

Alpha House, Wythenshawe Town Centre

Transport Statement

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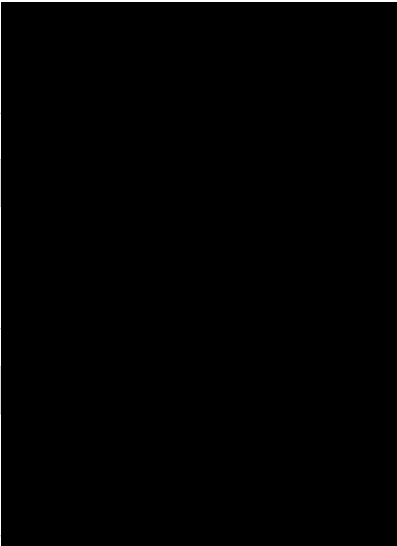
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Appendix A – Proposed Site Layout
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Muse Places Ltd to provide transport and highways advice in relation to a planning application for the Alpha House redevelopment at Wythenshawe Town Centre.
- 1.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre masterplan project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as Alpha House.
- 1.1.3 The Alpha House development proposals would consist of 125 units. This will comprise a mix of 1-bed and 2-bed apartments.
- 1.1.4 As part of the Development Proposals, a separate Section 247 application of The Town and Country Planning Act would be submitted. This application would be for the closure of the public footpath that is currently running across the site. The footpath currently connects Wavell Road and Rowlandsway.
- 1.1.5 The Proposed Development internal site layout is provided in **Appendix A**.

1.2 Policy Context

- 1.2.1 Paragraph 115 of the NPPF states that in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:
 - a) *“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*
- 1.2.2 Paragraph 116 of the National Planning Policy Framework (2024) states that:

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

- 1.2.3 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.
- 1.2.4 The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **088423-CUR-XX-XX-T-TP-00002**).
- 1.2.5 As demonstrated throughout this report, there are no identified existing highway safety issues, the development would prioritise and encourage more sustainable modes of travel and use of the Proposed Mobility Hub central to the Wythenshawe Town Centre Masterplan.
- 1.2.6 Trip generation forecasts using TRICS data have demonstrated that there is a decrease in trip generation for the Development Proposals compared to the office use. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 1.2.7 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

1.3 Purpose of the Report

- 1.3.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.3.2 The TS is supported by a range of appendices, with access drawings showing swept path assessments and car parking.
- 1.3.3 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with local and national transport planning policy and guidance.
- 1.4.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;

- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals and vehicle tracking;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.3 **Section 3** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.4 **Section 4** gives an overview of the development proposals including details on proposed access and parking provision.
- 1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located centrally with Wythenshawe Town Centre, located to the east of the Rowlandsway. The site is bound by Wavell Road to the north and east, a commercial unit to the south, and Rowlandsway to the west.

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

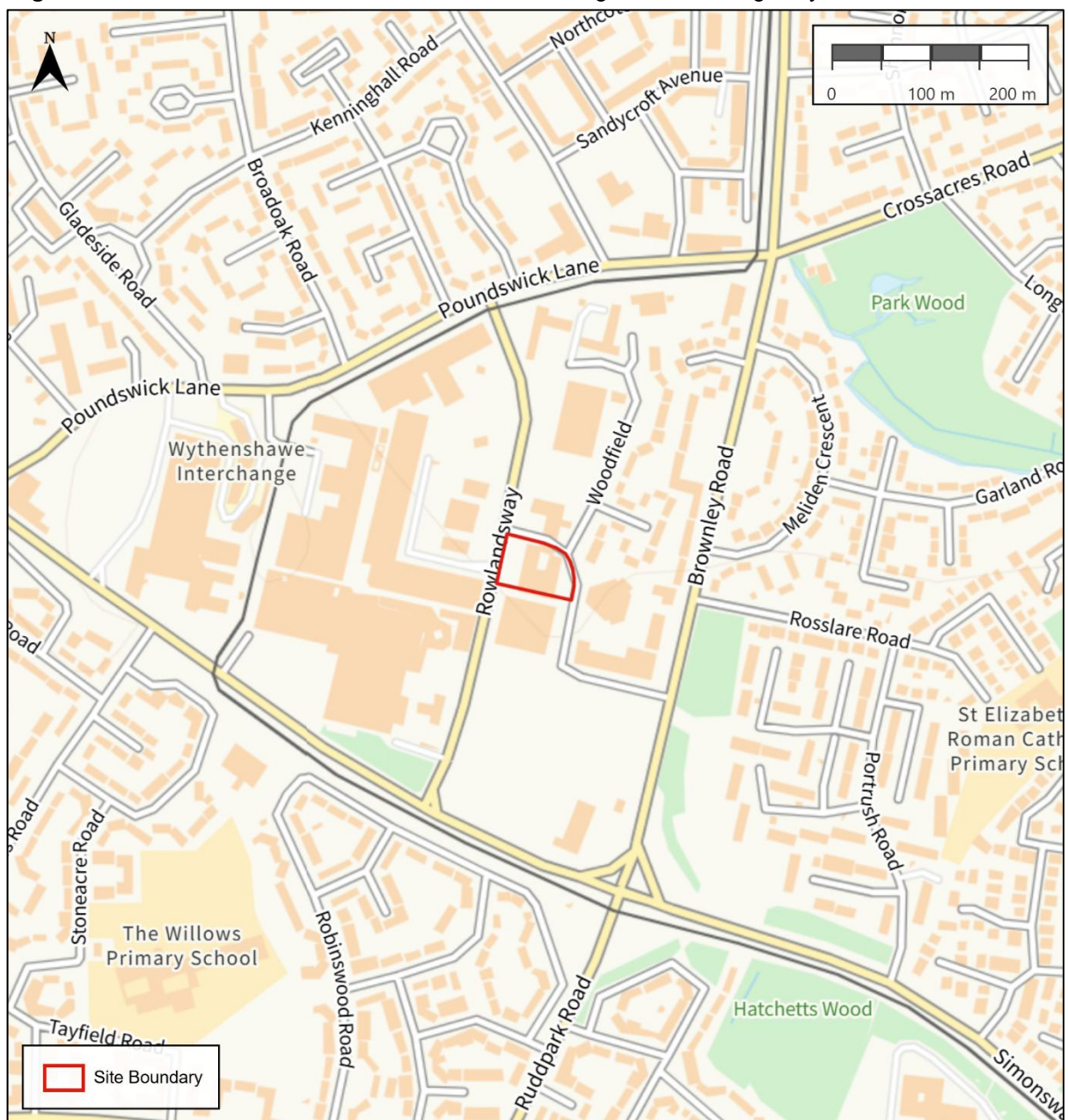


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2022)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises Alpha House which is in the process of being demolished. Centron House, primarily located on land to the north, cantilevers over Wavell Road and extends into the application site. Centron House, owned by MCC, will be subject to a separate application to demolish it prior to the commencement of construction work associated with this planning application.
- 2.2.2 The site was formerly accessed by car and on foot via Rowlandsway to the south and west of the site. Pedestrian access was also achieved via Wavell Road to the east.

2.3 Surrounding Highway Network

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

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Restrictions / Parking / Loading Provision
Wavell Road	30mph	Yes	c. 2m on either side Dropped kerbs	Double Yellow Line TRO to the north of the site. One-way access along the majority of Wavell Road (westbound traffic only) Taxi parking to the north and east of the site.
Rowlandsway	30mph	Yes	c. 4m on either side Dropped kerbs	Double Yellow Line TRO to the west of the site. No loading at any time on Rowlandsway.
Woodfield	30mph	Yes	c. 2m on either side Dropped kerbs	On-street parking observed on both sides of the carriageway.

Table 2.1 – Surrounding Highway Network Summary

2.4 Highway Safety

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

Junction/Link	Slight	Serious	Fatal	Totals
Site Access / Wavell Road	0	0	0	0
Wavell Road / Brownley Road	0	1	0	1
Brownley Road / Meliden Crescent	0	1	0	1
Brownley Road / Simonsway	1	1	0	2
Rowlandsway / Poundswick Lane	1	0	0	1

Junction/Link	Slight	Serious	Fatal	Totals
Total	2	3	0	5

Table 2.2 – Collision Data Summary

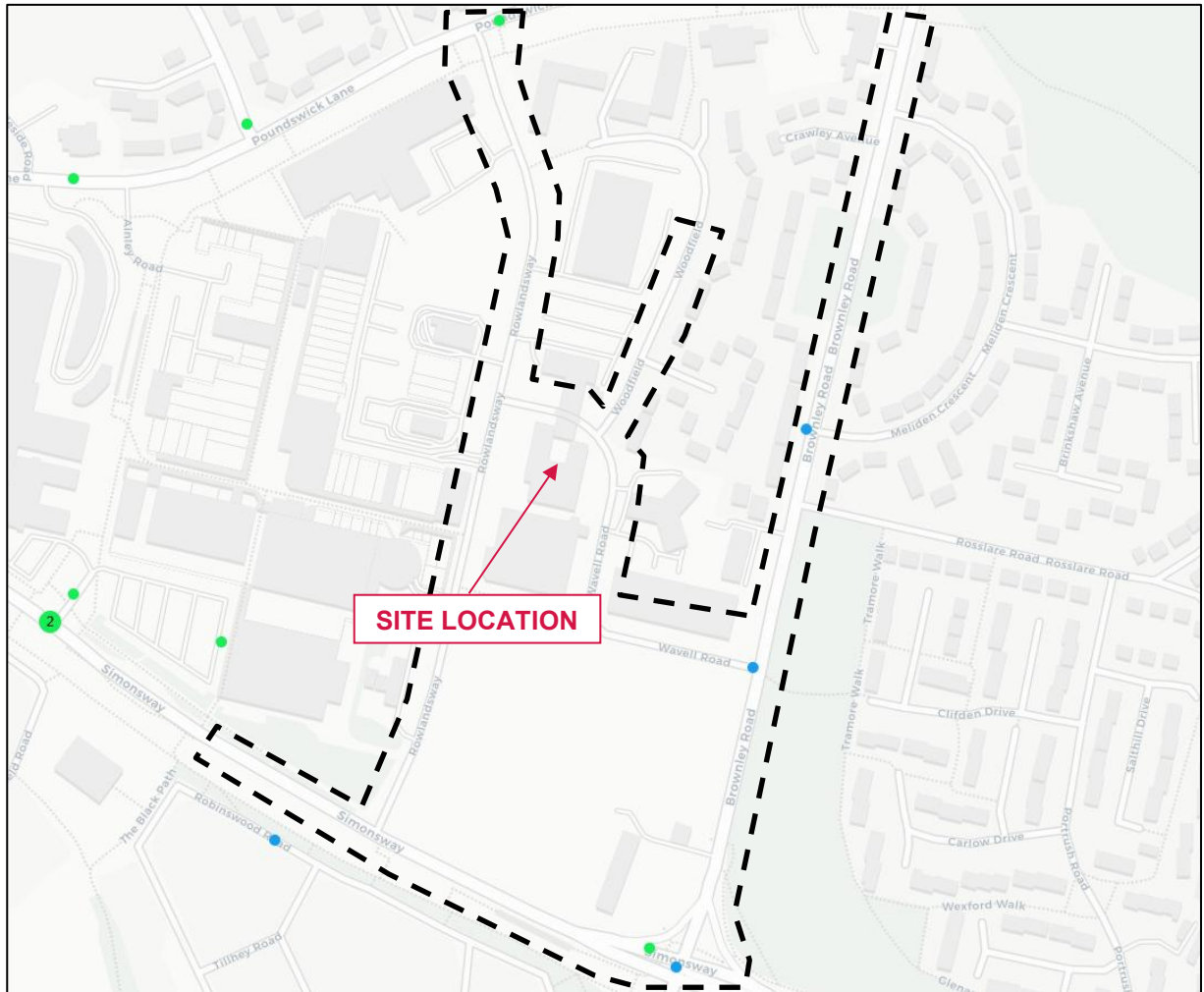


Figure 2.2 – Area Assessed for Collision Data (5 years)

(Source: Collision Plot, 2025)

- 2.4.2 There has been a total of 5 collisions in the latest five-year period available, 2 of which were 'slight' severity incidents and 3 of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.
- 2.4.3 The 5 incidents are spread out evenly among the most recent five-year period. There was 1 'slight' incident in 2019, and 1 in 2021. Additionally, there was 1 'serious' incident in 2019 and 2 in 2022. Considering these findings, it can be concluded that the incidents are not related to the features of the highway at this junction.
- 2.4.4 The 'serious' incident that was reported closest to the site at the Wavell Road / Brownley Road junction on 22 March 2019 occurred during wet weather conditions. The collision involved two cars, one that

was turning right and the other that was going ahead. As a result of the collision, the driver of the car going ahead sustained 'serious' injuries.

