Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

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Basis of Report

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1.0 Introduction

Background

1.1 SLR has been appointed by Plymouth Grove Residential LLP to provide traffic and transportation advice as part of a full planning application for the refurbishment and extension of Octagon House and the erection of buildings of up to 11 storeys in height to accommodate a mix of uses comprising Purpose Built Student Accommodation bedrooms (205 studios and 35 apartments accommodating 255 bedrooms) (Sui Generis Use Class); Key Worker accommodation (Sui Generis Use Class) (211 units); Residential units (16 no) (Use Class C3); 2,568 sqm of healthcare use (including the retention of an existing healthcare facility on site) (Use Class Ee); and 394 sqm of commercial or community uses (Use Classes Ea, Eb, Eciii, Ee, Ef, F1e, F2b, F2c) with associated site access, car and cycle parking and landscaping.

1.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. The site is located at the southwest corner of the junction between Hathersage Road and Carmoor Road, currently accessed from both roads. The context is varied between contemporary mid-rise PBSA developments, 2 to 3-storey residential properties and the Grade II* listed Victoria Baths.

1.3 To the east boundary is an existing student accommodation development which has planning approval, called Victoria Point (MCC Planning reference: 139987/FO/2024) for extension and redevelopment, increasing the density to include a 12-storey element.

1.4 It is also proposed to significantly reduce the number of surface car parking bays on site.

1.5 This Transport Assessment (TA) has been prepared to inform Planning and Highways Officers at Manchester City Council (MCC) of all traffic and transportation matters associated with the planning application.

1.6 The MCC Highways officers have been engaged to discuss the scope of the proposals, mirroring what was proposed for Victoria Point. New Lambeth-style car parking surveys in the local area where required, as those undertaken for the Victoria Point application were considered to be outdated.

1.7 The residential developer and the current site occupier which will remain on site (The Central Manchester Dialysis Unit) have been involved in the development of the proposals, including their mobility and parking needs.

Structure of the Report

1.8 This Transport Assessment (TA) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014) document and has been prepared to inform Planning and Highways Officers at Manchester City Council (MCC) of all current traffic and transportation matters associated with the application.

1.9 Following this introductory chapter, the report provides the following information:

- **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
- **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
- **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
- **Section 5: Proposed Development** – sets out the development proposals, access and servicing strategy, parking proposals and how the new and improved highway accesses would be delivered;
- **Section 6: Transport Impact Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.

1.10 In addition to the above, SLR has also prepared a Travel Plan (TP) and a Waste Management Strategy (WMS) to be submitted as part of the planning application under separate cover. This Transport Assessment should be read alongside the TP and WMS.

2.0 Policy Context

Overview

2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TA is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

2.2 The latest National Planning Policy Framework (NPPF) was published in August 2026 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019 and 2023 and 2024. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

2.3 A significant structural change in the 2026 NPPF is the introduction of a clearer distinction between plan-making policies and national decision-making policies. For transport planning, this means TR1 and TR2 in Chapter 15 primarily inform Local Plans, Spatial Development Strategies and site promotion, while TR3 to TR6 provide the principal transport policy framework for determining planning applications, Transport Assessments, Transport Statements and Travel Plans, applying in this case.

Policy TR3 – Locating Development in Sustainable Locations

2.4 Development should be located in places that support sustainable patterns of movement, minimise the need to travel and provide genuine choice of transport modes. Development should make effective use of existing and planned infrastructure, with accessibility and connectivity informing site selection and density. Significant transport impacts should be appropriately mitigated. The Government's DfT Connectivity Tool should be used alongside other quantitative and qualitative evidence when assessing site connectivity.

TR4 – Street Design, Access and Parking

2.5 Transport should be integral to development design, prioritising walking, wheeling, cycling and public transport. Streets should be safe, inclusive, attractive and well connected, while accommodating servicing, emergency access and appropriate parking, including EV charging. Particular consideration should be given to disabled people, older people and children.

TR5 – Roadside Facilities

2.6 Supports new and improved roadside facilities where there is an identified need, including road-user welfare, EV charging, alternative fuels and lorry parking. Existing facilities should generally be retained unless they are no longer needed or viable, or suitable replacement provision is secured.

TR6 – Assessing Transport Impacts

2.7 Developments likely to generate significant movement should be supported by a proportionate Transport Statement/Assessment and, where appropriate, Travel Plan. Assessments should consider the whole transport network, including multimodal trip generation, different times of day, cumulative impacts, sustainable transport opportunities and the development's transport vision. Development should only be refused on transport grounds where impacts are severe or highway safety would be unacceptable.

Summary of the Transport Planning Implications of the New NPPF

2.8 Policies TR3 to TR6 reinforce the NPPF's shift towards a vision-led approach to transport planning. The emphasis is increasingly on locating development in accessible locations, reducing car dependency, maximising sustainable transport, designing streets around people and assessing the development's effects on the whole transport network.

2.9 For Transport Assessments, the most significant practical change is under policy TR6, as assessments should consider multimodal trip generation, different times of day, cumulative impacts, sustainable transport measures and the development's transport vision, rather than simply demonstrating that individual junctions operate within capacity. At the same time, TR4 provides a stronger policy basis for integrating walking, wheeling, cycling and public transport into the development layout from the outset.

Local Planning Policy

2.10 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Guide to Development in Manchester SPD and Planning Guidance and the Greater Manchester Transport Strategy.

Manchester Core Strategy

2.11 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."

2.12 In addition, the policy goes on to state that developments in all parts of the city should '*improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'*.

2.13 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.

2.14 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

a) *"Improve choice by developing alternatives to the private car.*

b) *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

   i) Pedestrians and disabled people
   ii) Cyclists, public transport,
   iii) Commercial access,
   iv) General off-peak traffic,
   v) General peak time traffic."

2.15 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

2.16 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:

a) *"Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and*

b) *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."*

2.17 The MCC Manchester Core Strategy 2012 to 2027 has a policy that regulated the delivery of new purpose-built accommodation in accordance with criteria in policy H12, with the proposed development being complaint with it. Nevertheless, *"whilst it has been successful in general, in 2019-2020 MCC researched about this issue and met with different stakeholders involved, concluding that the number of 'quality' rooms in student accommodation was well below other cities in the UK"*.

2.18 The results of this process were summarised in a report of the Strategic Director, Growth and Development of MCC, published in December 2020. This report also stated that accommodation is considered to be less sustainable where:

a) *"It is a greater than 20-minute walk to campus*", which is not the case, except for the northernmost faculties and buildings on the Manchester Metropolitan University campus;

b) *"Room quality is below average";* which will not be the case; and

c) *"There is below average quality common space",* with will not be case either, as the proposals will improve common/amenity space, and a less car-dominated layout will help to enhance the outdoor space within the site.

2.19 Furthermore, *"given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, the proximity to campus and meeting the highest standards of sustainability are key for granting planning permission to new student residential schemes, which are expected to provide appropriate public realm and connectivity and encourage walking and cycling, also contributing to levels of wellbeing"*. Therefore, this policy will be modified as part of the new MCC Local Plan which is currently being drafted.

2.20 With regards to parking standards, the Core Strategy does not set any for student accommodation developments.

2.21 The Central Manchester Dialysis Unit is within health uses (which have dedicated parking standards), but as it is 'sui generis' (not within the hospital complex, and not a GP practise or other specialist health clinics), the Department of Health Guidelines 'HBN 07-01:Satellite Dialysis Units' have been used to calculate its parking requirements (as in the previous application for the Unit in 2017).

2.22 It is therefore considered that the proposed reduction of car parking spaces and increase in cycle parking spaces as a result of the site redevelopment will contribute to achieving these sustainability targets.

Guide to Development in Manchester SPD & Planning Guidance

2.23 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

'In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'

Greater Manchester Transport Strategy 2040

2.24 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.25 The vision is for Greater Manchester to have *"World class connections that support long-term, sustainable economic growth and access to opportunity for all"*. The Transport Vision aims are as follows:

a) Supporting Sustainable Economic growth;

b) Protecting Our Environment;

c) Improving Quality of Life for All; and

d) Developing an Innovative City Region.

2.26 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.27 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

Summary

2.28 The following chapters of this Transport Assessment and the accompanying Travel Plan will demonstrate that the development proposals follow relevant national and local planning policy guidelines.

2.29 The proposed development, with fewer car parking spaces, new and extended cycle parking facilities and a sustainable location, will help prospective residents, staff, patients and visitors to make smarter choices in the way they travel which will reduce the congestion, carbon emissions, pollution and noise within Manchester, helping the city and the wider region to achieve their environmental targets.

3.0 Baseline Conditions

Site Location and Existing Use

3.1 This site is located to the south east of Manchester City Centre, within the Victoria Park area as discussed. The Octagon House building has a total of 7,906sqm of floorspace, with the first floor (1,379sqm) housing the Central Manchester Dialysis Unit (Fresenius Medical Care-NHS) and the remaining three floors (6,527sqm) being vacant, having previously used as offices.

3.2 The Central Manchester Dialysis Unit has its own parking area, with 19 spaces and accessed via Hathersage Road.

3.3 The rest of the site is currently used as surface parking (and operated as a car park), spanning across two plots of land/ownership (the development site and an adjacent site owned by United Utilities), although all spaces are accessed via the development site entrance off Carmoor Road. There are a total of 230 on the development site (including 15 spaces for Central Manchester Dialysis Unit overspill if needed) and an additional 82 on the United Utilities site (but accessed through the development site).

3.4 The site is bound by the aforementioned United Utilities site to the north, the Victoria Point student accommodation facility to the east, Hathersage Road to the south (with residential properties and the Tatton House student accommodation facility beyond) and by Carmoor Road to the west (with commercial units on the opposite side of the road).

3.5 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



3.6 The Central Manchester Dialysis Unit access off Hathersage Road is for all users, having footways on both sides and a narrowed carriageway with a barrier to control vehicular access. This access point is used by all staff, patients and visitors of the medical facility.

3.7 The access to the car park on the rest of the site is off Carmoor Road and is also for all users, although pedestrians will need to use the carriageway. This access is gated, with the gates being open when the car park is open (from Monday to Friday between 06:30 and 20:30). There is a small booth at the entrance for a security staff member.

3.8 **Figure B** shows the two existing main access points to the development site, with Figure C showing two existing secondary access points and **Figure D** the two parking areas on site.

Figure B: Site Access Points off Hathersage Road (left) and Carmoor Road (right)



Figure C: Secondary Access Points off Hathersage Road (left) and Carmoor Rd (right)



Figure D: Car Park Areas off Hathersage Road (left) and Carmoor Road (right)



Local Highway Network

3.9 A site visit was undertaken by SLR staff on Wednesday the 6th of May between 14:00 and 15:00 to examine the site and to observe its transport and highway operational characteristics.

Hathersage Road

3.10 Hathersage Road (see **Figure E**) is where the site access point leading to the Central Manchester Dialysis Unit is located. It is a single carriageway, two-way road subject to a 20mph speed limit. It links the aforementioned access point with Carmoor Road, Upper Brook Street and Oxford Road to the west and with Richmond Grove and Plymouth Grove to the east.

Figure E: Hathersage Road around the Dialysis Unit Access



3.11 The road carriageway reaches a width of 9m around the development site.

3.12 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.

3.13 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.

3.14 Furthermore, on the road section between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.

3.15 There is also a bay for coach parking in front of the Victoria Baths facility.

3.16 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.

3.17 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.

3.18 The road is covered by a system of street lighting. There are footways to both sides of the road, wihich are 3.5 metres in width.

3.19 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street.

Carmoor Road

3.20 Carmoor Road runs grants access to the car parking to the north of the site, and also to multiple residential streets.

3.21 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure F**).

Figure F: Carmoor Road



3.22 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions. Nevertheless, during our site visit the bays around the site access point and towards Heathersage Road were suspended or fenced off

due to the demolition and construction works taking place on the opposite side of the road (the suspension period will finish on the Thursday 7th September 2027).

3.23 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.

3.24 This road is used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove.

Bax Road

3.25 Bax Road is the internal road within the Victoria Point student accommodation facility, granting pedestrian, cycle and vehicular access to five of its six blocks (as Block 6 is accessed directly from Hatersage Road) and the associated parking bays around them and on the underground floors. An image of Bax Road can be found as **Figure G**.

Figure G: Bax Road



3.26 It has been included in this assessment as it could be explored to link it with the proposed internal road on site in the future (not as part of this planning application), creating a new through route between Carmoor Road, the Octagon House site, the Victoria Point site and Hathersage Road.

3.27 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.

3.28 It is a single carriageway (with 5.5 metres in width), two-way road.

3.29 There are signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.

3.30 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.

Upper Brook Street

3.31 Upper Brook Street (see **Figure H**) is part of the A34 corridor, which a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.

3.32 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although a additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure H: Upper Brook Street around the Junction with Hathersage Road



3.33 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.

3.34 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.

3.35 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailing.

Richmond Grove

3.36 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.

3.37 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure I**).

Figure I: Richmond Grove In Lane (left) and Out Lane (right)



3.38 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders 'B' only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.

3.39 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.

Plymouth Grove

3.40 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets. It is shown on **Figure J**.

Figure J: Plymouth Grove



3.41 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.

3.42 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).

3.43 It has on-road cycle lanes on both sides of the carriageway and advanced cycle stop boxes.

3.44 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

Blackstock Street and Wheat Close

3.45 These are minor roads providing access to commercial and residential units from Carmoor Road.

3.46 Parking bays can be found on both roads, being for Resident Parking Permit Holders only from Monday to Friday between 08:00 and 18:00, or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions.

Road Safety Analysis

3.47 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.48 The CrashMap analysis has been undertaken for the most recent five-year period available as required by MCC Highways, which is between January 2020 and December 2024. A total of 10 collisions have been recorded in the area immediately surrounding the development site (on the Hathersage Road section between the A34 Upper Brook Street and Richmond Grove and on the Carmoor Road section between Hathersage Road and East Grove, as shown in **Figure K**.

3.49 Cars were involved in all 10 collisions, while a goods vehicle, a motorcycle, a bicycle and a pedestrian were involved in one collision each. Five of the collisions resulted in slightly injured casualties and the other five resulted in seriously injured casualties. No fatal accidents were recorded in the study area.

3.50 A collision was recorded on Hathersage Road between the junctions with Naburn Street and Welby Street, where a car and a pedestrian were involved, with the latter getting serious injuries.

3.51 Another accident was recorded on Hathersage Road between the junctions with Welby Street and Denham Street, where a single car was involved, with one of the vehicle occupants getting serious injuries.

3.52 One of the collisions recorded on the Hathersage Road / Richmond Grove junction had single car involved (with one of its occupants being slightly injured), while the other one had two cars involved (with one of their occupants being seriously injured).

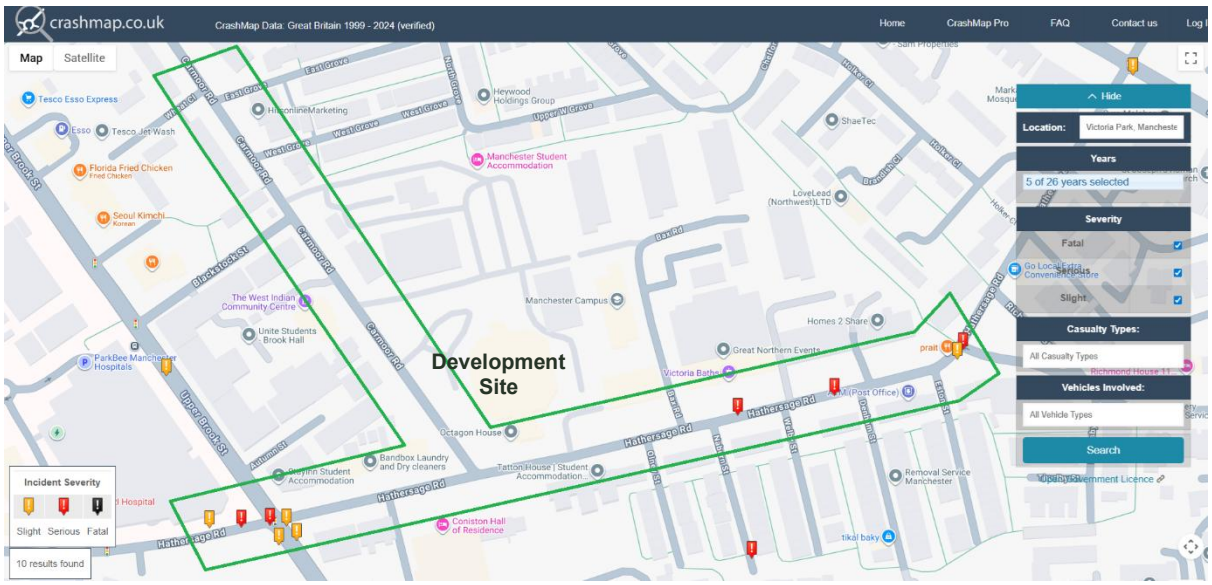
3.53 Finally, with regards to the collisions recorded around the Hathersage Road junction with the A34 Upper Brook Street junction, all incidents involved a car, with one of them also involving a goods vehicle (slightly injured vehicle occupant), a motorcycle (with the rider being seriously injured), a bicycle (with the rider being seriously injured), and other cars (slightly injured car occupants).

3.54 No collisions took place on Carmoor Road nor at the junction of this road and Hathersage Road or any of the two development site access points.

3.55 The level of collisions recorded on Hathersage Road and the junction with Upper Brook Road is comparable with other similar highways in the area.

3.56 It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.

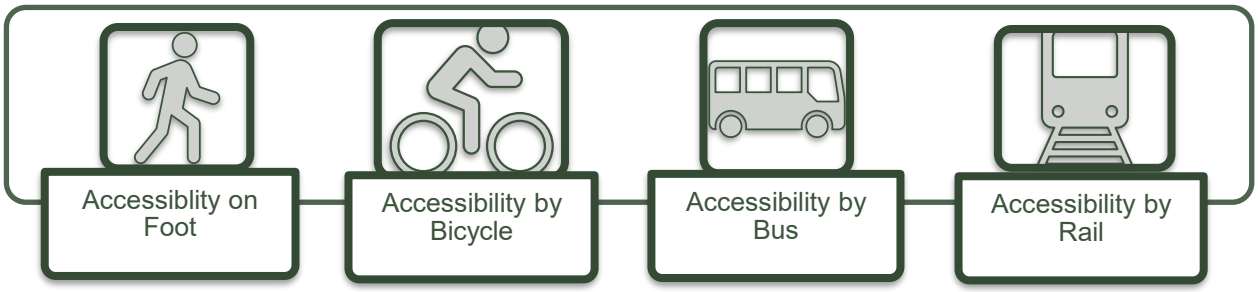
Figure K: Collision Search Area (Source: CrashMap)



4.0 Accessibility By Sustainable Modes of Transport

Introduction

4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.

4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table A.**

Table A: CIHT Suggested Acceptable Walking Distances

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

4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting trips. Catchments have been measured from the centre of the site.

4.5 The 500-metre catchment incorporates the surrounding area to the site, including the Hathersage Road section between the Rawnsley Building (Manchester Royal Infirmary) to the west and the junction with Plymouth Grove to the east, the residential roads to the south of it, Carmon Road to the north west, part of Richmond Grove to the south east and Daisy Bank Road and Hannover Crescent to the south. The catchment incorporates:

- The closest bus stops to site on Upper Brook Street (300m away) and Plymouth Grove (500m away);
- Convenience store (Go Local) at the Hathersage Road / Richmond Grove junction (300m away);
- Petrol Station and supermarket (Tesco Express - Esso) on Upper Brook Street (400m away)
- Bars, restaurants and takeaways on Upper Brook Street (300m to 500m away);
- Health Centres as the Surrey Lodge Group Practice on Anson Road (500m away) or the St Mary's Sexual Assault referral Centre on Hathersage Road (400m away); and
- Religious buildings (churches and mosques – also 400m to 500m away).

4.6 Meanwhile the 1-kilometre walking catchment encompass further residential areas to the south, east and west of the site, as well as the commercial area to the north, east and south as well as part of the Manchester Royal Infirmary Building

- The bus stops on Stockport Road and Oxford Road (800m to 1km away);
- Lidl on Oxford Road (800m away);
- The New Bank Health Centre on Stockport Road (1km away);
- A pharmacy (Wise Pharmacy) on Anson Road (600m away);
- Additional bars, restaurants and takeaways on Upper Brook Street and Oxford Road 500m to 1kmaway); and
- Consulate General of China on Denison Road (850m away) and of Pakistan on Dickenson Road (1km away), which could be useful for overseas student residents.

4.7 Finally, the 2-kilometre catchment includes Ardwick to the north, Belle Vue to the east, Longsight to the south east, Birchfields Park to the south, Claremont to the south west, the Universities' Campuses to the east and the north east, and Brunswick to the north east. Multiple additional services can be found in this area.

4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:

- Hathersage Road has ample footways on both sides, as well as a 20mph speed limit for vehicles. A signalised crossing point with dropped kerbs and tactile paving is available around the junction with Upper Brook Street (see **Figure L**). In general, sightlines available to cross this road around the site are good, due to its straight alignment;
- Upper Brook Street has also ample footways on both sides, as well as signal-controlled, all of them provided with dropped kerbs and tactile paving;
- Routes towards the Universities' Campuses are also of a good quality, with the aforementioned facilities for pedestrians being provided along them; and
- Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.

4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and residential areas.

Figure L: Signal-Controlled Pedestrian Crossing Facilities on Upper Brook Street / Hathersage Road Junction



Cycle Accessibility

4.10 Cycling is a popular mode of transport and is an effective mode for short trips.

4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.

4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Miles Platting and the Etihad Campus to the north, Openshaw to the north east, Gorton to the east, Levenshulme and Crossley Park to the south east, Withington to the south, Whalley Range to the south west, Old Trafford to the west and Manchester City Centre to the north west. Access to local facilities, the Universities'' Campuses and key rail and bus stations is therefore possible within the 5km cycle zone.

4.13 The Hathersage Road section around the site is a 20mph and from there, cyclists have multiple routes available, including:

- On-road cycle lanes on Plymouth Grove (**Figure N**) and Stockport Road to the east;
- On-road cycle lanes / cycle-bus shared lanes on Anson Road to the south and on-road cycle routes (signposted but with no dedicated facilities) on Conymgham Road, Lower Park Road and Birch Grove,
- Segregated cycle lanes on Wilmslow Road, with this facility being available along the entire Manchester Oxford Road to Didsbury corridor, allowing site users to reach the city centre and connect with other cycle routes safely;
- On-road cycle lanes on Brunswick Street, Booth Street West, Grosvenor Street and traffic-free paths across the Universities' Campuses to the north east and north; and
- Multiple minor roads in the area are also 20mph hence they are safe for cycle users.

4.14 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure M.**

Figure M: Greater Manchester Cycle Map Extract

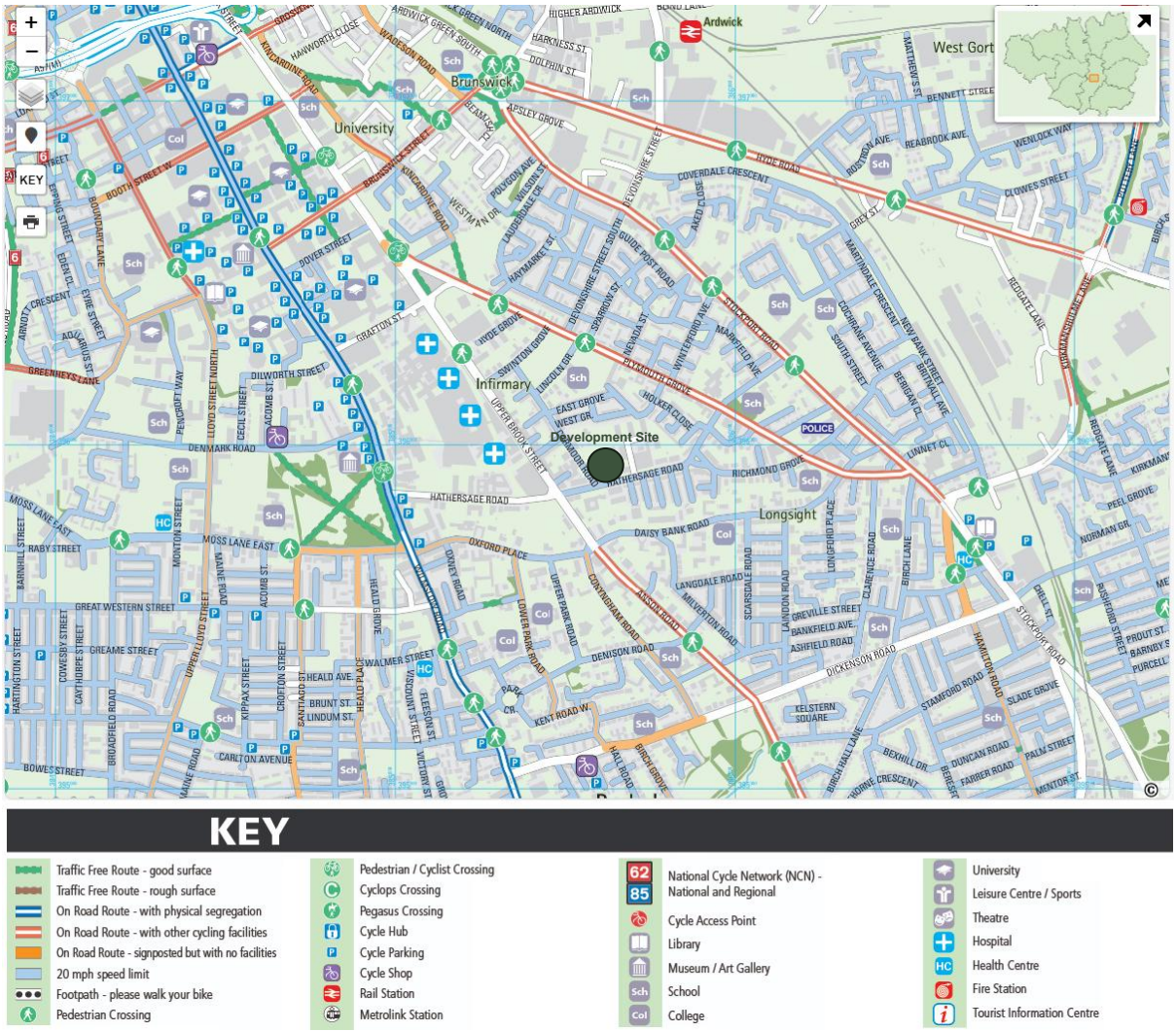


Figure N: Cycle Hire Station on Heathersage Road (left) and Cycle Lanes on Plymouth Grove (right)





4.15 Additionally, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one adjacent to the site access on Hathersage Road, (see **Figure N**).

