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Partial demolition of existing buildings, conversion of retained building and new development to accommodate 53 residential dwellings

188 Wilmslow Road, Fallowfield, Manchester, M14 6LJ

Transport Statement

Prepared on behalf of:

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) report has been prepared by Focus Transport Planning Limited (Focus TP) on behalf of Views Holdings Limited to consider highways and transport matters related to proposals for the redevelopment of the former USDAW site, 188 Wilmslow Road, Fallowfield, to enable the delivery of 53 residential units with associated hard and soft landscaping, parking and access arrangements.

1.1.2 The application scheme involves the partial demolition of site buildings to enable the delivery of 42 houses and the refurbishment of Oakeley Villa to provide 11 apartments (i.e. a total of 53 affordable residential units), along with 43 car parking spaces.

1.1.3 The report is to be submitted alongside a detailed planning application for the residential proposals, programmed to be submitted late 2025 and reflects guidance set out in National Planning Policy Guidance (NPPG) “Travel Plans, Transport Assessments and Statements in Decision Taking”. This guidance notes that Travel Plans, Transport Statements and Transport Assessment documents are all ways of assessing and, where necessary mitigating, the negative transport impacts of schemes, in order to promote sustainable development. The preparation of such reports is therefore required for all development proposals that could be expected to generate a significant level of travel demand.

1.1.4 Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Transport Statements & Transport Assessments can be used to establish whether the residual transport impacts of a proposed development could be “severe”, which is the critical threshold for determining whether a project should be consented / refused on highways grounds, in accordance with guidance set out in Para 116 to the National Planning Policy Framework (NPPF).

1.1.5 Traditionally formal highways assessment reports have been required to be prepared for new residential developments of greater than 50 units. Given that the proposals at the application site represents a scale of development just over this 50-dwelling threshold, it is considered that the preparation of a formal Transport Statement (TS) document to support the planning application is appropriate in this case.

1.1.6 The scope and nature of matters considered in this TS report reflects the extent of issues that are anticipated to be of material interest to the Local Highway Authority (LHA), based on the proposed development quantum and knowledge of the nature and operational performance of the surrounding highways and transport network. This document has therefore been prepared to cover the following elements:

- A review of the proposal site location, characteristics of the immediate highway layout, site history & highway safety matters;
- An audit of local sustainable transport opportunities within the immediate catchment to the Application Site and a review of the accessibility of the site to key local shops and services;
- A review of the key proposed development elements and site access strategy, including vehicle manoeuvring, car and cycle parking provision and servicing strategy;
- A review of the predicted transport impact of the development on the local highway network;
- Summary and conclusions.

1.2 Development Vision

1.2.1 December 2024 NPPF sets out the requirement for a 'vision led' approach to transport planning, based on identifying outcomes for development that reflect the principles of achieving well-designed, sustainable and popular places and

identifying the transport solutions required to deliver those outcomes. NPPF recognises that transport and access represent key elements of scheme vision and should be considered from the earliest stage when planning new development proposals.

1.2.2 The defining vision of the proposals at 188 Wilmslow Road is therefore to deliver new residential development that meets local housing need, is accessible via a range of travel modes in order to maximise non car trip-based demand and which can be delivered without generating severe wider transport network impacts.

2.0 SITE LOCATION, PLANNING HISTORY AND EXISTING LAND USE

2.1 Site Location

2.1.1 The strategic location of the Application Site is illustrated in **Figure TS1** to this report. This plan identifies the location of the site within Fallowfield, immediately west of the University of Manchester Fallowfield Campus. The site is located circa 4km south of Manchester City Centre.

2.1.2 The site currently consists of the former Union of Shop, Distributive and Allied Workers (USDAW) Head Office and associated car parking. Details of the layout of the immediate local highway network to the Application Site are illustrated in **Figure TS2** to this report. This plan illustrates that the site is bounded by the A6010 Wilmslow Road to the east, beyond which lies the University of Manchester Fallowfield Campus and Langley Road to the south, which serves terraced properties along its southern side. To the west and north the site is bounded by Platt Fields Park.

2.2 Site Planning History

2.2.1 The Application Site comprises 'Oakley' House, originally built as a residential property, having been used as a hotel prior to being acquired by USDAW for use as their principal office in the 1920s. Extensions and alterations have subsequently been added, with the building having been utilised by USDAW until 2020. At the time of vacating the premises, USDAW employed 180 members of staff.

2.2.2 Whilst the site has been vacant since 2020, there is no planning reason why office use could not be resumed, and this therefore represents the extant use of the site.

2.2.3 Details of the anticipated traffic demand associated with the extant use of the site are set out below and have been estimated via reference to trip rates derived from the TRICS traffic generation database. TRICS is a widely accepted national database of historical trip demand data and contains observed traffic data for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

2.2.4 Trip rates for the extant use of the Application Site have been generated through reference to data for similar sized office developments held in the TRICS database (see **Appendix TS1** to this report – note this is the previously accepted baseline data accepted for the extant use as part of the 2020 student accommodation scheme – see para 2.2.7). In order to ensure appropriate demand estimates, only sites with between 100 and 350 employees at 'edge of centre', 'edge of town' and 'suburban' locations have been utilised. Average trip rates (per employee) derived from the database are illustrated in the **Table TS2.1** below.

Table TS2.1: Extant Office Development Vehicle Trip Generation (Average Trip Rates)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.262	0.042	0.304
PM Peak (17:00-18:00)	0.03	0.214	0.244

Trip Rate (per employee)

2.2.5 Application of these average trip rates to the total employees at the USDAW head office at the time of their departure from the building (circa 180 staff), provides an estimate of vehicle trip demand, as illustrated in **Table TS2.2** below.

Table TS2.2: Extant Office Development Vehicle Trip Generation - Demand (180 employees)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	47	8	55
PM Peak (17:00-18:00)	5	39	44

Trips (vehicles)

2.2.6 Review of **Table TS2.2** demonstrates that the extant office use of the Application Site has the potential to generate circa 55 movements (47 in + 8 out) during AM 'rush hour' period and 44 movements (5 in + 391 out) during the PM 'rush hour' period.

2.2.7 A planning application was submitted to Manchester City Council in December 2020 for the partial demolition of existing buildings, conversion and extension of the retained building along with new development to accommodate student residential accommodation and amenity / management facilities with associated hard and soft landscaping, parking and access arrangements.

2.2.8 That application scheme envisaged the delivery of 425 bedspaces comprising 60 studio apartments and 365 en-suite bedrooms. The proposed development was to be served by complementary cycle parking provision, with the site also offering a landscaped courtyard, management suite, common room, social / study areas and gym for residents. The scheme was promoted as a 'car free' development to students, with just 8 car parking spaces proposed on-site for use by disabled students and staff.

2.2.9 The planning application was refused on 3 September 2021 with six key points being identified as the basis for the refusal, including:

- ***the proposal would not give rise to a positive regeneration impact or address the requirement for housing in the area. The proposals do not contain a mix of uses that would support Fallowfield District Centre, would not closely integrate with existing neighbourhoods and are considered to give rise to unacceptable impacts by reason of the density of development and level of proposed occupation.***
- ***Scale of the development in the context of existing properties on Langley Road and the adjacent Platt Fields Park.***
- ***Introduction of additional students into an area already experiencing high levels of student accommodation and occupation.***

2.2.10 Consultation comments on the planning application from the Council's Highways Services, in their role as the local highway authority, did not raise any objections to the application following the technical review of the proposals and supporting documentation.

2.2.11 Subsequent to this decision, the applicant submitted an appeal to The Planning Inspectorate (Ref: APP/B4215/W/21/3286831). The hearing was held in June 2022 and the appeal was dismissed. The Inspector did not report any issues on highways matters.

2.3 Description of Surrounding Local Highway Network

Existing Site Access Arrangements

2.3.1 Vehicular access to the Application Site is currently afforded via three bellmouth accesses off Langley Road. The first, located 37m west of the Langley Road junction with Wilmslow Road, serves the main car parking area, and is circa 3.7m wide with 2-3m radii. The second, located a further 58m west, serves a roller shutter door to the main office building, and is 4.3m with 2m radii. The third, located a further 43m west at the western edge of the site, serves another car parking area, and is 4m wide with 2m radii. These accesses are gated.

2.3.2 Additionally, two pedestrian accesses to the site are available off Langley Road, located between the eastern most car park access and service vehicle access. Both pedestrian accesses are gated.

2.3.3 An historic vehicular access point in the form of a dropped kerb arrangement is available to the site's Wilmslow Road frontage. It is understood that this access is no longer in use to vehicles and is gated and locked shut at all times.

Existing Highway Network

2.3.4 Langley Road is a two-way route of circa 6m width, with 2m footways and street lighting to both sides. The route is subject to a 20mph speed limit, enforced by signage. Double yellow lines protect waiting/parking at Langley Road's junction with Wilmslow Road, the Ridge Road side road connection, and site access junctions. The remainder of the route is not subject to any parking controls. A high level of on-street parking has been observed during university term time, associated with the terraced properties located along the southern side of the route, noting that many of these properties are student rentals.

2.3.5 Langley Road forms a priority-controlled give-way junction with the A6010 Wilmslow Road at the south-eastern corner of the application site. Wilmslow Road is one of the principle radial routes running north-south from Manchester City Centre in the north, through Rusholme, Fallowfield, Withington and Didsbury to

the south. To the north of Rusholme, Wilmslow Road becomes Oxford Road and runs through the main University of Manchester and Manchester Metropolitan University City campuses.

2.3.6 The Wilmslow Road/Oxford Road corridor represents a major bus route with continuous bus priority measures, including bus lanes and advance bus signals in both directions. Additionally, the section of Oxford Road between Whitworth Park and the City Centre is subject to bus gates, which permit only buses, black cabs and pedal cycles from 06:00-21:00 daily (with some sections of this route having bus gates in one direction only).

2.3.7 The Application Site frontage to Wilmslow Road is characterised by a long bus stop of circa 50m on the northbound carriageway. The bus stop includes bus shelter, seating, timetable displays and bus boarding kerbs, and is located within a segregated bus lane. Immediately north of the Application Site, the bus lane terminates, with the re-joining of the Wilmslow Road carriageway being signal controlled. The bus lane recommences circa 75m north.

2.3.8 An on-road northbound cycle lane which bypasses the aforementioned bus stop at the Application Site frontage is available, with shared use footway/cycleway available for southbound cycle movements. A signalised pedestrian crossing point is available circa 25m south of Langley Road.

2.4 Road Safety: Review of Personal Injury Accident Records

2.4.1 An appraisal of the operational safety of the immediate local highway network to the Application Site has been carried out through a review of historical Personal Injury Accident (PIA) data supplied by Transport for Greater Manchester (TfGM).

2.4.2 This search covered the most recent five-year period available from the database (01/01/2021 – 31/12/2025) and the results of this exercise are illustrated in **Figure TS3** to this report. *NB. TfGM advise that 2025 data should be regarded as 'provisional' until end of year analysis work is undertaken to verify the annual data.*

2.4.3 The supplied accident data includes for all accident incidents as recorded by the police & emergency services and therefore represents industry standard information utilised for the calculation of accident rates and the assessment of highway safety. The specification of a five-year search period accords with the search period criteria recommended in NPPG good practice guidance.

2.4.4 Review of the recorded accident data demonstrates that ten injury accidents were recorded over the most recently available 5-year period within the study area, which includes the length of Langley Road and the Application Site frontage to Wilmslow Road / section of Wilmslow Road between the Application Site up to and including its junction with Moseley Road to the south). Seven of these recorded events were of 'slight' injury severity classification, with a single 'serious' and two 'less serious' class events.

2.4.5 The incidents were spaced along the length of the Wilmslow Road study corridor with four incidents at the Wilmslow Road / Moseley Road junction.

2.4.6 Review of the details of the identified recorded historical accident events suggests the following key causation factors associated with each event:

Table TS2.3: PIA Summary

Ref	Date	Time	Severity	Description
Wilmslow Road (North of Langley Road)				
A1249851	29/11/2022	07:05	Slight	Car collides with pedal cycle travelling north in cycle lane
A1579877	19/04/2025	04:13	Slight	Police chase in southbound direction with police vehicle in collision with northbound vehicle
Wilmslow Road/ Langley Road junction				
A1488719	08/09/2024	15:09	Less Serious	Vehicle travelling northbound with excess speed loses control and collides with lamp post
Wilmslow Road Link (Cawdor Road to Mabfield Road)				
A1057893	14/05/2021	23:52	Slight	Rear end shunt when taxi stops in queue of northbound traffic
Wilmslow Road Link / Furness Road Junction				
A1318518	05/06/2023	07:35	Slight	Car turns left out of side road into oncoming northbound cyclist
Wilmslow Road Link / Landcross Road Junction				
A1189658	13/04/2022	20:00	Slight	Door of parked car opened into path of southbound cyclist
Wilmslow Road / Moseley Road				
A1027740	19/01/2021	08:15	Slight	Southbound vehicle turns left into Moseley Road across path of southbound cyclist
A1643990	19/09/2025	14:30	Slight	Rear end shunt as vehicles exiting the junction
E2A79306	23/01/2021	22:50	Serious	Car pursued by police in eastbound direction collides with oncoming westbound car
A1041377	01/05/2021	23:28	Less Serious	Northbound motorcyclist hit by right turning car at the traffic lights (car driver intoxicated and did not obey red signal)

2.4.7 Review of these accident events suggests that the majority of the recorded accident incidents are related to poor or illegal driver/rider behaviour. It is not considered that any accidents can be attributed to road/junction layout/geometry.

2.4.8 Given the above, it is not considered that there are any material prevailing road safety issues that would call the proposed redevelopment of the Application Site into question or require direct highway safety mitigation measures funded by the application scheme.

3.0 SITE ACCESSIBILTY AUDIT

3.1 Introduction

3.1.1 The Application Site's location in Fallowfield is considered to offer good opportunities for new residential development that would meet the key sustainable development objectives outlined within national planning policy guidance. This guidance identifies the two following primary objectives when considering the location of new development:

- The need to reduce the need to travel, especially by private car; and,
- The need to promote accessibility to a range of sustainable travel options.

3.1.2 The Application Site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from the development to be made by a range of sustainable, alternative travel options to the private car. The site is located adjacent to excellent public transport connections to and from the City Centre and is also within an easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities.

3.1.3 The nature of local sustainable transport connections available within the immediate catchment of the Application Site and a review of the site's accessibility are considered in the paragraphs below.

3.2 Accessibility to Local Facilities (Walking & Cycling)

Accessibility on Foot

3.2.1 The Application Site location is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot. As identified in section 2.3 to this report, the surrounding highway network to the Application Site is conducive to walking with footways on all surrounding highway links and numerous signal-controlled crossing points of Wilmslow Road, including a toucan crossing south of Langley Road and controlled crossing facilities at the Wilmslow Road / Moseley Road junction.

3.2.2 The Institute of Highways and Transportation (IHT, now CIHT) Document 'Providing for Journeys on Foot' identifies suitable preferred maximum walk distance of 800m to town centres, and 2km for commuting to work and school. **Figure TS4** to this report illustrates relevant local walk catchments as measured from the proposal site. This analysis demonstrates that the majority of the suburb of Fallowfield, including food retail stores, restaurants, take-aways, cafes and pubs, medical centre, post office, sport centre and bus stops are all located within a 0.8km walk of the Application Site.

Accessibility by Cycle

3.2.3 National planning guidance also notes that cycling has the potential to substitute for short car trips – particularly those of less than 5km or which could form part of a longer journey by public transport. **Figure TS5** to this report illustrates 2km and 5km cycle catchments from the Application Site. The extent of the 5km catchment demonstrates that such a travel distance would allow for practical cycle access to education and employment opportunities, Manchester City Centre to the north, Stockport to the east, Didsbury to the south and Chorlton to the west.

3.2.4 Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure TS6** to this report, identifies local cycling infrastructure available to the Application Site, such as a northbound cycle lane / southbound shared used footway/cycleway at the Application Site frontage to Wilmslow Road. This cycle infrastructure forms part of the Oxford Road and Wilmslow Road cycleway, which provides dedicated cycle infrastructure for the majority of the route between Didsbury and Manchester City Centre, including bus stop bypasses and early release cycle signals.

