

mode
transport planning



Zentra Group

Old Mill Street, Manchester

Transport Statement

September 2026







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Zentra Group

Old Mill Street, Manchester

Transport Statement

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APPENDICES

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APPENDIX B Full TRICS Outputs

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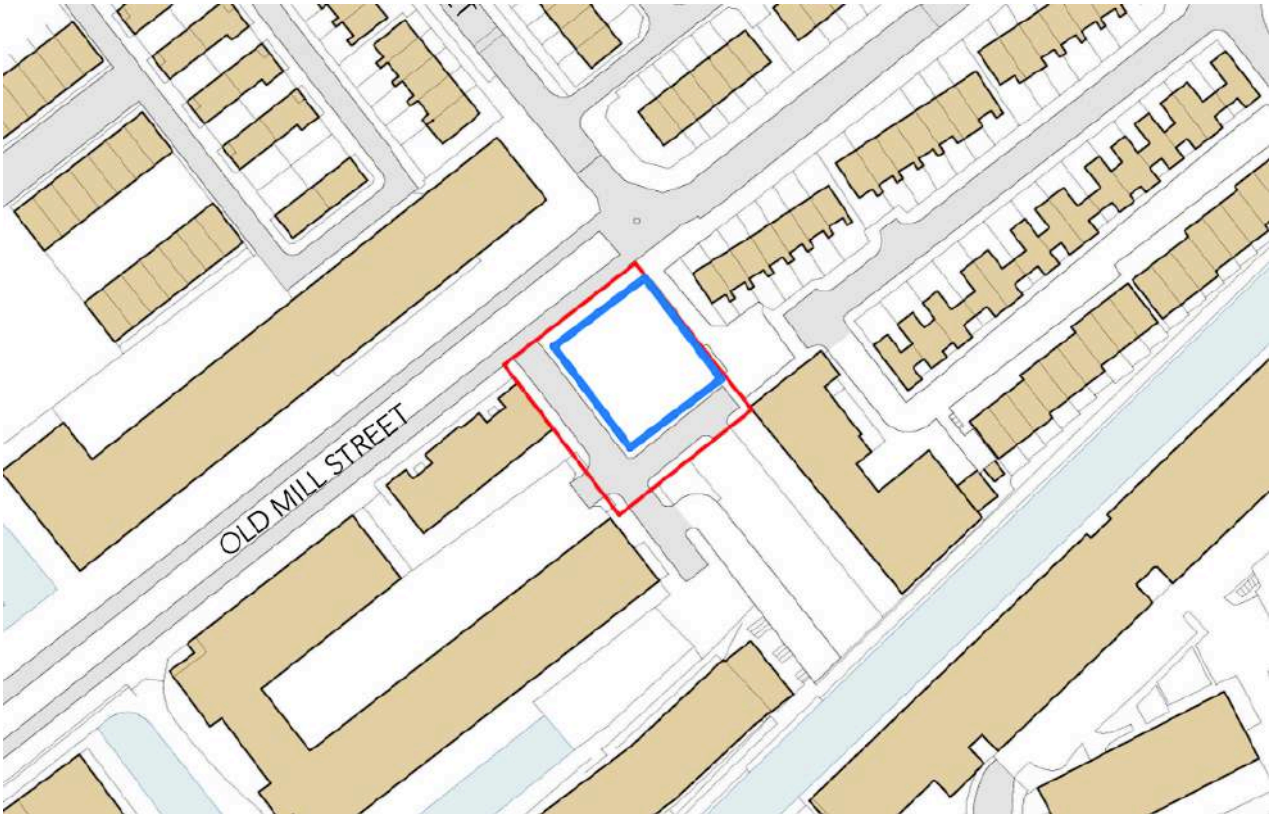
1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Zentra Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a proposed residential development on Old Mill Street in Manchester.

1.1.2 The proposed development comprises 41no. residential apartment units. The location of the development site is shown in Figure 1.1.

Figure 1.1 : Development Site Location (source: Buttress Architects)



1.2 Relevant Planning History

1.2.1 The proposed development site benefits from extant planning consent for 40no. residential apartments across 6no. storeys (Ref: 138763/FO/2023), as well as ground floor commercial space, together with landscaping, parking, cycle parking, supporting infrastructure and associated works.

1.2.2 Therefore, the principle of a residential development of this scale in this location is already established.

1.3 Methodology

1.3.1 The methodology for the Transport Statement (TS) adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking'* (2014), which supersedes the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3.2 The planning application is also supported via a Framework Travel Plan (FTP) to encourage residents, employees and visitors to travel sustainably and reduce Single Occupancy Vehicle (SOV) trips.

