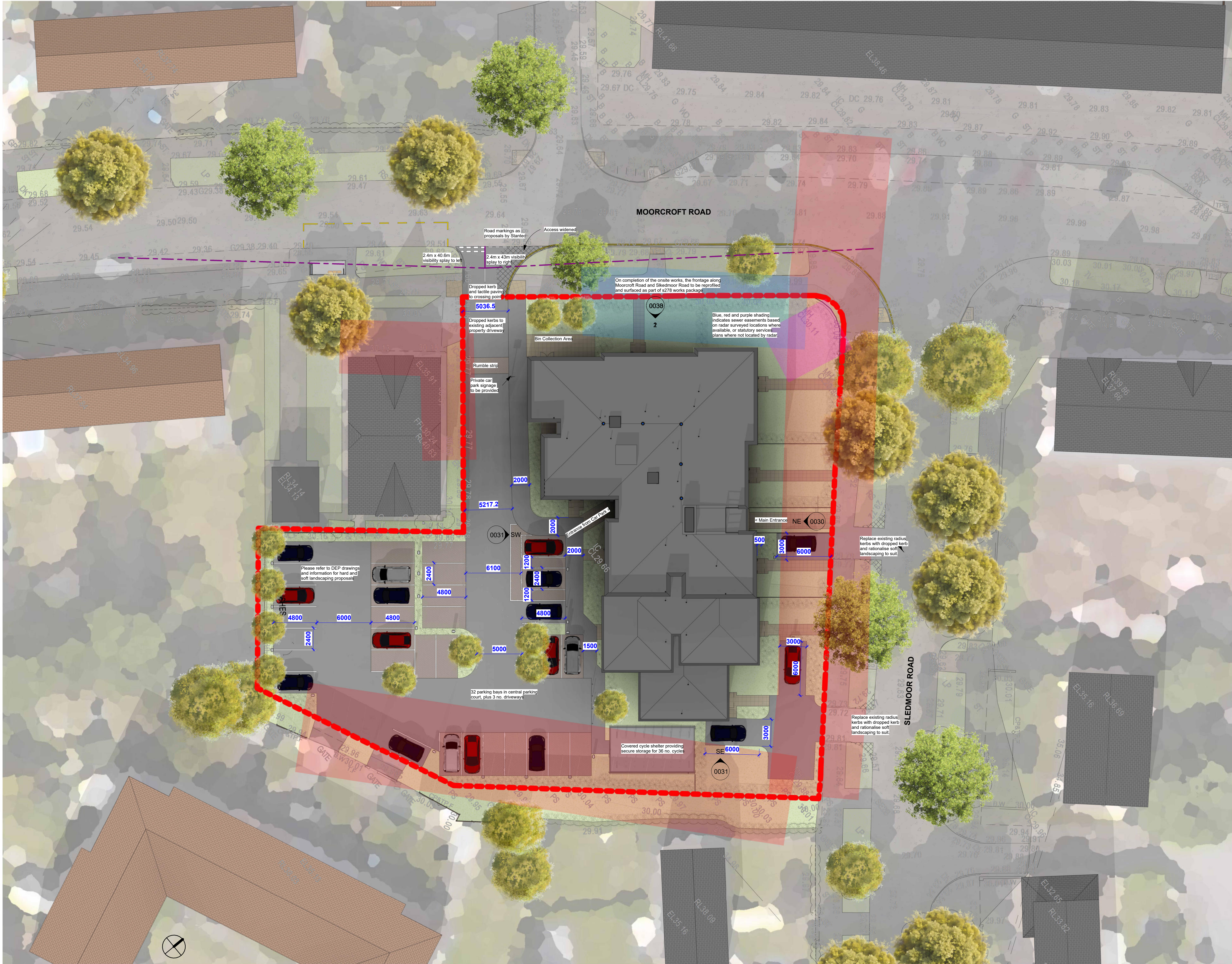
Scale	1:500, 1:1250 @ A3
-------	--------------------

Note - Prints from PDF files may not be to scale, check accuracy against scale

1:500

Job No.	Originator	Ph.	Level	View	Role	Dwg	Status	Rev.
251360-TADW-	00-	XX-	DR-	A-	0001-	P-	1	

01	Existing Site Plan
0001	Scale 1:500 @ A3



1 Proposed Site Plan
1 : 200

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: Copyright to remain the property of TADW Architects in accordance with Copyright, Designs and Patents Act 1988.

Legend

9	Landscaping scheme amendments	31.10.25	AM	MH
8	Amended to suit landscape proposals	28.10.25	AM	MH
7	1 parking space relocated from drive to car park	16.10.25	AM	MH
6	Site plan updated to reflect highways input	08.10.25	AM	MH
5	Unit mix amended	31.07.25	AM	MH
4	Additional green space incorporated to car park	11.06.25	AM	MH
3	Stair core revised	15.05.25	AM	MH
2	Floor plan amended	13.05.25	AM	MH
1	Drawn	04.04.25	AM	MH

Issue	Description	Date	Drawn	Checked
-------	-------------	------	-------	---------

Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING

tadw architects

Six St.Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 6342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Construction Ltd