4.16 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km (which therefore includes the University and Hospital buildings close to the site) and to form part of a longer journey by public transport.

Accessibility by Bus

4.17 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.

4.18 The site benefits from access to two bus stops within this catchment area. These stops are on Upper Brook Street, around the junction with Hathersage Road, with the southbound stop, Manchester Royal Infirmary Hathersage Road Stop P being approximately 280m away from the centre of the site, while the northbound stop (Stop N) is at 340m. As shown in **Figure O**, the northbound stop, to the north of the aforementioned junction is provided with an indicative flagpole, a shelter, a bin, and an information board, while the southbound stop, to the south of the junction, is provided with the same facilities stated for the northbound stop, but also with seating facilities.

Figure O: Bus Stop on Upper Brook Street



4.19 Furthermore, there are another two bus stops on Plymouth Grove around the junction with Plymouth Avenue slightly away from the 400m catchment (with the northbound stop being 600m away from the centre of the site, and the southbound stop being at 650m). The stops are provided with an indicative flagpole and an information board.

4.20 A summary of the bus services and their frequencies from these stops is outlined in **Table B**:

Table B: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Bus Stops on Upper Brook Street (400m away)							
41	Middleton > NMGH > Manchester > MRI > Rusholme > Fallowfield > West Didsbury > Northenden > Sale	No service	No service	No service	30 min (Fridays only)	30 min	No service
50	Media City > Pendleton > Salford > Manchester Town Hall > Manchester Royal Infirmary > Birchfields > East Didsbury	9 to 12 min	9 to 12 min	9 to 12 min	15 min	12 to 15 min	15 to 30 min
Bus Stops on Plymouth Grove (500m away)							
191	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes (inbnd. only)	No service	30 minutes (outbnd.), 1h (inbound)	No service	No service	No service
197	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes	20 minutes	20 minutes	20 minutes to 1h	30 minutes to 1h	1 h

4.21 As **Table B** demonstrates four bus services stop close to the site which provide frequent connections to Manchester city centre (including the Chorlton Street Coach Station, where further regional and national coach services can be taken) or The University of Manchester and Manchester Metropolitan University buildings further away to the site, around Booth Street West, Cavendish Street or Rumford Street).

4.22 Additionally, there are several stops around 800m to 1km away from the centre of the site where additional services can be found. Residents' may walk to these stops for other specific destinations not covered by routes 41, 50, 191 and 197. These stops are on

Stockport Road (bus service 192), and Oxford Road (bus services 15, 41, 42, 42A, 42B, 42C, 43, 53, 111, 142, 143, 147) offering a combined frequency of less than 5 minutes to Manchester city centre, or the northern area of The University of Manchester and Manchester Metropolitan University campuses.

4.23 It is therefore concluded that bus public transport accessibility is good.

Accessibility by Rail

4.24 Manchester Oxford Road and Piccadilly Stations are approximately 2.5km and 2.6km to the north of the site respectively, with journey times of 13 to 20 minutes by bus, 10 to 12 minutes by bicycle and 35 to 37 minutes on foot.

4.25 These stations are key nodes on the national rail network, offering services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Southampton and Bournemouth. In addition regional services to destinations in the north of England such as Leeds, Liverpool, Sheffield, Newcastle or York and local services within Greater Manchester can be reached.

4.26 These stations have various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets and step-free access to all platforms. In addition, multiple retail units can be found in Manchester Piccadilly.

4.27 Furthermore, other local rail stations can be also accessed from the site as Belle Vue and Levenshulme, with travel times of around 20 to 25 minutes by bus, 12 minutes by bicycle and 40 minutes on foot. However, it is not likely that residents, which will mainly be students or local workers, will regularly use them. Belle Vue offers hourly services to Manchester Piccadilly and New Mills Central, while Levenshulme has trains to multiple destinations as Buxton, Crewe, Hazel Grove, Alderley Edge and Manchester Piccadilly.

4.28 Ardwick station is around 1.8km away from the site but offers only a train per day per direction hence it will not be popular among site residents.

4.29 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

4.30 The closest Manchester Metrolink tram stops are Manchester Piccadilly and St Peter’s Square, 2.6 and 2.8km away respectively (to the north), with journey times of 18 to 20 minutes by bus, 11 to 13 minutes by bicycle and 37 to 39 minutes on foot.

4.31 All lines except the Yellow Line can be catch on St Peter’s Square while Yellow, Blue and Purple lines’ services can be found at Manchester Piccadilly.

4.32 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays.

4.33 It is therefore possible to travel to the site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

4.34 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Greater Manchester and throughout the rest of England under the English National Concessionary Travel Scheme.

4.35 The Travel Pass for Disabled People enable eligible users to travel for free:

- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.

4.36 The Travel Plus Pass for Disabled People holders are entitled to free travel:

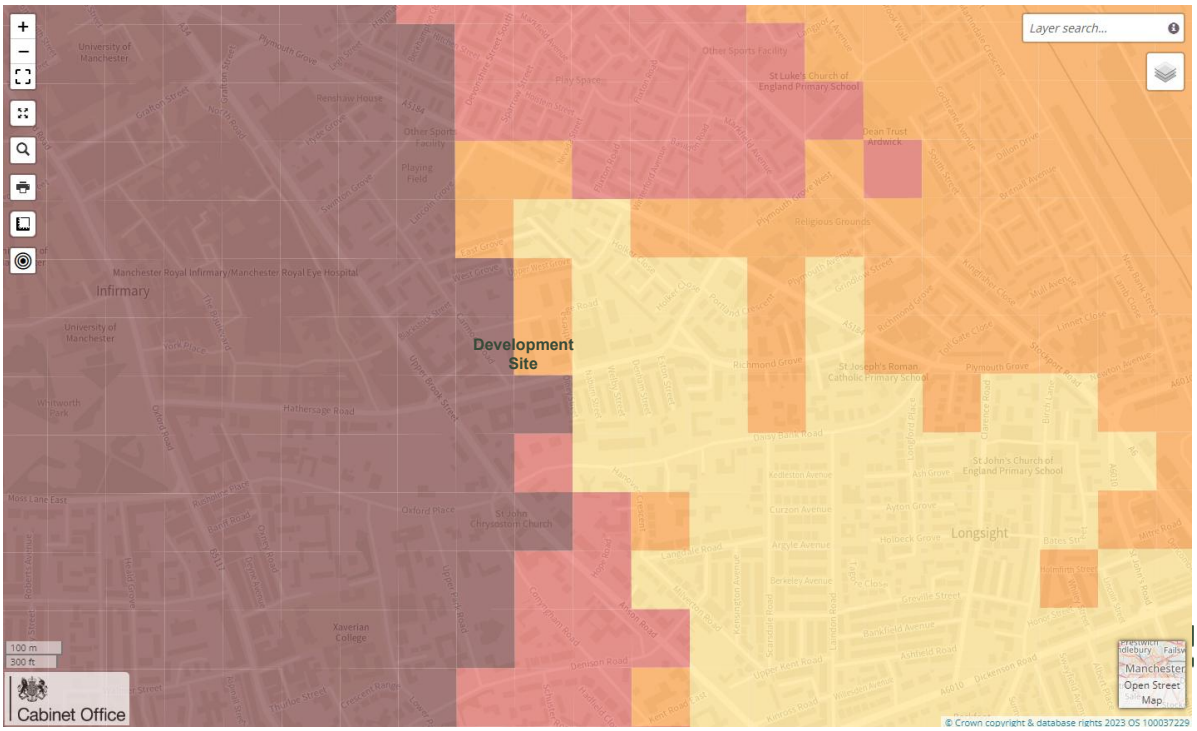
- On all Greater Manchester buses, trams and trains at any time; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays

4.37 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Greater Manchester Accessibility Level (GMAL) and Accessibility Index (AI)

4.38 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability. **Figure P** provides an extract of the GMAL Map for the area in the vicinity of the site.

Figure P: GMAL Map (Source: GMCA/gov.uk)



4.39 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.

4.40 **Figure P** shows that the western part of the site has a GMAL of 8 (areas coloured in dark red) and the eastern part have has a GMAL of 6 (areas in orange), indicating that the site is in a highly accessible location from any point in Greater Manchester, with good connections to public transport services as previously discussed. As a result, it would be easy to access the site without needing a car and therefore, the proposed decrease in car parking spaces on site without causing much overspill parking is realistic.

4.41 Furthermore, the BREEAM Accessibility Index has also been calculated, using the BREEAM Accessibility Calculator excel and then following the steps below:

- Identify the compliant public transport nodes (in this case, four sets of bus stops on Upper Brook Street, Plymouth Grove, Hathersage Road and Oxford Road),
- The building's operating hours have been identified (in this case 08:00–19:00, a total of 11 hours for residential developments);
- Identify the routes stopping at each node, then calculate the average number of services per hour for the aforementioned operating hours for each route (for the 13 routes stopping at the four identified nodes).

4.42 The AI for the site has been calculated to be 10.87. The BREEAM Accessibility Calculator excel that has been prepared for this assessment can be found in **Appendix B**.

Availability of Car Club Vehicles

4.43 Car Clubs are an alternative to traditional private car ownership as they offer an easier, cost-effective, and greener alternative to car ownership and traditional car hire, as members only pay for the car or van they use. Car Clubs play a key role in supporting sustainable transport, regeneration and tackling climate change because according to Sustrans, one car club car can remove 20 private cars of the roads.

4.44 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental.

4.45 The Enterprise Basic Plan membership for casual users is £10 per month and then the user is charged from £7.50 per hour and 25p per mile (from £8.50 per hour and 14p per mile for electric vehicles), while for frequent users the Basic Plan membership fare is £7 per month or £60 per year (only £10 in for Manchester residents thanks to MCC) with the user being charged from £6.50 per hour and also 25p per mile (£7.50 per hour and 14p per mile for electric vehicles).

4.46 The nearest car club bay is located 600m away from the site, on the Manchester Hospitals QPark, accessed through Hathersage Road. Its postcode is Manchester M13 0JQ.

4.47 Additionally, Hyacar, which rent affordable vehicles from trusted local owners by the hour or the day, with different rental, booking and insurance fees.

Accessibility Conclusions

4.48 The National Planning Policy Framework (NPPF) states in Chapter 15 – Promoting Sustainable Transport that development should take place if is located where it can support sustainable patterns of movement, with the proposals reflecting the principles relevant for this planning application and contained in bullet points A, B and C from Paragraph 1 of Policy TR3:

a) *"Development should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means Location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical."*

b) *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated indifferent locations, especially where this can support more walking, wheeling, cycling and public transport use.*

c) *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach."*

4.49 The site is situated within the Victoria Park area, an established residential area (including other student accommodation sites), with a high number of complementary land uses as supermarkets, restaurants, bars, the Universities' campuses and Hospital and healthcare facilities within acceptable walking distance of the development. There is a high standard of existing pedestrian infrastructure, with many traffic signal-controlled crossing facilities and the availability of dedicated cycle infrastructure at short distance from the site.

4.50 It has been demonstrated that the site is served by a number of frequent bus routes, while the main bus and rail stations in central Manchester can be accessed by bus services or by bicycles, connecting the site to areas all over the region and the country quickly and frequently.

4.51 It can be concluded that the proposed development is in a highly sustainable location.

5.0 Development Proposals

Proposed Development Summary

5.1 The development proposals are for the redevelopment of the Octagon House site, including:

- The redevelopment of the existing building (now called Block D), where the Central Manchester Dialysis Unit will reach 2,568sqm across the ground and the first floor, an ancillary commercial or community use unit will be provided with 394sqm. Key workers' units will be housed on the second, third and fourth floors;
- Three new residential blocks where the existing car parking area to the north of the Octagon House building (Blocks A, B and C); and
- Overall for the entire site, 455 student accommodation bedrooms (including 205 studios and 250 in cluster rooms gathered in 35 apartments), 211 units for key workers (of which, 141 studios, 70 one- and two-bedroom units) will be provided, and 16 general residential units; and
- No floorspace to office uses will be allocated on site.

Table C below includes a summary of the existing and proposed schedule of accommodation per land us.

Table C: Proposed Works, Current and Future Number of Units per Block

Land Use	Existing Units /Floorspace	Proposed Units /Floorspace	Difference
Residential (for Students)	0 bedspaces	455 bedspaces	+455 bedspaces
Residential (for Key Workers)	0 bedspaces	211 bedspaces	+211 bedspaces
Residential (General)	0 bedspaces	16 bedspaces	+16 bedspaces
Medical	1,379sqm	2,568sqm	+1,189sqm
Offices	3,432sqm	0	-3,432sqm
Commercial / Community Unit	0sqm	394sqm	+394sqm

5.2 High quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include a reception, lounge areas, study-space, co-working spaces and parcel stores. These amenity spaces will be provided at ground floor level.

5.3 An ancillary commercial or community use unit with 394sqm of floorspace will also be available at ground and first floor level to the south of Block D.

5.4 The two existing access points to site will be retained, while a new one will be established on Carmoor Road, circa 50m to the north of the junction with Hathersage Road.

5.5 Furthermore, the number of car parking spaces on site will be significantly reduced on site (from 230 to 51 spaces). Furthermore, a total of 84 covered and 22 uncovered cycle parking spaces will be installed on site.

5.6 High-quality landscaping will be implemented around the existing and new buildings on site.

5.7 The proposed site masterplan layout is attached as **Appendix C** at the rear of this report.

Access and Servicing

Access and Internal Road Layout

5.8 As previously discussed, the two existing access points to site will be retained. The access on Hathersage Road leading to the Central Manchester Dialysis Unit will remain unaltered, while the access on Carmoor Road will significantly change, as the current gates and security booth will be removed.

5.9 A third access to serve the new parking area to the south west of Block D, off Carmoor Road, will be established. It will be located 50m to the north of the junction with Hathersage Road. Pedestrians will also be able to use this point to access the landscaped area between Blocks B and D.

5.10 There is a secondary vehicular access off Carmoor Road, circa 25m to the existing one, which is currently not in use and will be closed off.

5.11 There is also a secondary (staired) pedestrian access point off Hathersage Road leading to the southwestern corner of Block D. There is a ramp adjacent to it, which will be accessible from the public highway once the site fence is removed.

5.12 The site internal road off Carmoor Road will have a central carriageway for vehicles, with footways on both sides, separated from the carriageway by landscaping. Four crossings for pedestrians, with bollards on both ends, will be available on site. Two landscaped central islands will separate the two lanes of traffic between Blocks A and C.

5.13 The main pedestrian access points to Blocks A, B and C will be off the site internal road off Carmoor Road. The landscaped area between Blocks C and D could also be accessed via the Central Manchester Dialysis Unit car park. They will all be step-free.

5.14 A new pedestrian route will link the Dialysis Centre existing car park with the site internal road off Carmoor Road, running along the eastern side of Block C.

5.15 Although not as part of this application, it may be explored to reinstate Curzon in the future, linking the site access on Carmoor Road with Bax Road, within the Victoria Point site. Therefore, a new through route between Hathersage Road and Carmoor Road could be opened. This would allow pedestrians, cyclists and vehicles to travel to between both sites, increasing their permeability.

5.16 All pedestrian routes on site will have a minimum of clearance of 1.8m (as required by MCC Highways). It is worth noting that DfT Manual for Street states that width of 1.5m is sufficient for an elderly person, a wheelchair and a couple with a pram when using a footway.

5.17 The ancillary commercial unit on the ground floor of Block D could be accessed directly from Hathersage Road (via the ancillary staired and ramped access or through the Block D access).

5.18 All blocks will have an entrance lobby and will be fob-accessible to any gated entry points, the block entrances, the lifts and lobbies and each residential unit. Bin and cycle stores will also be fob-accessed per block.

5.19 Visitors are to register at the main reception, which will be in Block C, where the site management room will also be located.

5.20 The site perimetral fence will be removed, except around Block A to separate it from the adjacent United Utilities site. Smaller fences with gates will be provided to limit access to certain areas. Landscaping will act as a buffer between the site and the public highway to the south and southwest, with the ground floor units on Block B having direct, individual accesses to Carmoor Street.

5.21 There are 82 spaces within the car park that are on United Utilities' land, although they are accessed through the development site. These spaces will be retained but a new, independent access to reach them will be opened directly onto Carmoor Road.

General Servicing

5.22 Refuse lorries servicing the student, key worker and residential units will access the site via the site internal road off Carmoor Road and then manoeuvre at the end of it to reverse and egress the site in forward gear. General deliveries will have the same access arrangement (or vice versa).

5.23 New lay-bys for servicing vehicles will be available in front of Block A and Block C.

5.24 A vehicle tracking exercise of a refuse lorry, a fire tender, a box van and a car has been undertaken to demonstrate the safety and suitability of the proposed access, servicing and parking arrangements. This is shown in **Drawings 410.067893-TR100A** to **TR107** in **Appendix D.**

5.25 Block C will centralise some of the site services, including the main reception (with all deliveries' vehicles access being managed from there).

5.26 The ancillary commercial unit on the ground floor of Block D will be serviced directly from Hathersage Road, as this is permitted on that road in front of the unit and the expected number of daily deliveries is minimal (around one per day or less). Any exceptional, long-stay deliveries could use the Central Manchester Dialysis Unit car park.

5.27 Additionally, bin stores will be provided in all Blocks. There will be two on Block B, one to the west, with bins wheeled to Carmoor Road via the new access point, and another one to the east accessed via a gated area off the site internal road, with that area shared with the bin store of Block D. Block C will have two bin stores, accessible via a new internal path also leading to the site internal road. Block A will have its own bin store, also accessible via a new path off the site internal road. The existing bin store for the Dialysis Unit within Block D will be retained, accessible via the ancillary ramped access off Hathersage Road. The commercial unit in Block D will have its own internal bin store, on the southwestern corner of the building. Additional details around waste storage requirements and collection arrangements can be found within the Waste Management Strategy that has also been prepared by SLR as part of this planning application.

Residential Units' Deliveries

5.28 Typical deliveries to the residential element of the site will compromise of parcel and food deliveries, which are expected to occur on a daily basis using the new site internal road through the development.

5.29 Deliveries will be managed at the main site reception in Block C. Deliveries will likely be accepted between circa 08:00 and 20:00 Monday to Friday and 09:00 to 17:00 on Saturday (final schedule to be determined by the operator whenever the facility is open. On Sunday and Bank Holiday the reception will likely be closed.

Central Manchester Dialysis Unit Deliveries

5.30 As stated in the 2017 planning application for the Dialysis Unit, the main deliveries will be via Fresenius Medical care for dialysis consumables and these will be on a weekly basis. In addition, there will be deliveries for stationery and pharmacy on a monthly basis. As and when required, there will be the need for ad-hoc blood samples to be taken and transported to the MRI for processing. In addition, all patients have monthly blood tests taken which will result in two pickups per month for this purpose. Catering deliveries will take place on a daily basis.

5.31 It is anticipated that there will be no more than 3 staff consultant visits per week (in total) from consultants and other health care professionals, including dietitians, social workers and psychologists, etc.

5.32 Planned visits would be at least once a month to undertake routine servicing and maintenance of the machines, dialysis chairs and water treatment plant (WTP). They would then attend for any ad-hoc calls with regards to call-outs for faults with the machines and WTP. It is anticipated that this would average out at once a week and they would be likely to spend a full day at the unit, from 09:00 to 17:00.

5.33 Regarding visiting Maintenance Technicians, routine planned maintenance would, on average, equate to a monthly visit from the relevant technicians. There would also be reactive calls which cannot be predicted, but as per the technicians it is anticipated that this works out on average with a visit once a week.

5.34 The treatment stations tend to have cleaning take place in the morning before the first shift of patients (circa three cleaners) and then a further clean around midday (approximately a cleaner).

Proposed Parking Provision

Car Parking Provision

5.35 The Department of Health Guidelines 'HBN 07-01:Satellite Dialysis Units' recommends a minimum ratio of 1:3 parking spaces for attending patients. Based on an existing maximum of 35 treatment stations (with another 35 potentially installed), this would equate to a requirement for 24 spaces.

5.36 The existing surface car parking area serving the Central Manchester Dialysis Unit will be retained and will not be altered. It will retain its 19 spaces (2 for disabled users) and an area for ambulances or other medical vehicles.

5.37 There are also 15 car parking spaces are also allocated on the main car park at the rear of the existing Octagon House for renal staff and visitor use if needed (overspill parking), which they will be removed along the rest of the main car park, with 211 spaces (196 for general use and 15 for the Dialysis Unit overspill as stated). This car park will be removed as Blocks A, B and C will be built on it.

5.38 In addition, a new car parking area with 32 spaces (1 for disabled users) will be built to the west of the Central Manchester Dialysis Unit, in order to cater for its extended operations (as its footprint will be doubled) and in order to provide suitable allowance at shift change / cross over times together with visiting patients receiving consultation only. Some bays will also be used to accommodate some staff, management and disabled residents' vehicles related with the student and key-worker residential facility.

5.39 Apart from the bays to accommodate some staff, management and disabled residents' vehicles, no parking will be provided for the residential element of the site, making it an almost 'car-free' development. The neighbouring Victoria Point scheme will also provide a very reduced car parking provision for residents.

5.40 It is worth highlighting that The MCC Manchester Core Strategy 2012 to 2027 does not include car or cycle parking standards for residential developments, nor specifically for PBSA developments.

5.41 Additional lay-bys for loading will be provided on the site internal road as discussed. Taxis will be allowed to stop on this road as well, so passengers can board and alight them.

5.42 In conclusion, a total of 51 formal car parking spaces will be available on site. As there are currently 230 formal spaces on site, 179 spaces will be removed as part of the site redevelopment.

Car Parking Management

5.43 Resident on-site parking will be limited to very limited cases, as disabled residents, managed through a separate parking lease agreement, which will then be allocated a parking space at the car park to the west of Block D.

5.44 Staff members are allocated a parking permit free of charge on request. They will park their vehicles at the car park to the west of Block D. Parking allocation will be regularly monitored in case any changes on the arrangements stated above are needed.

5.45 Short-stay parking permits for staff, selected residents and visitors will be available, with these users having to check in at reception to obtain this permit. Short-stay permits allow their users to park for free on site for up to 48 hours, being charged for any additional time required.

5.46 , are available, with these users having to check in at reception to obtain this permit. Short-stay permits allow their users to park for free on site for up to 48 hours, being charged for any additional time required.

5.47 Residents, patients/carers, staff and visitors' vehicles are required to display their relevant parking permits at all times. Anyone parked on the Octagon House premises without a permit will be fined by the parking attendant. A parking warden will monitor that no unauthorised parking is taking place.

5.48 It is not believed that any kerbside restrictions are needed, as the site internal road will remain as a private road, and the site management will employ a parking warden to monitor (and fine) any unauthorised parking on site. Moreover, signage indicating where vehicles can park and its terms and conditions will be found across the site. Additionally, as stated across this Transport Assessment, on-site parking demand will be low.

Other Car Parking Considerations

5.49 As will be discussed in the next chapter of this TA, it is expected that the majority of trips to and from the residential element of the site will be made by modes other than the private car. The site is located in an accessible location for walking, cycling and public transport use and relatively close to the Universities' campuses and hospitals. Therefore, providing no parking spaces at this location is considered acceptable and logical.

5.50 Whilst it is assumed that the key workers living on site will be based on the neighbouring hospitals or medical facilities, it is also considered that students choosing to live close to the Universities' campuses and with frequent public transport routes and safe cycle routes to the city centre will not expect to have a car parking space and will choose to live in this location with the expectation of using sustainable modes of travel rather than a private car.

5.51 In case that any additional parking is required, and as previously discussed, there is also a Multi-Storey Car Park on Hathersage Road, to the west of the junction with Upper Brook Manchester, which mainly serves the serves the Manchester Childrens Hospital but could be used by any member of the public. There is also a number of on-road parking bays on Hathersage Road, the roads to the south of it and on Carmoor Road, although they are subject to certain waiting time / user restrictions.

5.52 In addition to demonstrating suitable travel patterns and a commitment to improved sustainable transport infrastructure, and that all the parking demand can be accommodated on site, MCC Highways Officers required to undertake Lambeth-style parking surveys around the site, so it can be checked that, in the rare / exceptional event of any overspill parking, this can be safely accommodated via legal on-street parking.

5.53 The results of the survey are shown in **Section 6**, but in summary, in case any vehicle ever needs to park offsite and on the public highway, between 153 and 162 spaces were recorded to be available at nighttime.

EV Parking

5.54 A total of 5 electric vehicle charging bays will be provided on the western car park (at ground floor level and not at basement level, as the latter was not recommended at the Victoria Point scheme). This represents 10% of the total site parking provision.

Disabled Car Parking

5.55 Two disabled bays will be located on each surface car parking area, totalling four and representing an 8% of the total car parking provision. These spaces are the closest ones to the Block D and Central Manchester Dialysis Unit entrances.

Cycle Parking

5.56 Due to the absence of local cycle parking standards, the proposed number of spaces on site is proposed in line with two variables: the number of bedspaces to be provided on site and an analysis of the cycle parking provision in other similar developments.

5.57 Taking all items above in consideration, it is proposed to provide a total of 106 cycle parking spaces, with 84 of them being covered and access-controlled, for long stay, and the remaining 22 being uncovered, for short stay.

5.58 The distribution of the 84 covered spaces will be distributed on site as follows:

- An external covered area to the north east of Block D, with 11 two-tier stands and 2 Sheffield-stands for larger bicycles, with a total capacity for 26 bicycles,
- A store on the ground floor of Block B, accessed through the landscaped area between Blocks B and D, with 23 two-tier stands and 2 Sheffield-stands for larger bicycles, with a total capacity for 50 bicycles;
- A store on the ground floor of Block A, access through the rear of the building, with 3 two-tier stands and a Sheffield-stand for larger bicycles, for 8 bicycles.

5.59 The provision of 84 covered spaces means that circa 12.3% of the residents will be able to park on site. This provision is considered to be adequate as the surveys undertaken in February 2018 by Unite Students among 26 sites and also in December 2023 at the adjacent Victoria Point facility showed that circa 5% of the residents regularly travel by bicycle to their education place. Additionally, Unite Students also undertook a cycle parking capacity survey on nine facilities, with parking use levels between 1% and 3%.

5.60 Furthermore, circa 12% of the covered cycle parking bays could cater for large bicycles.

5.61 Additionally, 22 uncovered spaces for short stays (11 Sheffield stands) will be provided at five different locations along the site internal road (around the Blocks A, B and C entrances and also closer to the Carmoor Road access to this road.

5.62 Finally, as already mentioned, there 11 cycle hire spaces on Hathersage Road, very close to the site access points on Hathersage Road.

5.63 Meanwhile, the Dialysis Unit has its own internal cycle parking facility, which will be retained.

Student Pick-Up / Drop-Off

5.64 The management of the student pick-up and drop-off has been considered in order to take place fully on site, avoiding the se of the parking spaces on the local highway network.