3.2.5 Additionally, the Fallowfield Loop off-road cycle path is accessible circa 400m south of the Application Site. This cycle route, which follows the route of the former Fallowfield Loop railway line, connects Chorlton in the west with Fairfield in the east, via Whalley Range, Levenshulme and Gorton. The Fallowfield Loop forms part of National Cycle Route 6.

Streets for All Walking & Cycling Assessment

3.2.6 A review of key walking and cycle routes in the vicinity of the application site has been undertaken with reference to Greater Manchester's 'Streets for All Design Check Tool' at the request of MCC. The assessment has been undertaken for the length of Langley Road, and the section of Wilmslow Road between Wilbraham Road and Old Hall Lane, using the 'footway' and 'cycling provision' sections of the tool. The tool provides four scores relating to existing standards – critical, 0, 1 and 2 (2 being the highest score). The results of the design check are provided in **Appendix TS2** to this report, with a summary of the results provided below.

Langley Road

3.2.7 Langley Road is a local access road serving frontage residential development (terraced properties) on its southern side and the Application Site on its northern side. The route is two-way to vehicular traffic, operating under 20mph speed limited, with 2m footways to both sides. The Streets for All review is summarised in **Tables TS3.1 -3.2**.

Table TS3.1: Langley Road Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	1	
Surface defects	Trip hazards and surface quality	1	Minimal defects observed
Gradient on ramps and structures	Gradient over a specified distance	2	No significant gradients identified
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	All pedestrian routes obvious with kerbed (segregated) footways to both sides of carriageway
Public seating	Walking distance between resting points	0	No public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	2	Cycle / pedestrian specific signage at Langley Road close to junctions with Wilmslow Road and Mabfield Road junctions
Shared use with cycle	Appropriateness and width of shared use with cycles	1	Segregated cycle route available so limited shared use

Table TS3.2: Langley Road Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	1	85th percentile speed not known, but route operates under 20mph speed limit
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	Traffic counts are not available but site visit indicates flows of <1,000 PCUs in a day
Composition of traffic	Percentage of large vehicles in peak hour	1	HGVs limited to occasional large delivery vehicles and weekly refuse collection, so assumed <2%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	2	Assumed <1,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	1	<3.25 and no speed cushion
Kerbside activity	Effect of kerbside activity on cyclists	N/A	No formal cycle lane available. On-street parking mainly along southern side.
Route deviation	Deviation of route end-end vs shortest road alternative	2	Off-road route into site from Wilmslow Road avoiding Langley Road would be available via reopening of application site's Wilmslow Road access.
Width of cycle facility	Cyclist's ability to pass other users	N/A	No formal cycle lane available.
Connectivity of the route to surrounding street and off-road network	Ability to join/leave route safely and easily	1	
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues identified
Cycle track construction	Surface type	N/A	No formal cycle track

3.2.8 Review of the results demonstrates than not of the considered metrics received a critical score, and only one metric, public seating, scored 0 (no seating identified). Good quality footways of at least 2m are available to both sides of the route, with dropped kerbs and tactile paving at side roads / accesses. Whilst no cycle infrastructure has been identified, the route is quite and does not feel unsafe for cyclists. The applicant scheme would reinstate footway at locations of accesses to be closed, and provide dropped kerbs and tactile paving at proposed new accesses, ensuing that the good quality environment for pedestrians is maintained.

Wilmslow Road (between Wilbraham Road and Old Hall Lane)

3.2.9 Between Wilbraham Road and Langley Road, Wilmslow Road is characterised by commercial premises on the western side and the University of Manchester Fallowfield Campus on its eastern side. North of Langley Road, a large bus layby is available to the Application Site's frontage to the route. Beyond this the route has no further frontage development to either side up to Old Hall Road. The route operates under 30mph speed limit and, being a major bus corridor, has a bus lane for part of the route. Segregated cycle lanes are available to both sides for much of this section of route, along with wide footways. The Streets for All review is summarised in **Tables TS3.3 -3.4**.

Table TS3.3: Langley Road Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	1	
Surface defects	Trip hazards and surface quality	1	Minimal defects observed
Gradient on ramps and structures	Gradient over a specified distance	2	No significant gradients identified
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	All pedestrian routes obvious with kerbed (segregated) footways to both sides of carriageway
Public seating	Walking distance between resting points	0	Public seating only available at bus stops
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian signage available
Shared use with cycle	Appropriateness and width of shared use with cycles	1	Segregated cycle route available so limited shared use

Table TS3.4: Wilmslow Road Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	85th percentile speed unknown but protected cycle facility available
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	Protected cycle facility available
Composition of traffic	Percentage of large vehicles in peak hour	2	Protected cycle facility available so cycles generally do not interact with large vehicles
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	1	Secondary 1.5-2m mostly segregated
Likelihood of close passes	Nearside lane width and configuration	1	<3.25 or >3.9 but no speed cushions. Segregated lane for cyclists.
Kerbside activity	Effect of kerbside activity on cyclists	1	Kerbside activity mainly to one-side. Cycle lane runs between a bus layby and nearside traffic lane for a short length of the route, but no accidents involving cyclists crossing the bus lane have been recorded at this location in the last five years and accordingly this is not considered to be a critical item.
Route deviation	Deviation of route end-end vs shortest road alternative	2	No deviation as segregated cycle route along both sides of street
Width of cycle facility	Cyclist's ability to pass other users	1	Passage of other users available for much of route
Connectivity of the route to surrounding street and off-road network	Ability to join/leave route safely and easily	1	Cyclists share connections with motor traffic
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues identified
Cycle track construction	Surface type	1	Machine laid asphalt concrete, limited anti-slip resistant finish

3.2.10 Review of the results demonstrates than not of the considered metrics received a critical score, and only one metric, public seating, scored 0 (seating is available at bus stops but no other public seating noted). Wide, good quality footways are

available. Cycle provision is also excellent, with segregated cycle lanes and advanced cycle stop lines at signal junctions.

3.3 Public Transport Connections

Bus Services

3.3.1 The Application Site is located adjacent to the A6010 Wilmslow Road, a major bus corridor running between central Manchester to the north and Didsbury to the south. This route provides high frequency connections between the Application Site the City Centre to the north.

3.3.2 A multiple service hub stop with substantial sheltered waiting facilities for northbound services is available at the site frontage to Wilmslow Road. Additional services are accessible from stops on Moseley Road, circa 350m from the Application Site.

3.3.3 Details of the available services and frequencies from these immediate stops are summarised in **Table TS3.5**.

3.3.4 **Figure TS7** provides an extract of the Transport for Greater Manchester public transport route map for Manchester. This identifies that the above local stops are served by the following routes and service frequencies:

Table TS3.5: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency (single direction stated)
Wilmslow Road		
41	Middleton - North Manchester General Hospital - Manchester - Northenden - Sale	20 mins / 20 mins / 30 mins
42	Manchester - MRI - Rusholme - Didsbury - Stockport	30 mins / 30 mins / 60 mins
42A	Manchester - Rusholme - Didsbury - Heaton Chapel - Reddish	30 mins / 30 mins / 60 mins
42B	Manchester - Didsbury - Cheadle - Bramhall - Woodford	60 mins / 60 mins / 60 mins
42C	Manchester - Didsbury - Cheadle - Heald Green - Handforth Dean	60 mins / 60 mins / None
43	Manchester - West Didsbury - Wythenshawe - Manchester Airport	10 mins / 10 mins / 15 mins
142	Manchester - Rusholme - Didsbury - East Didsbury	10 mins / 10 mins / 10 mins
143	Manchester - Rusholme - Fallowfield - West Didsbury	10 mins / 10 mins / 10 mins
147	Piccadilly Train Station - MRI - West Didsbury	30 mins / None / None
Wilbraham Road / Moseley Road		
150	Trafford Centre - Stretford - Chorlton - Levenshulme - Gorton	30 mins / 30 mins / 60 mins

3.3.5 Review of this information highlights that both local bus stops provide access to highly frequent services connecting to key destinations including Manchester City Centre, Didsbury, Chorlton, Stockport and the Trafford Centre. A number of buses also provide frequent connections throughout the night / early morning.

3.3.6 The above listed bus services accessible from the Wilmslow Road stops also provide access to/from city centre free bus routes, which operate 10-20minute frequency circular routes around the city. The free bus routes provide access to key city centre destinations including Piccadilly, Victoria and Deansgate Railway Stations and Metrolink stations at Deansgate, and Piccadilly/Shudehill transport interchanges.

3.4 Greater Manchester Accessibility Level (GMAL)

3.4.1 Greater Manchester Accessibility Levels (GMAL) provide a measure of the accessibility of a point to public transport opportunities. The calculation takes account walk access and service availability. The GMAL calculation for the Application Site (M14 6LJ) is provided in **Table TS3.6**.

Table TS3.6: Greater Manchester Accessibility Level (GMAL) Output

PostCode	M14 6LJ
BusScore	17.10
RailScore	0
MetroScore	0
LocalLinkScore	0
LocalLink	No
GMALScore	17.10
GMALLevel	6

3.4.2 Review of **Table TS3.2** identifies that the Application Site has a GMAL level of 6, which indicates a high level of public transport accessibility.

3.5 Accessibility Summary

3.5.1 Overall, it is concluded that the Application Site represents an appropriate location for new residential development, being located within easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities in Fallowfield.

3.5.2 The Application Site is also located adjacent to excellent public transport connections to and from the City Centre and education and employment opportunities, with access to these destinations also supported by excellent cycle connections. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic and parking impact associated with the new development.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

4.1.1 The Application Scheme comprises the partial demolition of the existing site buildings to facilitate the construction of 42 houses and refurbishment of Oakley Villa to provide 11 apartments (53 total units), with hard and soft landscaping, parking and access arrangements at the former USDAW Site, 188 Wilmslow Road, Fallowfield, Manchester. The proposed site plan is provided at **Appendix TS3**.

4.2 Highway Access Arrangements

4.2.1 Primary vehicle access to the application scheme would be taken from a new side road connection to Langley Road circa 115m to the east of its junction with Wilmslow Road. Plans illustrating the proposed junction arrangements and the extents of available lateral sightlines are included in **Appendix TS4** to this report. Review of the site access plan identifies the following core design elements:

- 6m internal access road carriageway width.
- 6m left turn entry / exit radii.
- 2m footway connections to the eastern /southern side of the internal site access road.
- Tactile paving crossing points of the access road for pedestrians walking along Langley Road.
- Minimum lateral visibility splays from the side road connection point of 2.4m by 25m in both directions (suitable for 20mph approach speeds on Langley Road).

4.2.2 The above junction layout elements are of suitable dimensions to accommodate two-way light vehicle traffic movements and occasional ad-hoc service vehicle movements associated with 33 car parking spaces (1 for each dwelling served off this route). A 2m wide footway is provided to one-side of the route, which is considered entirely appropriate and safe given the quantity of development served, noting the limited pedestrian footfall and vehicle demand associated with the Application Scheme.

4.2.3 In addition to the main development access point from Langley Road, it is proposed that a small car park, accommodating 10 spaces, would be located to the eastern end of the site in the location of the current car park. It is proposed that the access would be gated, with gates set back 5m from the Langley Road carriageway. The car park access junction would be relocated circa 35m to the west of the Langley Road / Wilmslow Road junction and would feature the following core design elements:

- 3.8m internal access road carriageway width, opening to 6m car park aisle width.
- 6m left turn entry / exit radii.
- Tactile paving crossing points of the access road for pedestrians walking along Langley Road.
- Minimum lateral visibility splays from the side road connection point of 2.4m by 25m in both directions (suitable for 20mph approach speeds on Langley Road).

4.2.4 All existing vehicle access points off Langley Road to the former USDAW site would be closed and reinstated as footway, and double yellow line TROs reconfigured accordingly. Existing and proposed TRO plans illustrating the suggested modifications are provided in **Appendix TS4**

4.3 Pedestrian & Cycle Access

4.3.1 It is proposed that the existing site access off Wilmslow Road to the northeast corner of the site (currently gated and locked shut) would be opened for pedestrian and cycle access to the Application Site.

4.3.2 Pedestrian access would also be afforded via a gated access to Langley Road, a short distance to the west of the small car park junction, proving convenient access to the apartments and houses on the eastern side of the site.

4.3.3 Cycle access to the site would be supported via the provision of secure cycle stores within the curtilage of each house (adjacent to bin store or rear garden area) and apartment building basement.

4.4 Car Parking

4.4.1 A total of 43 parking bays are proposed at the site, comprising 1 per house. Dwellings accessed via the main (western) site access would be provided with one space to the front of the properties (33 spaces), with spaces off the eastern access provided in a car park arrangement a short walk from properties (10 spaces).

4.4.2 Such level of provision represents 1 space per house and no spaces for the apartments. Such approach is considered to be entirely appropriate due to the combined effects of the following critical locational factors:

- Fallowfield location, within walking distance of a range of everyday local facilities such as shopping and leisure opportunities;
- Location adjacent to excellent public transport connections to and from the City Centre and employment / education opportunities, with access to these destinations also supported by excellent cycle connections.

4.4.3 This is supported by local car ownership statistics, which indicates that 39% of households in the Manchester 032A super output area (lower layer) do not own a car or van (2021 census data). This area incorporates all residents of the 032A area, including Langley Road and the western section of Mabfield Road, Albion Road, and properties and side roads off Wilbraham Road located roughly between and including Yew Tree Road and Chervil Close (see **Figure TS8)**.

4.4.4 It is therefore considered that the proposed level of on-site parking is ample to accommodate demand. Parking spaces would be allocated to houses only, with apartments marketed as car free.

4.4.5 100% of car parking spaces would be provided with electric vehicle charging.

4.5 Vehicle Servicing

4.5.1 Residential schemes typically generate a relatively low level of HGV demand, with service vehicle access being mainly restricted to waste collection and ad-hoc deliveries of goods to residents. Many of these delivery movements would likely be undertaken by Transit Van / Luton Van style max 7.5t mgw vehicles and would not require a long duration of stay on site.

4.5.2 In recognition of the need to accommodate occasional larger service vehicle movements, the application scheme internal highway layout is designed to include for suitable large vehicle turning / manoeuvring areas and to accommodate safe vehicle passage along main estate roads and at proposed vehicle connections.

4.5.3 **Appendix TS5** to this report demonstrates example vehicle swept path assessment runs for the internal site layout and the connecting junctions to Langley Road, demonstrating that small post/delivery vehicle movements could be accommodate on-site.

4.5.4 The western access has been designed to accommodate refuse and fire tender access, the swept paths of which are included at **Appendix TS5.** It is proposed that refuse vehicles / fire tenders would service the dwellings / apartments at the eastern side of the site on-street at Langley Road.

4.6 Travel Plan

4.6.1 An Interim Travel Plan has been prepared by Focus TP to support the planning application. The document sets out key sustainable transport options available within the vicinity of the application site, details of a range of initiatives to be promoted by the operator to encourage an increased use of alternative travel modes to the private car and a suitable target & monitoring strategy to ensure continued commitment to the Travel Plan. This document is submitted in support of the Planning Application.

5.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

5.1 Introduction

5.1.1 This section of the TA report seeks to identify the levels of traffic demand anticipated to be generated by the application scheme and the assignment of this traffic across the immediate study area. A trip generation exercise has been carried out via reference to development trip rates derived for suitable example private residential development sites held within the TRICS database. TRICS is a nationally regarded source of historical trip demand data, containing observed traffic data for a large variety of development-type sites. As such, the database can be considered to produce reliable base trip rates.

5.2 Predicted Application Scheme Trip Demand Levels

5.2.1 The application scheme proposes the delivery of 53 residential dwellings. The reference sites chosen from the TRICS database (see **Appendix TS6** to this report for full TRICS output) have been selected for their general characteristics similar to the site, viz:

- TRICS Category: Land Use 03 Residential / Houses Privately Owned;
- Suburban areas and edge of town / edge of town centre development;
- Sites with excess numbers of apartments removed (i.e. higher proportion of flats than houses);
- Development size of 15-100 units; and
- Not including sites in Greater London or Eire.

5.2.2 Calculated average vehicle trip rates (per dwelling) from TRICS for the traditional AM / PM 'rush hour' time periods are illustrated in **Table TS5.1** of this report. This table presents trip rates for all vehicles and for light goods van movements, i.e. typical small delivery vehicle trips (such as Amazon or other on-line shopping) or tradesman vehicles.

