10-12 Whitworth Street West, Manchester

Transport Statement

On behalf of **Atri7 6 Limited C/O Rhomco**

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Contents

1 Introduction 6
1.1 Overview 6
1.2 Site Location 6
1.3 MCC Scoping and Discussions 7
1.4 Structure of Report 7
2 Existing Conditions 9
2.1 Site Description 9
2.2 Highway Network 9
2.3 Whitworth Street West 10
2.4 A5103 Albion Street 11
2.5 A56 Bridgewater Viaduct 11
2.6 Road Collision Analysis 12
3 Policy Review 15
3.1 National Policy and Guidance 15
3.2 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking 15
3.3 Manual for Streets [MfS] 16
3.4 Guidelines for Providing for Journeys on Foot 16
3.5 Regional Plan – Greater Manchester Transport Strategy – Places For Everyone Joint Development Plan Document 17
3.6 Greater Manchester Transport Strategy (2040) 19
3.7 Manchester Core Strategy 20
3.8 Parking Standards 21
3.9 Summary 23
4 Accessibility 24
4.1 Access on Foot 24
4.2 Access by Cycle 26
4.3 Access by Bus 27
4.4 Access by Rail 29
4.5 Access by Metro 29
4.6 Access by Public Transport 30
4.7 Conclusion 30
5 Environmental Impact Assessment Considerations 31
6 Development Proposal 32
6.1 Introduction 32
6.2 Access.. 32
6.3 Parking Provisions 33
7 Waste Collection and Deliveries 35
7.1 Waste Collection Optioneering 35

7.2 Proposed Waste Collection and Delivery Arrangement 39
7.3 Supporting Precedent Examples 41
7.4 Bin Store Capacity and Collection Frequency 42
8 Stage 1 Road Safety Audit 44
9 Trip Generation 47
9.2 Future Trip Generation 47
9.3 Summary 48
10 Student Move In/ Move Out Strategy and Management 49
10.1 Parking Restrictions and Provisions 49
10.2 Student Drop Pick Up/ Drop Off Management 50
11 Travel Plan 55
12 Summary and Conclusion 56
12.1 Summary 56
12.2 Conclusion 56

Figures

Figure 1.1: Site Location 7
Figure 2.1: Highway Network Plan 9
Figure 2.2: Typical Conditions on Whitworth Street West 10
Figure 2.3: Typical Conditions on Albion Street 11
Figure 2.4: Typical Conditions on A56 Bridgewater Viaduct 12
Figure 2.5: PIC Locations 13
Figure 4.1: 2km Walking Catchment 25
Figure 4.2: 5km Cycling Catchment 27
Figure 4.3: Bus Stop Locations 28
Figure 4.4: TFGM Metrolink Network 29
Figure 4.5: 60-minute Public Transport Catchment 30
Figure 6.1: Illustrative Proposed Site Layout Plan 32
Figure 7.1: Approved Waste Collection Strategy (108705/FO/2015/C1 and 111003/FO/2016/C1) 35
Figure 7.2: Viaduct Constraints 36
Figure 7.3: Adjacent Turning Head at 2 and 4 Whitworth Street West 37
Figure 7.4: Adjacent Bin Storage Area at 2 and 4 Whitworth Street West (Via Hewitt Street) 38
Figure 7.5: Proposed Loading Bay on Whitworth Street West 39
Figure 7.6: Proposed Loading Bay on Cameron Street 40
Figure 7.7: Collection Strategy 41
Figure 7.8: Loading Strategy for Deansgate Fusion Site (129406/FO/2021) 42
Figure 10.1: Existing Parking Provisions and Restrictions 49
Figure 10.2: Car Parks within 10 Minute Walking Catchment 51

Tables

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007) 16
Table 3.2: Acceptable Walking Distances 17
Table 4.1: Bus Timetable Summary 28
Table 6.1: Fusion PBSA Cycle Parking Provisions and Utilisation 34
Table 8.1: S1 RSA Comments Tracker 44
Table 9.1: TRICS Proposed Trip Rates (PBSA) 48

Appendices

Appendix A MCC Scoping and Discussions
Appendix B Accessibility Plans
Appendix C Site Layout
Appendix D Vehicle Tracking Plans
Appendix E Off-Site Works Plans
Appendix F Biffa Waste Collection Confirmation Letter
Appendix G Stage 1 RSA Report
Appendix H TRICS Outputs

1 Introduction

1.1 Overview

1.1.1 Stantec has been instructed to prepare a Transport Statement [TS] to support a planning application for a proposed new purpose-built student accommodation [PBSA] building at 10 – 12 Whitworth Street West, Manchester, consisting of:

- 39 storey PBSA building consisting of 818 beds.
- Car free, given accessible location and surrounding public and private car parking.
- 139 secure cycle parking spaces, supported by 10 Fusion bikes, for use free of charge and bookable by students.
- Dedicated loading facilities on Whitworth Street West and Cameron Street to support refuse collection, general deliveries to the site and student moving in/ moving out procedures.

1.1.2 The sites boundary falls around a parcel of land where the previous building was demolished under a prior planning application. The site falls within the jurisdiction of Manchester City Council [MCC], who also serve as the Local Highway Authority [LHA].

1.1.3 This TS considers the impact of the proposed development on the local highway network and forms supplementary information to assist in the determination of the planning application.

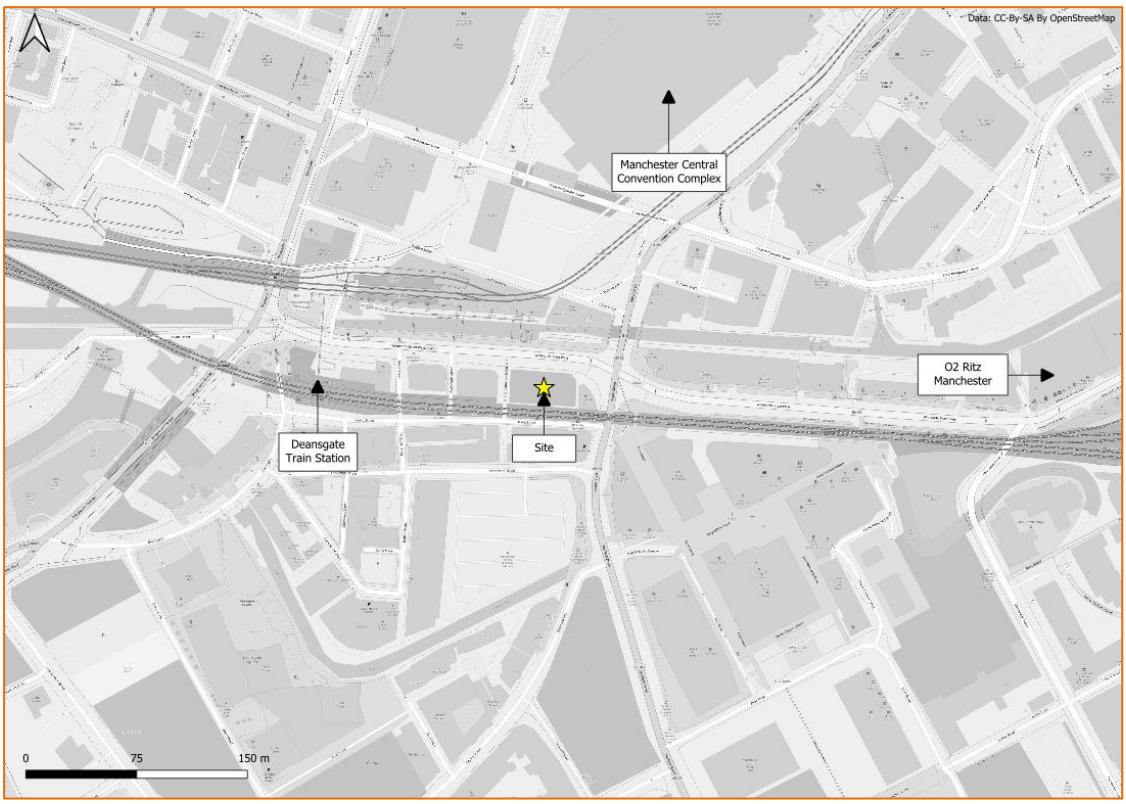
1.2 Site Location

1.2.1 The site is located within the inner-city ring road of Manchester, approximately 500m south of St Peter's Square and approximately 140m east of Deansgate Railway Station.

1.2.2 The site is bounded by the City Road Inn public house to the east, by an elevated railway line to the south, which connects Deansgate Station to Oxford Road train station, Cameron Street to the west and Whitworth Street West to the north.

1.2.3 **Figure 1.1** demonstrates the site location in its local context.

Figure 1.1: Site Location



Source: Data By CC-By-SA By OpenStreetMap

1.2.4 This TS has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document.

1.2.5 It sets out the transport matters relating to the development and provides details of the development proposals, including an assessment of predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

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

1.3 MCC Scoping and Discussions

1.3.1 To date, scoping of the development and this report has been undertaken with MCC to agree the assessment required and suitability of the development proposals.

1.3.2 These discussions are provided for reference in **Appendix A**.

1.4 Structure of Report

1.4.1 This report comprises nine sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the relevant national and local transport policy;

- **Section 4** assesses the accessibility of the site;
- **Section 5** details the environmental impact assessment considerations;
- **Section 6** outlines the development proposals;
- **Section 7** outlines the findings of a commissioned Stage 1 Road Safety Audit;
- **Section 8** estimates the multimodal trip generation for the site;
- **Section 9** details the student move in/ move out strategy and management;
- **Section 10** sets out the summary and conclusions.

2 Existing Conditions

2.1 Site Description

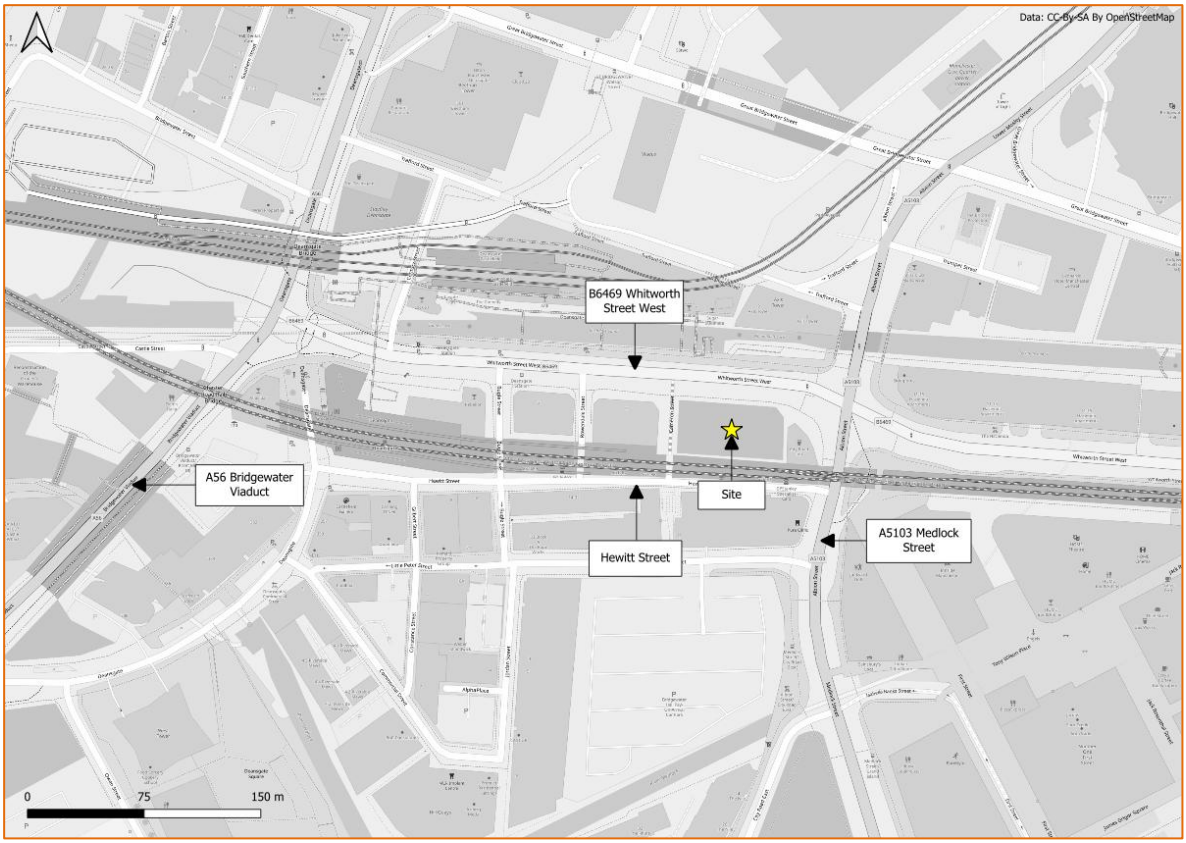
2.1.1 The development site is in Manchester City Centre, which was previously occupied by a vacant three storey building.

2.1.2 The site is bounded by the City Road Inn public house to the east, an elevated railway to the south which links Deansgate Railway Station and Oxford Road Station, Cameron Street to the west and Whitworth Street West to the north.

2.2 Highway Network

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

Figure 2.1: Highway Network Plan



Source: Data CC-By-SA By OpenStreetMap

2.3 Whitworth Street West

2.3.1 Whitworth Street West is a single carriageway road, allowing for all vehicular traffic over two lanes in an eastbound direction and is restricted to a dedicated single Bus Lane in the westbound direction. Whitworth Street West connects to A5103 Medlock Street at a signalised junction to the east and A56 Bridgewater Viaduct as well as Deansgate at a signalised junction to the west.

2.3.2 Whitworth Street West has the following characteristics;

- Adopted;
- Provides the access onto Cameron Street;
- East/west alignment;
- Subject to a 30mph speed limit;
- Width of the carriageway is approximately 13m wide and includes footways ranging between 2.5m and 5m bounding both sides of the road.
- Dropped kerbs, tactile paving and street lighting is present along the road supporting pedestrian movement. Additionally, signalised crossing points are available near the junctions at both ends of Whitworth Street West.
- Whitworth Street West benefits from an established Active Travel scheme. The corridor is equipped with dedicated cycle lanes on both sides of the carriageway, providing safe and continuous provision for cyclists. In addition, the westbound direction incorporates a dedicated bus lane, supporting sustainable transport modes and improving the reliability of public transport services.
- Traffic Regulation Orders [TROs] are in place in the form of double yellow lines, bounding the southern boundary of Whitworth Street West.
- There are three designated parking spaces reserved for disabled badge holders, along with an extended taxi rank bounding the northern side of the road.

2.3.3 Typical conditions along Whitworth Street West are presented in **Figure 2.2**.

Figure 2.2: Typical Conditions on Whitworth Street West



Source: Google Maps

2.4 A5103 Albion Street

2.4.1 A5103 Albion Street is a single carriageway road, meeting A57(M) and Princess Road at a junction roundabout to the south. From there, A5103 Albion Street continues north, meeting Lower Mosley Street and Great Bridgewater Street at a four-way signalised junction. A5103 Albion Street is a key road linking central Manchester with the inner-city ring road and southern suburbs of Manchester.

2.4.2 A5103 Albion Street has the following characteristics;

- Adopted;
- North/south alignment;
- Subject to a 30mph speed limit;
- Approximately 1m wide cycle lanes are provided on both sides of the carriageway, and advanced cycle stop lines are provided in both directions at the signalised junction with Whitworth Street West.
- The carriageway is approximately 13m wide and in the vicinity of the site, Albion Street has two lanes in a northbound direction and one lane in a southbound direction.
- There are TROs in the form of double yellow lines bounding both sides of the road in the vicinity of the site.

2.4.3 Typical conditions along A5103 Albion Street are presented in **Figure 2.3** below.

Figure 2.3: Typical Conditions on Albion Street



Source: Google Maps

2.5 A56 Bridgewater Viaduct

2.5.1 A56 Bridgewater Viaduct comprises a single-carriageway link forming part of the local strategic highway network. At its eastern extent, it connects to the B6469 Whitworth Street West via a three-lane signalised junction with Deansgate.

2.5.2 The route runs on a northeast-southwest alignment and provides a direct connection to the A57 (M) and A56 Chester Road at a five-arm signalised junction roundabout located to the southeast of Manchester City Centre.

2.5.3 A56 Bridgewater Viaduct has the following characteristics:

- Adopted;
- Northeast/ southwest alignment;
- Governed by a 30mph speed limit;
- The carriageway is approximately 6m wide and includes footways measuring approximately 1.5m bounding the eastern side of the road, and approximately 2.5m bounding the northern side of the road.
- Supported by key infrastructure including street lighting, tactile paving, dropped kerbs and a number of puffin crossings along the road.
- There are dedicated cycle lanes on both sides of the road. On the northern side, a segregated cycle lane runs adjacent to the footway and marked with cycle symbols. On the southern side, a bidirectional cycle lane is fully segregated from the main carriageway by a raised kerb and is clearly defined with white dashed markings, providing a safer, traffic-free route for cyclists.
- There are TRO's present in the form of double yellow lines along A56 Bridgewater Viaduct.

2.5.4 Typical conditions along A56 Bridgewater Viaduct are presented in **Figure 2.4** below.

Figure 2.4: Typical Conditions on A56 Bridgewater Viaduct



Source: Google Maps

2.6 Road Collision Analysis

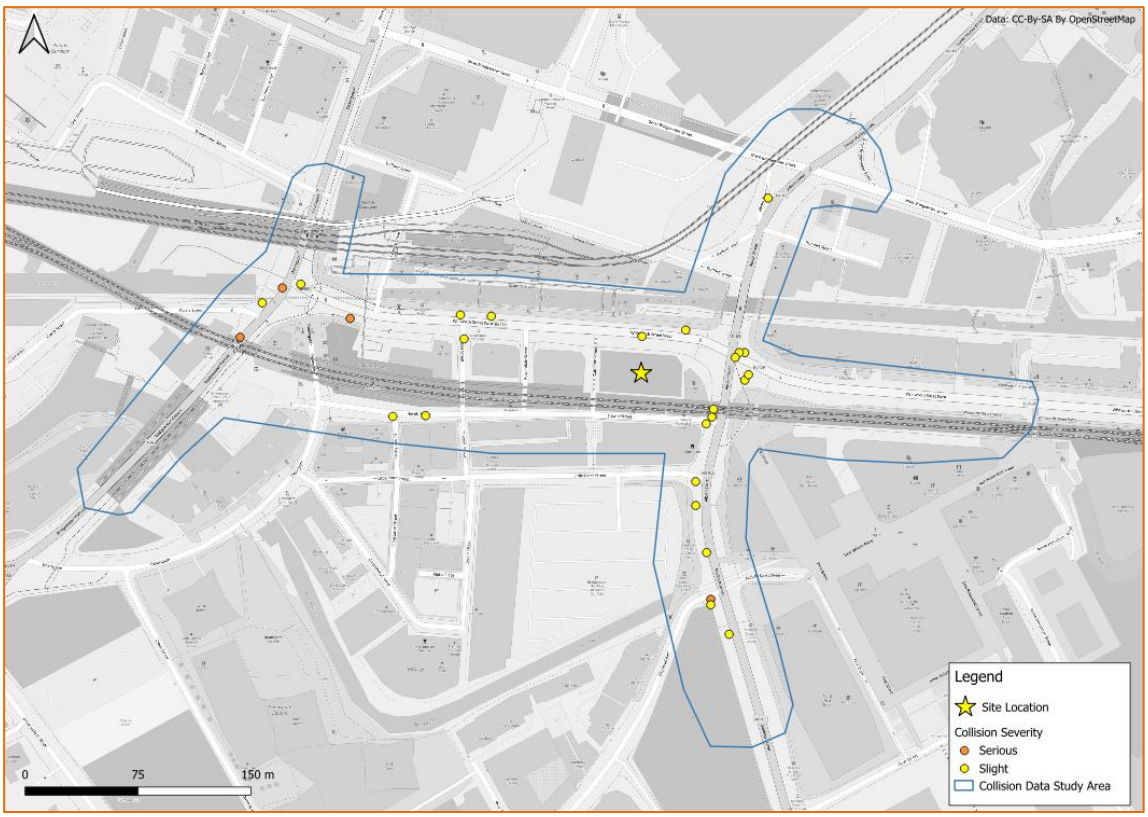
2.6.1 The DfT document "Guidance on Transport Assessment" states that:

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

2.6.2 A review of the Personal-Injury-Collisions [PICs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2019-31st December 2023) available from the STATS19 dataset.

2.6.3 **Figure 2.5** illustrates the recorded findings for the local highway network, with the study area outlined in blue.

Figure 2.5: PIC Locations



Source: Data By CC-By-SA By OpenStreetMap

Table 2.1: PIC Data Summary

Year/Severity	Slight	Serious	Fatal	Total
2019	10	2	-	**12**
2020	3	-	-	**3**
2021	3	-	-	**3**
2022	3	1	-	**4**
2023	4	1	-	**5**
Total	**23**	**4**	**-**	**27**

2.6.4 Examination of the PIC data as shown in **Table 2.1** above, revealed that during the five-year period there have been a total of 27 accidents within the study area.

2.6.5 Of these, 23 were classed as slight collisions and four serious collisions.

2.6.6 Five slight collisions and one serious collision occurred along Whitworth Street with no reported collisions directly near the site access onto Cameron Street.

2.6.7 An additional five reported collisions occurred on the junction between Whitworth Street West and A5103 Albion Street, and one serious and two slight collisions occurred near the junction between Whitworth Street and A56 Bridgewater Viaduct.

2.6.8 Whilst all collisions are unfortunate, it is Stantec's view that the accident frequency and severity do not indicate any specific highway safety issues associated with the site.

2.6.9 Stantec also considers, as demonstrated in **Table 2.1**, the recent active travel improvements in the area may have improved the general highway safety across the highlighted study area, due to the restriction of general traffic moving westbound along Whitworth Street West.

3 Policy Review

3.1 National Policy and Guidance

National Planning Policy Framework (NPPF)

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

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

3.1.3 Paragraph 115 notes:

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

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

3.1.5 Paragraph 116 notes:

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

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

3.2.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessment and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

3.2.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses

on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.3 Manual for Streets [MfS]

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

3.3.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

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

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

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

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

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

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

Source: MfS (2007)

3.4 Guidelines for Providing for Journeys on Foot

3.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Guidelines for Providing for Journeys on Foot". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

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

3.5 Regional Plan – Greater Manchester Transport Strategy – Places For Everyone Joint Development Plan Document

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

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

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

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

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

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

3.5.6 The PfE document includes a number of policies relevant to the site:

Policy JP-C1: An Integrated Network

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

- Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services,

including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;

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

Policy JP-C3: Public Transport

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

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

- Improved access to rapid transit routes including first/last mile solutions.

Policy JP-C4: The Strategic Road Network

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

Policy JP-C5: Streets for All

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

Policy JP-C6: Walking and Cycling

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

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

3.6 Greater Manchester Transport Strategy (2040)

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

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.

- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes, e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.

- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.6.2 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

3.7 Manchester Core Strategy

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

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

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

Policy T2 – Accessible Areas of Opportunity and Need

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

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and the Hospitals and the Airport and to ensure good national and international connections.

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic sites including:

    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.

    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.

    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.

- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects the policy in the Regional Strategy [RS]. In all parts of the City, proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

  - District Centres.

  - Areas not within the City Centre or District Centres.

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

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

Policy T3 – Strategic Integration

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

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.

- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.

- A second Metrolink crossing in the City Centre.

- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.

- The Cross-City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

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

3.8 Parking Standards

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

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

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

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

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

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

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

3.8.6 Regarding accommodating temporary stopping and emergency access:

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

3.8.7 Additionally residential developments must be designed for waste:

- Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.

- Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within a communal waste storage area so they are not visible from the street.

- Safe and secure waste storage areas must be accessible to the local authority refuse collection service or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.

- In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

3.9 Summary

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

4 Accessibility

4.1 Access on Foot

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

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

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

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

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

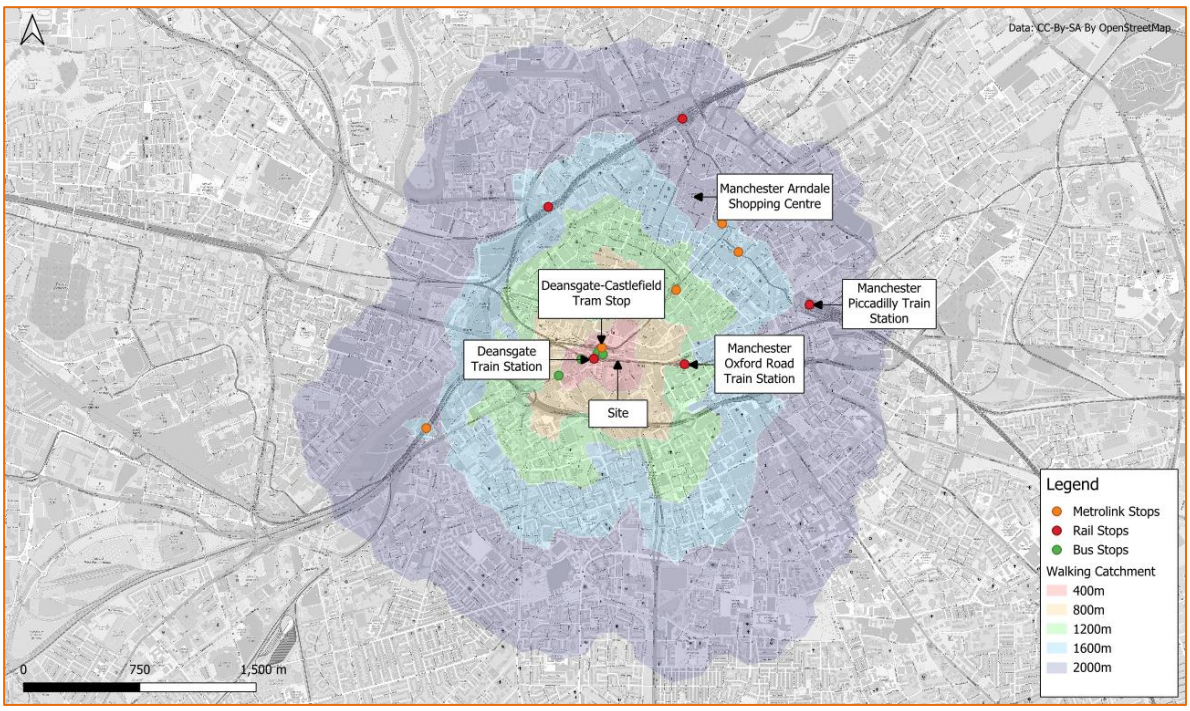
4.1.6 On Whitworth Street West and the surrounding road network there is strong pedestrian infrastructure, including wide footways measuring approximately 2-5m on both sides of the road connecting to local public transport and amenities.

4.1.7 Depending on the route pedestrians want to take to and from the site, the surrounding network, including A5103 Medlock Street, A56 Bridgewater Viaduct and Deansgate are suitable for pedestrians.

4.1.8 The roads are well-equipped with pedestrian infrastructure, including signalised crossing points, tactile paving, street lighting and dropped kerbs. The surrounding network provides access to Deansgate train station to the east (approx. 150m), Deansgate-Castlefield tram stop to the north-east (approx. 70m) and Manchester Oxford train station to the west (approx. 450m).

