Robert Street

Manchester

Transport Statement

260320/SK22342/TS01(-02)

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Contents

		Page
1	Introduction	1
2	Baseline Situation	1
3	Development Proposal	4
4	Accessibility Assessment	5
5	Impact Assessment	10
6	Conclusions	11

Appendices

A	Landscape Layout
B	Existing & Committed Traffic Regulation Orders
C	Access Layouts & Proposed Traffic Regulation Orders
D	Interim Travel Plan
E	TRICS Output

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22342	TS	00	First Draft – Text Only Issue	L Speers	LGS	02/05/2024
SK22342	TS	01	Second Draft – Updated Scheme	L Speers	LGS	02/03/2026
SK22342	TS	02	Submission	L Speers	LGS	20/03/2026

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1 Introduction

1.1 SK has been appointed by Rani Investments Limited to prepare a Transport Statement (TS) that assesses the implications of residential development on Robert Street in Manchester city centre.

1.2 The planning application will seek consent for the demolition of existing structures and the erection of a part 10, part 11 and part 20 storey residential building comprising 189 apartments (Use Class C3) with associated residents' amenity space, servicing and public realm. The ground floor and landscape layouts are attached as Appendix A.

1.3 The Local Highway Authority is Manchester City Council (MCC). A Scoping Report was prepared and submitted to MCC in February 2024.

2 Baseline Situation

Site Location

2.1 The location of the site is shown on Figure 2.1.

2.2 The site sits on the northern edge of the city centre, to the north of the Boddingtons redevelopment site and within the Great Ducie Street Strategic Regeneration Framework (SRF) area. It benefits from a good level of accessibility being within easy reach of city centre destinations and has a Greater Manchester Accessibility Level of 8 (the highest level).

2.3 The SRF states that:

"Notwithstanding the above, the site's location immediately at the edge of Manchester city centre adjacent to Victoria Station and the Manchester Arena, positions the SRF area as an outstanding opportunity to further support the positive growth trajectory of Manchester that has been established in recent years…

…As available land within the traditional city centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas. The SRF area is an important opportunity in this regard, underpinned by the fact that it shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses. "[1]

Baseline Site Use

2.4 The building on site is currently occupied by a unit with a building floor area of 1,810sqm. The site was granted temporary consent for its use as a padel court facility in 2024. The padel court consent states that 18 parking spaces are provided to serve the scheme with access from Dutton Street. Servicing of the site is achieved on street.

2.5 Prior to the temporary use the unit was in industrial use with vehicle access from Dutton Street and Robert Street, and servicing achieved on street.

2.6 Table 2.1 shows the traffic flows associated with the historic industrial use of the site and the temporary use of the site as a padel court facility.

[1] Deloitte (2018), Great Ducie Street Strategic Regeneration Framework

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	Industrial Use Vehicle Trips			Padel Court Use Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	6	2	8	2	1	3
PM Peak Hour	2	6	8	9	6	15

Table 2.1: Historic & Temporary Site Traffic Flows

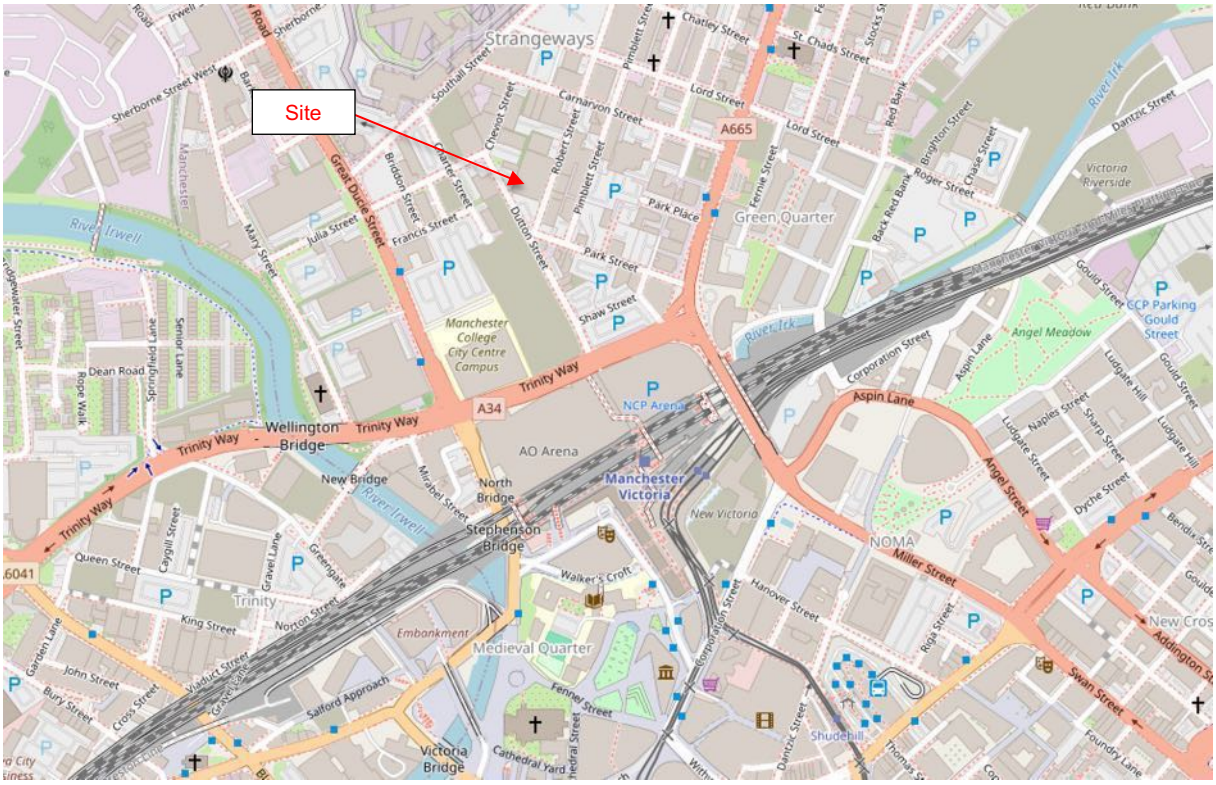


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

2.7 Dutton Street on the southwestern edge of the site is a 6.2m wide road, with 2.0m-2.6m footways on both sides of the carriageway. It routes north-south past the site providing a connection, via Southall Street to the north, to the A56 (Great Ducie Street) and to the A6042 (New Bridge Street/Trinity Way) to the south of the site. At its southern end (south of the junction with Shaw Street), Dutton Street is one-way northbound.

2.8 Dutton Street meets Robert Street and Park Street at a priority junction at the southern corner of the proposal site.

2.9 Robert Street routes south-north on the site's eastern boundary providing a connection between Dutton Street and Carnarvon Street. In the vicinity of the site, Robert Street has a 5.5m wide carriageway and 1.8m-2.2m wide footways on both sides.

2.10 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.

2.11 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street.

2.12 All of the roads in the vicinity of the site are subject to a 30mph speed limit.

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Traffic Regulation Orders

2.13 TRO are in place in the vicinity of the site in the form of double yellow line controls and time limited parking bays. The parking bays are subject to two-hour controls with no return within one hour between 8am and 6pm (Monday to Friday) and 8am and 12.30pm (Saturday).

2.14 There are loading kerb blips on the Dutton Street frontage in the vicinity of the existing car park entrance. Loading is not restricted on the Robert Street frontage. The existing and historic site uses are serviced from kerbside within the existing control regime.

2.15 Committed modifications are proposed to the TRO as part of the Boddingtons development site (118831/FO/2018). The planning condition discharge application consented in 2025 (CDN/25/0448) shows that these works include providing three loading bays, four car club bays and two disabled bays on Dutton Street. The committed TRO proposals are shown in Appendix B.

Road Safety Patterns

2.16 The TfGM database has been used to establish collision patterns over the most recent five-year period available.[2] The TfGM database states that the current data available for five years to 31st June 2025.

2.17 The database shows that there have been no collisions at the Dutton Street/Robert Street junction or on the Dutton Street and Robert Street site frontages during the five-year period assessed.

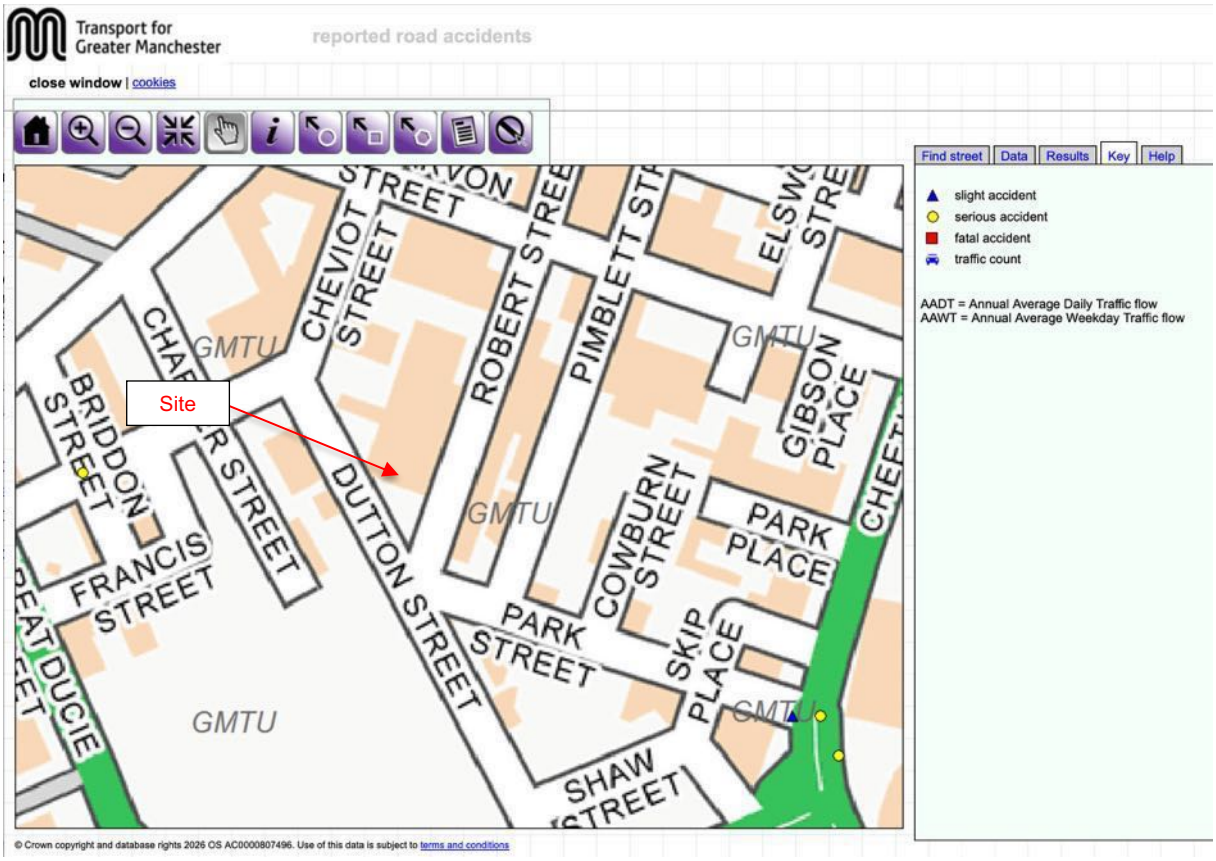


Figure 2.2: Road Safety Data
[source: Transport for Greater Manchester]