Job The Park Pub, Wythenshawe

Title Proposed Site Plan

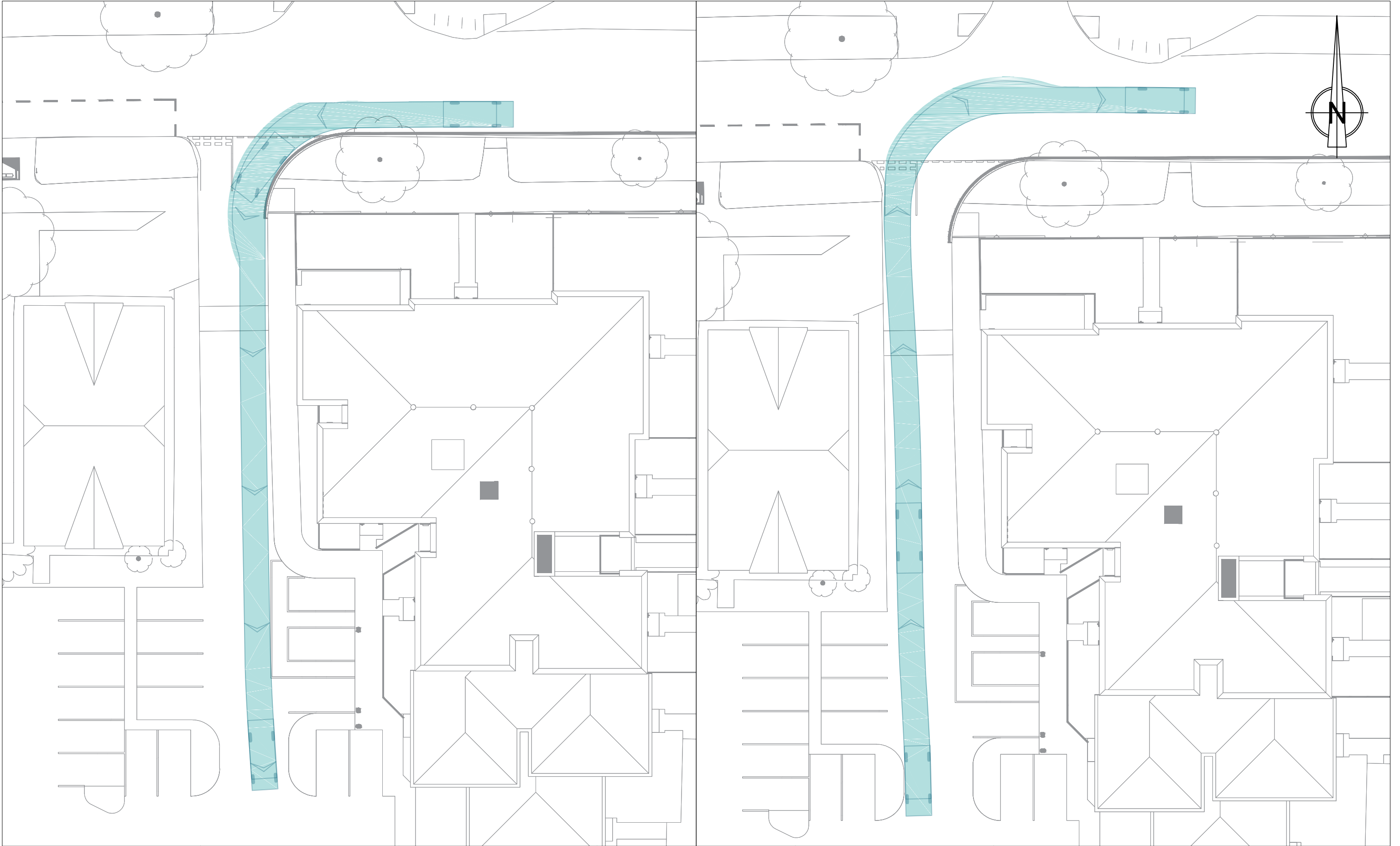
Scale 1 : 200 @A1

Note - Prints from PDF files may not be to scale, check accuracy against scale
5 10m
1:100

Job No. Originator Ph. Level View Role Dwg Status Rev.
251360-TADW- 00- XX- DR- A- 0010- P- 9

Appendix D Swept Path Analysis





		SWEPT PATH ANALYSIS VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR
--	--	--