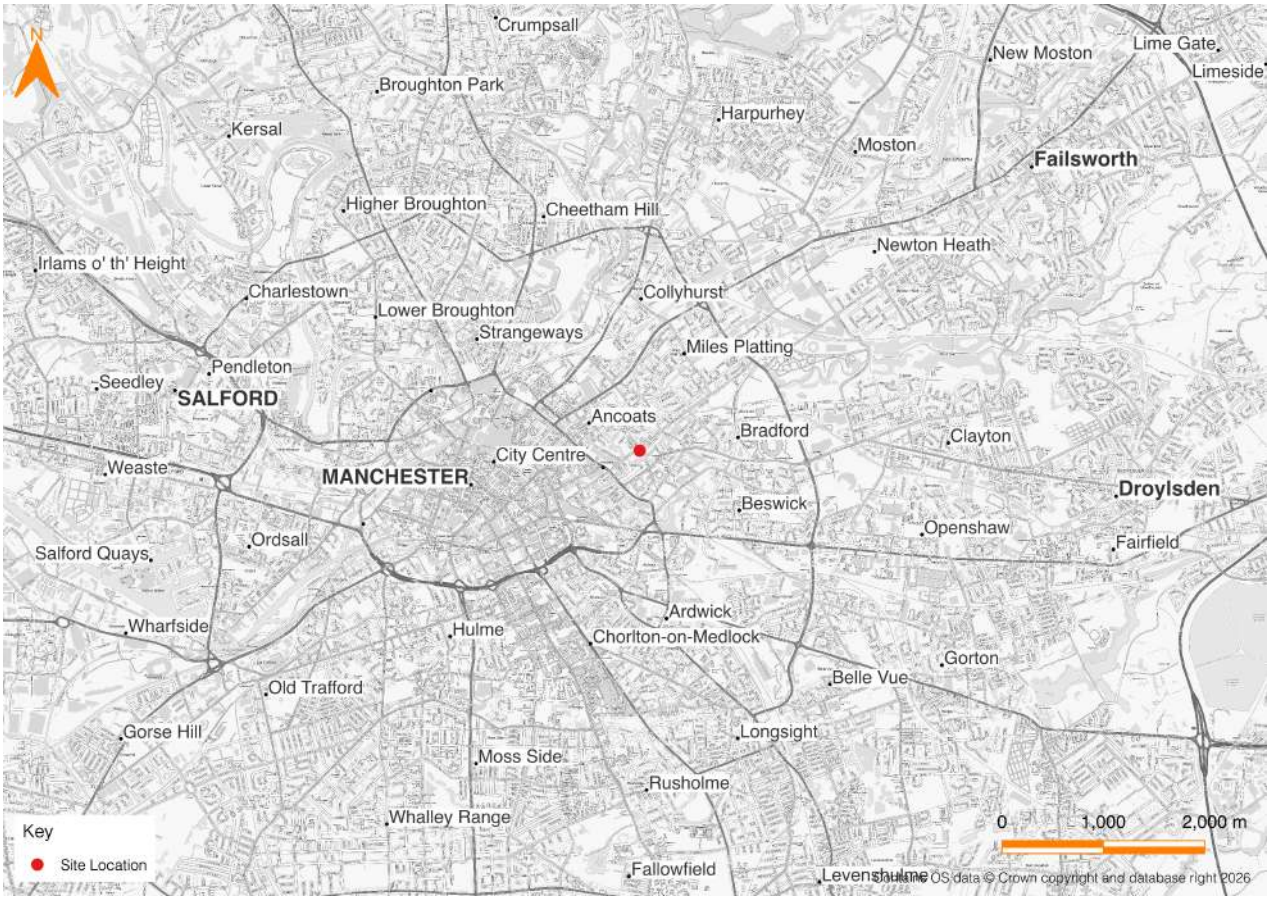
2. Existing Conditions

2.1 Site Location and Existing Site

2.1.1 The proposed development site is situated within Manchester's New Islington Masterplan, which has been subject to regeneration in recent years.

2.1.2 The proposed development site is located off Old Mill Street in New Islington, c.1.4km east of Manchester City Centre and c.850m northeast of Manchester Piccadilly Rail Station, as shown in Figure 2.1.

Figure 2.1 : Strategic Site Location



2.2 Local Highway Network

2.2.1 The development site is bound by Old Mill Street to the north, Lampwick Lane to the west, and existing private access roads to the south and east.

2.2.2 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Old Mill Street

2.2.3 The site is located on land to the southeast of Old Mill Street, which provides access to a number of residential and commercial uses along its length.

2.2.4 Old Mill Street runs between a signalised junction with the A665 to the southwest and a signalised junction with Bradford Road / Beswick Street / Butler Street to the northeast.

2.2.5 Old Mill Street is a boulevard, providing one lane in each direction, separated by a central strip which features public artwork, forming a major part of the urban public realm. Zebra crossings are also available across Old Mill Street, including one directly adjacent to the proposed development site.

2.2.6 The existing conditions along Old Mill Street in the vicinity of the site are summarised in Table 2.1.

Table 2.1 : Old Mill Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.3.0m+
Road Type	Two-way single carriageway	Pedestrian Facilities	Zebra crossings, including adjacent to development site
Speed Limit	30 mph	Cycle Facilities	On-road cycle routes part of NCN Route 66
Carriageway Width	c.13.0m (including central area)	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Lampwick Lane

2.2.7 Lampwick Lane runs along the western boundary of the site in a broadly northwest-to-southeast alignment, providing access between Old Mill Street and a number of commercial and residential units.

2.2.8 Lampwick Lane features Traffic Regulation Orders (TROs) in the form of double yellow lines to restrict inappropriate waiting and parking. One public disabled parking bay is also provided to the west of the carriageway.

2.2.9 The existing conditions along Lampwick Lane in the vicinity of the site are summarised in Table 2.2.

Table 2.2 : Lampwick Lane – Existing Conditions

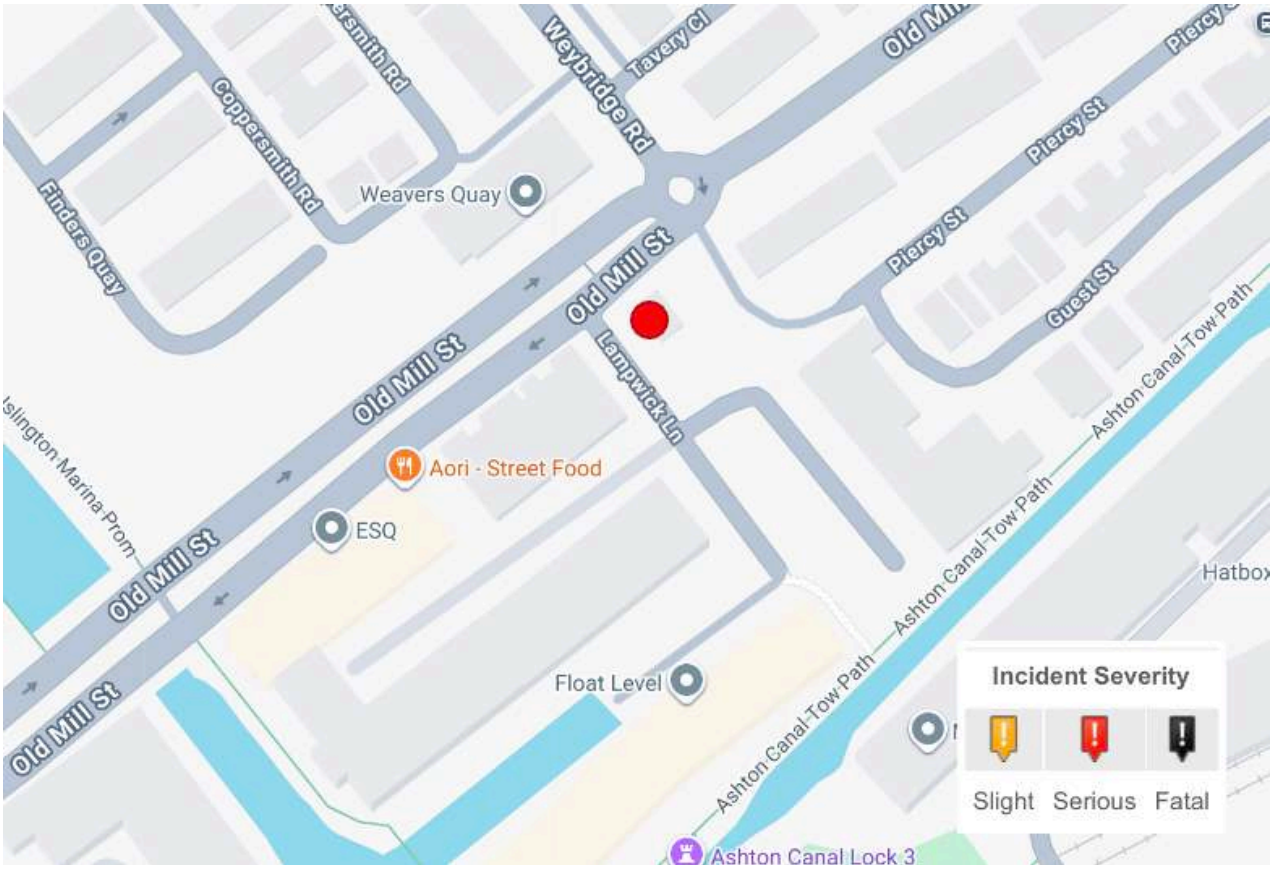
Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Old Mill Street footway along Lampwick Lane as a vehicle crossover
Speed Limit	30 mph	Cycle Facilities	No
Carriageway Width	c.5.0m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2020 and 2024.