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

Figure 4.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

4.1.10 As shown, bus stops are located within 400m of the development. The nearest stop is situated along Whitworth Street West, approximately 100m west of the site.

4.1.11 Referred to as the 'Deansgate Station' bus stops, they access a number of services including the X50, 255 and 1 Free Bus.

4.1.12 This stop provide access to a wide range of services that provide convenient opportunities for residents to travel to access areas around Manchester including Spinningfields, Manchester Piccadilly and the Trafford Centre.

4.1.13 In combination to the bus stops, there are also a range of local amenities within 800m of the site, which can be seen listed below. The proximity of the local public transport network provides significant opportunities for pedestrians to access a variety of local destinations.

4.1.14 The site is well located with local amenities within 2km of the site, some are listed below:

- Deansgate-Castlefield Tram Stop - Approximately 70m from the site;
- Bridgewater Hall – Approximately 100m from the site;
- Deansgate Train Station – Approximately 150m from the site;
- Castlefield Gallery - Approximately 350m from the site;
- Manchester Central Convention Complex – Approximately 450m from the site;
- Sainsbury's Local – Approximately 550m from the site;
- Manchester Oxford Road Station – Approximately 600m from the site;
- Tesco Express – Approximately 650m from the site;

- Mcdonald's – Approximately 700m from the site;
- Manchester Metropolitan University – Approximately 900m from the site;
- The University of Manchester – Approximately 1.3km from the site;
- Manchester Arndale Shopping Centre – Approximately 1.3km from the site;
- Manchester Piccadilly Train Station – Approximately 1.5km from the site.

4.1.15 In summary, the site is easily accessible on foot and is located close to local amenities, residential neighbourhoods, and student accommodation, helping to minimise the need for staff and students to make short car journeys to and from the site.

4.2 Access by Cycle

4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent evidence provided in the Welsh Governments Active Travel Act Guidance (2021) that states:

- "The cycle is a machine that can travel at speed which makes it an ideal replacement for the motor car for many journeys".

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

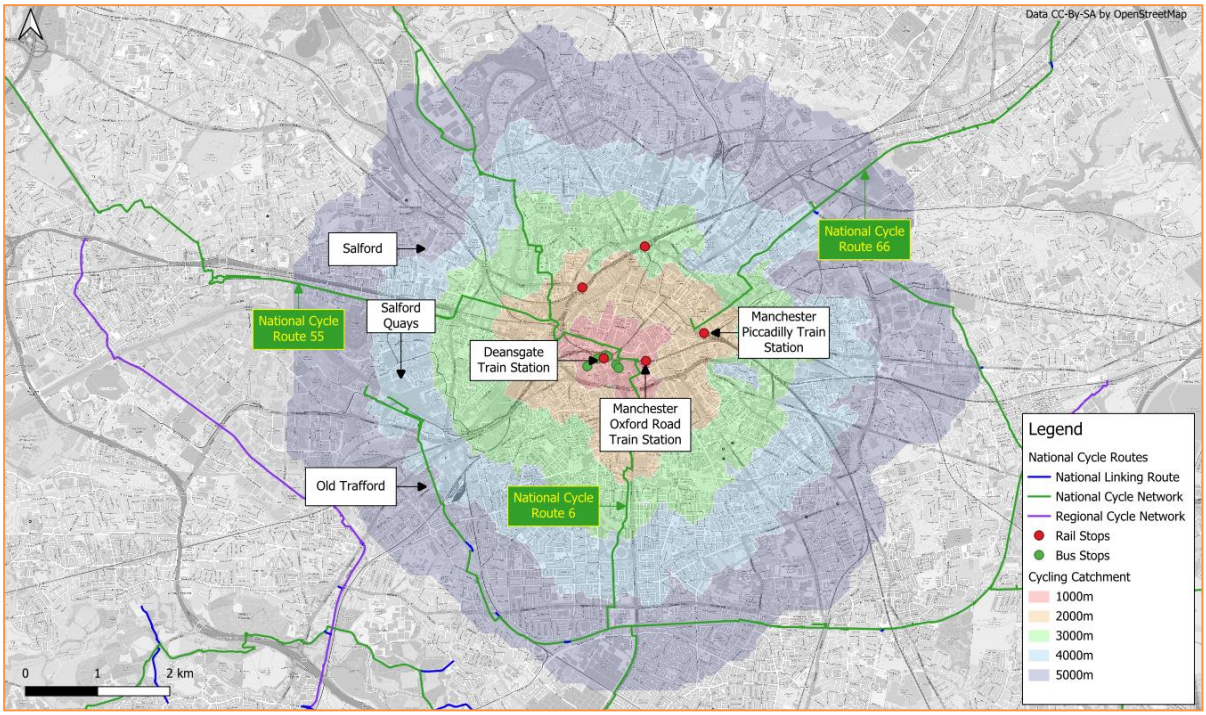
4.2.3 The general topography in Manchester around the proposed development site is predominantly flat, with only minor gradient variations along adjacent roads. Despite its city centre location, the area benefits from established cycling infrastructure integrated into the surrounding transport network.

4.2.4 National Cycle Route [NCN] 6, 55 and 66 are accessible within a 5km catchment of the site and detailed below:

- NCN 6 connecting West London to Carlisle, passing significant locations including Manchester, Sheffield, Derby and Leicester. The route is 711.4 km long, with 52.4% of the route being traffic-free.
- NCN 55 connecting Preston to Telford, passing significant locations including Chorley, Manchester, Stoke and Macclesfield. The route is 182 km long, with 70.9% of the route being traffic free.
- NCN 66 connecting Manchester to Hull, passing significant locations including York, Leeds, Bradford and Rochdale. This route is 218.7 km long, with 56.9% of the route being traffic free.

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

Figure 4.2: 5km Cycling Catchment



Source: OpenStreetMap ©

4.2.6 **Figure 4.2** demonstrates that a number of train stations as well as nearby localities including Old Trafford, Salford Quays and Salford are within a 5km cycling catchment of the site.

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

4.3 Access by Bus

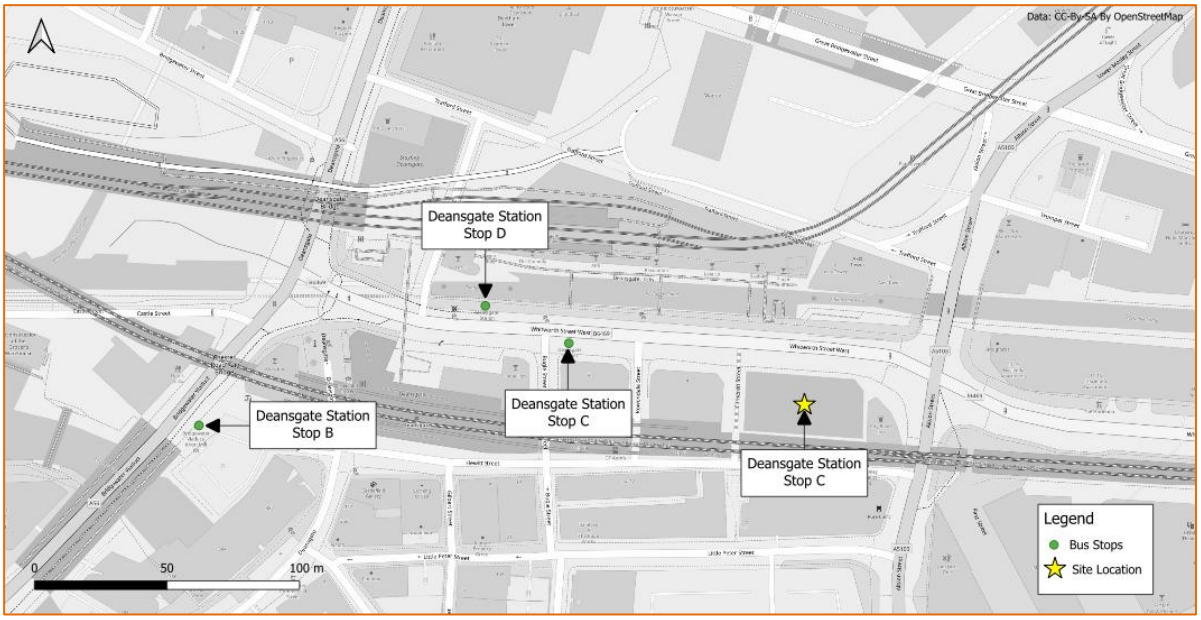
4.3.1 Bus stops are located within 400m of the development, noting:

- The nearest stop is situated along Whitworth Street West, approximately 100m west of the site entrance;
- Referred to as the **'Deansgate Station' bus stops**, they access a number of services including the X50, 255 and 1 Free Bus.

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

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

Figure 4.3: Bus Stop Locations



Source: Data: CC-By-SA By OpenStreetMap

Table 4.1: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
1 Free Bus	Picadilly Rail Station Circular	07:15	6	6	23:40	82	07:15	6	23:42	76
X50	Piccadilly Gardens – The Trafford Centre	05:03	2	2	22:10	31	07:39	2	21:10	28
	The Trafford Centre – Piccadilly Gardens	06:02	2	2	23:12	33	08:42	2	22:12	28
255	Piccadilly Gardens - Partington Terminus	04:59	1	2	22:59	32	06:59	2	22:59	27
	Partington Terminus – Piccadilly Gardens	05:32	2	2	23:39	34	06:30	2	23:34	31
Totals		**-**	**13**	**14**	**-**	**212**	**-**	**14**	**-**	**190**

4.3.4 **Table 4.1** demonstrates that the site is accessible by bus for commuters, with over 212 buses passing along by the site on weekdays and 190 buses passing on weekends, which offer regular and convenient opportunities for residents to travel to neighbouring areas including Spinningfields, Manchester Piccadilly and the Trafford Centre.

4.3.5 During weekday AM and PM network peak hours, as well as the weekend peak hour, nine buses pass near the site. This provides residents with convenient and reliable access during key commuting times.

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

4.4 Access by Rail

4.4.1 The closest train station to the site is Deansgate, located approximately 150m west of the site. The station is sheltered and includes facilities such as toilets and stands for bicycles. There are regular trains from Deansgate accessing places across the Northwest including Manchester Airport, Liverpool, Blackpool and Southport, providing frequent opportunities for residents.

4.4.2 Residents can also reach Manchester Oxford road at a short walk within 800m of the site. Manchester Piccadilly station is located within a 1.5km catchment of the site and Manchester Victoria is located within a 2km catchment of the site. These stations provide high frequency services to destinations throughout the UK including London, Birmingham and Edinburgh.

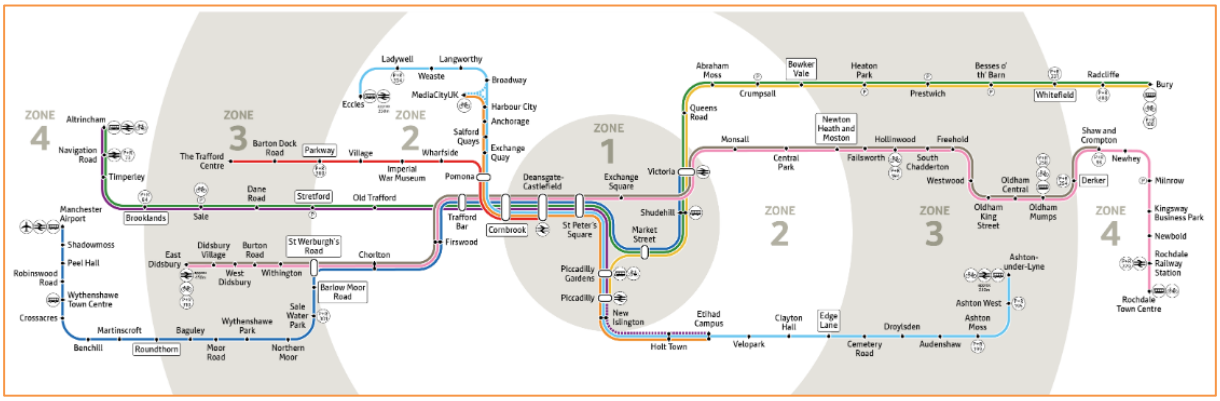
4.5 Access by Metro

4.5.1 The nearest Metrolink station is Deansgate-Castlefield, located approximately 70m northwest of the site. Deansgate-Castlefield can be used to access the entire Metrolink network.

4.5.2 All lines run at a frequency of one every 12 minutes between 08:00 – 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.

4.5.3 **Figure 4.4** below displays the entire Metrolink network.

Figure 4.4: TFGM Metrolink Network



Source: TFGM, 2025

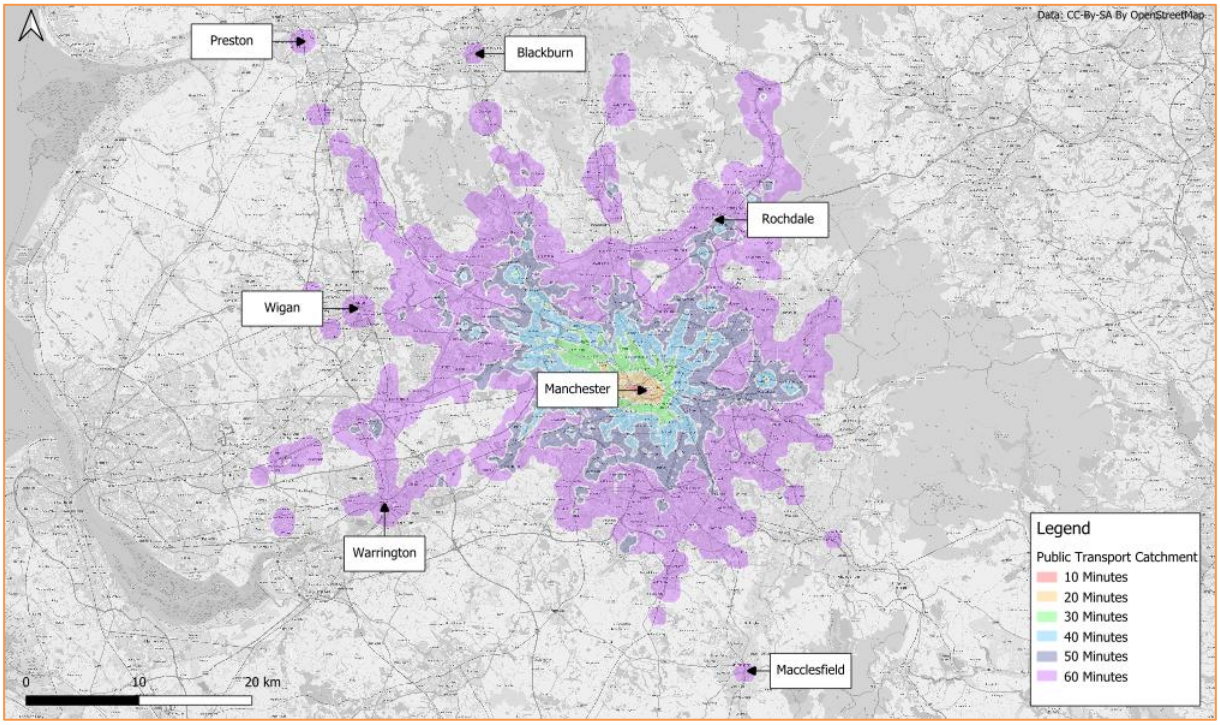
4.6 Access by Public Transport

4.6.1 A calculation has been undertaken, using TRACC, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the development site.

4.6.2 The time includes the walk to the bus stops or railway station and demonstrates that areas including Preston, Blackburn and Macclesfield are all accessible within a 60-minute public transport journey.

4.6.3 **Figure 4.5** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Figure 3** of **Appendix B.**

Figure 4.5: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap

4.7 Conclusion

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

5 Environmental Impact Assessment Considerations

5.1.1 As part of the development process, an Environmental Impact Assessment [EIA] was provided and submitted to MCC. It is noted, given the limited transportation impacts of the proposals, transport was scoped out of the EIA report, with sufficient justification provided.

5.1.2 Following submission, the wider project team received the following comments from MCC Highways team:

- *'Whilst Highways agree that EIA assessment of the operational phase are not necessary due to the proposed parking provision at the site and accessible location, no evidence has been provided with regard to baseline surrounding traffic flows and daily construction vehicle movements in order to support scoping out of the construction phase. Further evidence is therefore requested by Highways, or should such data not be available at this stage, highways suggest that assessment of the construction phase is scoped into the EIA assessments, once further detail can be obtained on baseline traffic flows and construction vehicle numbers/routeing'.*

5.1.3 We acknowledge Highways' position regarding the operational phase and welcome agreement that, given the site's car-free nature and highly accessible central location, transport impacts from operation do not warrant assessment in the EIA.

5.1.4 Regarding the construction phase, while detailed construction methodology is not yet available, we consider there is sufficient justification at this stage to scope transport out of the EIA in full. The following points are noted:

- The site is highly constrained, with limited space for construction plant and laydown areas. As a result, the scale and intensity of construction-related vehicle movements will necessarily be low and tightly managed.
- Due to the site's central location and surrounding road network, all construction vehicle routing and timing will be subject to careful coordination with MCC via a Construction Traffic Management Plan [CTMP], secured by planning condition. This approach is standard across city centre developments and avoids the need for bespoke EIA mitigation.
- Based on professional judgement and experience of similar city centre developments (including the adjacent 2–4 Whitworth Street West site), the anticipated scale of construction traffic will not give rise to severance, congestion, safety, or amenity impacts that would constitute likely significant effects under the EIA Regulations or IEMA guidance.
- The CTMP will ensure deliveries are scheduled to avoid peak periods, vehicle sizes are limited, and movements are minimised, with the use of consolidation and holding areas where needed. Pedestrian management and safety will be prioritised through established measures already accepted by MCC on similar schemes.

5.1.5 While baseline traffic flow data can be reviewed to inform the CTMP at the appropriate stage, the expected volume and profile of construction vehicle movements fall well below thresholds likely to result in significant environmental effects.

5.1.6 On this basis, and consistent with accepted precedent, we maintain that transport (including construction traffic) does not warrant assessment in the EIA.

5.1.7 Confirmation from MCC finding the above acceptable is outlined in **Appendix A**.

6 Development Proposal

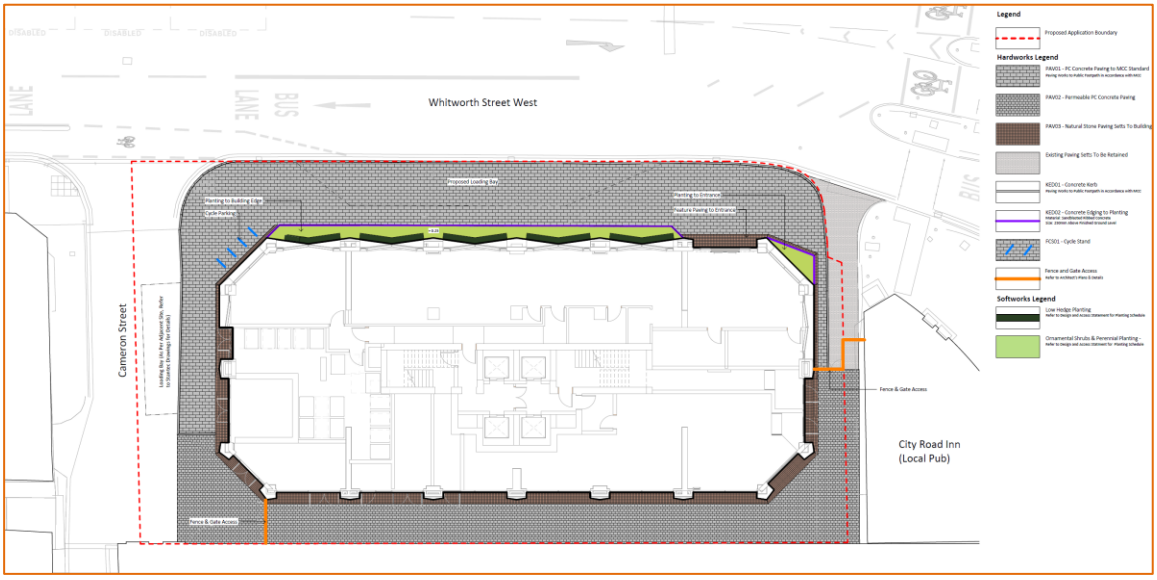
6.1 Introduction

6.1.1 The proposals relate to a PBSA development, involving:

- 39 storey PBSA building consisting of 818 beds.
- Car free, given accessible location and surrounding public and private car parking.
- 139 secure cycle parking spaces, supported by 10 Fusion bikes, for use free of charge and bookable by students.
- Dedicated loading facilities on Whitworth Street West and Cameron Street to support refuse collection, general deliveries to the site and student moving in/ moving out procedures.

6.1.2 **Figure 6.1** below provides an illustrative copy of the development proposals. A detailed copy can be seen in **Appendix C**.

Figure 6.1: Illustrative Proposed Site Layout Plan



Source: C&W Architects

6.2 Access

Vehicular Access

6.2.1 Given the sites accessible location within Manchester City Centre, the development will operate as car free and will provide no onsite parking.

6.2.2 Managed arrangements for the arrival and departure of students safely and efficiently at the start and end of academic years are proposed, as outlined in Section 8 of this report.

Pedestrian and Cycle Access

6.2.3 Pedestrian access is proposed to the frontage of the site on Whitworth Street West, which has footways in excess of 3m wide, providing good connectivity to surrounding land uses and public transport connections.

6.2.4 The scheme's non-car led design actively discourages reliance on private vehicles while promoting sustainable travel choices. To further reinforce this approach, a Travel Plan [TP] will be implemented onsite to prioritise walking and cycling as the primary modes for access to local amenities, while also supporting onward travel by public transport, including tram, bus and rail services.

6.2.5 Further details relating to the FTP are outlined later in this report.

6.3 Parking Provisions

Vehicle Parking

6.3.1 As noted above, the proposed development will operate on a car-free basis and will not provide any on-site parking provision.

6.3.2 The site is located within a well-established city centre parking zone and is served by several nearby off street car parks.

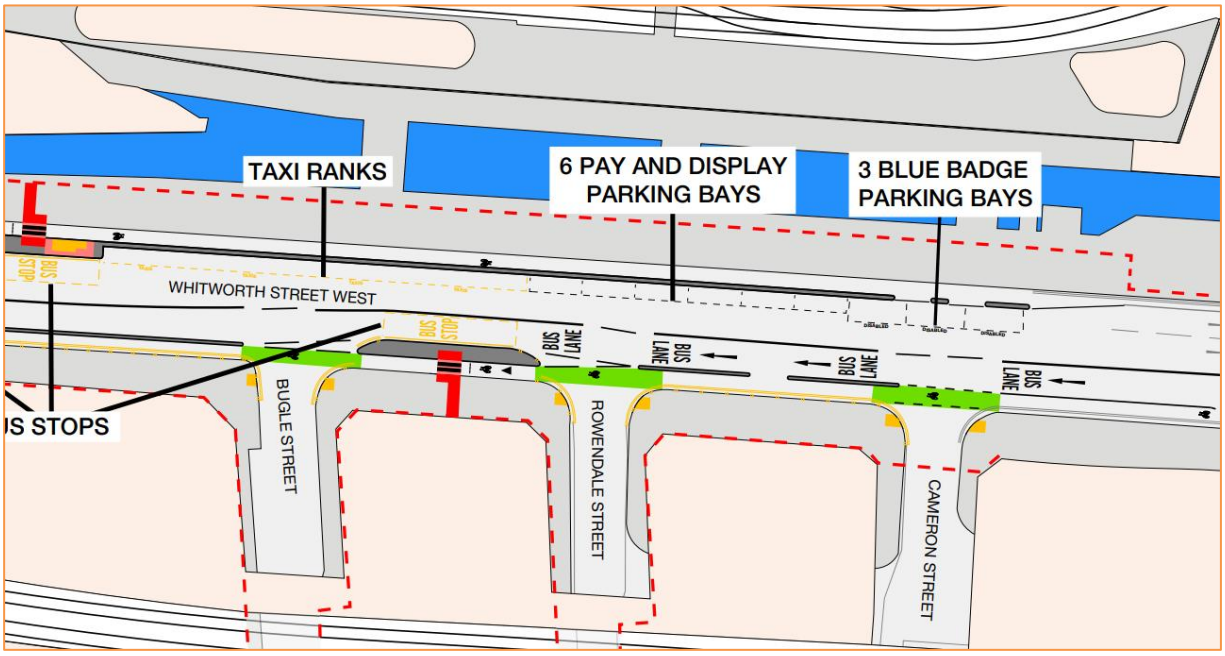
6.3.3 In particular, the Bridgewater Hall car park, operated by MCC, is located approximately 150m walking distance from the site and provides a substantial supply of publicly available parking.

6.3.4 In addition, on-street parking and servicing facilities managed by MCC are provided on Whitworth Street West, comprising:

- Three disabled parking bays;
- Six general parking spaces; and
- Approximately 45m of dedicated taxi standing space, accommodating around eight taxis.

6.3.5 Collectively, these off site parking and taxi provisions are considered sufficient to support the proposed car free development without giving rise to unacceptable impacts on the surrounding highway network.

Figure 6.2: Whitworth Street Parking Provisions



Cycle Parking

6.3.6 MCC does not prescribe specific cycle parking standards for PBSA developments, with proposals therefore assessed on a case by case basis.

6.3.7 A review of approved PBSA planning applications on MCC's planning portal indicates that cycle parking provision in the range of approximately 8% to 29% of bedrooms has been accepted.

6.3.8 We note a 17% cycle parking provisions was approved for a nearby Fusion site, situated at Deansgate South, Manchester (Planning Application Reference: 129406/FO/2021).

6.3.9 In addition, cycle parking usage data has been obtained from Fusion, following on site surveys of the cycle parking provisions, as outlined below.

Table 6.1: Fusion PBSA Cycle Parking Provisions and Utilisation

Site	Beds	Cycle Parking Provision	Cycle Parking Utilised (% of Parking Provision)	Fusion Bikes Provided	Bookings in 6 months
Fusion, Brent Cross, London	662	497 (75%)	5 (1%)	5	176
Fusion, King Edward Street, Nottingham	568	150 (26%)	4 (2.7%)	6	57
Fusion, Blue Brg Lane, York	275	200 (73%)	19 (9.5%)	4	117
Fusion, Upper Duke Street, Liverpool	420	150 (36%)	2 (1.3%)	8	46

6.3.10 On this basis, 139 cycle parking spaces (17%) are proposed, via two-tier racks and Sheffield stands, which are considered suitable.

6.3.11 As noted, the site will be supported by 10 Fusion bikes for use by resident students. These will be free to use, providing a convenient and accessible option for students to travel around Manchester city centre by sustainable means, reducing reliance on private vehicles and supporting active travel choices.

6.3.12 Four Sheffield stands (eight cycle spaces) are also proposed to the frontage of the building to allow short stay cycle parking for visitors. These cycle parking spaces have been designed to accommodate larger delivery bikes, to accommodate services such as food deliveries.

7 Waste Collection and Deliveries

7.1 Waste Collection Optioneering

7.1.1 To ensure a suitable servicing arrangement is proposed for the site, a number of options were explored, notably in relation to waste collection.