Table TS5.1 - Residential Development Trip Rates Core Assessment Scenario

Residential Units	Average Trip Rates (per dwelling)		
	Arrival	Departure	Total
	Trip Rates per dwelling - All vehicle (LGVs)		
AM Peak (08:00-09:00)	0.137 (0.017)	0.337 (0.027)	**0.474 (0.044)**
PM Peak (17:00-18:00)	0.315 (0.036)	0.178 (0.018)	**0.493 (0.054)**
12hour (07:00-19:00)	2.253 (0.279)	2.26 (0.263)	**4.513 (0.542)**

(Trips per dwelling)

5.2.3 The above identified TRICS average trip rates have been applied to the total residential development size proposed at the application site (53 dwellings), with the results set out in **Table TS5.2**.

Table T5.2 - Predicted Application Site Residential Development Traffic Demand

Residential Units	Average Trip Demand for 53 dwellings		
	Arrival	Departure	Total
	Vehicle Trip Movements: Vehicles (LGVs)		
AM Peak (08:00-09:00)	7 (1)	18 (1)	**25 (2)**
PM Peak (17:00-18:00)	17 (2)	9 (1)	**26 (3)**
12hour (07:00-19:00)	119 (15)	120 (14)	**239 (29)**

5.2.4 The above exercise demonstrates that under the core TRICS average trip rate analysis, the application scheme is not anticipated to generate a substantive level of traffic demand during traditional 'rush hour periods', with maximum two-way (in + out) vehicle demand associated with the application scheme predicted to be 26 vehicles per hour (PM peak). Such demand is the equivalent of circa 1 additional development vehicle trip movements per 2 minutes over the immediate local highway network and is not a level that would typically be expected to result in a severe impact on prevailing local highway network operating conditions.

5.2.5 Light goods vehicle movements would be limited to up to 2 per hour. These would easily be accommodated within either the eastern car park area or frontage of properties at the western side of the site.

Predicted Demand By Other Travel Modes

5.2.6 To provide an indication of potential trip demand to / from the site with respect to other travel modes, Focus TP have made reference to 2011 Census travel modal split information (journey to work data) for the immediate census output area

(Manchester 032A – see **Appendix TS7** to this report). Review of this information on current baseline trip making, identifies that non-car travel modes could represent of the order of 53.6% of trip movements to / from the site.

5.2.7 Application of this travel mode split information, and being mindful that the TRICS vehicle trip demand information would represent combined car driver and car passenger movements to / from the site, allows the calculation of multi-modal travel demand, as set out in **Appendix TS8**, with predicted key time period trip demand levels set out in **Table TS5.3** below, weighted based on the core TRICS vehicle trip rate derived demand:

Table TS5.3 - Calculated Application Site Development Multi-Modal Trip Demand - Core Assessment: TRICS Average Trip Rates (53 Units)

		AM Peak (08:00-09:00)		PM Peak (16:30-17:30)	
Travel Mode	Mode Split	Arrive	Depart	Arrive	Depart
Train / Tram	2.6%	0	1	1	1
Bus / Coach	36.1%	6	14	13	8
Taxi	0.5%	0	0	0	0
M-Cycle	0.7%	0	0	0	0
Car Driver / Pass	*45.0%*	*7*	*18*	*17*	*9*
Cycle	5.5%	1	2	2	1
Pedestrian	9.4%	2	4	3	2
Other	0.2%	0	0	0	0
TOTAL	**100.0%**	**16**	**40**	**37**	**21**

		12hr (07:00-19:00)	
Travel Mode	Mode Split	Arrive	Depart
Train / Tram	2.6%	7	7
Bus / Coach	36.1%	96	96
Taxi	0.5%	1	1
M-Cycle	0.7%	2	2
Car Driver / Pass	*45.0%*	*119*	*120*
Cycle	5.5%	15	15
Pedestrian	9.4%	25	25
Other	0.2%	1	1
TOTAL	**100.0%**	**265**	**266**

5.2.8 This exercise suggests that under the core assessment scenario, the application scheme could be expected to generate circa 96 (in + out) public transport movements across the core 12-hour weekday daytime period and 40 walk / cycle trips.

5.2.9 The additional public transport users would be accommodated by the existing high frequency services available on the Wilmslow Road bus corridor and are unlikely to exceed peak hourly public transport users associated with the extant office use.

5.3 Net Impact Assessment

5.3.1 **Table TS5.4** provides a comparison of the vehicle trips associated with the proposed residential development versus the extant office land use of the application site.

Table TS5.4: Comparison of Predicted Traffic Demand

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	-40	+10	-30
PM Peak (17:00-18:00)	+12	-30	-18

Proposed Residential Development - Existing Office Development Trips (vehicles)

5.3.2 When compared to the extant use of the site at the USDAW Head Office, the proposed residential development scheme would result in an overall reduction in two-way vehicle movements in the peak hours. Redeveloping the site for residential use results in the site becoming a trip origin rather than a destination as was the case under the existing office use. Given this there is a slight increase in outbound vehicle movements in the AM peak (+10) and inbound movements in the PM peak (+12). Nevertheless, the reduction in inbound movements in the AM peak and outbound movements in the PM peak ensures that an overall reduction in at least 1 vehicle every 2-4 minutes could be experience following the proposed redevelopment when compared to the extant office use.

5.3.3 Given the above it is considered that there is no requirement for further highway assessment.

6.0 SUMMARY AND CONCLUSIONS

6.1 This Transport Statement has been prepared by Focus TP on behalf of Views Holdings Limited to consider highways and transport matters related to proposals for the partial demolition of existing buildings, conversion of retained building and new development to provide 53 affordable residential units (42 houses and 11 apartments) at the former USDAW Site, 188 Wilmslow Road, Fallowfield, Manchester.

Existing Land Use

6.2 The Application Site represents the former USDAW Head Office and is located within Fallowfield, immediately west of the University of Manchester Fallowfield Campus, and 4km south of Manchester City Centre.

6.3 This site is bounded by the A6010 Wilmslow Road to the east, Langley Road to the south, and Platt Fields Park to the west and north.

6.4 The former USDAW Head Office employed 180 staff prior to its relocation in 2020. A review of the TRICS trip demand database identifies that the existing site could result in 55 two-way movements during the AM peak period and 44 two-way movements in the PM peak period.

Existing Site Access

6.5 Vehicular access to the application site is currently afforded via three bellmouth accesses off Langley Road, two of which serve car parking areas and one which serves a roller shutter door to the main office building. Two pedestrian accesses to the former USDAW building are also available off Langley Road.

6.6 Additionally, an historic vehicular access point in the form of a dropped kerb arrangement is available to the site's Wilmslow Road frontage. This access is no longer in use and is gated and locked shut at all times.

Existing Highway Network

6.7 Langley Road is a two-way route with footways and street lighting to both sides. The route is subject to a 20mph speed limit, enforced by signage. Double yellow lines protect waiting/parking at Langley Road's junction with Wilmslow Road, the Ridge Road side road connection, and site access junctions. The remainder of the route is not subject to any parking controls, and accordingly a high level of on-street parking has been observed during university term time.

6.8 Langley Road forms a priority-controlled give-way junction with the A6010 Wilmslow Road at the south-eastern corner of the application site. Wilmslow Road is one of the principle radial routes running north-south from Manchester City Centre in the north, through the main University of Manchester and Manchester Metropolitan University campuses, Fallowfield and Didsbury to the south.

6.9 The Wilmslow Road/Oxford Road corridor represents a major bus route with continuous bus priority measures, including bus lanes and advance bus signals, in both directions.

6.10 The Application Site frontage to Wilmslow Road is characterised by a long bus stop of circa 50m on the northbound carriageway. An on-road northbound cycle lane which bypasses this bus stop is available, with shared use footway/cycleway available for southbound cycle movements. A signalised pedestrian crossing point is available circa 25m south of Langley Road.

Road Safety: Personal Injury Accident Data

6.11 A Personal Injury Accident search has been undertaken, covering the immediate highway network to the Application Site, including Langley Road and the site frontage to Wilmslow Road / section of Wilmslow Road between the site up to and including its junction with Moseley Road to the south. Ten injury accidents were recorded in the search area over the most recently available 5-year period, with review of the accident causation factors attributing the majority of the incidents to poor or illegal driver/rider behaviour. It is not considered that any accidents can be attributed to road/junction layout/geometry. Ultimately, it is not

considered that there are any prevailing material road safety issues that would bring the proposed development scheme into question.

Site Sustainability & Accessibility

6.12 It is concluded that the Application Site represents an appropriate location for new residential development, being located within easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities in Fallowfield. The Application Site is also located adjacent to excellent public transport connections to and from the City Centre and local employment / education opportunities, with access to these destinations also supported by excellent cycle connections. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic and parking impact associated with the new development.

Details of the Proposal Scheme

6.13 The Application Scheme comprises the partial demolition of the existing site buildings to facilitate the construction of 42 houses and refurbishment of Oakley Villa to provide 11 apartments (53 total units), with hard and soft landscaping, parking and access arrangements at the former USDAW Site, 188 Wilmslow Road, Fallowfield, Manchester.

6.14 Access to the application would be via two new connections to Langley Road, both of which provide 2.4m x 25m visibility splays in accordance with standards for access to a 20mph route such as Langley Road. All existing vehicle access points off Langley Road to the former USDAW site would be closed and reinstated as footway, and double yellow line TROs reconfigured accordingly.

6.15 It is proposed that the existing site access off Wilmslow Road to the northeast corner of the site (currently gated and locked shut) would be opened for pedestrian and cycle access to the Application Site, along with a gated pedestrian access off Langley Road, and footways adjacent to the main vehicular access.

6.16 Cycle access to the site would be supported via the provision of secure cycle stores within the curtilage of each house and apartment building basement.

6.17 A total of 43 parking bays are proposed at the site, comprising 1 per house. Dwellings accessed via the main (western) site access would be provided with one space to the front of the properties (33 spaces), with spaces off the eastern access provided in a car park arrangement a short walk from properties (10 spaces). Such level of provision is considered to be entirely appropriate due to the highly sustainable location of the site, and is supported by local car ownership statistics, which indicates that 40% of households in the area do not own a car or van.

6.18 Vehicle servicing is supported by a turning facility internal to the site (via main site access off Langley Road), with on-street servicing proposed for the apartments.

Predicted Development Traffic Demand

6.19 A review of the TRICS trip demand database identifies that the existing site could result in 25-26 two-way movements during the AM and PM peak periods, or less than 1 vehicle movements every 2 minutes.

6.20 Indeed, when compared to the extant use of the site at the USDAW Head Office, the proposed residential development scheme would result in an overall reduction in two-way vehicle movements in the peak hours.

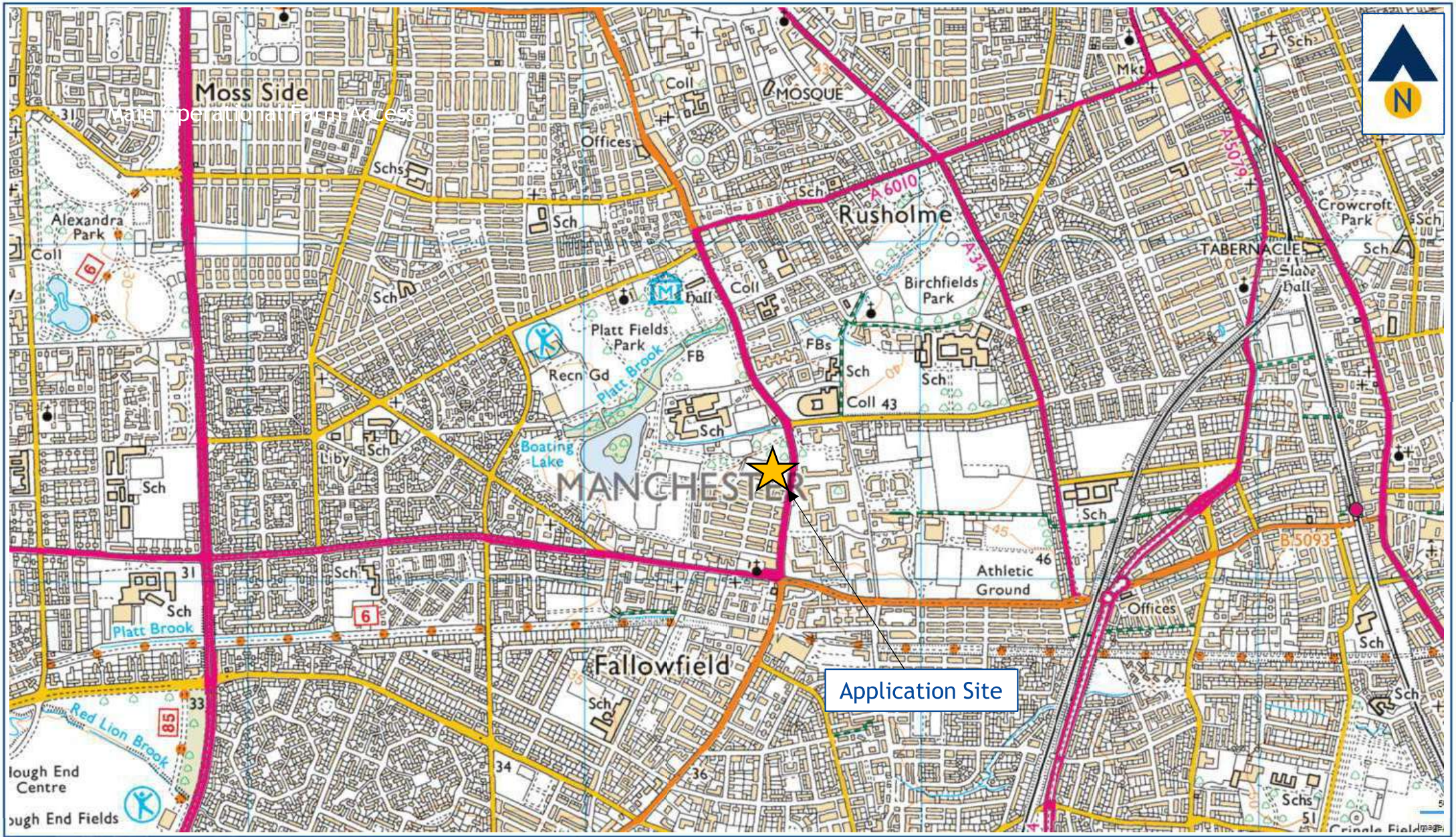
Conclusion

6.21 Overall, it is considered that the proposed development represents a practical and sustainable approach for the Langley Road site, which would result fewer vehicle movements to/from the site when compared to its extant use, therefore resulting in an improvement in operation of the immediate local highway. The location of the site, within a short walk of key local shops and services and adjacent to a major bus corridor, offers excellent opportunities for use of alternative travel modes to the private car for a range of 'everyday' journeys. The proposals are therefore

considered appropriate to meet key transport planning policy objectives set out in NPPF and local guidance re: encouraging sustainable development.

6.22 Based on the review of issues set out in this report, Focus TP would therefore have no hesitation in commending the scheme to the Council with respect to highways and transport matters. It is considered that the proposals can meet the defined vision for the site of meeting housing & regeneration needs in Manchester and delivering development that is highly accessible via a range of travel modes, and which would not give rise to severe transport network impacts.