2.3.2 Figure 2.3 shows the extent of the study area on the local highway network.

Figure 2.3 : Personal Injury Collisions Map (source : CrashMap)



2.3.3 As shown in Figure 2.3, no PICs were recorded in the vicinity of the site between 2020 and 2024. Based on the lack of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

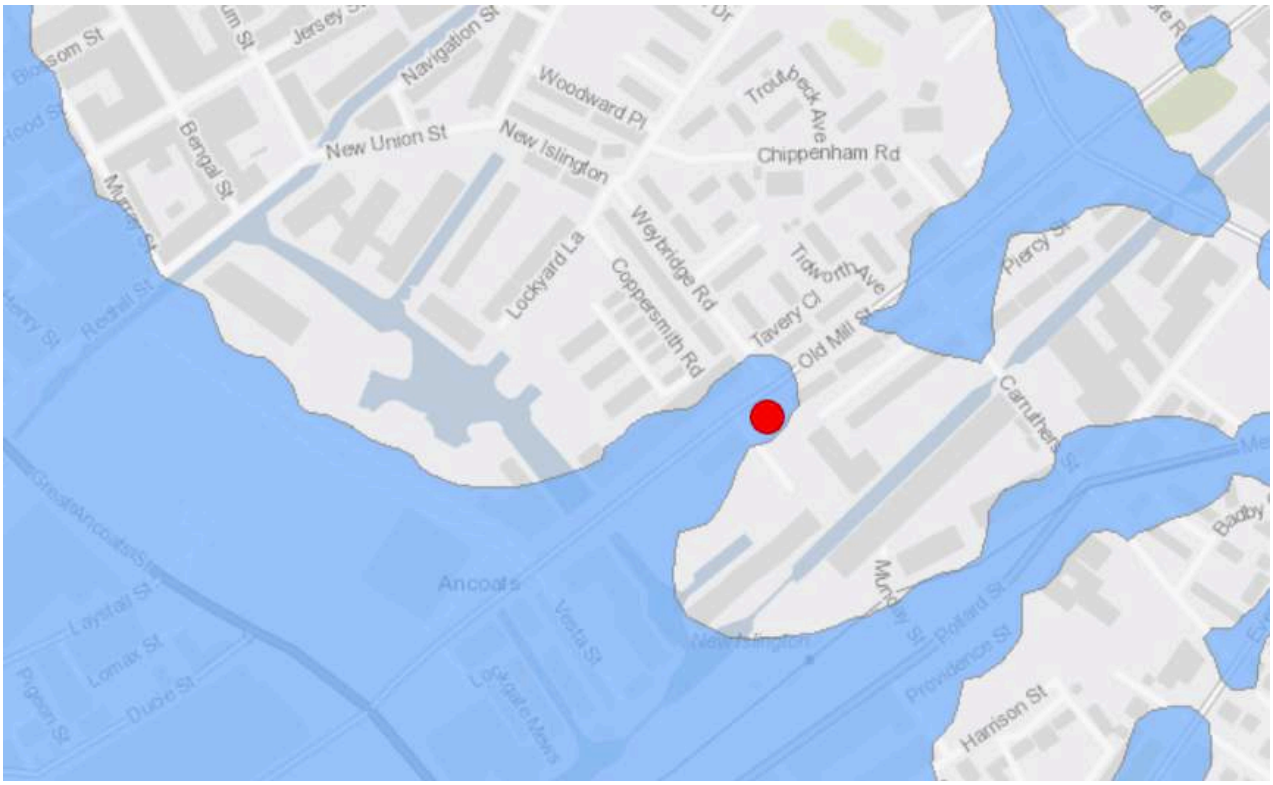
2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.5 Air Quality

2.5.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is located within an Air Quality Management Area (AQMA), as shown in Figure 2.4.

Figure 2.4 : Air Quality Management Area Map (source: DEFRA)



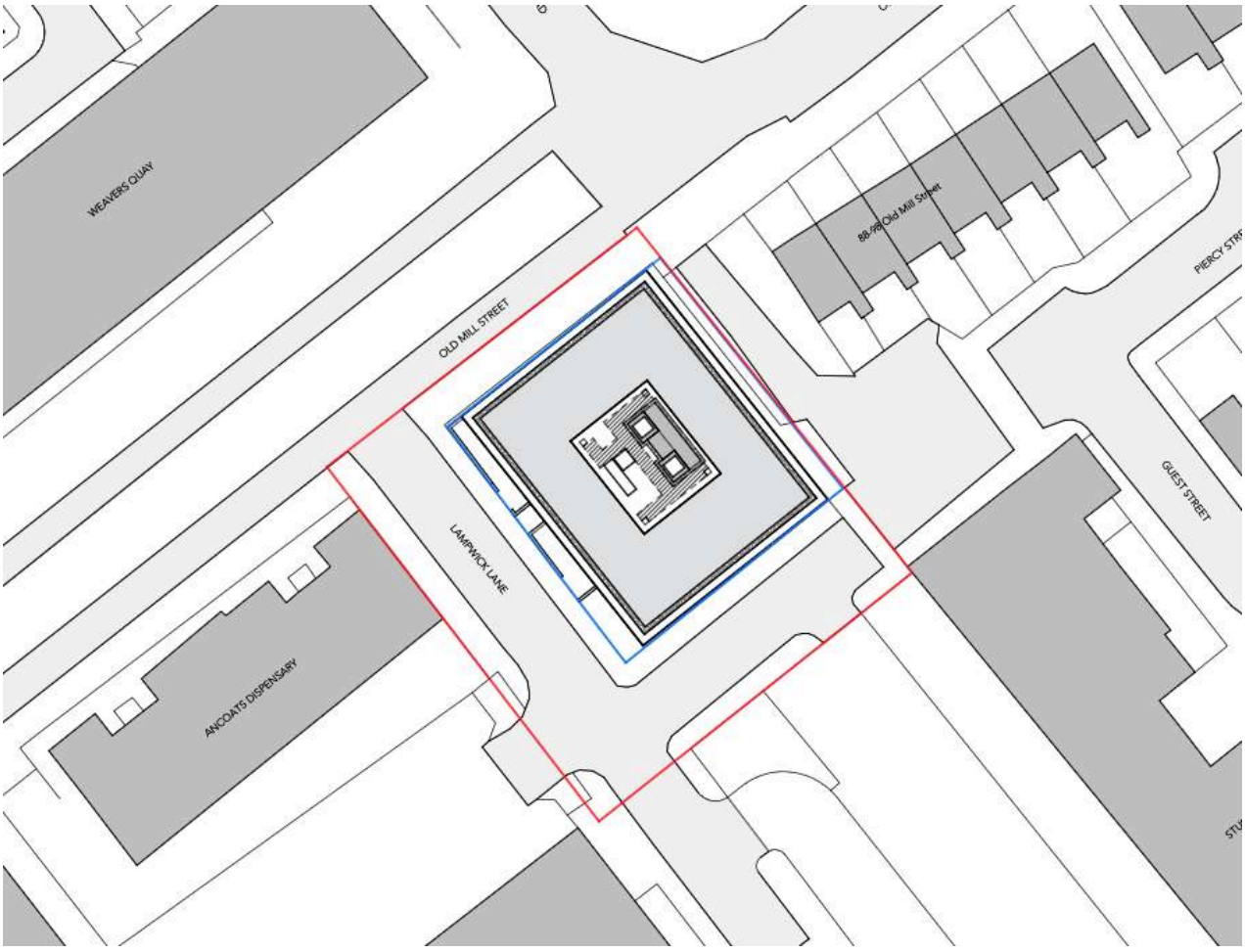
3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development comprises 41no. residential apartment units, including 19no. 1-bed units, 20no. 2-bed units, 1no. 3-bed unit and 1no. 4-bed unit. No on-site car parking is proposed.