Option 1 – Previously Consented Waste Collection Strategy

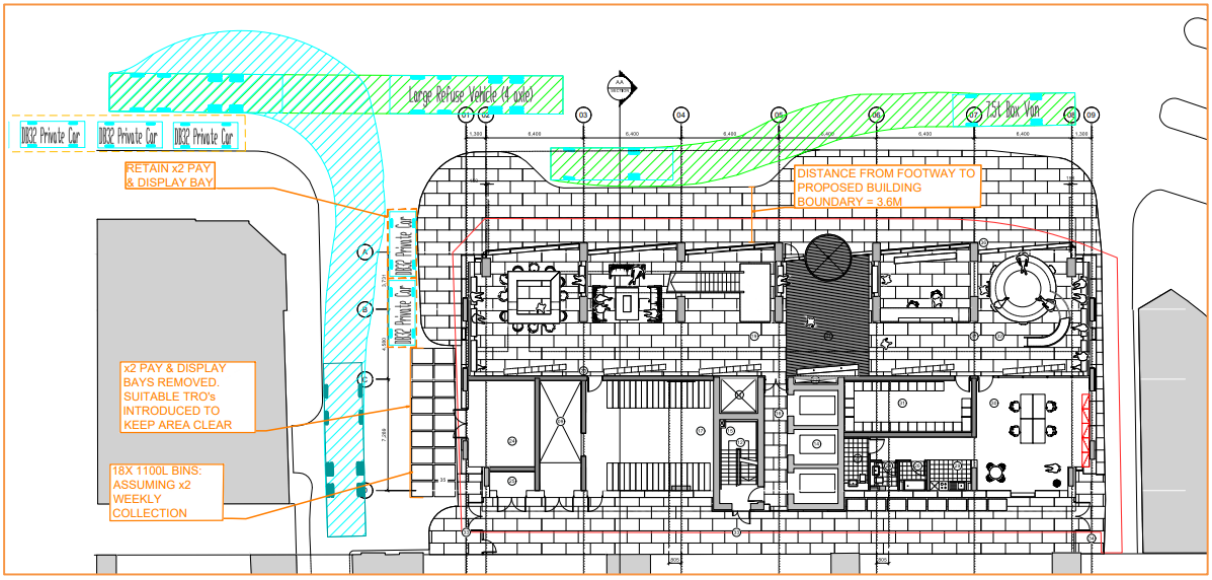
7.1.2 Two previous planning permissions have been granted for the site, as summarised below:

- 108705/FO/2015/C1 - Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works. **– Approved November 2015**.
- 111003/FO/2016/C1 - Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works. **– Approved April 2016**.

7.1.3 Both applications were approved using the same waste and servicing strategy, which involved refuse vehicles reversing from Whitworth Street West onto Cameron Street.

7.1.4 The approved proposals also included provision of a loading bay on Whitworth Street West to accommodate smaller servicing and delivery vehicles. However, this arrangement predates the active travel interventions that have since been implemented along Whitworth Street West, including enhanced pedestrian and cycle infrastructure, as described within this TS.

Figure 7.1: Approved Waste Collection Strategy (108705/FO/2015/C1 and 111003/FO/2016/C1)



7.1.5 It is important to recognise that the local highway environment has materially changed since the earlier permissions were granted. Whitworth Street West now functions as a key active travel corridor, with increased pedestrian and cyclist flows and infrastructure that prioritises sustainable modes.

7.1.6 In this context, and based on professional judgement, the previously approved strategy of large refuse vehicles reversing from Whitworth Street West into Cameron Street is no longer considered appropriate or safe.

7.1.7 Such manoeuvres would introduce an unacceptable level of conflict with pedestrians and cyclists, contrary to current design guidance and best practice, including the principles set out within Transport for Greater Manchester Streets for All guidance and to go against NPPF policy in terms of highway safety.

7.1.8 This option was discounted.

Option 2 – Refuse Collection on Cameron Street

7.1.9 An alternative servicing arrangement was explored whereby refuse vehicles would access Cameron Street in a forward gear from Whitworth Street West and continue through to Hewitt Street, thereby avoiding the need for reversing manoeuvres onto the main corridor.

7.1.10 Whilst initial swept path analysis indicates that it is technically feasible for large refuse vehicles to pass beneath the railway viaduct, this movement is subject to very tight horizontal and vertical tolerances. The available clearance provides minimal margin for driver error or vehicle deviation, resulting in an elevated risk of vehicle strike with the viaduct structure. This level of risk is not considered acceptable for a routine servicing operation.

7.1.11 Furthermore, the geometry of the junction between Cameron Street and Hewitt Street presents additional operational constraints. There is insufficient carriageway width and turning radius to accommodate the swept path of a large refuse vehicle without overrun of the adjacent footway. The manoeuvre would also result in conflict with existing street furniture, including a lighting column, and would likely require vehicles to encroach into pedestrian space.

Figure 7.2: Viaduct Constraints



Source: Google Maps

7.1.12 These constraints would not only introduce safety risks to pedestrians but also raise concerns in terms of highway safety, asset protection and maintenance. The reliance on precise manoeuvring in a constrained environment would also reduce the robustness and reliability of the servicing strategy.

7.1.13 On this basis, and in line with good practice to ensure safe, practical and repeatable servicing arrangements, this option has been discounted.

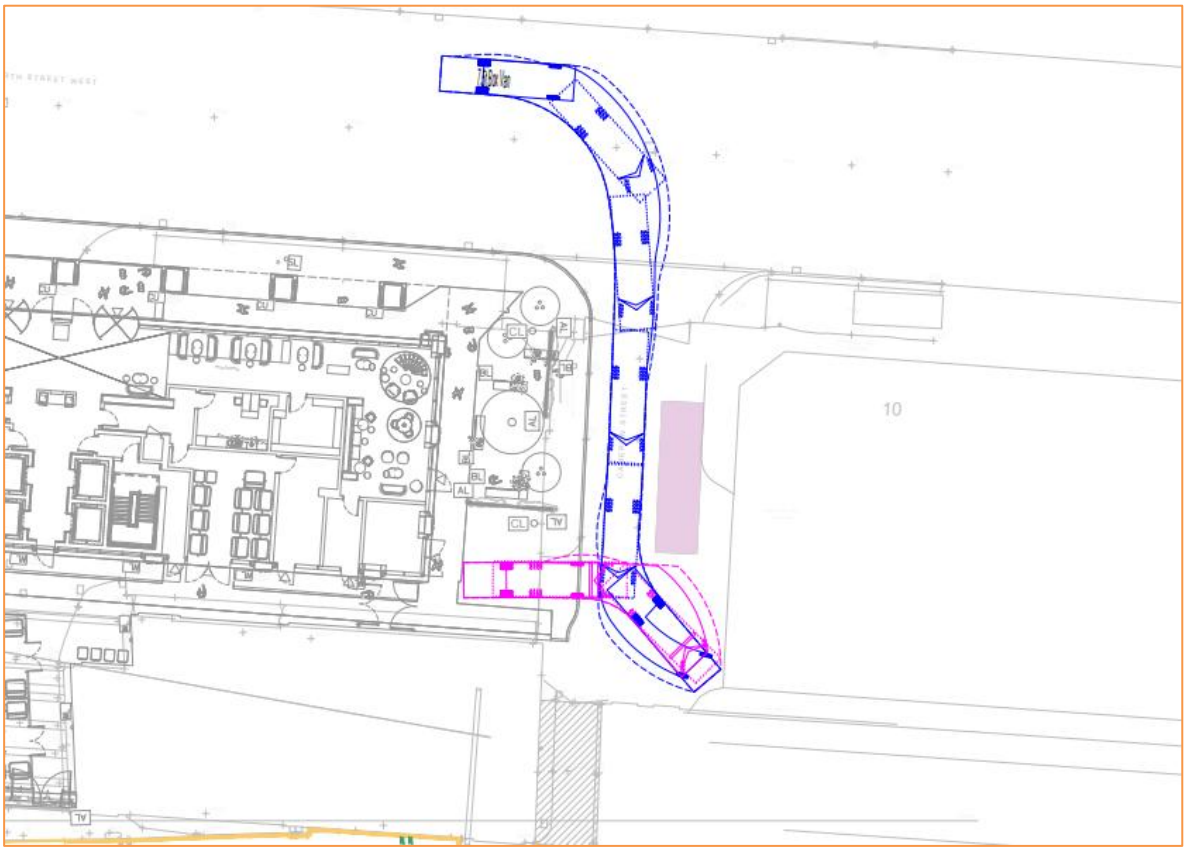
7.1.14 Consideration has also been given to the adjacent residential development at 2 and 4 Whitworth Street West (Planning Reference: 141773/FO/2024), which incorporates an on site turning head intended to facilitate vehicles.

7.1.15 Whilst there is potential for future coordination between the two sites, including the possibility of shared servicing arrangements, this cannot be relied upon at this stage. The delivery, phasing and long term management of the adjacent development remain outside the control of this application.

7.1.16 Accordingly, the servicing strategy for the proposed development has been designed to operate independently, ensuring that safe and effective refuse collection and servicing can be achieved without reliance on third party land or infrastructure.

7.1.17 This approach aligns with standard planning and highway design principles, which require developments to be self sufficient in operational terms.

Figure 7.3: Adjacent Turning Head at 2 and 4 Whitworth Street West



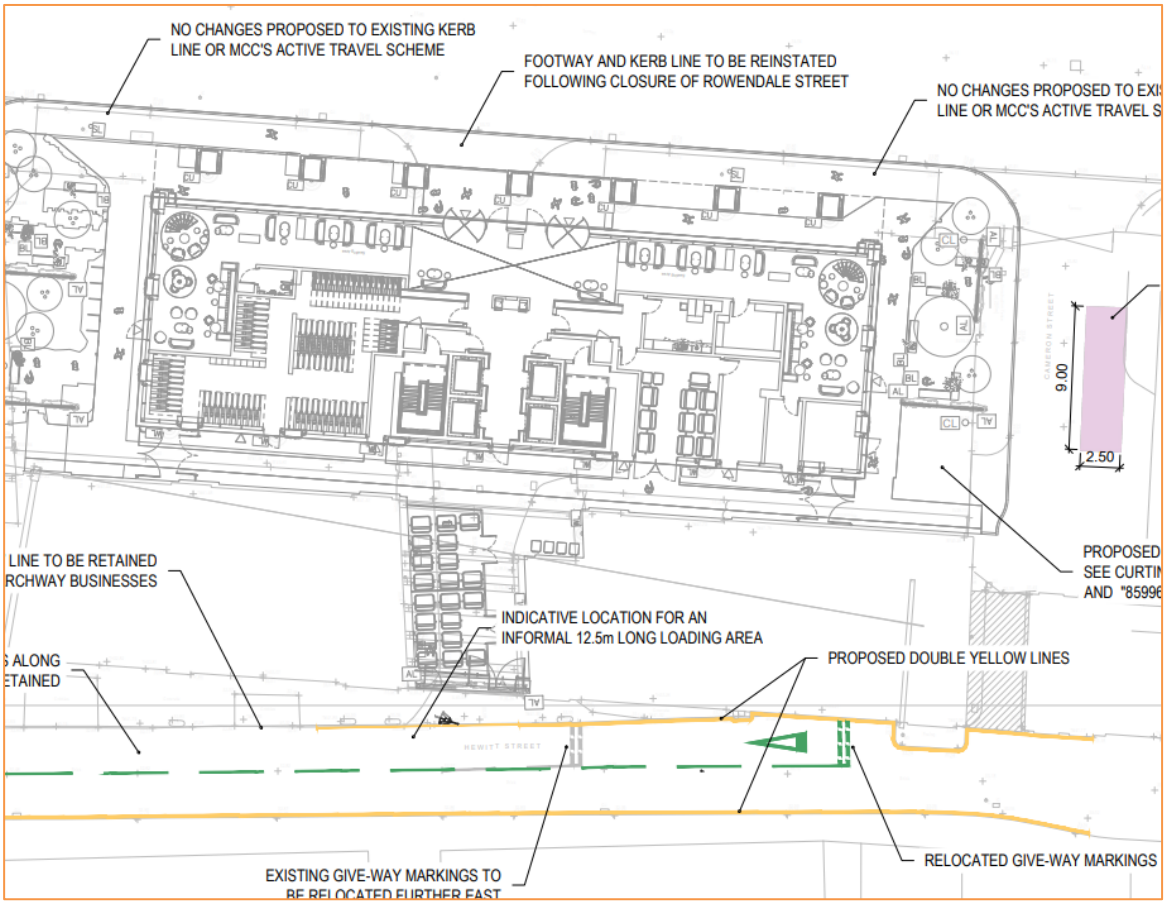
Source: As per Application: 141773/FO/2024 Transport Statement

Option 3 – Refuse Collection via Hewitt Street

7.1.18 The approved adjacent development at 2 and 4 Whitworth Street West includes the stopping up of Rowendale Street, with the section beneath the viaduct repurposed to accommodate bin storage.

7.1.19 This arrangement enables refuse vehicles to service the development from Hewitt Street, where vehicles can draw up alongside the bin storage area and undertake collection activities in a controlled and accessible manner.

Figure 7.4: Adjacent Bin Storage Area at 2 and 4 Whitworth Street West (Via Hewitt Street)



Source: As per Application: 141773/FO/2024 Transport Statement

7.1.20 A comparable approach was explored for the application site, utilising the viaduct section on Cameron Street for bin storage. However, it was determined that the available space beneath the viaduct is insufficient to accommodate the quantity of bins required to serve the proposed development, both in terms of physical footprint and operational accessibility.

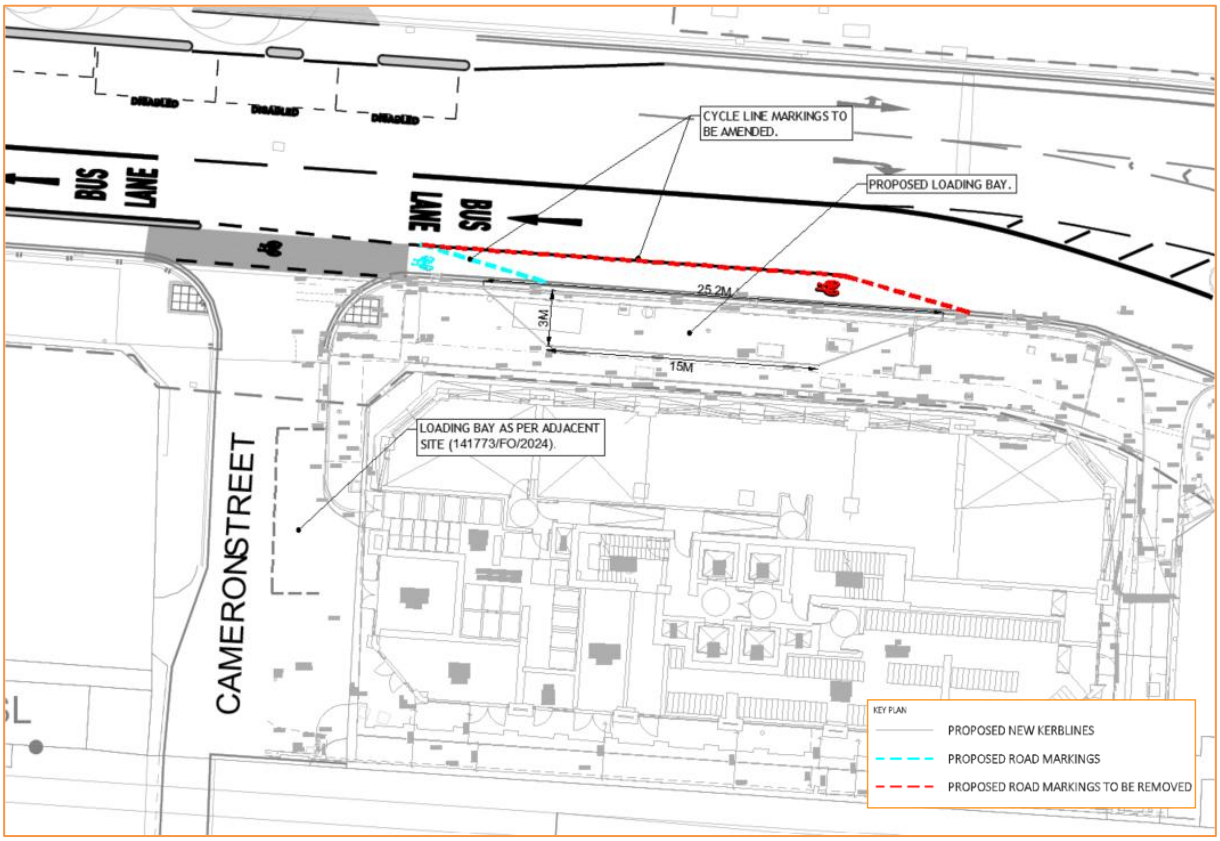
7.1.21 In addition, implementing such an arrangement would necessitate the stopping up of part of Cameron Street. This would remove through access and require all servicing and refuse vehicles associated with the site to rely on the adjacent development's turning head on Hewitt Street. As set out previously, reliance on third party infrastructure is not considered appropriate or robust from an operational or planning perspective.

7.1.22 On this basis and having regard to both spatial constraints and operational independence, this option has been discounted.

7.2 Proposed Waste Collection and Delivery Arrangement

7.2.1 Following discussions with the MCC Highways team, it is proposed to provide a dedicated loading bay along the site frontage on Whitworth Street West measuring 3m in width and 15m in length, designed to accommodate refuse vehicles of up to 11.5m in length.

Figure 7.5: Proposed Loading Bay on Whitworth Street West



7.2.2 The loading bay will be constructed flush with the adjacent footway. This ensures that, when not in use, the full effective width of the footway is retained for pedestrian movement, maintaining continuity of the pedestrian environment in accordance with current streetscape design principles.

7.2.3 In the context of recent active travel improvements along Whitworth Street West, the introduction of a bus gate at the Whitworth Street West/ Albion Street junction restricting westbound general traffic.

7.2.4 It has been agreed with MCC in principle that private waste collection vehicles which will service the site can be exempt on a 'whitelist' to ensure they can travel westbound through the bus gate without being penalised.

7.2.5 In addition, private refuse vehicles would therefore access the loading bay via eastbound movements along Whitworth Street West, before crossing the bus lane to enter the bay. These infrequent manoeuvres are not expected to give rise to operational or safety concerns.

7.2.6 Swept path analysis, provided in **Appendix D**, demonstrates that these movements are achievable for the anticipated private refuse vehicles, and the loading bay geometry has been designed accordingly.

7.2.7 To ensure cyclist safety during servicing operations, it is proposed that mandatory cycle lane markings commence downstream of the loading bay. This avoids direct conflict between cyclists and vehicles manoeuvring into the bay. The proposed arrangement is illustrated in **Appendix E.**

7.2.8 The presence of a dedicated westbound bus lane provides separation from general traffic and allows sufficient width for cyclists to safely navigate past the loading bay and rejoin the segregated cycle facility further west. This arrangement is considered to provide an appropriate balance between servicing requirements and active travel priority.

7.2.9 An internal bin store is proposed at ground floor level to the rear of the site. On site management will be responsible for presenting bins at the kerbside collection point on Whitworth Street West at agreed collection times, ensuring a controlled and managed servicing operation.

7.2.10 The proposed arrangement represents a pragmatic and balanced solution, ensuring that bins can be presented near the loading bay while avoiding unsafe or impractical vehicle manoeuvres elsewhere on the network.

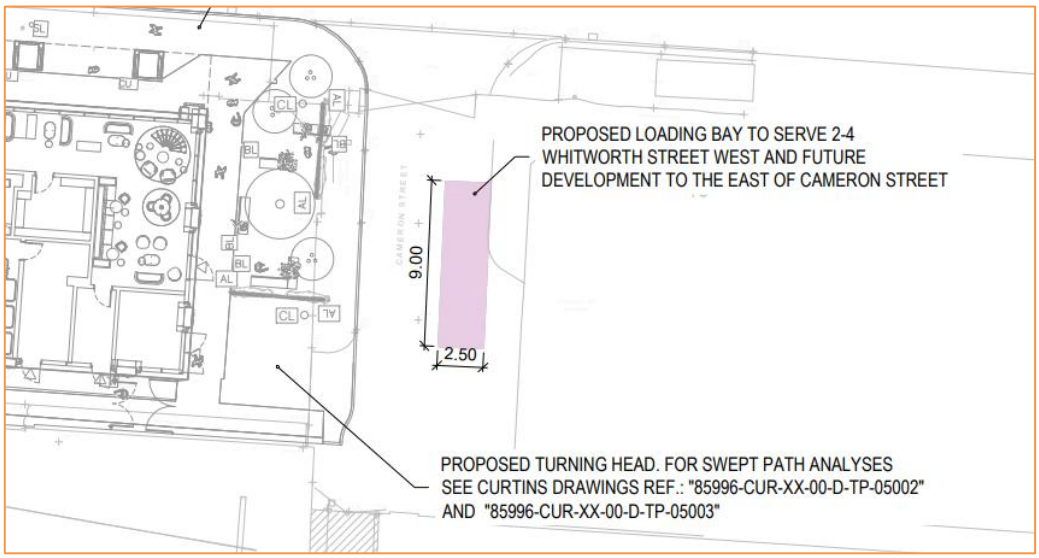
7.2.11 It is emphasised that this approach has been developed following extensive optioneering and reflects the most suitable and deliverable solution for the site. It avoids the need for reversing manoeuvres on the public highway and removes reliance on constrained routes or third party land.

7.2.12 Furthermore, the proposed strategy represents a material improvement over the previously consented arrangements under planning references 108705/FO/2015/C1 and 111003/FO/2016/C1, which required large refuse vehicles to reverse from Whitworth Street West into Cameron Street. The current proposal significantly reduces risk to pedestrians and cyclists and aligns more closely with contemporary highway safety and active travel principles.

7.2.13 For completeness, it is noted that the adjacent residential development at 2–4 Whitworth Street West (Application: 141773/FO/2024) proposes a 2.5m x 9m loading bay on Cameron Street, for shared use between each site.

7.2.14 It is noted that this will not be used for waste collection activities for the reasons outlined, with the servicing strategy for this site being designed to operate independently and does not rely on third-party infrastructure.

Figure 7.6: Proposed Loading Bay on Cameron Street



Source: As per Application: 141773/FO/2024 Transport Statement

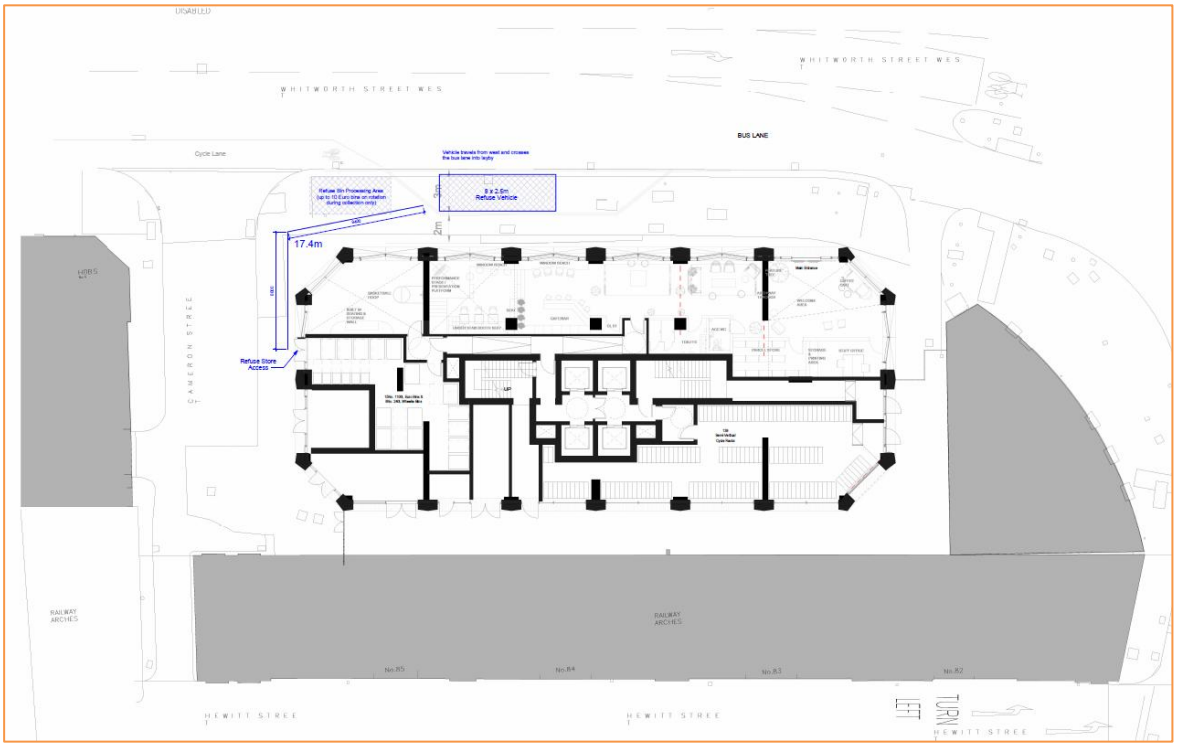
7.2.15 Confirmation has been obtained from a private waste collection contractor (Biffa) that the proposed waste collection strategy is operationally acceptable. Biffa has confirmed they would be willing to service the development under a private agreement and that the proposed collection approach, including bin presentation arrangements and drag distances, is considered acceptable.

7.2.16 The strategy includes the use of a managed bin presentation point on collection days, which will minimise drag distances and support safe and efficient operations.

7.2.17 A collection frequency of approximately 2–3 times per week is anticipated, subject to final agreement.

7.2.18 The collection strategy is presented in **Figure 7.7** and written confirmation from Biffa is provided in **Appendix F.**

Figure 7.7: Collection Strategy



Corstorphine & Wright

7.2.19 It is noted that access to the bin storage areas will be managed to ensure operatives can access the bins on collection days, including provision of any required keys, fobs or access codes where necessary. Final servicing arrangements will remain subject to site-specific risk assessment and agreement of contractual terms with the appointed waste contractor.