- 2.4.5 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

- 3.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

3.2 Pedestrian Accessibility

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

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

Table 3.1 – CIHT Recommended Walking Distances

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

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

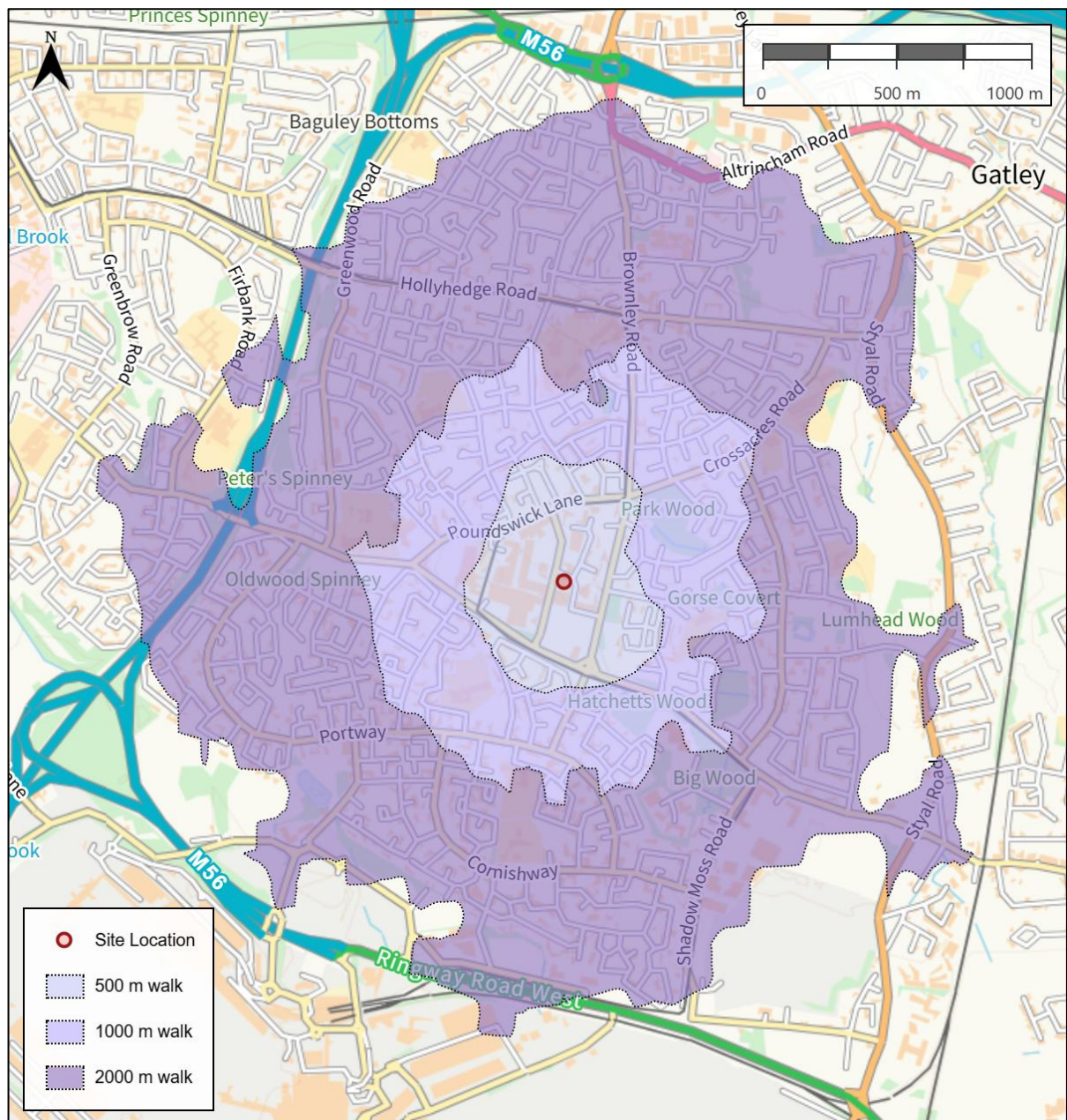


Figure 3.1 – Walking Catchment

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

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

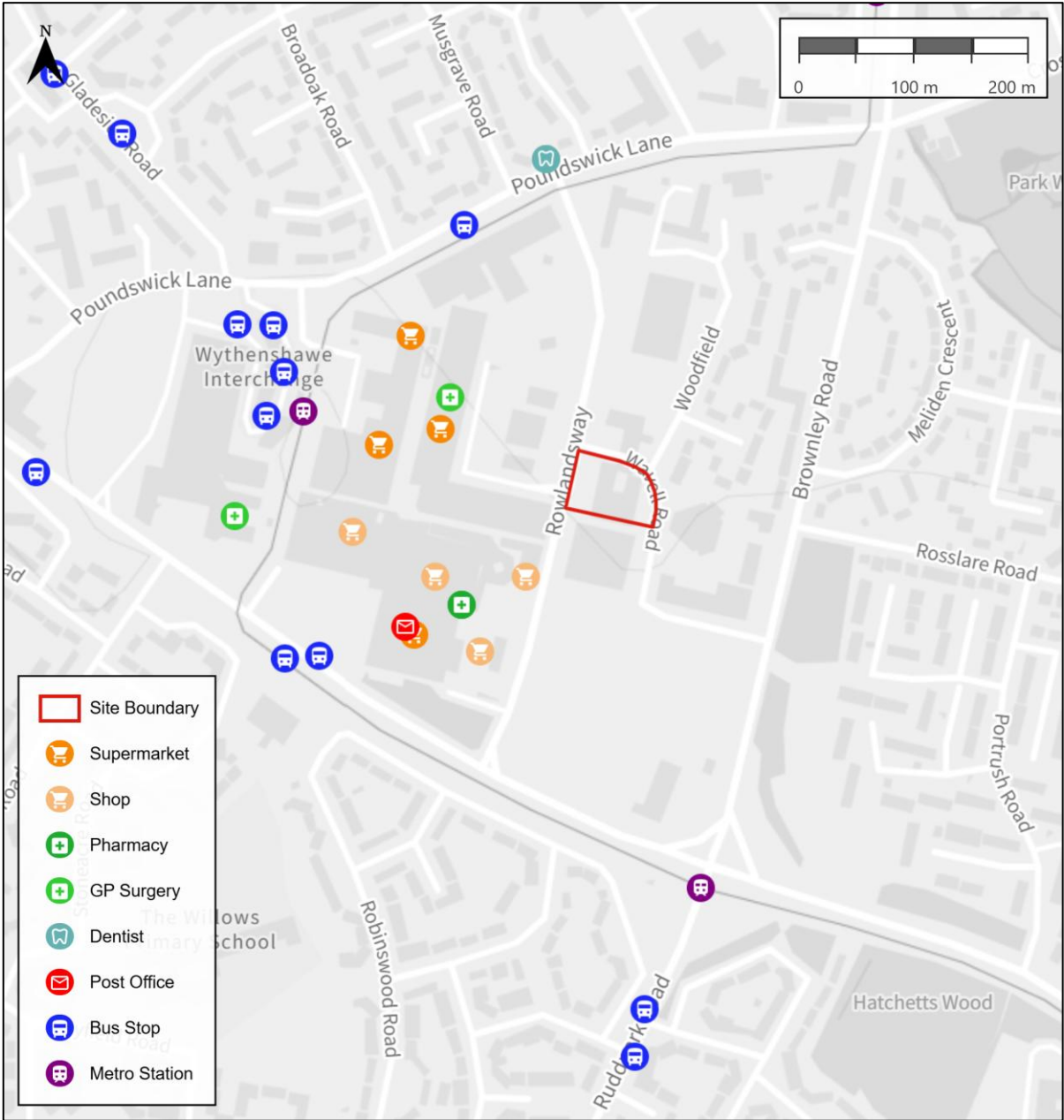


Figure 3.2 – Existing Accessible Amenities within 500m of Site

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

No.	Amenity	Type	Proximity to Site (m)
1	Wythenshawe Interchange	Public Transport	300m

No.	Amenity	Type	Proximity to Site (m)
2	Wythenshawe Town Centre	Commercial	250m
3	Multi Storey Car Park	Parking	250m
4	Asda Wythenshawe Superstore (inc. Pharmacy & Post Office)	Supermarket	350m
5	Wythenshawe Forum Library	Education	400m

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

- 3.2.8 Connecting the Proposed Development and the amenities listed above is the Core Walking Route. The pedestrian route runs through the centre of the Town Centre on an east-west alignment.
- 3.2.9 The pedestrian infrastructure which connects the site to the above amenities is generally very good and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 3.2.10 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance. Overall, the site is considered accessible by foot.
- 3.2.11 Furthermore, the proposed Masterplan will promote multi-modal sustainable travel by integrating into the public transport network, leveraging the benefits associated with the Interchange and supporting Manchester City Council's wider Active Travel Strategy for Wythenshawe.
- 3.2.12 The Proposed Development will benefit from strong connections to the Interchange and nearby tram stop and bus services will be prioritised to encourage active travel and public transport usage. This is considered to be a key element of the wider Masterplan multimodal access strategy and promotes low carbon movement ultimately reducing reliance on private vehicle use.