5.65 The key facets of the student pick-up and drop-off management system proposed for Octagon House, similar to the one proposed for the Victoria Point redevelopment, are as follows:

- Each student (resident) to be assigned a timed pick up and drop off slot (initial suggestion is a 15-minute interval would be sufficient) during the drop off/pick up weekend. This will be organised by the Octagon House management staff;
- Resident management staff will be in charge of on-site marshalling and direction of the pick-up/drop off process;
- It is expected that the pick-up and drop off process for all residents could be completed over one weekend (Saturday and Sunday daytime);
- The three delivery bays on the lay-bys around Blocks A and C on the site internal road will be used to temporarily load/unload each vehicle. Depending on the number of students requiring this service, additional bays can be used for this purpose within the Central Manchester Dialysis Unit new car park, which has a reduced activity on weekends. It is worth highlighting that not all students will require this service, as a significant proportion of them will just bring some pieces of luggage with them, but no small furniture. Additionally, as the units are provided fully furnished, minimal large furniture deliveries will be sent to the site;
- There is an area in front of Block B on the site internal road that could also be used for overflow pavement parking during the resident check-in and check-out period;
- During loading and unloading student baggage will be transported directly to and from the service corridors and / or reception using trolleys and/or barrows, where it can be secured pending movement into each individual unit;
- After unloading/loading the vehicles will be directed to a local area for parking. There are many off street parking areas and local streets nearby where vehicles can be legally parked as discussed in **Section 3** (for any purpose, as families spending the entire day together before the student/resident starts their tenancy agreement) as; and
- Detailed instructions including directions; maps and timings will be provided to each resident in advance of arrival/departure dates each term by the Octagon House management team.

Travel Plan

5.66 To support and encourage staff to travel by sustainable means the development will adopt a Travel Plan. Accordingly, a Travel Plan has been prepared to accompany this planning application.

6.0 Highways Impact Assessment

Introduction

6.1 This chapter considers the impact of the development on the local highway network within the vicinity of the site.

6.2 For this purpose, the trip generation of the existing Central Manchester Dialysis Unit and the car park on site have been calculated (using a 'first principles' methodology and data from the adjacent Hospital car parks respectively).

6.3 The trip generation of the office floorspace on site if brought back to operation has also been calculated.

6.4 Meanwhile, multi-modal trip generation rates for student accommodation sites have been calculated and then applied to the proposed number of units on site to obtain the additional trip generation of the site. As the dialysis unit will double its size, its trip generation has also been increased accordingly.

6.5 In order to assess the true trip generation impact of the development, it is necessary to net-off the existing trips that will be removed from the site (those associated with the car park, or alternatively the trips generated by the consented office use on site) from the proposed new trips (those generated by the additional Central Manchester Dialysis Unit floorspace and the residential units).

6.6 Additionally, as the residential element of the development will be almost car-free, evidence on the available supply of overnight on site and on-street car parking spaces in the immediately surrounding area around the site has been collected through parking surveys as required by MCC Highways, in order to show that any unlikely potential for any overspill parking can be safely and legally accommodated either on site or in the area surrounding the site.

Existing Trip Generation

Central Manchester Dialysis Unit

6.7 To determine the trip generation associated with the existing Central Manchester Dialysis Unit, a 'first principles' methodology has been followed, using operational data from the unit, the previous planning application for the unit (Reference: 116825/FO/2017 and also from the Manchester University NHS Foundation Trust (MFT).

6.8 The unit has a total of 35 treatment stations, of which 20 are regular stations and 15 for training patients on home dialysis, or to be self-caring in a more independent environment.

6.9 A maximum of three shifts per station can take place per day: morning (around 09:00 to 12:30), afternoon (approximately from 13:00 to 17:00) and 'twilight' (longer treatments, from 17:30 up to 22:30 or 23:30, with a 30% capacity reduction compared to the other shifts).

6.10 With a share of the machines not being available per day due to maintenance or other issues, a maximum of around 81 treatments can take place on site per day (30 in the morning shift, 30 in the afternoon shift and 21 in the twilight shift).

6.11 The 2017 planning application already set that circa 75% of the patients per session (22 in morning shift and afternoon shifts and 16 for the twilight shift) were expected to be delivered and collected by organised patient transport, including dedicated ambulances provided by the North West Ambulances Service together with booked private hire, minibus collection and also public transport. These vehicles drive in and then out the site every time they travel to site. Groups of at least three patients are frequently brought to the Unit together in a single vehicle; they are then collected as a group once their four-hour treatments are complete (therefore these vehicles will not stay on site during the treatment session).

6.12 The remaining 25% would travel to site by car, driving themselves or being driven by their carers (8 to 5 depending on the shift). These vehicles will stay on site during the treatment session.

6.13 With regards to staff, circa 11 staff in the morning and afternoon shifts and 8 in the twilight shift are on site. Following the Healthy Travel Strategy 2023-2028 for the MTF hospital, circa 37% arrive to the hospital driving a car, 6% doing car sharing (two employees per vehicle can be assumed), 18% by public transport, 5% on foot and 25% by bicycle.

6.14 Based on the above, the trip generation for the Central Manchester Dialysis Unit during the traditional peak times would be as follows:

Table D: Existing Estimated Dialysis Unit Trip Generation

Dialysis Unit Use	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Dept.	Total	Arrivals	Dept.	Total
Patients Cars	8	0	8	0	8	8
Patients Medical Transport / Other	7	7	15	7	7	15
Staff Cars	4	0	4	3	4	8
Staff Public Transport Trips	2	0	2	1	2	3
Staff Bicycle Trips	3	0	3	2	3	5
Stall Walking Trips	1	0	1	0	1	1

Car Park

6.15 There are a total of 196 parking spaces that are for public use (not related with the Central Manchester Dialysis Unit).

6.16 To estimate the trips generated by the site car park, the trip generation rates per bay have been calculated using the morning and afternoon trip generation of the Grafton Street MSCP extension (MCC planning application reference: 101819/FO/2013/C1) and then applied to the 196 spaces. A pedestrian trip for each driver (walking to/from their final destination) has been assumed for robustness. **Table G** below shows these trip rates and trip generation figures.

Table E: Existing Estimated Car Park Trip Generation

Car Park Use	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Dept.	Total	Arrivals	Dept.	Total
Car Park Trip Generation Rates (per Bay)	0.209	0.052	0.261	0.080	0.216	0.296
Car Park Trips (for 196 bays)	41	10	51	16	42	58
Pedestrian Trips (for 196 bays)	10	41	51	42	16	58

6.17 Therefore, for the 196 parking spaces within the site (as those related to the Central Manchester Dialysis Unit have been excluded from this calculation), a total of 51 two-way vehicular trips during the morning peak hour and 58 during the afternoon peak hour trip generation are estimated to be generated.

6.18 This is a very conservative approach, as extrapolating these figures to daily values (from 06:30 to 20:30) using a profile from TRICS for hospitals in similar geographies, the average use of each bay per day has also been calculated to be around 1.9 vehicles per day. This could be the case if the majority of bays are used by hospital staff who park their vehicles for most of the day.

Consented Trip Generation

Offices (Vacant, but Consented Use)

6.19 It is worth highlighting that there are 6,527sqm of office floorspace that, while currently vacant, could be used again with no further planning consent needed.

6.20 A sensitivity test has been undertaken to understand the potential trip generation of the office floorspace on site if they would be in operation again. It is assumed that if the offices reopened, the car park on site would be used by their staff and visitors.

6.21 To determine the trip generation associated with this office floorspace, the TRICS (8.26.3) database has been used. This is an industry-standard software tool which comprises a vast database of trip surveys of existing developments, across the UK and the Republic of Ireland, sub categorised into particular land uses such as residential developments.

6.22 The average trips from 34 office sites between 3,000 and 13,000sqm of floorspace in edge of town centre and suburban locations in Great Britain have been applied to the existing 6,527sqm of office floorspace, as shown in **Table H** below.

Table F: Trip Generation for the Existing but Vacant Office Floorspace

Office Use	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rates	**2.399**	**0.208**	**2.607**	**0.235**	**2.197**	**2.432**
Person Trips for 6,527sqm	**157**	**14**	**170**	**15**	**143**	**159**
Vehicular Trip Rates	1.422	0.196	1.618	0.158	1.178	1.336

Vehicular Trip Rates for 6,527sqm	93	13	106	10	77	87
Public Transport Trip Rates	0.47	0.009	0.479	0.029	0.499	0.528
Public Transport Trips for 6,527sqm	31	1	31	2	33	34
Cyclist Trip Rates	0.054	0.002	0.056	0.004	0.051	0.055
Cyclist Trips for 6,527sqm	4	0	4	0	3	4
Pedestrian Trip Rates	0.332	0.057	0.389	0.058	0.321	0.379
Pedestrian Trips for 6,527sqm	22	4	25	4	21	25

6.23 In relation to the total people trip generation of the proposed new student accommodation units on site, **Table H** shows that circa 170 two-way person trips would be generated by the office floorspace if back in operation during morning peak, and 159 during the evening peak hour. 106 and 87 of those trips respectively would be vehicular trips.

Proposed Development Trip Generation

Central Manchester Dialysis Unit

6.24 As this facility will double its footprint, it is expected that the additional trip generation of the new facility replicates the figures contained on **Table D**.

6.25 This is a worst-case scenario, as it may be the case that the additional floorspace on the first floor do not contain the exact same number of treatment stations than currently on the ground floor, and administrative, breakout or management areas are increased to improve the staff and patients' comfort.

Student and Key-Worker Residential Units

6.26 To determine the trip generation associated with the key-worker and student accommodation units on TRICS (8.26.3) database has been used.

6.27 The average trips from 13 student accommodation sites in edge of town centre and suburban locations in Great Britain have been applied to the proposed 682 bedspaces. While the key workers and rest of residents will not be students, as they will work in the neighbouring hospitals or other facilities in the locality, they are expected to have similar trip generation and modal split patterns than students.

6.28 The traditional morning and evening peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively) multi-modal rates been applied to the proposed new units to obtain the number of total person, pedestrian, cycle, public transport and vehicular trips potentially generated by the residential units proposed, as shown in **Table G** below.

Table G: Trip Generation for the Proposed New Units

Residential Use	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rates	**0.026**	**0.145**	**0.171**	**0.162**	**0.104**	**0.266**
Person Trips for 682 Bedspaces	**18**	**99**	**117**	**110**	**71**	**181**
Vehicular Trip Rates	0.01	0.008	0.018	0.006	0.007	0.013
Vehicular Trip Rates for 682 Bedspaces	7	5	12	4	5	9
Public Transport Trip Rates	0.009	0.087	0.096	0.088	0.055	0.143
Public Transport Trips for 682 Bedspaces	6	59	65	60	38	98
Cyclist Trip Rates	0.001	0.006	0.007	0.007	0.003	0.01
Cyclist Trips for 682 Bedspaces	1	4	5	5	2	7
Pedestrian Trip Rates	0.01	0.041	0.051	0.059	0.041	0.100
Pedestrian Trips for 682 Bedspaces	7	28	35	40	28	68

6.29 In relation to the total people trip generation of the proposed new student accommodation units on site, **Table G** shows that the number of additional two-way person trips will be 117 during the morning peak and 181 during the evening peak hour.

6.30 The number of vehicular two-way trips generated by the site would be 12 during the morning peak and 9 during the evening peak hour, with some of them being servicing vehicles and not private cars. This level of vehicular trip generation is therefore very limited.

6.31 It can also be observed that the majority of these trips would be sustainable, including public transport services, walking and cycling. Public transport services would be more popular during the morning peak hour – raising additional patronage for the local PT operators, while during the evening peak both walking and public transport services are expected to generate the same number of trips.

6.32 The full TRICS outputs are presented in **Appendix E**, where hourly rates can be checked. It can be observed that trips are spread throughout the day (07:00 to 22:00) hence the peak hours' trip generation is very similar to the other time periods.

True Trip Generation Impact

6.33 In order to assess the true trip generation impact of the development, it is necessary to net-off the existing trips that will be removed from the site (those associated with the car park, or alternatively the trips generated by the consented office use on site) from the proposed new trips (those generated by the additional Central Manchester Dialysis Unit floorspace and the residential units). This difference in the trips generated by the site is shown in **Table H** and **Table I** overleaf.

Table H: Trip Generation Net-Off (Removed Trips Subtracted from Proposed Trips)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Dept.	Total	Arrivals	Dept.	Total
Motor Vehicles (Cars + Patients Medical Transport)	-19	+3	-17	-4	-23	-27
Public Transport Trips	+8	+59	+67	+61	+39	+101
Bicycle Trips	+3	+4	+8	+7	+5	+12
Walking Trips	-3	-13	-16	-2	+13	+11

6.34 **Table H** shows that the proposed site redevelopment will bring a reduction of 17 two-way vehicular trips in the morning peak hour and 27 in the evening peak hour. On the other hand, the number of public transport trips generated by the site will grow notably, with more modest changes in bicycle and walking trips.

Table I: Trip Generation Net-Off (Removed Trips Subtracted from Consented Trips)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Dept.	Total	Arrivals	Dept.	Total
Motor Vehicles (Cars + Patients Medical Transport)	-71	0	-71	1	-57	-56
Public Transport Trips	-85	+47	-38	+51	-37	+14
Bicycle Trips	0	+4	+4	+7	+1	+8
Walking Trips	-14	+24	+10	+37	+8	+44

6.35 **Table I** shows that the proposed site redevelopment would bring a reduction of 71 two-way vehicular trips in the morning peak hour and 56 in the evening peak hour when compared to a scenario where the consented office floorspace uses were in use. Meanwhile, the number of public transport, bicycle and walking trips generated by the site would grow, with a small reduction in the morning peak hour public transport trips.

6.36 The ancillary commercial unit on the ground floor of Block D is expected to be used by Octagon House staff, patients and residents (and neighbouring residents) hence its expected vehicular trip generation is minimal.

Car Parking Justification and Impact

Off-Site Car Parking Daytime Observations

6.37 On the site visit (daytime, on Wednesday the 6th of May between 14:00 and 15:00 as previously discussed) the following was also observed:

- There are on street parking restrictions during the daytime hours (assumed to be in place to restrict limit long stay commuter parking associated with the Universities buildings, the Manchester Royal Infirmary or the Octagon building);
- Notwithstanding these restrictions the site visit observations showed that there were a number of unrestricted spaces available for use in the surrounding area – particularly in the residential streets to the south of Hathersage Road.

Central Manchester Dialysis Unit

6.38 Given the accessibility credentials of the development site and its close proximity to the MRI, it is considered that a significant proportion of staff could utilise alternative modes of transport on a regular basis.

6.39 Using the available information and the trip generation calculation from this Section, it has been calculated that circa 15 parking spaces are required per treatment shift (staff, patients/carers' vehicles and medical transport). If the capacity of the Unit duplicates, the parking requirements would be of 30 spaces.

6.40 This means that there would still be 20 parking bays for shift overlapping, other visitors and residential units' staff and disabled residents' parking needs.

6.41 The proposed parking provision is therefore considered to be sufficient for the developments.

Nighttime Car Parking Beat Survey

6.42 To collect evidence on the available supply of overnight on-street car parking spaces in the immediately surrounding area around the development and to assess conditions, a residential parking survey has been undertaken following the principles of the Lambeth Council Parking Survey Guidance Note. This methodology is employed in many London Boroughs (and has also been adopted by other UK Local Authorities), when assessing car parking effects of developments.

6.43 As per the Lambeth Parking Survey Methodology, the extent of survey includes all roads within 200m walking distance of the site (as measured along all roads up to a point 200m from the site). Additionally, because people searching for a parking space are unlikely to stop halfway along a road at an imaginary 200m line, the survey has been extended to the next junctions or shortened to the previous ones.

6.44 The survey has been undertaken when the highest number of residents are at home, (following Lambeth Council guidance states that they should be late at night during the week, 00:30 to 05:30 and on two separate weekday nights, either on Monday, Tuesday, Wednesday, or Thursday).

6.45 The surveys were undertaken during the following time periods:

- Tuesday 9th June 2026 between 00:30 and 01:00; and
- Wednesday 10th June 2026 between 05:00 and 05:30.

6.46 Evidence of the occupancy levels of all assessed roads have been videorecorded during the survey and these recordings can be provided on demand if required.

6.47 A plan of the study area can be found **Appendix F**, along with the detailed parking survey results. A summary of the parking survey results is presented in **Table J.**

Table J: Existing Parking Stress on Local Streets

		Survey at 00:30 (09/06/26)		Survey at 05:00 (10/06/26)	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Hathersage Road	29	11	38%	13	45%
Olney Street	16	2	13%	1	6%
Naburn Street	20	5	25%	4	20%
Welby Street	23	13	57%	12	52%
Denham Street	27	17	63%	19	70%
Eston Street	28	11	39%	11	39%
Richmond Grove	14	9	64%	10	71%
Carmoor Road	20	12	60%	9	45%
Blackstock Street	10	8	80%	4	40%
Wheat Close	14	2	14%	3	21%
East Grove	39	19	49%	14	36%
North Grove	11	6	55%	4	36%
West Grove	35	18	51%	20	57%
TOTAL	**286**	**133**	**47%**	**124**	**43%**

6.48 As can be seen from **Table J** there is good availability of overnight parking on the streets in the immediately vicinity of the site, as the average parking stress was 47% on Wednesday and 43% on Thursday. This means that out of the 286 parking spaces available on the public highway around the site, 153 of them were free on Wednesday and 162 on Thursday.

6.49 Furthermore, another key item is comparing the parking provision for the residential element of the site (almost car-free) on site in relation to the similar facilities in the area.

6.50 Planning applications for nearby student accommodations are relatively old and therefore there are not many documents are available on the planning portal for these applications. Combing the information available on the planning portal, student accommodations websites and Google Earth, it has been estimated that the available parking spaces for nearby similar facilities are as follows:

- Victoria Point (adjacent to site) has planning permission to increase its number of bedrooms to 876 and reduced its parking capacity to 28 spaces (1:31);
- Conistone Hall of Residence has 10 parking spaces available for 40 bedrooms (a ratio of 1:4);
- Unite Student's Brook Hall has 22 parking spaces for 438 bedrooms (a ratio of 1:20);
- Rusholme Place has 33 parking spaces for 307 units (1:9);
- Stay Inn Students, with 9 spaces for 45 bedrooms (1:5); or
- Hulme Hall, with 20 spaces for 325 bedrooms 91 (1:16).
- For the IQ facilities in the area, no rooms / parking spaces figures could be obtained.

6.51 Therefore, the proposed reduction in the car parking provision on site will not have any negative impact on the surrounding area provision and is in line with other local student facilities.

Conclusion

6.52 The proposed new residential units and extended Dialysis Unit on site are expected to generate a lower number of vehicular trips during the peak hours if compared to the existing and consented uses on site, with a positive impact to the surrounding highway network.

6.53 In the unlikely event of any vehicles parking off site there are spaces to park in nearby on-street bays for short stays / evenings or in public off-street car parks for longer day stays. The 6th May site visit and the Lambeth-style surveys undertaken around the site show that there is sufficient parking capacity on site and on the public highway to accommodate those vehicles in the unlikely event of this occurring.

7.0 Summary and Conclusion

Summary

7.1 SLR has been appointed by Plymouth Grove Residential LLP to provide traffic and transportation advice as part of a full planning application for the refurbishment and extension of Octagon House and the erection of buildings of up to 11 storeys in height to accommodate a mix of uses comprising Purpose Built Student Accommodation bedrooms (205 studios and 35 apartments accommodating 255 bedrooms) (Sui Generis Use Class); Key Worker accommodation (Sui Generis Use Class) (211 units); Residential units (16 no) (Use Class C3); 2,568 sqm of healthcare use (including the retention of an existing healthcare facility on site) (Use Class Ee); and 394 sqm of commercial or community uses (Use Classes Ea, Eb, Eciii, Ee, Ef, F1e, F2b, F2c) with associated site access, car and cycle parking and landscaping.

7.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. The site is located at the southwest corner of the junction between Hathersage Road and Carmoor Road, currently accessed from both roads.

7.3 The site is in close proximity to a number of transportation facilities and complementary uses. Footways are ample on all roads around the site, while cycle routes are available around the site and public transport accessibility is good. Therefore, the site is well placed to accord with the new NPPF and Manchester City Council planning policy objectives and is an appropriate location for the proposed use.

7.4 The collision record on the surrounding highway network does not show any identifiable trends which would give rise to any highway safety concerns.

7.5 As part of the proposals, the Central Manchester Dialysis Unit will reach 2,568sqm across the ground and the first floor, with 6,527sqm of office space being removed and replaced by the aforementioned Dialysis Unit expansion, a 392sqm commercial or community use unit and studios for key workers. Along Block D and the three new blocks to be built on site, a total of 682 bedspaces will be available on site (455 for students, 211 for key workers and 16 general residential).

7.6 The two existing access points to site will be retained. The access on Hathersage Road leading to the Central Manchester Dialysis Unit will remain unaltered, while the access on Carmoor Road will significantly change, as the current gates and security booth will be removed. A third access to serve the new parking area to the south west of Block D, off Carmoor Road, will be established.

7.7 There is a secondary vehicular access off Carmoor Road, circa 25m to the existing one, which is currently not in use and will be closed off. There is also a secondary (staired) pedestrian access point off Hathersage Road leading to the southwestern corner of Block D. There is a ramp adjacent to it.

7.8 Although not as part of this application, it may be explored to reinstate Curzon in the future, linking the site access on Carmoor Road with Bax Road, within the Victoria Point site. Therefore, a new through route between Hathersage Road and Carmoor Road could be

opened. This would allow pedestrians, cyclists and vehicles to travel to between both sites, increasing their permeability.

7.9 Refuse lorries and other servicing vehicles accessing the site via the internal road off Carmoor Road, then reversing on site to egress in forward gear. New lay-bys for servicing vehicles will be available in front of Block A and Block C. The ancillary commercial unit on the ground floor of Block D will be serviced from Hathersage Road.

7.10 Additionally, bin stores will be provided in all Blocks.

7.11 It is proposed to retain the 19 bays serving the Central Manchester Dialysis Unit and create a new car park to the west of Block D, with 32 spaces. The existing 211 car parking spaces covering the rest of the site will be removed. Therefore, the site will lose a total of 179 spaces overall. A total of 4 disabled and 5 EV bays will be provided on site.

7.12 It is also proposed to provide 106 cycle parking spaces for the new units, of which 84 will be covered and 22 will be for short stays. The Dialysis Unit has its own internal cycle parking facility, which will be retained.

7.13 A student pick-up and drop-off regime has been identified, which will use a managed schedule of arrivals with bags and belongings being marshalled in the rear service yard area, with long stay parent parking taking place off site.

7.14 The proposed new residential units and extended Dialysis Unit on site are expected to generate a lower number of vehicular trips during the peak hours if compared to the existing and consented uses on site, with a positive impact to the surrounding highway network.

7.15 The parking surveys undertaken indicate that there is sufficient parking capacity on site and the streets around it to accommodate any (unlikely and modest) parking demand.

Conclusions

7.16 The National Planning Policy Framework states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

7.17 This report has demonstrated that the development site is in a sustainable location and would not have a severe impact upon either the operation or safety of the local highway network. It provides an appropriate level of car parking and can be safely serviced.

7.18 Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.