7.3 Supporting Precedent Examples

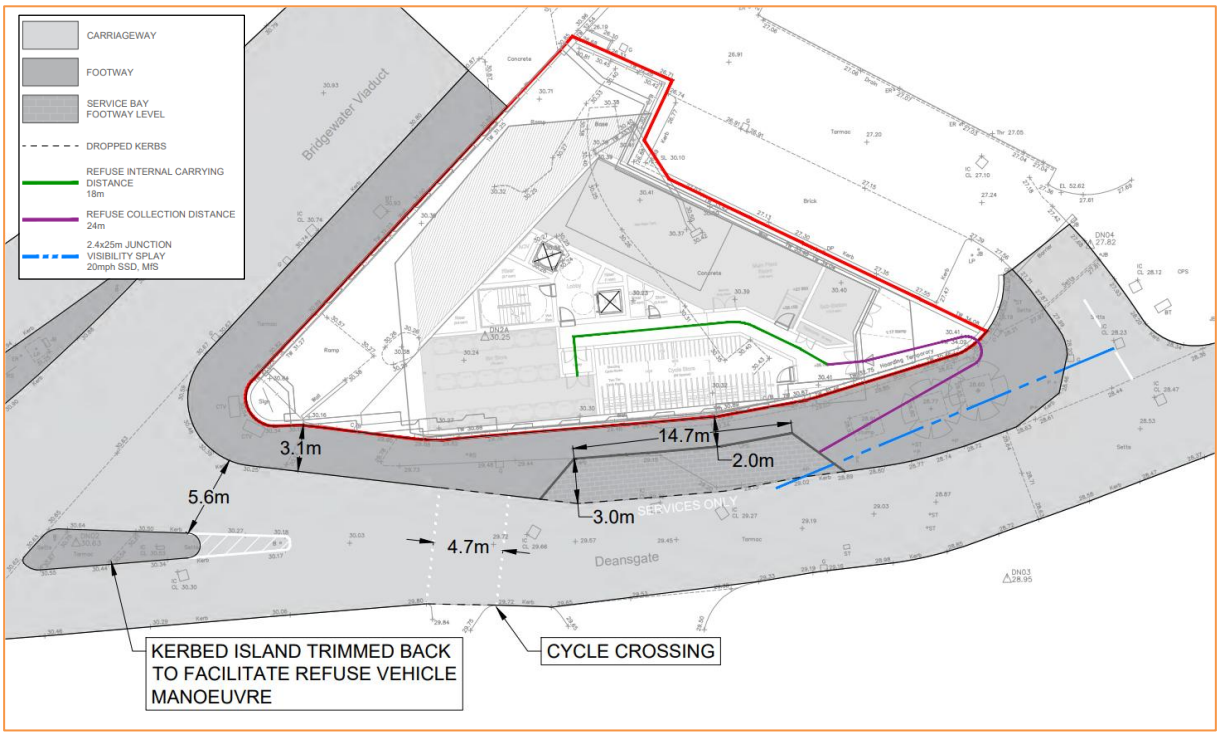
7.3.1 Waste collection for the proposed development is inherently constrained by the site's urban context, frontage limitations and surrounding highway conditions.

7.3.2 Notwithstanding this, the layout has been refined to optimise the arrangement as far as practicable. By positioning the loading bay as close as possible to the bin access, the drag distance, proposed to be undertaken by site management, has been reduced to approximately 20m.

7.3.3 Importantly, this level of drag distance is not without precedent. The principles set out in Manual for Streets allow for flexibility in constrained urban environments, with drag distances of up to 25m considered acceptable where justified.

7.3.4 Furthermore, a comparable approach has been approved locally in a similarly constrained city centre context. At a nearby scheme on Deansgate (Planning Reference: 129406/FO/2021), promoted by the same developer, a waste collection strategy incorporating a drag distance by waste operatives of approximately 24m to a dedicated loading bay was accepted as part of the planning permission.

Figure 7.8: Loading Strategy for Deansgate Fusion Site (129406/FO/2021)



7.3.5 The proposed arrangement for this site therefore sits comfortably within the range of drag distances previously accepted by MCC in comparable circumstances. It demonstrates a consistent and pragmatic application of guidance, recognising the realities of delivering servicing solutions within dense urban environments.

7.3.6 On this basis, the proposed waste collection strategy is appropriate, proportionate and aligned with established precedent. It provides a safe and workable solution that balances operational requirements with the need to prioritise pedestrian and cyclist safety and represents a clear improvement over previously consented arrangements at the site.

7.4 Bin Store Capacity and Collection Frequency

7.4.1 The proposed refuse store has been designed in accordance with BS 5906:2005 and cross-referenced with MCC guidance set out in Appendix E of the Waste Management Strategy.

7.4.2 The storage capacity has been calculated on a pro-rata basis assuming commercial waste collection, consistent with the approach agreed on comparable schemes.

7.4.3 Based on a total of 818 bedrooms, the refuse store provides capacity for approximately 2.5 days of waste arisings, ensuring sufficient resilience to accommodate periods of reduced collection, such as bank holiday weekends.

7.4.4 The proposed provision comprises 15 no. 1100L bins and 6 no. 240L bins, equating to a total capacity of 17,940L, which exceeds the calculated requirement of 15,020L and provides an uplift of approximately 15% to allow for operational flexibility.

7.4.5 The development will be serviced by a private waste contractor, with collections undertaken on a commercial basis two-three times per week.

7.4.6 On this basis, the proposed refuse storage provision is robust, appropriately sized, and compliant with relevant standards and guidance, ensuring the efficient and practical management of waste for the development.

8 Stage 1 Road Safety Audit

8.1.1 In support of the proposed off-site works, as outlined in the previous section, a Stage 1 RSA [S1 RSA] has been commissioned to determine the suitability of the proposals and address any safety concerns prior to the planning submission, notably covering:

- Provision of a loading bay on Whitworth Street West, within the current footway flush with the adjacent footway for refuse vehicle use only; and
- Provisions of a loading bay on Cameron Street.

8.1.2 A site visit by the appointed Auditor (Meraki Alliance) was undertaken on the afternoon of Tuesday 7 April 2026 between 14:15 and 14:30 hrs. Whilst on site the weather was dry and sunny, and the road surface was dry. No incidents were noted. Moderate pedestrian flows were noted along Whitworth Street West and the link to the railway station to the north. Cycle movements were noted, though flows were low. Traffic flows were light, and free flowing.

8.1.3 The S1 RSA report is provided in **Appendix G**. A summary of reported RSA comments (three total) and our subsequent responses are shown in **Table 8.1** below.

Table 8.1: S1 RSA Comments Tracker

ID	Location	Summary	Recommendation	Stantec Response
1-1	Proposed loading bay.	It is noted that the proposed layby on Whitworth Street West will be 'flush' with the adjacent footway. It is unclear as to how this will be achieved and whether a kerb upstand will be provided between the carriageway on Whitworth Street West and the proposed loading bay. If the footway in this area is constructed flush with the adjacent carriageway, the absence of a small kerb upstand increases the risk of pedestrians with visual impairment, there is a risk of pedestrians, particularly those with visual impairment, stepping unknowingly into the carriageway on Whitworth Street West, leading to an increase in collisions.	Consider maintaining an upstand between the carriageway and adjacent carriageway at Whitworth Street.	The recommendations are noted and are considered a matter for detailed design. The proposed loading bay on Whitworth Street West is intended to be provided at footway level in accordance with Transport for Greater Manchester Streets for All Guidance (Section 5.d), which supports street loading bays being constructed flush with the footway and delineated through material contrast and appropriate kerb treatment. This approach enables the space to function as part of the pedestrian realm when not in active use. It is acknowledged that a fully flush interface without vertical delineation can introduce a risk to visually impaired pedestrians. This risk will be mitigated through the detailed design stage. The final arrangement of kerb upstand and edge treatment will be agreed with MCC at detailed design stage to ensure an appropriate balance between pedestrian accessibility and operational functionality of the loading bay.

				On this basis, the safety risk identified is considered capable of being appropriately mitigated through detailed design, and no change to the design intent is required at this stage.
1-2	Proposed loading bay.	It is noted that the proposed layby on Whitworth Street West will be 'flush' with the adjacent footway. It is unclear as to how this will be achieved and how it will be demarcated. There is a risk of vehicles overrunning the area to the rear of the proposed loading bay extents, which could result in the footway surfacing being damaged with cracking of the paving slabs should the pavement construction be unsuitable to withstand the weight of refuse vehicles driving over this area. Cracked paving slabs in the footway creates an on-going maintenance issue and increases the risk of pedestrian trips and falls. Further, without demarcation of the loading bay, there is a risk of conflicts between vehicles using the loading bay and pedestrians on the footway.	Consider providing some sort of demarcation to prevent overrun and conflicts between users.	The recommendations are noted and are considered a matter for detailed design. The dimensions of the loading bay have been designed to the largest anticipated vehicle (11.5m long Council refuse vehicle). It is acknowledged that, without appropriate delineation and structural design, there is potential for vehicle overrun beyond the defined loading bay extents, which could lead to pavement deterioration and increased pedestrian risk. This will be addressed through the detailed design stage by incorporating: • Clear physical and visual demarcation of the loading bay extents, including contrasting surfacing materials and tonal variation to distinguish pedestrian and vehicular areas. • Edge definition measures, such as kerb upstands, chamfered kerbs, or other appropriate boundary treatments, to discourage vehicle overrun while maintaining accessibility. • Appropriate pavement construction, designed to accommodate the anticipated loading from service and refuse vehicles, ensuring structural integrity and minimising the risk of surface failure. • Consideration of operational controls (e.g. bay markings or signage where appropriate) to reinforce the intended use of the space.

				The detailed design will be developed in consultation with MCC to ensure that the loading bay is robust, clearly defined, and safe for all users. On this basis, the risks associated with vehicle overrun, pavement damage, and pedestrian conflict are considered capable of being appropriately mitigated through detailed design, and no fundamental change to the design approach is required at this stage.
1-3	Proposed loading bay.	It is unclear as to whether a kerb upstand will be provided at the loading bay between that and the adjacent carriageway at Whitworth Street West. Alterations to any levels here, and the potential removal of kerbs, will impact on the effectiveness of surface water drainage. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.	Provide highway drainage as required, to reflect the detailed design of the loading bay.	The recommendations are noted and are considered a matter for detailed design. It is acknowledged that the introduction of a flush loading bay and any associated changes in kerb lines or levels have the potential to affect existing surface water drainage arrangements on Whitworth Street West. Without appropriate design, this could result in localised ponding and a reduction in skid resistance within vehicle running areas. The drainage strategy will be developed as part of the detailed design to ensure that surface water is effectively managed and that no adverse impact on highway safety occurs. The detailed design will be undertaken in consultation with Manchester City Council to ensure compliance with local highway drainage requirements and adoption standards. On this basis, the identified risk is considered capable of being fully mitigated through appropriate drainage design at the next stage, and no change to the proposed design intent is required at this stage.

9 Trip Generation

9.1.1 As previously described, the proposed development comprises the erection of a 39 storey PBSA scheme, consisting of 818 beds.

9.1.2 The site is currently vacant and therefore does not generate any existing trips that could offset the transport effects of the proposed development.

9.1.3 As mentioned, the development is proposed on a car free basis and, as such, any change in travel demand will be limited to non-car modes, together with a minor increase in vehicle movements associated with servicing, deliveries, and maintenance activities.

9.1.4 On this basis, the proposal would not give rise to a cumulative severe impact on the operation of the highway network. Accordingly, the tests set out within the National Planning Policy Framework (NPPF, paragraph 116) are not triggered, and refusal on highway capacity grounds would not be justified.

9.1.5 Notwithstanding the above, this section assesses the trip generation potential of the proposed development to quantify the scale of change in demand by each non car mode.

9.1.6 The resulting assessment is used to inform the likely significance of any effects, including potential implications for highway safety, having regard to all reasonable future scenarios.

9.2 Future Trip Generation

9.2.1 The proposed development comprises of one trip generating function, the 818-bed student accommodation with associated amenity space. Due to this, the non-vehicular trip generating potential of the proposed development has been considered.

9.2.2 The industry standard TRICS (Version 8) database has been used to calculate average trip rate from several sites comparable to the development site, which have been selected based on a range of characteristics, such as geography, size and composition.

9.2.3 With regards to student accommodation, the following TRICS variables have been selected:

- The TRICS database was interrogated for Multimodal surveys.
- The TRICS date range was set as the year 2017 to the most recent surveys.
- Surveys based in Town Centre and Edge of Town Centre locations.
- Sites impacted by COVID-19 have been removed from the assessment.
- A total of seven surveys were returned within an expected number of residents range between 200 and 1100.

9.2.4 The detailed TRICS outputs are contained at **Appendix H** whereas as summary of the derived trip rates and resultant trip generations is outlined below.

Table 9.1: TRICS Proposed Trip Rates (PBSA)

Time Segment	Arrivals				Departures				Two-Way			
	Total	Walk	Cycle	PT	Total	Walk	Cycle	PT	Total	Walk	Cycle	PT
07:00-08:00	11	5	0	5	26	10	1	15	37	15	1	20
08:00-09:00	15	6	1	7	105	38	3	61	119	43	4	68
09:00-10:00	22	7	2	11	78	29	5	43	100	37	7	53
10:00-11:00	28	10	1	16	74	29	2	40	101	38	3	56
11:00-12:00	41	16	1	20	61	25	2	29	101	40	3	49
12:00-13:00	46	20	1	23	62	25	1	35	108	44	2	58
13:00-14:00	57	24	2	27	65	29	2	30	122	52	4	57
14:00-15:00	57	21	2	29	56	25	1	25	114	47	3	55
15:00-16:00	75	30	3	37	45	21	1	20	120	52	4	57
16:00-17:00	73	31	2	37	39	19	1	16	112	50	2	53
17:00-18:00	86	34	2	48	44	23	2	19	130	57	4	67
18:00-19:00	72	32	3	34	38	18	2	17	110	50	6	52
19:00-20:00	59	25	1	30	27	14	0	11	86	39	1	42
20:00–21:00	63	28	1	32	25	13	1	9	88	41	2	41
Daily Trips	704	289	22	356	744	317	24	371	1449	605	46	727

9.2.5 As shown in **Table 9.1** above, trips associated with the proposed development are undertaken by sustainable modes, reflecting the city centre location of the site and its accessibility to local services and public transport.

9.2.6 Across the day:

- The development is forecast to generate 704 arrivals, of which 356 are by public transport, 289 on foot and 22 by cycle.
- Similarly, 744 departures are anticipated, including 371 public transport trips and 317 pedestrian trips and 24 by cycle.

9.3 Summary

9.3.1 Based on the above, the multimodal trips associated with the proposed development are not considered to be material or discernible in terms of highway safety or the capacity of the surrounding pedestrian and cycle network. The proposals are car free, with no regular vehicular trips associated with the students residing at the development and therefore will not impact the operation of the surrounding highway network.

9.3.2 Consequently, the development is not expected to give rise to cumulative impacts that could be considered severe, and the proposals are therefore acceptable in accordance with the requirements of the NPPF.

10 Student Move In/ Move Out Strategy and Management

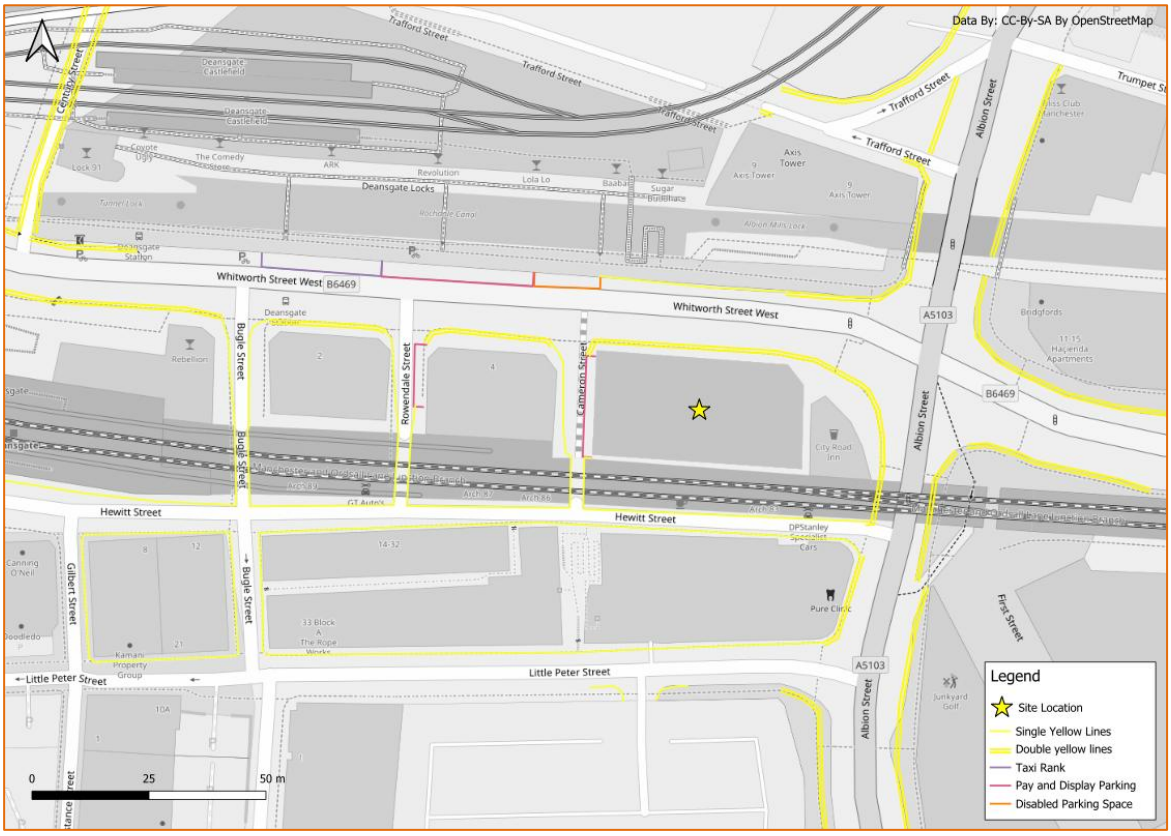
10.1 Parking Restrictions and Provisions

10.1.1 The site occupies a highly sustainable location within Manchester City Centre, near a wide range of local amenities, educational facilities, and high-frequency public transport services. In this context, the proposed car-free development represents an appropriate and effective means of reducing reliance on private car travel, thereby limiting associated impacts on congestion and air quality, while directly supporting local and national active travel objectives.

10.1.2 Importantly, the ability for future student residents to access daily needs and travel by non-car modes is reinforced by the prevailing parking constraints within the surrounding area, which significantly limit opportunities for on street residential parking. Recent active travel enhancements along Whitworth Street West further reduce the availability of parking and reinforce the area's non-car led function.

10.1.3 **Figure 10.1** illustrates the extent of existing parking restrictions and controls surrounding the site.

Figure 10.1: Existing Parking Provisions and Restrictions



Data By: CC-By-SA By OpenStreetMap

10.1.4 As shown, on-street parking in the vicinity of the site is limited, highly controlled, and subject to time restrictions, pay-and-display controls, and designated uses, including loading, disabled parking, and taxi provision. There is no unrestricted or permit-based residential parking available within the immediate area.

10.1.5 A number of off street pay and display car parks are located nearby, including the MCC operated Bridgewater Hall Car Park to the east of the site, which operates 24 hours and provides approximately 288 spaces.

10.1.6 Further provision is available at Deansgate Car Park, located to the northwest, with capacity for up to 331 vehicles, and at RCP Park Avenue, which accommodates approximately 112 vehicles. While these facilities do not impose maximum lengths of stay, long-stay parking costs are high, with charges of up to £25 for 24-hour parking.

10.1.7 On street parking is also provided along Whitworth Street West within designated bays, as shown in **Figure 10.1**. However, these bays are subject to strict time limits and comparatively high charges, which would preclude their use for long-stay or residential parking purposes.

10.1.8 In combination, the extent of parking controls, restrictions, and cost in the surrounding area is considered sufficient to deter private car ownership and use by future residents, thereby supporting the proposed car-free development and ensuring consistency with the site's highly sustainable city centre context.

10.2 Student Drop Pick Up/ Drop Off Management

10.2.1 For PBSA uses, it is common practice for students to be assisted by parents or relatives when arriving at and departing from accommodation at the start and end of the academic year, reflecting the volume of personal belongings and household items typically transported.

10.2.2 For the purposes of the student drop off and collection strategy, it has therefore been robustly assumed that each resident will generate a single car trip on arrival at the start of the academic year and a single car trip on departure at the end of the academic year.

10.2.3 The move in process is anticipated to require a higher level of management than the move out process, as arrivals typically occur over a more concentrated period. By contrast, departures generally take place over several weeks, reflecting variations in course completion dates and tenancy arrangements.

10.2.4 Concentrating arrivals within a defined and controlled timeframe allows impacts on the surrounding highway network and neighbouring land uses to be actively managed and minimised.

10.2.5 Accordingly, students will be strongly encouraged to arrive on a designated move in date at the commencement of the tenancy, with most arrivals programmed to occur over a single weekend. Students will also be requested to pre-book an allocated arrival time slot to assist with managing vehicle arrivals, reducing the potential for congestion and ensuring that arrivals can be appropriately coordinated and monitored throughout the move in period.

10.2.6 Whilst the booking system cannot be strictly enforced, it will provide an effective mechanism for managing and minimising impacts associated with concentrated arrival activity. For the purposes of providing a robust and worst-case assessment, it has been assumed that all students arrive within this weekend period.

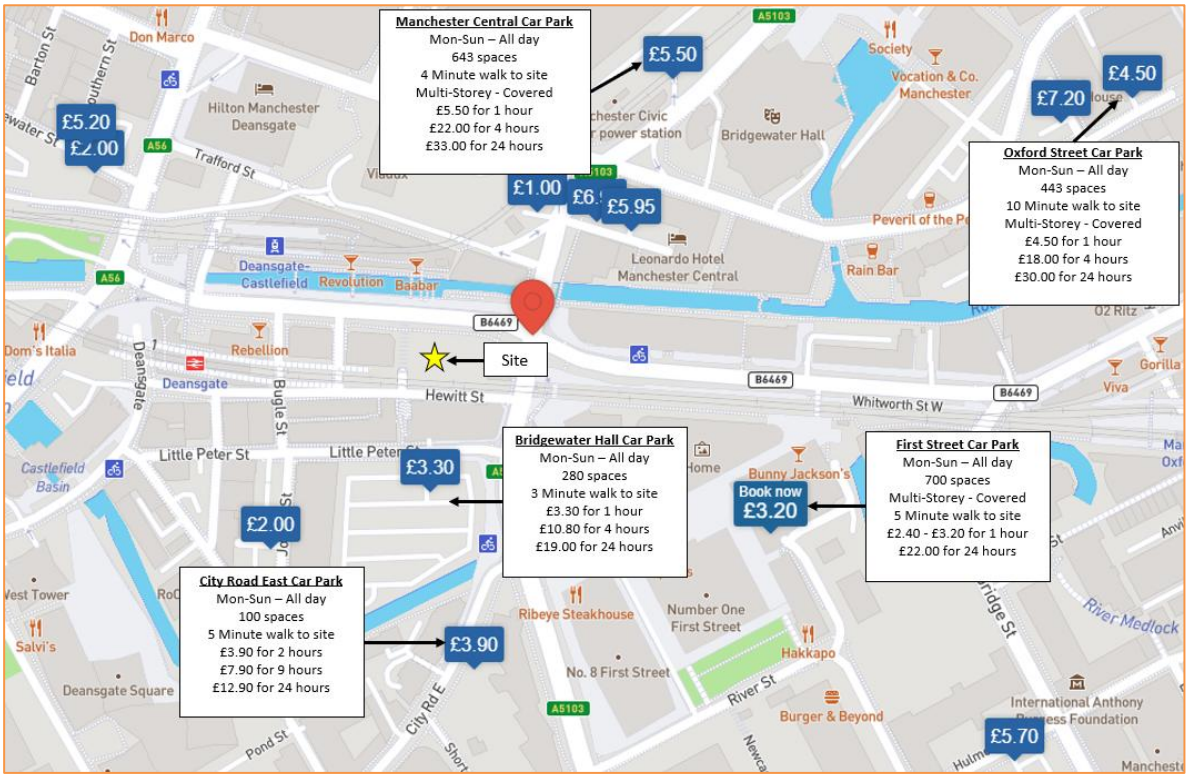
10.2.7 The following management measures will be implemented to minimise impacts on the surrounding area and highway network:

- Prior Notification:
  - Prior to arrival, all students will receive detailed correspondence setting out the agreed move in arrangements. This will include a location plan identifying appropriate access routes, nearby car parks, designated drop-off arrangements (where applicable), and walking routes to the site.

- Students will be requested to pre-book an allocated arrival time slots to assist with managing demand and avoiding peak congestion.

- Student Arrivals:
  - Students will be required to park in nearby off-site car parks, with likely locations including MCC and RCP operated facilities. These car parks are located within approximately a 10 minute walk of the site and are illustrated on the figure below.

Figure 10.2: Car Parks within 10 Minute Walking Catchment



  - Upon arrival, students will walk to the site to check in and collect keys. Following check in, most students will transport belongings on foot, supported by temporary wayfinding signage to ensure clear and legible routes between the car parks and the site.

  - Based on a conservative average walking speed of approximately 0.75 m/s to account for carrying luggage, the walking time between Bridgewater Hall Car Park and the site (approximately 150m) is anticipated to be around 3.5 minutes.

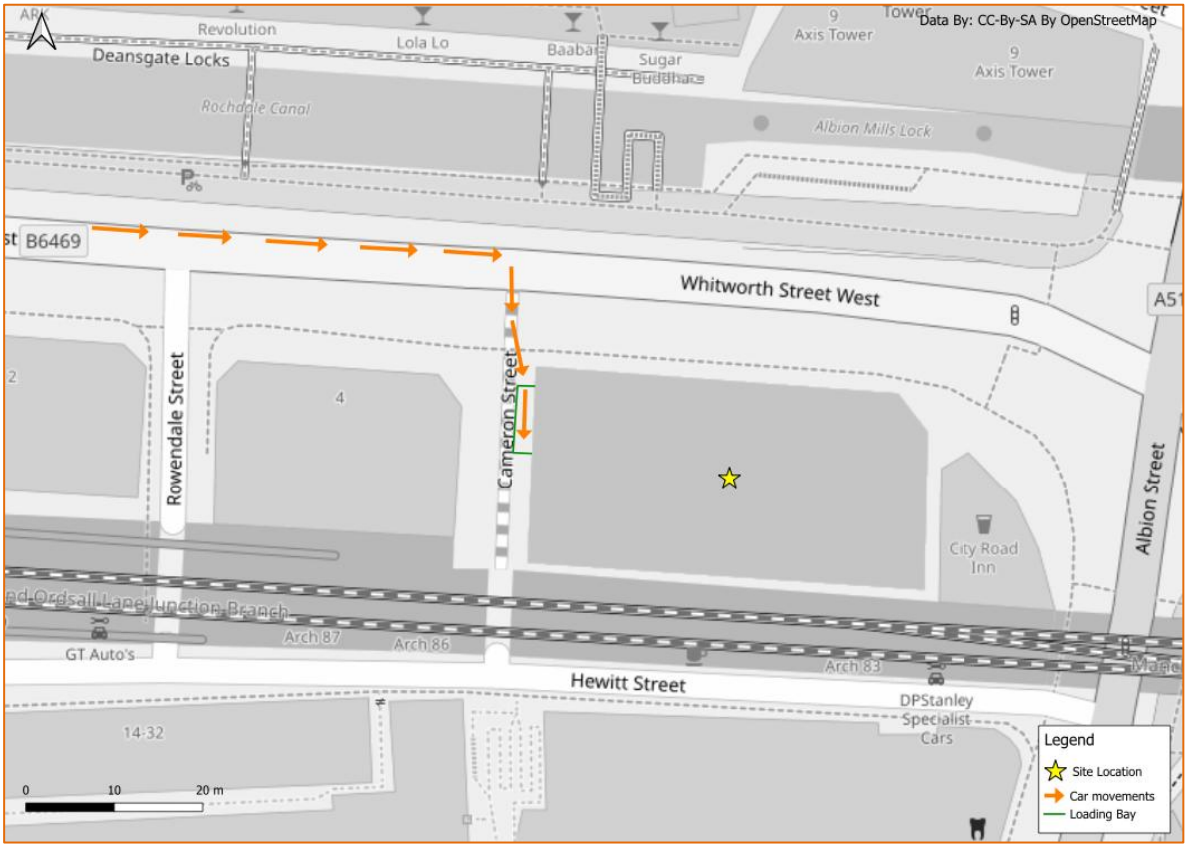
  - The number of parking spaces to be reserved within Bridgewater Hall Car Park during the move in period will be agreed with MCC, with further detail to be secured through a likely planning condition requiring a Student Resident Management Plan.