3.3 Cycle Accessibility

- 3.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 3.3** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

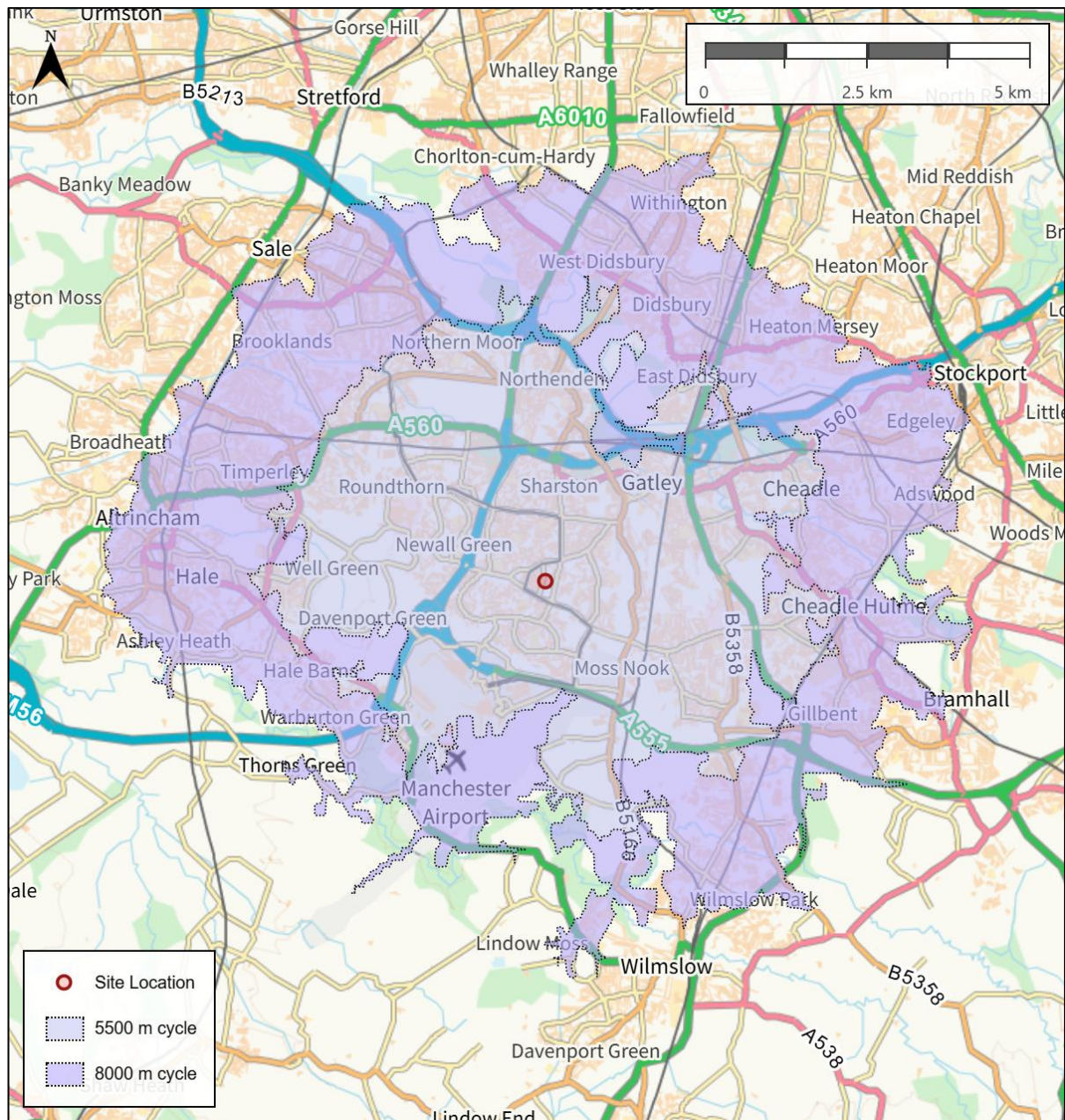


Figure 3.3 – Cycle Catchment

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

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

- 3.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.
- 3.3.6 The 5.5km catchment encompasses Wythenshawe, Gatley and Heald Green including key transport links. The catchment also extends as far as Northern Moor to the north, Cheadle to the east, Woodhouse Park to the south, and Hale to the west.
- 3.3.7 The 8km catchment extends further to Didsbury, Gillbent, Manchester Airport, Altrincham, and Brooklands.
- 3.3.8 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.
- 3.3.9 The local cycle network in the vicinity of the site is shown in **Figure 3.4** below:

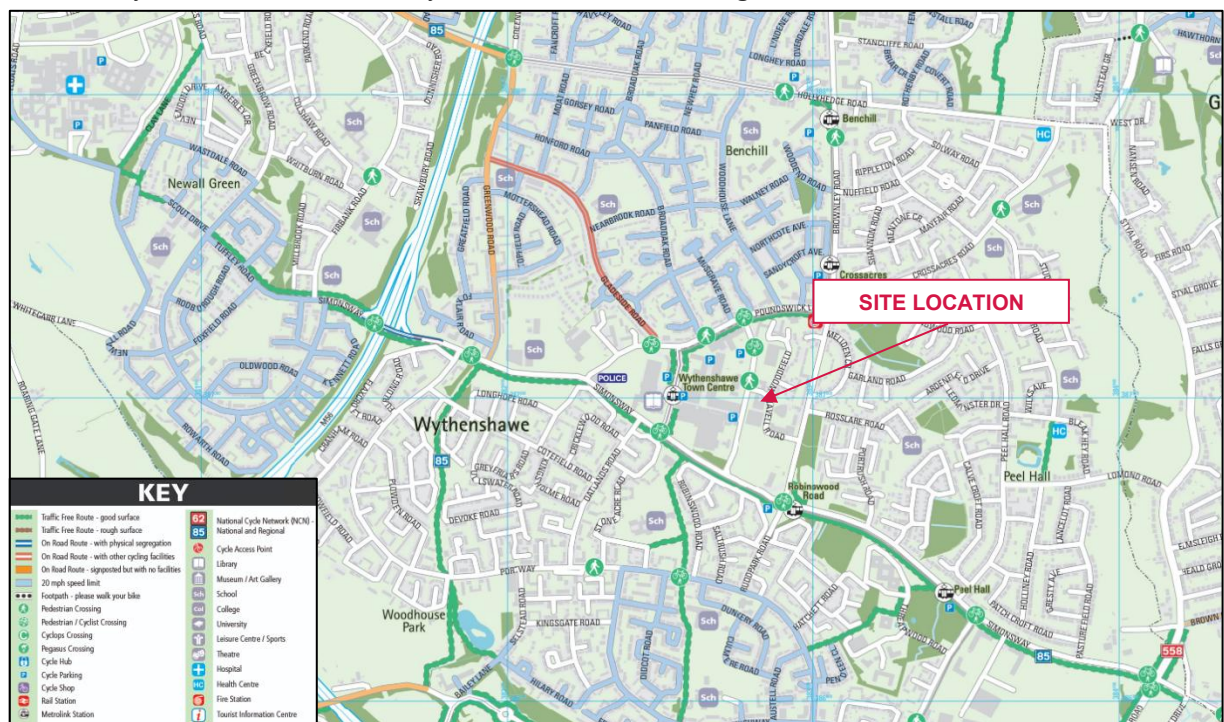


Figure 3.4 – Local Cycle Network

(Source: TfGM, 2025)

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

3.4 Public Transport Accessibility

- 3.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 3.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The Town Centre is located in an area with a GMAL rating of 6 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 3.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).
- 3.4.4 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 3.5** below:

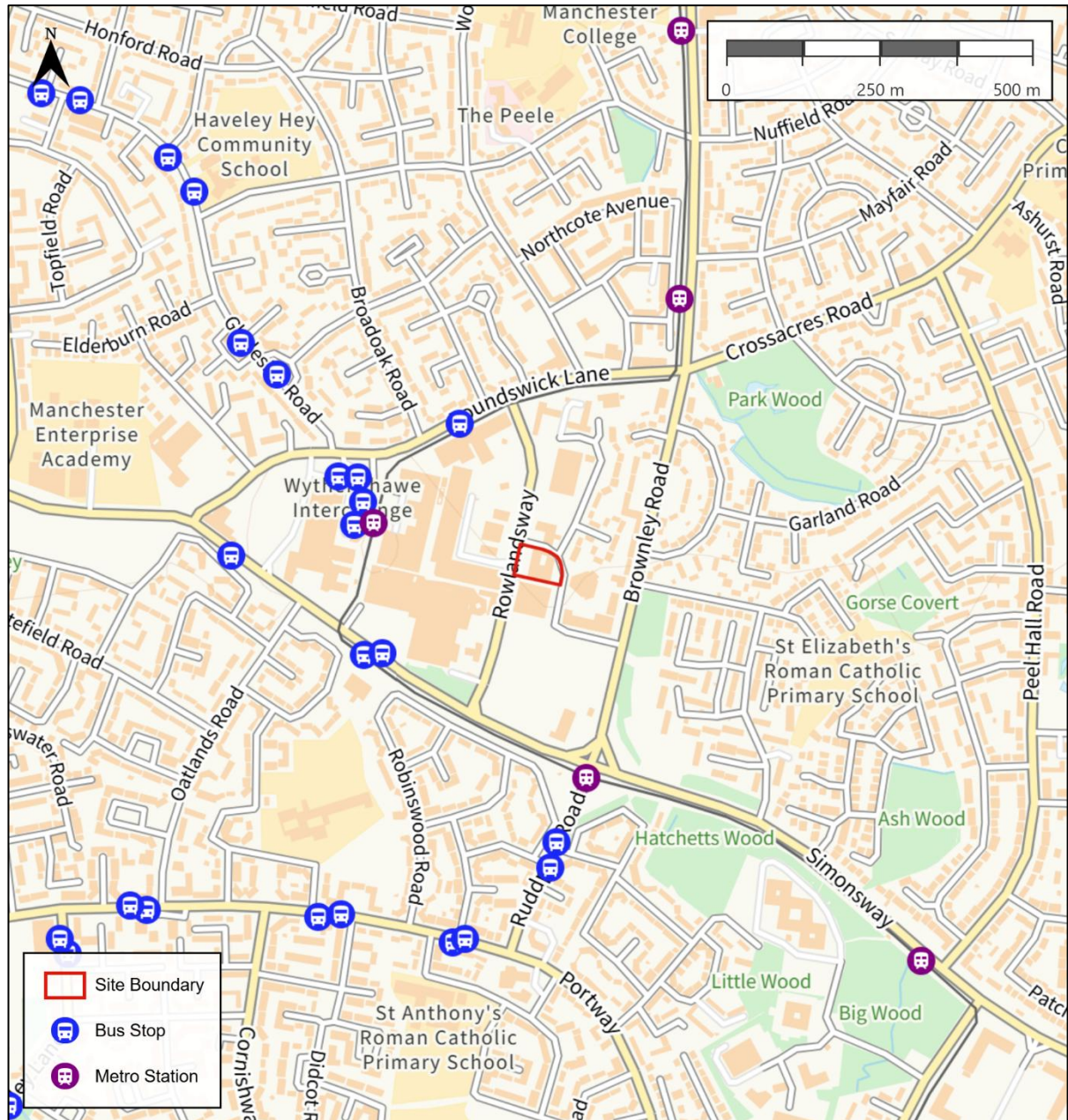


Figure 3.5 – Public Transport Network in Vicinity of Site
(Source: TfGM, 2025)

Bus Accessibility

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

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

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

Table 3.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

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

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

Table 3.4 – Summary of Bus Service Frequencies in the vicinity of the Site

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

- 3.4.8 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

- 3.4.9 The Manchester Metrolink light rail Navy Line serves the Town Centre. This provides frequent services to Manchester Victoria via Exchange Square and Manchester Airport.