NOTES

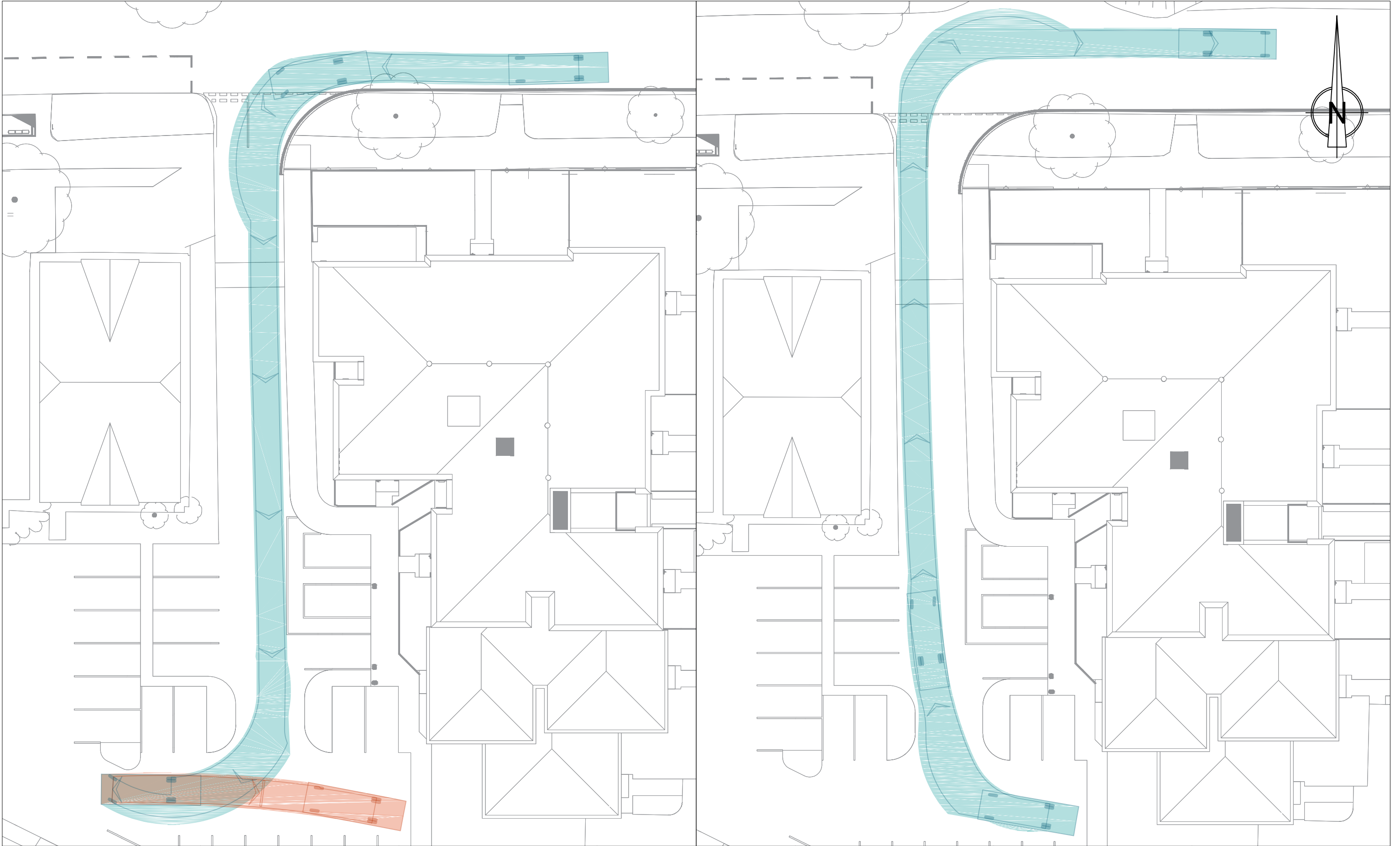
5.079

0.816

3.035

Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m



SWEPT PATH ANALYSIS

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

NOTES

7.21

0.82

4.25

7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

REVISIONS

PO2	TRACING	NC	17/10/25	RF	17/10/25	RF	17/10/25
PO1	TRACING	NC	16/09/25	RF	16/09/25	RF	16/09/25
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