- Assisted Student Drop Off Arrangements:
  - For students with reduced mobility or specific accessibility requirements, a limited number of short-duration (up to 15 minutes) drop-off slots will be available on Cameron Street for loading/ unloading, via the loading bay proposed as per Application: 141773/FO/2024.

- The detailed operational controls associated with the proposed loading bay (including hours of operation, vehicle eligibility and any maximum stay provisions) will be secured through a TRO and agreed in consultation with MCC
- Notwithstanding this, the loading bay can be readily configured to accommodate short stay loading and unloading activity associated with student move in and move out periods. Such activity aligns with the intended function of a loading bay, provided vehicles are actively engaged in loading/ unloading.
- The flexibility inherent within TRO design allows appropriate provisions to be incorporated (e.g. time-limited loading, goods vehicle exemptions or managed operation during peak arrival periods) to ensure the bay operates effectively for day to day servicing whilst also supporting periodic student arrivals and departures.

- On-site porters equipped with trolleys will be present to assist with transporting belongings directly to flats or rooms, minimising unloading times and ensuring that vehicles do not remain stationary on Cameron Street for longer than necessary.

Figure 10.3: Assisted Arrival and Unloading Location

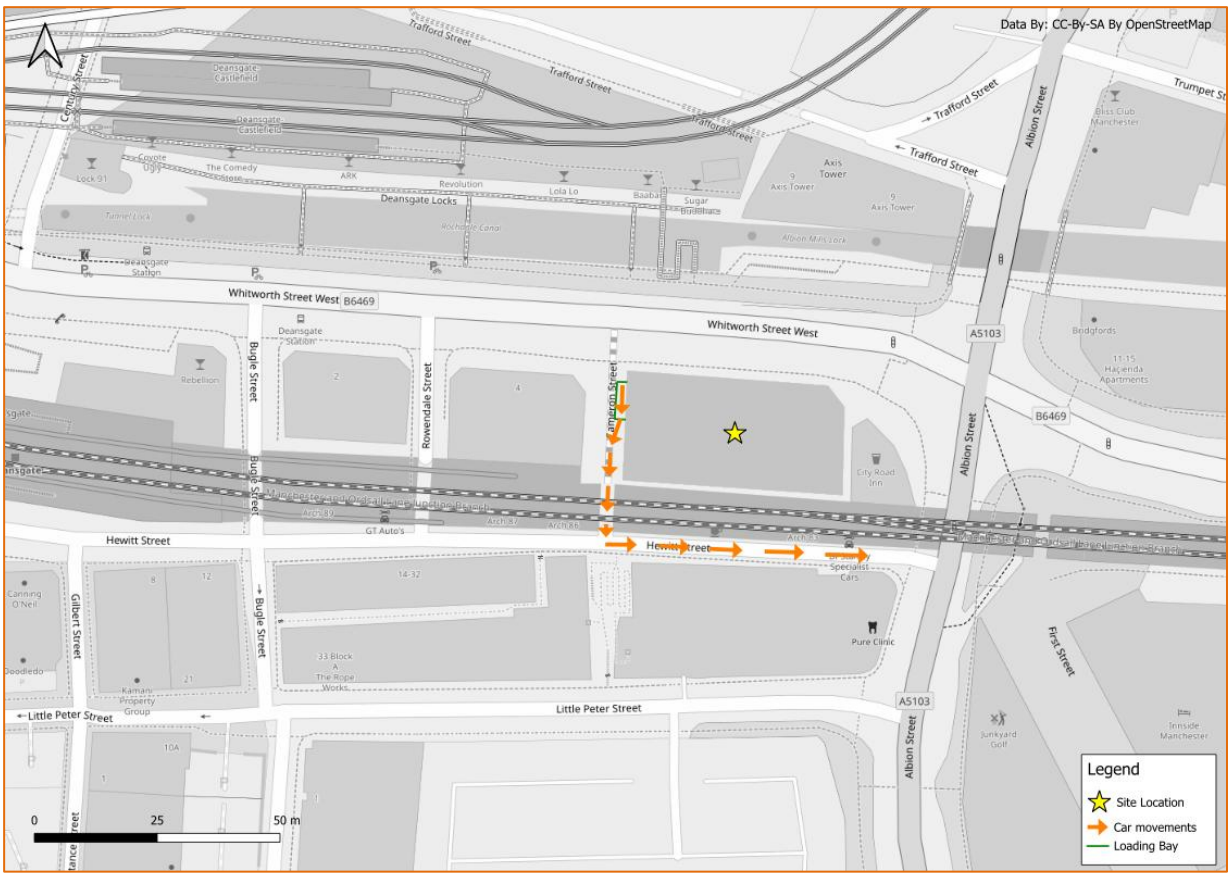


Data By: CC-By-SA By OpenStreetMap

- Student Drop-off Routing:
  - In most cases, student residents will return to their parked vehicles on foot after unloading, before departing the area and allowing the space to be reused efficiently.

- Students using the loading bay on Cameron Street will be directed to exit via Hewitt Street, before returning to Bridgewater Hall Car Park.

Figure 10.4: Assisted Post Drop Off Exit Route



Data By: CC-By-SA By OpenStreetMap

11 Travel Plan

11.1.1 A Travel Plan [TP] will be implemented and operated as part of the proposed development with the objective of maximising the use of sustainable, non-motorised modes of travel and discouraging reliance on private car trips.

11.1.2 A Framework Travel Plan [FTP] has been provided to support this TS, for approval by MCC. The full Travel Plan [TP] will be prepared in accordance with local and national guidance and will comprise the following key components:

- Travel Plan Co-ordinator [TPC]:
  - Appointment of a TPC responsible for the delivery, monitoring, and ongoing management of the full TP.
  - The TPC will act as the primary point of contact for the Local Authority, residents, and other stakeholders in respect of all travel related matters.
- TP Documentation:
  - A formal TP document submitted to MCC for approval and subsequently updated in line with monitoring outcomes and agreed review periods. This will include an Action Plan detailing the specific measures and initiatives to be implemented to meet the objectives and targets of the TP.
  - Measures may include, for example, the provision of green travel incentives or vouchers, resident engagement and training, organisation of events such as cycle maintenance sessions, and participation in local and national sustainable travel initiatives, in liaison with MCC.
  - Welcome Pack/ Brochure to be issued to residents upon occupation, setting out the benefits of sustainable travel and providing clear information on walking, cycling, and public transport opportunities, supported by location plans and route maps
- Monitoring and Review:
  - Annual monitoring of residents' travel patterns will be undertaken for the first five years following initial occupation.
  - Monitoring will include the administration of resident travel surveys, with survey content and methodology agreed in advance with MCC.
  - Following each survey, a monitoring report will be submitted to MCC for review and approval. The findings will be used to refine and tailor TP measures to address site specific challenges and maximise opportunities for further mode shift.
- Management of Arrival and Departure Periods:
  - The TP will also identify and manage arrangements for student arrivals and departures at the start and end of the academic year.
  - The TPC will oversee localised traffic and servicing management during these periods, with further detail provided elsewhere within this report.

11.1.3 The approach set out above will ensure that residents and staff are well informed of the sustainable travel alternatives available from the site and are actively encouraged to adopt walking, cycling, and public transport as their preferred modes of travel.

12 Summary and Conclusion

12.1 Summary

12.1.1 This TS has been prepared in support of a planning application for a PBSA development at 10–12 Whitworth Street West, Manchester.

12.1.2 The site is located within Manchester City Centre in a highly sustainable and accessible location, within proximity to Deansgate Railway Station, Metrolink services, high frequency bus routes and an established active travel network. The surrounding highway network is well developed, with appropriate pedestrian, cycle and public transport infrastructure.

12.1.3 The proposals comprise a car-free development, supported by high quality cycle parking provision and access to shared 10 Fusion bikes. Servicing and delivery arrangements, including student move-in and move-out procedures, have been appropriately considered and accommodated within the local highway network.

12.1.4 The proposed waste collection strategy has been reviewed by a private waste contractor (Biffa) and confirmed to be operationally acceptable, providing confidence in the deliverability of the servicing arrangements.

12.1.5 A review of baseline conditions demonstrates that there are no existing highway safety concerns in the vicinity of the site that would be exacerbated by the development. The surrounding network already operates within an urban, multimodal context prioritising sustainable travel.

12.1.6 Trip generation associated with the development has been assessed on a multimodal basis, reflecting the car-free nature of the proposals. The resultant trips are low in magnitude and are primarily associated with walking, cycling and public transport movements, which can be readily accommodated within the existing network.

12.1.7 An FTP has been prepared to further encourage sustainable travel behaviour and minimise reliance on private car use, in line with local and national policy objectives.

12.2 Conclusion

12.2.1 The proposed development is appropriately located within a highly accessible city centre environment and is consistent with national and local transport planning policy, including the National Planning Policy Framework, which promotes sustainable travel and reduced reliance on private vehicles.

12.2.2 The car free nature of the scheme, combined with strong accessibility by walking, cycling and public transport, ensures that the development will not result in any material impact on the operation or capacity of the surrounding highway network.

12.2.3 The assessment demonstrates that the development would not give rise to any unacceptable highway safety impacts, nor would it result in residual cumulative impacts that could be considered severe.

12.2.4 On this basis, there are no transport-related reasons why planning permission should be withheld, and the proposals are considered acceptable in transport terms.

Appendix A MCC Scoping and Discussions

Franklin, Rob

From: Recycling Manchester <recycling@manchester.gov.uk>
Sent: 11 March 2026 08:00
To: Lucy Harrison; Franklin, Rob
Cc: Caines, Nathan; Rebecca Hesketh
Subject: Re: 10 - 12 Whitworth Street - Highways Scoping

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from recycling@manchester.gov.uk. Learn why this is important

Please check Waste management strategy and proforma | Manchester City Council

The collector must not be required to wheel a container more than 10 meters to the collection vehicle. Where this involves communal containers, the paths between the stores to the collection point must:
• be a minimum width of 1.54 metres
• be free from kerbs / steps / excessively steep gradients
• have solid foundations
• be suitably paved with a smooth continuous finish
• have dropped kerbs installed where the path meets the roadway
• have parking restrictions, clearways and / or signage to deter obstructive parking

Kind regards,

[redacted]

From: Lucy Harrison <lucy.harrison@manchester.gov.uk>
Sent: 09 March 2026 11:31

[redacted]

Hi Rob

Further to your query regarding the bin drag distance, please contact MCC's Waste and Recycling team at Recycling@manchester.gov.uk (copied in) for advice on this and on the proposed waste strategy.

Please note that Becky's statement that the adjacent site at 2 – 4 (141773/FO/2024) is already proposing a loading bay on Cameron Street for smaller vehicles is correct - this would be a condition of that development.

Regards

Lucy

Lucy Harrison
Senior Planner
Development Management Central Core
Planning, Building Control & Licensing
Growth & Development Directorate
Manchester City Council

Tel: (External) 0161 234 5795
Tel: (Internal) 800 35795
Fax: 0161 274 7000
Textphone: 0161 234 4505
email: lucy.harrison@manchester.gov.uk
http://www.manchester.gov.uk

Postal Address: Planning, Manchester City Council,Floor 6, Town Hall Extension, PO Box 532, Town Hall Manchester M60 2LA (Sat Nav System use M2 5DB)

NB My days of work are Monday, Tuesday, Wednesday and Thursday

---

From: Franklin, Rob [redacted]
Sent: 06 March 2026 10:25
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>; Lucy Harrison <lucy.harrison@manchester.gov.uk>
Cc [redacted]
Subject: RE: 10 - 12 Whitworth Street - Highways Scoping

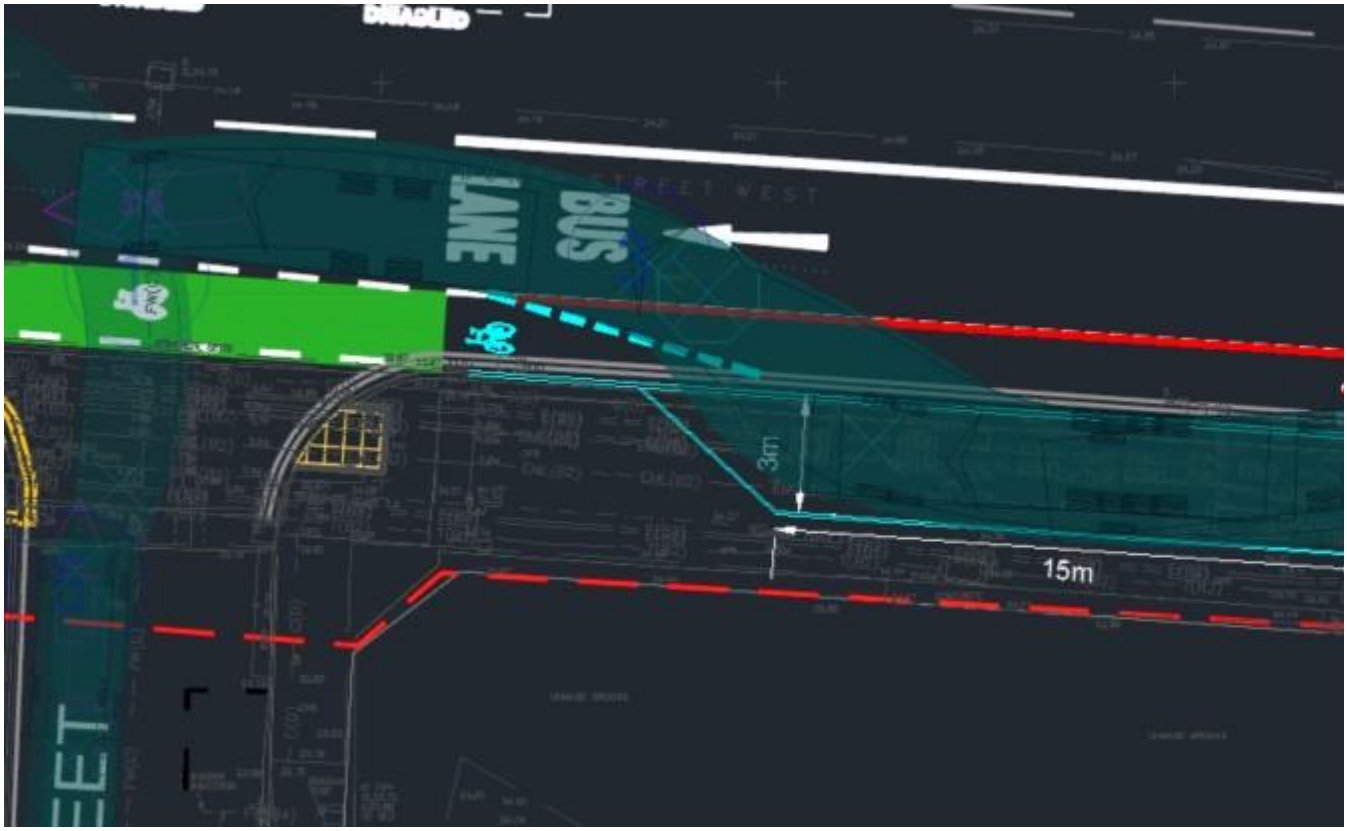
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Hi Becky,

Thanks for your comments.

In response:

- Loading Bay on Whitworth Street West:
  - The loading bay has been designed around the swept path analysis below (for 11.5m long refuse vehicle).
  - Based on this, we would not be able to widen the footway, however, the proposed 2m width in use is considered suitable. Footway would be full usable width when not in use.
  - The 15m length does not include the tapers.
  - We propose to do the RSA S1 now for the planning submission.
  - Confirmation on whitelist exemption would be appreciated.



- We will amend the cycle lane design as advised.
- Bin drag distance. @Lucy Harrison appreciate your comments and confirmation on this please.
- Student move in/ move out strategy:
  - Noted on the points.
  - Could we potentially have a single yellow line on Cameron Street to allow stopping during certain times of the day? The move in times for people stopping on Cameron Street (as mentioned this would only be for those who absolutely have to) could align with this.
  - Noted on the loading bay for 141773/FO/2024. I believe this is a hang over from the previous planning approval for our site and is not being delivered by the neighbouring developer.
- Cycle parking:
  - Fusion bikes are free of charge to all students. We can provide a number of bikes (I would suggest anywhere up to 10), these will be in the cycle store and can be used by any of our students. I believe this is a suitable addition to the 17% cycle parking spaces.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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Fro
Se
To
Cc:
Su

Hello Rob

Apologies for the delay. Please see comments below in red – hope this is helpful. Any further Q's, please let me know.

Many thanks

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager
Manchester City Council
Mob: 07971 384 313
Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

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Morning Becky,

Hope you're well.

Appreciate there has been some quietness around this scheme following our discussions last September, however, we have taken your valuable information/ suggestions onboard and wanted to run things past you before we finalise for submission.

As a recap, the proposals aim to provide a PBSA for 838 beds, supported by facilities.

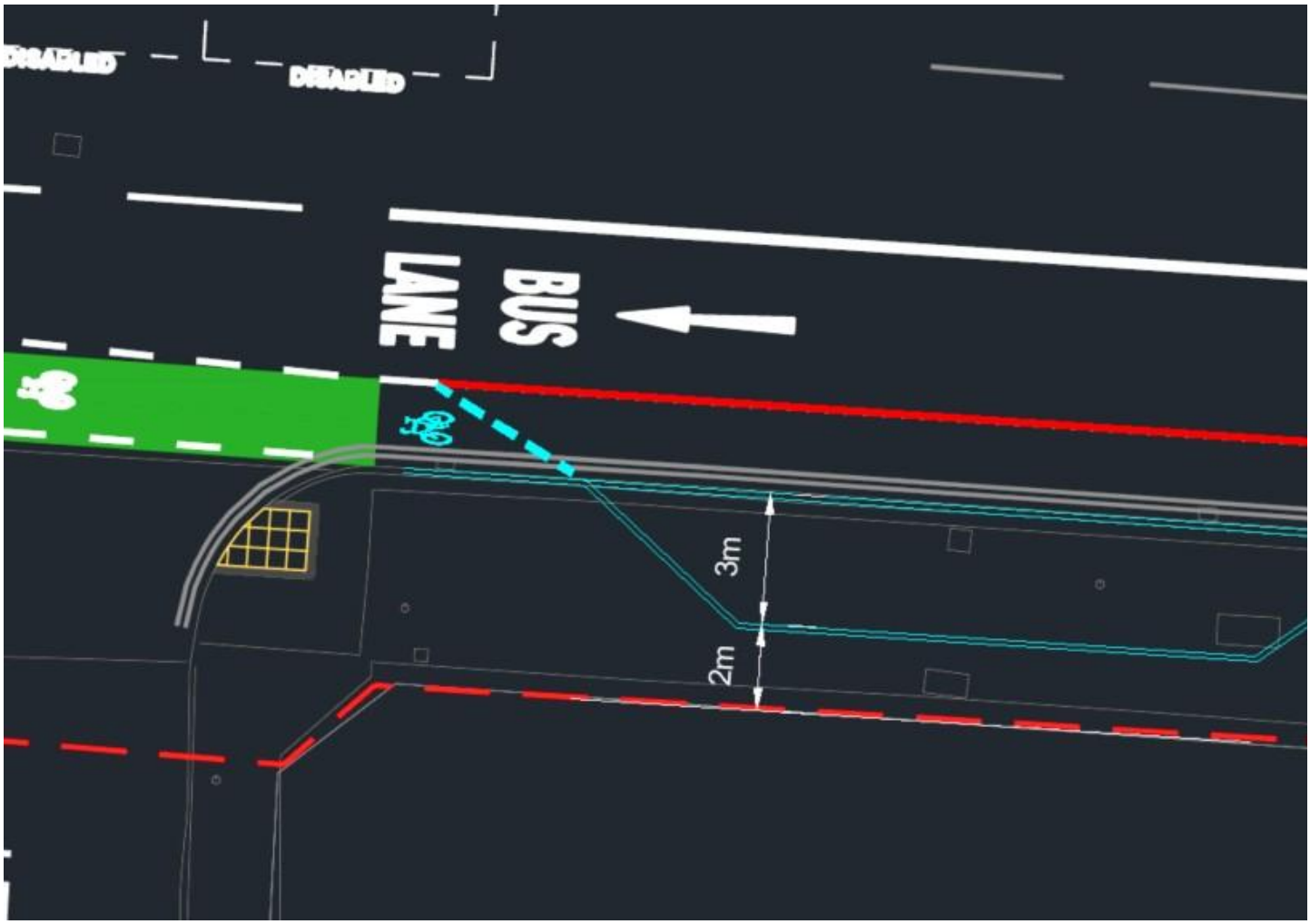
Site specific information outlined below which we would appreciate your comments on.

Waste Collection

As previously discussed, (as per the attached email dated 17/09/25) we are proposing a 3m wide x 15m long loading bay on Whitworth Street West, to the frontage of the site, as shown below. I have spoken to the TRO team who have asked for confirmation on where the 15m is measured (does it exclude the tapered element? I have also been advised that the width could be reduced slightly (to allow wider footway), but will need to be subject to full swept-path assessment and RSA 1 - specifics can be agreed at S278 detailed design stage.

As also previously discussed, we are aware that the existing cycle line markings would have to be removed (as shown in red) and reinstated after the loading bay (shown in cyan). We believe this is a suitable solution, with cyclists already protected by general traffic as per the bus lane.

The loading bay would be constructed to be flush with the footway, allowing full effective width when not in use. This would allow MCC waste collection vehicles to travel westbound on Whitworth Street West (permitted through the bus gate and bus lane) and access the loading bay. This would be signed appropriately to stop indiscriminate use by general vehicle's



Private waste collection vehicles would travel eastbound on Whitworth Street West before crossing over the carriageway into the loading bay, before continuing eastbound. I note our previous correspondence noted that there would be no issue with waste vehicles approaching for the west and having to cross the bus lane.

- **Can you please confirm if these private waste collection vehicles could be on a whitelist to be exempt from the bus gate/ bus lane, to allow access from the west?** I have asked Parking Services who manage access – I will get back to you when I receive a reply.
- **Can we please have confirmation from MCC Active Travel team that the cycle lane amendments are suitable.** No issue with shifting the start of the cycle lane but the taper needs to be 1:10 (looks quite short on the above). It is acceptable to have the dashed taper running alongside the loading bay but the solid cycle line cannot start until the end of the loading bay.

The loading bay would result in a bin drag distance of around 15m. We acknowledge this exceeds MCCs requirements by 5m, however, I appreciate you are aware of the constraints of this site and have previously discussed a small exceedance of this limit would be acceptable. I think this is one for environmental health / waste & recycling to comment on (@Lucy Harrison) do you have contact details for Rob?) or is there an option to have a dedicated bin presentation area within the 15m?

Based on MCC waste collection and bin requirements, it has been calculated that 16 Eurobins and four food bins are required, which will be provided on site.

Deliveries/ Uber Eats

General deliveries/ uber eats will be able to use Cameron Street to undertake short/ infrequent drop offs to the site. We are proposing a short loading bay on Cameron Street, which is retained in a similar position to that previously approved under Application: 111003/FO/2016/C1. We note in this position that the neighbouring residential site turning head an still operate, with vehicle movements (lowly anticipated) being able to manoeuvre on Cameron Street.

We note the bridge underpass will still be operational allowing vehicles to turn left/ right onto Hewitt Street.

Vehicle size/ weight restrictions signage may be a benefit on entry to Cameron Street to restrict larger vehicles from passing under the bridge, however, we note no signage has been implemented in the past and no known issues relating to larger vehicles travelling on Cameron Street are known. Signage would be beneficial. Please note that the adjacent site at 2 – 4 (141773/FO/2024) is already proposing a loading bay on Cameron Street for smaller vehicles.

Sheffield stands for uber eat bikes could be explored if required. This would be ideal – high density resi/PBSA can attract a high level of food delivery activity.

Taxi pickups/ drop offs

We note there are several taxi bays on Whitworth Street West which will be used for drop off/ picks up associated with the site. In the unlikely scenario of vehicles pulling onto Cameron Street, as mentioned above, taxis can continue onto Hewitt Street.

Student Move-in/ Move Out Strategy

I note your previous email for commentary around the student move-in/ move out strategy, which we will provide in the TS document.

For robustness, it has been assumed that each student generates one car trip on arrival and one car trip on departure. While departures typically occur over several weeks, arrivals are more concentrated.

Accordingly, a worst-case scenario has been assessed whereby all students arrive over a single designated weekend. In reality, this will happen over a couple of weekends and be coordinated with neighbouring Fusion sites, especially the one on Deansgate.

To actively manage and minimise impacts on the surrounding highway network, the following measures are proposed:

- Designated Move-In Weekend, with students being encouraged to arrive within a controlled timeframe, with pre-booked time slots allocated to manage demand and avoid peak congestion.

- Prior Communication with students who will receive detailed advance information including agreed access routes, off-site parking locations, walking routes and site check-in procedures.
- Off-Site Parking Strategy with students being able to park within nearby off-site car parks (MCC/ RCP-operated facilities within approximately 10 minutes' walk). Upon arrival, students will check in on foot before transporting belongings on foot from one of the nearby car parks. The number of spaces to be reserved (e.g. at Bridgewater Hall Car Park) will be agreed with MCC and secured with further detail through a Student Resident Management Plan.
- Managed Drop-Off Provision allowing a limited number of short-stay (up to 15 minutes) assisted drop-off spaces will be available on Cameron Street for students with accessibility requirements. Porters with trolleys will assist to minimise dwell time.
- Routing Management with vehicles using the assisted drop-off facility will exit via Hewitt Street to ensure efficient circulation and avoid conflict.

This approach allows arrivals to be carefully controlled within a defined period, thereby minimising disruption to the surrounding area.



- **We would welcome confirmation from MCC that this approach is acceptable in principle.** This sounds acceptable in principle, but loading/unloading will need to accord with the Cameron Street TROs.

Cycle Parking

142 secure cycle parking spaces are proposed to support the development.

We note a 17% cycle parking provisions was approved for a nearby Fusion site, situated at Deansgate South, Manchester (Planning Application Reference: 129406/FO/2021).

In addition, cycle parking usage data has been obtained from Fusion, following on site surveys of the cycle parking provisions, as outlined below.

Table 1: Fusion PBSA Cycle Parking Provisions and Occupation

Site	Beds	Cycle Parking Provision	Cycle Parking Occupation
Fusion, Brent Cross, London	662	497 (75%)	5 (1%)
Fusion, King Edward Street, Nottingham	568	150 (26%)	4 (2.7%)
Fusion, Blue Brg Lane, York	275	200 (73%)	19 (9.5%)
Fusion, Upper Duke Street, Liverpool	420	150 (36%)	2 (1.3%)

On this basis, 142 cycle parking spaces are proposed and considered suitable for the development. On site Fusion owned bikes will also be provided to accommodate NMU trips around the city.

- **Can you confirm these cycle parking provisions are considered suitable.**

- As discussed previously, 25% is usually our start-point for PBSA cycle provision – so the site would need to ensure there are additional measures/infrastructure to support cycle trips as discussed previously. It would be useful to understand how the on-site Fusion bikes work. Are these hire bikes and available/free of charge to students?

As always, appreciate your comments on this and time looking at it.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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[redacted]

Hi Rob

Further to your email below, I would confirm that it is likely that both local authority and private bin collection scenarios would be required if the bin store is not sufficient to accommodate local authority collections (ie once a week). I should advise you speak to our Environmental Health and Waste and Recycling teams as well.