Appendix A Site Accessibility Plans

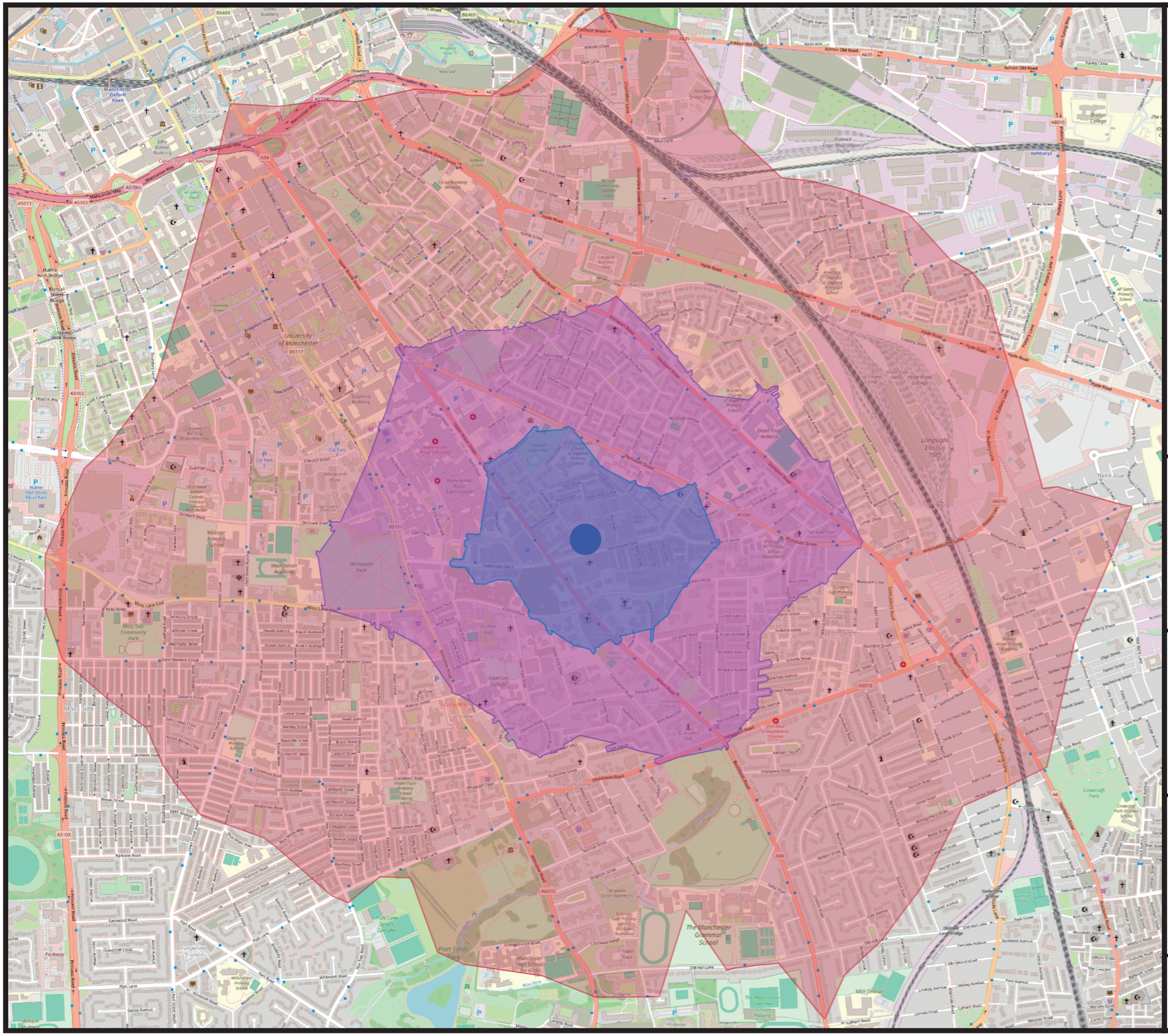
Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026



KEY:

- 500m Catchment Area
- 1km Catchment Area
- 2km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

The Octagon House, Manchester

DRAWING TITLE:

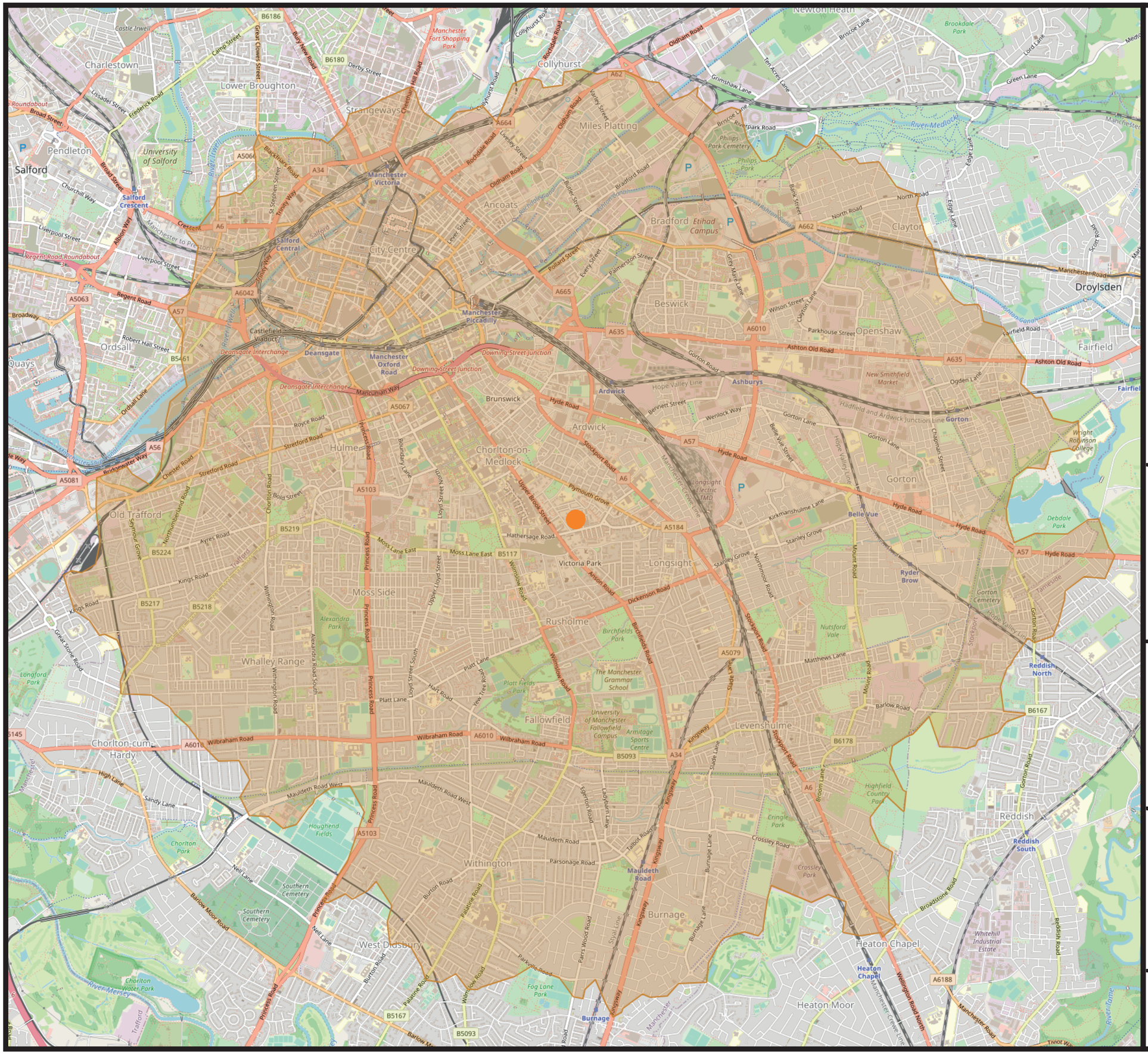
Pedestrian Catchment Plan

SLR

Trading as SLR Consulting Ltd
36 Park Row, Leeds, LS1 5JL
t: +44 3300 886631

DRAWING NUMBER:

410.067893.00001_001



KEY:

- 5km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

The Octagon House, Manchester

DRAWING TITLE:

Cycle Catchment Plan

SLR

Trading as SLR Consulting Ltd
36 Park Row, Leeds, LS1 5JL
t: +44 3300 886631

DRAWING NUMBER:

410.067893.00001_002

Appendix B BREEAM AI Calculations

Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Multi-residential

No. nodes required: 4

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	280									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5.1									

NODE 2

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	1								

NODE 3

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	3	1							

NODE 4

Public transport type	Bus									
Distance to node (m)	650									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	2	1	4.8	2.2	4.5	2			

Accessibility Index	10.87

The Octagon House
Transport Nodes for BREEAM Calculations

Bus Stops	Services
Upper Brook Street	50
Plymouth Grove	191, 197
Hathersage Road	41, 42B, 142
Oxford Road	15, 42A, 42C, 43, 53, 111, 147

Appendix C Proposed Site Masterplan

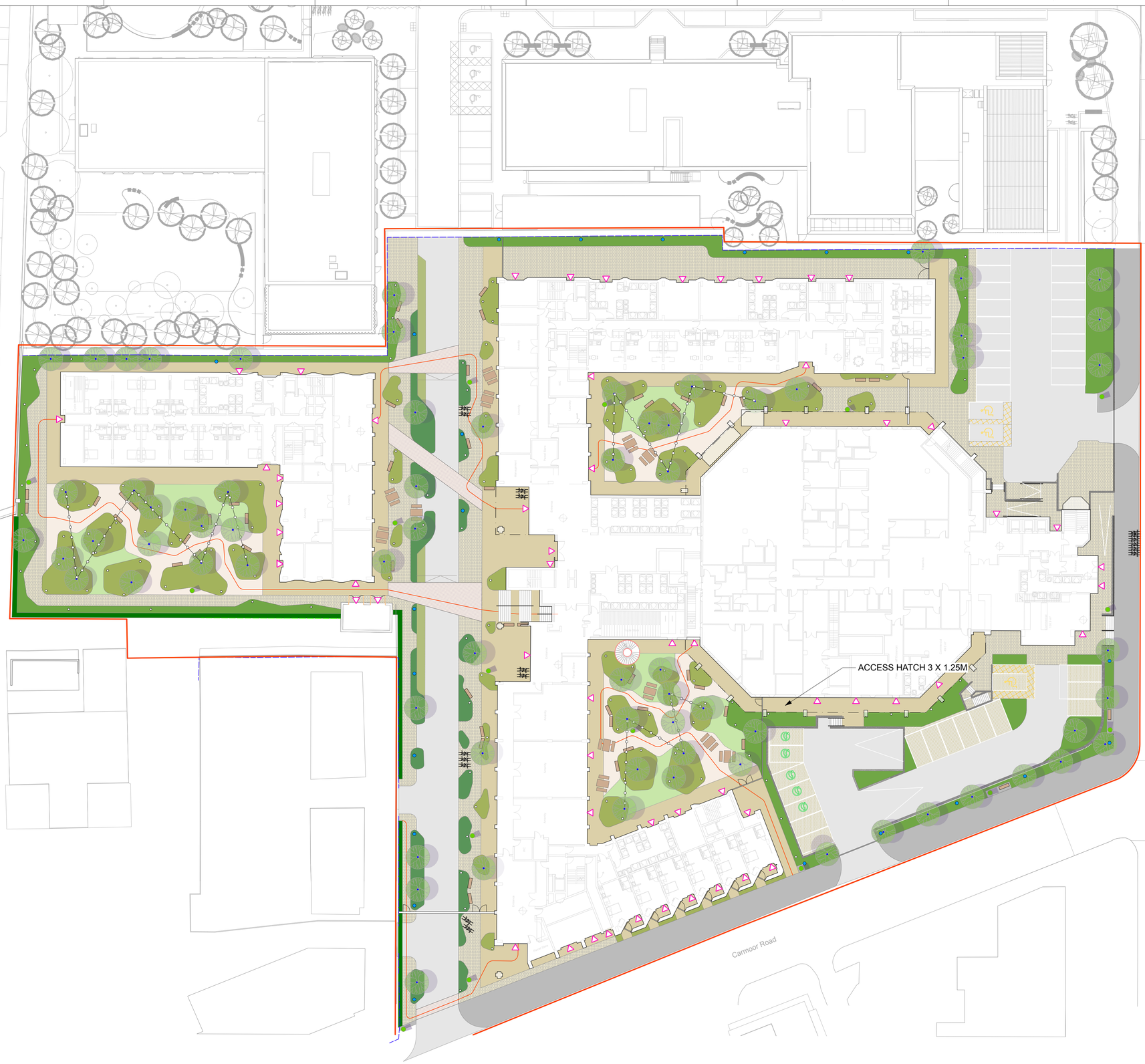
Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026



NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
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6. NOTE DRAWING SUITABILITY CODE SHOWN BELOW. DRAWING NOT TO BE USED FOR CONTRACTUAL AGREEMENT WITHOUT A1 STATUS.

THIS DRAWING WAS PLOTTED ON:

10/08/2026

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
20/07/2026	P06		REVISED IN LINE WITH ARCH UPDATE	MI
05/08/2026	P07		FURNITURE ADDITION	MI
10/08/2026	P08		TRACKING AMEND	MI

DRAFT
FOR ILLUSTRATIVE USE ONLY

LOCATION PLAN

ORIGINATOR

Layer.studio
MANCHESTER NEWCASTLE BRISTOL
W layer.studio T 01625 523 157 E manchester, newcastle or bristol@layer.studio

Client
Plymouth Grove Residential LLP

Project
Octagon House
Ardwick

Drawing Title
General Arrangement

Created By	Checked By	Scale	Sheet Size
MI	CL	1:XXX	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
493	LYR	XX	00	DWG	L	1000

Work Stage	Status	Revision
Stage 2	S3 Review & comment	P08

Appendix D Vehicle Tracking Drawings

Transport Assessment

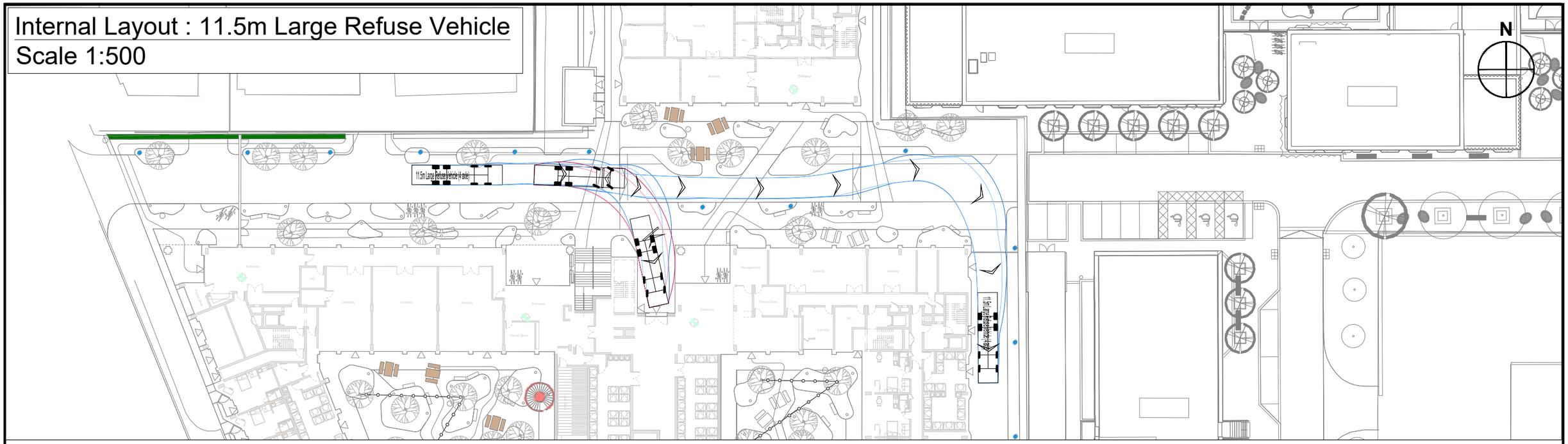
The Octagon House, Manchester

Plymouth Grove Residential LLP

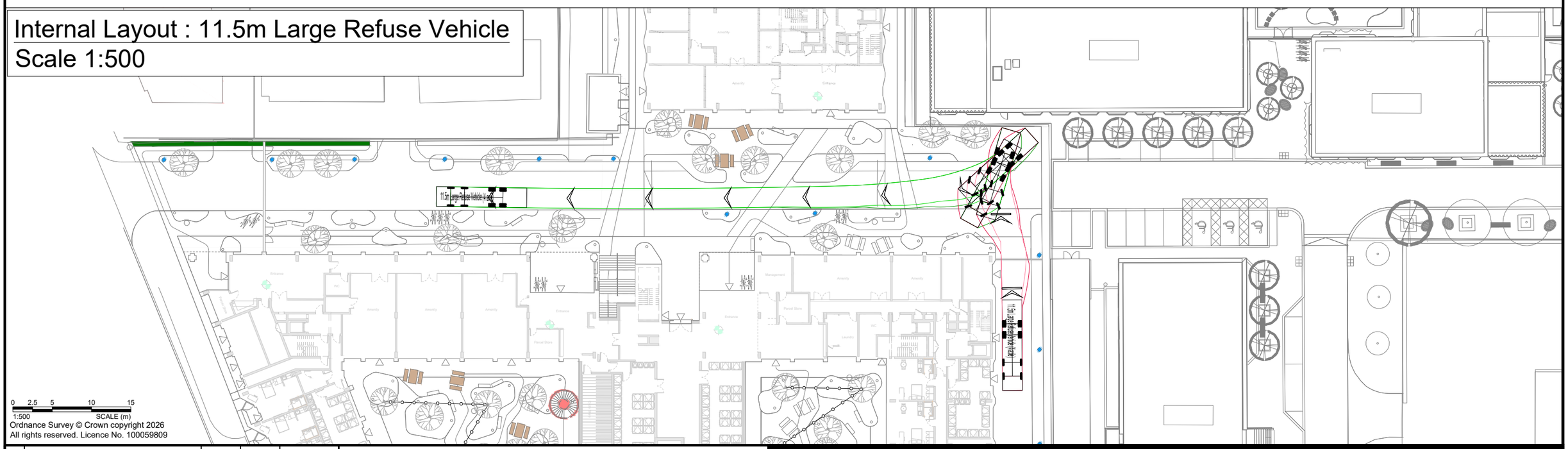
SLR Project No.: 410.067893.00001

24 August 2026

Internal Layout : 11.5m Large Refuse Vehicle
Scale 1:500



Internal Layout : 11.5m Large Refuse Vehicle
Scale 1:500



0 2.5 5 10 15
1:500 SCALE (m)

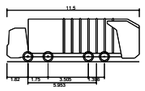
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A	Updated Site Layout	YF	DRM	18.06.26
B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26
D	Updated Site Layout	YF	DRM	10.08.26

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



11.5m Large Refuse Vehicle (4 axle)	
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.151m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Octagon House, Hathersage Road

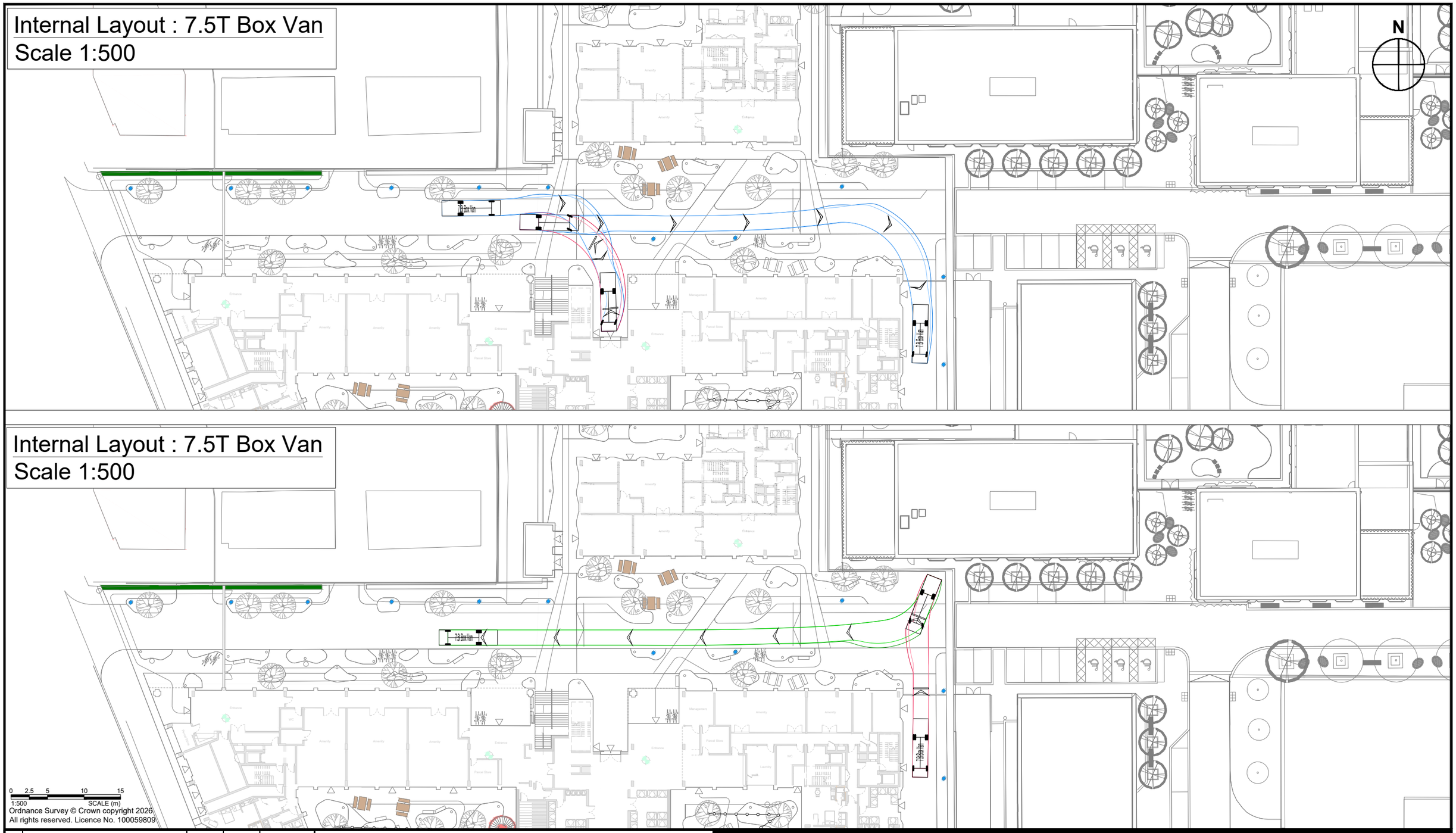
Plymouth Grove Residential LLP

Swept Path Analysis: 11.5m Large Refuse Vehicle

SLR

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Internal Layout : 7.5T Box Van
Scale 1:500



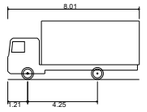
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B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26
D	Updated Site Layout	YF	DRM	10.08.26

INFORMATION ONLY

Notes:

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2. White lining is indicative only.



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Octagon House, Hathersage Road

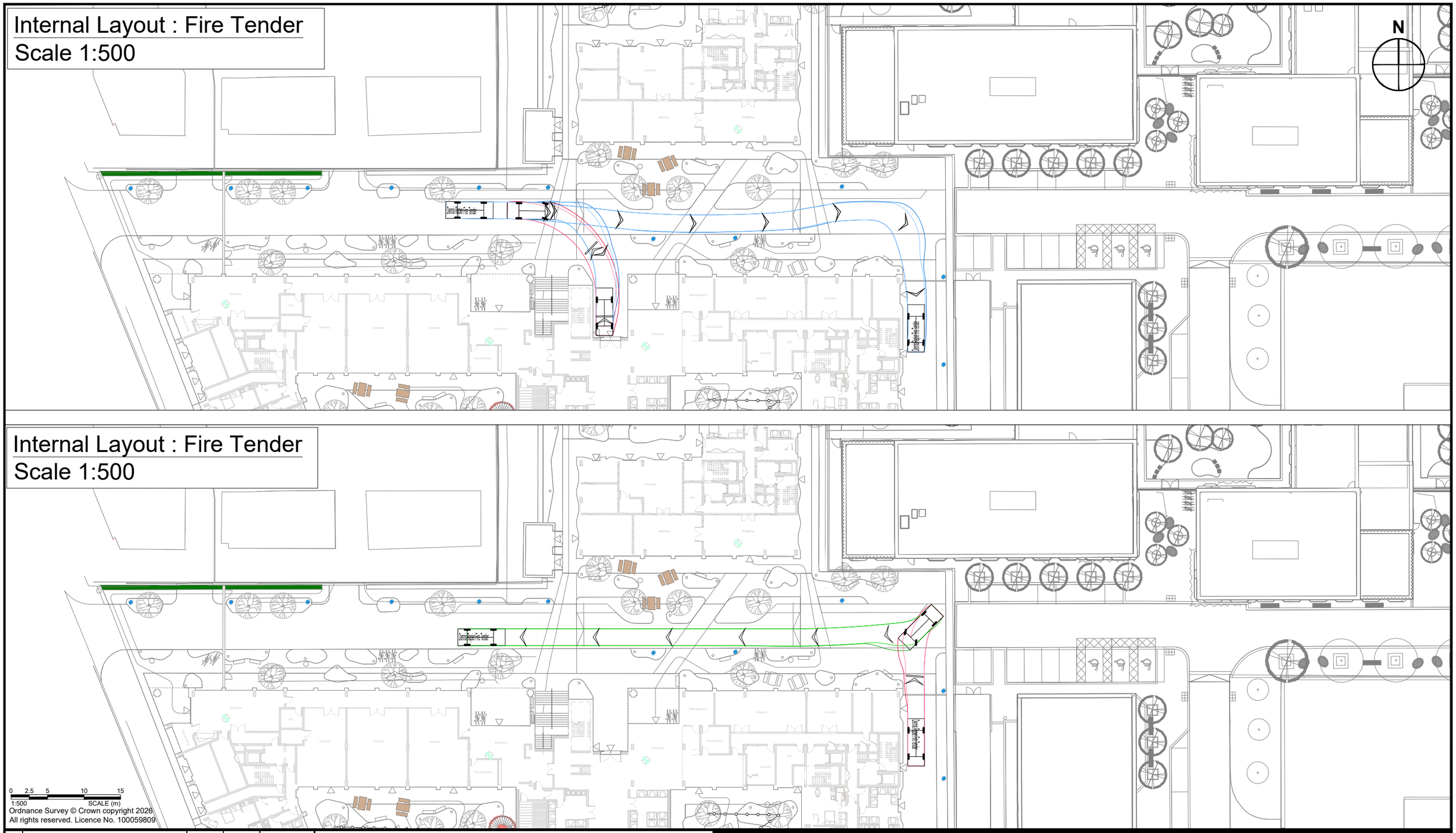
Plymouth Grove Residential LLP

Swept Path Analysis: 7.5T Box Van

SLR

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Internal Layout : Fire Tender
Scale 1:500



Internal Layout : Fire Tender
Scale 1:500

0 2.5 5 10 15
1:500 SCALE (m)

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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	YF	DRM	24.07.26
B	Updated Site Layout	YF	DRM	11.08.26

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
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Dennis Rapier Fire Tender	
Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m