3.1.2 The proposed site plan is shown in Figure 3.1 and attached in Appendix A.

Figure 3.1 : Proposed Site Plan (source : Butress Architects)



3.2 Proposed Site Access Arrangement

3.2.1 The main pedestrian access to the site will be taken directly from Old Mill Street. Access to the cycle store and bin store will be taken directly from an access road off Lampwick Lane.

3.2.2 As no on-site parking is provided, vehicular access is not permitted.

3.3 Servicing and Delivery Arrangements

3.3.1 Servicing is proposed to be undertaken kerbside from an access road off Lampwick Lane, which will provide access to the bin store. This reflects the existing arrangement for adjacent developments.

3.3.2 Based on the TRICS trip rates presented in Chapter 5 (Appendix B), the development site is expected to generate just 1no. OGV trip per day on average. Servicing and delivery movements are therefore expected to be infrequent.

3.4 Parking Provision

3.4.1 Given the site's City Centre location, no on-site car parking provision will be provided.

3.4.2 MCC summarise their residential parking standards in Appendix B of their 'Core Strategy Development Plan Document', which forms part of Manchester's Local Development Framework, adopted in July 2012. For residential developments within the City Centre, *'Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements'.*

3.4.3 Car-free residential developments in City Centres are common; as outlined in Chapter 4, the site is accessible by a range of sustainable modes and is within a short walking distance of numerous amenities, including food outlets, shops and public transport connections.

3.4.4 However, for those who will own a car, off-site contract parking is available within the vicinity of the development site. Further analysis of off-site parking provision options for future users and residents is provided in Chapter 6.

3.4.5 In addition, reduced on-site car parking can be justified on the basis of *'secure cycle parking in excess of 50% provision relative to apartment numbers'.* Over 100% (42no. spaces) cycle parking will be provided in a secure cycle store on the ground floor of the building.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.

4.1.3 Policy TR3.1 states that *"Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical".*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycling and on foot.

4.2 DfT's Connectivity Tool

4.2.1 The Department for Transport's (DfT) Connectivity Tool provides a measure of how well-connected a location is to locations of interest by walking, wheeling, cycling and public transport, compared with other areas across England and Wales. In line with Policy TR3.2 of the NPPF, The Connectivity Tool *"should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development".*

4.2.2 The tool combines accessibility to key destinations by sustainable travel modes with the availability and frequency of public transport to produce an overall connectivity score. Higher scores indicate locations with better access to employment, services and facilities by sustainable modes, while lower scores indicate a greater reliance on private car travel. The tool is intended to provide an evidence-based measure of connectivity and does not, in itself, determine whether a location is suitable for development.

4.2.3 Connectivity scores should be interpreted alongside the site's rural-urban classification using the Connectivity Matrix, as shown in Figure 4.1. This allows the site's connectivity to be compared with similar locations across England and Wales.

Figure 4.1 : DfT Connectivity Score – Connectivity Matrix

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

4.2.4 The DfT Connectivity Score for this development site in the context of the site location is outlined below:

- Score – **86**
- Rural-urban classification – **Urban Major Conurbation**
- Interpretation from matrix – **80th percentile**

4.2.5 The application site achieves a DfT Connectivity Score of 86, which falls within the 80th percentile for locations classified as Urban Major Conurbation. This indicates that, relative to other sites within the same rural-urban classification, the site exhibits relatively high connectivity by sustainable travel modes.

4.3 Pedestrian Accessibility

4.3.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

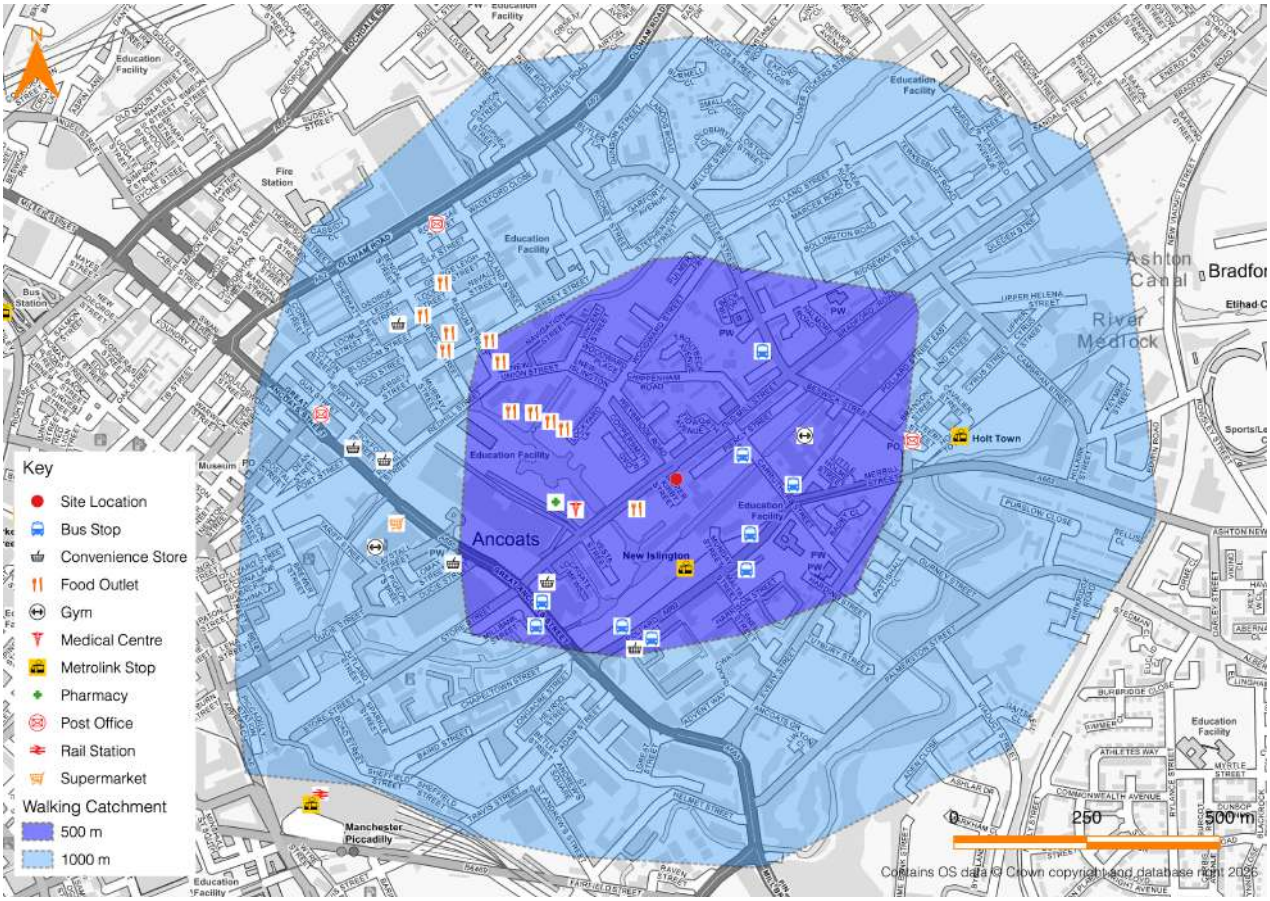
4.3.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.3.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.3.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.3.5 Figure 4.2 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.2 : Walking Catchment Area with Local Amenities