[2] https://www.gmtu.gov.uk/gmaccidents/

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3 Development Proposal

Overview

3.1 The ground floor and landscape layouts are attached as Appendix A.

3.2 The planning application will seek consent for the demolition of existing structures and the erection of a part 10, part 11 and part 20 storey residential building comprising 189 apartments (Use Class C3) with associated residents' amenity space, servicing and public realm.

Site Access

3.3 The main entrance to the building is provided from the south of the site. Extensive public realm works are proposed to provide improved facilities at the entrance to the site. The public realm works at the front of the site provide access to the landscaped private courtyard and cycle store. Direct pedestrian entrances are provided for the units fronting Robert Street.

3.4 The footways on the Dutton Street and Robert Street site frontages are already 2.6m and 2.2m wide, respectively.

3.5 The footway bounding the site will be resurfaced and redundant accesses closed and reinstated as continuous footway. There are dropped kerbs in place at the junction of Dutton Street/Robert Street, but tactile paving is missing. The applicant will fund the introduction of tactile paving at this location. The works will be delivered by Section 278 Agreement and the extent of these are shown on the plan in Appendix C.

Cycle Parking Provision

3.6 Residential cycle parking will be provided at a rate of one space per unit in a secure store in the building. Cycle parking is also provided externally for visitors.

Car Parking Provision

3.7 The site is car free and the suitability for this has been agreed with the LHA during pre-application discussions.

3.8 The site sits in a controlled parking area with TRO of the form of double yellow line controls and time limited parking bays. As noted earlier, a committed scheme associated with the development opposite includes the provision of disabled and car club bays on Dutton Street.

3.9 The applicant of the Robert Street development will also fund modifications to the TRO on Robert Street to allow the provision of two further disabled parking bays within 50m of the building entrance, as shown on the plan in Appendix C. The TRO modifications will be delivered as part of the Section 278 Agreement works.

Travel Plan

3.10 The site will be supported by a Travel Plan that includes measures to promotes and supports active and sustainable resident travel. An Interim Travel Plan has been prepared for the planning application, and this is attached as Appendix D. The Interim Travel Plan sets out the measures that will be adopted at the site, including management and monitoring mechanisms.

Delivery & Servicing Arrangements

3.11 Two refuse stores will serve the building, one on Dutton Street and the other on Robert Street.

3.12 As shown on the plan in Appendix C, the northern of the proposed loading bays on Dutton Street is within 10m of the location next to the building where bins will be pulled out to on collection day. It is proposed to provide a dropped kerb on Dutton Street to allow movement of the bins to the vehicle waiting in the loading bay.

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3.13 A further loading bay is proposed on Robert Street with dropped kerb for a refuse vehicle. This loading bay is within 10m of the bin store on Robert Street, as shown on the plan in Appendix C.

3.14 The loading bays can also accommodate day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes).

3.15 Service Management measures are set out in the Travel Plan in Appendix D.

Construction Management Plan

3.16 A Construction Management Plan has been prepared and has been submitted with the planning application. This document should be referred to for the measures that will be adopted to manage construction activity at the site.

4 Accessibility Assessment

Active Travel Routes

4.1 The existing footway widths fronting the site are 2.6m (Dutton Street) and 2.2m (Robert Street) and footways are present on both sides of these streets. The footways continue at these widths to Caernarvon Street to the east, Juliet Street/Cheviot Street to the north and Trinity Way to the south.

4.2 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.

4.3 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street and to the north after the junction with Southall Street.

4.4 Figure 4.1 shows the cycle network serving the site from the TfGM website.[3] The local streets in the vicinity of the site are lightly trafficked and provide access to the wider cycle network. A cycle route is provided on Great Ducie Street, to the west of the site, and that the routes to the south of the site in the city centre are all subject to 20mph speed limits. Access can also be gained to the traffic free route on the River Irwell.

4.5 Figure 4.2 shows an extract from the Mapping GM website of Bee Network proposals in the area.[4] This shows that a new route will be provided from the Cheetham Hill Road junction with Lord Street west to New Islington.

4.6 The site is also located within the Cycle Hire Scheme Zone.[5] Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.

4.7 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site. The proposed development includes a secure cycle store with shower and locker facilities, and localised footway works. A Travel Plan will be adopted at the site to promote and support active travel choices.

[3] https://tfgm.pindarcreative.co.uk
[4] https://mappinggm.org.uk/bee-network/
[5] https://beryl.cc/scheme/greater-manchester

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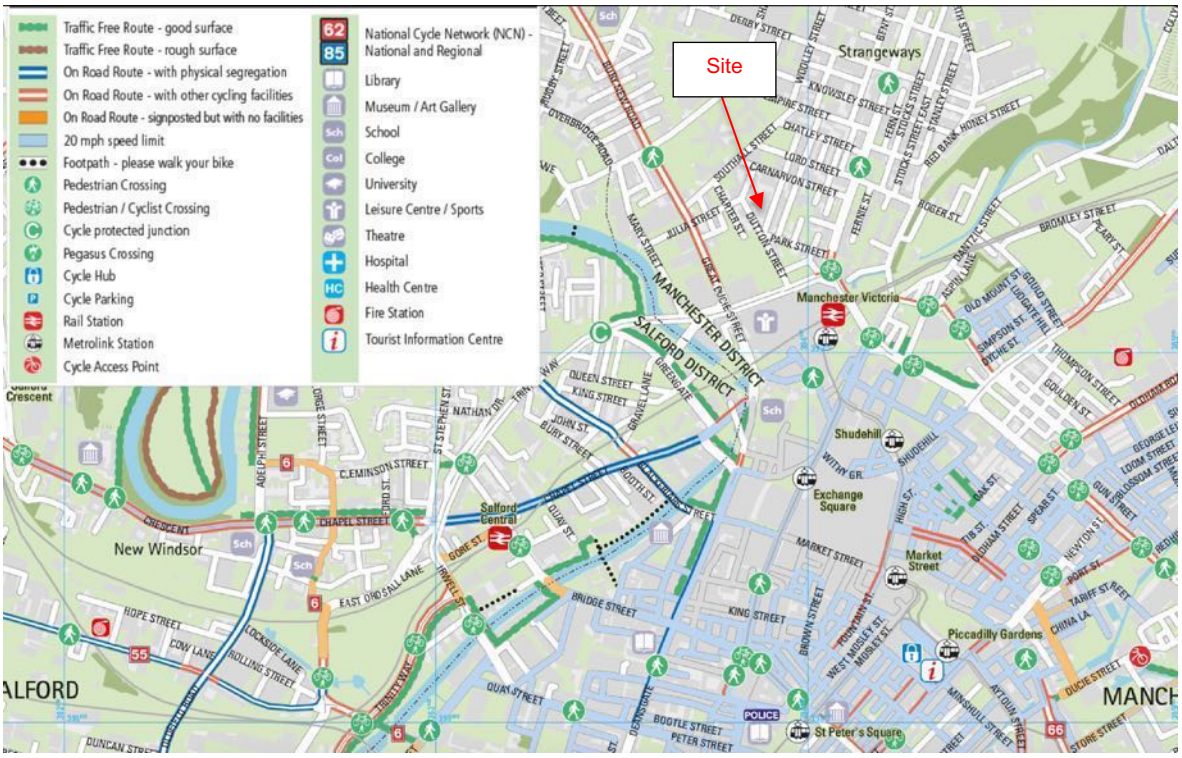