CLIENT
WATSON HOMES

PROJECT
153 MOORCROFT ROAD, WYTHENSHAW

TITLE
SWEPT PATH ANALYSIS - 7.5T PANEL VAN

STANTEC PROJECT NO.
38344

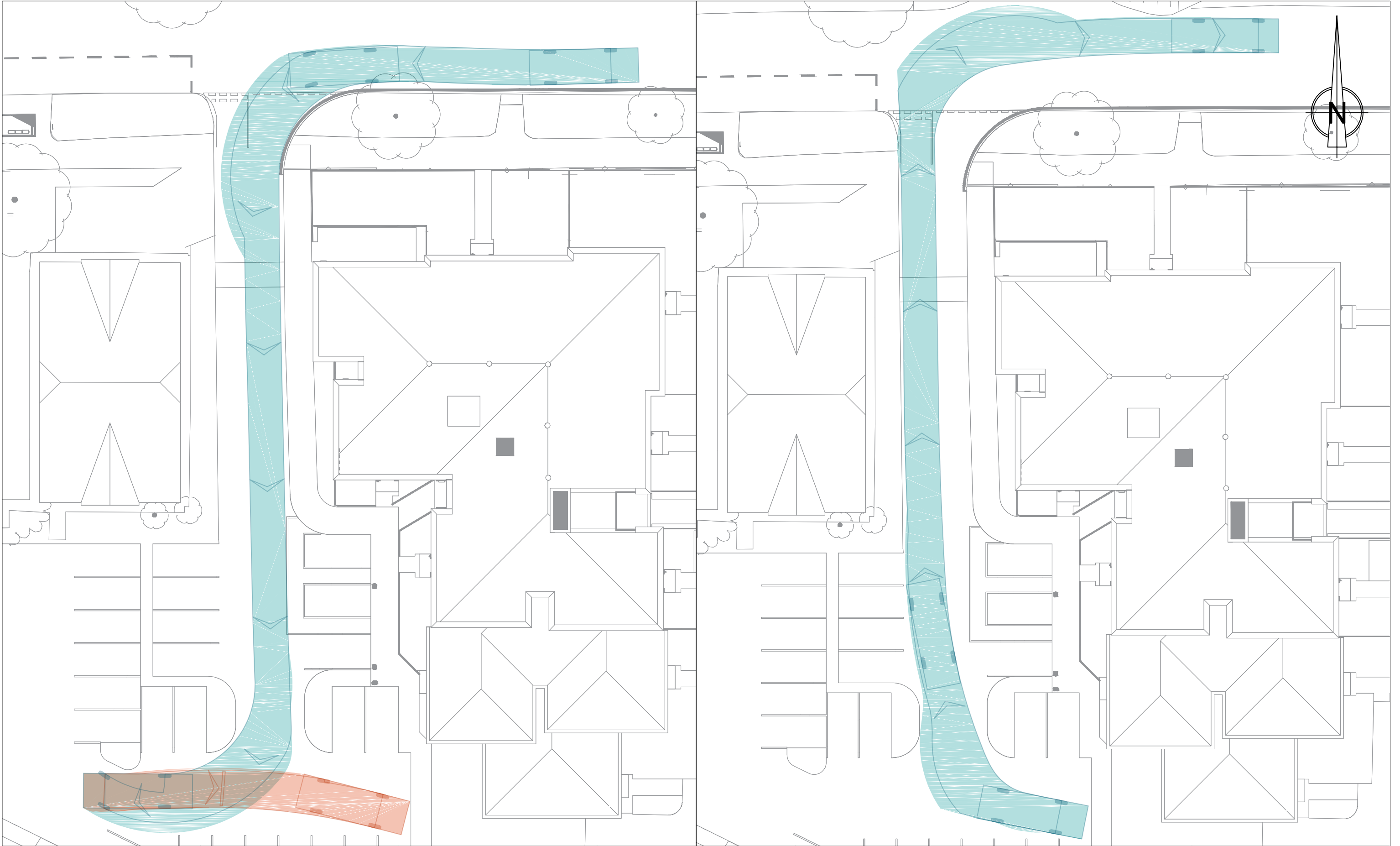
SCALE @ A3
1:250

STATUS DESCRIPTION
SUITABLE FOR CLIENT REVIEW

STATUS
S3

DRAWING NO.
38344-STAN-XX-XX-DR-TP-2002

REVISION
PO2



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

REVISIONS

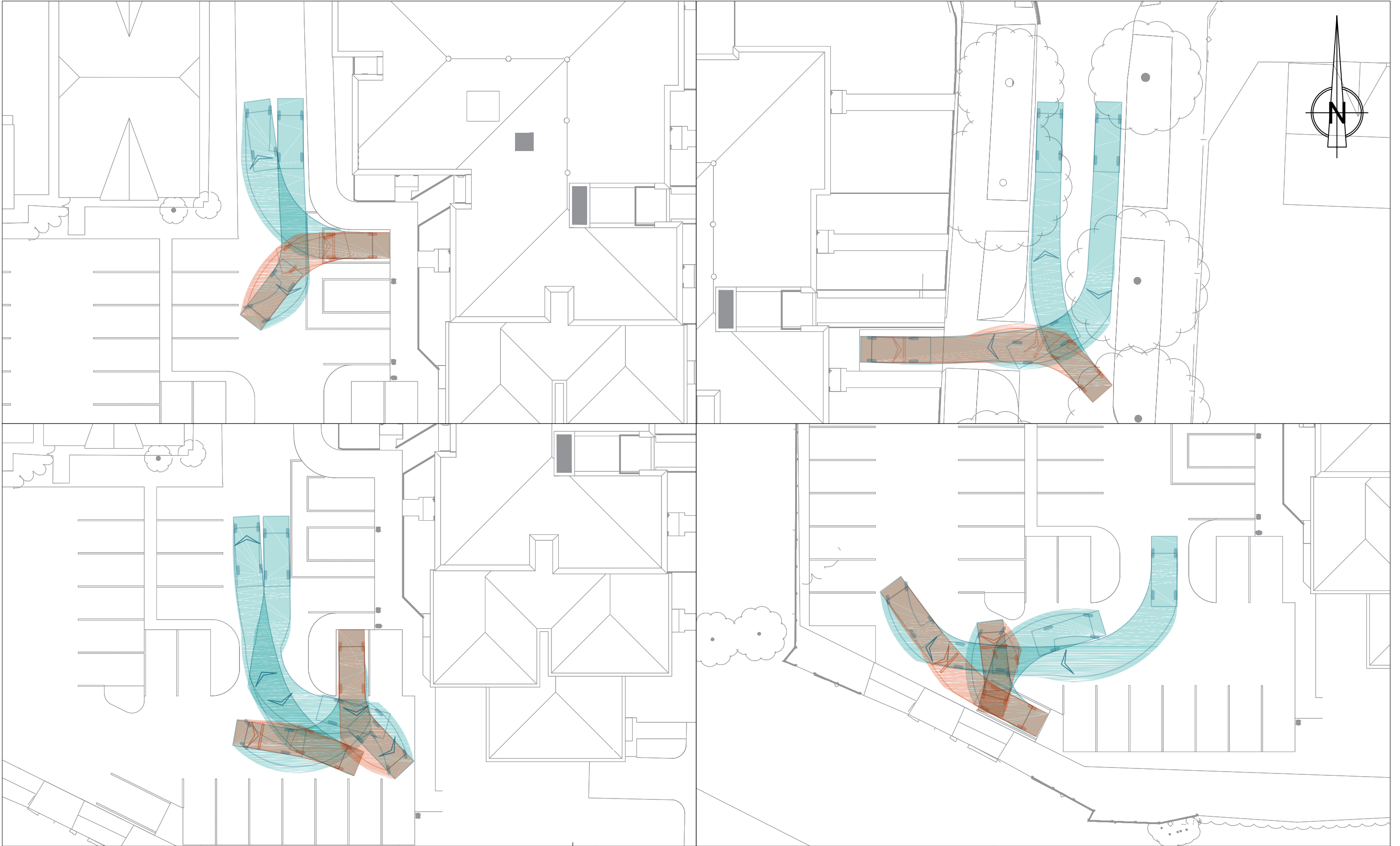
REV	DATE	BY	CHK	APP	DATE
P02	17/10/25	RF			17/10/25
P01	16/09/25	RF			16/09/25