4.3.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Aori Street Food	75m	<1 minute
Bus Stops on Pollard Street	150m	2 minutes
Urban Village Medical Practice (with pharmacy)	200m	2 minutes
New Islington Metrolink Stop	210m	3 minutes
Sainsbury's Local Convenience Store	350m	4 minutes
Bus Stops on Pollard Street	400m	5 minutes
Proper Gym	500m	6 minutes
Cotton Field Wharf	500m	6 minutes
Aldi Supermarket	700m	8 minutes
Manchester Piccadilly Rail Station & Metrolink Stop	1.0km	12 minutes

4.3.7 As shown in Figure 4.1, several bus stops are available on the local highway network, including the closest bus stops to the site which provide access to local public services on Pollard Street within c.400m (5-minute walk) to the southeast of the proposed development site. Additional school/college-only services are available from Carruthers Street / Piercy Street within c.150m (2-minute walk).

4.3.8 New Islington Metrolink Stop is accessible to the south within c.210m (3-minute walk). Manchester Piccadilly, which provides a rail station and a Metrolink stop, is also accessible within c.1.0km (12-minute walk).

4.3.9 Given the site's location on the edge of Manchester City Centre, the development site is located within a short walk of a range of amenities. This includes various shops, food outlets and cafes. Additional amenities are also available within the vicinity of the site, which includes the Urban Village Medical Practice within c.200m (2-minutes), the Proper Gym within c.500m (6-minutes) and an Aldi supermarket within c.700m (8-minutes).

4.3.10 As described previously, the local highway network benefits from a network of footways with even surfaces, providing access for all users, accounting for varying levels and types of disability, including visual impairment. The site is also well situated in terms of accessibility to local public transport services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

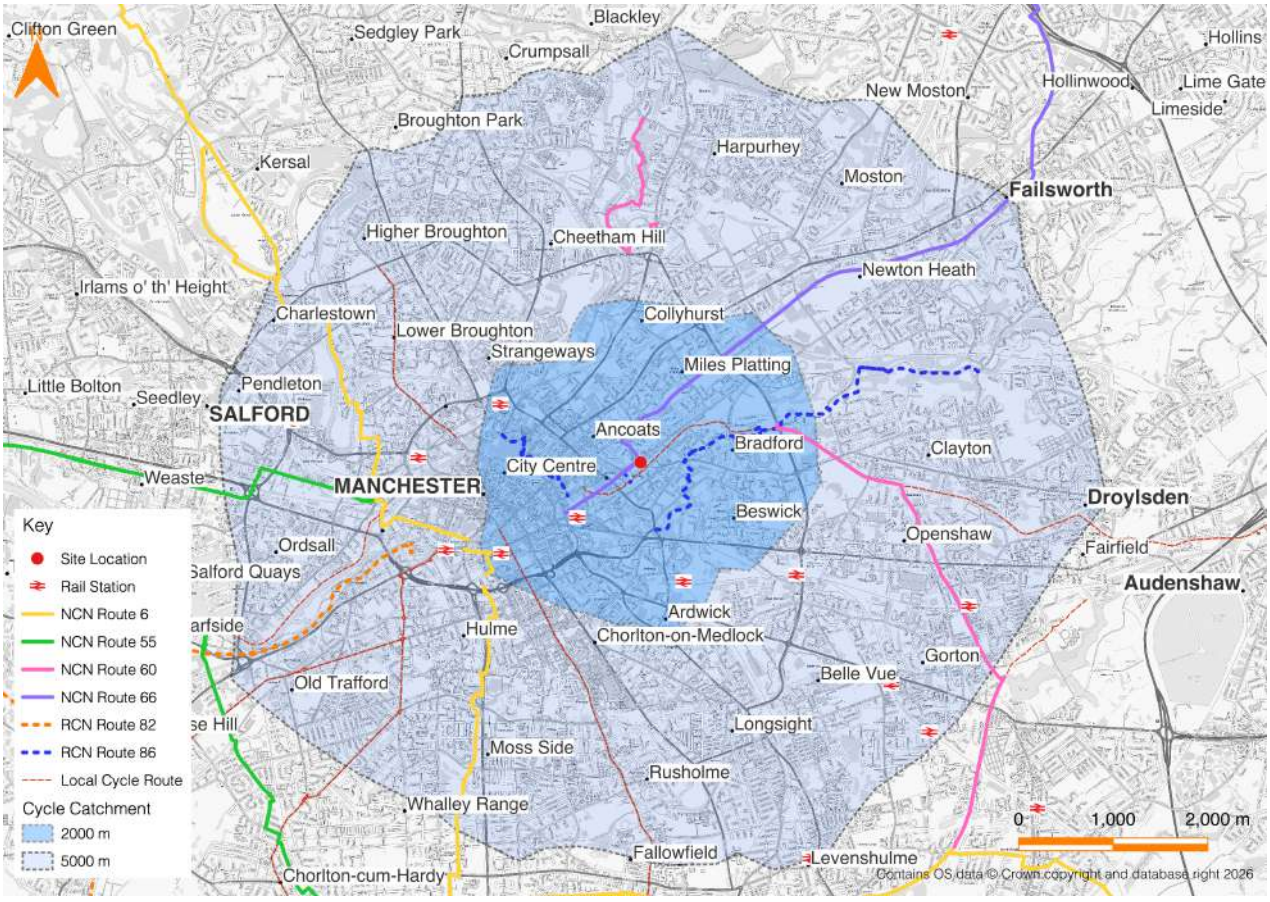
4.4 Cycle Accessibility

4.4.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.4.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.4.3 Figure 4.3 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.3 : Cycle Catchment Plan