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

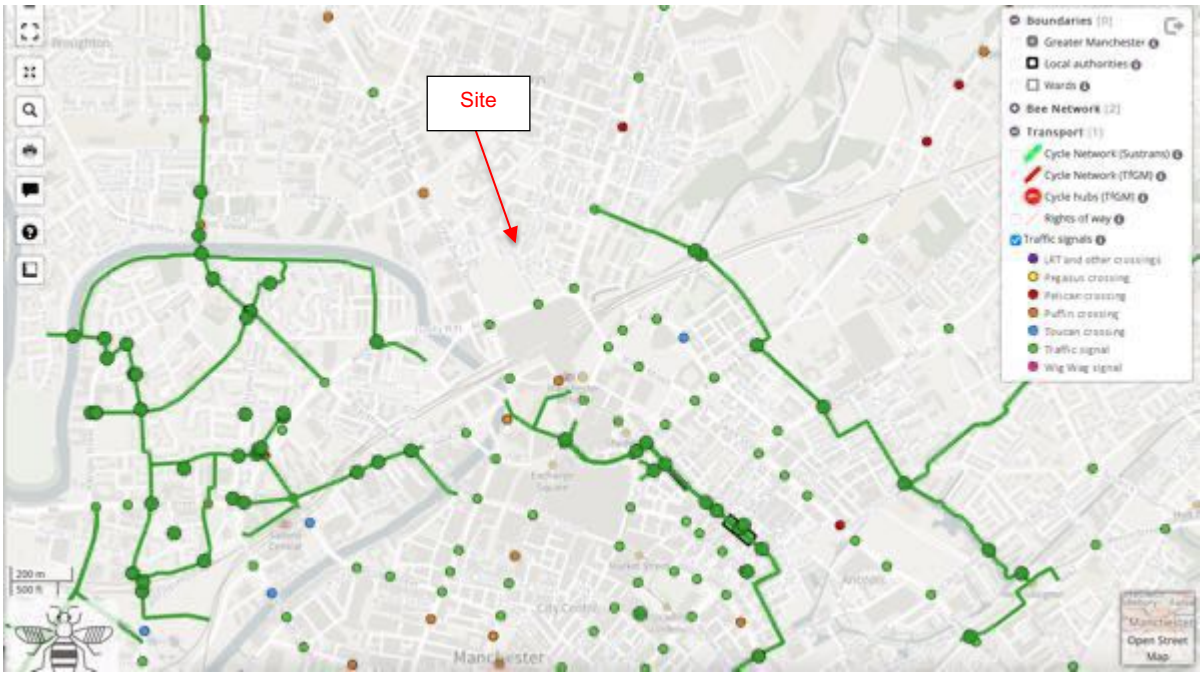


Figure 4.2: Bee Network Proposals
[source: Mapping GM]

Public Transport Routes

4.8 Figure 4.3 shows [TfGM's public transport network map] for the local area.[6]

4.9 The site is located 300m (less than a four-minute walk) from the bus stops on Cheetham Hill Road and 350m (just over a four-minute walk) from the bus stops on Great Ducie Street.

[6] https//tfgm.com/maps

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4.10 On Cheetham Hill Road, the northbound bus stop has a shelter, flagpole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flagpole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to southbound bus services. On Great Ducie Street, the bus stops have a shelter, flagpole, timetable information and raised bus boarder. An uncontrolled crossing is in place to allow access to northbound bus services.



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

4.11 Table 4.1 provides a summary of the bus services using these stops taken from TfGM timetables at the time of preparing the report.[7]

[7] https://tfgm.com/public-transport/bus

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No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	2	3	1	3	2
135	Manchester – Moston – Middleton	6	6	4	6	6
59	Manchester – Oldham	6	6	2	6	3
X41	Manchester - Accrington	-	1	1	1	1
X43	Manchester – Nelson	2	3	2	3	2

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

4.12 The nearest tram stops and train station to the site are located at Manchester Victoria, 450m from the site (just over a four-minute walk). Metrolink tram services connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.[8] Mainline train services at Victoria station offer coverage of Greater Manchester and beyond.[9]

4.13 The above confirms that the site is well served by existing public transport services. A Travel Plan will be adopted to promote and support public transport travel choices.

Car Club Network

4.14 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.

4.15 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.

4.16 Enterprise Car Club has vehicles parked across the city.[10] The nearest car club vehicles to the site are located on New Mount Street. A committed proposal for four new car club parking spaces on Dutton Street is proposed as part of the Boddingtons development site.

4.17 The locations of the car club vehicles and information on membership will be provided to residents via the Travel Plan.

Accessibility Assessment

4.18 Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as health, leisure and recreation destinations, and 25-minute walk times for commuting and education trips. Figure 4.4 shows these walking isochrones from the site.

[8] https://tfgm.com/public-transport/tram
[9] https://tfgm.com/public-transport/train
[10] https://www.enterprisecarclub.co.uk/gb/en/home.html

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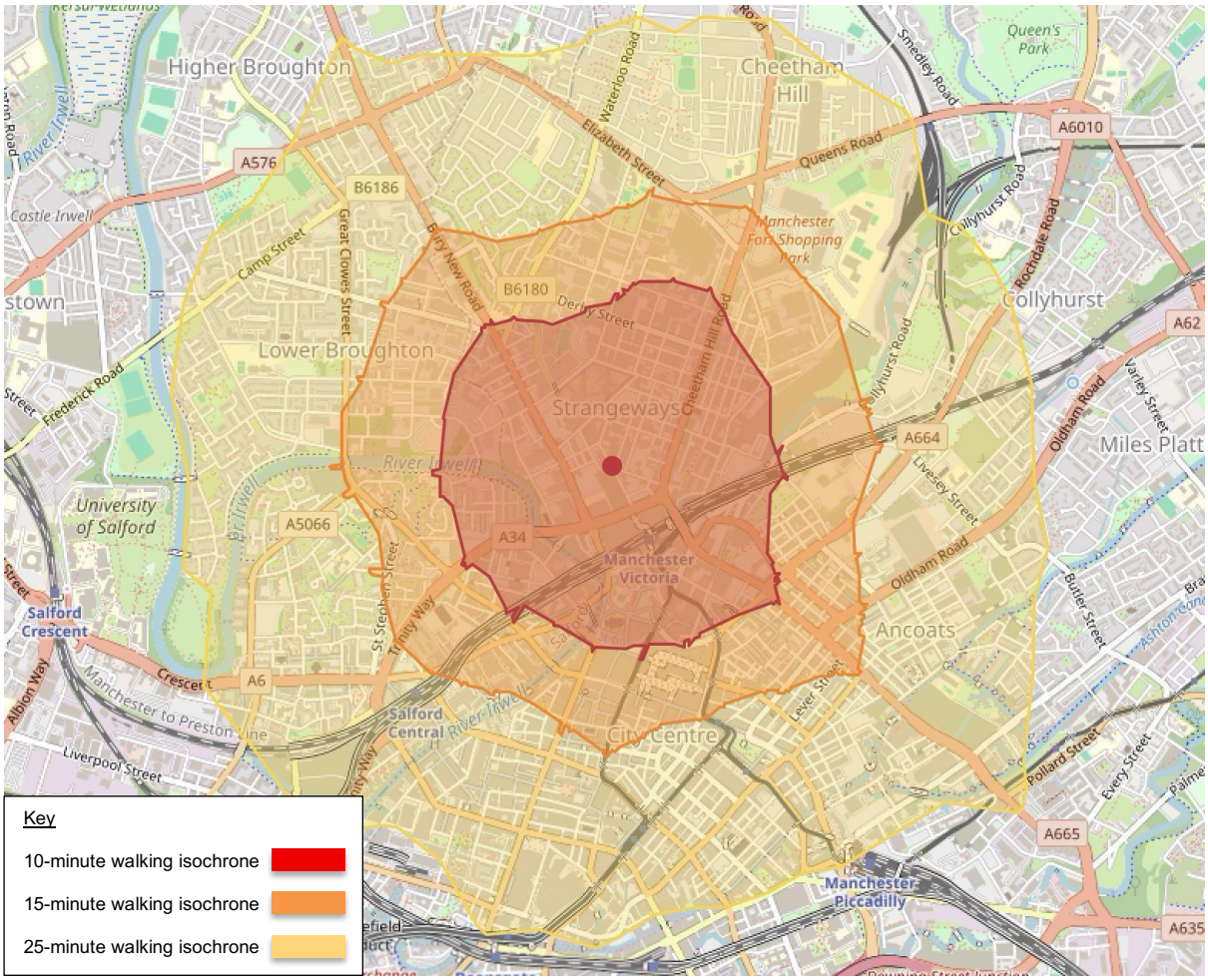


Figure 4.4: Walk Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.19 Figure 4.4 shows that the central retail district of the city centre, and the Angel Meadows, New Cross and Strangeways areas of the city are all within a 10-minute walk of the site. The King Street, Northern Quarter, Market Street, Piccadilly Gardens and Ancoats areas of the city centre, and City Centre Salford are all within a 15-minute walk of the site. The remainder of the city centre and the University of Salford are within a 25-minute walk of the site.

4.20 As would be expected, and in line with the SRF, Figure 4.4 confirms that is well placed for access from other amenities and services, and residential properties in Manchester city centre, City Centre Salford, and areas to the north. The SRF concludes:

"The SRF area… shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses."[11]

4.21 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[12] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.

4.22 The database shows that the site has a GMAL of 8 (score: 48.32), which is the highest level of accessibility in Greater Manchester.

[11] Deloitte (2018), Great Ducie Street Strategic Regeneration Framework
[12] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

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4.23 The assessment confirms that the proposal site has an exceptional level of access by public transport. The site is well located to enable both staff and players to access by public transport.

4.24 Measures are proposed with the temporary development to promote and support sustainable trip making, including a Travel Plan, localised footway modifications and cycle parking.

5 Impact Assessment

Trip Generation

5.1 The trip generation method was submitted and agreed with the MCC during pre-application discussions. Given this, the same, agreed trip rates have been used in the assessment.

5.2 The TRICS output is attached as Appendix E with a peak hour summary provided below.

	Person Trip Rates (per dwelling)			LGV Trip Rates (per dwelling)			OGV Trip Rates (per dwelling)			Taxi Trip Rates (per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.086	0.502	0.588	0.009	0.008	0.017	0	0	0	0.008	0.007	0.015
PM Peak Hour	0.397	0.187	0.584	0.007	0.003	0.01	0	0	0	0.005	0.005	0.01
	Person Trips			LGV Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	16	95	111	2	2	3	0	0	0	2	1	3
PM Peak Hour	75	35	110	1	1	2	0	0	0	1	1	2

Table 5.1: Trip Rates & Development Trips

5.3 Table 5.2 provides a summary of the peak hour residual traffic flows.

	Total Vehicle Trips		
	In	Out	Total
AM Peak Hour	3	3	6
PM Peak Hour	2	2	4

Table 5.2: Development Traffic Flows

Traffic Impact

5.4 Table 5.2 shows that the proposal will not results in a significant increase in traffic flows during the critical peak hours, with a maximum traffic flow of six vehicles generated in the AM peak hour. The assessment confirms that the proposal will not have an impact on highway operation.

5.5 The site is brownfield land that is currently occupied by an industrial unit, which is in temporary use as a padel court facility. Section 2 confirms that the development will not significantly change site traffic flows when compared to either the historic or temporary use of the site.