FIGURES



F•CUS TRANSPORT PLANNING

Figure TS1 **Site Location: Strategic Context**

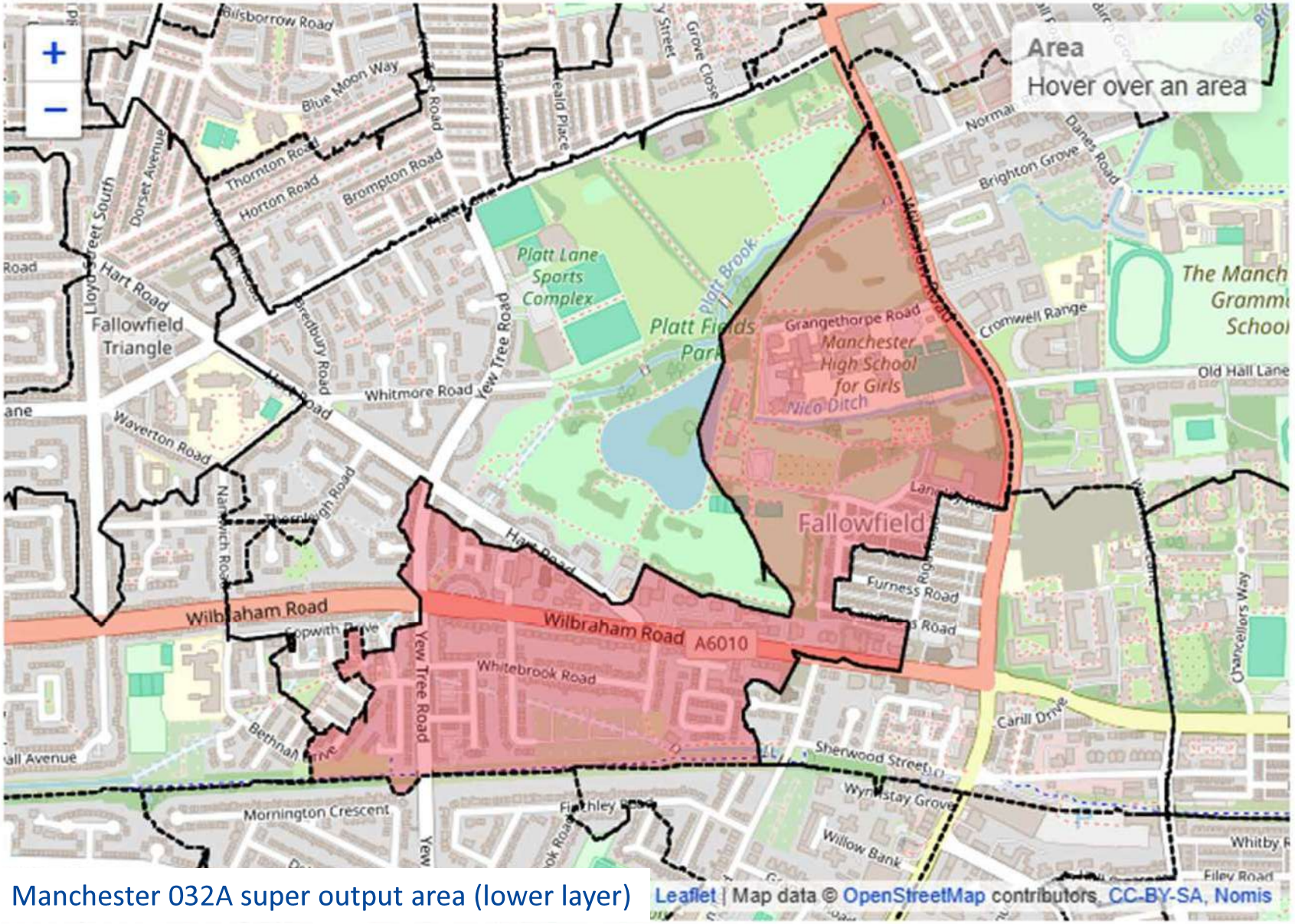
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS2 **Site Location: Local Context**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026

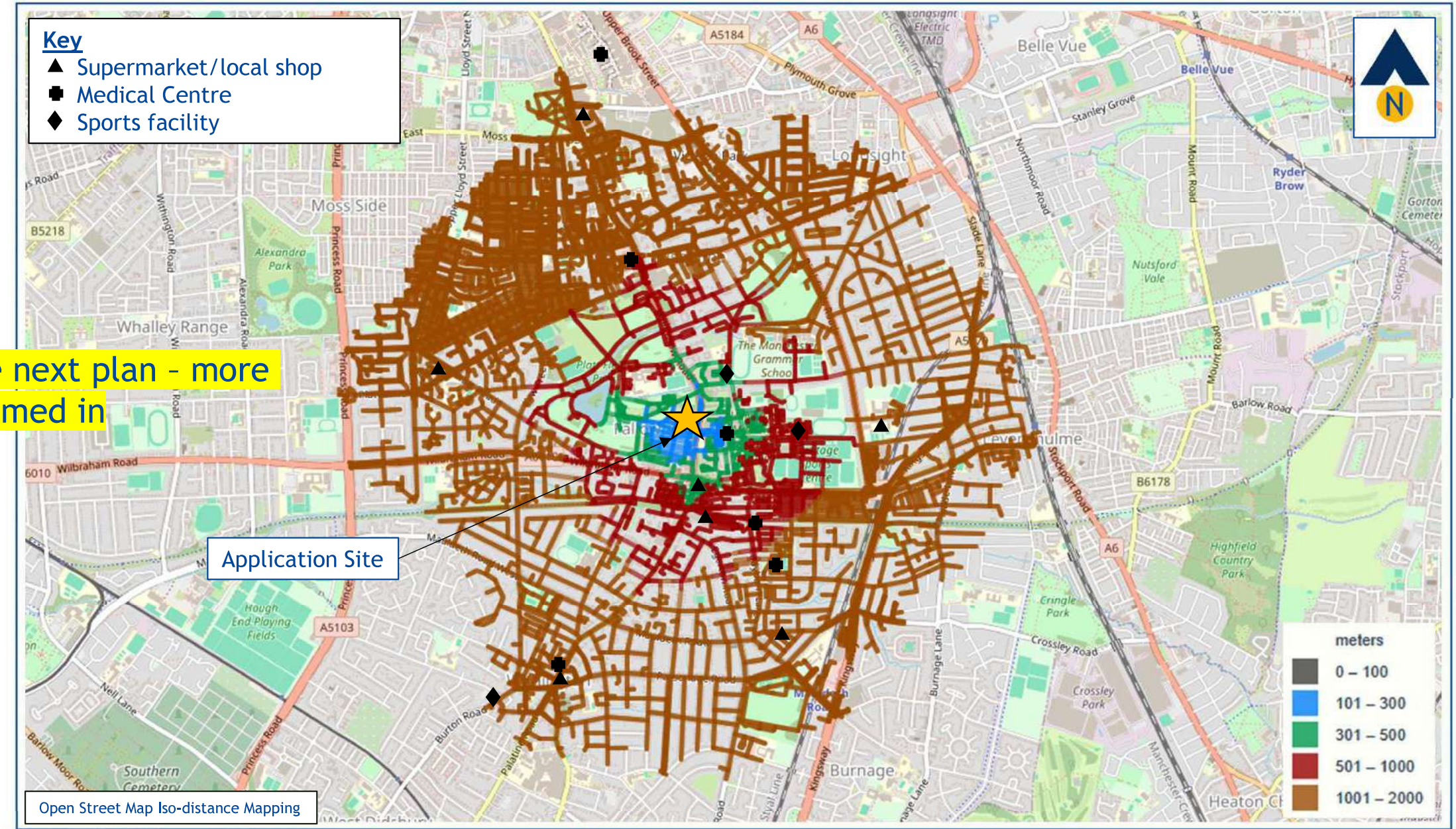


Manchester 032A super output area (lower layer)

FOCUS TRANSPORT PLANNING

Figure TS8 **Local Census Super Output Area**

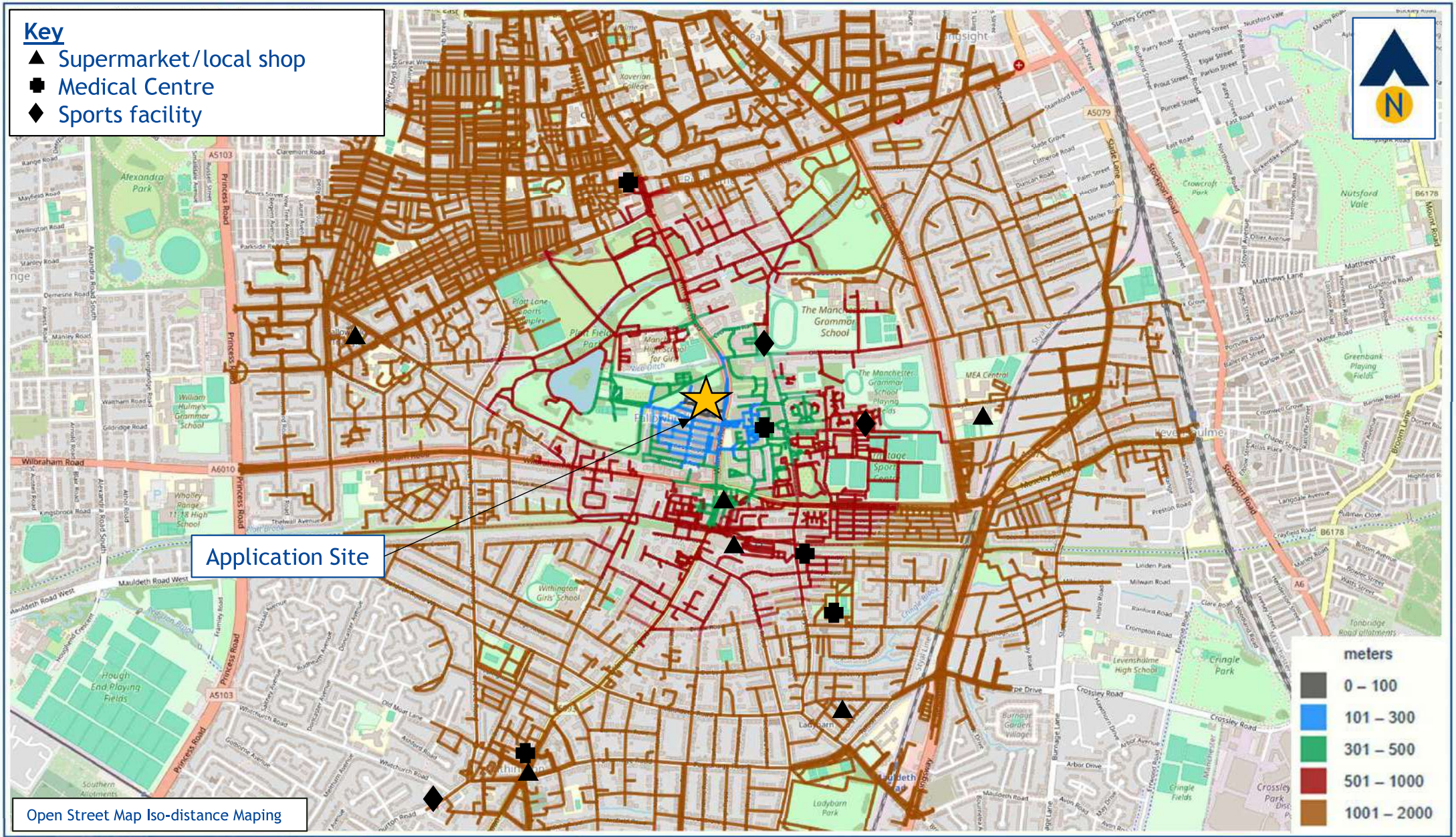
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS4 **2km Local Walk Catchment to / from the Application Site**

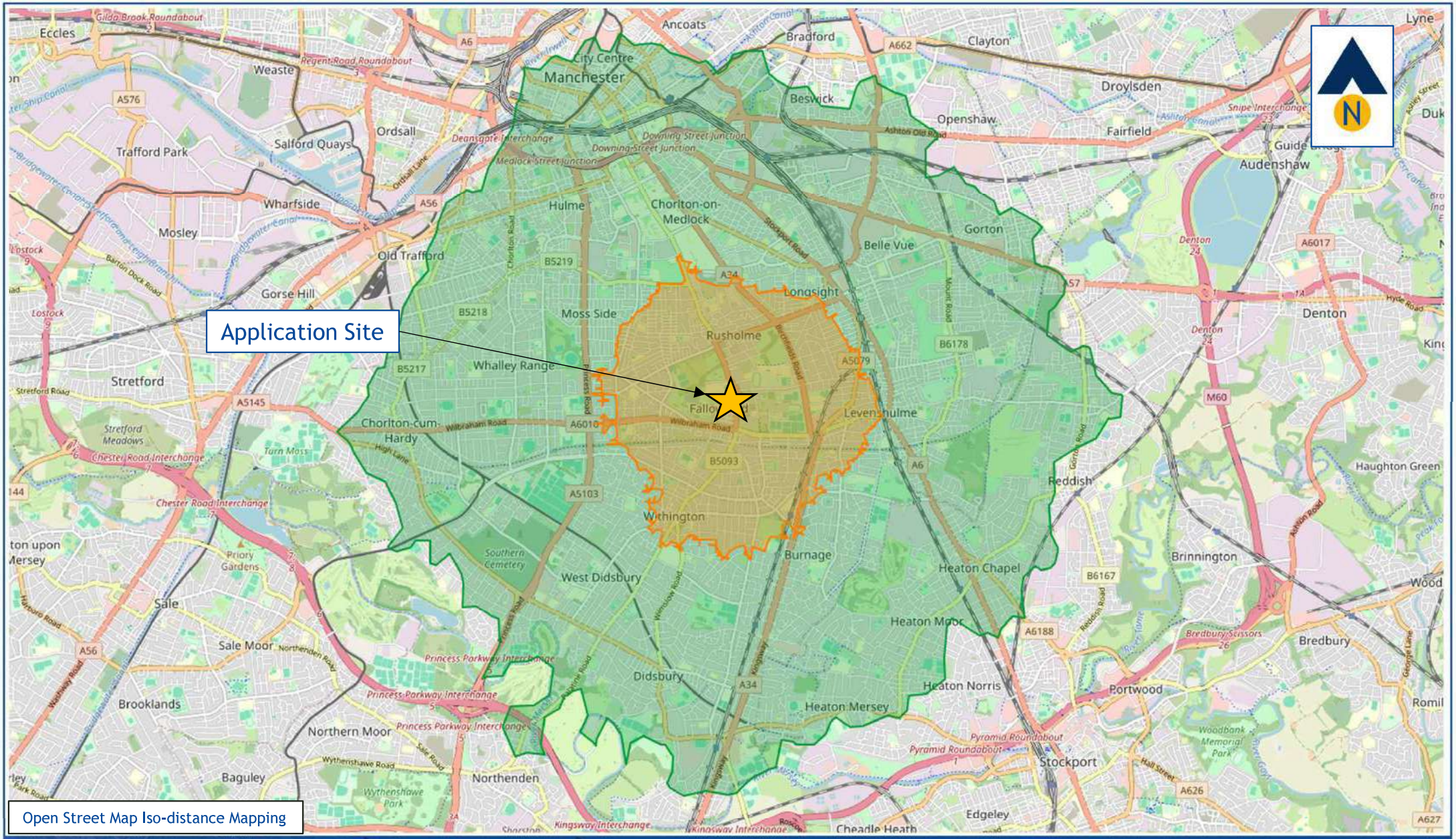
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS4 **2km Local Walk Catchment to / from the Application Site**

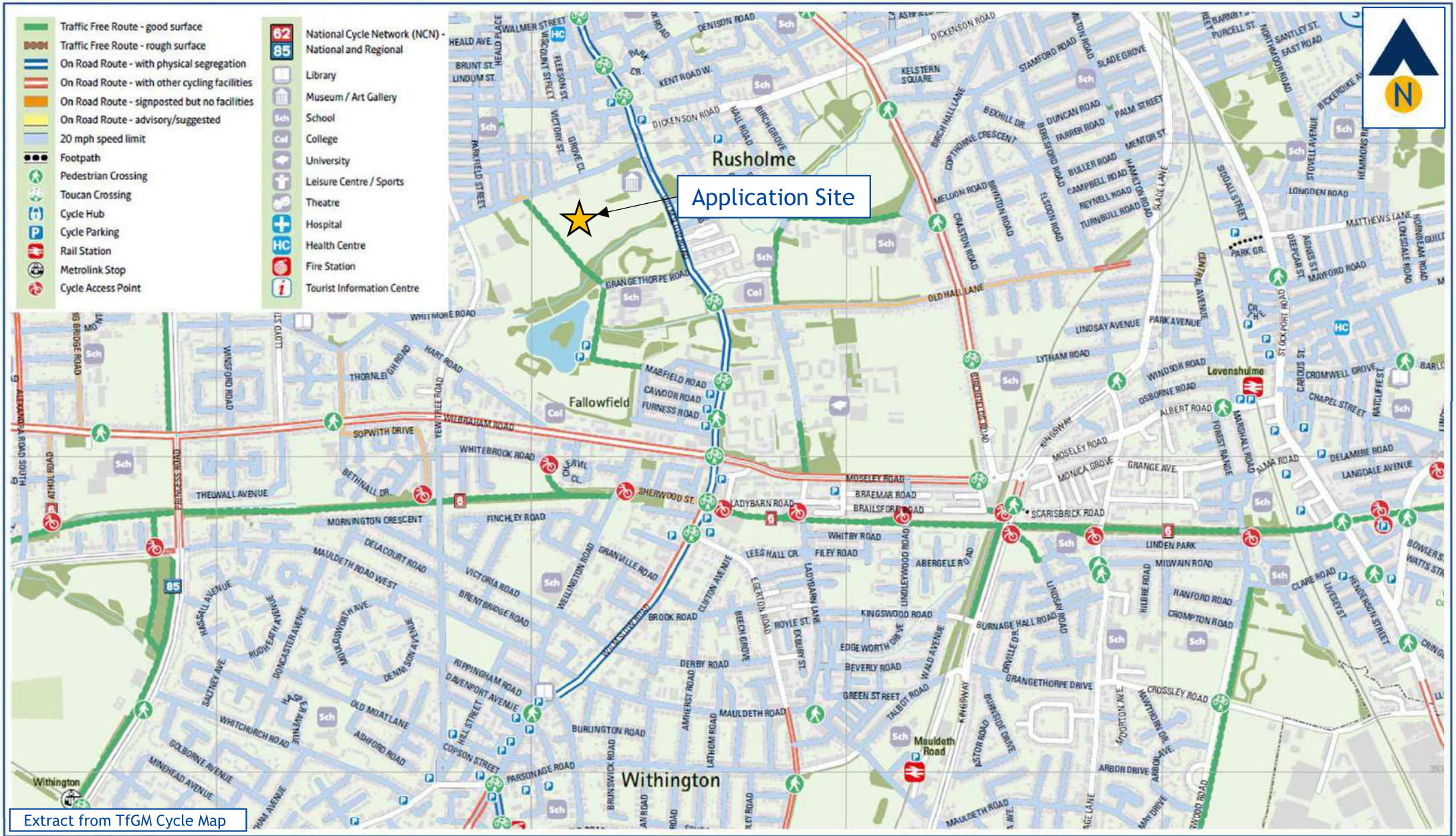
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS5 **5km Cycle Catchment to / from the Application Site**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026