Becky is better placed than me to update you on any further information that might have come forward regarding further active travel works in the vicinity.

Regards

Lucy

Lucy Harrison
Senior Planner
Development Management Central Core
Planning, Building Control & Licensing
Growth & Development Directorate
Manchester City Council

Tel: (External) 0161 234 5795
Tel: (Internal) 800 35795
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Postal Address: Planning, Manchester City Council,Floor 6, Town Hall Extension, PO Box 532, Town Hall Manchester M60 2LA (Sat Nav System use M2 5DB)

NB My days of work are Monday, Tuesday, Wednesday and Thursday

[redacted]

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Morning both,

Happy new year to you both.

@Lucy Harrison appreciate it's been some time since I've messaged about this one, but just wondering if you had any comments following on from Beckys previous email?

This schemes taking momentum again so we want to make sure all transport matters, especially active travel, are accounted for.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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[redacted]

Hi Rob

No issue with waste vehicles approaching for the west and having to cross the bus lane. Just FYI, I have been informed by Waste Services that there are many operational city centre PBSA sites which do have private waste collections, along with additional 'top-up' services from MCC refuse collections (for various reasons) – so potentially it may be that both will require access.

Given the site constraints, I have no issue with the drag distance exceeding the guidance slightly. Maybe a presentation area could be considered closer to WSW? @Lucy Harrison I'm not sure if Waste/Env Services would raise this as a concern?

On a side-note, I have been informed that there is a review currently in place for further active travel works coming forward along the A5103 (and in the vicinity of the WSW junction). I don't believe these would impact on the site/the loading bay but we'd need to have a think about how the site might link-in, in terms of the pedestrian and cycle trips that the proposed PBSA may generate. Again, if I can obtain any outline plans on this, I will forward on. @Lucy Harrisonjust copied you in so you are aware.

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager

Manchester City Council

Mob [redacted]
Emai
Web
POST ways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: [redacted]
Sent:
To: Re
Subje

> **ALERT** This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Sorry Becky just to add:

- MCC guidance states that the collector must not be required to wheel a container more than 10 meters to the collection vehicle.

Give the layout of the building, bin access/ storage would be on the southern side of the building (potentially this could be changed given the removal of the turning head). This means:

- Council refuse vehicles could travel westbound through the bus gate and access the loading bay easier. However, the drag distance at the minute to Whitworth Street W would be around 30m – 40m, therefore exceeding the guidance.
- If private waste collection is used (preferable by the applicant) then the drag distance isn't an issue, however, private refuse vehicles will not be able to travel through the bus gate and can only access the loading bay travel eastbound.

Can you confirm which option would be most preferable please? Are there any issues with private waste refuse vehicles approaching from the west and crossing over into the loading bay?

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner
[redacted]

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From: Franklin, Rob [redacted]

Hi Becky,

Thanks for this and appreciated.

We will look to incorporate your points in the design.

In relation to Cameron Street – yes, our site not the adjacent one.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner
[redacted]

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From: Rebe [redacted]
Sent: 16 Sep
To: Franklin,
Subject: RE:

Hi Rob

Thanks for sending this through this indicative sketch.

It would be useful if the loading bay was lengthened a little further to the east – this would be welcomed. Vehicles would likely access from both directions given that most refuse trucks can access via the bus gate.

Note the cycle lane would need to be pushed back away from the loading bay – there is no TRO cost associated with this, and the Active Travel Design Team have no significant concerns with this. As is the case, the width of the bay could reduce slightly – but this can be sorted at detailed design stage.

Happy for the student move-in/out operations to be conditioned, but an outline strategy should be included in the TS please. Could you clarify what you mean about relocation of the Cameron Street loading bay (assume you mean the initial one outlined by your scheme rather than the one approved with the adjacent site)?

Thanks
Becky

From: Franklin, R[redacted]
Sent: 15 Septem
To: Rebecca Hes
Cc: Lucy Harriso
Subject: RE: 10 -

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Morning Becky,

Hope you had a good weekend.

Thanks again for your comments, they're very useful and appreciated.

- Cycle parking: noted on your comments raised. We will look to incorporate, and I will discuss the measures with the team.
- Loading:
  - We can fit a 2m footway at the back of a 3m wide loading bay (2.5m bay with 0.5m offset to the westbound cycle lane. Loading bay is 12m long).
  - The loading bay would be flush with the footway but surfaced in another material so it could be used as typical footway when not in use by a vehicle, as per the examples you sent through.
  - An indicative sketch below. Would MCC be supportive of something similar to that below?



- Student move in/out:
  - Noted on management plan required. Would it be acceptable for this to be conditioned? We will make reference for this to be provided in the TS, once we better understand how this would work.
  - We might have space for additional bays on Camerson Street to support this if MCC are supportive of the relocation of the loading bay.

Thanks again.

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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From: Rebecca H[redacted]
Sent: 12 Septem
To: Franklin, Rob
Cc: Lucy Harriso
Subject: RE: 10 -

Afternoon Rob

Cycle Parking

Thanks for outlining current proposals on cycle parking provision. As stated previously, we usually require around 25% secure/sheltered provision for PBSA. Given that this is right on the recent active travel upgrade route, it would make sense for the development to tie-into this by providing a level of quality provision close to this. However, we have accepted a lower level of cycle parking on other constrained sites on the basis that it comprises/is supported by the following:

- A proportion (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.
- Cycle parking demand is monitored as part of the Travel Plan.
- The development funds a package of measures associated with the Beryl Bike cycle hire scheme (or other cycle hire options).
- Additional short-stay cycle stands are provided within the site boundary.

Servicing

I still believe provision of a loading-bay would be best for this site given surrounding highways constraints and the adjacent development which will also use Cameron Street.

Options for a loading-bay at the site frontage at Whitworth Street West could include a section of part combined-use footway/loading bay, similar to some of the examples below. Ideally 2m footway would need to be retained around the loading-bay (this could reduce slightly), along with bollards along the back of the loading area to ensure vehicles do not overrun. This would need to provide enough clearance for passing vehicles along the bus-gate.

Unfortunately, the design team are unable to locate the options previously discussed, however, I would be happy to review any options/plans you can put together for this.

Longsight	Piccadilly Gardens

	
https://maps.app.goo.gl/z3gHm9jATH27RBiW6	https://maps.app.goo.gl/epEJu9X5D5BPRZGo9

Student Move-In/Move-out

It would have been ideal if there could be an exemption/permit access during certain periods to support student move-in/move-out operations (through the bus gate to use the loading area) but unfortunately the TRO and Permits team have confirmed that this is not possible. There will therefore need to be a full management plan around this.

Hope the above is useful - and have a good weekend.

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager
Manchester City Council

Mob: [redacted]
Emai
Web:
POST s Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Franklin, R [redacted]
Sent: 11 Septemb
To: Rebecca Hesk
Cc: Lucy Harrison
Subject: RE: 10 - 1

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Hi Becky,

Hope you're having a good week.

Just checking if you received any additional comments in relation to the outlined proposals?

Regarding cycle parking, the site is heavily constrained at lower levels due to the essential plant requirements, which significantly limits the available floorspace. Taking this into account, provision has been determined at 10% of the development.

Given the site's city centre location, excellent access to established cycle routes and public transport, and the active travel improvements being delivered along the site frontage, this is a suitable provision given the constraints of the site. These factors together ensure that cycle users will continue to be well accommodated and supported in choosing sustainable modes of travel.

We trust this approach strikes the right balance within the site's constraints, and we would be happy to discuss further as required.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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From: Rebecca H[redacted]
Sent: 28 August 2
To: Franklin, Rob
Cc: Lucy Harrison
Subject: RE: 10 - 1

Hi Rob

The Highways Officer who dealt with the previous applicant and the ATE works is on holiday until next week – I was hoping to speak to him to get some additional detail in terms of the WSW loading bay which I originally referenced. The site is very constrained and upon initial review I still think a loading bay would

provide a better solution for high density PBSA at this location. I'll get back to you with some additional info/feedback on this next week.

In terms of cycle parking, can you confirm what level of provision is now proposed – a PBSA Curtins document is referenced but I'm not sure which site this refers to? We usually request at least 25% cycle parking for PBSA.

Many thanks
Becky

From: Franklin, Ro[redacted]
Sent: 28 August 2
To: Rebecca Hesk
Cc: Lucy Harrison
Subject: RE: 10 - 1

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Hi Becky,

Just wondering if you had any further comments relating to the below?

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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From: Franklin, Rob
Sent: 21 August 2025 13:16
To: Rebecca Heske
Cc: Lucy Harrison <
Subject: RE: 10 - 1

Hi Becky,

Really appreciate you sending these comments through, thanks.

Most are noted and understood some more context and discussion below:

- **Servicing and Waste Collection:**
  - The proposed development does not benefit from rear access via Hewitt Street, unlike the neighbouring scheme. As such, the site is inherently constrained in terms of servicing and waste collection. In response, a pragmatic and deliverable solution has been developed which mirrors the approach adopted successfully on nearby schemes:
    - A dedicated turning head is incorporated within the site layout to accommodate an 8m refuse vehicle, tracked and demonstrated as feasible. Waste collection will be managed by a private operator, consistent with the Applicant's other city-centre PBSA sites (see attached).
    - The servicing strategy is directly comparable to the neighbouring development, which also accommodates rigid vehicles of a similar size (tracked vehicle drawing: 85996-CUR-XX-00-D-TP-05002).
    - A dedicated loading bay is retained on-site, albeit relocated northwards to facilitate turning head manoeuvres. This bay provides operational flexibility, accommodating deliveries as well as student move-in/move-out procedures.
    - Bin stores are positioned along the southern boundary of the building, enabling the rear of the refuse vehicle to manoeuvre into the south-west corner of the site, thereby minimising bin drag distances in accordance with operational best practice.
    - In addition to the on-site loading bay, short-term parking capacity on Whitworth Street West and within the Little Peters Street car park can be utilised during peak changeover periods. This ensures adequate provision without impacting the operational highway.

While the site is constrained, the proposed servicing and waste collection arrangements are proportionate, operationally sound, and consistent with accepted practice on comparable city-centre PBSA schemes. We therefore consider this to represent a suitable and policy-compliant solution.

Can you confirm if the above is considered appropriate? As you can appreciate the site is constrained, however, this is a suitable solution in line with the neighbouring developments.

- **DDA Parking:**
  - Noted and agreed with the loading bay.
  - There are three existing disabled bays on Whitworth Street West immediately adjacent to the site. These provide suitable, safe, and convenient provision for disabled students and visitors associated with the development.
  - Importantly, this arrangement was previously deemed acceptable for the neighbouring PBSA development, and the level of provision is therefore considered both adequate and proportionate to meet demand across both sites.

Given the accessible city-centre location, proximity to public transport, and the availability of existing on-street disabled bays, the proposed approach represents a reasonable and policy-compliant solution for DDA parking provision.
Can you confirm if the above is considered appropriate in relation to disabled parking and outline any measures which may be required.

- **Cycle parking:**
  - Since my initial email, it has been agreed that the scheme will not be pursuing BREEAM credits in relation to cycle parking provision. This allows a more proportionate approach to be adopted which reflects site-specific constraints and realistic demand.
  - Accordingly, it is proposed to provide a reduced level of on-site cycle parking, rather than the full BREEAM quantum. This approach is consistent with the Applicant's other operational PBSA schemes, where cycle parking usage is typically significantly lower than the maximum provision set out in BREEAM guidance.
    - While a different developer, cycle parking usage is anticipated to be similar to that evidenced in Curtins' response (doc ref: 085996-CUT-XX-XX-T-TP-00006-P03), which demonstrates that actual demand across PBSA developments is consistently below theoretical standards.
  - Due to site constraints, particularly at ground-floor level where plant and servicing requirements cannot be displaced, it is proposed that cycle parking will be located at first-floor level, with a dedicated cycle lift provided to ensure accessibility for all users.

The proposed cycle parking strategy strikes an appropriate balance between:

- Providing sufficient spaces to meet realistic demand, informed by operational evidence from comparable PBSA sites;
- Recognising the site's physical constraints, which preclude large-scale ground floor provision; and
- Maintaining accessibility through the inclusion of a purpose-built cycle lift.

This represents a reasonable and deliverable solution that aligns with operational experience and ensures cycle parking demand can be appropriately managed without over-provision.

Can you confirm if the above is considered appropriate in relation to the cycle parking strategy and if not, advise on an acceptable level of on-site cycle parking which should be explored, noting the site central location and constraints. Also, would a cycle lift be supported.

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

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

Stantec

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From: Rebecca H [redacted]
Sent: 15 August 2
To: Franklin, Rob
Cc: Lucy Harrison
Subject: FW: 10 -

Hi Rob

I've provided a few comments in below with reference to each point in your email – I've also copied in the Planning Case Officer Lucy Harrison.

FYI I have also asked TfGM for any comments – I'll forward on once they come through.

Many thanks
Becky

From: Franklin, Rob [redacted]
Sent: 05 August 202
To: Rebecca Hesket

Cc: Caines, Nathan [redacted]
Subject: 10 - 12 W

> **ALERT** This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

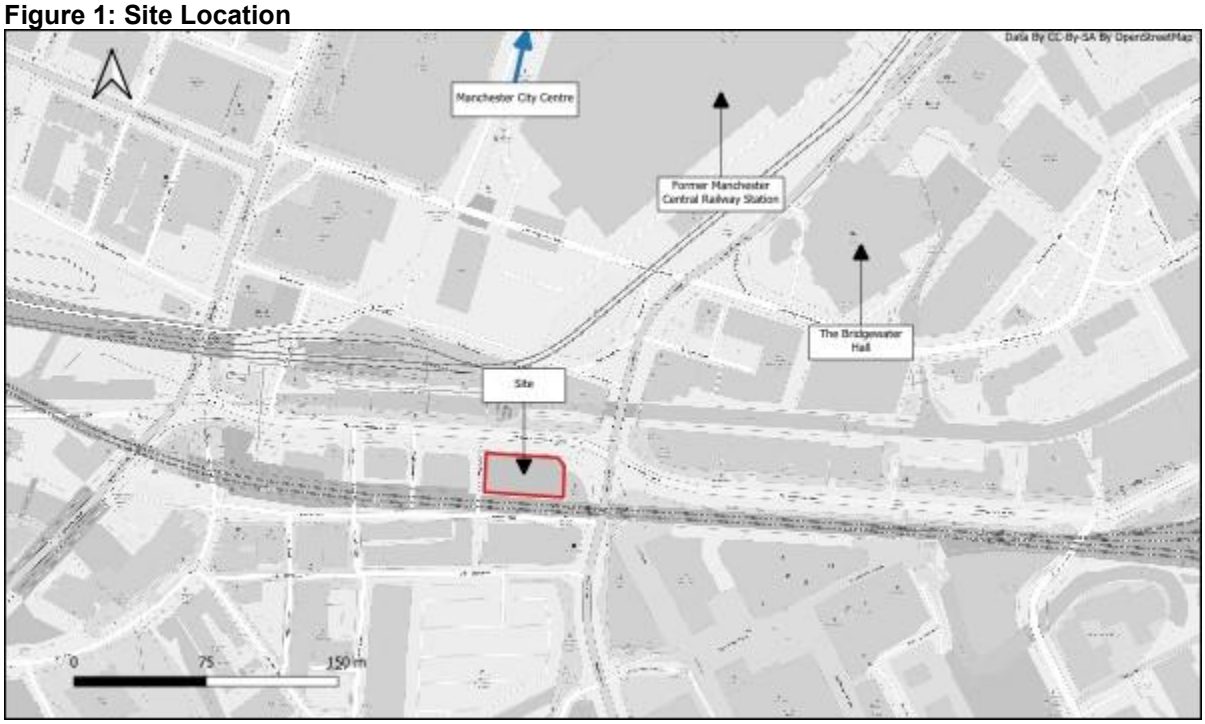
Afternoon Becky,

Hope you're well.

I'm hoping you can assist with scoping and agreeing the required assessment in relation to a proposed 826 bed PBSA development situated at 10-12 Whitworth Street, Manchester.

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

Figure 1: Site Location



To support the planning application, we propose to provide a robust **Transport Statement [TS] and Framework Travel Plan [FTP].** Note any S278 work will also require Stage 1 RSA.

Development Proposal

As mentioned, the proposed residential development is for student accommodation consisting of 826 PBSA apartments. The indicative site layout is attached, which may be subject to change.

Access Arrangements

Due to the site's accessible location, limited vehicle access is anticipated for accessible users and servicing vehicles via Whitworth Street West.

We acknowledge the ongoing active travel works on this road, noting access will only be permitted on Whitworth Street West from the west, due to the eastbound bus lane, which is restricted by a bus gate at its entry.

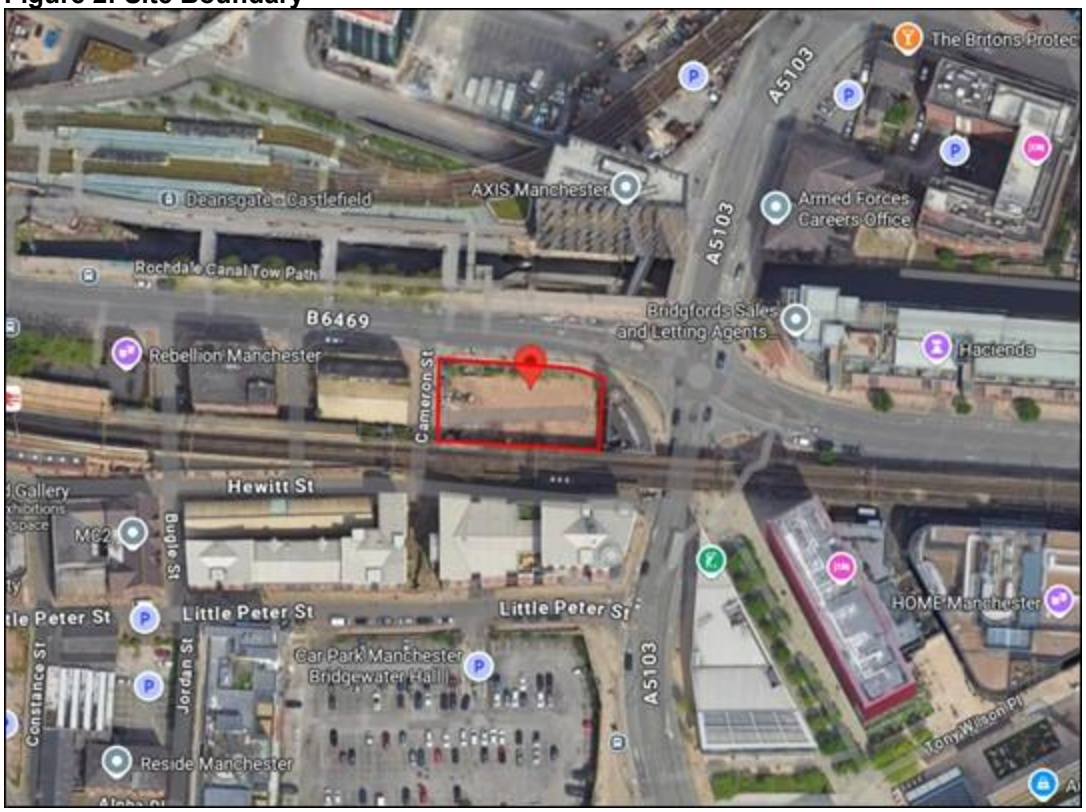
The development is designated as a car free scheme; therefore, only delivery and servicing vehicles are expected to access the site via Cameron Street, located to the west. Car free PBSA development acceptable in principle but the layout/TA will need to also give consideration to disabled users and start/end of term move-in/move out operations. Also see comments below re. servicing.

Refuse collection will be privately managed from Cameron Street, with an onsite turning head provided to accommodate turning movements. Bin store access will be situated along the southern boundary of the site.

We would appreciate if Manchester City Council [MCC] confirm whether these arrangements remain suitable, especially in relation to turning head arrangements and bin drag distances. Servicing for large refuse vehicles from Cameron Street appears very constrained. The Active Travel Design Team (who have recently implemented the City Centre ATF works along Whitworth Street West) have informed me that discussions took place with the applicant/contractor associated with the site's previous approval (circa. 320 resi unit) and it was agreed that a loading bay was to be implemented at the site frontage at Whitworth Street West to serve the development site – and this aligned well with the ATF works. The proposals are now for a much larger scheme – as such I feel that a loading bay would better cater for the site for both refuse collections (any servicing), move-in/move-out operations and taxis. I've been informed that some preliminary plans were put together showing the loading bay/retained footway widths – I've asked for a copy and will share.

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

Figure 2: Site Boundary



Vehicle and Cycle Parking

As noted, given the sites accessible and central location, no on-site vehicle parking is proposed. As above.

Regarding cycle parking, we note there isn't any guidance for cycle parking for PBSA schemes in Manchester.

Based on similar sites developed by the Applicant, it is proposed to provide cycle parking in line with BREEAM requirements, noting one space per two residents and one space per 10 members of staff.

Can MCC confirm what cycling provision would be deemed suitable for this development? Sounds reasonable – types of provision should align with LTN 1/20 guidance. Some short-stay provision would be useful for any visitors and cycle deliveries.

Regarding DDA parking provision, it is advised that one accessible space would be provided on Cameron Street.

Can MCC confirm whether this is an acceptable strategy regarding DDA provision? Appreciate that the site is constrained - note there are some TRO works proposed along Cameron Street associated with adjacent approval 141773/FO/2024 – not sure if a disabled bay would work along here.

Assessments

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

Transport Statement [TS]

- Comment on the background / history of the site;
- Provide a description of the existing conditions;
- Consider the national and local transport-related policy documentation **– Can MCC please confirm the required policy document to be included?** In terms of Local Policy: Core Strategy 2012 – 2027, City Centre Transport Strategy to 2040, Greater Manchester Transport Strategy 2040, GMCA Places for Everyone
- Consider any committed developments in the area **- Can MCC please confirm any committed developments we need to include?** None in the sense of traffic impact assessment – however should note the recent ATF works. I think committed developments are best to be considered with regard to construction management impacts i.e. recent approval on the adjacent plot and how construction activities would be coordinated/managed.
- Undertake accident analysis of the local highway network using STATS19 data. **– Can MCC advise if any other accident data source should be used?** This is fine.
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site; Review of connectivity to university campus locations should be included.
- Develop any site access drawings to demonstrate accessing the site; And plans showing required highways works.
- Undertake swept path analysis for parking and waste/delivery/emergency servicing (vehicles are to be used are: private refuse vehicle, 7.5T box van, and Fire Tender)- **Can MCC confirm if this is acceptable?** MCC Waste Services do service PBSA developments and so swept-path assessment should align with our fleet.
- Should also include a chapter on management of:
  - Personal deliveries i.e. Amazon, food shopping and Uber/Deliveroo food deliveries. (See attached guidance document)
  - Start/end of year move-in/move-out operations.

EIA Assessment – Traffic and Transport

We have received the following comments in relation to the submitted EIA report:

- 'Whilst Highways agree that EIA assessment of the operational phase are not necessary due to the proposed parking provision at the site and accessible location, no evidence has been provided with regard to baseline surrounding traffic flows and daily construction vehicle movements in order to support scoping out of the construction phase. Further evidence is therefore requested by Highways, or should such data not be available at this stage, highways suggest that assessment of the construction phase is scoped into the EIA assessments, once further detail can be obtained on baseline traffic flows and construction vehicle numbers/routeing'.

We acknowledge Highways' position regarding the operational phase and welcome agreement that, given the site's car-free nature and highly accessible central location, transport impacts from operation do not warrant assessment in the ES.

Regarding the construction phase, while detailed construction methodology is not yet available, we consider there is sufficient justification at this stage to scope transport out of the EIA in full. The following points are noted:

- The site is highly constrained, with limited space for construction plant and laydown areas. As a result, the scale and intensity of construction-related vehicle movements will necessarily be low and tightly managed.
- Due to the site's central location and surrounding road network, all construction vehicle routing and timing will be subject to careful coordination with MCC via a Construction Traffic Management Plan (CTMP), secured by

planning condition. This approach is standard across city centre developments and avoids the need for bespoke EIA mitigation.

- Based on professional judgement and experience of similar city centre developments (including the adjacent 2–4 Whitworth Street West site), the anticipated scale of construction traffic will not give rise to severance, congestion, safety, or amenity impacts that would constitute likely significant effects under the EIA Regulations or IEMA guidance.
- The CTMP will ensure deliveries are scheduled to avoid peak periods, vehicle sizes are limited, and movements are minimised, with the use of consolidation and holding areas where needed. Pedestrian management and safety will be prioritised through established measures already accepted by MCC on similar schemes.

While baseline traffic flow data can be reviewed to inform the CTMP at the appropriate stage, the expected volume and profile of construction vehicle movements falls well below thresholds likely to result in significant environmental effects. On this basis, and consistent with accepted precedent, we maintain that transport (including construction traffic) does not warrant assessment in the EIA. **– Can MCC confirm they consider this acceptable, and no transport EIA chapter is required?** This sounds acceptable based on the overview provided – these details should be recorded either within a relevant TS chapter or dedicated Outline Construction management Plan document.