Parking Assessment

5.6 The parking assessment reviews the suitability of the site to operate as car free development with no on-site car parking.

5.7 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments in the city centre should:

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"… provide a level of car parking which reflects the highly accessible nature of the location."[13]

5.8 The SRF states that the parking requirements for development in the area will be assessed on a plot-by-plot basis and should be assessed against the public transport accessibility of the site.[14]

5.9 The accessibility assessment confirms that the site occupies a highly accessible location, with a GMAL of 8, the highest level in Greater Manchester. To test whether the accessibility level is suitable for car free living a review has been made of the accessibility of other car free developments consented by the Council in similar locations in the outer areas of the city.

5.10 Table 5.3 confirms that the site has the same level of accessibility as other consented car free developments in the outer areas of the city.

Site	Area	No. of Units	On-Site Parking Rate	GMAL
One Park Place	Great Ducie Street SRF	273	0%	8
Talbot Mill	St Georges	208	0%	7
Port Street	Ancoats	135	0%	8
Crusader Works	Piccadilly	201	0%	8
Bendix Street	New Cross	161	0%	8
Oldham Street	New Cross	144	0%	8
Goulden Street	New Cross	73	0%	8
Proposal Scheme	**Great Ducie Street SRF**	**189**	**0%**	**8**

Table 5.3: Consented Car Free Schemes

5.11 Parking is controlled by existing TRO on the streets adjacent to the site. These controls will assist in removing the practicability of a resident storing a car on street.

5.12 The suitability of the site for car free living was agreed with MCC during scoping discussions.

5.13 Disabled residents will be permitted to park in existing street bays for unlimited duration and without charge when displaying a Blue Badge. In addition, the proposed includes modifications are proposed to existing TRO to provide disabled parking bays on Robert Street.

6 Conclusions

6.1 SK has been appointed Rani Investments Limited to prepare a TA that examines the impact of constructing a car free residential development on Robert Street in Manchester city centre. The development will deliver 189 apartments.

6.2 The assessment has been undertaken in line with standard appraisal methods and in line with local and national guidance. A Scoping Report was issued to MCC in February 2024.

6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for residents to access extensive amenities in the city centre. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. Measures are included in the proposal to support active and sustainable living practices, including a high level of cycle parking, localised pedestrian route enhancements, and a Travel Plan.

6.4 The assessment shows that existing and proposed modifications to TRO are appropriate to enable the site to be serviced and to accommodate refuse collection.

[13] Manchester City Council (2012), Core Strategy
[14] Deloitte (2018), Great Ducie Street Regeneration Framework

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6.5 The assessment confirms that the site is a suitable location for living without a car and that there will be no negative highways effects from the proposal. Localised TRO modifications are proposed on Robert Street to allow the provision of disabled parking bays.

6.6 A traffic assessment has been undertaken, and this shows that the proposal will be associated with an insignificant level of trips during the peak hours. It is also shown that there are no accident hotspots on the site frontage.

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Appendix A



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

KEY

- Lawn
- Woodland Understorey Planting
- Forest Understorey Planting
- Upper Forest Understorey Planting
- Alpine Planting
- Paving setts
- Self binding gravel
- Coloured Asphalt
- Terraced Seating Edges
- Edging
- Metal Edging
- Steps
- Seating and Table
- Shelter
- Indicative PV Unit (TBC)
- Habitat Posts
- Water Feature
- Proposed Tree
- Proposed Multi-stem
- Proposed Coniferous Tree
- Fallen Log
- Stepping Logs
- Boulders
- Decking
- Cycle Stand

Revision	Date	Description	Drawn	Apprvd.
P07	17/03/26	Updates to Lvl 11 and GF Arch Plan	TI	MN
P06	02/03/26	RLB Updated	MN	SR
P05	17/02/26	Temp Bin Storage Ommited	MN	SR
P04	11/02/26	Arch Layout Updates	MN	SR
P03	04/02/26	Parking updates	MN	SR

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Client: Tim Groom Architects

Project: 1181 Robert Street

Drg Title: Public Realm General Arrangement

Created on: 26/02/24 | Created by: MN | Approved by: SR

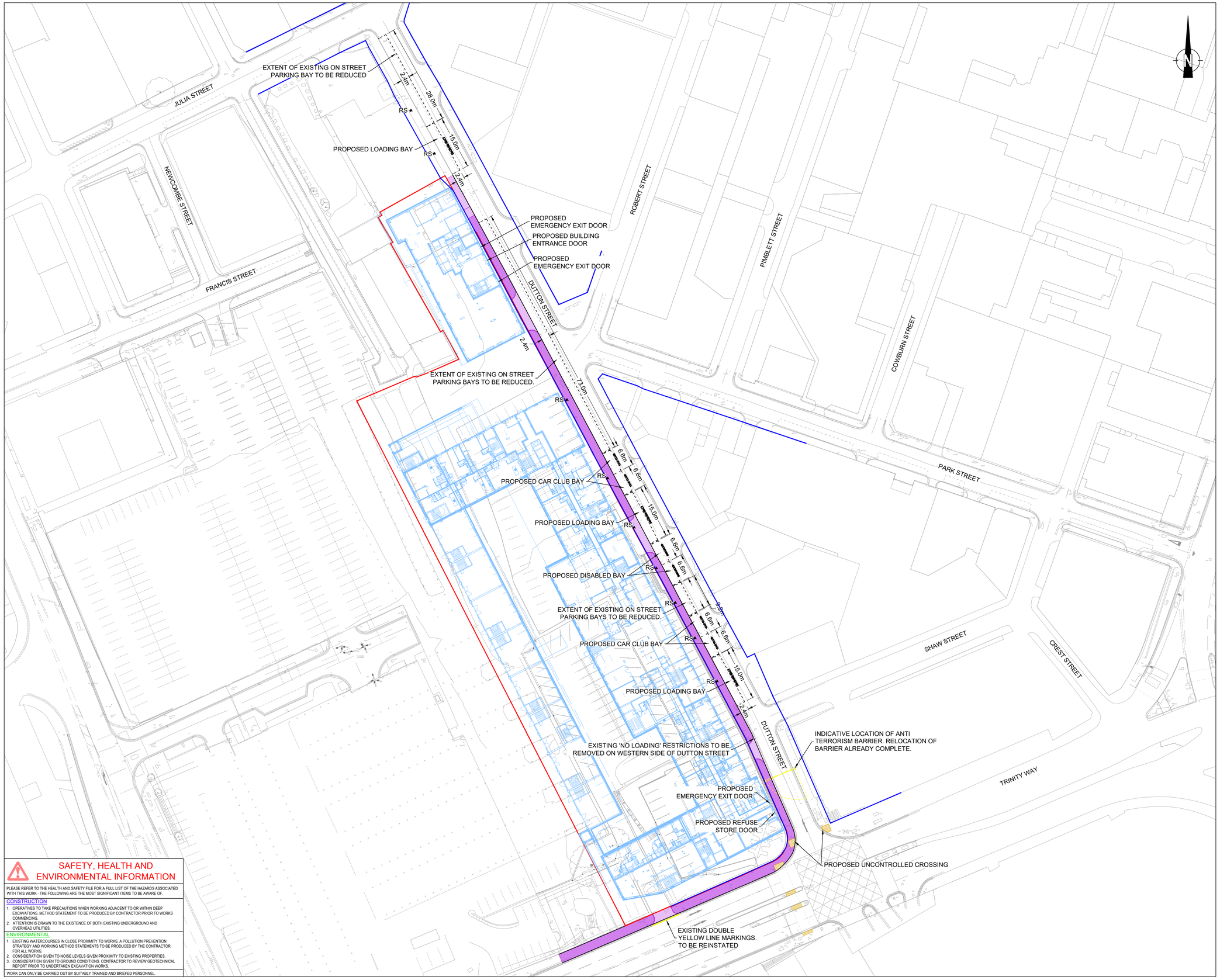
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Drg No.: 355-LST-XX-XX-DR-L-0102 | Suitability: S3 | Revision: P07

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Appendix B



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

CONSTRUCTION

1. OPERATIVES TO TAKE PRECAUTIONS WHEN WORKING ADJACENT TO OR WITHIN DEEP EXCAVATIONS. METHOD STATEMENT TO BE PRODUCED BY CONTRACTOR PRIOR TO WORKS COMMENCING.
2. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES.

ENVIRONMENTAL

1. EXISTING WATERCOURSES IN CLOSE PROXIMITY TO WORKS. A POLLUTION PREVENTION STRATEGY AND WORKING METHOD STATEMENTS TO BE PRODUCED BY THE CONTRACTOR FOR ALL WORKS.
2. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES.
3. CONSIDERATION GIVEN TO GROUND CONDITIONS. CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PRIOR TO UNDERTAKEN EXCAVATION WORKS.

WORK CAN ONLY BE CARRED OUT BY SUITABLY TRAINED AND BRIEFED PERSONNEL.

NOTES:

1. THE HIGHWAY AUTHORITY IS MANCHESTER CITY COUNCIL.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL DRAWINGS WITHIN APPENDIX 0/4, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (SHW) AND THE CONTRACT SPECIFICATION.
3. FOR APPLICABLE SECTOR SCHEMES FOR WORKMANSHIP AND MATERIALS WITH ASSOCIATED APPENDICES; REFER TO APP 1/24 QUALITY MANAGEMENT SYSTEM PART E.
4. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
5. THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ECOLOGICAL AND ENVIRONMENTAL REQUIREMENTS OF THE SCHEME.
6. THE CONTRACTOR SHALL TAKE SUCH STEPS TO SAFEGUARD AGAINST CONTAMINATION OF LOCAL WATERCOURSES.
7. TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
8. TOPOGRAPHICAL SURVEY BY SURVEY OPERATIONS, REF. 23H159/001, DATED SEPTEMBER 2023.
9. TOPOGRAPHICAL SURVEY AND OS DATA SUPPLIED BY CLIENT. ALL DIMENSIONS, LEVELS AND SURVEY GRID COORDINATES ARE TO BE CHECKED BY THE CONTRACTOR AND ANY DISCREPANCIES ON THIS DRAWING OR ON SITE MUST BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY.
10. EXISTING BACK OF FOOTWAY LEVEL TO BE RETAINED.

KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED TACTILE PAVING
- PROPOSED SIGNAGE AND POST — RS
- PROPOSED SIGNAGE POSITIONED ON EXISTING LIGHTING COLUMN — RS LC

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority. All works subject to change through technical review process with relevant approving authorities.

Rev	Details	Drawn	Checked	Auth	Date
P08	COACH PARKING BAYS REMOVED	JF	NM	NM	09.05.25
P07	FOLLOWING MCC COMMENTS	JF	NM	NM	06.11.24
P06	FOLLOWING MCC COMMENTS	JF	NM	NM	05.08.24
P05	FOLLOWING MCC COMMENTS	JF	NM	NM	22.07.24
P04	UPDATED ARCHITECT LAYOUT	JF	NM	NM	15.04.24
P03	UPDATED ARCHITECT LAYOUT	JF	NM	NM	23.11.23
P02	ADDITIONAL NOTE ADDED	JF	NM	NM	13.10.23
P01	FIRST ISSUE	JF	NM	NM	29.09.23

Drawing Status: PRELIMINARY ISSUE
Suitability: S4

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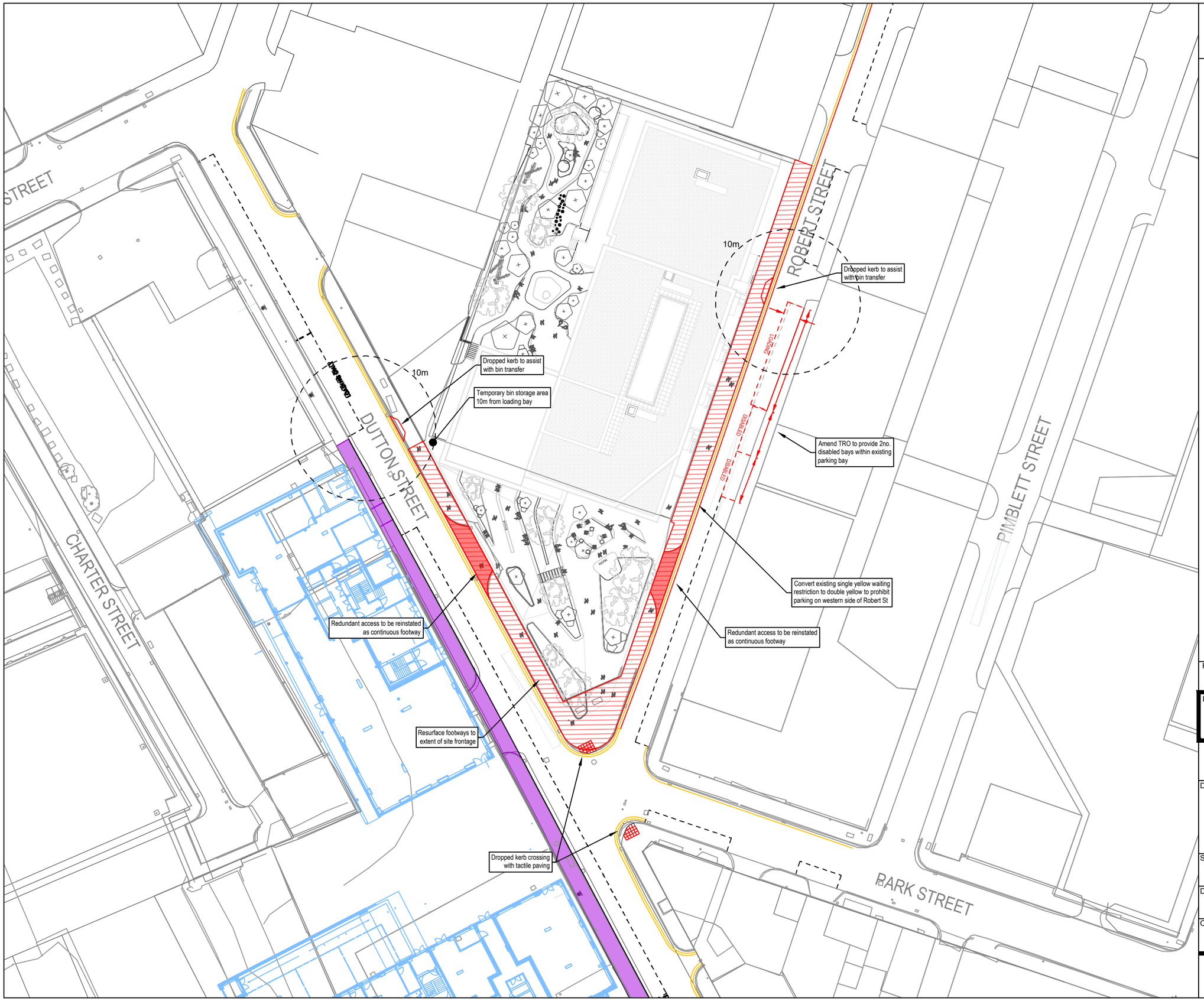
Project Title: WATERHOUSE GARDENS

Drawing Title: S278 GENERAL ARRANGEMENT

Scale	Designed	Drawn	Checked	Authorised
1:500	JF	JF	NM	NM
Original Size	**Date**	**Date**	**Date**	**Date**
A1	29.09.23	29.09.23	29.09.23	29.09.23

Drawing Number: 000382 - SLR -XXX- XXX -DR-CH- 100
Project Ref. No.: 000382
Revision: P08

Appendix C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By / Check	Date	Suffix

Drawing Number

SK22342-001

Robert Street, Manchester

Drawing Title

Proposed Highway Works
General Arrangement

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	02.03.26

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Appendix D

Robert Street

Manchester

Interim Travel Plan

260302/SK22342/ITP01(-01)

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Contents

		Page
1	Introduction	1
2	Travel Plan Process, Benefits & Objectives	2
3	Site Location & Highway Network	4
4	Accessibility Audit	6
5	Plan Management	9
6	Measures Toolkit	10
7	Monitoring & Review Mechanisms	14
8	Action Plan & Funding	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22342	ITP01	00	First Draft	L Speers	LGS	02/05/2024
SK22342	ITP01	01	Second Draft	L Speers	LGS	03/02/2026

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1 Introduction

Background

1.1 SK has been appointed by Rani Investments Limited to prepare an Interim Travel Plan to accompany a full planning application for a residential development at Robert Street in Manchester city centre.

1.2 A Transport Statement (TS) has been prepared for the planning application, and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

1.3 The ground floor layout attached as Appendix A in the TS.

1.4 The planning application will seek consent for the demolition of existing structures and the erection of a part 10, part 11 and part 20 storey residential building comprising 189 apartments (Use Class C3) with associated residents' amenity space, servicing and public realm.

1.5 The main entrance to the building is provided from the south of the site. Extensive public realm works are proposed to provide improved facilities at the entrance to the site. The public realm works at the front of the site provide access to the landscaped private courtyard and cycle store. Direct pedestrian entrances are provided for the units fronting Robert Street.

1.6 The footways on the Dutton Street and Robert Street site frontages are already 2.6m and 2.2m wide, respectively.

1.7 The footway bounding the site will be resurfaced and redundant accesses closed and reinstated as continuous footway. There are dropped kerbs in place at the junction of Dutton Street/Robert Street, but tactile paving is missing. The applicant will fund the introduction of tactile paving at this location. The works will be delivered by Section 278 Agreement and the extent of these are shown on the plan in Appendix C of the TS.

1.8 Residential cycle parking will be provided at a rate of one space per unit in a secure store in the building. Cycle parking is also provided externally for visitors.

1.9 The site is car free and the suitability for this has been agreed with the LHA during pre-application discussions.

1.10 The site sits in a controlled parking area with TRO of the form of double yellow line controls and time limited parking bays. As noted earlier, a committed scheme associated with the development opposite includes the provision of disabled and car club bays on Dutton Street.

1.11 The applicant of the Robert Street development will also fund modifications to the TRO on Robert Street to allow the provision of two further disabled parking bays within 50m of the building entrance, as shown on the plan in Appendix C of the TS. The TRO modifications will be delivered as part of the Section 278 Agreement works.

1.12 Two refuse stores will serve the building, one on Dutton Street and the other on Robert Street.

1.13 As shown on the plan in Appendix C, the northern of the proposed loading bays on Dutton Street is within 10m of the location next to the building where bins will be pulled out to on collection day. It is proposed to provide a dropped kerb on Dutton Street to allow movement of the bins to the vehicle waiting in the loading bay.

1.14 A further loading bay is proposed on Robert Street with dropped kerb for a refuse vehicle. This loading bay is within 10m of the bin store on Robert Street, as shown on the plan in Appendix C of the TS.

1.15 The loading bays can also accommodate day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes).

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2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following guidance:

- Department for Transport (2007), Making Residential Travel Plans Works
- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
- Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
- Transport for Greater Manchester (2013), Transport for Sustainable Communities

What is a Travel Plan?

2.2 The National Planning Policy Framework (NPPF) defines a Travel Plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are delivered, and which is monitored and regularly reviewed."[1]

2.3 This is further expanded in Planning Practice Guidance (PPG) which states that:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."[2]

2.4 The Department for Transport (DfT) defines a Travel Plan as follows:

"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.5 Transport for Greater Manchester (TfGM) supports the use of Travel Plans to improve the accessibility of a site, reduce traffic on the network, and improve health. TfGM states that Travel Plans can achieve the following benefits:

- "A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
- Safe access for pedestrians and cyclists; and
- A coordinated approach to developing and implementing realistic travel options."[3]

2.6 In summary a Travel Plan is a tool that sets out the strategy and management measures that will be used at a development to encourage and support people to consider choosing an alternative means of travel to the private car (particularly a single occupancy car trip). Targets are expected that relate to defined objectives. A Travel Plan is also a document that is regularly reviewed through a robust monitoring and reporting system.

[1] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
[2] Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
[3] Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers

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Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that:

"… it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought."[4]

2.8 The DfT pyramid is shown in Figure 2.1.

2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.