Octagon House, Hathersage Road

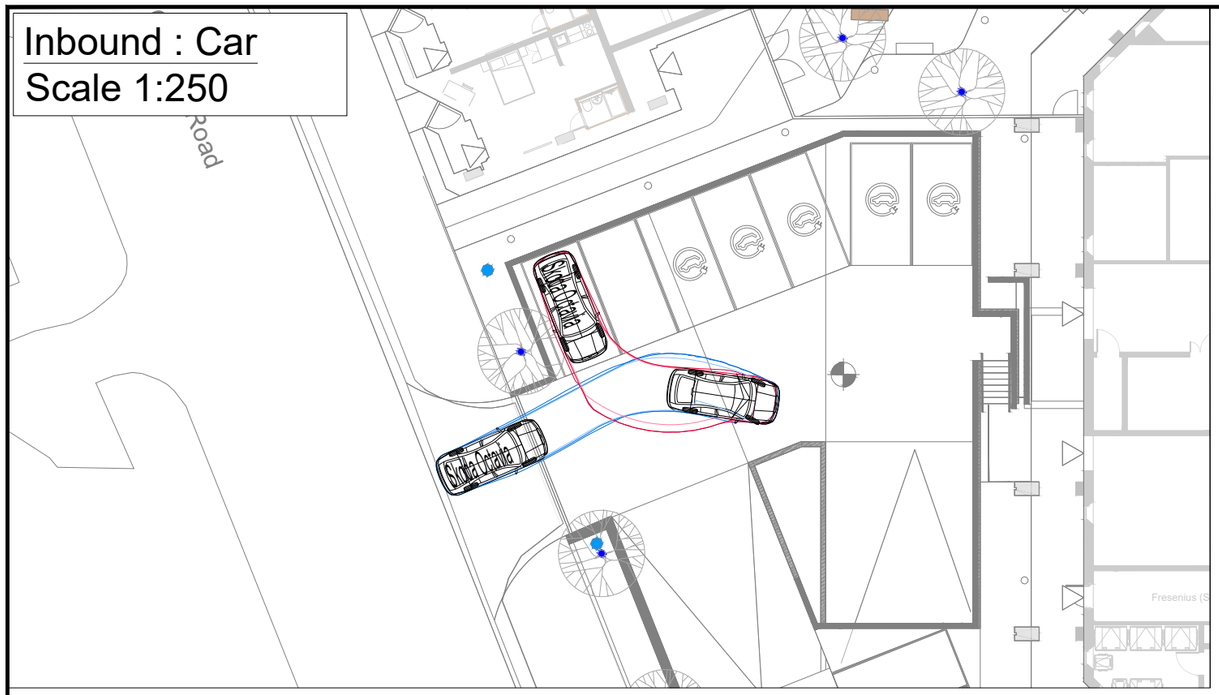
Plymouth Grove Residential LLP

Swept Path Analysis: Fire Tender

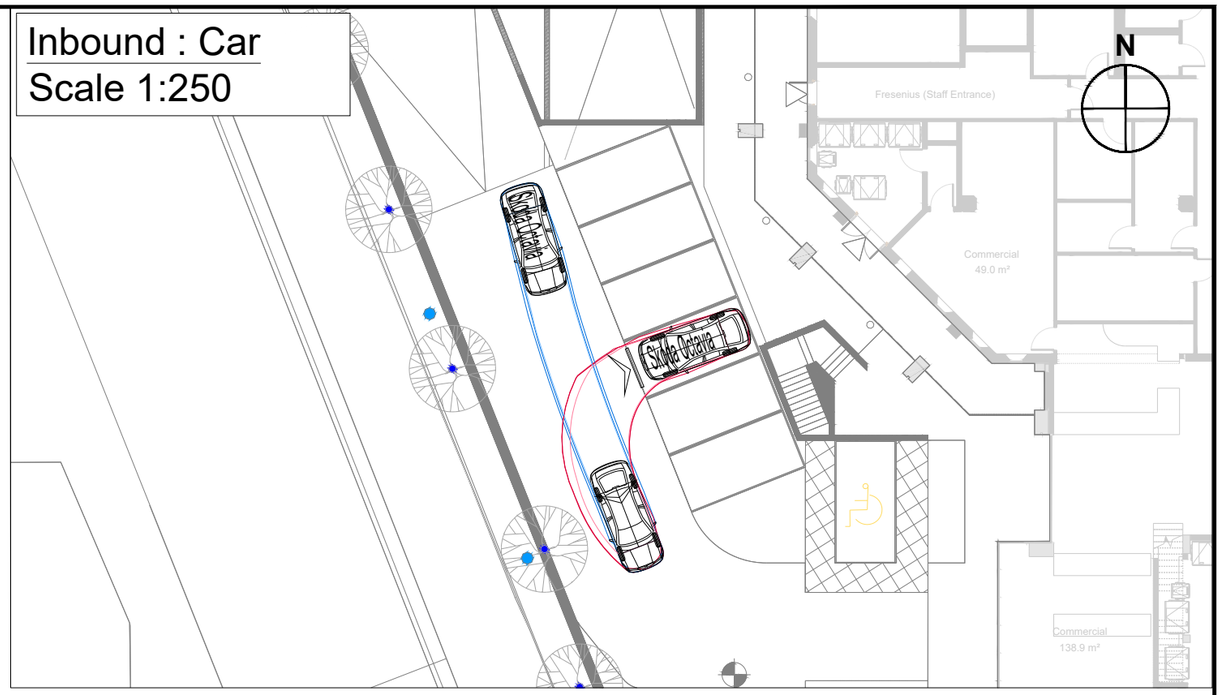
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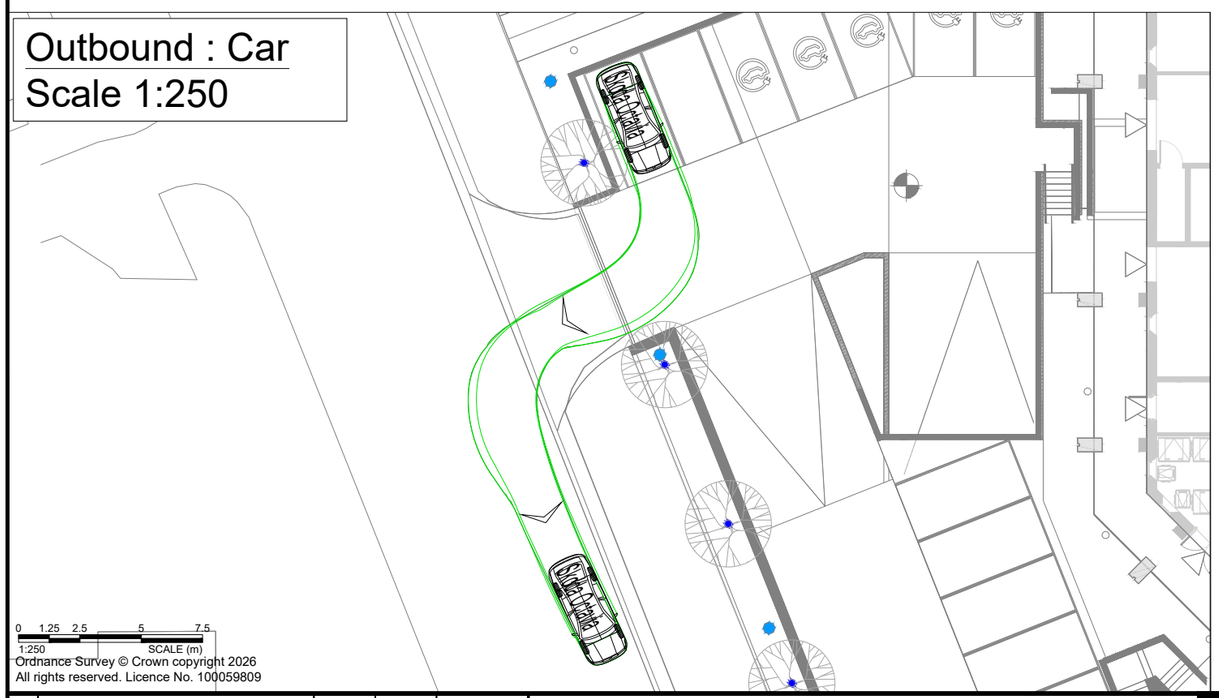
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Scale 1:250



Inbound : Car
Scale 1:250

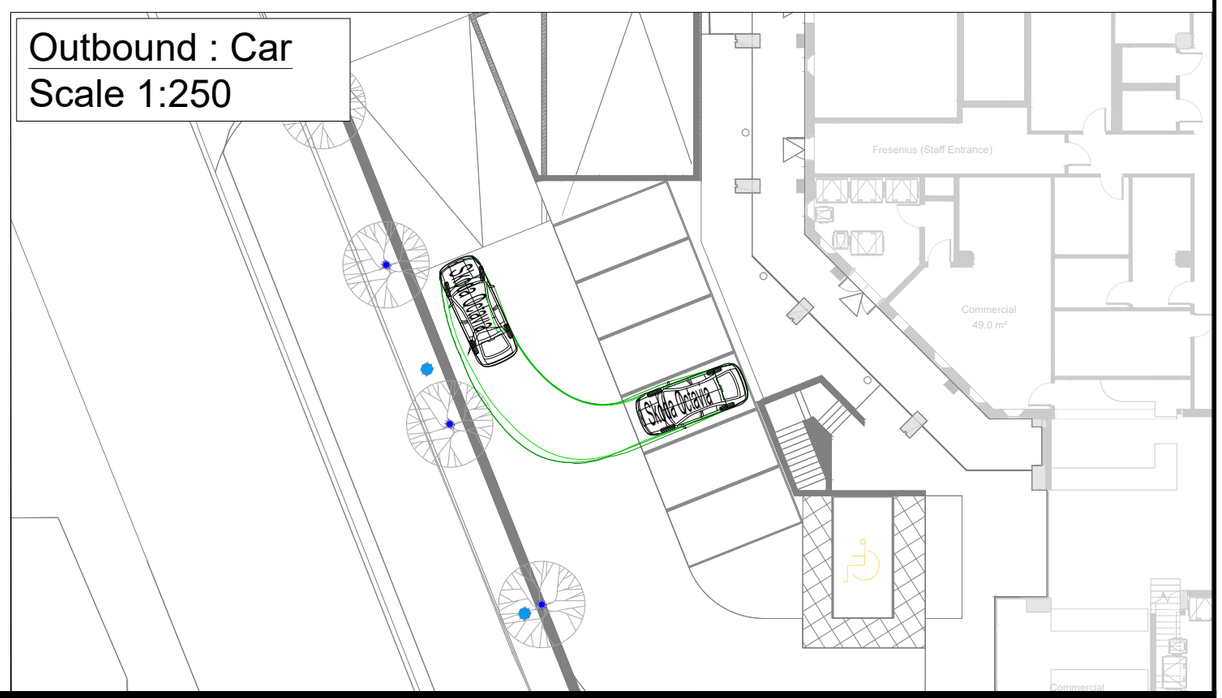


Outbound : Car
Scale 1:250



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Outbound : Car
Scale 1:250

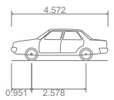


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B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Octagon House, Hathersage Road

Plymouth Grove Residential LLP

Swept Path Analysis: Car

SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	DRM	24.07.26	1:250 at A3	410.067893 - T102	C

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Scale 1:200



Outbound : Car
Scale 1:200

0 1 2 4 6
1:200 SCALE (m)

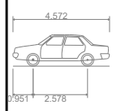
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	YF	DRM	18.06.26
B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26

INFORMATION ONLY

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Overall Body Height	1.488m
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Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

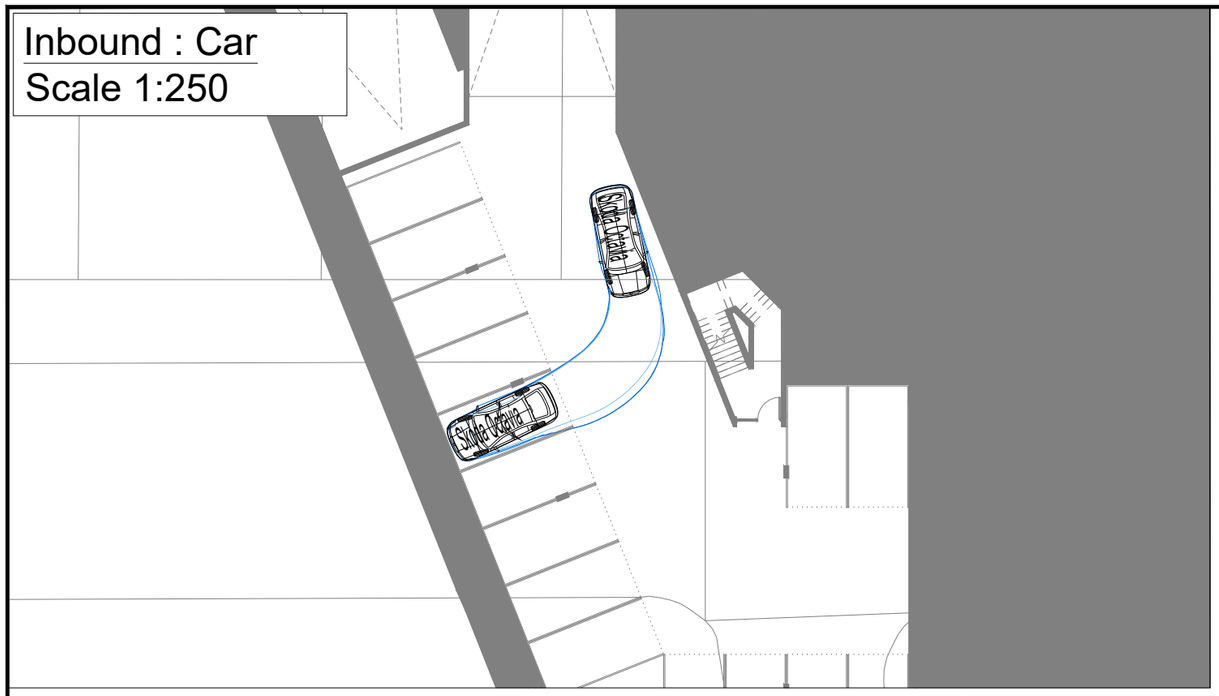
Octagon House, Hathersage Road

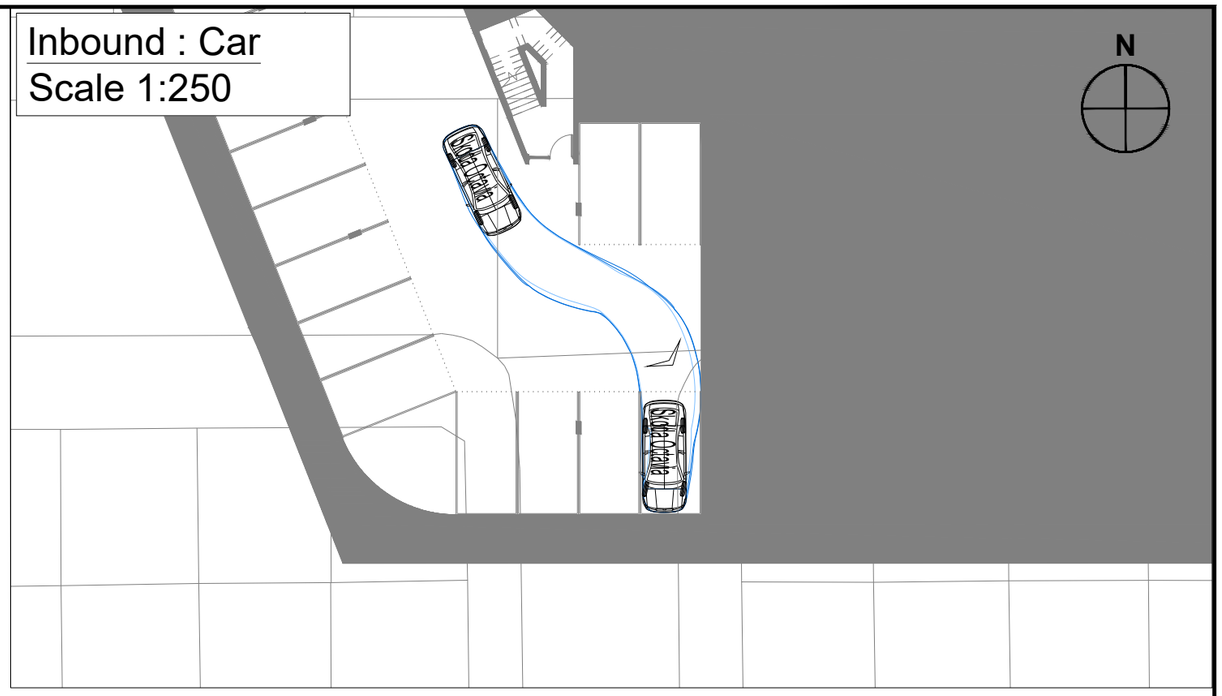
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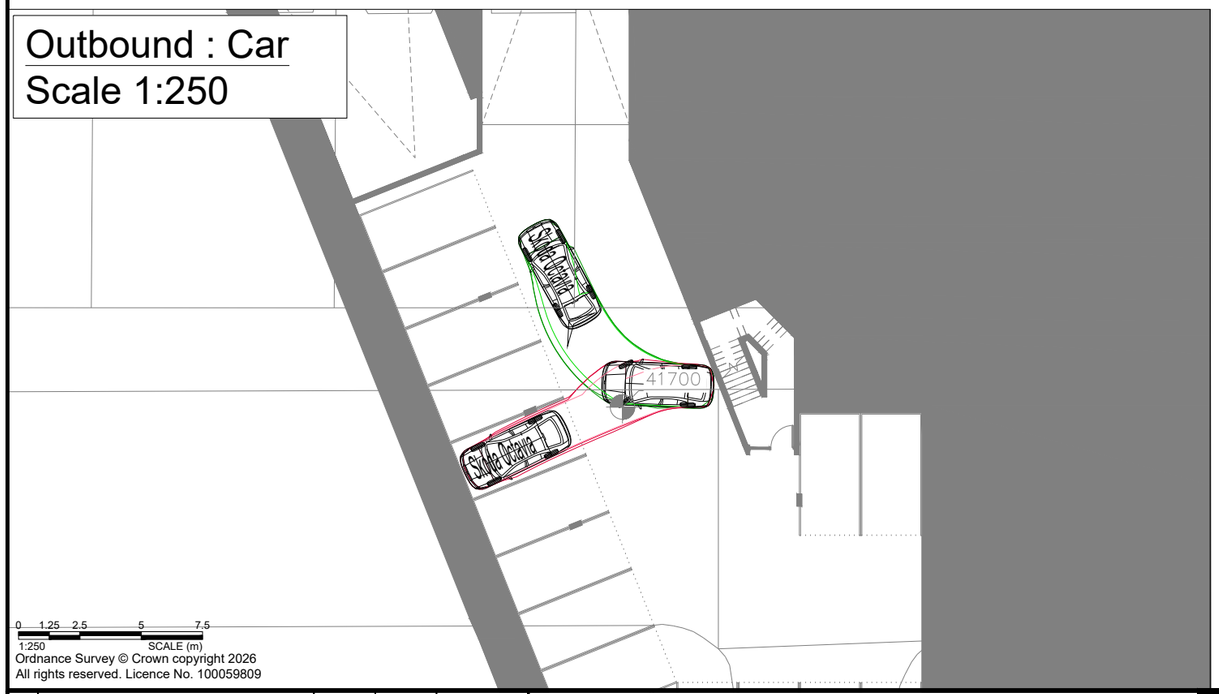
Swept Path Analysis: Car

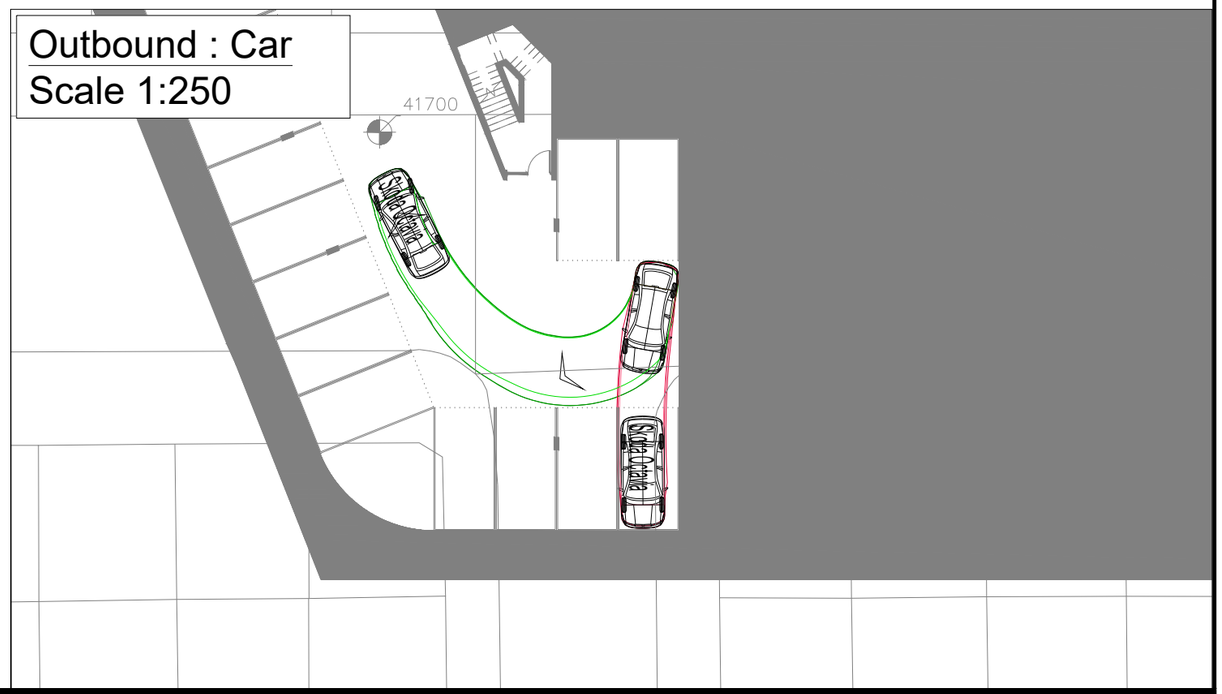
SLR

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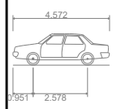


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B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26

INFORMATION ONLY

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2. White lining is indicative only.



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Octagon House, Hathersage Road

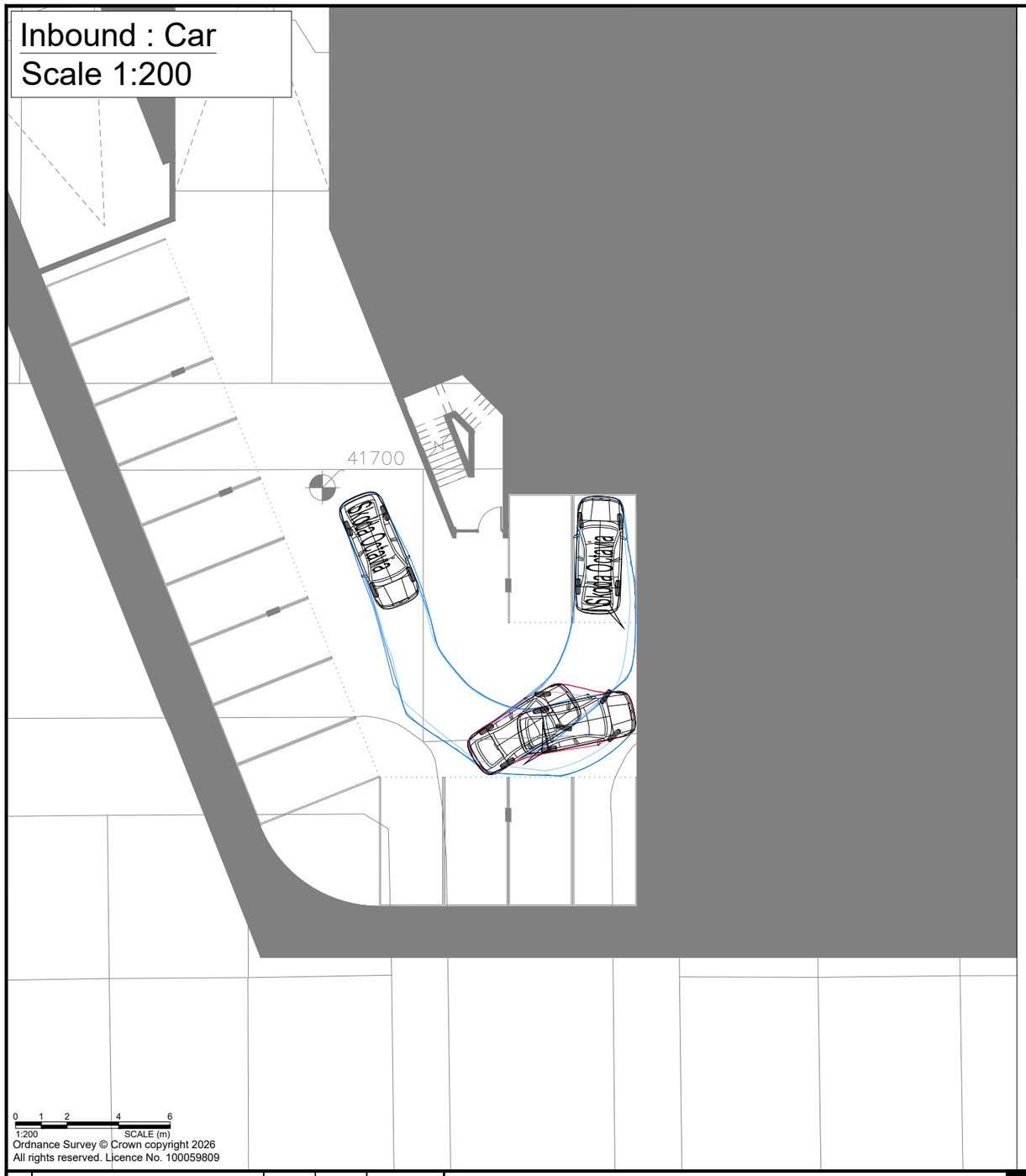
Plymouth Grove Residential LLP

Swept Path Analysis: Car

SLR

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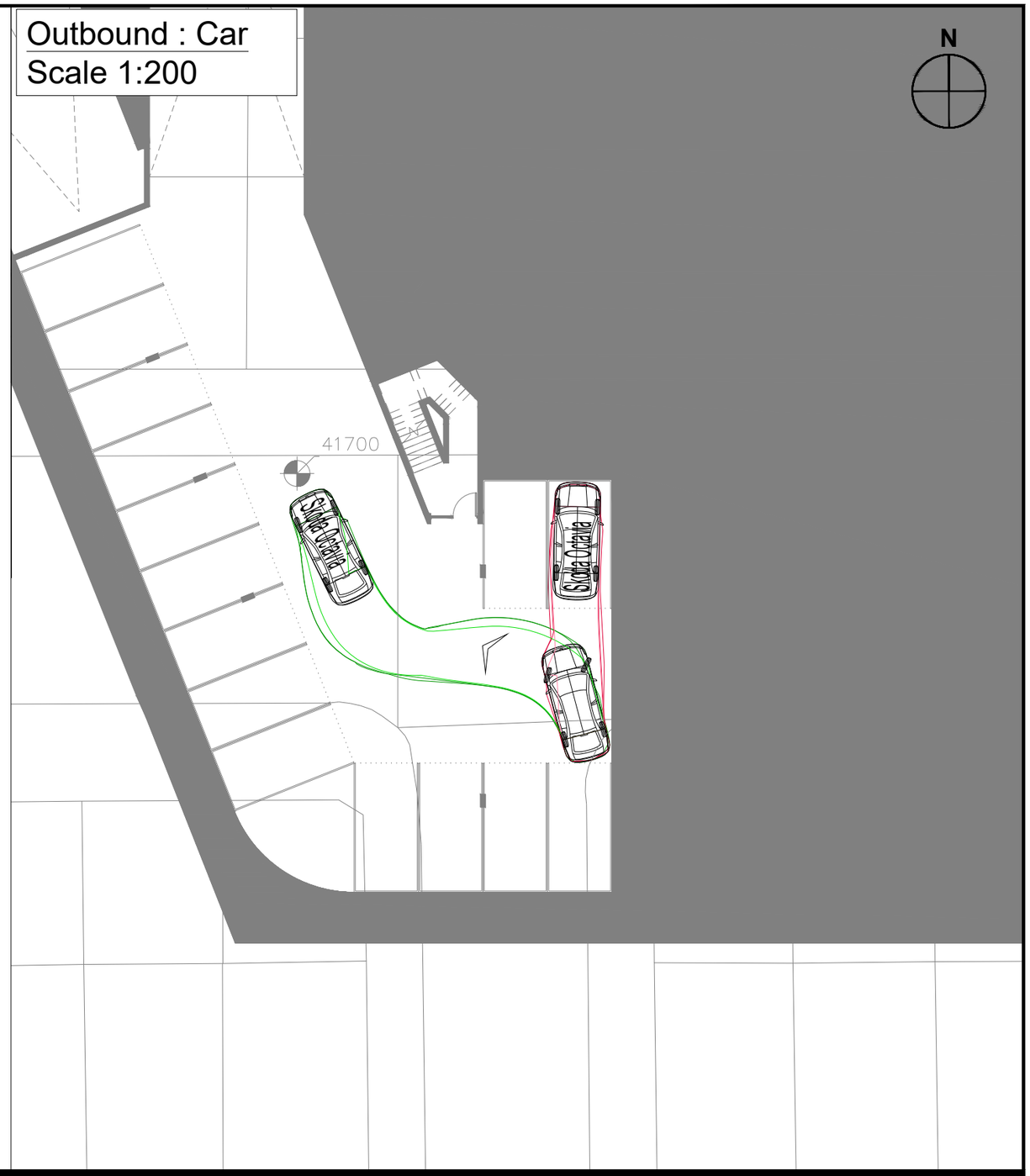
Inbound : Car
Scale 1:200