- 3.4.10 The Navy Line runs at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays.
- 3.4.11 Users can change at St Werburgh's Road, Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, and the Trafford Centre, as shown in the Metrolink map in **Figure 3.6**.

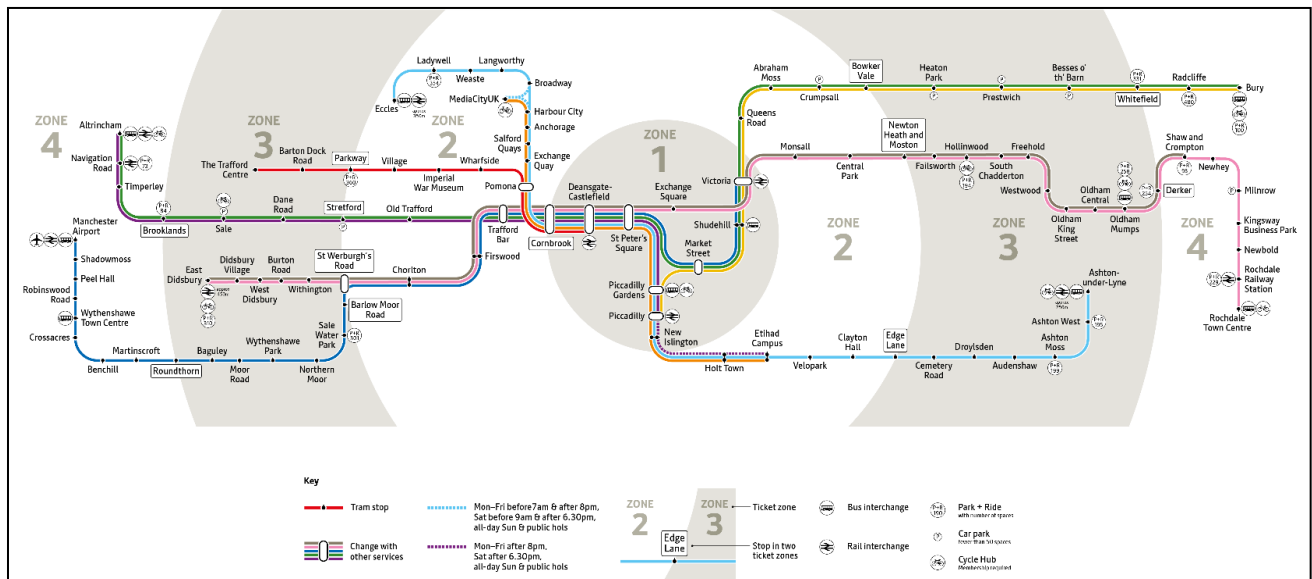


Figure 3.6 – TfGM Metrolink Network Map
(Source: TfGM, 2025)

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

3.5 Summary

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

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 Curtins has been appointed by Muse Places Ltd to provide transport and highways advice in relation to a planning application for the Alpha House redevelopment at Wythenshawe Town Centre.
- 4.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre masterplan project, Curtins have been appointed to support the planning applications for a residential plot which forms part of the masterplan, known as Alpha House.
- 4.1.3 The Alpha House development proposals would consist of 125 units. This will comprise a mix of 1-bed and 2-bed apartments.
- 4.1.4 The Proposed Development internal site layout is provided in **Appendix A** and **Figure 4.1**.



Figure 4.1 – Internal Site Layout

4.2 Wythenshawe Town Centre Masterplan Vision

- 4.2.1 The Masterplan Vision has been developed to enhance Wythenshawe Town Centre's role as a mixed-use hub for the Town and Greater Manchester that: creates stronger communities, improve the quality of life of the residents, and produce a shift away from our reliance on private vehicles.

- 4.2.2 Further, the car parking provision proposed is likely to encourage many site users to travel by sustainable modes. Investment in the Town Centre should seek to promote a 'Walkable' Neighbourhood further with investment in active travel, public realm, and facilities to promote easy and convenient access. Facilitating active travel can improve physical and mental health benefits and reduce the reliance on short-journey car dependency.
- 4.2.3 The overall Masterplan Vision also includes the creation of a new Mobility Hub to address the needs of car users, but also to assist in the promotion of other forms of sustainable travel, including facilities for electric vehicle charging and cycle hire. In the longer term, there is an opportunity to address routes into the centre and to rebalance car-centric roads with cycleways and footpaths.
- 4.2.4 The Interim Travel Plan (Document Reference: **088423-CUR-XX-XX-T-TP-00002**) sets the following objectives:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to and from the site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

4.3 Proposed Access

Vehicular Access

- 4.3.1 The site would be accessed via a new junction on Wavell Road to the north of the site. This would allow vehicles access into a central ground floor car park.
- 4.3.2 **Drawing 088423-CUR-XX-00-D-TP-75001** at the rear of this report shows the Proposed access arrangement. The existing taxi rank has been reduced by c.38m in length to ensure 25m visibility splay from the access is achieved.
- 4.3.3 **Drawing 088423-CUR-XX-00-D-TP-05001** at the rear of this report shows that a large car can ingress and egress from the site in forward gear. This drawing shows that all the disabled bays are accessible, as well as two vehicles being able to pass through the access / egress road.
- 4.3.4 **Drawing 088423-CUR-XX-00-D-TP-05002** at the rear of this report shows that a large refuse vehicle can service the Proposed Development, stopping to the west of the access for bin collection. This ensures junction visibility is maintained. This drawing also shows that an articulated HGV or large cars can pass a stationary refuse vehicle.
- 4.3.5 It is expected that staff on-site would move the bins from the store to the kerbside on collection days. As a result, the bins will await collection along the public realm for a limited amount of time.

Pedestrian and Cycle Access

- 4.3.6 The Proposed Development is located within a highly accessible area for pedestrians.
- 4.3.7 There would be two main pedestrian access points to the building. The first would be from Rowlandsway to the southwest providing access to the post room, bike store, and lifts. The second would be from Wavell Road to the northeast providing access to lifts, scooter store, bike store, and bins.
- 4.3.8 Additionally, cyclists would have dedicated access into the cycle stores via both Rowlandsway and Wavell Road. Scooter stores would be accessed via both Rowlandsway and Wavell Road.
- 4.3.9 As part of the Development Proposals, a separate Section 247 application of The Town and Country Planning Act would be submitted. This application would be for the closure of the public footpath that is currently running across the site. The footpath currently connects Wavell Road and Rowlandsway.

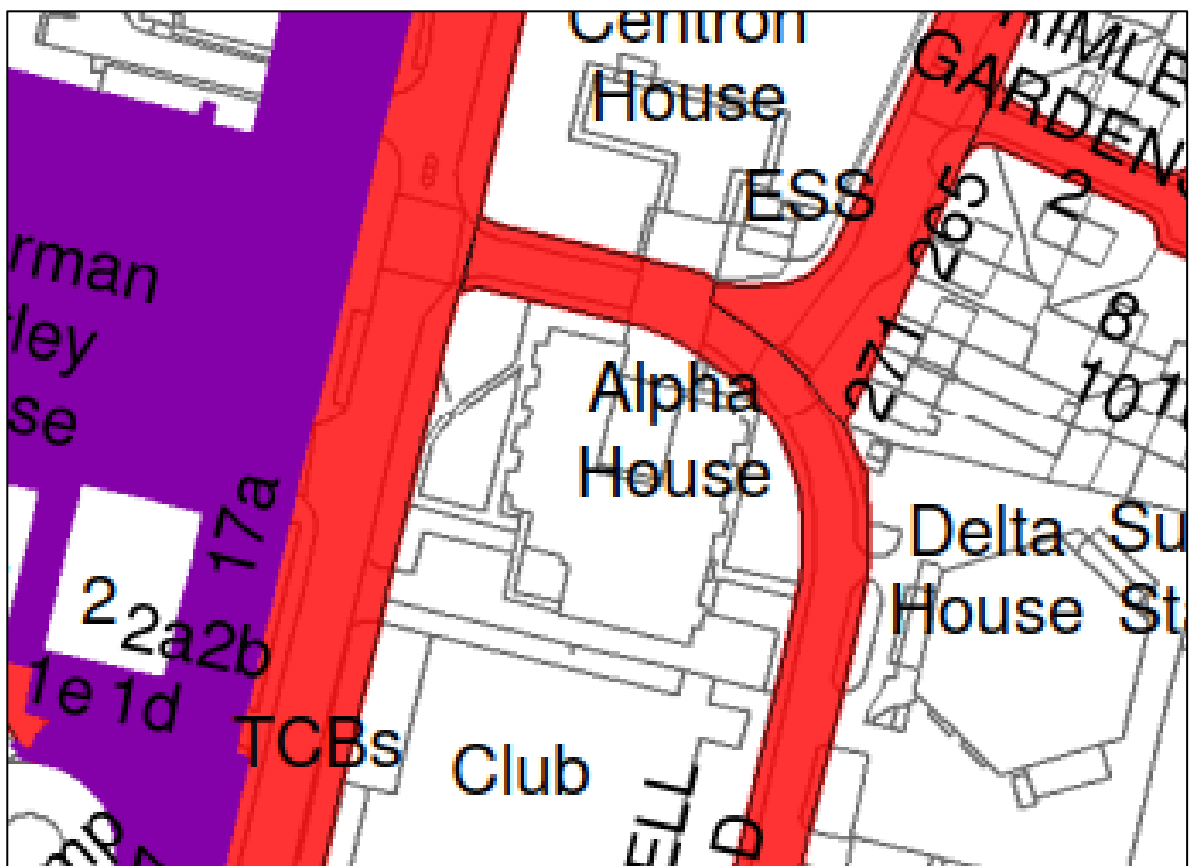


Figure 4.2 – Extent of Adopted Highway

- 4.3.10 **Figure 4.2** presents the extent of adopted highway and public rights of way (PRoW) surrounding the Development Site. It is evident that the footways within the boundary of the site are not recorded as adopted or a defined PRoW. However, it is recognised that the footway may have acquired PRoW status by virtue of its continued use by the public over several years. It is therefore proposed to submit a Section 247 application, subject to planning consent, and close the footway.

- 4.3.11 The existing footway across the northwest corner of the site would be replaced with an improved pedestrian connection along the perimeter of the Proposed Development. The impact of this alteration would not be deemed to have any adverse impact for pedestrian users.