2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.

2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

2.12 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

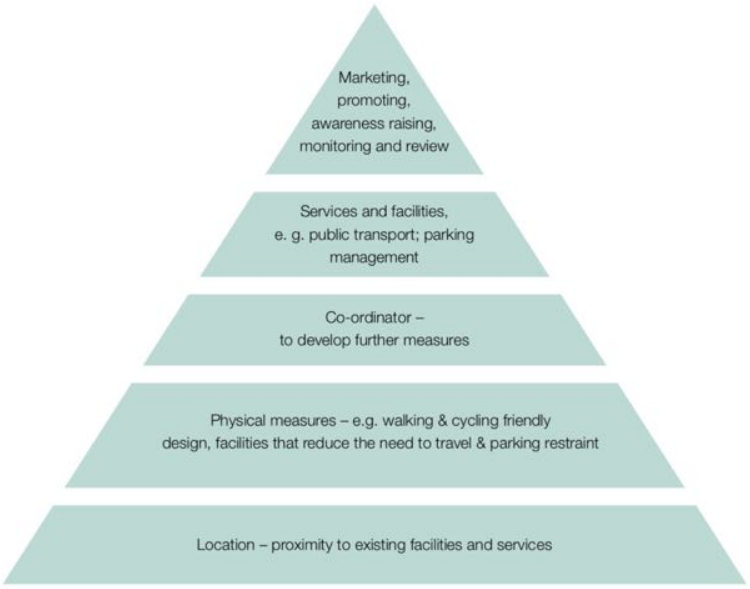


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, including:

- Promoting healthier lifestyles through increased physical activity and the use of active travel and public transport.
- Providing personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.

[4] Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

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- Providing the opportunity to reduce the parking spaces required by a development, thereby cutting car parking costs in terms of provision and maintenance and enabling space to be reallocated for more beneficial uses.
- Reducing greenhouse gas emissions, climate change effects and air quality impacts.

Aims

2.15 The aims of the Travel Plan are to:

Aim 1:
To maximise trips by active/sustainable modes of travel.
Aim 2:
To reduce the number of single occupancy private car trips.

Objectives

2.16 The objectives of the Travel Plan are to:

Objective 1:
To adopt measures to meet the defined aims.
Objective 2:
To raise awareness of the travel choices available.
Objective 3:
To provide travel information packs to new residents.
Objective 4:
To periodically evaluate the transport patterns of residents.

3 Site Context

3.1 The location of the site is shown on Figure 3.1.

3.2 The site sits on the northern edge of the city centre, to the north of the Boddingtons redevelopment site and within the Great Ducie Street Strategic Regeneration Framework (SRF) area. It benefits from a good level of accessibility being within easy reach of city centre destinations and has a Greater Manchester Accessibility Level of 8 (the highest level).

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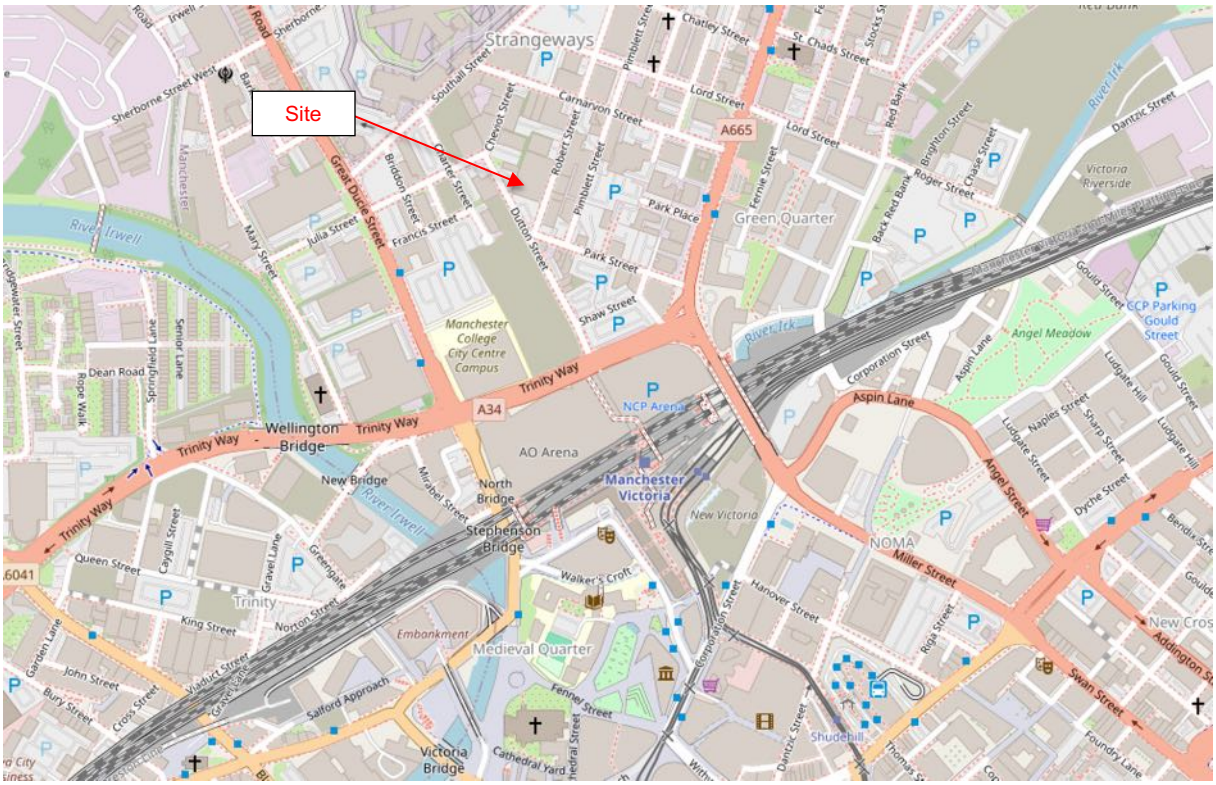


Figure 3.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

3.3 Dutton Street on the southwestern edge of the site is a 6.2m wide road, with 2.0m-2.6m footways on both sides of the carriageway. It routes north-south past the site providing a connection, via Southall Street to the north, to the A56 (Great Ducie Street) and to the A6042 (New Bridge Street/Trinity Way) to the south of the site. At its southern end (south of the junction with Shaw Street), Dutton Street is one-way northbound.

3.4 Dutton Street meets Robert Street and Park Street at a priority junction at the southern corner of the proposal site.

3.5 Robert Street routes south-north on the site's eastern boundary providing a connection between Dutton Street and Carnarvon Street. In the vicinity of the site, Robert Street has a 5.5m wide carriageway and 1.8m-2.2m wide footways on both sides.

3.6 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.

3.7 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street.

3.8 All of the roads in the vicinity of the site are subject to a 30mph speed limit.

Traffic Regulation Orders

3.9 TRO are in place in the vicinity of the site in the form of double yellow line controls and time limited parking bays. The parking bays are subject to two-hour controls with no return within one hour between 8am and 6pm (Monday to Friday) and 8am and 12.30pm (Saturday).

3.10 There are loading kerb blips on the Dutton Street frontage in the vicinity of the existing car park entrance. Loading is not restricted on the Robert Street frontage. The existing and historic site uses are serviced from kerbside within the existing control regime.

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3.11 Committed modifications are proposed to the TRO as part of the Boddingtons development site (118831/FO/2018). The planning condition discharge application consented in 2025 (CDN/25/0448) shows that these works include providing three loading bays, four car club bays and two disabled bays on Dutton Street. The committed TRO proposals are shown in Appendix B of the TS.

4 Accessibility Audit

Active Travel Routes

4.1 The existing footway widths fronting the site are 2.6m (Dutton Street) and 2.2m (Robert Street) and footways are present on both sides of these streets. The footways continue at these widths to Caernarvon Street to the east, Juliet Street/Cheviot Street to the north and Trinity Way to the south.

4.2 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.

4.3 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street and to the north after the junction with Southall Street.

4.4 Figure 4.1 shows the cycle network serving the site from the TfGM website.[5] The local streets in the vicinity of the site are lightly trafficked and provide access to the wider cycle network. A cycle route is provided on Great Ducie Street, to the west of the site, and that the routes to the south of the site in the city centre are all subject to 20mph speed limits. Access can also be gained to the traffic free route on the River Irwell.

4.5 Figure 4.2 shows an extract from the Mapping GM website of Bee Network proposals in the area.[6] This shows that a new route will be provided from the Cheetham Hill Road junction with Lord Street west to New Islington.

4.6 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

4.7 The site is also located within the Cycle Hire Scheme Zone.[7] Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.

[5] https://tfgm.pindarcreative.co.uk
[6] https://mappinggm.org.uk/bee-network/
[7] https://beryl.cc/scheme/greater-manchester