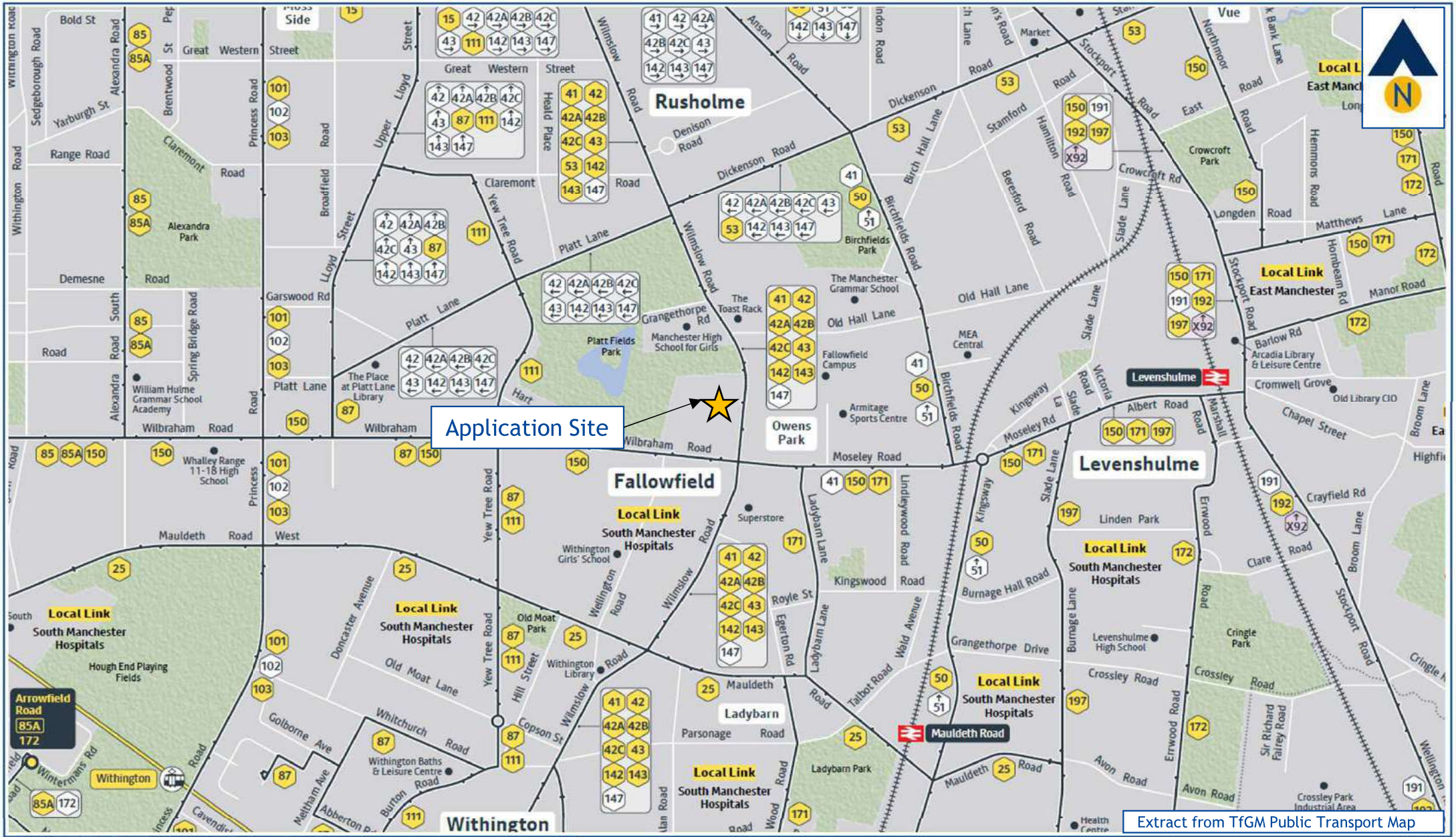


Extract from TfGM Cycle Map

FOCUS TRANSPORT PLANNING

Figure TS6 **Available Cycle Facilities in the vicinity of the Application Site**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS7 **Available Local Public Transport Connections in the vicinity of the Application Site**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026

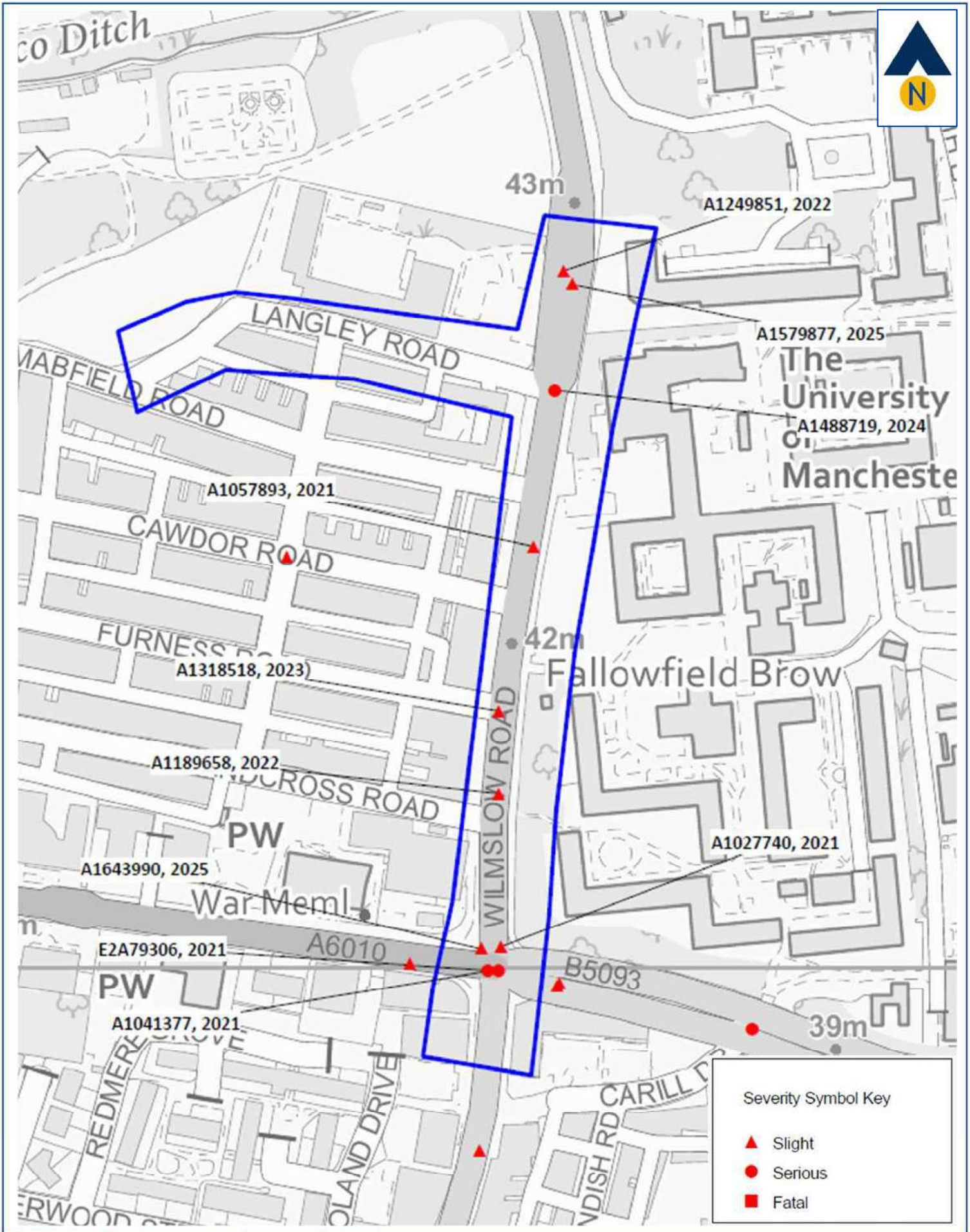
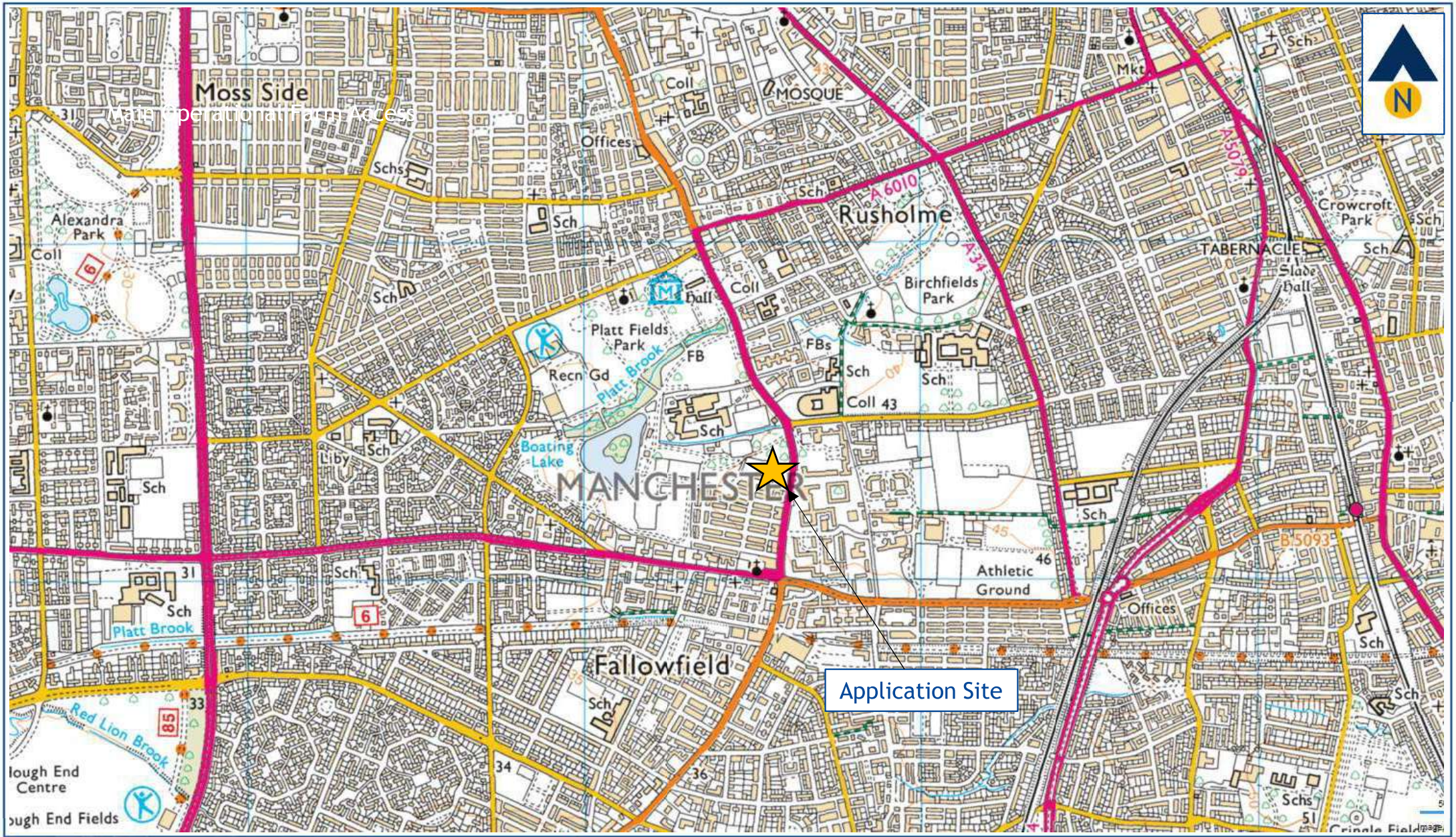


Figure TS3	**Personal Injury Accident Location Plan**	
J000664	188 Wilmslow Road, Fallowfield, Manchester	March 2026



F•CUS TRANSPORT PLANNING

Figure TS1 **Site Location: Strategic Context**

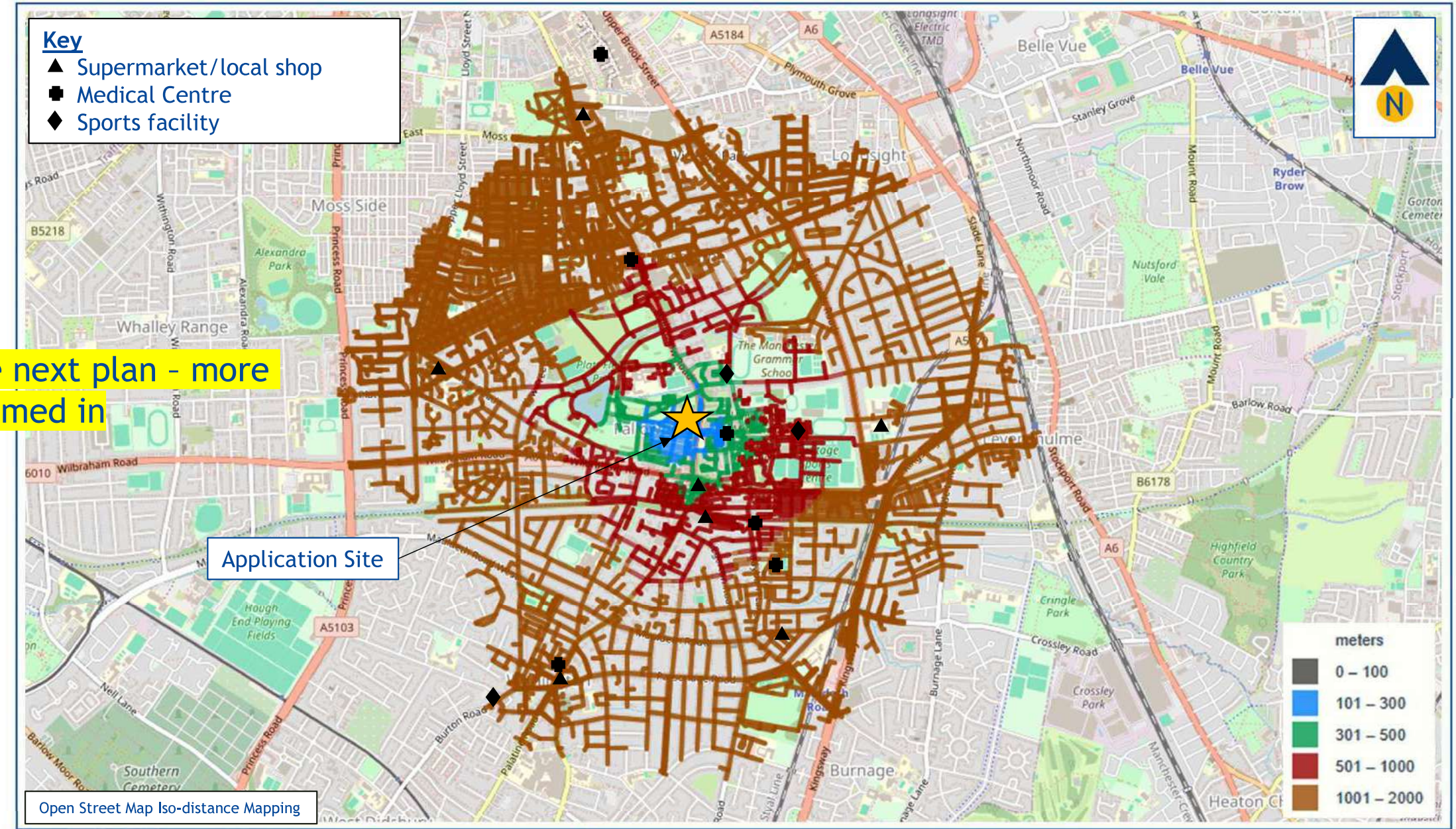
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS2 **Site Location: Local Context**