4.4 Proposed Parking

Proposed Car Parking

- 4.4.1 The proposals include a parking area with 16 disabled parking bays. Manchester City Council does not provide standardised car parking standards for residential developments and instead considers parking provision on a case-by-case basis. The level of parking provision is deemed to be sufficient, based on the following evidence.
- 4.4.2 The Proposed Development benefits from its Town Centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. On this basis, it is proposed that the development would not provide additional regular car parking spaces.
- 4.4.3 The disabled parking bays have dimensions of 3.6m x 6.0m, which is compliant with guidance in the Disability Discrimination Act (DDA).
- 4.4.4 Considering the site's accessibility by active travel and public transport (as described in **Section 3**), proximity to large residential areas, key amenities, the Town Centre, cycle parking provision, and low existing car ownership levels, a low provision of disabled only parking is proposed.
- 4.4.5 Limiting the availability of parking would lower the existing level of ownership further in the case of the proposed development site, and, accepting that the proposed development would also include higher density residential development such as apartments, demand may also not meet the figures presented above.
- 4.4.6 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to rent such a property in consideration of this. Furthermore, parking permits would be controlled by Wythenshawe Community Housing Group, prioritising those who need a car parking space. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 4.4.7 Furthermore, as discussed in **Section 3**, it is considered the site is highly accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Wythenshawe Town Centre and neighbouring towns, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

Proposed Cycle / Scooter Parking

- 4.4.8 Secure cycle parking for c.66 spaces in the form of two cycle stores, located at the north and south of the Proposed Development. Additionally, secure scooter parking for c.14 spaces in the form of two scooter stores would be provided.
- 4.4.9 These are part of many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **088423-CUR-00-XX-RP-TP-00002**). The provision of sufficient cycle / scooter parking of suitable quality has a key synergy with the successful implementation of travel plans.

Local Car Ownership

- 4.4.10 The level of car parking provision has further been informed by 2021 Census data, centred around the Manchester 052 Middle Super Output Area (MSOA) where the site is located. The findings for households are summarised in **Table 4.1**, with the full results and calculations provided in **Appendix B**:

	Number	Percent
No cars or vans in household	1,071	31%
1 car or van in household	1,509	44%
2 cars or vans in household	679	20%
3 cars or vans in household	166	5%
Total Households	3,425	100%
Total Cars/ Vans (Estimated)	3,365	–
Cars/ Vans Per Household	<u>0.98</u>	–

Table 4.1 – Car Ownership

- 4.4.11 **Table 4.1** shows that Manchester 052 MSOA had a car ownership level of 0.98 in 2021.
- 4.4.12 Since 2021, there have been significant improvements to the site's accessibility by active travel and public transport which may have further reduced the level of car ownership as compared to 2011 levels. This is evidenced by statistics from the Department for Transport which show that passenger journeys per head and number of passenger journeys increased by 114% and 128% between 2010-11 and 2018-19 on Manchester Metrolink.
- 4.4.13 Based on this assessment, the proposed car parking provision is deemed to be sufficient.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including Employment land uses.

5.2 Existing Trip Generation

- 5.2.1 The main use of the existing buildings onsite can be classified as Employment. The former office building is currently vacant and semi derelict. The TRICS assessment will consider a Net Impact approach, comparing the Proposed Development to the office building 5,110 GIA (sqm).
- 5.2.2 The level of trips generated by the existing uses of the site have been estimated using vehicle peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix C**, applying the following criteria:
- Land Use: Employment - Office;
 - Regions: All;
 - Location Type: Edge of Town Centre;
- 5.2.3 The peak hour trip rates and subsequent vehicular trips associated with the existing use are provided in **Table 5.1** below. All trip rates are per 100 sqm:

Former Office Use	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.605	0.107	0.712	31	5	36
PM (17:00 – 18:00)	0.077	0.481	0.558	4	25	29

Table 5.1 – Former Office Use Trip Rates and Trip Generation

- 5.2.4 The number of vehicle trips generated by the existing uses of the site could equate to 36 and 29 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

5.3.1 The trip generation figures utilised to predict the anticipated level of demand associated with the proposed residential uses on site have been informed by TRICS trip rates. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.

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

- Land Use: Employment – Residential Flats – Privately Owned.
- Regions: All;
- Location Type: Edge of Town Centre;

5.3.3 The results are summarised in **Table 5.2** below:

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.044	0.122	0.166	6	15	21
PM (17:00 – 18:00)	0.108	0.066	0.174	14	8	22

Table 5.2 – Proposed Trip Rates and Trip Generation

5.3.4 The number of vehicle trips generated by the proposed development could equate to 21 and 22 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.3.5 However, it must be noted that this number of trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

5.4 Net Site Impact

5.4.1 The following **Table 5.3** indicates the net impact of the proposed site.

Time Period	Trip Generation		
	Arrive	Depart	Total
Former Office Use			
AM (08:00 – 09:00)	31	5	36
PM (17:00 – 18:00)	4	25	29
Proposed Development			
AM (08:00 – 09:00)	6	15	21
PM (17:00 – 18:00)	14	8	22
Net Impact			
AM (08:00 – 09:00)	-25	10	-15
PM (17:00 – 18:00)	10	-17	-7

Table 5.3 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in a decrease of 15 and 7 two-way vehicular trips in the AM and PM peaks respectively.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

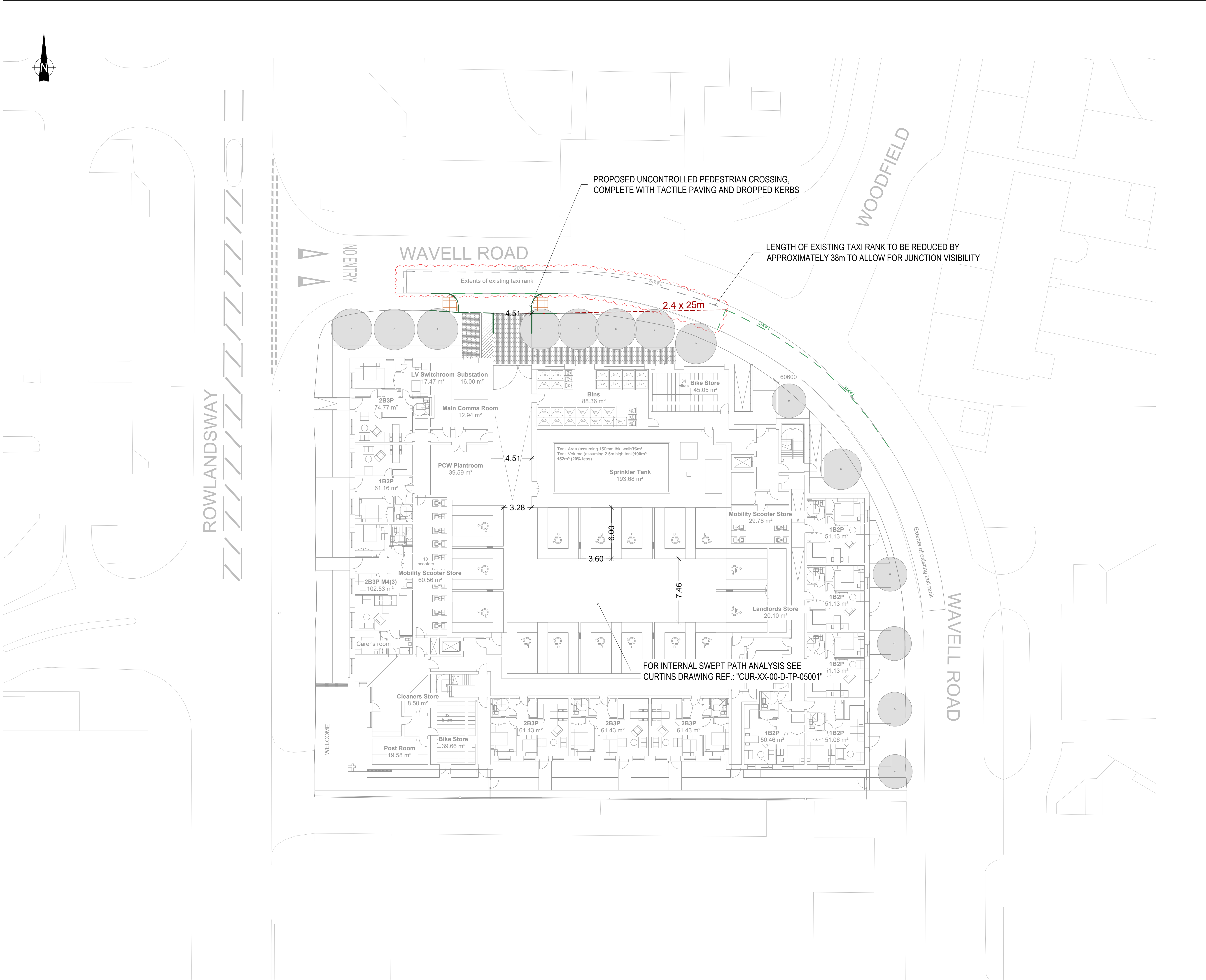
6.1 Summary

- 6.1.1 Curtins has been appointed by Muse Places Ltd to provide transport and highways advice in relation to a planning application for the Alpha House development at Wythenshawe Town Centre.
- 6.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.3 Relevant details of the proposed site layout, access and parking facilities have been provided.
- 6.1.4 The site is accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.1.5 The number of vehicle trips generated by the proposed development could equate to 21 and 22 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00). The proposed development could result in a decrease of 15 and 7 two-way vehicular trips in the AM and PM peaks respectively compared to the previous office use.
- 6.1.6 However, it must be noted that this number of trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.
- 6.1.7 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 6.1.8 A review of relevant national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

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

Drawings



GENERAL NOTES:

1.

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6.

BASED ON OS MAPPING PROVIDED LEVITT BERNSTEIN

7.

BASED ON LEVITT BERNSTEIN'S LAYOUT DRAWING REF.: "3995B-LB-ZZ-XX-D-A-120000-P08 - GA Plan - Ground Floor"

KEY:

PROPOSED RAISED KERB

PROPOSED FLUSH KERB / BACK OF FOOTWAY

PROPOSED ROAD MARKINGS

PROPOSED VISIBILITY SPLAYS (BASED ON A 20mph SPEED LIMIT)

Rev:

Description:

Date:

By:

Chkd:

Curtins

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

Status:

PRELIMINARY

Project:

TPMA WYTHENSHAW, ALPHA HOUSE

Dwg Title:

PROPOSED ACCESS ARRANGEMENT

Drawn By

MQ

Designed By

MQ

Checked By

AT

Date

18/11/25

Scales @ A1

1:200

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

88423 - CUR - XX - 00 - D -TP- 75001

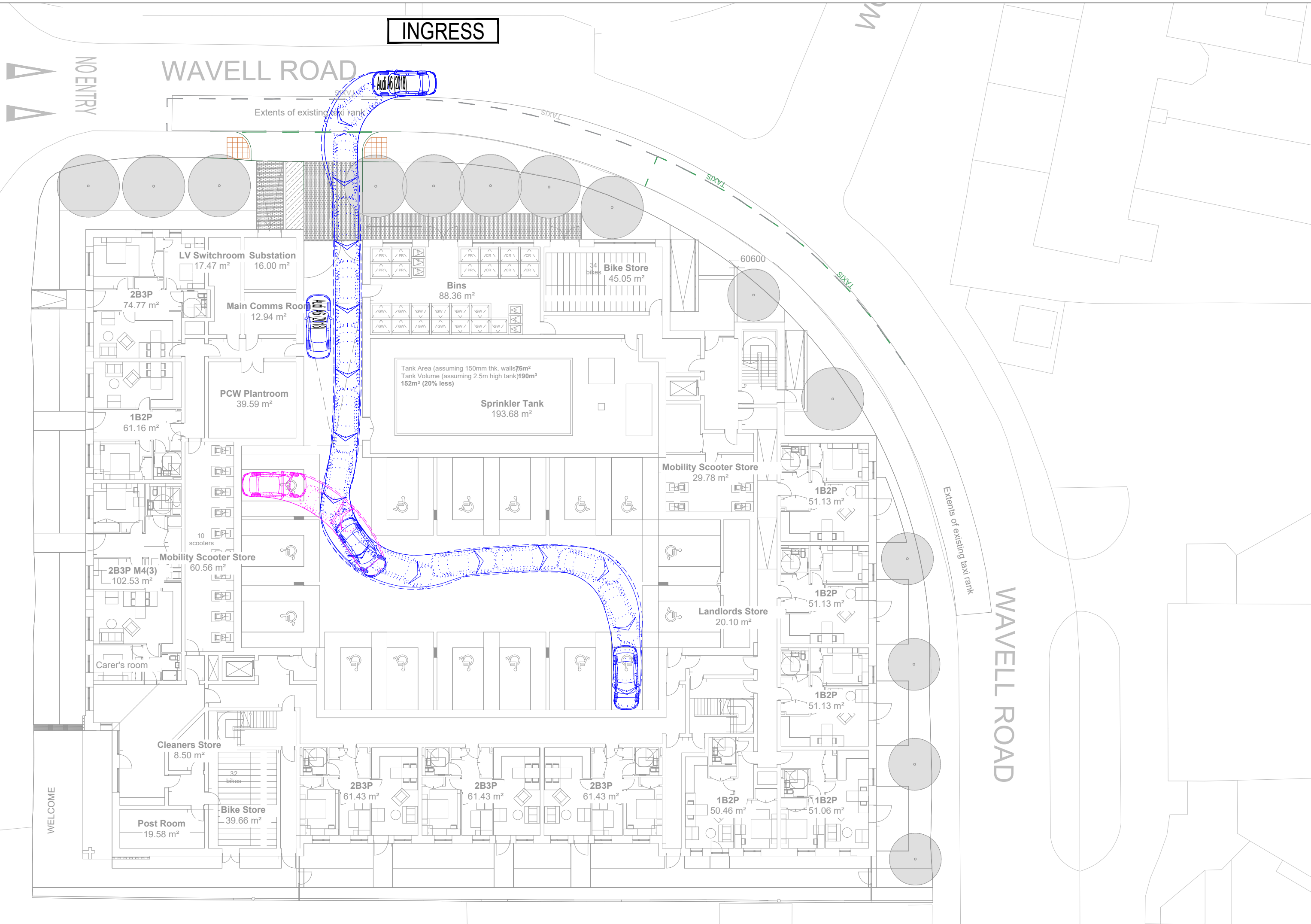
Revision

P01

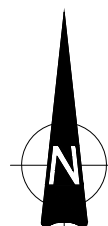
\\ms-b-1\Projects\88423 - 089000\88423 - TPMA Wythenshawe, Alpha House\03-2 Delivery\1106-Drawings\



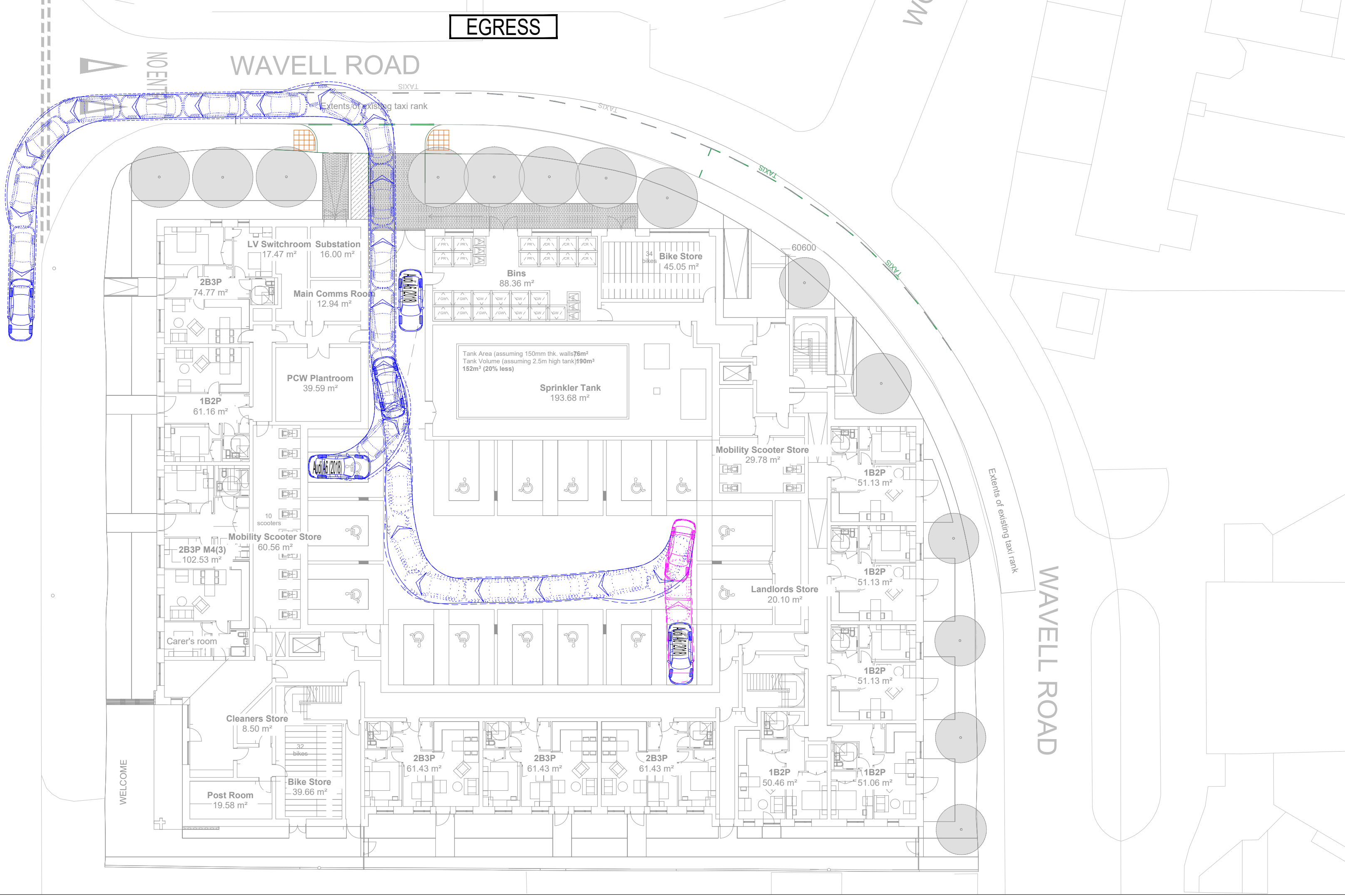
ROWLANDSWAY



INGRESS



ROWLANDSWAY



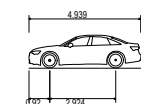
EGRESS

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- BASED ON LEVITT BERNSTEIN'S LAYOUT DRAWING REF.: "3995B-LB-ZZ-XX-D-A-120000-P08 - GA Plan - Ground Floor"

KEY: — PROPOSED RAISED KERB
- - - PROPOSED FLUSH KERB / BACK OF FOOTWAY
- - - PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



April 2019
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.830m
1.714m
1.457m
1.420m
2.075m
4.50s
5.50m

P02	Site layout and access arrangement updated	18/11/25	MQ	AT
Rev:	Description:	Date:	By:	Chkd:

Curtins

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

Status: PRELIMINARY

Project: TPMA WYTHENSHAW, ALPHA HOUSE

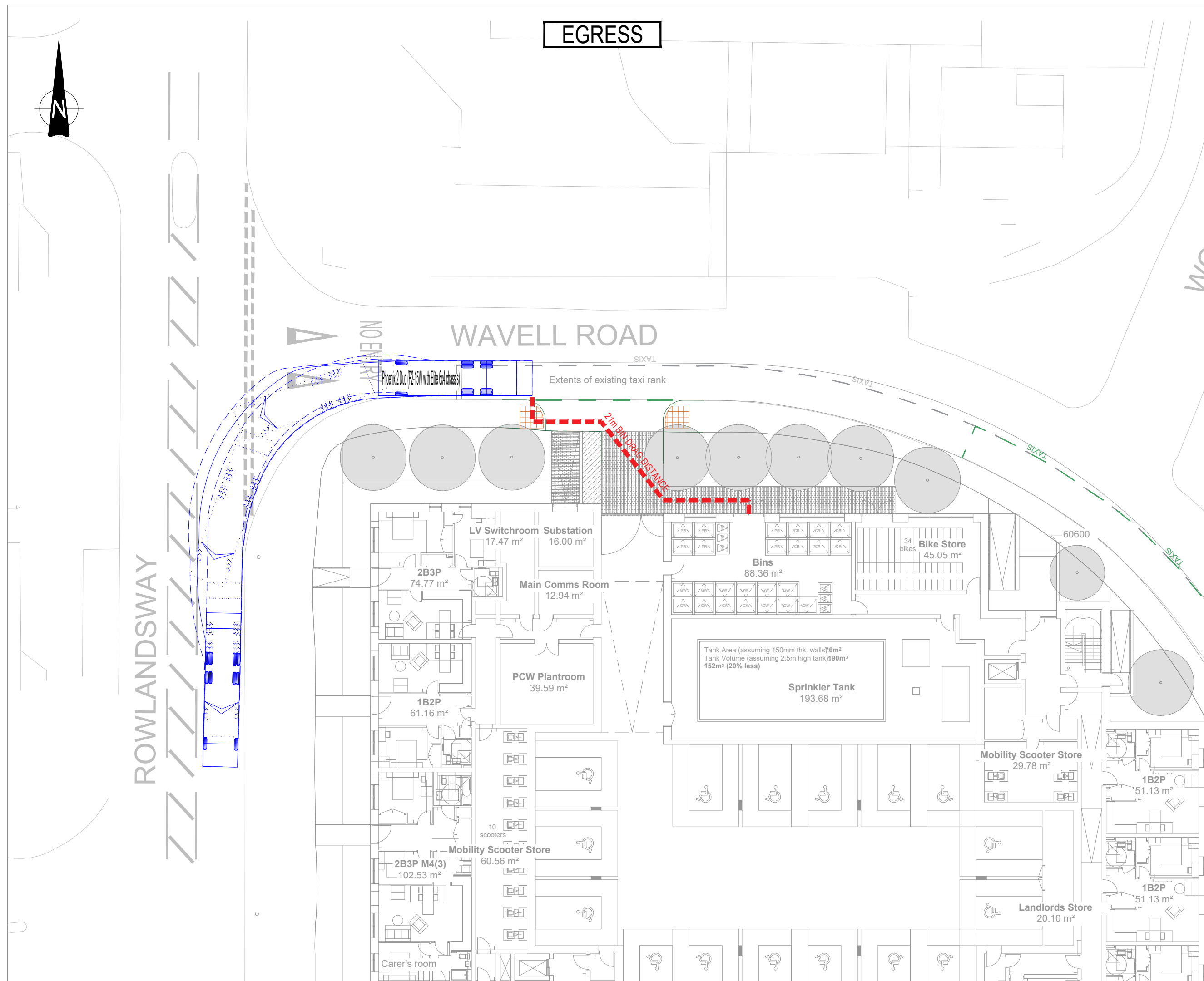
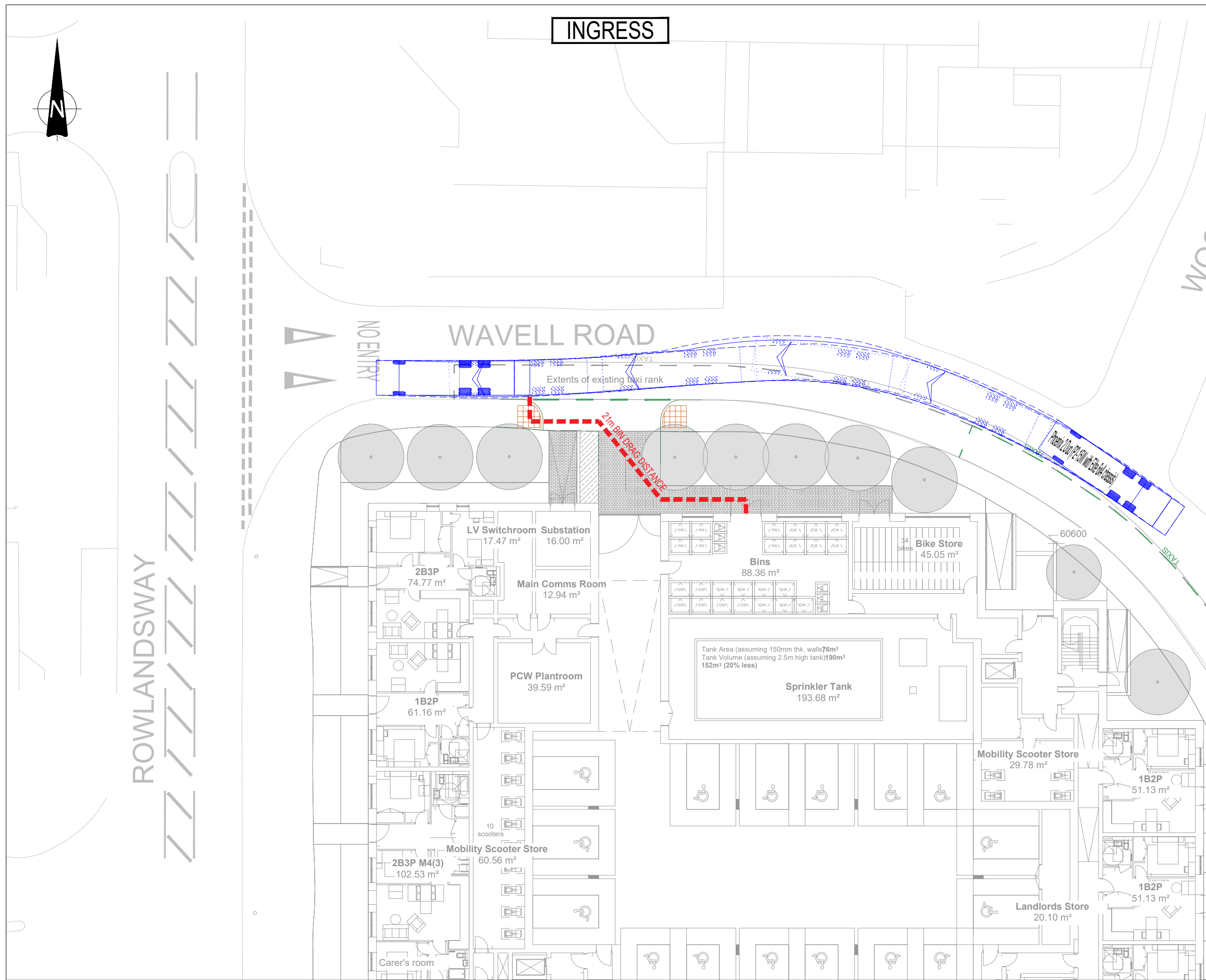
Dwg Title: SWEPT PATH ANALYSIS
LARGE CAR

Drawn By MQ	Designed By MQ	Checked By AT
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Date 30/10/25	Scales @ A1 1:500
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Project No - Originator - Function - Spatial - Form - Discipline - Number 88423 - CUR - XX - 00 - D - TP- 05001	Revision P02
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\\ms-b-1\Projects\88423 - TPMA Wythenshawe Alpha House\03-2 Delivery\1106-Drawings



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- BASED ON LEVITT BERNSTEIN'S LAYOUT DRAWING REF.: "3995B-LB-ZZ-XX-D-A-120000-P08 - GA Plan - Ground Floor"

KEY:

- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- BIN DRAG DISTANCE BETWEEN BIN STORE AND REFUSE VEHICLE (MAX RECOMMENDED DISTANCE: 25m)

VEHICLE PROFILE:

Phoenix 2 Duo (P2-15W with Elite Gel chassis)

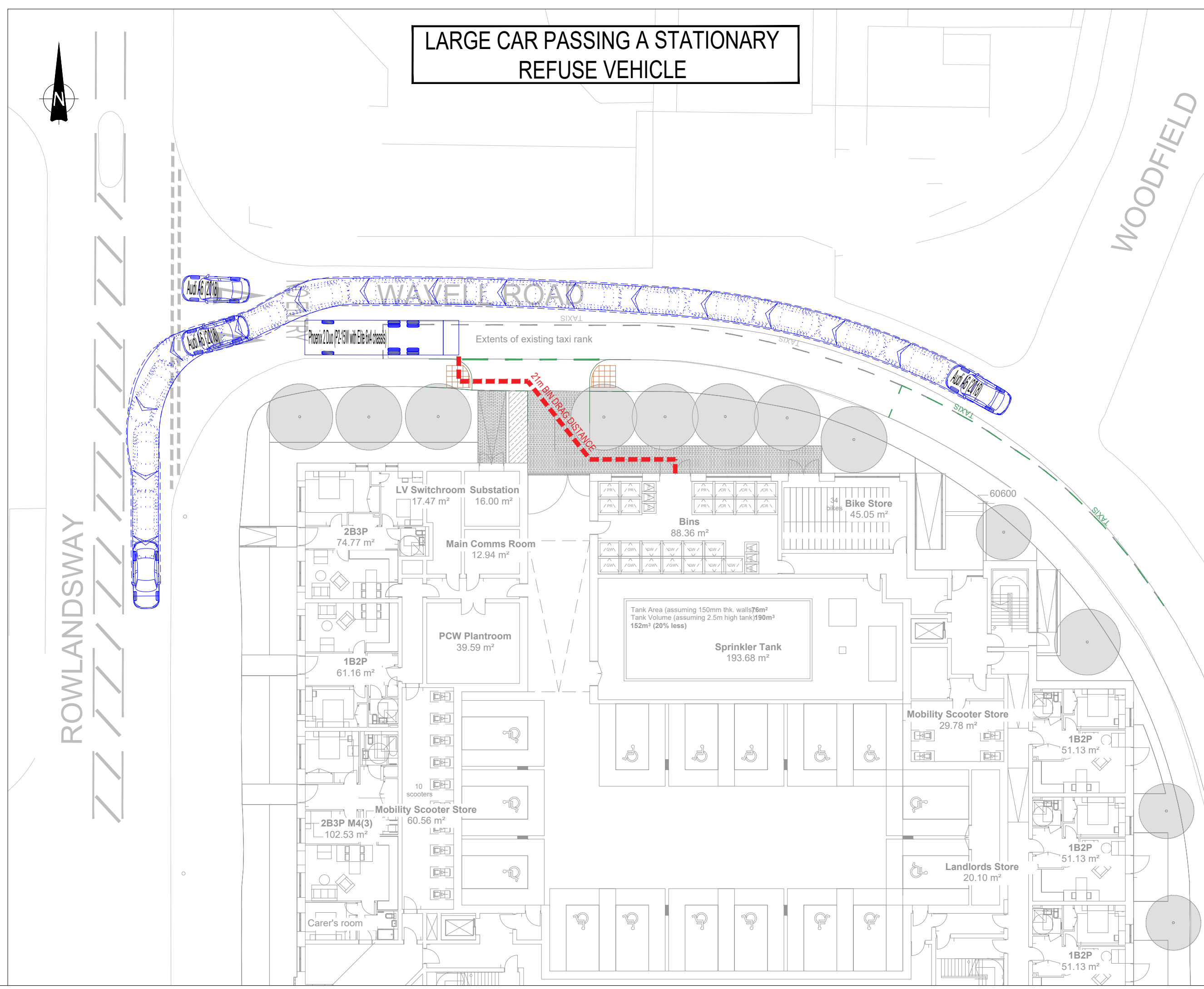
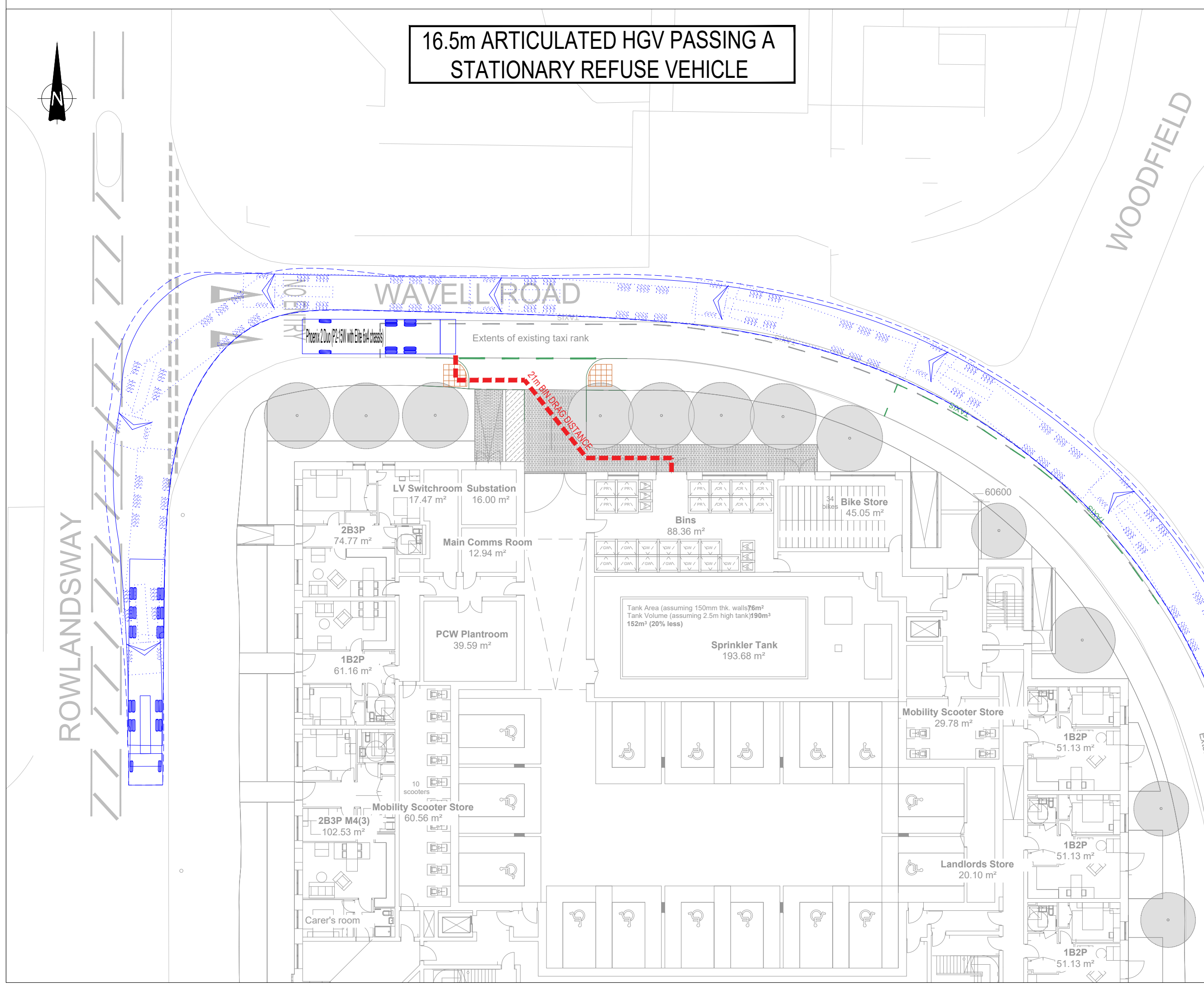
Overall Length	11.200m
Overall Width	2.500m
Overall Body Height	3.200m
Max Body Ground Clearance	2.200m
Track Width	2.500m
Lock to lock time	1.50s
Kerb to Kerb Turning Radius	9.500m