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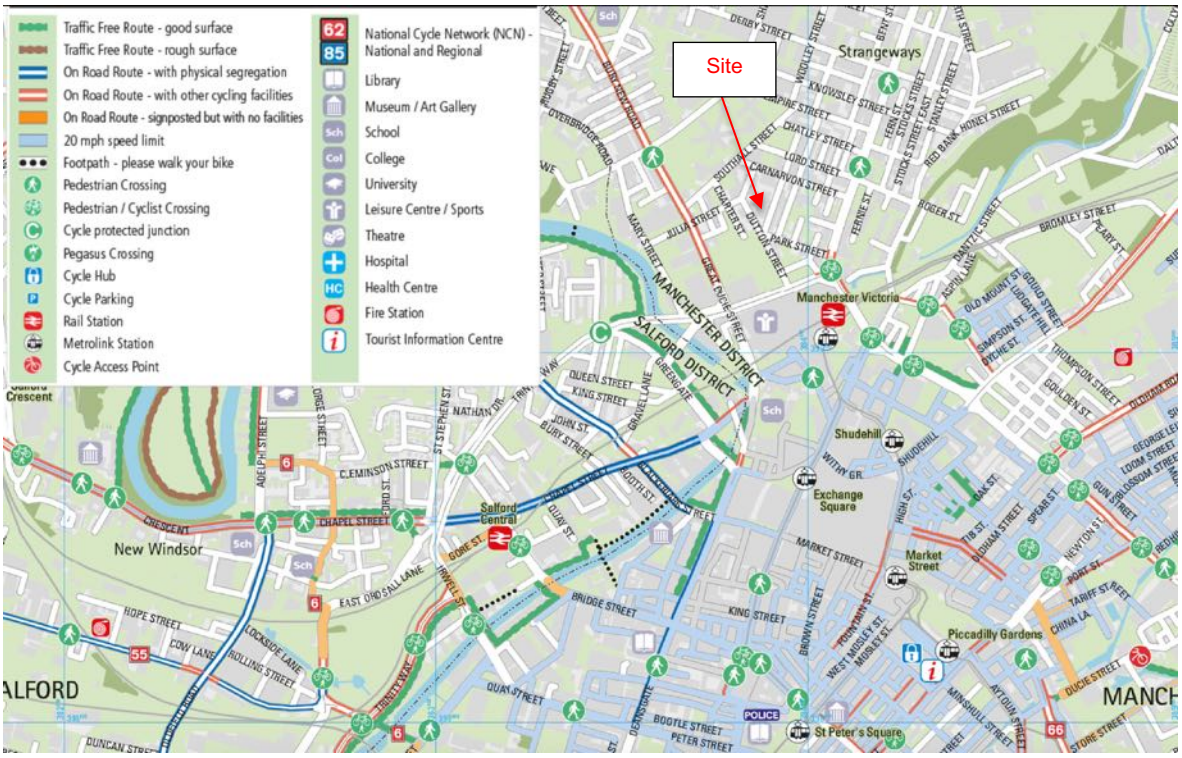


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

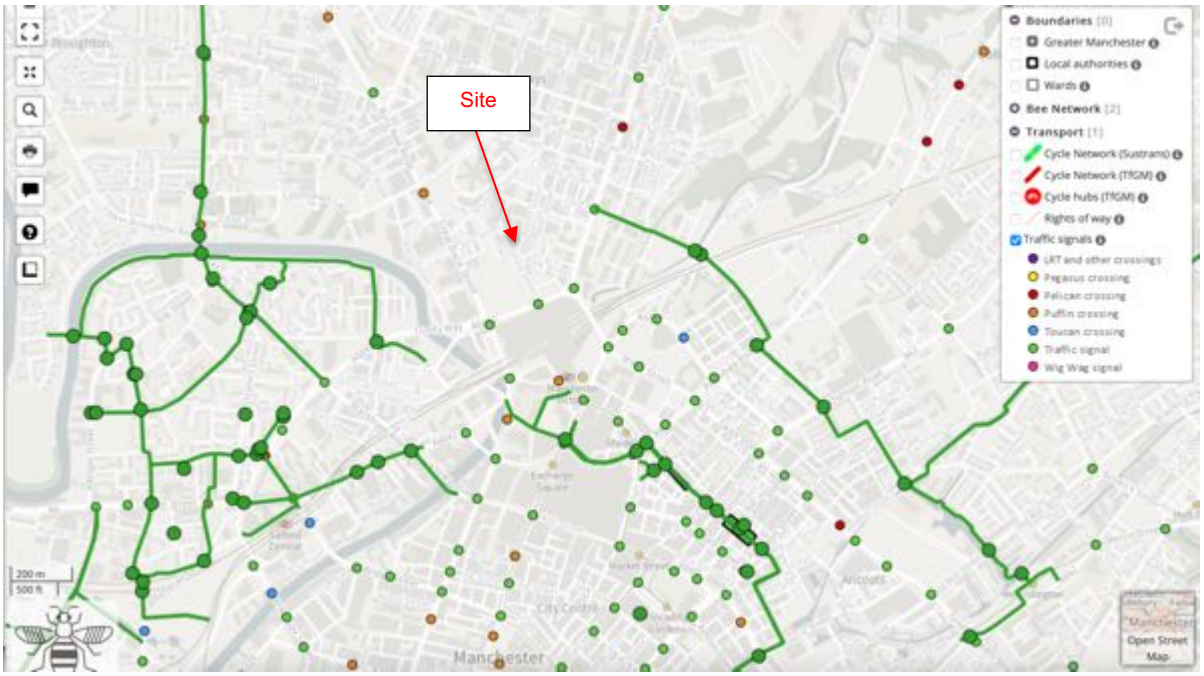


Figure 4.2: Bee Network Proposals
[source: Mapping GM]

Public Transport Routes

4.8 Figure 4.3 shows TfGM's public transport network map for the local area.[8]

4.9 The site is located 300m (less than a four-minute walk) from the bus stops on Cheetham Hill Road and 350m (just over a four-minute walk) from the bus stops on Great Ducie Street.

[8] https//tfgm.com/maps

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4.10 On Cheetham Hill Road, the northbound bus stop has a shelter, flagpole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flagpole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to southbound bus services. On Great Ducie Street, the bus stops have a shelter, flagpole, timetable information and raised bus boarder. An uncontrolled crossing is in place to allow access to northbound bus services.



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

4.11 Table 4.1 provides a summary of the bus services using these stops taken from TfGM timetables at the time of preparing the report.[9]

[9] https://tfgm.com/public-transport/bus

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No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	2	3	1	3	2
135	Manchester – Moston – Middleton	6	6	4	6	6
59	Manchester – Oldham	6	6	2	6	3
X41	Manchester - Accrington	-	1	1	1	1
X43	Manchester – Nelson	2	3	2	3	2

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

4.12 The nearest tram stops and train station to the site are located at Manchester Victoria, 450m from the site (just over a four-minute walk). Metrolink tram services connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.[10] Mainline train services at Victoria station offer coverage of Greater Manchester and beyond.[11]

4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[12] This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.

4.14 The database shows that the site has a GMAL of 8 (score: 48.32), which is the highest level of accessibility in Greater Manchester.

4.15 The assessment confirms that the proposal site has an exceptional level of access by public transport.

Car Club Network

4.16 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.

4.17 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.

4.18 Enterprise Car Club has vehicles parked across the city.[13] The nearest car club vehicles to the site are located on New Mount Street. A committed proposal for four new car club parking spaces on Dutton Street is proposed as part of the Boddingtons development site.

5 Travel Plan Management

Applicant Responsibilities

5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is with the applicant.

[10] https://tfgm.com/public-transport/tram
[11] https://tfgm.com/public-transport/train
[12] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf
[13] https://www.enterprisecarclub.co.uk/gb/en/home.html

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5.2 The applicant will be responsible for the following:

- Management of car and cycle parking areas.
- Maintenance of on-site walking routes.
- Funding for the Travel Plan measures.
- Supporting the Travel Plan Co-ordinator.
- Promoting sustainable travel to residents.

5.3 The applicant will identify a Travel Plan Co-ordinator for the site prior to occupation of the development.

Travel Plan Co-ordinator

5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. A Travel Plan Co-ordinator for the site will be identified prior to occupation.

5.5 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

5.6 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for residents and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs.
- Providing regular updates to residents on changes to local services and facilities.
- Monitoring and surveying travel patterns.
- Periodically reporting to the Council.

5.7 Should the Travel Plan Co-ordinator at the site change then the applicant will provide the Council with the replacement's full contact details in a timely manner.

Future Management & Handover Arrangements

5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site owner and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.

6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.

6.3 Table 6.1 shows the measures that will be used in the communications strategy.

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Initiative	Description
Travel Packs	Preparation and issue of travel packs for residents.
Journey Planning Software	Provision of information on journey planning software.
Personalised Journey Planning	Residents will be offered a personalised journey planning meeting with the Travel Plan Co-ordinator.

Table 6.1: Communications Initiatives

6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.

6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:

1. Travel Plan Co-ordinator contact details.
2. Information on on-line and phone app journey planning software.
3. Information on cycle and walking routes.
4. Information on bus routes and frequencies.
5. Information on bus ticketing arrangements.
6. Information on the building's delivery arrangements.

6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:

- TfGM journey planning software[14]
- Bee Active School Run software[15]
- Plot A Route walking route software[16]
- Public transport maps[17]
- Active Travel route software[18]
- Walking and cycling route maps[19]
- Links to Google Play[20] and Apple Store[21] Bee Network app

6.7 The Travel Plan Co-ordinator will also offer a personal travel planning service to help residents that require it.

Active Travel Measures

6.8 Table 6.2 summarises the active travel measures that will be used.

[14] https://tfgm.com/plan-a-journey
[15] https://beeactive.tfgm.com/the-school-run/
[16] https://www.plotaroute.com
[17] https://tfgm.com/maps
[18] https://beeactive.tfgm.com
[19] https://tfgm.pindarcreative.co.uk
[20] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[21] https://apps.apple.com/gb/app/bee-network/id1669705230

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Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure on site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training / Hire	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.2: Active Travel Initiatives

6.9 Active travel provides the following benefits:

- **Builds activity into daily routines.**
  It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost mental health and wellbeing.**
  According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
  People experience five times higher pollution levels in a car than walking or on a bike.
- **Save money.**
  Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **Arrive feeling ready to start the day.**
  People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

6.10 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

6.11 The proposed development will provide localised enhancements to pedestrian access routes, 100% resident cycle parking, and visitor cycle parking.

6.12 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.

6.13 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff with resources provided by TfGM[22], GMWalking[23], Walk Wheel Cycle Trust[24] and Cycling UK[25].

6.14 TfGM provides cycle training sessions[26] for adults and family groups. This scheme will be promoted to residents.

Public Transport Measures

6.15 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

[22] https://beeactive.tfgm.com
[23] https://gmwalking.co.uk
[24] https://www.walkwheelcycletrust.org.uk
[25] www.cyclinguk.org/
[26] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

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Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.3: Public Transport Initiatives

6.16 Section 4 shows that the site is well located for access to frequent bus services on Cheetham Hill Road and train/tram services at Victoria station. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

6.17 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available to residents using information from TfGM ticketing information.[27]

6.18 The following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[28]
  The Bee Bus single hopper ticket costs £2 for adults. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
  A 7-day Bee Bus ticket costs £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
- Tram Travel[29]
  The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
- Weekly Contactless is capped at £31 even if you travel in all zones.