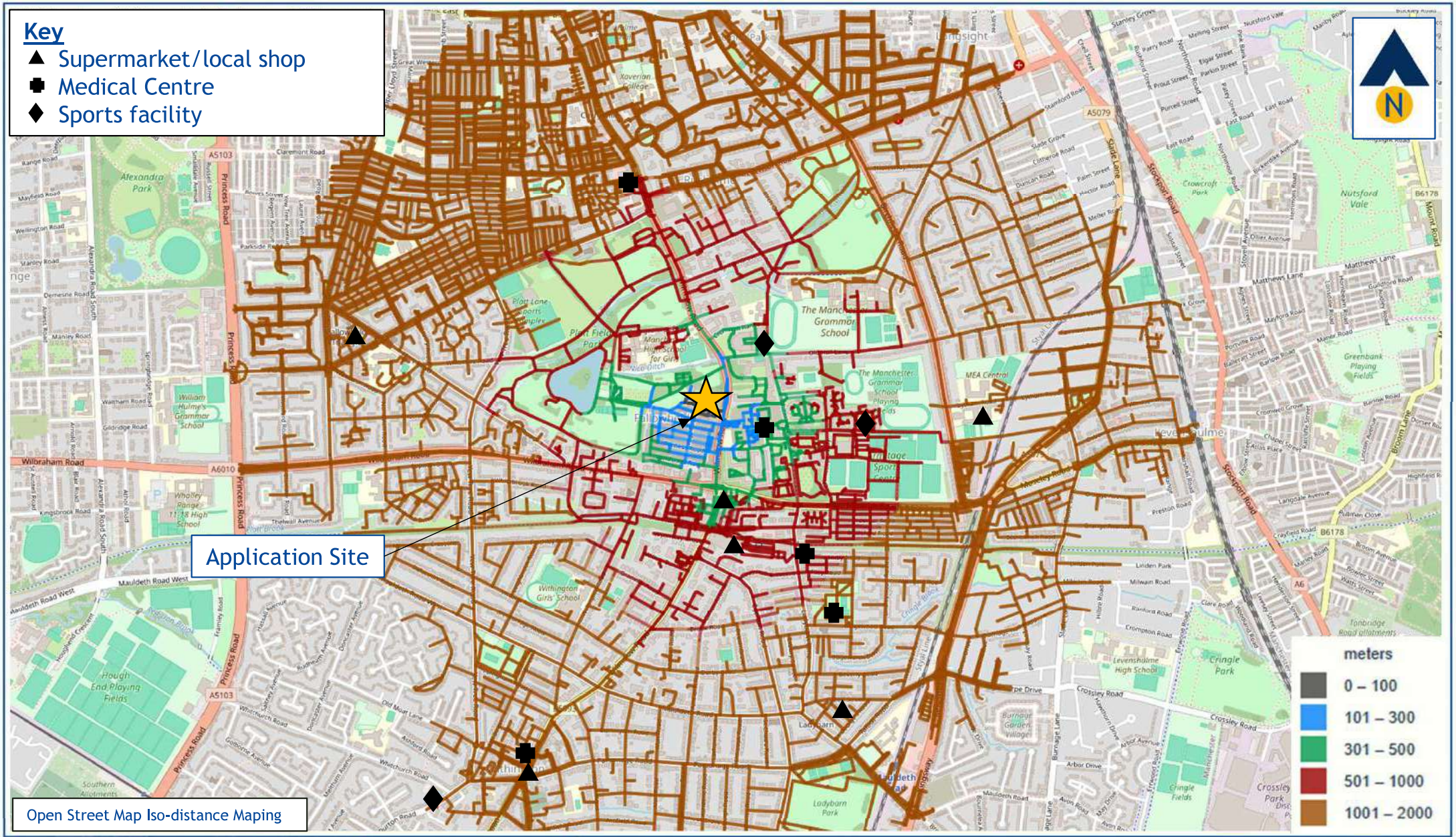
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS4 **2km Local Walk Catchment to / from the Application Site**

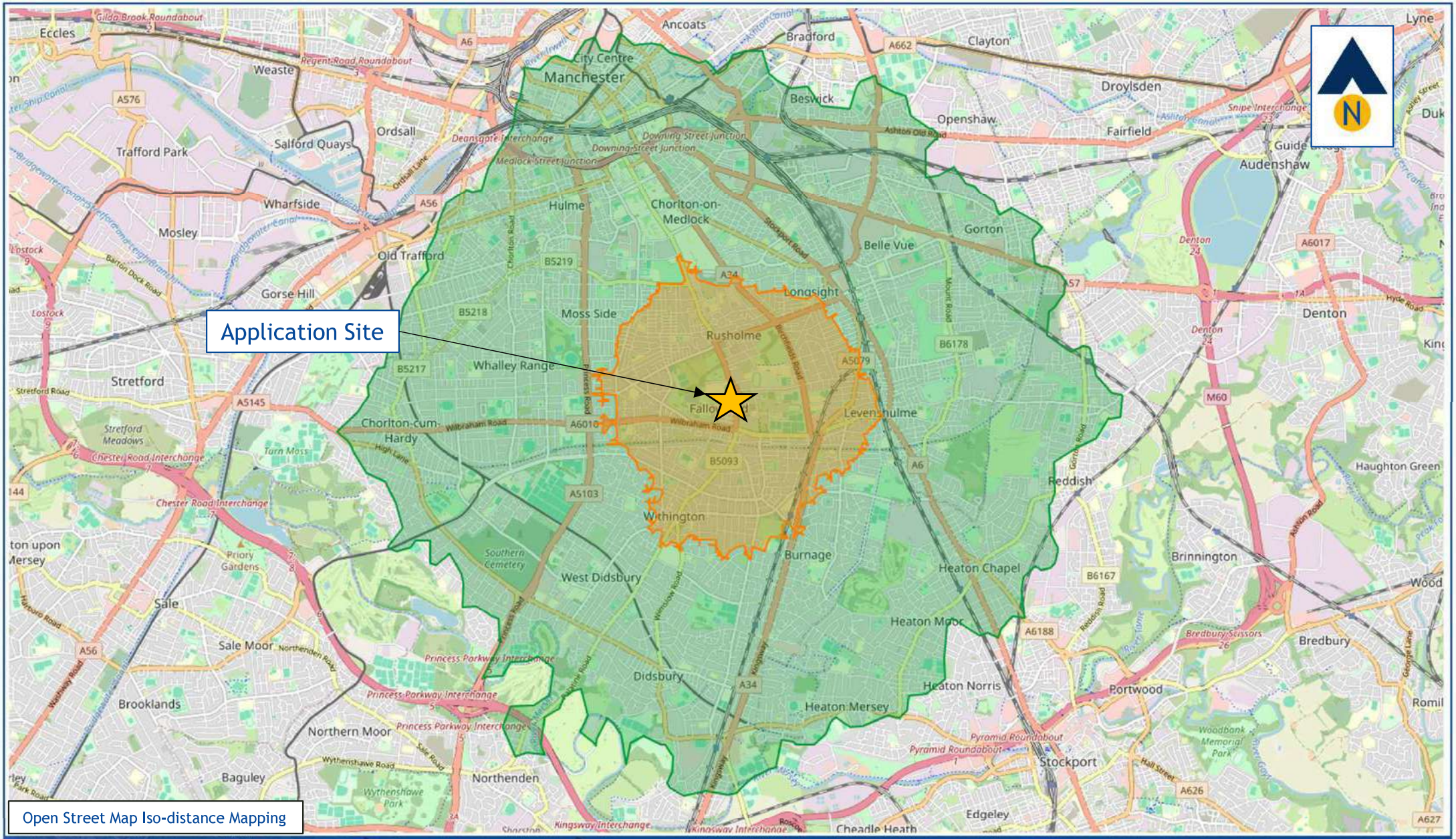
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS4 **2km Local Walk Catchment to / from the Application Site**

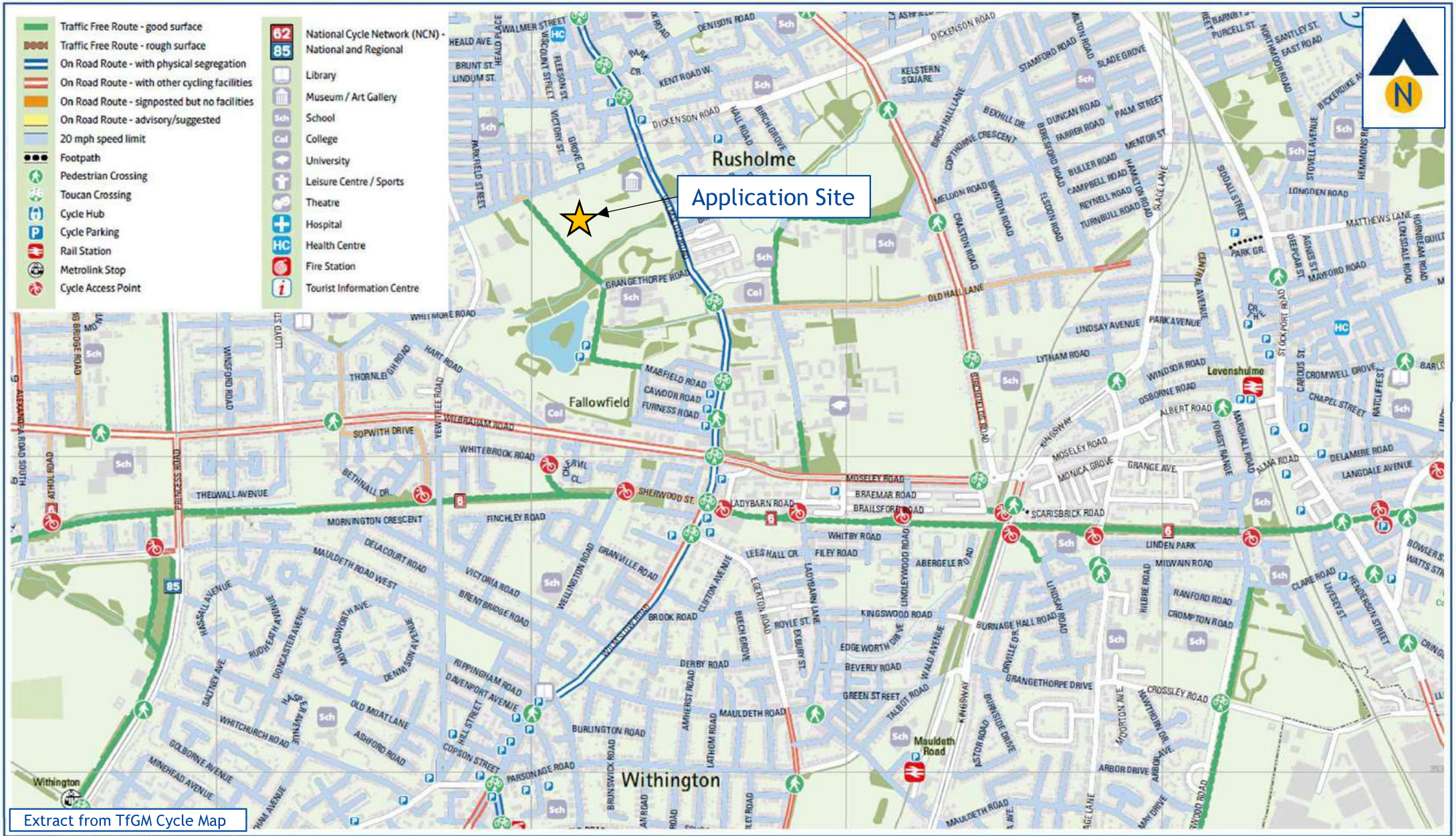
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS5 **5km Cycle Catchment to / from the Application Site**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026

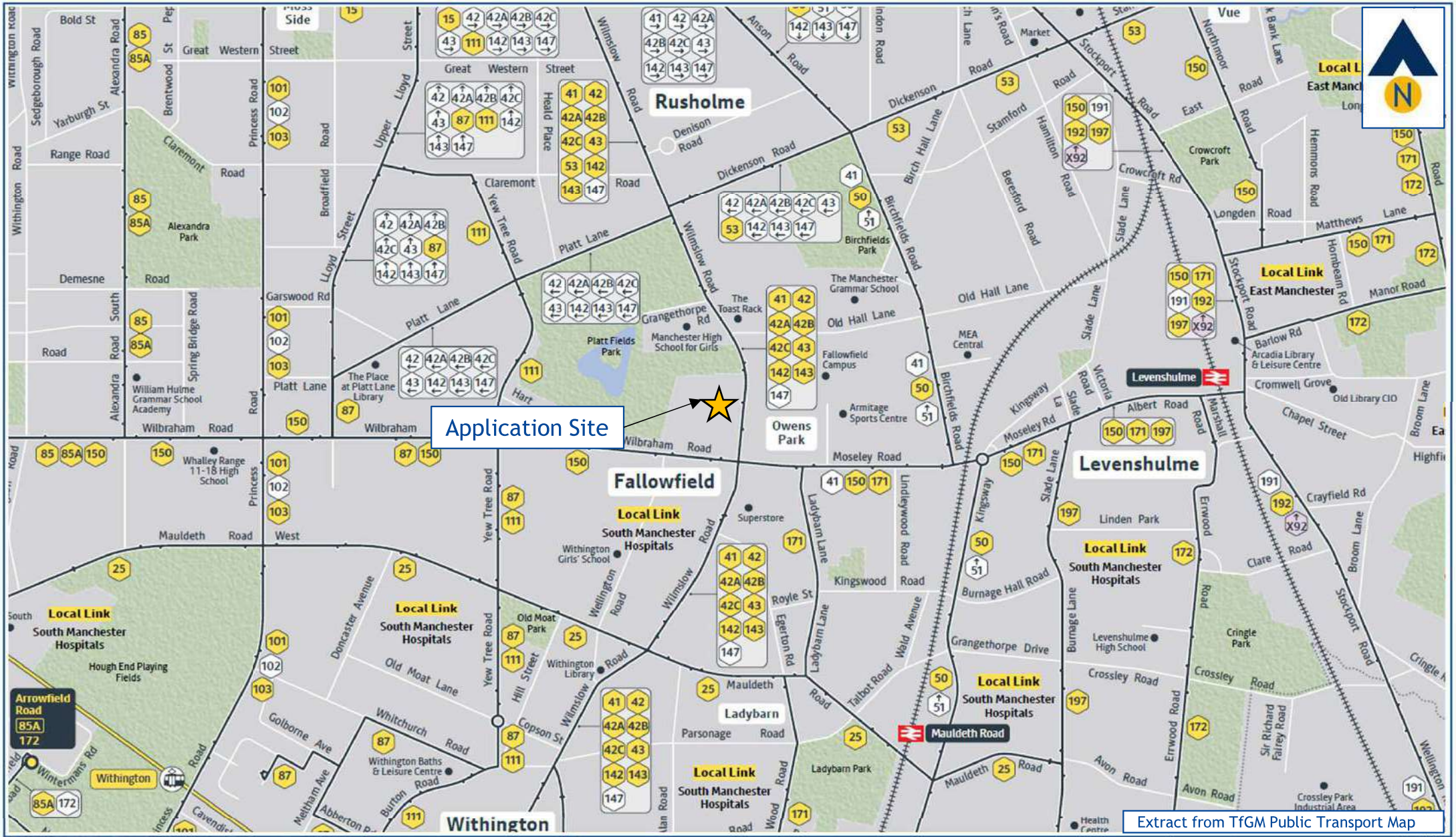


Extract from TfGM Cycle Map

FOCUS TRANSPORT PLANNING

Figure TS6 **Available Cycle Facilities in the vicinity of the Application Site**