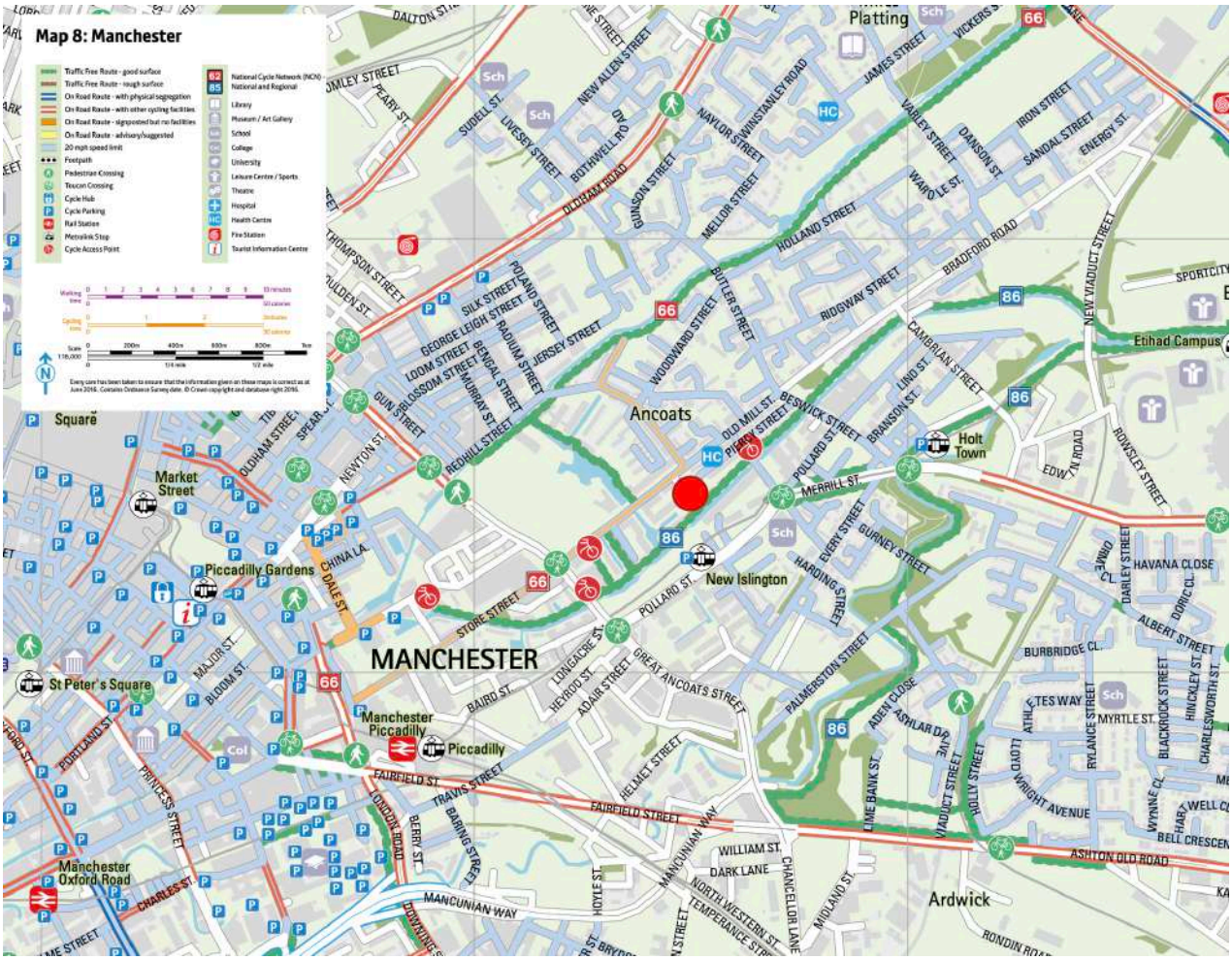


4.4.4 As shown in Figure 4.3, Ancoats, Beswick and Miles Platting are accessible within the 2km catchment, with Manchester City Centre and Salford accessible within a 5km cycle catchment.

4.4.5 A range of routes on the National Cycle Network (NCN) are available within the cycle catchment. This includes NCN Route 66 which runs along Old Mill Street and Waybridge Road adjacent to the site, providing access to Manchester Piccadilly Station, Failsworth and Rochdale, and into West Yorkshire.

4.4.6 Local cycling routes and infrastructure are also available in the vicinity of the site as shown in Figure 4.4.

Figure 4.4 : Manchester Cycling Map (source : TfGM)



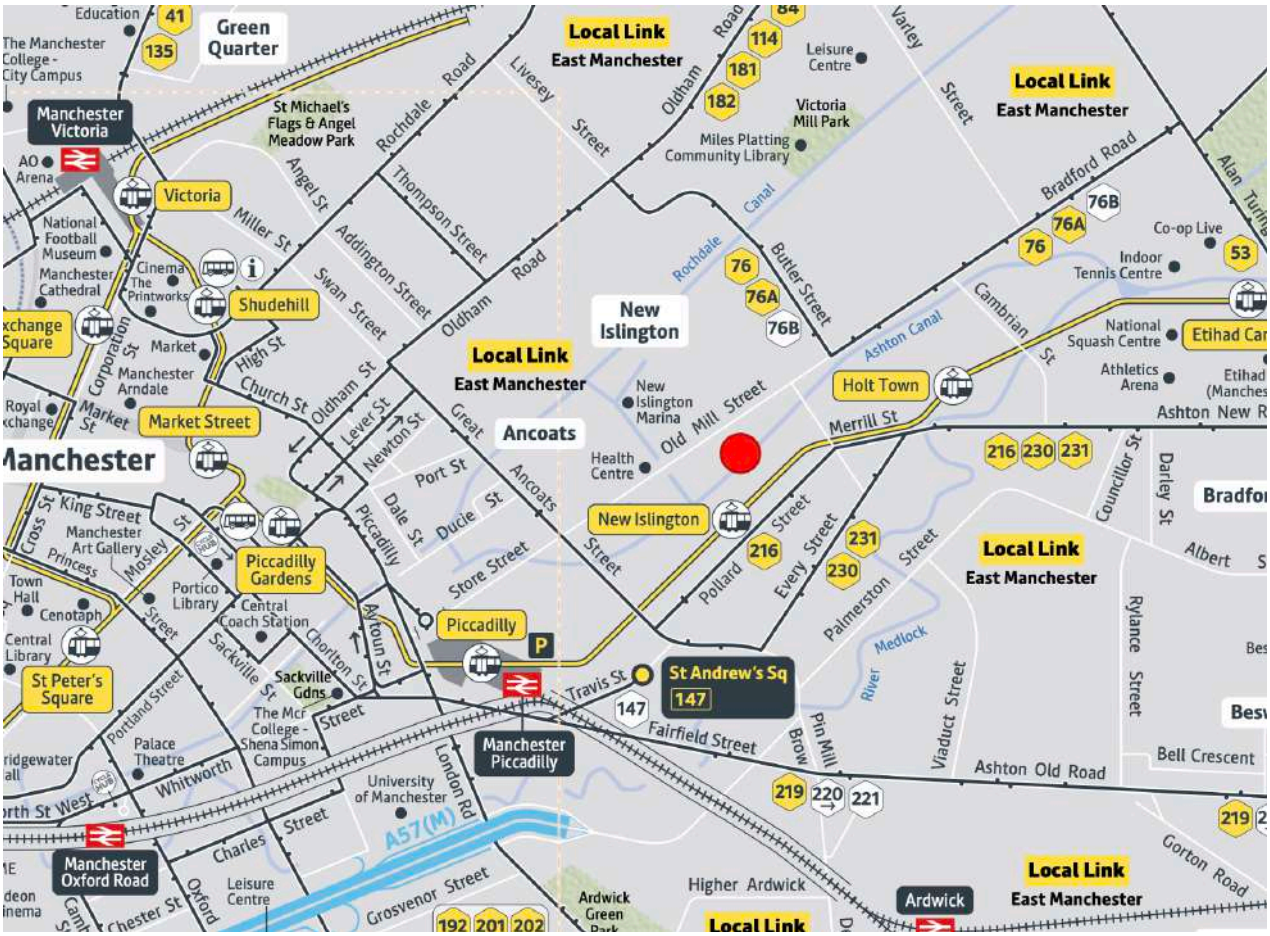
4.4.7 As shown in Figure 4.4, there is an existing network of cycle routes in the vicinity of the site, including traffic-free cycle routes, on-road cycle routes and Toucan crossings.

4.4.8 Considering the close proximity of national cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for future residents.