Max Legal Length (UK Articulated Vehicle (16.5m))

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.600m
Max Body Ground Clearance	2.400m
Max Track Width	2.500m
Lock to lock time	1.50s
Kerb to Kerb Turning Radius	6.500m

Axis A1 (2018)

Overall Length	4.990m
Overall Width	2.114m
Overall Body Height	1.420m
Max Body Ground Clearance	1.870m
Max Track Width	1.870m
Lock to lock time	1.40s
Kerb to Kerb Turning Radius	5.950m



Rev: Description: Date: By: Chkd:

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Status: PRELIMINARY

Project: TPMA WYTHENSHAW, ALPHA HOUSE

Dig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Drawn By: MQ Designed By: MQ Checked By: AT

Date: 18/11/25 Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 88423 - CUR - XX - 00 - D - TP- 05002 Revision: P01

Time & Projects 086001 - 086000088423 - TPMA Wythenshawe, Alpha House 03-2 Delivery 11/06 Drawings

Appendix A – Proposed Site Layout



- Notes**
1. Do not scale this drawing.
 2. All dimensions must be checked on site and any discrepancies verified with the architect.
 3. Unless shown otherwise, all dimensions are to structural surfaces.
 4. Drawing to be read with all other issued information. Any discrepancies to be brought to the attention of the architect.
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 7. Unless indicated otherwise, all Structural and MEPH information shown in this architectural drawing has been designed and modelled by the relevant consultants, who have complete design responsibility for those elements.

This is not a construction drawing, it is unsuitable for the purpose of construction and must on no account be used as such.

OS Licence number 100022432

- Application Boundary**
- WCHG Ownership Boundary**

- Flat Type**
- 1B2P
 - 1B2P M4(3)
 - 2B3P
 - 2B3P M4(3)

P08	10.11.25	PLANNING ISSUE	TM/DM
P07	06.11.25	PLANNING ISSUE	TM/DM
P06	31.10.25	Draft planning issue	TM/DM
P05	26.09.25	For information	TF/TM
P04	28.08.25	Updated following comments	TM
P03	22.08.25	Updated following comment	DM
P02	08/07/25	For Information	TM/DM
P01	27/06/25	For Information	TM/DM
Rev	Date	Description	Drawn / Checked

Project name

Alpha House
3995B

Drawing number

18703 - LB - ZZ - XX - D - A - 120000 **P08**

Drawing

GA Plan - Ground Floor

Purpose of issue

Planning Submission

Scale

1 : 200 @ A1

Client

Wythenshawe Community Housing Group & Muse Places

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Manchester M3 4LZ
+44 (0)161 669 6740
Levitt Bernstein
levittbernstein.co.uk

Appendix B – Local Car Ownership

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 3 November 2025]

population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02001096 : Manchester 052

Number of cars or vans	2021	
	number	%
Total: All households	3,425	100.0
No cars or vans in household	1,071	31.3
1 car or van in household	1,509	44.1
2 cars or vans in household	679	19.8
3 or more cars or vans in house	166	4.8

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

Appendix C – TRICS Output

TRICS 8.25.6

Trip Rate Parameter: DWELLS

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

Calculation Fac 1 DWELLS

Count Type: Total Vehicles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.031	0.096	0.127
08:00-09:00	48	106	0.044	0.122	0.166
09:00-10:00	48	106	0.053	0.06	0.113
10:00-11:00	48	106	0.047	0.054	0.101
11:00-12:00	48	106	0.048	0.059	0.107
12:00-13:00	48	106	0.055	0.059	0.114
13:00-14:00	48	106	0.056	0.059	0.115
14:00-15:00	48	106	0.05	0.055	0.105
15:00-16:00	48	106	0.074	0.053	0.127
16:00-17:00	48	106	0.085	0.058	0.143
17:00-18:00	48	106	0.108	0.066	0.174
18:00-19:00	48	106	0.104	0.064	0.168
19:00-20:00	19	128	0.061	0.039	0.1
20:00-21:00	19	128	0.038	0.026	0.064
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.854	0.87	1.724

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

Calculation Fac 1 DWELLS

Count Type: Cyclists

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.002	0.009	0.011
08:00-09:00	48	106	0.003	0.013	0.016
09:00-10:00	48	106	0.001	0.005	0.006
10:00-11:00	48	106	0.003	0.004	0.007
11:00-12:00	48	106	0.003	0.002	0.005
12:00-13:00	48	106	0.003	0.003	0.006
13:00-14:00	48	106	0.005	0.004	0.009
14:00-15:00	48	106	0.005	0.005	0.01
15:00-16:00	48	106	0.005	0.003	0.008
16:00-17:00	48	106	0.006	0.004	0.01
17:00-18:00	48	106	0.01	0.005	0.015
18:00-19:00	48	106	0.006	0.005	0.011
19:00-20:00	19	128	0.007	0.002	0.009
20:00-21:00	19	128	0.006	0.002	0.008
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.065	0.066	0.131

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

Calculation Fac 1 DWELLS

Count Type: PSVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					

02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0	0	0
08:00-09:00	48	106	0	0	0
09:00-10:00	48	106	0	0	0
10:00-11:00	48	106	0	0	0
11:00-12:00	48	106	0	0	0
12:00-13:00	48	106	0	0	0
13:00-14:00	48	106	0	0	0
14:00-15:00	48	106	0	0	0
15:00-16:00	48	106	0	0	0
16:00-17:00	48	106	0	0	0
17:00-18:00	48	106	0	0	0
18:00-19:00	48	106	0	0	0
19:00-20:00	19	128	0	0	0
20:00-21:00	19	128	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0	0	0

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

Calculation Fac 1 DWELLS

Count Type: OGVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0

07:00-08:00	48	106	0.001	0.002	0.003
08:00-09:00	48	106	0.001	0	0.001
09:00-10:00	48	106	0.001	0.002	0.003
10:00-11:00	48	106	0.002	0.001	0.003
11:00-12:00	48	106	0.002	0.002	0.004
12:00-13:00	48	106	0.001	0.001	0.002
13:00-14:00	48	106	0.001	0.001	0.002
14:00-15:00	48	106	0.001	0.002	0.003
15:00-16:00	48	106	0	0	0
16:00-17:00	48	106	0	0	0
17:00-18:00	48	106	0	0	0
18:00-19:00	48	106	0	0	0
19:00-20:00	19	128	0	0	0
20:00-21:00	19	128	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.01	0.011	0.021

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

Calculation Fac 1 DWELLS

Count Type: Taxis

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.003	0.003	0.006
08:00-09:00	48	106	0.004	0.004	0.008
09:00-10:00	48	106	0.004	0.004	0.008
10:00-11:00	48	106	0.002	0.003	0.005
11:00-12:00	48	106	0.005	0.005	0.01

12:00-13:00	48	106	0.003	0.003	0.006
13:00-14:00	48	106	0.004	0.004	0.008
14:00-15:00	48	106	0.003	0.003	0.006
15:00-16:00	48	106	0.003	0.003	0.006
16:00-17:00	48	106	0.004	0.004	0.008
17:00-18:00	48	106	0.005	0.005	0.01
18:00-19:00	48	106	0.005	0.005	0.01
19:00-20:00	19	128	0.006	0.007	0.013
20:00-21:00	19	128	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.054	0.056	0.11

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

Calculation Fac 1 DWELLS

Count Type: Cars

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.023	0.086	0.109
08:00-09:00	48	106	0.033	0.107	0.14
09:00-10:00	48	106	0.039	0.047	0.086
10:00-11:00	48	106	0.033	0.039	0.072
11:00-12:00	48	106	0.032	0.044	0.076
12:00-13:00	48	106	0.039	0.045	0.084
13:00-14:00	48	106	0.043	0.044	0.087
14:00-15:00	48	106	0.041	0.045	0.086
15:00-16:00	48	106	0.061	0.041	0.102
16:00-17:00	48	106	0.072	0.045	0.117

17:00-18:00	48	106	0.092	0.054	0.146
18:00-19:00	48	106	0.092	0.052	0.144
19:00-20:00	19	128	0.045	0.023	0.068
20:00-21:00	19	128	0.03	0.019	0.049
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.675	0.691	1.366

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

Calculation Fac 1 DWELLS

Count Type: LGVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.003	0.004	0.007
08:00-09:00	48	106	0.006	0.007	0.013
09:00-10:00	48	106	0.007	0.005	0.012
10:00-11:00	48	106	0.009	0.01	0.019
11:00-12:00	48	106	0.009	0.008	0.017
12:00-13:00	48	106	0.01	0.01	0.02
13:00-14:00	48	106	0.007	0.008	0.015
14:00-15:00	48	106	0.005	0.005	0.01
15:00-16:00	48	106	0.008	0.007	0.015
16:00-17:00	48	106	0.008	0.007	0.015
17:00-18:00	48	106	0.007	0.005	0.012
18:00-19:00	48	106	0.004	0.004	0.008
19:00-20:00	19	128	0.001	0.001	0.002
20:00-21:00	19	128	0.001	0	0.001
21:00-22:00					

22:00-23:00

23:00-00:00

Daily Trip Rates:	0.085	0.081	0.166
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Motorcycles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0	0.001	0.001
08:00-09:00	48	106	0.001	0.003	0.004
09:00-10:00	48	106	0.001	0.002	0.003
10:00-11:00	48	106	0.001	0.001	0.002
11:00-12:00	48	106	0.001	0.001	0.002
12:00-13:00	48	106	0.001	0.001	0.002
13:00-14:00	48	106	0.002	0.002	0.004
14:00-15:00	48	106	0.001	0.001	0.002
15:00-16:00	48	106	0.003	0.002	0.005
16:00-17:00	48	106	0.001	0.001	0.002
17:00-18:00	48	106	0.003	0.003	0.006
18:00-19:00	48	106	0.004	0.004	0.008
19:00-20:00	19	128	0.009	0.008	0.017
20:00-21:00	19	128	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.031	0.033	0.064

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