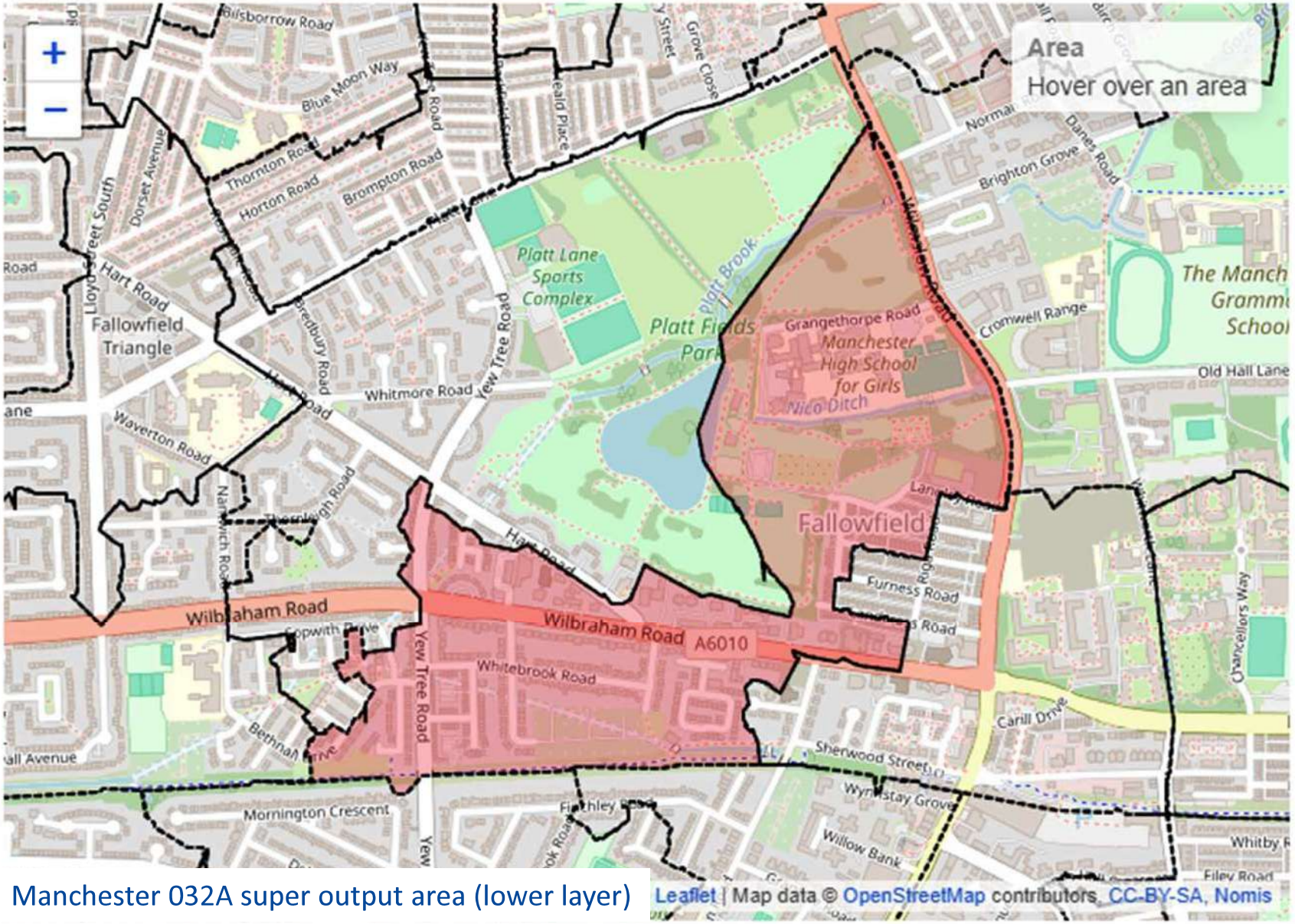
J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



FOCUS TRANSPORT PLANNING

Figure TS7 **Available Local Public Transport Connections in the vicinity of the Application Site**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



Manchester 032A super output area (lower layer)

FOCUS TRANSPORT PLANNING

Figure TS8 **Local Census Super Output Area**

J000664 188 Wilmslow Road, Fallowfield, Manchester March 2026



APPENDICES



APPENDIX TS1

Calculation Reference: AUDIT-506501-200417-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	PS	POWYS	1 days
	SW	SWANSEA	1 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days

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

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: No of Employees
Actual Range: 115 to 341 (units:)
Range Selected by User: 100 to 350 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

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	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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	8
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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:

Industrial Zone	1

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.

Secondary Filtering selection:

Use Class:

A1	1 days
B1	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days

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.

Travel Plan:

Yes	1 days
No	12 days

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

PTAL Rating:

No PTAL Present	13 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **BD-02-A-03** **OFFICES** **BEDFORDSHIRE**
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total No of Employees: 240
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 **DH-02-A-02** **CONSTRUCTION COMPANY** **DURHAM**
DURHAM ROAD
NEAR DURHAM
BOWBURN
Edge of Town
Industrial Zone
Total No of Employees: 115
Survey date: TUESDAY *27/11/12* *Survey Type: MANUAL*

3 **DU-02-A-01** **OFFICES** **DUNDEE CITY**
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total No of Employees: 146
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

4 **ES-02-A-12** **COUNCIL OFFICES** **EAST SUSSEX**
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total No of Employees: 341
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

5 **LC-02-A-09** **OFFICES** **LANCASHIRE**
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Employees: 150
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

6 **LE-02-A-04** **COUNCIL OFFICES** **LEICESTERSHIRE**
BURTON STREET
MELTON MOWBRAY

Edge of Town Centre
Built-Up Zone
Total No of Employees: 210
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

7 **PS-02-A-01** **COUNCIL OFFICES** **POWYS**
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total No of Employees: 140
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

8 **SF-02-A-02** **OFFICES** **SUFFOLK**
BATH STREET
IPSWICH

Edge of Town Centre
Commercial Zone
Total No of Employees: 218
Survey date: FRIDAY *19/07/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **SW-02-A-02** **OFFICE** **SWANSEA**
KINGS ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total No of Employees: 155
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

10 **TW-02-A-08** **HOUSING ASSOCIATION OFFICE** **TYNE & WEAR**
BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Employees: 300
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

11 **WL-02-A-01** **PET INSURANCE COMPANY** **WILTSHIRE**
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total No of Employees: 223
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

12 **WO-02-A-02** **OFFICE** **WORCESTERSHIRE**
MOOR STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total No of Employees: 125
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

13 **WY-02-A-05** **OFFICES** **WEST YORKSHIRE**
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total No of Employees: 115
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.017	13	191	0.003	13	191	0.020
07:30 - 08:00	13	191	0.054	13	191	0.013	13	191	0.067
08:00 - 08:30	13	191	0.125	13	191	0.019	13	191	0.144
08:30 - 09:00	**13**	**191**	**0.137**	13	191	0.023	13	191	0.160
09:00 - 09:30	13	191	0.113	13	191	0.025	13	191	0.138
09:30 - 10:00	13	191	0.051	13	191	0.025	13	191	0.076
10:00 - 10:30	13	191	0.039	13	191	0.034	13	191	0.073
10:30 - 11:00	13	191	0.026	13	191	0.019	13	191	0.045
11:00 - 11:30	13	191	0.018	13	191	0.021	13	191	0.039
11:30 - 12:00	13	191	0.020	13	191	0.023	13	191	0.043
12:00 - 12:30	13	191	0.029	13	191	0.036	13	191	0.065
12:30 - 13:00	13	191	0.046	13	191	0.049	13	191	0.095
13:00 - 13:30	13	191	0.032	13	191	0.035	13	191	0.067
13:30 - 14:00	13	191	0.039	13	191	0.027	13	191	0.066
14:00 - 14:30	13	191	0.029	13	191	0.026	13	191	0.055
14:30 - 15:00	13	191	0.023	13	191	0.029	13	191	0.052
15:00 - 15:30	13	191	0.020	13	191	0.031	13	191	0.051
15:30 - 16:00	13	191	0.014	13	191	0.033	13	191	0.047
16:00 - 16:30	13	191	0.015	13	191	0.059	13	191	0.074
16:30 - 17:00	13	191	0.019	13	191	0.079	13	191	0.098
17:00 - 17:30	13	191	0.019	**13**	**191**	**0.146**	**13**	**191**	**0.165**
17:30 - 18:00	13	191	0.011	13	191	0.068	13	191	0.079
18:00 - 18:30	12	197	0.007	12	197	0.044	12	197	0.051
18:30 - 19:00	12	197	0.003	12	197	0.021	12	197	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.906			0.888			1.794

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:	115 - 341 (units:)
Survey date date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.001	13	191	0.001	13	191	0.002
08:30 - 09:00	**13**	**191**	**0.002**	**13**	**191**	**0.002**	**13**	**191**	**0.004**
09:00 - 09:30	13	191	0.002	13	191	0.002	13	191	0.004
09:30 - 10:00	13	191	0.002	13	191	0.002	13	191	0.004
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.001	13	191	0.002
14:30 - 15:00	13	191	0.001	13	191	0.001	13	191	0.002
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.001	13	191	0.001	13	191	0.002
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.001	13	191	0.000	13	191	0.001
17:00 - 17:30	13	191	0.002	13	191	0.002	13	191	0.004
17:30 - 18:00	13	191	0.000	13	191	0.001	13	191	0.001
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.013			0.013			0.026

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.*

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

OGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	**13**	**191**	**0.001**	13	191	0.000	13	191	0.001
09:00 - 09:30	13	191	0.001	**13**	**191**	**0.001**	**13**	**191**	**0.002**
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.001	13	191	0.001
11:00 - 11:30	13	191	0.001	13	191	0.001	13	191	0.002
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.001	13	191	0.000	13	191	0.001
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.003			0.007

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.*

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

PSVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.000	13	191	0.000	13	191	0.000
08:00 - 08:30	13	191	0.000	13	191	0.000	13	191	0.000
08:30 - 09:00	**13**	**191**	**0.001**	13	191	0.000	**13**	**191**	**0.001**
09:00 - 09:30	13	191	0.000	13	191	0.000	13	191	0.000
09:30 - 10:00	13	191	0.000	13	191	0.000	13	191	0.000
10:00 - 10:30	13	191	0.000	13	191	0.000	13	191	0.000
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	**13**	**191**	**0.000**	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.000	13	191	0.000
12:00 - 12:30	13	191	0.000	13	191	0.000	13	191	0.000
12:30 - 13:00	13	191	0.000	13	191	0.000	13	191	0.000
13:00 - 13:30	13	191	0.000	13	191	0.000	13	191	0.000
13:30 - 14:00	13	191	0.000	13	191	0.000	13	191	0.000
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.000	13	191	0.000
16:00 - 16:30	13	191	0.000	13	191	0.000	13	191	0.000
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.000	13	191	0.000
17:30 - 18:00	13	191	0.000	13	191	0.000	13	191	0.000
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.000			0.001

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.*

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

CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	13	191	0.000	13	191	0.000	13	191	0.000
07:30 - 08:00	13	191	0.001	13	191	0.001	13	191	0.002
08:00 - 08:30	13	191	0.002	13	191	0.000	13	191	0.002
08:30 - 09:00	**13**	**191**	**0.006**	13	191	0.000	**13**	**191**	**0.006**
09:00 - 09:30	13	191	0.002	13	191	0.000	13	191	0.002
09:30 - 10:00	13	191	0.001	13	191	0.000	13	191	0.001
10:00 - 10:30	13	191	0.002	13	191	0.000	13	191	0.002
10:30 - 11:00	13	191	0.000	13	191	0.000	13	191	0.000
11:00 - 11:30	13	191	0.000	13	191	0.000	13	191	0.000
11:30 - 12:00	13	191	0.000	13	191	0.001	13	191	0.001
12:00 - 12:30	13	191	0.000	13	191	0.001	13	191	0.001
12:30 - 13:00	13	191	0.001	13	191	0.001	13	191	0.002
13:00 - 13:30	13	191	0.000	13	191	0.001	13	191	0.001
13:30 - 14:00	13	191	0.001	13	191	0.000	13	191	0.001
14:00 - 14:30	13	191	0.000	13	191	0.000	13	191	0.000
14:30 - 15:00	13	191	0.000	13	191	0.000	13	191	0.000
15:00 - 15:30	13	191	0.000	13	191	0.000	13	191	0.000
15:30 - 16:00	13	191	0.000	13	191	0.001	13	191	0.001
16:00 - 16:30	13	191	0.000	13	191	0.002	13	191	0.002
16:30 - 17:00	13	191	0.000	13	191	0.000	13	191	0.000
17:00 - 17:30	13	191	0.000	13	191	0.004	13	191	0.004
17:30 - 18:00	13	191	0.000	**13**	**191**	**0.005**	13	191	0.005
18:00 - 18:30	12	197	0.000	12	197	0.000	12	197	0.000
18:30 - 19:00	12	197	0.000	12	197	0.000	12	197	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.016			0.017			0.033

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.*



APPENDIX TS2

Langley Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	Group 2. Pedestrian crossings and vehicle access across footway and/or cycle track						Existing	Proposed		
6	Provision of formal crossing points	Distance between formal crossing points considering PCU's a day	>8000 PCU's a day and more than 400m between controlled crossing points. <8000 PCU's a day no formal crossings provided on desire lines.	>8000 PCU's a day and controlled crossing points are between 200m and 400m. <8000 PCU's a day formal crossing provided for some desire lines.	>8000 PCU's a day and controlled crossing points are between 100m and 200m. <8000 PCU's a day formal crossing provided for most desire lines, including all bus stop pairs.	>8000 PCU's a day and controlled crossing points are less than 100m apart. <8000 PCU's a day formal crossing provided for all desire lines, including all bus stop pairs.	1	1	A formal crossing point may be controlled or uncontrolled as appropriate for the context. If traffic volumes not known, take a 15 or 30 minute spot count and use locally available traffic count data to factor this up to an estimate of daily flow. Active Travel England Route Check Tool considers any uncontrolled crossing of a road with >1000 vehicles in the busiest hour to be a Critical Issue See also Traffic Signs Manual Chapter 6	Formal dropped crossing / tactile available at either end of Langley Road (200m distance). <8000 PCUs per day
7	Type of crossing facility	Type of crossing facility appropriate for street context	Uncontrolled crossing of more than 2 lanes. and/or Any arm of a signalised junction without green man pedestrian facility. Uncontrolled crossings where 85th percentile speed is greater than 30mph.	Uncontrolled crossing of 2 or fewer lanes. Controlled crossings on any arm of signalised junction are more than two stage. and/or Mid-link crossings are two stage.	Controlled crossings on major corridors. All signal junctions to have green man stage(s). Crossings on any arm are two stage. Mid link crossings are single stage.	All signalised junctions have green man stage(s). Zebra or signalised crossings mid-link; signalised crossing with pedestrian countdown at signalised junctions. Mid link and signalised junction crossings are single stage.	0	0	Active Travel England Route Check Tool considers uncontrolled crossings where 85th percentile speed is greater than 30mph to be a Critical Issue. Where refuge of at least 2m, consider this as two seperate crossing stages when calculating volume of traffic. See also Chapter 3 GM Streets for All Design Guide Traffic Signs Manual Chapter 6	All crossings uncontrolled
8	Wait time at mid-link signalised crossings	Waiting time for pedestrians (puffin), cycles (sparrow or toucan) and equestrians (pegasus)	Score not applicable for this metric.	Maximum waiting time >60secs.	Maximum waiting time 60-20secs.	Maximum waiting time <20secs or, instant call, or rest on red.	N/A	N/A	Waiting time is the time between pressing the call button and then green man appearing.	No signalised crossings
9	Assumed walking speed at signal controlled crossings	Walking speed used in calculating pedestrian crossing clearance timings	Score not applicable for this metric.	1.2m/s	1.0m/s	0.8m/s and/or pedestrian detection to lengthen pedestrian phase.	N/A	N/A	See also Traffic Signs Manual Chapter 6	No signalised crossings
10	Pedestrian routeing and desire lines	Crossings on key pedestrian routes that create cross-street permeability and route continuity	Score not applicable for this metric.	Not met.	Some met.	All met.	2	2	Desire lines should also be considered across the wider street network to give direct access to schools, healthcare and community facilities, bus stops etc.	No crossings across the street mid-link but available at either end of street. Not considered necessary mid-link and entirely frontage residential property on southern side of route.
11	Vehicle access and footway disrupting footway or cycle track and footway crossfalls	Undulating footways and cycle tracks at vehicle crossovers. Footway crossfalls.	Score not applicable for this metric.	<0.9m 'near level' footway width, including at vehicle crossovers. Cycle track undulates at vehicle access crossovers.	'Near level' footway width =>0.9m. Dutch entrance kerbs, or equivalent, at some dropped vehicle crossovers. Cycle track undulates at vehicle access crossovers but is mitigated e.g. level change over 2 or more standard kerb lengths, does not drop fully to carriageway level.	'Near level' footway width >0.9m, and as wide as practicable. Dutch entrance kerbs, or equivalent, at all dropped vehicle crossovers. Cycle track is level at vehicle access crossovers.	2	2	'Near level' footway = horizontal gradient/crossfall no greater than 2.5%. When assessing the existing street, this could be determined by observation. It is likely most existing vehicle crossovers will score 0. Standard kerb length = 915mm See also Figure 6.12 Manual for Streets (2007)	No cycletrack. 2.0m minimum footway width continuous to both sides of route with dropped kerbs at all junctions. Tactile paving is available at most junctions - the only missing tactile paving is at the western side of the western USDAW car park access due to service chamber present in the footway. This access will be closed and reinstated to footway, along with other redundant accesses. All new access junctions will be provided with dropped kerbs/tactiles.
	Group 2. Pedestrian Crossings (junction and mid-link)						5/8	5/8		