0 1 2 4 6
1:200 SCALE (m)

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Outbound : Car
Scale 1:200



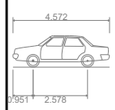
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REV.	DETAILS	DRAWN	CHECKED	DATE
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B	Updated Site Layout	YF	DRM	22.06.26
C	Updated Site Layout	YF	DRM	24.07.26

INFORMATION ONLY

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Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Octagon House, Hathersage Road

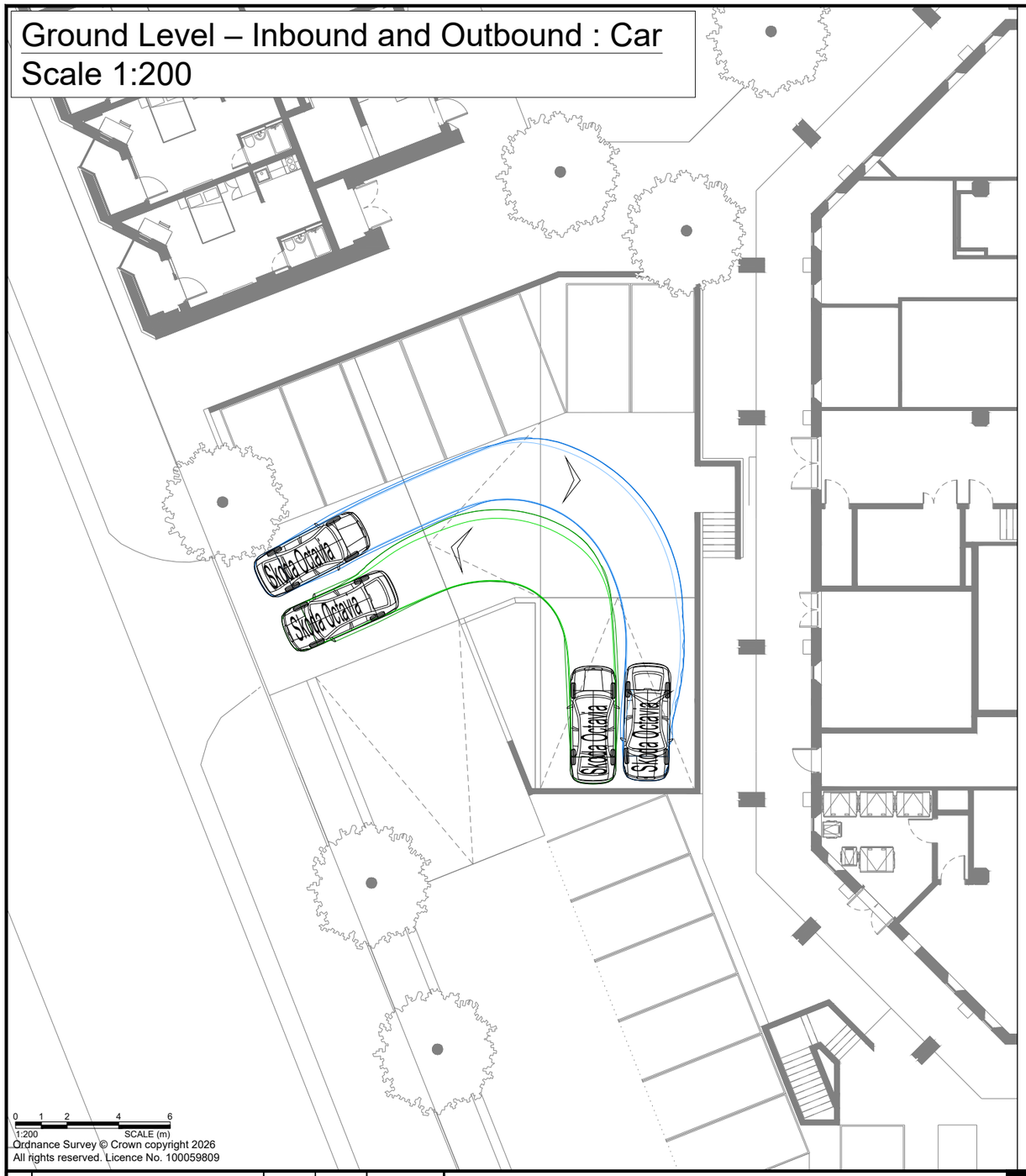
Plymouth Grove Residential LLP

Swept Path Analysis: Car

SLR

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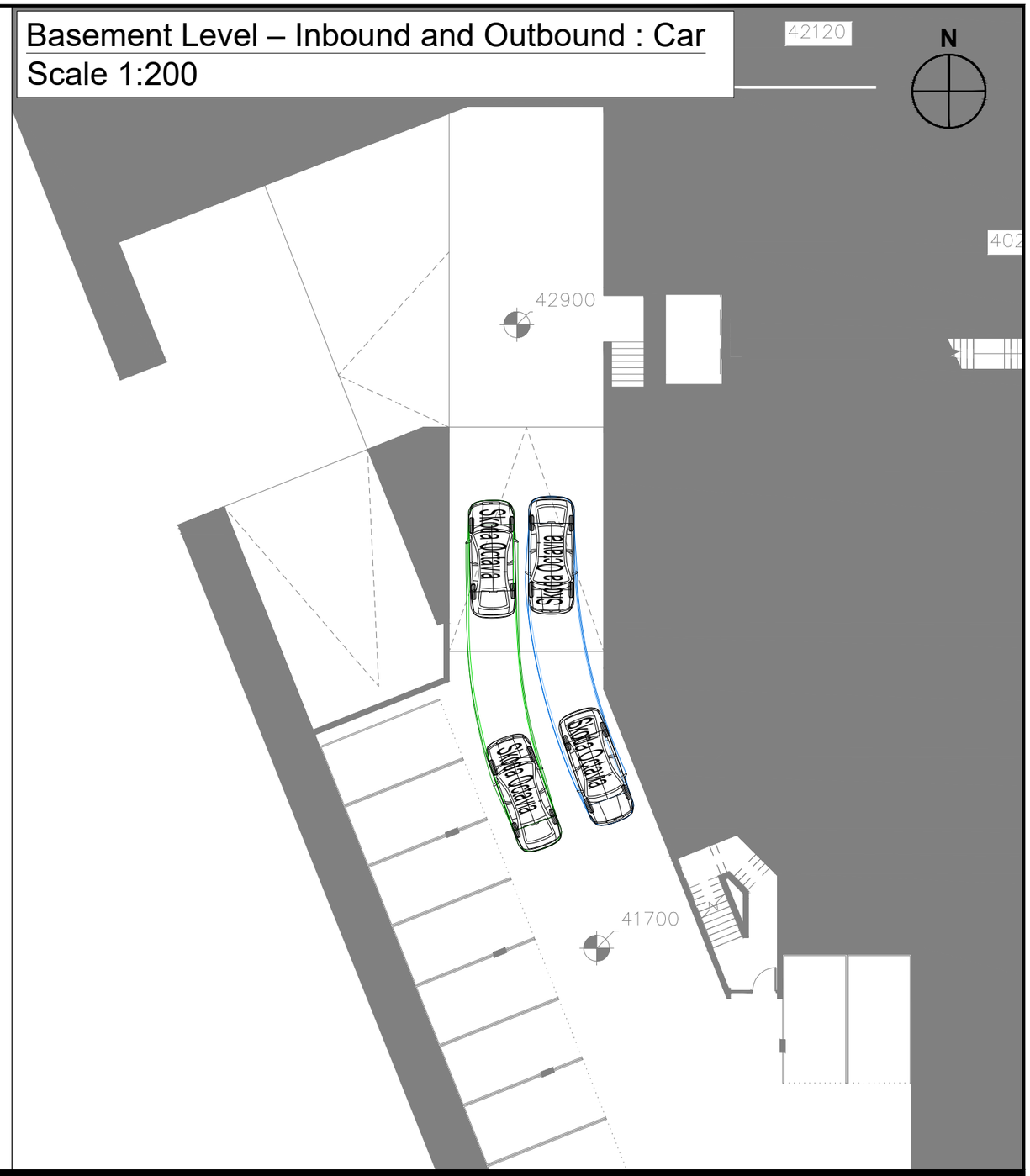
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0 1 2 4 6
1:200 SCALE (m)

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Basement Level – Inbound and Outbound : Car
Scale 1:200

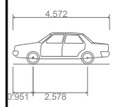


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INFORMATION ONLY

Notes:

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2. White lining is indicative only.



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
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Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Octagon House, Hathersage Road

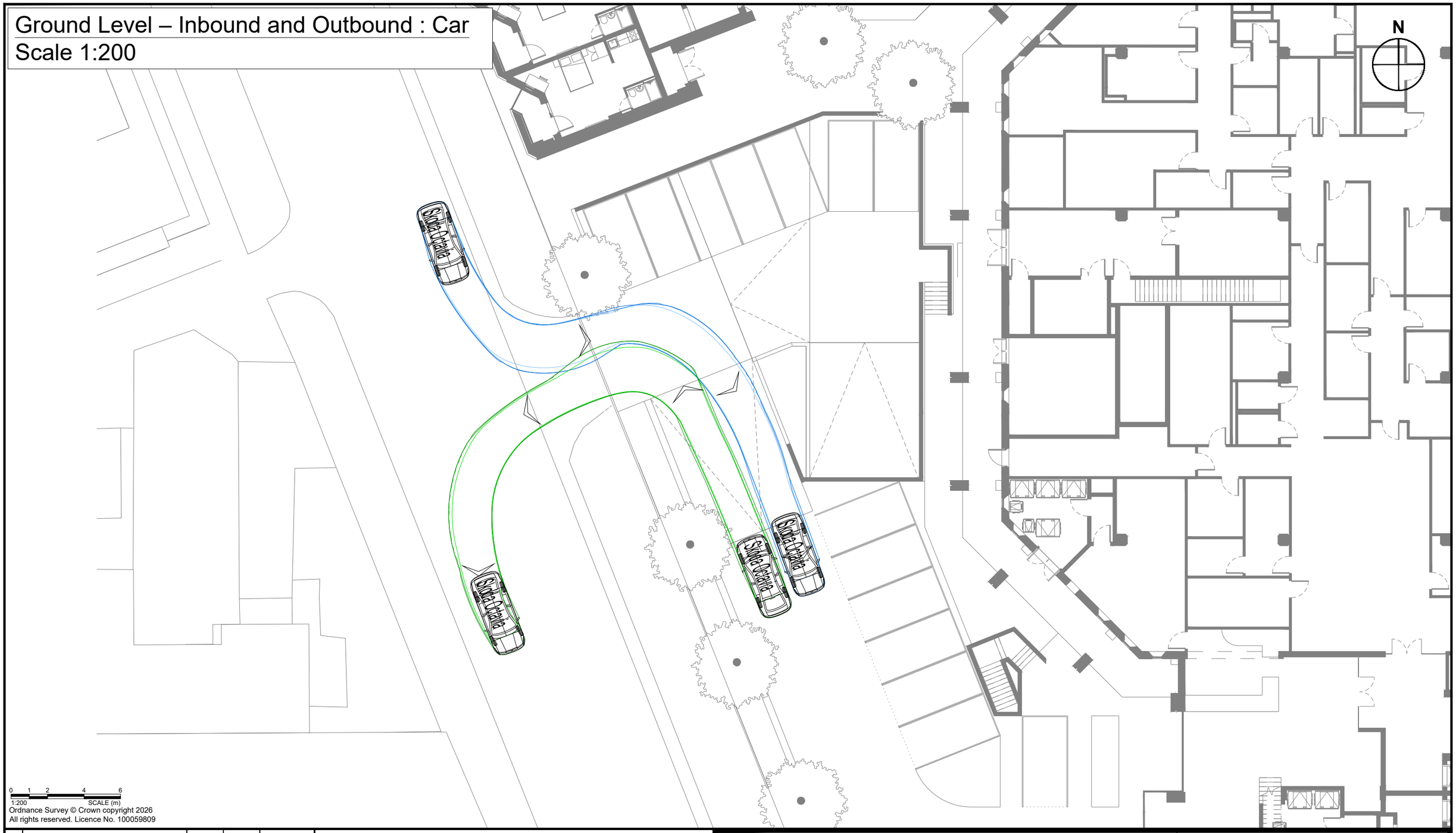
Plymouth Grove Residential LLP

Swept Path Analysis: Car

SLR

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Scale 1:200



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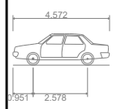
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REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Octagon House, Hathersage Road

Plymouth Grove Residential LLP

Swept Path Analysis: Car

SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	DRM	24.07.26	1:200 at A3	410.067893 - T107	·

Appendix E TRICS Datasheets

Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026

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
	HK	HACKNEY	1 day
	HM	HAMMERSMITH AND FULHAM	1 day
	IS	ISLINGTON	1 day
	KI	KINGSTON	1 day
	LB	LAMBETH	1 day
	TH	TOWER HAMLETS	1 day
02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 day
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	1 day
	DV	DEVON	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
09	**NORTH**		
	DH	DURHAM	1 day
10	**WALES**		
	SW	SWANSEA	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:	0 to 654 (units:RESIDE)
Range Selected by User:	0 to 1140 (units:RESIDE)
Parking Spaces Range:	1 - 87

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/91 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:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	13
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	7 days
Suburban Area	6 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	7 days
No Sub Category	2 days
Residential Zone	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	8 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

C3	13 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:

1000 - 9161

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	7 surveys
50,001 to 100,000	1 surveys
100,001 or More	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	4 surveys
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	2 surveys
0.6 to 1.0	7 surveys
1.1 to 1.5	4 surveys

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

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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	12 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:

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

This data displays the number of surveys within the selected set by PTAL rating category.

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	**BA-03-G-01**	**STUDENT FLATS**	**BATH & NORTH EAST SOMERSET**

LOWER BRISTOL ROAD
BATH
Suburban Area
No Sub Category
Number of residents: 291.00 RESIDE
Survey date: Thursday 04/10/2018
Survey Type: Manual

2	**BH-03-G-02**	**STUDENT ACCOMMODATION**	**BRIGHTON & HOVE**

LEWES ROAD
BRIGHTON
MOULSECOOMB
Suburban Area
Built-Up Zone
Number of residents: 555.00 RESIDE
Survey date: Tuesday 23/04/2024
Survey Type: Manual

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

SAINT PANCRAS WAY
KING'S CROSS
Edge of Town Centre
Built-Up Zone
Number of residents: 571.00 RESIDE
Survey date: Tuesday 14/11/2017
Survey Type: Manual

4	**DH-03-G-01**	**STUDENT FLATS**	**DURHAM**

ASHWOOD
DURHAM
GILESGATE
Suburban Area
Residential Zone
Number of residents: 168.00 RESIDE
Survey date: Thursday 18/10/2018
Survey Type: Manual

5	**DV-03-G-01**	**STUDENT FLATS**	**DEVON**

BONHAY ROAD
EXETER
Suburban Area
No Sub Category
Number of residents: 207.00 RESIDE
Survey date: Thursday 13/11/2003
Survey Type: Manual

6	**HK-03-G-01**	**STUDENT FLATS**	**HACKNEY**

GREEN LANES
STOKE NEWINGTON
Suburban Area
Residential Zone
Number of residents: 103.00 RESIDE
Survey date: Monday 09/03/2020
Survey Type: Manual

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

PADDENSWICK ROAD
HAMMERSMITH
Edge of Town Centre
Residential Zone
Number of residents: 217.00 RESIDE
Survey date: Friday 25/06/2021
Survey Type: Manual

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8 **IS-03-G-01** **STUDENT FLATS** **ISLINGTON**
OLD STREET
ST LUKE'S
Edge of Town Centre
Built-Up Zone
Number of residents: 146.00 RESIDE
Survey date: Friday 07/12/2012 Survey Type: Manual

9 **KI-03-G-02** **STUDENT FLATS** **KINGSTON**
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Number of residents: 300.00 RESIDE
Survey date: Wednesday 26/06/2019 Survey Type: Manual

10 **LB-03-G-03** **STUDENT ACCOMMODATION** **LAMBETH**
MILES STREET
VAUXHALL
Edge of Town Centre
Built-Up Zone
Number of residents: 210.00 RESIDE
Survey date: Tuesday 17/06/2025 Survey Type: Manual

11 **SW-03-G-01** **STUDENT ACCOMMODATION** **SWANSEA**
THE KINGSWAY
SWANSEA
Edge of Town Centre
Built-Up Zone
Number of residents: 0.00 RESIDE
Survey date: Wednesday 19/10/2022 Survey Type: Manual

12 **TH-03-G-01** **STUDENT FLATS** **TOWER HAMLETS**
KING DAVID LANE
SHADWELL
Suburban Area
Built-Up Zone
Number of residents: 100.00 RESIDE
Survey date: Friday 07/12/2012 Survey Type: Manual

13 **WM-03-G-02** **STUDENT FLATS** **WEST MIDLANDS**
RAGLAN STREET
COVENTRY
Edge of Town Centre
Built-Up Zone
Number of residents: 197.00 RESIDE
Survey date: Thursday 17/10/2013 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-03-G-03	09-10-2001	Car Parking Unknown
DE-03-G-01	17-10-2012	Site with Car Parking
DV-03-G-03	07-10-2011	Removed: Site re-surveyed by DV-03-G-04
DV-03-G-04	28-11-2013	Site with Car Parking
DY-03-G-01	12-10-2004	Site with Car Parking
GM-03-G-02	04-10-2004	Site with Car Parking
HM-03-G-01	31-10-2019	Removed: Site re-surveyed by HM-03-G-02
KI-03-G-01	12-06-2019	Site with Car Parking

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Site Ref	Survey Date	Reason for Deselection
KS-03-G-01	13-09-2006	Site with Car Parking
KS-03-G-02	03-11-2006	Site with Car Parking
WM-03-G-01	31-10-2011	Removed: Site re-surveyed by WM-03-G-02

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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	**13**	**236**	**0.003**	**0.003**	**0.006**
08:00-09:00	**13**	**236**	**0.010**	**0.008**	**0.018**
09:00-10:00	**13**	**236**	**0.007**	**0.007**	**0.014**
10:00-11:00	**13**	**236**	**0.009**	**0.009**	**0.018**
11:00-12:00	**13**	**236**	**0.009**	**0.013**	**0.022**
12:00-13:00	**13**	**236**	**0.009**	**0.009**	**0.018**
13:00-14:00	**13**	**236**	**0.010**	**0.008**	**0.018**
14:00-15:00	**13**	**236**	**0.008**	**0.008**	**0.016**
15:00-16:00	**13**	**236**	**0.008**	**0.009**	**0.017**
16:00-17:00	**13**	**236**	**0.008**	**0.007**	**0.015**
17:00-18:00	**13**	**236**	**0.006**	**0.005**	**0.011**
18:00-19:00	**13**	**236**	**0.006**	**0.007**	**0.013**
19:00-20:00	**10**	**261**	**0.006**	**0.006**	**0.012**
20:00-21:00	**10**	**261**	**0.007**	**0.008**	**0.015**
21:00-22:00	**3**	**307**	**0.008**	**0.009**	**0.017**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.114**	**0.116**	**0.230**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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	**13**	**236**	**0.009**	**0.038**	**0.047**
08:00-09:00	**13**	**236**	**0.026**	**0.145**	**0.171**
09:00-10:00	**13**	**236**	**0.034**	**0.125**	**0.159**
10:00-11:00	**13**	**236**	**0.055**	**0.113**	**0.168**
11:00-12:00	**13**	**236**	**0.083**	**0.100**	**0.183**
12:00-13:00	**13**	**236**	**0.074**	**0.100**	**0.174**
13:00-14:00	**13**	**236**	**0.085**	**0.097**	**0.182**
14:00-15:00	**13**	**236**	**0.096**	**0.107**	**0.203**
15:00-16:00	**13**	**236**	**0.123**	**0.092**	**0.215**
16:00-17:00	**13**	**236**	**0.171**	**0.087**	**0.258**
17:00-18:00	**13**	**236**	**0.162**	**0.104**	**0.266**
18:00-19:00	**13**	**236**	**0.150**	**0.097**	**0.247**
19:00-20:00	**10**	**261**	**0.095**	**0.058**	**0.153**
20:00-21:00	**10**	**261**	**0.093**	**0.062**	**0.155**
21:00-22:00	**3**	**307**	**0.112**	**0.053**	**0.165**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.368**	**1.378**	**2.746**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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	**13**	**236**	**0.000**	**0.004**	**0.004**
08:00-09:00	**13**	**236**	**0.001**	**0.006**	**0.007**
09:00-10:00	**13**	**236**	**0.003**	**0.010**	**0.013**
10:00-11:00	**13**	**236**	**0.001**	**0.003**	**0.004**
11:00-12:00	**13**	**236**	**0.002**	**0.004**	**0.006**
12:00-13:00	**13**	**236**	**0.002**	**0.003**	**0.005**
13:00-14:00	**13**	**236**	**0.003**	**0.003**	**0.006**
14:00-15:00	**13**	**236**	**0.003**	**0.001**	**0.004**
15:00-16:00	**13**	**236**	**0.007**	**0.002**	**0.009**
16:00-17:00	**13**	**236**	**0.005**	**0.001**	**0.006**
17:00-18:00	**13**	**236**	**0.007**	**0.003**	**0.010**
18:00-19:00	**13**	**236**	**0.005**	**0.003**	**0.008**
19:00-20:00	**10**	**261**	**0.002**	**0.001**	**0.003**
20:00-21:00	**10**	**261**	**0.002**	**0.001**	**0.003**
21:00-22:00	**3**	**307**	**0.001**	**0.000**	**0.001**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.044**	**0.045**	**0.089**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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

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	**13**	**236**	**0.000**	**0.000**	**0.000**
08:00-09:00	**13**	**236**	**0.001**	**0.002**	**0.003**
09:00-10:00	**13**	**236**	**0.001**	**0.001**	**0.002**
10:00-11:00	**13**	**236**	**0.000**	**0.000**	**0.000**
11:00-12:00	**13**	**236**	**0.000**	**0.000**	**0.000**
12:00-13:00	**13**	**236**	**0.000**	**0.000**	**0.000**
13:00-14:00	**13**	**236**	**0.000**	**0.000**	**0.000**
14:00-15:00	**13**	**236**	**0.000**	**0.000**	**0.000**
15:00-16:00	**13**	**236**	**0.000**	**0.000**	**0.000**
16:00-17:00	**13**	**236**	**0.000**	**0.000**	**0.000**
17:00-18:00	**13**	**236**	**0.000**	**0.000**	**0.000**
18:00-19:00	**13**	**236**	**0.000**	**0.000**	**0.000**
19:00-20:00	**10**	**261**	**0.000**	**0.000**	**0.000**
20:00-21:00	**10**	**261**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**307**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.002**	**0.003**	**0.005**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 13/11/2003
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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	**13**	**236**	**0.000**	**0.000**	**0.000**
08:00-09:00	**13**	**236**	**0.000**	**0.000**	**0.000**
09:00-10:00	**13**	**236**	**0.000**	**0.000**	**0.000**
10:00-11:00	**13**	**236**	**0.001**	**0.001**	**0.002**
11:00-12:00	**13**	**236**	**0.000**	**0.000**	**0.000**
12:00-13:00	**13**	**236**	**0.000**	**0.000**	**0.000**
13:00-14:00	**13**	**236**	**0.000**	**0.000**	**0.000**
14:00-15:00	**13**	**236**	**0.000**	**0.000**	**0.000**
15:00-16:00	**13**	**236**	**0.000**	**0.000**	**0.000**
16:00-17:00	**13**	**236**	**0.000**	**0.000**	**0.000**
17:00-18:00	**13**	**236**	**0.000**	**0.000**	**0.000**
18:00-19:00	**13**	**236**	**0.000**	**0.000**	**0.000**
19:00-20:00	**10**	**261**	**0.000**	**0.000**	**0.000**
20:00-21:00	**10**	**261**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**307**	**0.000**	**0.000**	**0.000**
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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 25/06/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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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	**13**	**236**	**0.002**	**0.003**	**0.005**
08:00-09:00	**13**	**236**	**0.005**	**0.007**	**0.012**
09:00-10:00	**13**	**236**	**0.005**	**0.006**	**0.011**
10:00-11:00	**13**	**236**	**0.010**	**0.011**	**0.021**
11:00-12:00	**13**	**236**	**0.012**	**0.017**	**0.029**
12:00-13:00	**13**	**236**	**0.010**	**0.011**	**0.021**
13:00-14:00	**13**	**236**	**0.016**	**0.009**	**0.025**
14:00-15:00	**13**	**236**	**0.008**	**0.012**	**0.020**
15:00-16:00	**13**	**236**	**0.011**	**0.010**	**0.021**
16:00-17:00	**13**	**236**	**0.009**	**0.007**	**0.016**
17:00-18:00	**13**	**236**	**0.007**	**0.006**	**0.013**
18:00-19:00	**13**	**236**	**0.007**	**0.010**	**0.017**
19:00-20:00	**10**	**261**	**0.008**	**0.005**	**0.013**
20:00-21:00	**10**	**261**	**0.009**	**0.008**	**0.017**
21:00-22:00	**3**	**307**	**0.011**	**0.005**	**0.016**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.130**	**0.127**	**0.257**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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	**13**	**236**	**0.004**	**0.007**	**0.011**
08:00-09:00	**13**	**236**	**0.010**	**0.041**	**0.051**
09:00-10:00	**13**	**236**	**0.013**	**0.039**	**0.052**
10:00-11:00	**13**	**236**	**0.023**	**0.041**	**0.064**
11:00-12:00	**13**	**236**	**0.036**	**0.032**	**0.068**
12:00-13:00	**13**	**236**	**0.028**	**0.036**	**0.064**
13:00-14:00	**13**	**236**	**0.027**	**0.041**	**0.068**
14:00-15:00	**13**	**236**	**0.036**	**0.042**	**0.078**
15:00-16:00	**13**	**236**	**0.047**	**0.040**	**0.087**
16:00-17:00	**13**	**236**	**0.072**	**0.039**	**0.111**
17:00-18:00	**13**	**236**	**0.059**	**0.041**	**0.100**
18:00-19:00	**13**	**236**	**0.064**	**0.041**	**0.105**
19:00-20:00	**10**	**261**	**0.039**	**0.021**	**0.060**
20:00-21:00	**10**	**261**	**0.036**	**0.028**	**0.064**
21:00-22:00	**3**	**307**	**0.047**	**0.035**	**0.082**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.541**	**0.524**	**1.065**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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	**13**	**236**	**0.003**	**0.025**	**0.028**
08:00-09:00	**13**	**236**	**0.009**	**0.087**	**0.096**
09:00-10:00	**13**	**236**	**0.012**	**0.069**	**0.081**
10:00-11:00	**13**	**236**	**0.022**	**0.055**	**0.077**
11:00-12:00	**13**	**236**	**0.032**	**0.048**	**0.080**
12:00-13:00	**13**	**236**	**0.033**	**0.050**	**0.083**
13:00-14:00	**13**	**236**	**0.039**	**0.044**	**0.083**
14:00-15:00	**13**	**236**	**0.049**	**0.053**	**0.102**
15:00-16:00	**13**	**236**	**0.058**	**0.039**	**0.097**
16:00-17:00	**13**	**236**	**0.085**	**0.041**	**0.126**
17:00-18:00	**13**	**236**	**0.088**	**0.055**	**0.143**
18:00-19:00	**13**	**236**	**0.073**	**0.043**	**0.116**
19:00-20:00	**10**	**261**	**0.046**	**0.030**	**0.076**
20:00-21:00	**10**	**261**	**0.046**	**0.025**	**0.071**
21:00-22:00	**3**	**307**	**0.053**	**0.013**	**0.066**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.648**	**0.677**	**1.325**