4.5 Public Transport Services

4.5.1 A map of local public transport services is shown in Figure 4.5.

Figure 4.5 : Local Public Transport Map (source : TfGM)



Local Bus Services

4.5.2 As described previously, the closest bus stops to the site which provide access to local public services are located on Pollard Street within c.400m (5-minute walk) to the southeast of the proposed development site.

4.5.3 Additional school/college-only services are available from Carruthers Street / Piercy Street within c.150m (2-minute walk).

4.5.4 Table 4.3 provides a summary of routes and frequencies of local public bus services accessible from these bus stops.

Table 4.3 : Local Bus Services – Pollard Street

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
216	Ashton - Droylsden - Clayton - Manchester	6	5	5	5	4

4.5.5 As shown in Table 4.3, the no.216 bus service is available throughout the week and on weekends within a short walk of the site. It provides regular services (up to every 10 minutes) between Manchester City Centre and Ashton.

4.5.6 The frequency of these services throughout the week and on weekends demonstrates that bus travel is a realistic method of travel for future residents, particularly as an alternative to private car trips.

Rail Services

4.5.7 The closest rail station to the site is Manchester Piccadilly Station, accessible within c.1.0km (12-minute walk) to the west of the site.

4.5.8 Manchester Piccadilly Station provides step-free access to all platforms, as well as 254no. cycle parking spaces located on Fairfield Street, Ducie Street and at the front entrance to the station.

4.5.9 Manchester Piccadilly provides a wide range of local, regional and national rail services to destinations such as London, Birmingham, Liverpool, Sheffield, Leeds, Newcastle, Glasgow and Edinburgh. These services also provide access to a wide range of local stations across Greater Manchester.

Metrolink Services

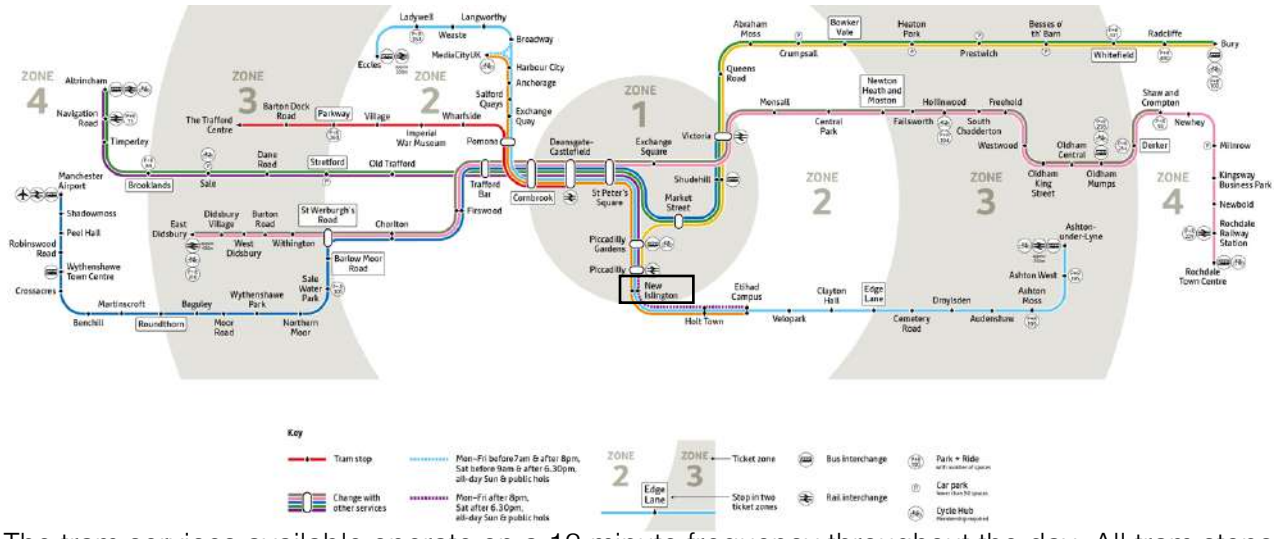
4.5.10 The nearest Metrolink Stop to the site is the New Islington Metrolink stop, accessible within c.210m (3-minute walk).

4.5.11 The regular Metrolink services which operate here are:

- Orange Line (MediaCityUK – Etihad Campus);
- Light Blue Line (Eccles – Ashton-under-Lyme); and
- Purple Line (Altrincham– Piccadilly / Etihad Campus).

4.5.12 Figure 4.6 presents the TfGM Metrolink network, with the New Islington stop highlighted.

Figure 4.6 : Metrolink Tram Network (source: TfGM)



4.5.13 The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

4.6 Summary

4.6.1 In summary, given the site's location on the edge of Manchester City Centre, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways and crossing points are available on the local highway network, providing safe walking routes to local amenities and public transport provision;
- Bus stops are available on the local highway network within a short walk of the site;
- Access to national, regional and local cycling routes, including along Old Mill Street which forms part of the National Cycle Network;
- Regular bus services from Pollard Street provide access between Manchester City Centre and Ashton;
- Manchester Piccadilly Rail Station provides a wide range of national rail services. Local stations are also accessible via these routes; and
- New Islington Metrolink stop is accessible within a short walk of the site and provides access across Manchester City Centre and Greater Manchester.

4.6.2 The planning application is also supported via a Framework Travel Plan (FTP) to encourage sustainable travel to and from the site.

4.6.3 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.6.4 The site is therefore compliant with the NPPF in Policy TR1.1(b) which states that sustainable transport provision should reflect the vision for the proposed development and should be done by *"Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure".*

4.6.5 Furthermore, the proposals accord with Policy TR4.1(a) of the NPPF which states that proposals should *" Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services."*

5. Trip Generation

5.1 TRICS Trip Rates

5.1.1 In order to assess the traffic impact of development trips on the local highway network, a person trip generation exercise has been undertaken for the proposed apartment units.

5.1.2 As the site will not provide on-site parking and will be advertised as a car-free development, the trip generation has been estimated by applying a person trip rate derived from TRICS to the apartments expected to have access to a car and then applying a factor to account for the proportion of car use when commuting to work.

5.1.3 The TRICS person trips rates have been calculated using the '*Residential – Flats Privately Owned*' land use category, using '*Edge of Town Centre*' locations to represent the development proposals. Surveys undertaken during the COVID-19 pandemic, and sites within Greater London, have been removed. The full TRICS outputs are attached in Appendix B.

5.1.4 This methodology has been chosen due to the limited sample size available on TRICS for car-free developments of this nature.

5.2 Person Trip Generation

5.2.1 The person TRICS trip rates during the weekday AM and PM peak hours and daily total are shown in Table 5.1.

Table 5.1 : TRICS Trips Rates – Total People (per dwelling)

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			Total Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
'Residential – Flats Privately Owned'	0.105	0.505	**0.61**	0.445	0.218	**0.663**	2.727	2.862	**5.589**
Proposed Development (41no. units)	4	21	**25**	18	9	**27**	112	117	**229**

5.2.2 The person trip generation for the apartments without a car and with a car is summarised in Table 5.2. The methodology for calculating the number of apartments expected to own a car is outlined in Section 6.3.