Framework Travel Plan [FTP]

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

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

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

Thanks,

Rob Franklin, BA (Hons) MCIHT
Principal Transport Planner

[redacted]

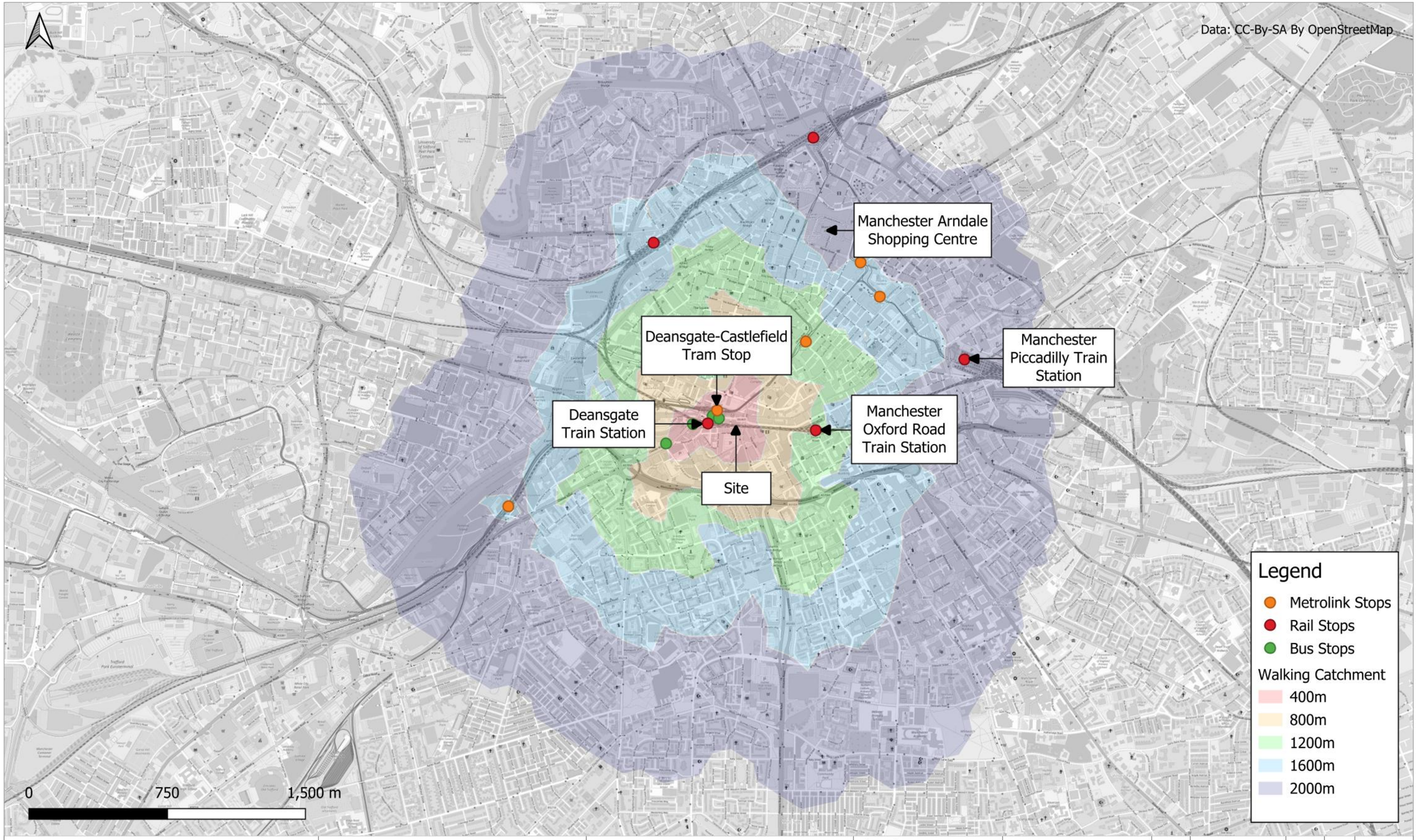
Stantec UK Limited
100 Barbirolli Square, Manchester M2 3AB, United Kingdom





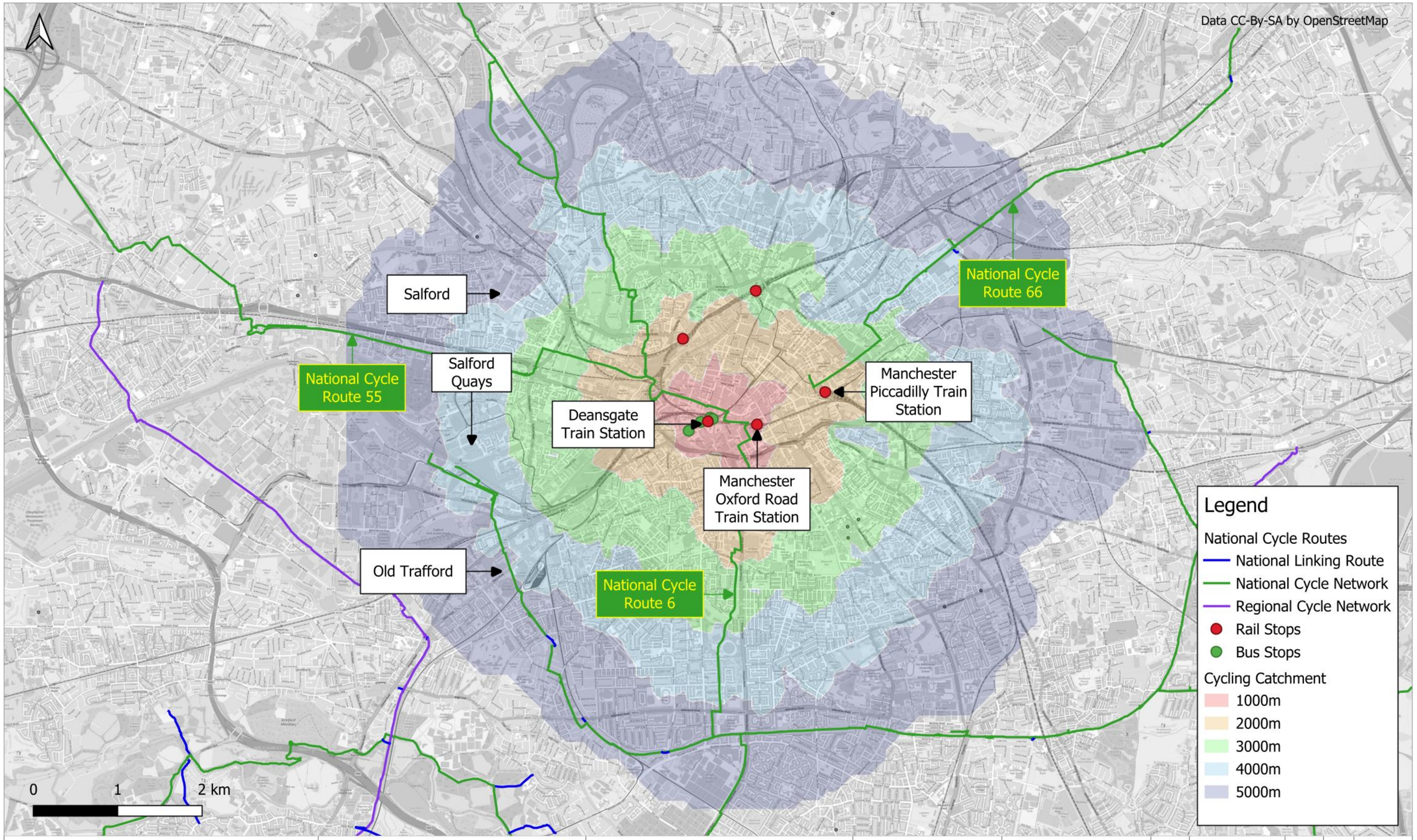
With every community, we redefine what's possible.

Appendix B Accessibility Plans



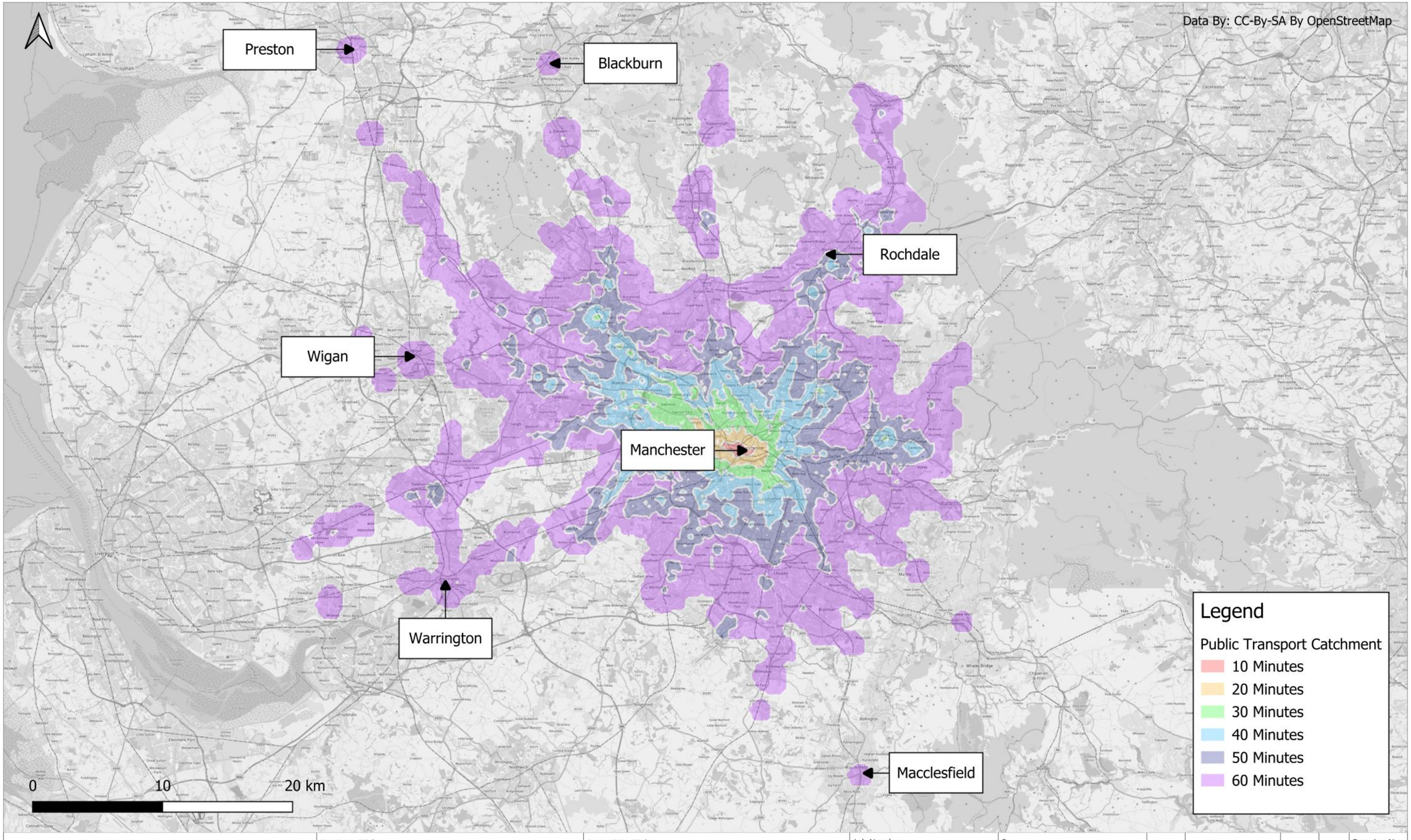
Stantec

Project Title: 10-12 Whitworth Street West, Manchester	Drawing Title: 2km Walking Isochrone	Job Number: 333800316	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 20/04/26	Checked: RF	P01	SUITABLE FOR REVIEW	20/04/26	NC		
		Scale: 1:35000	Status: S3	-	-	-	-	Figure	4.1
				-	-	-	-		
				-	-	-	-		



Stantec

Project Title: 10-12 Whitworth Street West, Manchester	Drawing Title: 5km Cycling Isochrone	Job Number: 333800316	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 20/04/26	Checked: RF	P01	SUITABLE FOR REVIEW	20/04/26	NC		
		Scale: 1:70000	Status: S3	-	-	-	-	Figure	4.2
				-	-	-	-		
				-	-	-	-		



Stantec

Project Title 10-12 Whitworth Street West, Manchester	Drawing Title 60 Minute Public Transport Isochrone	Job Number 333800316	By NC	Rev	Description	Date	By	Drawing No. P01
		Date 20/04/26	Checked RF	P01	SUITABLE FOR REVIEW	20/04/26	NC	Figure 4.4
		Scale 1:450000	Status S3	-	-	-	-	
				-	-	-	-	
				-	-	-	-	

Appendix C Site Layout

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Unless otherwise stated all dimensions are in millimeters. Where dimensions are not given, drawings must not be scaled and the matter must be referred to the Landscape Architect. If the drawing includes conflicting details/dimensions the matter must be referred to the Landscape Architect. All dimensions must be checked on site. The Landscape Architect must be informed, by the Contractor, of any discrepancies before work proceeds.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT'S DRAWINGS.

DISABLED
DISABLED
DISABLED
BUS LANE
BUS LANE
BUS LANE
Whitworth Street West
Proposed Loading Bay
Planting to Building Edge
Cycle Parking
+ 0.25
Planting to Entrance
Feature Paving to Entrance
Cameron Street
Loading Bay (As Per Adjacent Site. Refer to Stantec Drawings for Details)
Fence & Gate Access
Fence & Gate Access
City Road Inn
(Local Pub)
Railway Arches
Railway Arches
Hewitt Street
1m
10m

Legend

Proposed Application Boundary

Hardworks Legend

PAV01 - PC Concrete Paving to MCC Standard
Paving Works to Public Footpath in Accordance with MCC

PAV02 - Permeable PC Concrete Paving

PAV03 - Natural Stone Paving Setts To Building

Existing Paving Setts To Be Retained

KED01 - Concrete Kerb
Paving Works to Public Footpath in Accordance with MCC

KED02 - Concrete Edging to Planting
Material: Sandblasted Ribbed Concrete
Size: 250mm Above Finished Ground Level

FCS01 - Cycle Stand

Fence and Gate Access
Refer to Architect's Plans & Details

Softworks Legend

Low Hedge Planting
Refer to Design and Access Statement for Planting Schedule

Ornamental Shrubs & Perennial Planting -
Refer to Design and Access Statment for Planting Schedule

Revision Notes	By/Chk	Date	Rev
Issue for planning	NY/AM	29/04/26	P06
Issue for information	NY/AM	23/04/26	P05
Issue for information	NY/AM	18/04/26	P04

Status: PLANNING

Park Hood
Chartered Landscape Architects
Hawarden House, 163 Upper Newtownards Road, Belfast, BT4 3HZ
T: +44 (0) 28 9029 8020 **E:** info@parkhood.com **parkhood.com**

Client: FUSION

Project: Whitworth Street
2-4 Whitworth Street, Manchester

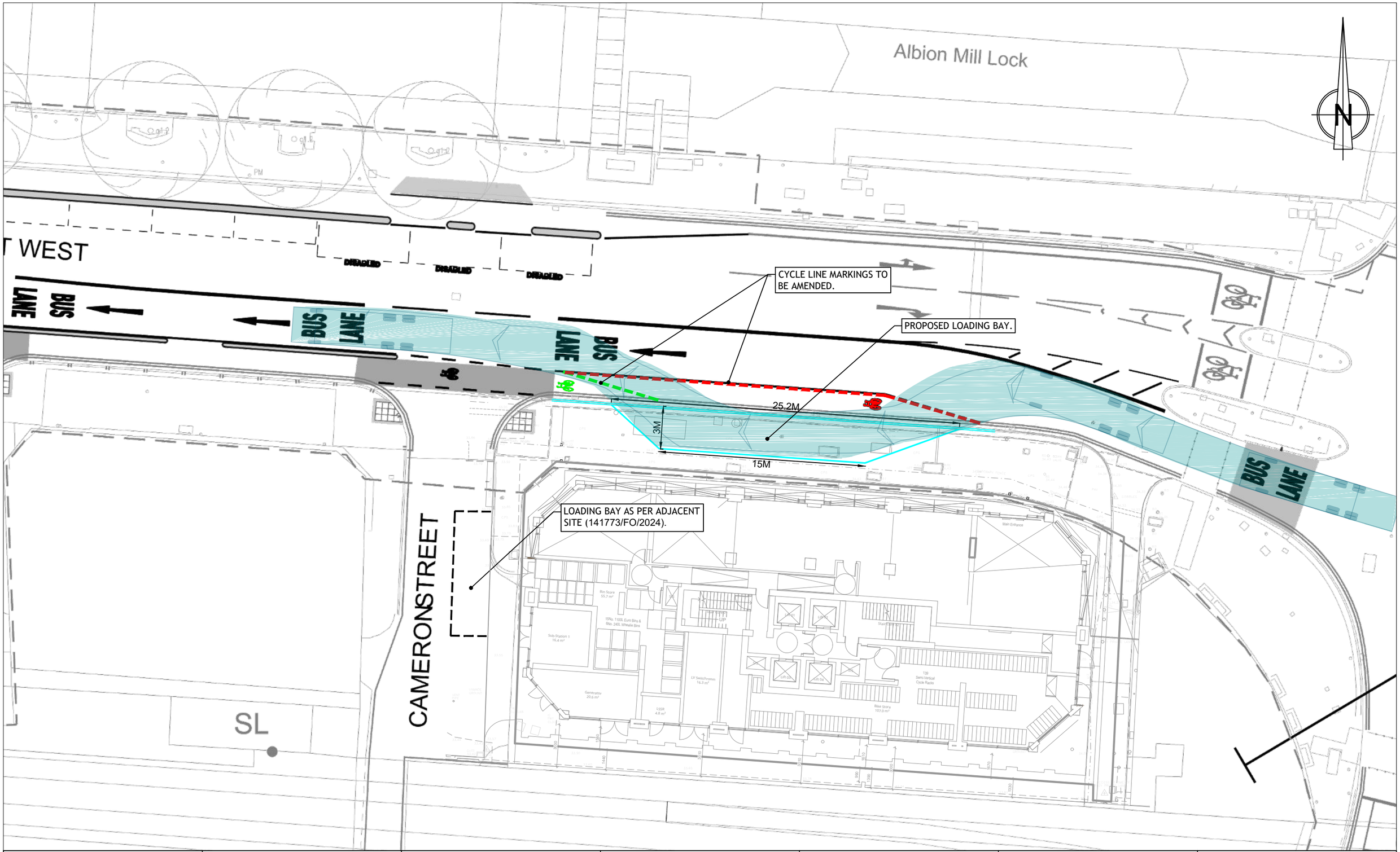
Title: Ground Floor Landscape Plan

Job No: 8585 | **Scale@A1:** 1 : 100 | **Date:** October 2025

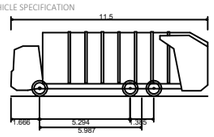
Drawing Number

Project	Originator	Volume	Level	Type	Role	Number	Revision
8585	PHL	XX	00	DR	L	2000	P06

Appendix D Vehicle Tracking Plans



VEHICLE SPECIFICATION



Eagle Elite 2 6x4 non rear steer, 11.5m long	
Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	VEHICLE TRACKING	RF	18/04/26	RF	18/04/26	RF	18/04/26

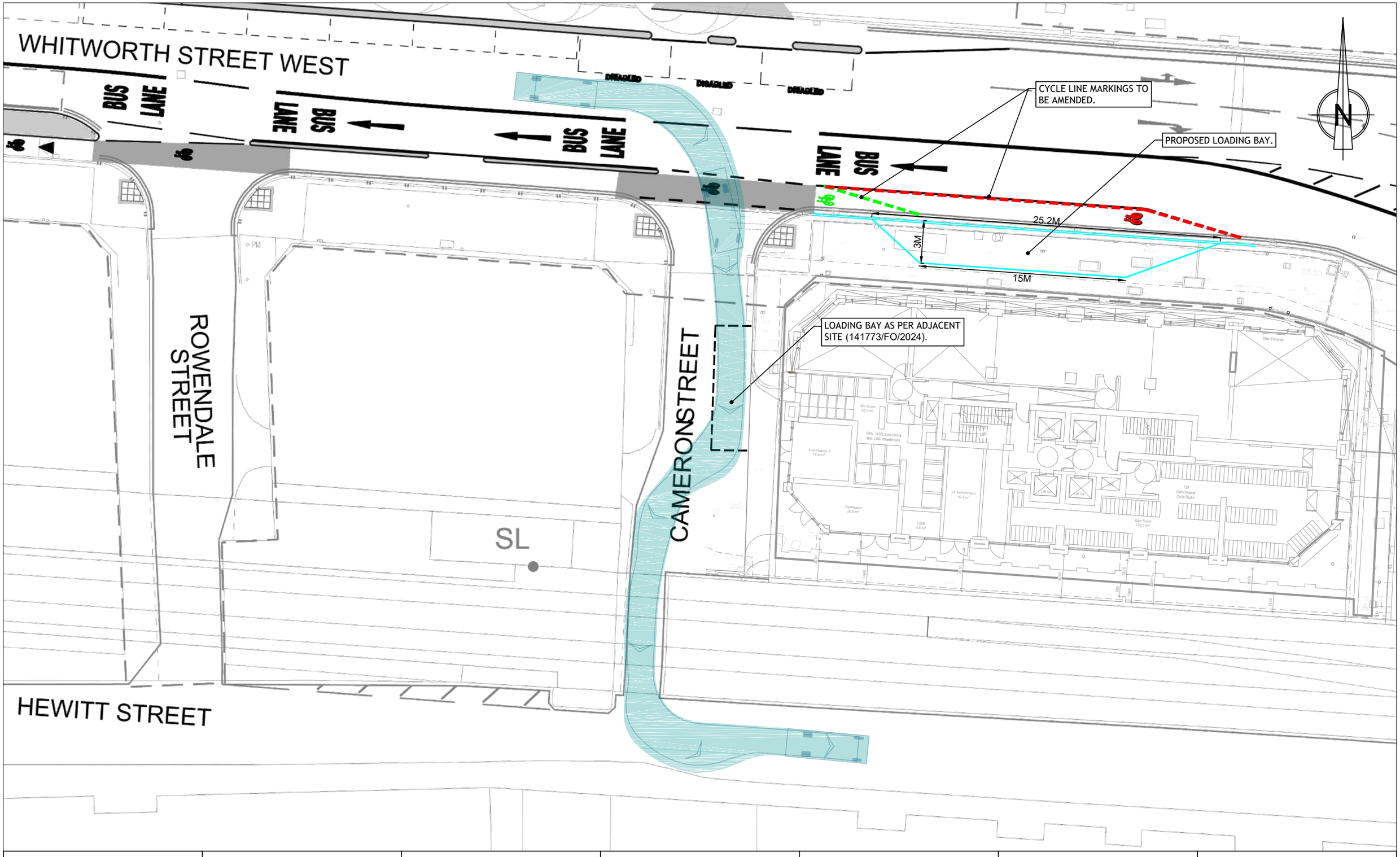
Stantec

CLIENT: FUSION GROUP

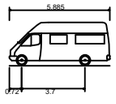
PROJECT: 10-12 WHITWORTH STREET WEST

TITLE: VEHICLE TRACKING - 11.5M LONG REFUSE VEHICLE

STANTEC PROJECT NO.	333800316
SCALE @ A3	1:250
STATUS DESCRIPTION	FOR SUBMISSION
STATUS	S4
DRAWING NO.	333800316-STAN-XX-XX-DR-TP-3004
REVISION	P01



VEHICLE SPECIFICATION



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

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REVISIONS

REV						
P01	VEHICLE TRACKING	RF	18/04/26	RF	18/04/26	RF	18/04/26
REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Stantec

CLIENT: FUSION GROUP

PROJECT: 10-12 WHITWORTH STREET WEST

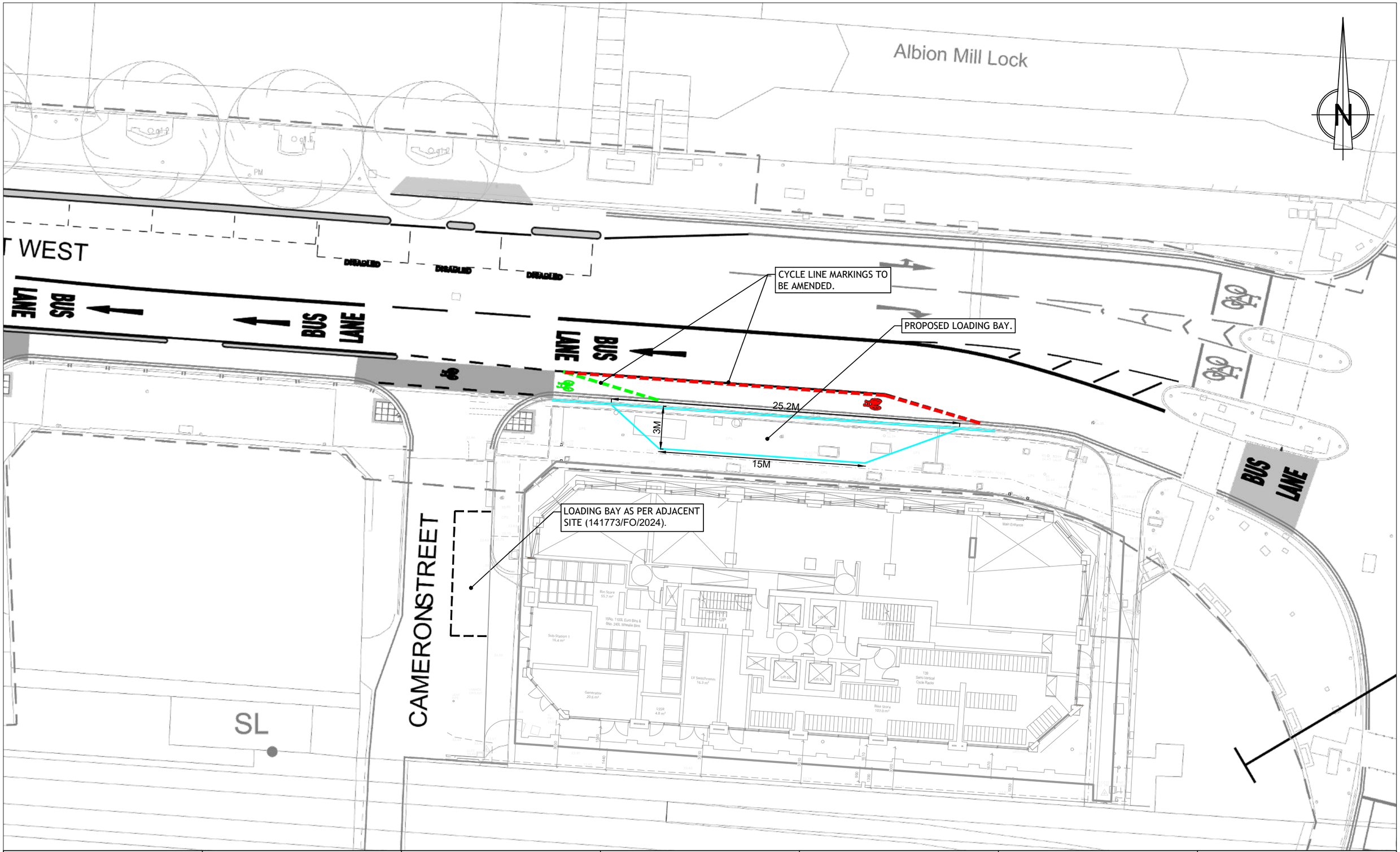
TITLE: VEHICLE TRACKING - DELIVERY VAN

STANTEC PROJECT NO.	SCALE @ A3
333800316	1:250

STATUS DESCRIPTION	STATUS
FOR SUBMISSION	S4

DRAWING NO.	REVISION
333800316-STAN-XX-XX-DR-TP-3005	P01

Appendix E Off-Site Works Plans



KEY PLAN

- PROPOSED NEW KERBLINES
- PROPOSED ROAD MARKINGS
- PROPOSED ROAD MARKINGS TO BE REMOVED

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV						
P02	OFF-SITE WORKS LAYOUT					
	RF	18/04/26	RF	18/04/26	RF	18/04/26
P01	DRAFT OFF-SITE WORKS LAYOUT					
	RF	31/03/26	RF	31/03/26	RF	31/03/26
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Stantec

CLIENT: FUSION GROUP

PROJECT: 10-12 WHITWORTH STREET WEST

TITLE: OFF-SITE WORKS LAYOUT

STANTEC PROJECT NO.	333800316
SCALE @ A3	1:250
STATUS DESCRIPTION	FOR SUBMISSION
STATUS	S4
DRAWING NO.	333800316-STAN-XX-XX-DR-TP-3001
REVISION	P02

Appendix F Biffa Waste Collection Confirmation Letter

Delivering more

Private & Confidential

23/04/2026

To whom it may concern:

Thank you for your enquiry regarding the proposed PBSA development in Manchester and the associated Waste Management Strategy.

Following internal consultation with our local depot, I can confirm that we would be willing to service the development under a private waste collection agreement, subject to final contractual arrangements.

Based on the information provided, the proposed collection approach is considered operationally acceptable. We would be able to facilitate collections in line with the outlined strategy, with an anticipated frequency of 2–3 collections per week, or as otherwise agreed to meet the needs of the development.

We also acknowledge the proposed option of a managed bin presentation point closer to the highway on collection days. This would be a practical solution and would help to minimise drag distances, supporting safe and efficient operations.