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:	0 - 1140 (units: RESIDE)
Survey date date range:	13/11/2003 - 17/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	2 days
	CN	CAMDEN	1 day
	HD	HILLINGDON	1 day
	IS	ISLINGTON	1 day
	LB	LAMBETH	1 day
	WH	WANDSWORTH	1 day
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	HF	HERTFORDSHIRE	1 day
	SC	SURREY	1 day
	SO	SLOUGH	1 day
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 day
09	**NORTH**		
	DA	DARLINGTON	1 day
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	1 day
10	**WALES**		
	MT	MERTHYR TYDFIL	1 day
	PS	POWYS	1 day
	SW	SWANSEA	1 day
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 day
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	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:	GFA
Actual Range:	3200 to 12500 (units:sqm)
Range Selected by User:	3000 to 13000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 24/09/25

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:

Monday	4 days
Tuesday	8 days
Wednesday	2 days
Thursday	12 days
Friday	8 days

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

Selected survey types:

Manual count	34
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	21 days
Suburban Area	13 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	16 days
Commercial Zone	4 days
Development Zone	3 days
Industrial Zone	1 days
No Sub Category	4 days
Residential Zone	6 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	2 days
Servicing vehicles Included	6 days
Servicing vehicles Unknown	26 days

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Secondary Filtering Selection:

Use Class:

Not Known	34 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:

250 - 10189

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	4 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	12 surveys
50,001 to 100,000	4 surveys
100,001 or More	2 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	5 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	3 surveys
125,001 to 250,000	8 surveys
250,001 to 500,000	3 surveys
500,001 or More	11 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	3 surveys
0.6 to 1.0	12 surveys
1.1 to 1.5	17 surveys
1.6 to 2.0	2 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	27 surveys
No	1 surveys
Yes	6 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	1 surveys
5 - Very good	2 surveys
6b - Excellent	1 surveys
No PTAL Present	30 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AN-02-A-04**	**OFFICE**	**ANTRIM**
CHURCH ROAD NEWTOWNABBEY DUNANNEY Suburban Area No Sub Category Gross floor area: 11736.00 sqm Survey date: Thursday 17/06/2010			Survey Type: Manual
2	**BT-02-A-02**	**OFFICE**	**BRENT**
WEMBLEY HILL ROAD WEMBLEY Suburban Area Built-Up Zone Gross floor area: 4750.00 sqm Survey date: Tuesday 22/06/2010			Survey Type: Manual
3	**BT-02-A-04**	**OFFICES**	**BRENT**
EMPIRE WAY WEMBLEY Suburban Area Development Zone Gross floor area: 10625.00 sqm Survey date: Thursday 14/05/2015			Survey Type: Manual
4	**CA-02-A-01**	**OFFICE**	**CAMBRIDGESHIRE**
STATION ROAD CAMBRIDGE NEWTOWN Suburban Area Built-Up Zone Gross floor area: 4344.00 sqm Survey date: Friday 24/11/2000			Survey Type: Manual
5	**CN-02-A-01**	**OFFICES**	**CAMDEN**
ELY PLACE HOLBORN HOLBORN CIRCUS Edge of Town Centre Built-Up Zone Gross floor area: 4062.00 sqm Survey date: Thursday 23/10/2008			Survey Type: Manual
6	**CW-02-A-01**	**COUNCIL OFFICES**	**CORNWALL**
DOLCOATH AVENUE CAMBORNE Suburban Area Residential Zone Gross floor area: 5400.00 sqm Survey date: Monday 04/07/2005			Survey Type: Manual
7	**CW-02-A-02**	**INLAND REVENUE**	**CORNWALL**
TRINITY STREET ST AUSTELL Edge of Town Centre Built-Up Zone Gross floor area: 4850.00 sqm Survey date: Friday 08/06/2007			Survey Type: Manual

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8	**DA-02-A-01**	**RPMI OFFICES**	**DARLINGTON**
BRINKBURN ROAD DARLINGTON Suburban Area Residential Zone Gross floor area: 3372.00 sqm Survey date: Friday 05/11/2010			Survey Type: Manual
9	**DC-02-A-09**	**COUNCIL OFFICES**	**DORSET**
THE GROVE DORCHESTER Edge of Town Centre Built-Up Zone Gross floor area: 11664.00 sqm Survey date: Monday 28/11/2011			Survey Type: Manual
10	**DL-02-A-09**	**OFFICES**	**DUBLIN**
PEMBROKE STREET UPPER DUBLIN Suburban Area Built-Up Zone Gross floor area: 3800.00 sqm Survey date: Thursday 29/05/2025			Survey Type: Manual
11	**DU-02-A-01**	**OFFICES**	**DUNDEE CITY**
GREENMARKET DUNDEE Edge of Town Centre Development Zone Gross floor area: 3200.00 sqm Survey date: Thursday 27/04/2017			Survey Type: Manual
12	**ES-02-A-12**	**COUNCIL OFFICES**	**EAST SUSSEX**
VICARAGE LANE HAILSHAM Edge of Town Centre Built-Up Zone Gross floor area: 3640.00 sqm Survey date: Thursday 26/11/2015			Survey Type: Manual
13	**HD-02-A-07**	**DATA CENTRE**	**HILLINGDON**
MILLINGTON ROAD HAYES HYDE PARK Edge of Town Centre Commercial Zone Gross floor area: 11950.00 sqm Survey date: Tuesday 19/05/2015			Survey Type: Manual
14	**HF-02-A-04**	**OFFICES**	**HERTFORDSHIRE**
STATION WAY ST ALBANS Edge of Town Centre Residential Zone Gross floor area: 5000.00 sqm Survey date: Thursday 02/10/2014			Survey Type: Manual

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15	**IS-02-A-01**	**OFFICES**	**ISLINGTON**
ESSEX ROAD			
ISLINGTON			
Suburban Area			
Built-Up Zone			
Gross floor area: 5500.00 sqm			
Survey date: Friday 24/10/2008			Survey Type: Manual
16	**LB-02-A-01**	**START UP OFFICES & STUDIOS**	**LAMBETH**
DURHAM STREET			
VAUXHALL			
Edge of Town Centre			
Built-Up Zone			
Gross floor area: 10200.00 sqm			
Survey date: Monday 19/11/2018			Survey Type: Manual
17	**LE-02-A-03**	**COUNCIL OFFICES**	**LEICESTERSHIRE**
NOTTINGHAM ROAD			
MELTON MOWBRAY			
Suburban Area			
No Sub Category			
Gross floor area: 3251.00 sqm			
Survey date: Wednesday 04/05/2005			Survey Type: Manual
18	**MS-02-A-02**	**SCIENCE PARK OFFICES**	**MERSEYSIDE**
MOUNT PLEASANT			
LIVERPOOL			
Edge of Town Centre			
Built-Up Zone			
Gross floor area: 11250.00 sqm			
Survey date: Tuesday 13/11/2018			Survey Type: Manual
19	**MT-02-A-02**	**COUNCIL OFFICES**	**MERTHYR TYDFIL**
CASTLE STREET			
MERTHYR TYDFIL			
Edge of Town Centre			
Built-Up Zone			
Gross floor area: 5250.00 sqm			
Survey date: Thursday 17/10/2013			Survey Type: Manual
20	**NF-02-A-01**	**COUNCIL OFFICE**	**NORFOLK**
CHAPEL STREET			
KING'S LYNN			
Edge of Town Centre			
Built-Up Zone			
Gross floor area: 5500.00 sqm			
Survey date: Thursday 30/09/2010			Survey Type: Manual
21	**NF-02-A-03**	**OFFICES**	**NORFOLK**
NORTH QUAY			
GREAT YARMOUTH			
Edge of Town Centre			
Commercial Zone			
Gross floor area: 5500.00 sqm			
Survey date: Tuesday 12/09/2017			Survey Type: Manual

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22	**NY-02-A-04**	**OFFICES**	**NORTH YORKSHIRE**
GRANGE ROAD			
MIDDLESBROUGH			
Edge of Town Centre			
Built-Up Zone			
Gross floor area: 3224.00 sqm			
Survey date: Wednesday 24/09/2025			Survey Type: Manual
23	**PB-02-A-01**	**SUGAR HQ**	**PETERBOROUGH**
OUNDLE ROAD			
PETERBOROUGH			
Suburban Area			
No Sub Category			
Gross floor area: 12500.00 sqm			
Survey date: Thursday 13/05/2004			Survey Type: Manual
24	**PS-02-A-01**	**COUNCIL OFFICES**	**POWYS**
SEVERN ROAD			
WELSHPOOL			
Edge of Town Centre			
No Sub Category			
Gross floor area: 3920.00 sqm			
Survey date: Tuesday 12/05/2015			Survey Type: Manual
25	**RO-02-A-02**	**GOVERNMENT OFFICES**	**ROSCOMMON**
GOLF LINKS ROAD			
ROSCOMMON			
ARDSALLAGH BEG			
Edge of Town Centre			
Residential Zone			
Gross floor area: 7200.00 sqm			
Survey date: Tuesday 23/09/2014			Survey Type: Manual
26	**SC-02-A-17**	**PHARMACEUTICALS**	**SURREY**
ST GEORGE'S AVENUE			
WEYBRIDGE			
THE HEATH			
Suburban Area			
Residential Zone			
Gross floor area: 10293.00 sqm			
Survey date: Tuesday 18/10/2011			Survey Type: Manual
27	**SF-02-A-01**	**COUNCIL OFFICES**	**SUFFOLK**
BEETONS WAY			
BURY ST. EDMUNDS			
Suburban Area			
Industrial Zone			
Gross floor area: 8000.00 sqm			
Survey date: Monday 27/09/2010			Survey Type: Manual
28	**SF-02-A-02**	**OFFICES**	**SUFFOLK**
BATH STREET			
IPSWICH			
Edge of Town Centre			
Commercial Zone			
Gross floor area: 6505.00 sqm			
Survey date: Friday 19/07/2013			Survey Type: Manual

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29 BATH ROAD SLOUGH Edge of Town Centre Built-Up Zone Gross floor area: 5050.00 sqm Survey date: Thursday 27/02/2014	**SO-02-A-02**	**COUNCIL OFFICES**	**SLOUGH** Survey Type: Manual
30 LANGDON ROAD SWANSEA Edge of Town Centre Development Zone Gross floor area: 6630.00 sqm Survey date: Friday 25/10/2013	**SW-02-A-01**	**OFFICES**	**SWANSEA** Survey Type: Manual
31 GRANGE ROAD MIDDLESBROUGH Edge of Town Centre Built-Up Zone Gross floor area: 4100.00 sqm Survey date: Tuesday 25/09/2001	**TV-02-A-01**	**INLAND REVENUE**	**TEES VALLEY** Survey Type: Manual
32 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON Suburban Area Residential Zone Gross floor area: 4800.00 sqm Survey date: Friday 19/10/2018	**TW-02-A-08**	**HOUSING ASSOCIATION OFFICE**	**TYNE & WEAR** Survey Type: Manual
33 UPPER RICHMOND ROAD PUTNEY EAST PUTNEY Edge of Town Centre Built-Up Zone Gross floor area: 5500.00 sqm Survey date: Friday 28/06/2002	**WH-02-A-01**	**IT COMPANY**	**WANDSWORTH** Survey Type: Manual
34 BRINDLEY PLACE BIRMINGHAM Edge of Town Centre Commercial Zone Gross floor area: 12200.00 sqm Survey date: Thursday 27/11/2008	**WM-02-A-02**	**BRITISH TELECOM**	**WEST MIDLANDS** Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-02-A-08	18-09-2012	Removed: Site re-surveyed by ES-02-A-10
ES-02-A-10	24-09-2013	Removed: Site re-surveyed by ES-02-A-12
LE-02-A-01	29-06-2000	Removed: Site re-surveyed by LE-02-A-03
SC-02-A-12	18-10-2005	Removed: Site re-surveyed by SC-02-A-13
SC-02-A-13	21-10-2008	Removed: Site re-surveyed by SC-02-A-17

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
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	**34**	**6611**	**0.574**	**0.091**	**0.665**
08:00-09:00	**34**	**6611**	**1.422**	**0.196**	**1.618**
09:00-10:00	**34**	**6611**	**0.931**	**0.299**	**1.230**
10:00-11:00	**34**	**6611**	**0.427**	**0.313**	**0.740**
11:00-12:00	**34**	**6611**	**0.363**	**0.335**	**0.698**
12:00-13:00	**34**	**6611**	**0.362**	**0.468**	**0.830**
13:00-14:00	**34**	**6611**	**0.430**	**0.380**	**0.810**
14:00-15:00	**34**	**6611**	**0.339**	**0.348**	**0.687**
15:00-16:00	**34**	**6611**	**0.269**	**0.438**	**0.707**
16:00-17:00	**34**	**6611**	**0.213**	**0.878**	**1.091**
17:00-18:00	**34**	**6611**	**0.158**	**1.178**	**1.336**
18:00-19:00	**34**	**6611**	**0.048**	**0.445**	**0.493**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**5.536**	**5.369**	**10.905**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.836**	**0.074**	**0.910**
08:00-09:00	**34**	**6611**	**2.399**	**0.208**	**2.607**
09:00-10:00	**34**	**6611**	**1.716**	**0.460**	**2.176**
10:00-11:00	**34**	**6611**	**0.799**	**0.576**	**1.375**
11:00-12:00	**34**	**6611**	**0.686**	**0.644**	**1.330**
12:00-13:00	**34**	**6611**	**1.063**	**1.439**	**2.502**
13:00-14:00	**34**	**6611**	**1.486**	**1.287**	**2.773**
14:00-15:00	**34**	**6611**	**0.914**	**0.823**	**1.737**
15:00-16:00	**34**	**6611**	**0.532**	**0.824**	**1.356**
16:00-17:00	**34**	**6611**	**0.379**	**1.445**	**1.824**
17:00-18:00	**34**	**6611**	**0.235**	**2.197**	**2.432**
18:00-19:00	**34**	**6611**	**0.070**	**0.841**	**0.911**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**11.115**	**10.818**	**21.933**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.014**	**0.002**	**0.016**
08:00-09:00	**34**	**6611**	**0.054**	**0.002**	**0.056**
09:00-10:00	**34**	**6611**	**0.030**	**0.002**	**0.032**
10:00-11:00	**34**	**6611**	**0.011**	**0.008**	**0.019**
11:00-12:00	**34**	**6611**	**0.008**	**0.007**	**0.015**
12:00-13:00	**34**	**6611**	**0.007**	**0.009**	**0.016**
13:00-14:00	**34**	**6611**	**0.008**	**0.012**	**0.020**
14:00-15:00	**34**	**6611**	**0.007**	**0.008**	**0.015**
15:00-16:00	**34**	**6611**	**0.009**	**0.012**	**0.021**
16:00-17:00	**34**	**6611**	**0.004**	**0.014**	**0.018**
17:00-18:00	**34**	**6611**	**0.004**	**0.051**	**0.055**
18:00-19:00	**34**	**6611**	**0.002**	**0.023**	**0.025**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.158**	**0.150**	**0.308**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.000**	**0.000**	**0.000**
08:00-09:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
09:00-10:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
10:00-11:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
11:00-12:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
12:00-13:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
13:00-14:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
14:00-15:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
15:00-16:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
16:00-17:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
17:00-18:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
18:00-19:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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Parameter Summary:

Trip rate parameter range selected:	3000 - 13000 (units: sqm)
Survey date date range:	04/07/2005 - 27/04/2017
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.004**	**0.004**	**0.008**
08:00-09:00	**34**	**6611**	**0.004**	**0.004**	**0.008**
09:00-10:00	**34**	**6611**	**0.005**	**0.005**	**0.010**
10:00-11:00	**34**	**6611**	**0.007**	**0.008**	**0.015**
11:00-12:00	**34**	**6611**	**0.004**	**0.004**	**0.008**
12:00-13:00	**34**	**6611**	**0.002**	**0.002**	**0.004**
13:00-14:00	**34**	**6611**	**0.002**	**0.002**	**0.004**
14:00-15:00	**34**	**6611**	**0.003**	**0.003**	**0.006**
15:00-16:00	**34**	**6611**	**0.003**	**0.002**	**0.005**
16:00-17:00	**34**	**6611**	**0.001**	**0.002**	**0.003**
17:00-18:00	**34**	**6611**	**0.001**	**0.001**	**0.002**
18:00-19:00	**34**	**6611**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.036**	**0.037**	**0.073**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 02 - EMPLOYMENT/A - OFFICE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.622**	**0.056**	**0.678**
08:00-09:00	**34**	**6611**	**1.543**	**0.139**	**1.682**
09:00-10:00	**34**	**6611**	**1.010**	**0.303**	**1.313**
10:00-11:00	**34**	**6611**	**0.494**	**0.349**	**0.843**
11:00-12:00	**34**	**6611**	**0.433**	**0.381**	**0.814**
12:00-13:00	**34**	**6611**	**0.425**	**0.561**	**0.986**
13:00-14:00	**34**	**6611**	**0.496**	**0.431**	**0.927**
14:00-15:00	**34**	**6611**	**0.389**	**0.398**	**0.787**
15:00-16:00	**34**	**6611**	**0.300**	**0.499**	**0.799**
16:00-17:00	**34**	**6611**	**0.221**	**0.982**	**1.203**
17:00-18:00	**34**	**6611**	**0.144**	**1.326**	**1.470**
18:00-19:00	**34**	**6611**	**0.041**	**0.496**	**0.537**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**6.118**	**5.921**	**12.039**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 02 - EMPLOYMENT/A - OFFICE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.086**	**0.012**	**0.098**
08:00-09:00	**34**	**6611**	**0.332**	**0.057**	**0.389**
09:00-10:00	**34**	**6611**	**0.289**	**0.131**	**0.420**
10:00-11:00	**34**	**6611**	**0.177**	**0.179**	**0.356**
11:00-12:00	**34**	**6611**	**0.167**	**0.202**	**0.369**
12:00-13:00	**34**	**6611**	**0.562**	**0.789**	**1.351**
13:00-14:00	**34**	**6611**	**0.900**	**0.771**	**1.671**
14:00-15:00	**34**	**6611**	**0.464**	**0.332**	**0.796**
15:00-16:00	**34**	**6611**	**0.181**	**0.208**	**0.389**
16:00-17:00	**34**	**6611**	**0.122**	**0.232**	**0.354**
17:00-18:00	**34**	**6611**	**0.058**	**0.321**	**0.379**
18:00-19:00	**34**	**6611**	**0.018**	**0.105**	**0.123**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.356**	**3.339**	**6.695**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 02 - EMPLOYMENT/A - OFFICE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	**34**	**6611**	**0.114**	**0.004**	**0.118**
08:00-09:00	**34**	**6611**	**0.470**	**0.009**	**0.479**
09:00-10:00	**34**	**6611**	**0.387**	**0.024**	**0.411**
10:00-11:00	**34**	**6611**	**0.117**	**0.040**	**0.157**
11:00-12:00	**34**	**6611**	**0.078**	**0.053**	**0.131**
12:00-13:00	**34**	**6611**	**0.069**	**0.081**	**0.150**
13:00-14:00	**34**	**6611**	**0.082**	**0.073**	**0.155**
14:00-15:00	**34**	**6611**	**0.054**	**0.085**	**0.139**
15:00-16:00	**34**	**6611**	**0.042**	**0.105**	**0.147**
16:00-17:00	**34**	**6611**	**0.032**	**0.217**	**0.249**
17:00-18:00	**34**	**6611**	**0.029**	**0.499**	**0.528**
18:00-19:00	**34**	**6611**	**0.009**	**0.218**	**0.227**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.483**	**1.408**	**2.891**

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:	3000 - 13000 (units: sqm)
Survey date date range:	24/11/2000 - 24/09/2025
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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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Appendix F Lambeth-Style Parking Survey Area and Results

Transport Assessment

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026



Legend	
DY	Double Yellow Lines
SY	Single Yellow Lines
UN	Unclassified
PB	Parking Bay
PC	Pedestrian Crossing
BB	Bus Bay
DB	Disabled Bay
DK	Dropped Kerb

Manchester Parking
Parking Beat

Date
Tuesday 09 June 2026
Wednesday 10 June 2026

		0030 (18/10/23)		0030 (19/10/23)	
Road Name	**Capacity**	**Vehicles**	**Stress**	**Vehicles**	**Stress**
Hathersage Road	29	11	38%	13	45%
Olney Street	16	2	13%	1	6%
Naburn Street	20	5	25%	4	20%
Welby Street	23	13	57%	12	52%
Denham Street	27	17	63%	19	70%
Eston Street	28	11	39%	11	39%
Richmond Grove	14	9	64%	10	71%
Carmoor Road	20	12	60%	9	45%
Blackstock Street	10	8	80%	4	40%
Wheat Close	14	2	14%	3	21%
East Grove	39	19	49%	14	36%
North Grove	11	6	55%	4	36%
West Grove	35	18	51%	20	57%
TOTAL	286	133	47%	124	43%

Manchester Parking
Parkins Beat

Date
Tuesday 09 June 2026
Wednesday 10 June 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH A34 UPPER BROOK STREET, LEFT SIDE HEADING EASTBOUND							
1	Hathersage Road	NS	DY	13.5			
2	Hathersage Road	NS	DY				X
3	Hathersage Road	NS	PC	3			
4	Hathersage Road	NS	DY				
5	Hathersage Road	NS	DY	20.5			
6	Hathersage Road	NS	DY				
7	Hathersage Road	NS	DY				
8	Hathersage Road	NS	DK	6			
9	Hathersage Road	NS	UN				
10	Hathersage Road	NS	UN				
11	Hathersage Road	NS	UN				
12	Hathersage Road	NS	UN				
13	Hathersage Road	NS	UN	49.5	9		
14	Hathersage Road	NS	UN				
15	Hathersage Road	NS	UN			X	
16	Hathersage Road	NS	UN				
17	Hathersage Road	NS	UN				
18	Hathersage Road	NS	DY	11			
19	Hathersage Road	NS	DY				
CROSS OVER AT CARMOOR ROAD							
20	Hathersage Road	NS	DY	4.5			
21	Hathersage Road	NS	SY				
22	Hathersage Road	NS	SY	20.5			
23	Hathersage Road	NS	SY				
24	Hathersage Road	NS	SY				
25	Hathersage Road	NS	DY				
26	Hathersage Road	NS	DY	16			
27	Hathersage Road	NS	DY				
CROSS OVER AT CENTRAL MANCHESTER DIALYSIS UNIT							
28	Hathersage Road	NS	DY				
29	Hathersage Road	NS	DY	15.5			
30	Hathersage Road	NS	DY				
31	Hathersage Road	NS	SY				
32	Hathersage Road	NS	SY				
33	Hathersage Road	NS	SY				
34	Hathersage Road	NS	SY	35			
35	Hathersage Road	NS	SY				
36	Hathersage Road	NS	SY				
37	Hathersage Road	NS	SY				
CROSS OVER AT BAX ROAD							
38	Hathersage Road	NS	SY				
39	Hathersage Road	NS	SY	22.5			
40	Hathersage Road	NS	SY				
41	Hathersage Road	NS	SY				
42	Hathersage Road	NS	BB	16			
43	Hathersage Road	NS	SY				
44	Hathersage Road	NS	SY	16.5			
45	Hathersage Road	NS	SY				
CROSS OVER AT LOCAL ACCESS							
46	Hathersage Road	NS	SY				
47	Hathersage Road	NS	SY				
48	Hathersage Road	NS	SY				
49	Hathersage Road	NS	SY	39			
50	Hathersage Road	NS	SY				
51	Hathersage Road	NS	SY				
52	Hathersage Road	NS	SY				
CROSS OVER AT HOME 2 SHARE							
53	Hathersage Road	NS	SY				
54	Hathersage Road	NS	SY				
55	Hathersage Road	NS	SY	28			
56	Hathersage Road	NS	SY				
57	Hathersage Road	NS	SY				
58	Hathersage Road	NS	DY	8			
CROSS OVER AT HOME 2 SHARE							
59	Hathersage Road	NS	DY				
60	Hathersage Road	NS	DY				
61	Hathersage Road	NS	DY	34.5			
62	Hathersage Road	NS	DY				
63	Hathersage Road	NS	DY				
64	Hathersage Road	NS	DY				
65	Hathersage Road	NS	UN			X	X
66	Hathersage Road	NS	UN	17	3	X	X
67	Hathersage Road	NS	UN			X	X
CROSS OVER AT RICHMOND GROVE AND GO BACK WESTBOUND							
68	Hathersage Road	SS	DY	14			
69	Hathersage Road	SS	DY				
CROSS OVER AT RICHMOND GROVE							
70	Hathersage Road	SS	DY	11.5			
71	Hathersage Road	SS	DY				
CROSS OVER AT ESTON STREET							
72	Hathersage Road	SS	DY	7			
73	Hathersage Road	SS	UN				
74	Hathersage Road	SS	UN	19.5	3		
75	Hathersage Road	SS	UN				
76	Hathersage Road	SS	DY	7			
CROSS OVER AT DENHAM STREET							
77	Hathersage Road	SS	DY	6			
78	Hathersage Road	SS	UN			X	
79	Hathersage Road	SS	UN	21	4		
80	Hathersage Road	SS	UN				
81	Hathersage Road	SS	UN			X	
82	Hathersage Road	SS	DY	5.5			
CROSS OVER AT WELBY STREET							
83	Hathersage Road	SS	DY	6.5			
84	Hathersage Road	SS	UN	4			X
85	Hathersage Road	SS	DK	5			X
86	Hathersage Road	SS	UN	5	1	X	X
87	Hathersage Road	SS	DY	7.5			
CROSS OVER AT NABURN STREET							
88	Hathersage Road	SS	DY	6			
89	Hathersage Road	SS	DK	14		X	X
90	Hathersage Road	SS	DK				X
91	Hathersage Road	SS	DY	8			
CROSS OVER AT OLNEY STREET							
92	Hathersage Road	SS	DY	13.5			
93	Hathersage Road	SS	DY				
CROSS OVER AT TATTON HOUSE ACCESS							
94	Hathersage Road	SS	UN				
95	Hathersage Road	SS	UN				
96	Hathersage Road	SS	UN				X
97	Hathersage Road	SS	UN				
98	Hathersage Road	SS	UN	45.5	9		
99	Hathersage Road	SS	UN				
100	Hathersage Road	SS	UN			X	X
101	Hathersage Road	SS	UN			X	X
102	Hathersage Road	SS	UN			X	X
103	Hathersage Road	SS	DY				
104	Hathersage Road	SS	DY				
105	Hathersage Road	SS	DY				
106	Hathersage Road	SS	DY				
107	Hathersage Road	SS	DY				
108	Hathersage Road	SS	DY				
109	Hathersage Road	SS	DY	66			
110	Hathersage Road	SS	DY				
111	Hathersage Road	SS	DY				
112	Hathersage Road	SS	DY				
113	Hathersage Road	SS	DY				
114	Hathersage Road	SS	DY				
115	Hathersage Road	SS	DY				
CROSS OVER AT CONISTON HALL PARK ACCESS							
116	Hathersage Road	SS	DY				
117	Hathersage Road	SS	DY				
118	Hathersage Road	SS	DY				
119	Hathersage Road	SS	DY	43.5			
120	Hathersage Road	SS	DY				
121	Hathersage Road	SS	DY				
122	Hathersage Road	SS	DY				
123	Hathersage Road	SS	DY				
124	Hathersage Road	SS	PC	3			
125	Hathersage Road	SS	DY	10			
126	Hathersage Road	SS	DY				
END AT JUNCTION WITH A34 UPPER BROOK STREET							