CLIENT
WATSON HOMES

PROJECT
153 MOORCROFT ROAD, WYTHENSHAW

TITLE
SWEPT PATH ANALYSIS - PUMPING APPLIANCE

STANTEC PROJECT NO. 38344	SCALE @ A3 1:250
STATUS DESCRIPTION SUITABLE FOR CLIENT REVIEW	STATUS S3
DRAWING NO. 38344-STAN-XX-XX-DR-TP-2003	REVISION P02



		SWEPT PATH ANALYSIS VEHICLE BODY IN FORWARD GEAR VEHICLE BODY IN REVERSE GEAR VEHICLE CHASSIS IN FORWARD GEAR VEHICLE CHASSIS IN REVERSE GEAR
--	--	--

NOTES

5.079

0.816

3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

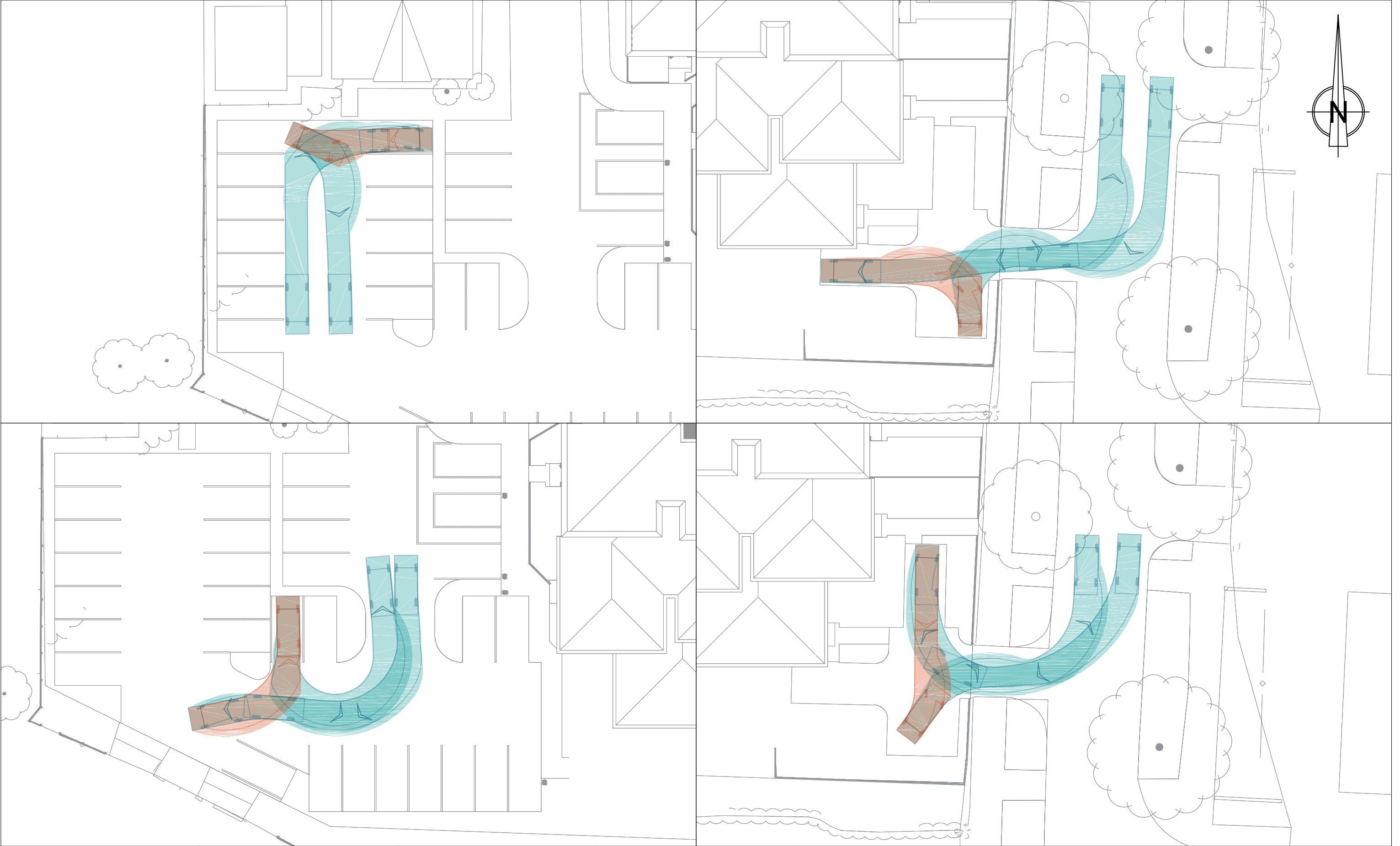
1.525m

0.310m

1.831m

4.00s

5.900m



SWEPT PATH ANALYSIS

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