Sustainable Vehicle Measures

6.19 Table 6.4 shows the measures that will be used to encourage sustainable vehicle use.

Initiative	Description
Car Free	The site is car free to reduce resident car ownership.
TRO Modifications	The applicant will fund modifications to TRO to provide disabled parking spaces.
Car Club	The car club will be promoted to residents.

Table 6.4: Sustainable Car Use Initiatives

6.20 Recognising the sustainable location of the site, the development is car free. Prospective residents will be advised of the car free nature of the proposal when they enquire about living at the site.

6.21 The applicant is funding the costs of modifying TRO to accommodate two disabled parking spaces.

6.22 Sometimes people have no practical alternative than to use a car for some trips. To allow for this, information on the Enterprise Car Club will be provided to residents in the travel packs.[30]

[27] https://tfgm.com/tickets-and-passes/find-a-ticket
[28] https://tfgm.com/get-on-board
[29] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card
[30] https://www.enterprisecarclub.co.uk/gb/en/home.html

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Delivery Management Measures

6.23 Table 6.5 sets out the measures that will be used to raise awareness of the delivery arrangements at the site.

Initiative	Description
Loading Locations	Residents will be advised of the nearest loading location.
Parcel Store	Residents will be advised of any on-site parcel/post storage arrangements.

Table 6.5: Delivery Initiatives

6.24 Residential developments attract deliveries that can be split into two categories:

- **Day-to-Day Deliveries**
  Deliveries in small vehicles that are associated with post, Amazon, food shopping and take-aways.
- **Infrequent Deliveries**
  Deliveries of larger goods, such as white goods and furniture.

6.25 Three loading bays are proposed on Dutton Street to accommodate day-to-day deliveries and the applicant will deliver a new loading bay on Robert Street. These vehicles will also be able to use other parking bays in the area.

6.26 Residents will be advised of any post/parcel storage areas available in the building where deliveries can be stored for residents. Appropriate signage will be used, if permitted, to direct delivery drivers to the main entrance. Residents will be advised of the delivery arrangements via the travel pack.

6.27 Larger delivery vehicles will also be able to use the new loading bays. Residents will be required to be in the building to receive larger deliveries. Residents will be advised of the large-good delivery arrangements via the travel pack.

6.28 The Travel Plan Co-ordinator will regularly engage with residents regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect the following information:

1. Home location
2. Work location
3. Usual mode of travel to work
4. Household car and cycle ownership

7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the

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Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation/final Travel Plan to be submitted within 3 months of survey completion (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey/audit	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

7.5 In addition to monitoring resident travel patterns, the Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with residents on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise residents of any changes by email.

Targets

7.6 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

7.7 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.

7.8 The following Output Targets have been set for the Travel Plan:

- Appoint Travel Plan Co-ordinator on occupation.
- Provide contact details of Travel Plan Co-ordinator to the Council on occupation.
- Provide the travel pack to all new households on occupation.
- Undertake the baseline travel surveys within 6 months of occupation.
- Update the Travel Plan and issue to the Council within 3 months of survey.
- Undertake monitoring travel surveys in years 3 and 5.
- Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.

7.9 The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes and reduce single occupancy car trips from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set.

8 Interim Action Plan & Funding

8.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives.

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8.2 The applicant has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan. The applicant will also fund the Travel Plan Co-ordinator's costs.

Measure	Action	Responsibility	Target Delivery/Method
Management/ Monitoring	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Confirm Travel Plan Co-ordinator details to Council	Applicant	On occupation
	Provide/maintain travel pack	Travel Plan Co-ordinator	Prior to occupation/on-going with regular updates
	Baseline/Year 1 surveys	Travel Plan Co-ordinator	In line with monitoring programme
	Travel Plan update	Travel Plan Co-ordinator	Within 3 months of baseline survey
	Monitoring surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of baseline survey
Active Travel	Provide development walking and cycling site infrastructure as per TA	Applicant	On occupation
	Promote and support walking by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
	Promote and support cycling by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Public Transport	Offer personalised journey planning for residents	Travel Plan Co-ordinator	On occupation/on-going
	Promote and support public transport by distributing information set out in Section 6. Regular review of services and ticketing	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Sustainable Vehicles	Modify street TRO to provide disabled parking spaces	Applicant	On occupation
	Promote measures set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
Delivery Management	Modify street TRO to provide loading bay	Applicant	On occupation
	Promote the Delivery Strategy set out in Section	Travel Plan Co-ordinator	Travel pack – on occupation/ on-going
	Periodically review the strategy and advise residents of any amendments	Travel Plan Co-ordinator	On-going

Table 8.1: Action Plan

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Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BM	BROMLEY	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 90 to 190 (units:)
Range Selected by User: 70 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/06/23

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	6

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Built-Up Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	1 days - Not Selected

Secondary Filtering selection:

Use Class:

C3	7 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

25,001 to 50,000	5 days
50,001 to 100,000	1 days
100,001 or More	1 days

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	3 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 days

Travel Plan:

Yes	3 days
No	4 days

PTAL Rating:

No PTAL Present	4 days
5 Very Good	2 days
6a Excellent	1 days

LIST OF SITES relevant to selection parameters

1 BM-03-C-01 BLOCKS OF FLATS BROMLEY
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

2 CT-03-C-01 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 CT-03-C-03 BLOCKS OF FLATS CENTRAL BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 HF-03-C-03 BLOCK OF FLATS HERTFORDSHIRE
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

5 IS-03-C-08 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 190
Survey date: THURSDAY *20/10/22* *Survey Type: MANUAL*

6 PO-03-C-01 BLOCKS OF FLATS PORTSMOUTH
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

7 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	136	0.003	7	136	0.004	7	136	0.007
08:00 - 09:00	7	136	0.008	7	136	0.007	7	136	0.015
09:00 - 10:00	7	136	0.004	7	136	0.006	7	136	0.010
10:00 - 11:00	7	136	0.005	7	136	0.005	7	136	0.010
11:00 - 12:00	7	136	0.007	7	136	0.007	7	136	0.014
12:00 - 13:00	7	136	0.007	7	136	0.007	7	136	0.014
13:00 - 14:00	7	136	0.003	7	136	0.003	7	136	0.006
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.002	7	136	0.002	7	136	0.004
16:00 - 17:00	7	136	0.006	7	136	0.006	7	136	0.012
17:00 - 18:00	7	136	0.005	7	136	0.005	7	136	0.010
18:00 - 19:00	7	136	0.003	7	136	0.003	7	136	0.006
19:00 - 20:00	3	149	0.007	3	149	0.007	3	149	0.014
20:00 - 21:00	3	149	0.011	3	149	0.009	3	149	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	136	0.003	7	136	0.003	7	136	0.006
08:00 - 09:00	7	136	0.000	7	136	0.000	7	136	0.000
09:00 - 10:00	7	136	0.002	7	136	0.002	7	136	0.004
10:00 - 11:00	7	136	0.001	7	136	0.000	7	136	0.001
11:00 - 12:00	7	136	0.003	7	136	0.003	7	136	0.006
12:00 - 13:00	7	136	0.000	7	136	0.001	7	136	0.001
13:00 - 14:00	7	136	0.000	7	136	0.000	7	136	0.000
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.000	7	136	0.000	7	136	0.000
16:00 - 17:00	7	136	0.000	7	136	0.000	7	136	0.000
17:00 - 18:00	7	136	0.000	7	136	0.000	7	136	0.000
18:00 - 19:00	7	136	0.000	7	136	0.000	7	136	0.000
19:00 - 20:00	3	149	0.000	3	149	0.000	3	149	0.000
20:00 - 21:00	3	149	0.000	3	149	0.000	3	149	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.32

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	136	0.051	7	136	0.345	7	136	0.396
08:00 - 09:00	7	136	0.086	7	136	0.502	7	136	0.588
09:00 - 10:00	7	136	0.096	7	136	0.200	7	136	0.296
10:00 - 11:00	7	136	0.128	7	136	0.163	7	136	0.291
11:00 - 12:00	7	136	0.113	7	136	0.155	7	136	0.268
12:00 - 13:00	7	136	0.161	7	136	0.168	7	136	0.329
13:00 - 14:00	7	136	0.140	7	136	0.148	7	136	0.288
14:00 - 15:00	7	136	0.137	7	136	0.122	7	136	0.259
15:00 - 16:00	7	136	0.262	7	136	0.153	7	136	0.415
16:00 - 17:00	7	136	0.272	7	136	0.172	7	136	0.444
17:00 - 18:00	7	136	0.397	7	136	0.187	7	136	0.584
18:00 - 19:00	7	136	0.447	7	136	0.220	7	136	0.667
19:00 - 20:00	3	149	0.340	3	149	0.143	3	149	0.483
20:00 - 21:00	3	149	0.172	3	149	0.081	3	149	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.759			5.561

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	136	0.003	7	136	0.006	7	136	0.009
08:00 - 09:00	7	136	0.009	7	136	0.008	7	136	0.017
09:00 - 10:00	7	136	0.012	7	136	0.005	7	136	0.017
10:00 - 11:00	7	136	0.012	7	136	0.011	7	136	0.023
11:00 - 12:00	7	136	0.012	7	136	0.016	7	136	0.028
12:00 - 13:00	7	136	0.018	7	136	0.019	7	136	0.037
13:00 - 14:00	7	136	0.005	7	136	0.008	7	136	0.013
14:00 - 15:00	7	136	0.005	7	136	0.005	7	136	0.010
15:00 - 16:00	7	136	0.011	7	136	0.007	7	136	0.018
16:00 - 17:00	7	136	0.012	7	136	0.015	7	136	0.027
17:00 - 18:00	7	136	0.007	7	136	0.003	7	136	0.010
18:00 - 19:00	7	136	0.002	7	136	0.002	7	136	0.004
19:00 - 20:00	3	149	0.004	3	149	0.004	3	149	0.008
20:00 - 21:00	3	149	0.002	3	149	0.002	3	149	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.111			0.225