Langley Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	Group 3. Footway (incl. shared use with cycles)						Existing	Proposed		
12	Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.9m	>=3m	1	1	Minimum widths (other than 1.2m absolute minimum) varies by street type selected in 'Project' tab. No footway is to be classed as <1.2m. Point = over a distance <6m. See also Chapter 3 GM Streets for All Design Guide Transport for London Pedestrian Comfort Guidance	2m minimum footway
13	Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects presenting a level difference of more than 6mm.	1	1	Active Travel England Route Check tool requirement = 13mm 6mm = flush kerb upstand tolerance at dropped pedestrian crossings. For areas covered by a new scheme there should be no level differences greater than 6mm.	Minimal defects observed
14	Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	2	2	The steeper the slope, the greater the impact on people, so the priority is to reduce gradients as much as possible. Avoid abrupt changes in gradient and aim for smooth gradual changes. Incorporating level areas and seating is important. See also BS8300:1 (2018)	No significant gradients identified
15	Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	2	2	This is important for all users, but particularly important for visually impaired and neurodivergent people. See also PAS 6463 - Design for the mind. Neurodiversity & the built environment	All pedestrian routes obvious with kerbed (segregated) footways to both sides of carriageway
16	Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	0	0	Consider inclusive seating e.g. at a variety of heights, with/without arm or back rests.	No public seating
17	Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	2	2	Comprehensive wayfinding and signage should also take account of regulatory signing required for all on-highway cycling provision.	Cycle / pedestrian specific signage at Langley Road close to junctions with Wilmslow Road and Mabfield Road junctions
18	Shared use with cycles	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists e.g. contrasting surfacing. Replacement of shared facility with separate footway and cycle track.	N/A	N/A	Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows. See also LTN 1/20 Guidance on shared use	No shared use
	Group 3. Footway (incl. shared use)						8/12	8/12		

Langley Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	Group 4. Cycling provision						Existing	Proposed		
19	Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	1	1	The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a street segment. Posted speed limit should take into account frontage context along the street.	85th percentile speed not known, but route operates under 20mph speed limit and on-site observations suggest this is adhered to
20	Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	2	2	Volume in PCUs (Passenger Car Units). Metric applies to two-way single-carriageway streets only as it is concerned with interaction between opposing flows. For one-way streets and dual carriageways, set score to not applicable.	Traffic counts are not available but site visit indiates flows of <1,000 PCUs in a day / <100 pk hr
21	Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	1	1	If there is a protected cycle facility, score 2. If most frequently visiting large vehicle is typically a weekly refuse collection vehicle score 2.	HGVs limited to occasional large delivery vehicles and weekly refuse collection, so assumed <2%
22	Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m (including if physically protected) Primary: <1,000 PCU's a day	2	2	See also Chapter 3 GM Streets for All Design Guide	Assumed <1,000 PCUs per day
23	Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	1	1	Design features could include protected cycle facility, design speed 15mph, planting, formalised parking, no centre line, <1,000 PCU a day. Speed cushions can be an issue for cyclists because: ● they may be forced to change their preferred position on the road to fit between the gaps in the cushions. ● some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions increasing the liklehood of close passes.	<3.25 and no speed cushion
24	Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently-used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	1	1	Kerbside activity includes vehicle parking bays, loading/unloading, bus stops, drop-off, pick-up. Frequent bus service = 5 or more buses per hour See also Chapter 3 GM Streets for All Design Guide	No formal cycle lane available. On-street parking mainly along southern side.
25	Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	N/A	2	Where it is not possible to provide dedicated cycle facilities on the most direct route, the amount of additional time or distance where a dedicated alternative route is provided should be minimised.	Off-road route into site from Wilmslow Road avoiding Langley Road would be available via reopening of application site's Wilmslow Road access.
26	Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	N/A	N/A	This relates directly to the width of the cycle facility. See also Chapter 3 GM Streets for All Design Guide	No formal cycle lane available.
27	Connectivity of the route to surrounding street and off-road network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	1	1	Where there is a transition between the carriageway and cycle track, it must be flush and preferably material continuity maintained e.g. asphalt to asphalt no kerb.	No segreated cycle facility
28	Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	1	1	Defects include non cycle friendly ironworks, raised/ sunken covers/gullies. General maintenance includes overgrown vegetation, loose/ heavily cracked surfaces, potholes. Non-flush kerbs crossing cycle facility. Sharp level changes (>12.5%).	Few minor defects or maintenance issues identified
29	Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	N/A	N/A	Good surface riding quality is essential for cyclist safety and comfort. See also London Cycling Design Standards 7.2 Surfacing	No formal cycle track
	Group 4. Cycling provision						**10/16**	**12/18**		

Wilmslow Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	*Metrics greyed out are not scored									
	Group 2. Pedestrian crossings and vehicle access across footway and/or cycle track						Existing	Proposed		
6	Provision of formal crossing points	Distance between formal crossing points considering PCU's a day	>8000 PCU's a day and more than 400m between controlled crossing points. <8000 PCU's a day no formal crossings provided on desire lines.	>8000 PCU's a day and controlled crossing points are between 200m and 400m. <8000 PCU's a day formal crossing provided for some desire lines.	>8000 PCU's a day and controlled crossing points are between 100m and 200m. <8000 PCU's a day formal crossing provided for most desire lines, including all bus stop pairs.	>8000 PCU's a day and controlled crossing points are less than 100m apart. <8000 PCU's a day formal crossing provided for all desire lines, including all bus stop pairs.	1	1	A formal crossing point may be controlled or uncontrolled as appropriate for the context. If traffic volumes not known, take a 15 or 30 minute spot count and use locally available traffic count data to factor this up to an estimate of daily flow. Active Travel England Route Check Tool considers any uncontrolled crossing of a road with >1000 vehicles in the busiest hour to be a Critical Issue See also Traffic Signs Manual Chapter 6	Controlled crossings 100-200m apart at busiest section (i..e Langley Road to Wilbraham Road)
7	Type of crossing facility	Type of crossing facility appropriate for street context	Uncontrolled crossing of more than 2 lanes. and/or Any arm of a signalised junction without green man pedestrian facility. Uncontrolled crossings where 85th percentile speed is greater than 30mph.	Uncontrolled crossing of 2 or fewer lanes. Controlled crossings on any arm of signalised junction are more than two stage. and/or Mid-link crossings are two stage.	Controlled crossings on major corridors. All signal junctions to have green man stage(s). Crossings on any arm are two stage. Mid link crossings are single stage.	All signalised junctions have green man stage(s). Zebra or signalised crossings mid-link; signalised crossing with pedestrian countdown at signalised junctions. Mid link and signalised junction crossings are single stage.	2	2	Active Travel England Route Check Tool considers uncontrolled crossings where 85th percentile speed is greater than 30mph to be a Critical Issue. Where refuge of at least 2m, consider this as two seperate crossing stages when calculating volume of traffic. See also Chapter 3 GM Streets for All Design Guide Traffic Signs Manual Chapter 6	All crossings controlled with single stage at mid-link crossings
8	Wait time at mid-link signalised crossings	Waiting time for pedestrians (puffin), cycles (sparrow or toucan) and equestrians (pegasus)	Score not applicable for this metric.	Maximum waiting time >60secs.	Maximum waiting time 60-20secs.	Maximum waiting time <20secs or, instant call, or rest on red.	2	2	Waiting time is the time between pressing the call button and then green man appearing.	tbc
9	Assumed walking speed at signal controlled crossings	Walking speed used in calculating pedestrian crossing clearance timings	Score not applicable for this metric.	1.2m/s	1.0m/s	0.8m/s and/or pedestrian detection to lengthen pedestrian phase.	N/A	N/A	See also Traffic Signs Manual Chapter 6	not known
10	Pedestrian routeing and desire lines	Crossings on key pedestrian routes that create cross-street permeability and route continuity	Score not applicable for this metric.	Not met.	Some met.	All met.	2	2	Desire lines should also be considered across the wider street network to give direct access to schools, healthcare and community facilities, bus stops etc.	2 mid-link signalised crossings and pedestrian stage at Wilmslow Road / Wilbraham Road signalised junction.
11	Vehicle access and footway disrupting footway or cycle track and footway crossfalls	Undulating footways and cycle tracks at vehicle crossovers. Footway crossfalls.	Score not applicable for this metric.	<0.9m 'near level' footway width, including at vehicle crossovers. Cycle track undulates at vehicle access crossovers.	'Near level' footway width =>0.9m. Dutch entrance kerbs, or equivalent, at some dropped vehicle crossovers. Cycle track undulates at vehicle access crossovers but is mitigated e.g. level change over 2 or more standard kerb lengths, does not drop fully to carriageway level.	'Near level' footway width >0.9m, and as wide as practicable. Dutch entrance kerbs, or equivalent, at all dropped vehicle crossovers. Cycle track is level at vehicle access crossovers.	2	2	'Near level' footway = horizontal gradient/crossfall no greater than 2.5%. When assessing the existing street, this could be determined by observation. It is likely most existing vehicle crossovers will score 0. Standard kerb length = 915mm See also Figure 6.12 Manual for Streets (2007)	Near level wide footways and level cycle access
	Group 2. Pedestrian Crossings (junction and mid-link)						**9/10**	**9/10**		

Wilmslow Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	Group 3. Footway (incl. shared use with cycles)						Existing	Proposed		
12	Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.9m	>=3m	1	1	Minimum widths (other than 1.2m absolute minimum) varies by street type selected in 'Project' tab. No footway is to be classed as <1.2m. Point = over a distance <6m. See also Chapter 3 GM Streets for All Design Guide Transport for London Pedestrian Comfort Guidance	At least 2m for entire length, mostly in excess of 3m
13	Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects presenting a level difference of more than 6mm.	1	1	Active Travel England Route Check tool requirement = 13mm 6mm = flush kerb upstand tolerance at dropped pedestrian crossings. For areas covered by a new scheme there should be no level differences greater than 6mm. Defects include loose/ heavily cracked surfaces.	Minimal defects observed
14	Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	2	2	The steeper the slope, the greater the impact on people, so the priority is to reduce gradients as much as possible. Avoid abrupt changes in gradient and aim for smooth gradual changes. Incorporating level areas and seating is important. See also BS8300:1 (2018) DfT Inclusive Mobility (2021)	No significant gradients identified
15	Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	2	2	This is important for all users, but particularly important for visually impaired and neurodivergent people. See also PAS 6463 - Design for the mind. Neurodiversity & the built environment	All pedestrian routes obvious with kerbed (segregated) footways to both sides of carriageway
16	Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	0	0	Consider inclusive seating e.g. at a variety of heights, with/without arm or back rests.	Public seating only available at bus stops
17	Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	1	1	Comprehensive wayfinding and signage should also take account of regulatory signing required for all on-highway cycling provision.	Some cycle and pedestrian signage available
18	Shared use with cycles	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists e.g. contrasting surfacing. Replacement of shared facility with separate footway and cycle track.	1	1	Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows. See also LTN 1/20 Guidance on shared use	Segregated cycle route available so limited shared use
	Group 3. Footway (incl. shared use)						8/14	8/14		

Wilmslow Road

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers	Scoring rationale - to be completed by reviewer
	Group 4. Cycling provision						**Existing**	**Proposed**		
19	Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	2	2	The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a street segment. Posted speed limit should take into account frontage context along the street.	85th percentile speed unknown but protected cycle facility available
20	Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	2	2	Volume in PCUs (Passenger Car Units). Metric applies to two-way single-carriageway streets only as it is concerned with interaction between opposing flows. For one-way streets and dual carriageways, set score to not applicable.	Protected cycle facility available
21	Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	2	2	If there is a protected cycle facility, score 2. If most frequently visiting large vehicle is typically a weekly refuse collection vehicle score 2.	Protected cycle facility available so cycles generally do not interact with large vehicles
22	Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m (including if physically protected) Primary: <1,000 PCU's a day	1	1	See also Chapter 3 GM Streets for All Design Guide	Secondary 1.5-2m mostly segregated
23	Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	1	1	Design features could include protected cycle facility, design speed 15mph, planting, formalised parking, no centre line, <1,000 PCU a day. Speed cushions can be an issue for cyclists because: ● they may be forced to change their preferred position on the road to fit between the gaps in the cushions. ● some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions increasing the liklehood of close passes.	<3.25 or >3.9 but no speed cushions. Segreated lane for cyclists.
24	Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently-used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	1	1	Kerbside activity includes vehicle parking bays, loading/unloading, bus stops, drop-off, pick-up. Frequent bus service = 5 or more buses per hour See also Chapter 3 GM Streets for All Design Guide	Kerbside activity mainly to one-side. Cycle lane runs between a bus layby and nearside traffic lane for a short length of the route, but no accidents involving cyclists crossing the bus lane have been recorded at this location in the last five years and accordingly this is not considered to be a critical item.
25	Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	2	2	Where it is not possible to provide dedicated cycle facilities on the most direct route, the amount of additional time or distance where a dedicated alternative route is provided should be minimised.	No deviation as segregated cycle route along both sides of street
26	Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	1	1	This relates directly to the width of the cycle facility. See also Chapter 3 GM Streets for All Design Guide	Passage of other users available for much of route
27	Connectivity of the route to surrounding street and off-road network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	1	1	Where there is a transition between the carriageway and cycle track, it must be flush and preferably material continuity maintained e.g. asphalt to asphalt no kerb.	Cylists share connections with motor traffic
28	Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	1	1	Defects include non cycle friendly ironworks, raised/ sunken covers/gullies. General maintenance includes overgrown vegetation, loose/ heavily cracked surfaces, potholes. Non-flush kerbs crossing cycle facility. Sharp level changes (>12.5%).	Few minor defects or maintenance issues identified
29	Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	1	1	Good surface riding quality is essential for cyclist safety and comfort. See also London Cycling Design Standards 7.2 Surfacing	Machine laid asphalt concrete, limited anti-slip resistant finish
	Group 4. Cycling provision						**15/22**	**15/22**		



APPENDIX TS3



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revisions + notes:

TYPE A	21 No.
TYPE B	11 No.
TYPE C	10 No.
TYPE D	8 No.
TYPE E	3 No.
TOTAL	53 No.

0m 25m 50m

project
188 WILMSLOW ROAD
job number
0406
title
PROPOSED SITE PLAN - GROUND FLOOR
scale
1:500 @ A3 or 1:250 @ A1
planning no
INFORMATION
drawing number revision
AL(05)010 D4