Manchester Parking
Parking Beat

Date
Tuesday 09 June 2026
Wednesday 10 June 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Olney Street	ES	DY	27			
2	Olney Street	ES	DY				
3	Olney Street	ES	DY				
4	Olney Street	ES	DY				
5	Olney Street	ES	DY				
6	Olney Street	ES	UN	38.5	7		
7	Olney Street	ES	UN				
8	Olney Street	ES	UN				
9	Olney Street	ES	UN				
10	Olney Street	ES	UN				
11	Olney Street	ES	UN				
12	Olney Street	ES	UN				
13	Olney Street	ES	DY	8			
CROSS OVER AND GO BACK NORTHBOUND							
14	Olney Street	WS	DY	8			
15	Olney Street	WS	UN	37	7		
16	Olney Street	WS	UN				
17	Olney Street	WS	UN			X	
18	Olney Street	WS	UN				
19	Olney Street	WS	UN				
20	Olney Street	WS	UN				
21	Olney Street	WS	UN			X	X
22	Olney Street	WS	DY	8			
23	Olney Street	WS	DY	9.5	2		
24	Olney Street	WS	DY				
25	Olney Street	WS	DY	9.5			
26	Olney Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

Manchester Parking
Parking Beat

Date
Tuesday 09 June 2026
Wednesday 10 June 2026

S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Naburn Street	ES	DY	28			
2	Naburn Street	ES	DY				
3	Naburn Street	ES	DY				
4	Naburn Street	ES	DY				
5	Naburn Street	ES	DY				
6	Naburn Street	ES	UN	46	9	X	
7	Naburn Street	ES	UN				
8	Naburn Street	ES	UN				
9	Naburn Street	ES	UN				
10	Naburn Street	ES	UN				
11	Naburn Street	ES	UN				
12	Naburn Street	ES	UN				
13	Naburn Street	ES	UN				X
14	Naburn Street	ES	UN			X	X
15	Naburn Street	ES	DY	4			
16	Naburn Street	ES	UN	4			
CROSS OVER AND GO BACK NORTHBOUND							
17	Naburn Street	WS	DY	10			
18	Naburn Street	WS	DY				
19	Naburn Street	WS	UN	45.5	9	X	
20	Naburn Street	WS	UN				
21	Naburn Street	WS	UN			X	
22	Naburn Street	WS	UN				
23	Naburn Street	WS	UN				X
24	Naburn Street	WS	UN				
25	Naburn Street	WS	UN				
26	Naburn Street	WS	UN				
27	Naburn Street	WS	UN				
28	Naburn Street	WS	DY	5.5			
29	Naburn Street	WS	DY	11	2		
30	Naburn Street	WS	DY			X	X
31	Naburn Street	WS	DY	10.5			
32	Naburn Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Welby Street	ES	DY	28.5			
2	Welby Street	ES	DY				
3	Welby Street	ES	DY				
4	Welby Street	ES	DY				
5	Welby Street	ES	DY				
6	Welby Street	ES	UN	56	11		X
7	Welby Street	ES	UN			X	X
8	Welby Street	ES	UN			X	X
9	Welby Street	ES	UN			X	X
10	Welby Street	ES	UN			X	
11	Welby Street	ES	UN				X
12	Welby Street	ES	UN				
13	Welby Street	ES	UN			X	X
14	Welby Street	ES	UN			X	
15	Welby Street	ES	UN				
16	Welby Street	ES	UN			X	X
17	Welby Street	ES	DY	6.5			
CROSS OVER AND GO BACK NORTHBOUND							
18	Welby Street	WS	DY	5			
19	Welby Street	WS	UN	29.5	5	X	X
20	Welby Street	WS	UN				
21	Welby Street	WS	UN			X	X
22	Welby Street	WS	UN				
23	Welby Street	WS	UN			X	X
24	Welby Street	WS	DB	6.5	1	X	X
25	Welby Street	WS	UN	10	2	X	X
26	Welby Street	WS	UN				
27	Welby Street	WS	DB	5	1		
28	Welby Street	WS	UN	5	1		
29	Welby Street	WS	DY	5			
30	Welby Street	WS	UN	11.5	2		
31	Welby Street	WS	UN			X	
32	Welby Street	WS	DY	12			
33	Welby Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Denham Street	ES	DY	28.5			
2	Denham Street	ES	DY				
3	Denham Street	ES	DY				
4	Denham Street	ES	DY				
5	Denham Street	ES	DY				
6	Denham Street	ES	UN	67	13	X	
7	Denham Street	ES	UN			X	X
8	Denham Street	ES	UN				X
9	Denham Street	ES	UN			X	
10	Denham Street	ES	UN			X	X
11	Denham Street	ES	UN			X	X
12	Denham Street	ES	UN				X
13	Denham Street	ES	UN			X	
14	Denham Street	ES	UN				X
15	Denham Street	ES	UN			X	X
17	Denham Street	ES	UN			X	X
18	Denham Street	ES	UN				
19	Denham Street	ES	UN			X	X
20	Denham Street	ES	DY	5			
CROSS OVER AND GO BACK NORTHBOUND							
21	Denham Street	WS	DY	7			
22	Denham Street	WS	UN	13	2		
23	Denham Street	WS	UN			X	X
24	Denham Street	WS	DB	4.5			
25	Denham Street	WS	UN	45.5	9	X	X
26	Denham Street	WS	UN				X
27	Denham Street	WS	UN				X
28	Denham Street	WS	UN			X	X
29	Denham Street	WS	UN			X	
30	Denham Street	WS	UN				X
31	Denham Street	WS	UN			X	X
32	Denham Street	WS	UN				
33	Denham Street	WS	UN			X	
34	Denham Street	WS	DB	5.5	1		X
35	Denham Street	WS	DY	9			
36	Denham Street	WS	UN	9	2	X	X
37	Denham Street	WS	UN			X	X
38	Denham Street	WS	DY	12			
39	Denham Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING SOUTHBOUND							
1	Eston Street	ES	DY				
2	Eston Street	ES	DY				
3	Eston Street	ES	DY	27			
4	Eston Street	ES	DY				
5	Eston Street	ES	DY				
6	Eston Street	ES	UN			X	X
7	Eston Street	ES	UN				
8	Eston Street	ES	UN				
9	Eston Street	ES	UN			X	
10	Eston Street	ES	UN				
11	Eston Street	ES	UN				
12	Eston Street	ES	UN	69	13	X	X
13	Eston Street	ES	UN				
14	Eston Street	ES	UN				X
15	Eston Street	ES	UN			X	
16	Eston Street	ES	UN			X	X
17	Eston Street	ES	UN			X	X
18	Eston Street	ES	UN				
CROSS OVER AND GO BACK NORTHBOUND							
19	Eston Street	WS	DB			X	
20	Eston Street	WS	UN				X
21	Eston Street	WS	UN				
22	Eston Street	WS	UN				
23	Eston Street	WS	UN			X	
24	Eston Street	WS	UN				X
25	Eston Street	WS	UN	67	13		
26	Eston Street	WS	UN			X	X
27	Eston Street	WS	UN				X
28	Eston Street	WS	UN				X
29	Eston Street	WS	UN			X	
30	Eston Street	WS	UN				
31	Eston Street	WS	UN			X	X
32	Eston Street	WS	DK	4.5			
33	Eston Street	WS	UN	12	2		
34	Eston Street	WS	UN				
35	Eston Street	WS	DY	12			
36	Eston Street	WS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH HATHERSAGE ROAD, LEFT SIDE HEADING EASTBOUND							
1	Richmond Grove	NS	DY	11.5			
2	Richmond Grove	NS	DY				
3	Richmond Grove	NS	DK	6.5			
4	Richmond Grove	NS	UN		4	X	X
5	Richmond Grove	NS	UN			X	X
6	Richmond Grove	NS	UN				X
7	Richmond Grove	NS	UN				X
8	Richmond Grove	NS	DB		1	X	X
9	Richmond Grove	NS	UN		3		
10	Richmond Grove	NS	UN				
11	Richmond Grove	NS	UN			X	X
12	Richmond Grove	NS	DK	4.5			
CROSS OVER AND GO WESTBOUND							
13	Richmond Grove	SS	UN	5	1		
14	Richmond Grove	SS	DK	4.5			
15	Richmond Grove	SS	UN	10	2	X	X
16	Richmond Grove	SS	UN			X	
17	Richmond Grove	SS	DK	14.5			
18	Richmond Grove	SS	DK				
19	Richmond Grove	SS	UN	18	3	X	X
20	Richmond Grove	SS	UN			X	X
21	Richmond Grove	SS	UN			X	X
22	Richmond Grove	SS	DY	14.5			
23	Richmond Grove	SS	DY				
CROSS OVER AND GO BACK EASTBOUND							
24	Richmond Grove	NS	DY	45			
25	Richmond Grove	NS	DY				
26	Richmond Grove	NS	DY				
27	Richmond Grove	NS	DY				
28	Richmond Grove	NS	DY				
29	Richmond Grove	NS	DY				
30	Richmond Grove	NS	DY				
31	Richmond Grove	NS	DY				
GO WESTBOUND							
32	Richmond Grove	SS	DY	45			
33	Richmond Grove	SS	DY				
34	Richmond Grove	SS	DY				
35	Richmond Grove	SS	DY				
36	Richmond Grove	SS	DY				
37	Richmond Grove	SS	DY				
38	Richmond Grove	SS	DY				
39	Richmond Grove	SS	DY				
END AT JUNCTION WITH HATHERSAGE ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT OCTAGON HOUSE NORTHERN ACCESS (AS ALL BAYS TO THE SOUTH ARE FENCED OFF OR SUSPENDED)							
1	Carmoor Road	WS	UN	25	5	SUSPENDED	SUSPENDED
2	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
3	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
4	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
5	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
PRIVATE ACCESS							
6	Carmoor Road	WS	UN	19	4	SUSPENDED	SUSPENDED
7	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
8	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
9	Carmoor Road	WS	UN			SUSPENDED	SUSPENDED
10	Carmoor Road	WS	DY	11			
11	Carmoor Road	WS	DY				
JUNCTION WITH BLACKSTOCK STREET							
12	Carmoor Road	WS	DY	6			
13	Carmoor Road	WS	UN	18	3	X	
14	Carmoor Road	WS	UN			X	
9	Carmoor Road	WS	UN			X	X
11	Carmoor Road	WS	DY	59			
12	Carmoor Road	WS	DY				
13	Carmoor Road	WS	DY				
14	Carmoor Road	WS	DY				
15	Carmoor Road	WS	DY				
16	Carmoor Road	WS	DY				
17	Carmoor Road	WS	DY				
18	Carmoor Road	WS	DY				
19	Carmoor Road	WS	DY				
20	Carmoor Road	WS	DY				
21	Carmoor Road	WS	DY				
JUNCTION WITH WHEAT CLOSE							
22	Carmoor Road	WS	DY	52			
23	Carmoor Road	WS	DY				
24	Carmoor Road	WS	DY				
25	Carmoor Road	WS	DY				
26	Carmoor Road	WS	DY				
27	Carmoor Road	WS	DY				
28	Carmoor Road	WS	DY				
29	Carmoor Road	WS	DY				
30	Carmoor Road	WS	DY				
31	Carmoor Road	WS	DY				
32	Carmoor Road	WS	UN	12	2		
33	Carmoor Road	WS	UN				
JUNCTION WITH LINCOLN GROVE, CROSS OVER AND GO BACK SOUTHBOUND							
22	Carmoor Road	ES	DY	9			
23	Carmoor Road	ES	UN	44	8		
24	Carmoor Road	ES	UN				
25	Carmoor Road	ES	UN				
26	Carmoor Road	ES	UN			X	
23	Carmoor Road	ES	UN				
24	Carmoor Road	ES	UN				
25	Carmoor Road	ES	UN				X
26	Carmoor Road	ES	UN			X	X
22	Carmoor Road	ES	DY	9			
JUNCTION WITH EAST GROVE							
22	Carmoor Road	ES	DY	6.5			
23	Carmoor Road	ES	UN	20	4		
24	Carmoor Road	ES	UN			X	
25	Carmoor Road	ES	UN			X	X
26	Carmoor Road	ES	UN			X	X
22	Carmoor Road	ES	DY	4.5			
JUNCTION WITH WEST GROVE							
22	Carmoor Road	ES	DY	5.5			
36	Carmoor Road	ES	UN	18	3	X	
37	Carmoor Road	ES	UN			X	X
38	Carmoor Road	ES	UN			X	X
32	Carmoor Road	ES	DK	10		X	
33	Carmoor Road	ES	DK				X
11	Carmoor Road	ES	UN	57		SUSPENDED	SUSPENDED (BUT X)
12	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
13	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
14	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
15	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
16	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
17	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
18	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
19	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
20	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
21	Carmoor Road	ES	UN			SUSPENDED	SUSPENDED
22	Carmoor Road	ES	DY	5		SUSPENDED	SUSPENDED
END AT OCTAGON HOUSE NORTHERN ACCESS							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH CARMOOR ROAD, LEFT SIDE HEADING WESTBOUND							
1	Blackstock Street	SS	DY	5			
2	Blackstock Street	SS	PB	11.5	2	X	X
3	Blackstock Street	SS	PB			X	X
11	Blackstock Street	SS	DY	44			
12	Blackstock Street	SS	DY				
13	Blackstock Street	SS	DY				
14	Blackstock Street	SS	DY				
11	Blackstock Street	SS	DY				
12	Blackstock Street	SS	DY				
13	Blackstock Street	SS	DY				
14	Blackstock Street	SS	DY				
PRIVATE ACCESS							
15	Blackstock Street	SS	DY	4.5			
16	Blackstock Street	SS	PB	15.5	3	X	X
17	Blackstock Street	SS	PB			X	
18	Blackstock Street	SS	PB				
19	Blackstock Street	SS	DY	8.5			
CROSS OVER AT JUNCTION WITH UPPER BROOK STREET AND BACK EASTBOUND							
20	Blackstock Street	NS	DY	42			
21	Blackstock Street	NS	DY				
22	Blackstock Street	NS	DY				
23	Blackstock Street	NS	DY				
24	Blackstock Street	NS	DY				
25	Blackstock Street	NS	DY				
26	Blackstock Street	NS	DY				
27	Blackstock Street	NS	DY				
28	Blackstock Street	NS	PB	28	5	X	X
29	Blackstock Street	NS	PB			X	
30	Blackstock Street	NS	PB				
31	Blackstock Street	NS	PB			X	
32	Blackstock Street	NS	PB			X	
28	Blackstock Street	NS	DY	37			
29	Blackstock Street	NS	DY				
30	Blackstock Street	NS	DY				
31	Blackstock Street	NS	DY				
32	Blackstock Street	NS	DY				
END AT JUNCTION WITH CARMOOR ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH CARMOOR ROAD, LEFT SIDE HEADING WESTBOUND							
1	Wheat Close	SS	DY	4			
2	Wheat Close	SS	PB	13	5		
3	Wheat Close	SS	PB				X
4	Wheat Close	SS	PB			X	X
5	Wheat Close	SS	PB				
6	Wheat Close	SS	PB				
7	Wheat Close	SS	DY	25			
8	Wheat Close	SS	DY				
9	Wheat Close	SS	DY				
10	Wheat Close	SS	DY				
11	Wheat Close	SS	PB	12	5		
12	Wheat Close	SS	PB				
13	Wheat Close	SS	PB				
14	Wheat Close	SS	PB				
15	Wheat Close	SS	PB				
CUL-DE-SAC							
16	Wheat Close	WS	PB	9.5	4		
17	Wheat Close	WS	PB				X
18	Wheat Close	WS	PB			X	
19	Wheat Close	WS	PB				
CROSS OVER AND BACK WESTBOUND							
20	Wheat Close	NS	DY	60			
21	Wheat Close	NS	DY				
22	Wheat Close	NS	DY				
23	Wheat Close	NS	DY				
24	Wheat Close	NS	DY				
25	Wheat Close	NS	DY				
26	Wheat Close	NS	DY				
27	Wheat Close	NS	DY				
28	Wheat Close	NS	DY				
29	Wheat Close	NS	DY				
END AT JUNCTION WITH CARMOOR ROAD							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH CARMOOR ROAD, RIGHT SIDE HEADING EASTBOUND							
1	East Grove	NS	DY	4			
2	East Grove	NS	UN	41	7		
3	East Grove	NS	UN			X	
4	East Grove	NS	UN			X	
5	East Grove	NS	UN				
6	East Grove	NS	UN				
7	East Grove	NS	UN				
8	East Grove	NS	UN				
9	East Grove	NS	DK	6.5			
10	East Grove	NS	UN	54.5	10		X
11	East Grove	NS	UN				
12	East Grove	NS	UN			X	
13	East Grove	NS	UN			X	X
14	East Grove	NS	UN			X	X
15	East Grove	NS	UN			X	X
16	East Grove	NS	UN			X	X
17	East Grove	NS	UN			X	X
18	East Grove	NS	UN			X	
19	East Grove	NS	UN				X
20	East Grove	NS	DB	6.5	1		
21	East Grove	NS	UN	13	2	X	X
22	East Grove	NS	UN			X	X
JUNCTION WITH NORTH GROVE AND BACK WESTBOUND							
23	East Grove	SS	DY	4.5			
24	East Grove	SS	UN	81	14	X	
25	East Grove	SS	UN				
26	East Grove	SS	UN				
27	East Grove	SS	UN				X
28	East Grove	SS	UN				X
29	East Grove	SS	UN				
30	East Grove	SS	UN			X	
31	East Grove	SS	UN				X
32	East Grove	SS	UN			X	
33	East Grove	SS	UN			X	
34	East Grove	SS	UN			X	
35	East Grove	SS	UN			X	X
36	East Grove	SS	UN			X	
37	East Grove	SS	UN				
38	East Grove	NS	DK	5.5			
39	East Grove	SS	UN	27.5	5		
40	East Grove	SS	UN				
41	East Grove	SS	UN				X
42	East Grove	SS	UN				
43	East Grove	SS	UN			X	
44	East Grove	SS	DY	4			
END AT JUNCTION WITH CARMOOR ROAD							

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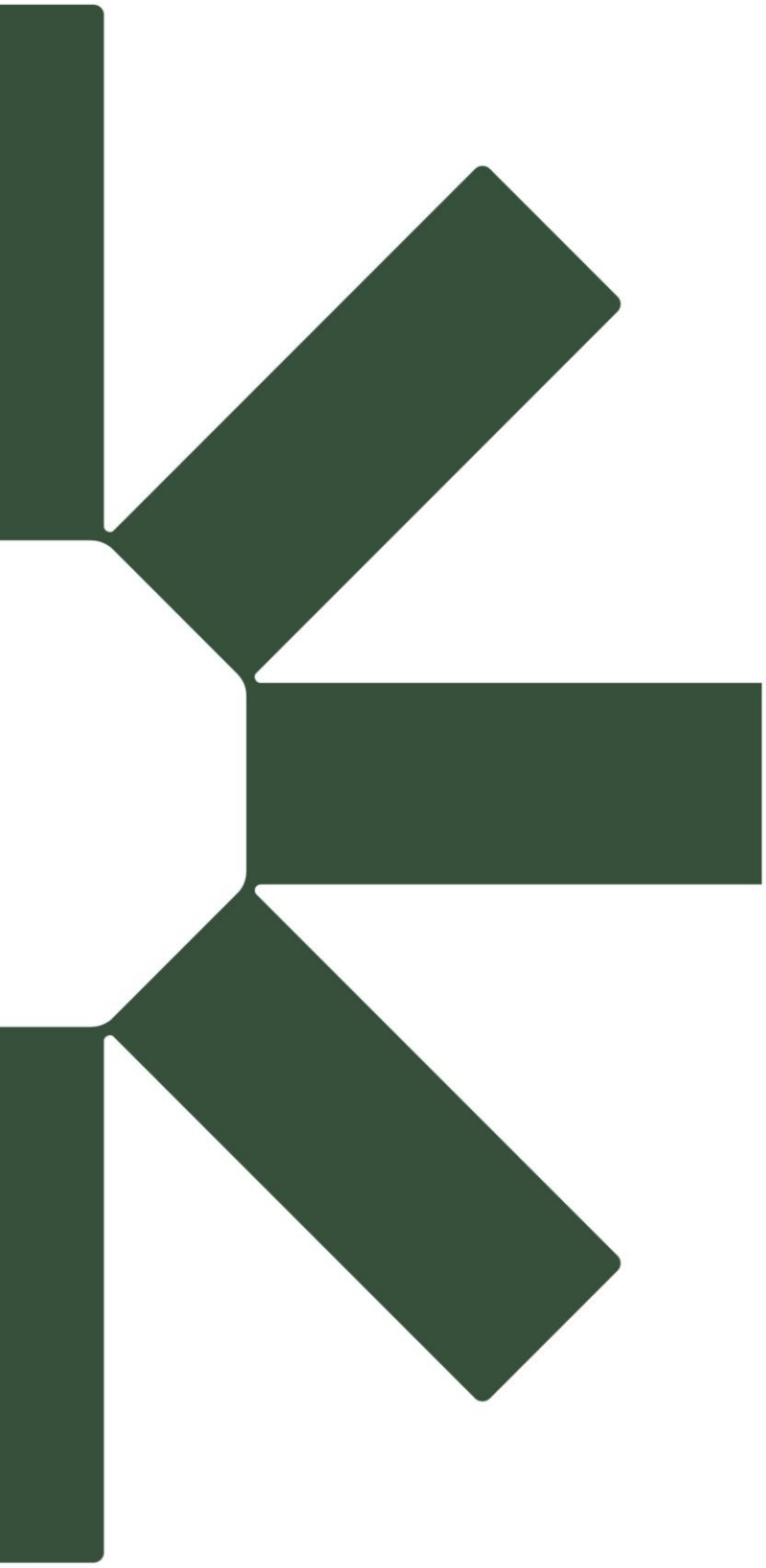
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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH EAST GROVE, RIGHT SIDE HEADING SOUTHBOUND							
1	North Grove	ES	DY	4			
2	North Grove	ES	UN	38.5	7	X	
3	North Grove	ES	UN				
4	North Grove	ES	UN			X	
5	North Grove	ES	UN			X	X
6	North Grove	ES	UN				
7	North Grove	ES	UN				
8	North Grove	ES	UN				
9	North Grove	ES	DY	5.5			
JUNCTION WITH UPPER WEST GROVE AND BACK NORTHBOUND							
10	North Grove	WS	DY	13.8			
JUNCTION WITH WEST GROVE							
10	North Grove	WS	DY	5			
11	North Grove	NS	UN	21	4	X	X
12	North Grove	NS	UN			X	X
13	North Grove	NS	UN				
14	North Grove	NS	UN			X	X
10	North Grove	WS	DY	4.5			
END AT JUNCTION WITH EAST GROVE							

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S.No.	Road Name	Side	Feature	Length	Capacity	0030 (09/06/26)	0500 (10/06/26)
START AT JUNCTION WITH NORTH GROVE, LEFT SIDE HEADING WESTBOUND							
1	West Grove	SS	DY	5			
2	West Grove	SS	UN			X	X
3	West Grove	SS	UN			X	
4	West Grove	SS	UN				
5	West Grove	SS	UN				
6	West Grove	SS	UN				X
7	West Grove	SS	UN				
8	West Grove	SS	UN	73	13		
9	West Grove	SS	UN			X	X
10	West Grove	SS	UN			X	X
11	West Grove	SS	UN			X	X
12	West Grove	SS	UN				X
13	West Grove	SS	UN				
14	West Grove	SS	UN				X
15	West Grove	SS	DK	4.5			
16	West Grove	SS	UN			X	X
17	West Grove	SS	UN	22	4	X	
18	West Grove	SS	UN				
19	West Grove	SS	UN				X
20	West Grove	SS	DY	4.5			
JUNCTION WITH CARMOOR ROAD AND BACK EASTBOUND							
21	West Grove	NS	DY	5			
22	West Grove	NS	UN	10	2	X	X
23	West Grove	NS	UN			X	
24	West Grove	NS	DB	6	1		
25	West Grove	NS	UN	9	2		
26	West Grove	NS	UN				X
27	West Grove	NS	DK	5			
28	West Grove	NS	UN				X
29	West Grove	NS	UN				X
30	West Grove	NS	UN			X	X
31	West Grove	NS	UN			X	X
32	West Grove	NS	UN				
33	West Grove	NS	UN			X	X
34	West Grove	NS	UN	72	13	X	
35	West Grove	NS	UN			X	X
36	West Grove	NS	UN			X	
37	West Grove	NS	UN			X	
38	West Grove	NS	UN				X
39	West Grove	NS	UN			X	X
40	West Grove	NS	UN			X	X
41	West Grove	NS	DY	5			
END AT JUNCTION WITH CARMOOR ROAD							



Making Sustainability Happen