For completeness, we would require confirmation that any bin storage or waste processing areas are accessible to our operatives on collection days, including provision of keys, fobs, or access codes where necessary.

This statement is provided in support of your planning submission and is based on the details shared to date. Final service delivery will remain subject to site-specific risk assessment and agreement of contractual terms.

If you require anything further or would like to discuss the proposals in more detail, please do not hesitate to contact me.

Yours sincerely

Talia Wood

[redacted]

Appendix G Stage 1 RSA Report

meraki alliance
Highways, Transportation & Safety Consulting

10-12 Whitworth Street West, Manchester – Off Site Works (Loading Bay)

Stage 1 Road Safety Audit

10-12 Whitworth Street West, Manchester – Off Site Works (Loading Bay)

Stage 1 Road Safety Audit

Report Title:	10-12 Whitworth Street West, Manchester – Off Site Works (Loading Bay)
Report Produced for:	Manchester City Council
Report Dated:	09 April 2026
Document Reference & Revision:	MAL/WSWM/RSA1 Rev 0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Naomi Cook - Tel:+44 (0) 7818026263
On behalf of:	Stantec UK Ltd

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	09 April 2026	NC
1	0	FINAL REPORT	09 April 2026	NC/JB

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
R Franklin	Stantec UK Ltd	Electronic	09 April 2026
J Birkett	Meraki Alliance Ltd	Electronic	09 April 2026

Contents

1		**Introduction**	**3**
	1.1	*General*	*3*
	1.2	*Previous Road Safety Audits*	*4*
	1.3	*Road Safety Audit Team*	*4*
	1.4	*Personal Injury Collision Data*	*4*
	1.5	*Departures or Relaxations from Standards*	*5*
	1.6	*Details of Site Visit*	*5*
	1.7	*Items Outside the Scope of the Road Safety Audit*	*5*
	1.8	*Disclaimer*	*6*
2		**Items Raised at this Stage 1 Road Safety Audit**	**7**
	2.1	*Road Safety Audit - Problems Stage 1*	*7*
3		**Audit Team Statement**	**9**
Appendix 1 – Audited Documents			**10**
Appendix 2 – Problem Location Plan			**11**

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Stantec, on behalf of Manchester City Council. The scheme submitted for audit is off-site works associated with a proposed residential development on Whitworth Street West, Manchester.

The proposed residential development will be located on a brownfield site at 10-12 Whitworth Street West, in the city of Manchester. Whitworth Street West at this location is two way single carriageway with bus and cycle access only westbound from the junction with Albion Street in the east. An on carriageway cycle way is provided for westbound cyclists along with a dedicated bus lane in the same direction of travel. The site is bounded by the City Road Inn public house to the east, an elevated railway to the north which links Deansgate Railway Station and Oxford Road Station, Cameron Street to the west and Whitworth Street West to the north. Whitworth Street West is lit and is subject to a 20mph speed limit.

Cameron Street is two way single carriageway which links under a railway viaduct onto Hewitt Street. The width and turning at Hewitt Street are restricted, though not signed as such. Cameron Street is subject to a no left turn (except cycles) at its junction with Whitworth Street West. No street lighting is present on Cameron Street, and it is assumed that it is subject to a 20mph speed limit.

The proposed works included within this RSA Stage 1 consist of:

- Provision of a loading bay on Whitworth Street West, within the current footway flush with the adjacent footway for refuse vehicle use only; and
- Provisions of a loading bay on Cameron Street.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Rob Franklin of Stantec.

The documents forming this RSA are listed in **Appendix 1**. The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Manchester City Council

Client: Fusion Group

Design Organisation: Stantec UK Ltd

1.2 Previous Road Safety Audits

The Audit Team has not been made aware of any previous audits undertaken on the proposed access.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader:	**Naomi Cook** MSc FCIHT Holder of HE RSA Certificate of Competency
Audit Team Member:	**Jonathan Birkett** IEng, MICE, FIHE, MSoRSA Holder of HE RSA Certificate of Competency

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2020-2024) for the adjacent highway network, as shown in **Figure 1**.



Figure 1: Collision Data

Examination of the data indicates that there have been two slight PICs recorded at Whitworth Street West in the vicinity of the proposed works. Of the two PICs:

- One was recorded in June 2021 involved an eastbound cyclist being struck by a vehicle travelling in the same direction. The collision resulted in slight injuries.
- One was recorded in September 2022 involving a pedestrian crossing away from the designated crossing points. The details of the vehicle involved are not available. The collision resulted in slight injuries.

1.5 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.6 Details of Site Visit

A site visit was undertaken on the afternoon of Tuesday 7 April 2026 between 14:15 and 14:30 hrs. Whilst on site the weather was dry and sunny, and the road surface was dry. No incidents were noted. Moderate pedestrian flows were noted along Whitworth Street West and the link to the railway station to the north. Cycle movements were noted, though flows were low. Traffic flows were light, and free flowing.

1.7 Items Outside the Scope of the Road Safety Audit

No issues were identified that were outside the scope of this RSA.

1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at this Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM	**1-1**
Location:	Proposed loading bay
Summary:	Increase in collisions involving visually impaired pedestrians as a result of absent kerb upstand
It is noted that the proposed layby on Whitworth Street West will be 'flush' with the adjacent footway. It is unclear as to how this will be achieved and whether a kerb upstand will be provided between the carriageway on Whitworth Street West and the proposed loading bay. If the footway in this area is constructed flush with the adjacent carriageway, the absence of a small kerb upstand increases the risk of pedestrians with visual impairment, there is a risk of pedestrians, particularly those with visual impairment, stepping unknowingly into the carriageway on Whitworth Street West, leading to an increase in collisions.	
RECOMMENDATION	
Consider maintaining an upstand between the carriageway and adjacent carriageway at Whitworth Street.	

PROBLEM	**1-2**
Location:	Proposed loading bay
Summary:	Increase in slips trips or falls resulting from damaged or broken paving slabs
It is noted that the proposed layby on Whitworth Street West will be 'flush' with the adjacent footway. It is unclear as to how this will be achieved and how it will be demarcated. There is a risk of vehicles overrunning the area to the rear of the proposed loading bay extents, which could result in the footway surfacing being damaged with cracking of the paving slabs should the pavement construction be unsuitable to withstand the weight of refuse vehicles driving over this area. Cracked paving slabs in the footway creates an on-going maintenance issue and increases the risk of pedestrian trips and falls. Further, without demarcation of the loading bay, there is a risk of conflicts between vehicles using the loading bay and pedestrians on the footway.	
RECOMMENDATION	
Consider providing some sort of demarcation to prevent overrun and conflicts between users.	

PROBLEM	**1-3**
Location:	Proposed loading bay
Summary:	Increase in collisions resulting from ineffective surface water drainage
It is unclear as to whether a kerb upstand will be provided at the loading bay between that and the adjacent carriageway at Whitworth Street West. Alterations to any levels here, and the potential removal of kerbs, will impact on the effectiveness of surface water drainage. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.	
RECOMMENDATION	
Provide highway drainage as required, to reflect the detailed design of the loading bay.	

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NAOMI COOK
SIGNED:	[redacted]
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	09 APRIL 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	JONATHAN BIRKETT
SIGNED:	[redacted]
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	09 APRIL 2026

Appendix 1 – Audited Documents

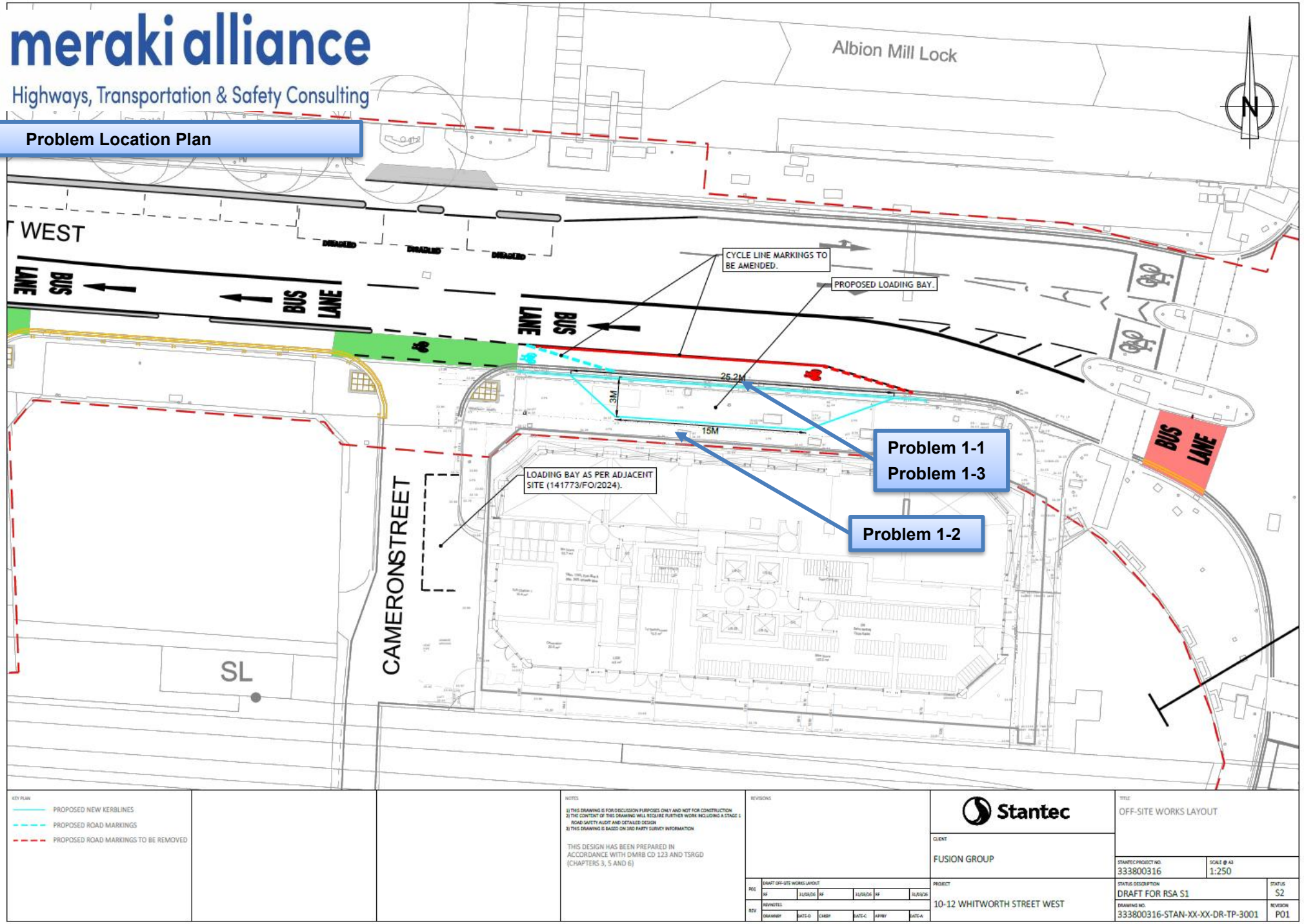
Document / Drawing	Title	Revision
37012-STN-XX-XX-RP-TP-4001	Draft Transport Statement	P01
333800316-STAN-XXXX-DR-TP-3001	Off-site works	P01
333800316-STAN-XXXX-DR-TP-3002	Off-site works vehicle tracking	P01

Appendix 2 – Problem Location Plan

meraki alliance

Highways, Transportation & Safety Consulting

Problem Location Plan



Appendix H TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: G - STUDENT ACCOMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 day
	HM	HAMMERSMITH AND FULHAM	1 day
	KI	KINGSTON	2 days
	LB	LAMBETH	2 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day

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

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	RESIDE
Actual Range:	200 to 1100 (units:RESIDE)
Range Selected by User:	200 to 1100 (units:RESIDE)
Parking Spaces Range:	1 - 21

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/17 to 17/06/25

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

Selected survey days:

Friday	1 days
Tuesday	3 days
Wednesday	3 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town Centre	5 days
Town Centre	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	5 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days

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Secondary Filtering Selection:

Use Class:

C3	7 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

2241 - 8882

Population within 1 mile:

100,001 or More	1 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

250,001 to 500,000	3 surveys
500,001 or More	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	5 surveys
1.1 to 1.5	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

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

Travel Plan:

No	6 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good	2 surveys
6a - Excellent	2 surveys
6b - Excellent	2 surveys
No PTAL Present	1 surveys

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

COVID-19 Restrictions:

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

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1	**CN-03-G-01**	**STUDENT FLATS**	**CAMDEN**

SAINT PANCRAS WAY
KING'S CROSS
Edge of Town Centre
Built-Up Zone
Site area: 0.10000000149011612 hect
Survey date: Tuesday 14/11/2017 Survey Type: Manual

2	**DY-03-G-02**	**STUDENT ACCOMMODATION**	**DERBY**

CATHEDRAL ROAD
DERBY
Town Centre
Built-Up Zone
Site area: 0.2199999988079071 hect
Survey date: Wednesday 25/09/2019 Survey Type: Manual

3	**HM-03-G-02**	**STUDENT FLATS**	**HAMMERSMITH AND FULHAM**

PADDENSWICK ROAD
HAMMERSMITH
Edge of Town Centre
Residential Zone
Site area: 0.2199999988079071 hect
Survey date: Friday 25/06/2021 Survey Type: Manual

4	**KI-03-G-01**	**STUDENT FLATS**	**KINGSTON**

PENRHYN ROAD
KINGSTON UPON THAMES
Edge of Town Centre
Built-Up Zone
Site area: 0.07000000029802322 hect
Survey date: Wednesday 12/06/2019 Survey Type: Manual

5	**KI-03-G-02**	**STUDENT FLATS**	**KINGSTON**

CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Site area: 0.2199999988079071 hect
Survey date: Wednesday 26/06/2019 Survey Type: Manual

6	**LB-03-G-02**	**STUDENT FLATS**	**LAMBETH**

WESTMINSTER BRIDGE RD
LAMBETH
Town Centre
Built-Up Zone
Site area: 0.2199999988079071 hect
Survey date: Tuesday 27/11/2018 Survey Type: Manual

7	**LB-03-G-03**	**STUDENT ACCOMMODATION**	**LAMBETH**

MILES STREET
VAUXHALL
Edge of Town Centre
Built-Up Zone
Site area: 0.22 hect
Survey date: Tuesday 17/06/2025 Survey Type: Manual

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.001**	**0.001**	**0.002**
08:00-09:00	**7**	**421**	**0.003**	**0.003**	**0.006**
09:00-10:00	**7**	**421**	**0.003**	**0.002**	**0.005**
10:00-11:00	**7**	**421**	**0.004**	**0.004**	**0.008**
11:00-12:00	**7**	**421**	**0.005**	**0.006**	**0.011**
12:00-13:00	**7**	**421**	**0.002**	**0.003**	**0.005**
13:00-14:00	**7**	**421**	**0.005**	**0.004**	**0.009**
14:00-15:00	**7**	**421**	**0.004**	**0.005**	**0.009**
15:00-16:00	**7**	**421**	**0.004**	**0.004**	**0.008**
16:00-17:00	**7**	**421**	**0.004**	**0.004**	**0.008**
17:00-18:00	**7**	**421**	**0.002**	**0.002**	**0.004**
18:00-19:00	**7**	**421**	**0.003**	**0.003**	**0.006**
19:00-20:00	**7**	**421**	**0.003**	**0.003**	**0.006**
20:00-21:00	**7**	**421**	**0.004**	**0.004**	**0.008**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.047**	**0.048**	**0.095**

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total People

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.013**	**0.032**	**0.045**
08:00-09:00	**7**	**421**	**0.018**	**0.128**	**0.146**
09:00-10:00	**7**	**421**	**0.027**	**0.095**	**0.122**
10:00-11:00	**7**	**421**	**0.034**	**0.090**	**0.124**
11:00-12:00	**7**	**421**	**0.050**	**0.074**	**0.124**
12:00-13:00	**7**	**421**	**0.056**	**0.076**	**0.132**
13:00-14:00	**7**	**421**	**0.070**	**0.079**	**0.149**
14:00-15:00	**7**	**421**	**0.070**	**0.069**	**0.139**
15:00-16:00	**7**	**421**	**0.092**	**0.055**	**0.147**
16:00-17:00	**7**	**421**	**0.089**	**0.048**	**0.137**
17:00-18:00	**7**	**421**	**0.105**	**0.054**	**0.159**
18:00-19:00	**7**	**421**	**0.088**	**0.047**	**0.135**
19:00-20:00	**7**	**421**	**0.072**	**0.033**	**0.105**
20:00-21:00	**7**	**421**	**0.077**	**0.030**	**0.107**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.861**	**0.910**	**1.771**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Cyclists

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.001**	**0.001**
08:00-09:00	**7**	**421**	**0.001**	**0.004**	**0.005**
09:00-10:00	**7**	**421**	**0.002**	**0.006**	**0.008**
10:00-11:00	**7**	**421**	**0.001**	**0.003**	**0.004**
11:00-12:00	**7**	**421**	**0.001**	**0.003**	**0.004**
12:00-13:00	**7**	**421**	**0.001**	**0.001**	**0.002**
13:00-14:00	**7**	**421**	**0.003**	**0.002**	**0.005**
14:00-15:00	**7**	**421**	**0.003**	**0.001**	**0.004**
15:00-16:00	**7**	**421**	**0.004**	**0.001**	**0.005**
16:00-17:00	**7**	**421**	**0.002**	**0.001**	**0.003**
17:00-18:00	**7**	**421**	**0.003**	**0.002**	**0.005**
18:00-19:00	**7**	**421**	**0.004**	**0.003**	**0.007**
19:00-20:00	**7**	**421**	**0.001**	**0.000**	**0.001**
20:00-21:00	**7**	**421**	**0.001**	**0.001**	**0.002**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.027**	**0.029**	**0.056**

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

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Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

PSVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**421**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**421**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**421**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**421**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**421**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**421**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**421**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**421**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.000**	**0.000**	**0.000**
20:00-21:00	**7**	**421**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

OGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.001**	**0.001**	**0.002**
08:00-09:00	**7**	**421**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**421**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**421**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**421**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**421**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**421**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**421**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**421**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**421**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.000**	**0.000**	**0.000**
20:00-21:00	**7**	**421**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.001**	**0.001**	**0.002**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	27/11/2018 - 25/06/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Taxis

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.001**	**0.001**	**0.002**
09:00-10:00	**7**	**421**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**421**	**0.001**	**0.001**	**0.002**
11:00-12:00	**7**	**421**	**0.002**	**0.002**	**0.004**
12:00-13:00	**7**	**421**	**0.002**	**0.002**	**0.004**
13:00-14:00	**7**	**421**	**0.001**	**0.001**	**0.002**
14:00-15:00	**7**	**421**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**421**	**0.002**	**0.002**	**0.004**
16:00-17:00	**7**	**421**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**421**	**0.001**	**0.001**	**0.002**
18:00-19:00	**7**	**421**	**0.002**	**0.002**	**0.004**
19:00-20:00	**7**	**421**	**0.001**	**0.001**	**0.002**
20:00-21:00	**7**	**421**	**0.003**	**0.003**	**0.006**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.018**	**0.018**	**0.036**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Cars

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.001**	**0.001**	**0.002**
09:00-10:00	**7**	**421**	**0.001**	**0.001**	**0.002**
10:00-11:00	**7**	**421**	**0.000**	**0.001**	**0.001**
11:00-12:00	**7**	**421**	**0.000**	**0.001**	**0.001**
12:00-13:00	**7**	**421**	**0.000**	**0.001**	**0.001**
13:00-14:00	**7**	**421**	**0.001**	**0.000**	**0.001**
14:00-15:00	**7**	**421**	**0.000**	**0.001**	**0.001**
15:00-16:00	**7**	**421**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**421**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.000**	**0.000**	**0.000**
20:00-21:00	**7**	**421**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.005**	**0.008**	**0.013**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

LGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**421**	**0.001**	**0.001**	**0.002**
10:00-11:00	**7**	**421**	**0.002**	**0.001**	**0.003**
11:00-12:00	**7**	**421**	**0.001**	**0.002**	**0.003**
12:00-13:00	**7**	**421**	**0.000**	**0.001**	**0.001**
13:00-14:00	**7**	**421**	**0.002**	**0.001**	**0.003**
14:00-15:00	**7**	**421**	**0.002**	**0.002**	**0.004**
15:00-16:00	**7**	**421**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**421**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.001**	**0.000**	**0.001**
20:00-21:00	**7**	**421**	**0.000**	**0.001**	**0.001**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.011**	**0.011**	**0.022**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	27/11/2018 - 17/06/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Motorcycles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**421**	**0.001**	**0.001**	**0.002**
10:00-11:00	**7**	**421**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**421**	**0.002**	**0.002**	**0.004**
12:00-13:00	**7**	**421**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**421**	**0.002**	**0.002**	**0.004**
14:00-15:00	**7**	**421**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**421**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**421**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.001**	**0.001**	**0.002**
20:00-21:00	**7**	**421**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.008**	**0.008**	**0.016**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	27/11/2018 - 17/06/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Vehicle Occupants

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.001**	**0.001**	**0.002**
08:00-09:00	**7**	**421**	**0.001**	**0.003**	**0.004**
09:00-10:00	**7**	**421**	**0.003**	**0.002**	**0.005**
10:00-11:00	**7**	**421**	**0.002**	**0.004**	**0.006**
11:00-12:00	**7**	**421**	**0.005**	**0.006**	**0.011**
12:00-13:00	**7**	**421**	**0.002**	**0.002**	**0.004**
13:00-14:00	**7**	**421**	**0.005**	**0.005**	**0.010**
14:00-15:00	**7**	**421**	**0.004**	**0.005**	**0.009**
15:00-16:00	**7**	**421**	**0.005**	**0.003**	**0.008**
16:00-17:00	**7**	**421**	**0.003**	**0.004**	**0.007**
17:00-18:00	**7**	**421**	**0.002**	**0.001**	**0.003**
18:00-19:00	**7**	**421**	**0.002**	**0.001**	**0.003**
19:00-20:00	**7**	**421**	**0.003**	**0.001**	**0.004**
20:00-21:00	**7**	**421**	**0.004**	**0.002**	**0.006**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.042**	**0.040**	**0.082**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Pedestrians

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.006**	**0.012**	**0.018**
08:00-09:00	**7**	**421**	**0.007**	**0.046**	**0.053**
09:00-10:00	**7**	**421**	**0.009**	**0.036**	**0.045**
10:00-11:00	**7**	**421**	**0.012**	**0.035**	**0.047**
11:00-12:00	**7**	**421**	**0.019**	**0.030**	**0.049**
12:00-13:00	**7**	**421**	**0.024**	**0.030**	**0.054**
13:00-14:00	**7**	**421**	**0.029**	**0.035**	**0.064**
14:00-15:00	**7**	**421**	**0.026**	**0.031**	**0.057**
15:00-16:00	**7**	**421**	**0.037**	**0.026**	**0.063**
16:00-17:00	**7**	**421**	**0.038**	**0.023**	**0.061**
17:00-18:00	**7**	**421**	**0.042**	**0.028**	**0.070**
18:00-19:00	**7**	**421**	**0.039**	**0.022**	**0.061**
19:00-20:00	**7**	**421**	**0.031**	**0.017**	**0.048**
20:00-21:00	**7**	**421**	**0.034**	**0.016**	**0.050**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.353**	**0.387**	**0.740**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Public Transport Users

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.006**	**0.018**	**0.024**
08:00-09:00	**7**	**421**	**0.009**	**0.074**	**0.083**
09:00-10:00	**7**	**421**	**0.013**	**0.052**	**0.065**
10:00-11:00	**7**	**421**	**0.019**	**0.049**	**0.068**
11:00-12:00	**7**	**421**	**0.024**	**0.036**	**0.060**
12:00-13:00	**7**	**421**	**0.028**	**0.043**	**0.071**
13:00-14:00	**7**	**421**	**0.033**	**0.037**	**0.070**
14:00-15:00	**7**	**421**	**0.036**	**0.031**	**0.067**
15:00-16:00	**7**	**421**	**0.045**	**0.025**	**0.070**
16:00-17:00	**7**	**421**	**0.045**	**0.020**	**0.065**
17:00-18:00	**7**	**421**	**0.059**	**0.023**	**0.082**
18:00-19:00	**7**	**421**	**0.042**	**0.021**	**0.063**
19:00-20:00	**7**	**421**	**0.037**	**0.014**	**0.051**
20:00-21:00	**7**	**421**	**0.039**	**0.011**	**0.050**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.435**	**0.454**	**0.889**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Bus/Tram Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.002**	**0.007**	**0.009**
08:00-09:00	**7**	**421**	**0.005**	**0.039**	**0.044**
09:00-10:00	**7**	**421**	**0.006**	**0.027**	**0.033**
10:00-11:00	**7**	**421**	**0.007**	**0.023**	**0.030**
11:00-12:00	**7**	**421**	**0.012**	**0.020**	**0.032**
12:00-13:00	**7**	**421**	**0.014**	**0.024**	**0.038**
13:00-14:00	**7**	**421**	**0.017**	**0.021**	**0.038**
14:00-15:00	**7**	**421**	**0.019**	**0.017**	**0.036**
15:00-16:00	**7**	**421**	**0.026**	**0.013**	**0.039**
16:00-17:00	**7**	**421**	**0.023**	**0.010**	**0.033**
17:00-18:00	**7**	**421**	**0.032**	**0.012**	**0.044**
18:00-19:00	**7**	**421**	**0.024**	**0.014**	**0.038**
19:00-20:00	**7**	**421**	**0.024**	**0.009**	**0.033**
20:00-21:00	**7**	**421**	**0.019**	**0.007**	**0.026**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.230**	**0.243**	**0.473**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Coach Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**421**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**421**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**421**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**421**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**421**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**421**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**421**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**421**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**421**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**421**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**421**	**0.000**	**0.000**	**0.000**
19:00-20:00	**7**	**421**	**0.000**	**0.000**	**0.000**
20:00-21:00	**7**	**421**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMODATION

Total Rail Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**421**	**0.004**	**0.011**	**0.015**
08:00-09:00	**7**	**421**	**0.005**	**0.035**	**0.040**
09:00-10:00	**7**	**421**	**0.007**	**0.024**	**0.031**
10:00-11:00	**7**	**421**	**0.011**	**0.025**	**0.036**
11:00-12:00	**7**	**421**	**0.012**	**0.016**	**0.028**
12:00-13:00	**7**	**421**	**0.014**	**0.018**	**0.032**
13:00-14:00	**7**	**421**	**0.017**	**0.016**	**0.033**
14:00-15:00	**7**	**421**	**0.017**	**0.014**	**0.031**
15:00-16:00	**7**	**421**	**0.019**	**0.012**	**0.031**
16:00-17:00	**7**	**421**	**0.022**	**0.010**	**0.032**
17:00-18:00	**7**	**421**	**0.026**	**0.011**	**0.037**
18:00-19:00	**7**	**421**	**0.019**	**0.007**	**0.026**
19:00-20:00	**7**	**421**	**0.013**	**0.005**	**0.018**
20:00-21:00	**7**	**421**	**0.019**	**0.004**	**0.023**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.205**	**0.208**	**0.413**

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

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Parameter Summary:

Trip rate parameter range selected:	200 - 1100 (units: RESIDE)
Survey date date range:	14/11/2017 - 17/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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