NOTES

4.3120.007

0.5062.5030.91

Medium Sized Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.319m
1.686m
1.466m
0.228m
1.591m
4.00s
5.042m

REVISIONS						
P02						
TRACKING						
NC	17/10/25	RF	17/10/25	RF	17/10/25	
P01						
TRACKING						
NC	16/09/25	RF	16/09/25	RF	16/09/25	
REV						
REV	NOTES	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

CLIENT

WATSON HOMES

PROJECT

153 MOORCROFT ROAD, WYTHENSHAW

TITLE

SWEPT PATH ANALYSIS - MEDIUM CAR

STANTEC PROJECT NO.

38344

SCALE @ A3

1:250

STATUS

S3

STATUS DESCRIPTION

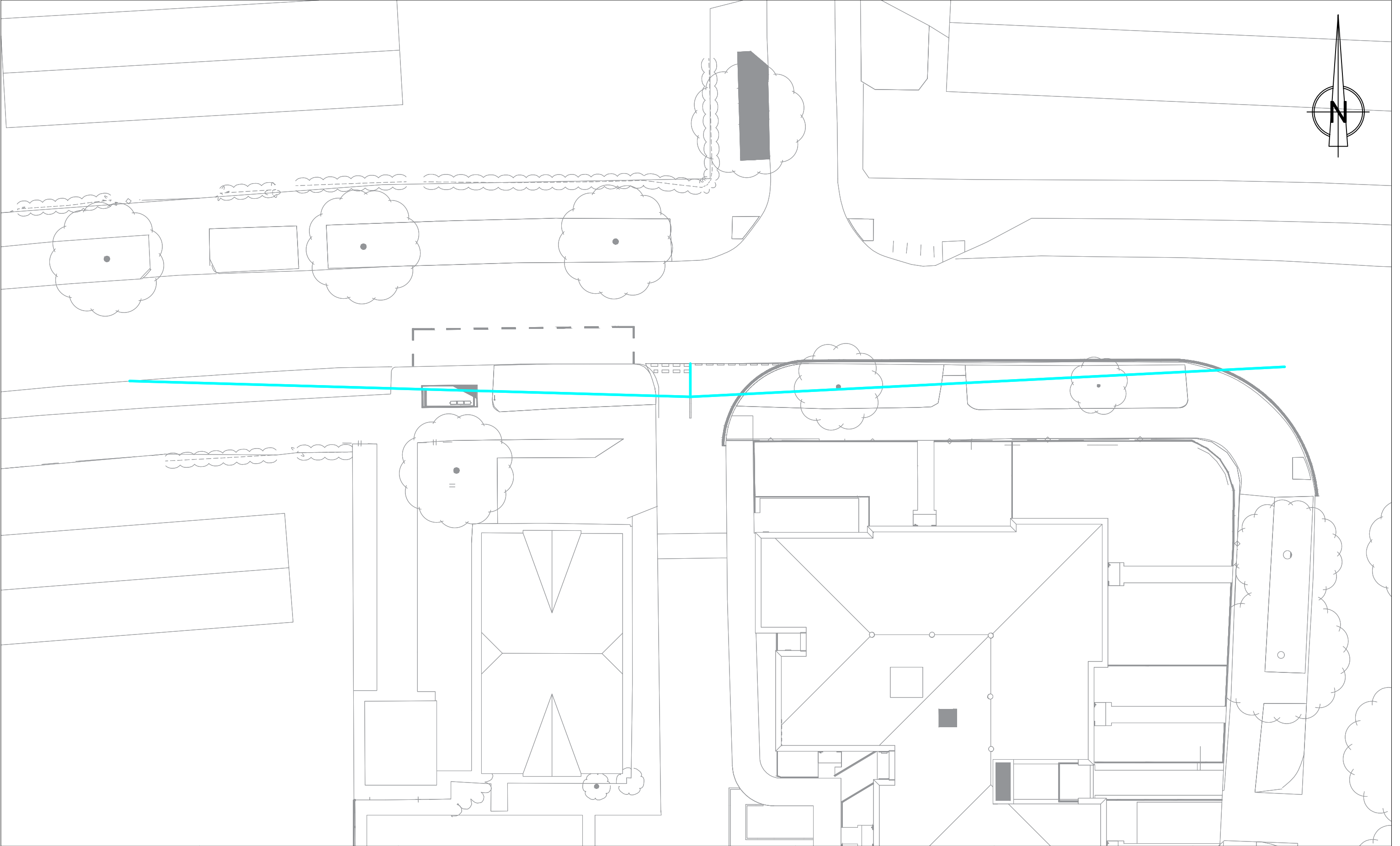
SUITABLE FOR CLIENT REVIEW

DRAWING NO.

38344-STAN-XX-XX-DR-TP-2006

REVISION

P02



SWEEP PATH ANALYSIS

VEHICLE BODY IN FORWARD GEAR

VEHICLE BODY IN REVERSE GEAR

VEHICLE CHASSIS IN FORWARD GEAR

VEHICLE CHASSIS IN REVERSE GEAR

VISIBILITY SPLAY

REVISIONS

P02	TRACKING	NC	17/10/25	RF	17/10/25	RF	17/10/25
P01	TRACKING	NC	16/09/25	RF	16/09/25	RF	16/09/25
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

WATSON HOMES

153 MOORCROFT ROAD, WYTHENSHAW

TITLE

SWEPT PATH ANALYSIS - VISIBILITY SPLAY

STANTEC PROJECT NO.
38344

SCALE @ A3
1:250

STATUS DESCRIPTION
SUITABLE FOR CLIENT REVIEW

STATUS
S3

DRAWING NO.
38344-STAN-XX-XX-DR-TP-2007

REVISION
P02

Appendix E TRICs Outputs



Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BM	BROMLEY 2 days
	BN	BARNET 1 day
	EN	ENFIELD 1 day
	WF	WALTHAM FOREST 2 days
02	SOUTH EAST	
	HF	HERTFORDSHIRE 2 days
	WS	WEST SUSSEX 1 day
05	EAST MIDLANDS	
	DY	DERBY 1 day
	NG	NOTTINGHAM 1 day
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day
14	LEINSTER	
	LU	LOUTH 1 day

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

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

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:	0.16 to 0.93 (units:DWELLS)
Range Selected by User:	15 to 80 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 04/09/24

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:

Friday	2 days
Monday	1 days
Thursday	2 days
Tuesday	4 days
Wednesday	5 days

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

Selected survey types:

Manual count	14
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 undertaken using machines

Selected Locations:

Edge of Town	3 days
Neighbourhood Centre (PPS6 Local Centre)	4 days
Suburban Area (PPS6 Out of Centre)	7 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	2 days
Residential Zone	12 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 Excluded	6 days
Servicing vehicles Included	8 days

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

Secondary Filtering Selection:

Use Class:

C3	14 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:

1009 - 9872

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	6 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	6 surveys
75,001 to 100,000	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	9 surveys
1.1 to 1.5	5 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.

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

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	12 surveys
Yes	2 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:

1a (Low) - Very poor	1 surveys
1b - Very poor	2 surveys
3 - Moderate	2 surveys
No PTAL Present	9 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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.

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

1 ORCHARD ROAD BROMLEY Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.34 hect Survey date: Tuesday 17/10/2023	BM-03-C-02	BLOCK OF FLATS	BROMLEY Survey Type: Manual
2 ORCHARD ROAD BROMLEY Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.63 hect Survey date: Wednesday 18/10/2023	BM-03-C-03	BLOCKS OF FLATS	BROMLEY Survey Type: Manual
3 VICTORIA ROAD NEW BARNET Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.64 hect Survey date: Thursday 09/06/2022	BN-03-C-01	FLATS IN HOUSES	BARNET Survey Type: Manual
4 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.17 hect Survey date: Wednesday 25/09/2019	DY-03-C-03	BLOCKS OF FLATS	DERBY Survey Type: Manual
5 NORTH CIRCULAR ROAD PALMERS GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.25 hect Survey date: Wednesday 08/11/2017	EN-03-C-03	BLOCKS OF FLATS	ENFIELD Survey Type: Manual
6 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.26 hect Survey date: Thursday 08/06/2023	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE Survey Type: Manual
7 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date: Tuesday 06/06/2023	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE Survey Type: Manual
8 RIVER COURT DROGHEDA Neighbourhood Centre (PPS6 Local Centre) Residential Zone	LU-03-C-04	BLOCKS OF FLATS	LOUTH

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

Site area: 0.93 hect

Survey date: Wednesday 22/09/2021

Survey Type: Manual

9 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Site area: 0.8 hect
Survey date: Tuesday 08/11/2016
Survey Type: Manual

10 **SH-03-C-01** **BLOCK OF FLATS** **SHROPSHIRE**
ABBEY FOREGATE
SHREWSBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.33 hect
Survey date: Monday 19/06/2023
Survey Type: Manual

11 **TW-03-C-01** **BLOCKS OF FLATS** **TYNE & WEAR**
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Site area: 0.4 hect
Survey date: Friday 15/10/2021
Survey Type: Manual

12 **WF-03-C-03** **FLATS & TERRACED HOUSES** **WALTHAM FOREST**
FOREST ROAD
WALTHAMSTOW
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Site area: 0.16 hect
Survey date: Friday 21/05/2021
Survey Type: Manual

13 **WF-03-C-06** **BLOCKS OF FLATS** **WALTHAM FOREST**
BELGRAVE ROAD
WANSTEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.5 hect
Survey date: Tuesday 25/05/2021
Survey Type: Manual

14 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 0.32 hect
Survey date: Wednesday 11/05/2022
Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-C-01	09-06-2021	Removed: Site re-surveyed by HF-03-C-08
HF-03-C-05	07-06-2021	Removed: Site re-surveyed by HF-03-C-06

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	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	1	22	0.000	0.000	0.000
07:00-08:00	14	33	0.059	0.186	0.245
08:00-09:00	14	33	0.079	0.183	0.262
09:00-10:00	14	33	0.131	0.146	0.277
10:00-11:00	14	33	0.111	0.157	0.268
11:00-12:00	14	33	0.116	0.122	0.238
12:00-13:00	14	33	0.122	0.109	0.231
13:00-14:00	14	33	0.118	0.124	0.242
14:00-15:00	14	33	0.111	0.103	0.214
15:00-16:00	14	33	0.146	0.114	0.260
16:00-17:00	14	33	0.124	0.107	0.231
17:00-18:00	14	33	0.207	0.094	0.301
18:00-19:00	14	33	0.114	0.066	0.180
19:00-20:00	5	28	0.151	0.108	0.259
20:00-21:00	5	28	0.094	0.058	0.152
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.683	1.677	3.360

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 72dde204-fd92-41ff-8eb3-5ba1d7b5acd5

Parameter Summary:

Trip rate parameter range selected:	15 - 80 (units: DWELLS)
Survey date date range:	08/11/2016 - 18/10/2023
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK
Category: I - PUBLIC HOUSE (WITHOUT RESTAURANT)
Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	SP	SOUTHAMPTON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
10	WALES		
	CF	CARDIFF	1 day

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

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

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:	GFA
Actual Range:	175 to 600 (units:sqm)
Range Selected by User:	120 to 750 (units:sqm)
Parking Spaces Range:	0 - 81

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/05 to 24/06/22

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

Selected survey days:

Friday	5 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
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 undertaken using machines

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	2 days
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	2 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:

High Street	1 days
No Sub Category	2 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 Excluded	7 days
-----------------------------	--------

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

Secondary Filtering Selection:

Use Class:

Sui Generis 7 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:

371 - 4300

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	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	3 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.

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

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 7 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 7 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

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.

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

1 NEWPORT ROAD CARDIFF ST MELLONS Edge of Town Centre No Sub Category Gross floor area: 338 sqm Survey date: Tuesday 07/11/2006	CF-06-I-01	PUBLIC HOUSE	CARDIFF Survey Type: Manual
2 SYKE ROAD ROCHDALE Edge of Town Residential Zone Gross floor area: 175 sqm Survey date: Tuesday 25/11/2014	GM-06-I-01	PUBLIC HOUSE	GREATER MANCHESTER Survey Type: Manual
3 HALIFAX ROAD LIVERSEDGE Edge of Town Centre No Sub Category Gross floor area: 600 sqm Survey date: Friday 25/04/2014	KS-06-I-01	PUBLIC HOUSE	KIRKLEES Survey Type: Manual
4 GAYTON ROAD KINGS LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 565 sqm Survey date: Friday 23/09/2005	NF-06-I-01	PUBLIC HOUSE	NORFOLK Survey Type: Manual
5 PORTSWOOD ROAD SOUTHAMPTON WESTWOOD PARK Neighbourhood Centre (PPS6 Local Centre) High Street Gross floor area: 550 sqm Survey date: Friday 16/11/2007	SP-06-I-01	PUBLIC HOUSE	SOUTHAMPTON Survey Type: Manual
6 HOLYHEAD ROAD COVENTRY SPON END Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 600 sqm Survey date: Friday 28/09/2007	WM-06-I-01	PUBLIC HOUSE	WEST MIDLANDS Survey Type: Manual
7 WOLVERLEY ROAD KIDDERMINSTER FRANCHE Edge of Town Residential Zone Gross floor area: 400 sqm Survey date: Friday 05/05/2006	WO-06-I-01	PUBLIC HOUSE	WORCESTERSHIRE Survey Type: Manual

DESELECTED SURVEYS

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

Site Ref	Survey Date	Reason for Deselection
KI-06-I-01	08-09-2009	Not Village
NN-06-I-01	18-05-2007	Not Village

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	400	1.000	2.750	3.750
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	5	491	1.060	0.856	1.916
11:00-12:00	6	438	1.522	0.875	2.397
12:00-13:00	7	461	2.323	1.208	3.531
13:00-14:00	7	461	2.571	2.385	4.956
14:00-15:00	7	461	2.076	1.983	4.059
15:00-16:00	7	461	2.354	2.200	4.554
16:00-17:00	7	461	3.284	2.169	5.453
17:00-18:00	7	461	4.151	3.439	7.590
18:00-19:00	7	461	3.810	3.872	7.682
19:00-20:00	7	461	4.089	4.306	8.395
20:00-21:00	7	461	5.793	5.297	11.090
21:00-22:00	7	461	4.585	5.235	9.820
22:00-23:00	7	461	2.261	3.284	5.545
23:00-00:00	6	438	1.180	3.044	4.224
Total Rates:			42.059	42.903	84.962

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 6a065f87-e768-4b0c-8641-6a81881c547c

Parameter Summary:

Trip rate parameter range selected:	120 - 750 (units: sqm)
Survey date date range:	23/09/2005 - 25/11/2014
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

With every community, we redefine what's possible.



Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec Hydrock Limited

Merchants' House North
Wapping Road
Bristol
BS1 4RW
UNITED KINGDOM
stantec.com