Table 5.2 : TRICS Trip Generation – Total People

No. of Apartments	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			Total Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
No access to car (24no.)	2	12	**15**	11	5	**16**	66	68	**134**
Access to car (17no.)	2	9	**10**	7	4	**11**	46	49	**95**
All Apartments (41no.)	4	21	**25**	18	9	**27**	112	117	**229**

5.2.3 The modal split for residents with and without access to a car has been calculated using 2021 Census data, specifically *'Method used to travel to work by car or van availability'* data. This analysis has been undertaken for the 'Manchester 062' Middle Layer Super Output Area (MSOA) where the development site is located. This is summarised in Table 5.3.

Table 5.3 : Method of Travel to Work by Car Availability – 'Manchester 062' (source: 2021 Census)

Method of Travel	Without Access to a Car		With Access to a Car	
	No.	%	No.	%
Tram	106	15%	57	5%
Train	82	11%	38	3%
Bus	98	13%	69	6%
Taxi	18	2%	13	1%
Motorcycle	2	0%	1	0%
Driving a car or van	25	3%	623	55%
Passenger in a car	18	2%	29	3%
Bicycle	43	6%	37	3%
On foot	322	44%	253	22%
Other	12	2%	22	2%
Total	726	100%	1,142	100%

5.2.4 Based on Table 5.3, a multi-modal trip generation assessment has been produced, as shown in Table 5.4 – 5.6.

Table 5.4 : Multi-Modal Trip Generation – Non-Car Owners

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			Total Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Tram	0	2	**2**	2	1	**2**	10	10	**20**
Train	0	1	**2**	1	1	**2**	7	8	**15**
Bus	0	2	**2**	1	1	**2**	9	9	**18**
Taxi	0	0	**0**	0	0	**0**	2	2	**3**
Motorcycle	0	0	**0**	0	0	**0**	0	0	**0**
Driving a car or van	0	0	**1**	0	0	**1**	2	2	**5**
Passenger in a car	0	0	**0**	0	0	**0**	2	2	**3**
Bicycle	0	1	**1**	1	0	**1**	4	4	**8**
On foot	1	5	**7**	5	2	**7**	29	30	**59**
Other	0	0	**0**	0	0	**0**	1	1	**2**
Total	2	12	**15**	11	5	**16**	66	68	**134**

Table 5.5 : Multi-Modal Trip Generation – Car Owners

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			Total Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Tram	0	0	**0**	0	0	**1**	2	2	**5**
Train	0	0	**0**	0	0	**0**	2	2	**3**
Bus	0	1	**1**	0	0	**1**	3	3	**6**
Taxi	0	0	**0**	0	0	**0**	1	1	**1**
Motorcycle	0	0	**0**	0	0	**0**	0	0	**0**
Driving a car or van	1	5	**5**	4	2	**6**	25	27	**52**
Passenger in a car	0	0	**0**	0	0	**0**	1	1	**2**
Bicycle	0	0	**0**	0	0	**0**	1	2	**3**
On foot	0	2	**2**	2	1	**2**	10	11	**21**
Other	0	0	**0**	0	0	**0**	1	1	**2**
Total	2	9	**10**	7	4	**11**	46	49	**95**

Table 5.6 : Multi-Modal Trip Generation – Total

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			Total Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Tram	0	2	**3**	2	1	**3**	12	12	**24**
Train	0	2	**2**	1	1	**2**	9	9	**18**
Bus	0	2	**3**	2	1	**3**	12	12	**24**
Taxi	0	0	**0**	0	0	**1**	2	2	**4**
Motorcycle	0	0	**0**	0	0	**0**	0	0	**0**
Driving a car or van	1	5	**6**	4	2	**7**	27	29	**56**
Passenger in a car	0	1	**1**	0	0	**1**	3	3	**6**
Bicycle	0	1	**1**	1	0	**1**	5	6	**11**
On foot	1	7	**9**	6	3	**10**	39	41	**80**
Other	0	0	**0**	0	0	**0**	2	2	**4**
Total	4	21	**25**	18	9	**27**	112	117	**229**

5.2.5 As shown in Figure 5.6, in a worst-case scenario with 24no. apartments have access to a car, the analysis shows that residents at the proposed development will generate **6** two-way vehicle trips during the AM peak, **7** two-way trips in during PM peak and **56** two-way vehicle trips across an average day.

5.2.6 However, the majority of trips are expected to be undertaken using sustainable modes, namely on foot, by bus and by the Metrolink network.

5.3 Traffic Impact

5.3.1 Given the car-free nature of the development site, the trip generation exercise shows that the proposed development will generate a low number of vehicle trips during the peak hours, with additional trips to be undertaken by sustainable modes.

5.3.2 Based on this expected trip generation, it can be reasonably concluded that the proposed development will not have a *'severe'* adverse impact on the local highway network or an unacceptable impact on highway safety, which is the threshold stated by NPPF (Policy TR6.4) under which development should not be refused on highways grounds.

6. Car Parking Assessment

6.1 Introduction

6.1.1 Given the site's location on the edge of the City Centre, no on-site car parking provision will be provided and the units will therefore be marketed as car-free. As such, all potential residents will be made aware that they won't be provided with any on-site car parking.

6.1.2 This chapter highlights the site's accessibility by non-car modes and options for car parking off-site, should it be needed.

6.2 Sustainable Accessibility

6.2.1 The sustainable accessibility of the site is discussed in detail in Chapter 4. Given the site's edge of City Centre location, it has been demonstrated that the site is located within a short walk of a range of public transport connections and local amenities.

6.2.2 Accessibility of local amenities in close proximity to the site reduces the requirement for future residents to use private car travel to access essential facilities, employment, educational facilities and leisure facilities from the development site.

6.2.3 It is therefore considered that the location of the site is sustainable and would be a convenient location to reside for future residents without access to a private vehicle.

6.3 Car Ownership

6.3.1 Household car availability data for apartments has been obtained from the 2021 Census for the 'Manchester 062' Middle Layer Super Output Area (MSOA) where the development site is located, to estimate the parking demand associated with the proposed apartment units.

6.3.2 The car availability data for people residing in apartments in the study area based on the 2021 Census is summarised in Table 6.1, and attached in Appendix C.

Table 6.1 : Car Availability ('Manchester 062')

Type	No Car or Van	1 Car or Van	2 Cars or Vans	3+ Cars or Vans	Total
Apartments	58.1%	35.7%	5.6%	0.5%	100%

6.3.3 As shown in Table 6.1, 58.1% of apartments (24no.) are expected to not own a car, and 41.2% (17no.) are expected to own a car, based on the Census data.

6.3.4 The number of proposed apartments (41no.) has been multiplied by the proportions shown in Table 6.1. To estimate the expected car ownership, and therefore expected parking demand, the resulting values were multiplied by either 0, 1, 2 or 3. The results are shown in the Table 6.2.

Table 6.2 : Expected Parking Demand

Type	No Car or Van	1 Car or Van	2 Cars or Vans	3+ Cars or Vans	Total
Apartments	0	15	5	1	21

6.3.5 As shown in Table 6.2, application of the local Census car availability data to the 41no. apartments would equate to approximately 21no. vehicles.

6.3.6 The Census-derived figure is a robust forecast of parking demand associated with the development, as it reflects existing apartment units across the wider MSOA, including those with access to private parking. The proposed development will instead be explicitly marketed and occupied on the basis that no on-site parking is available. The Census assessment nevertheless provides useful context regarding existing car ownership within the surrounding area.

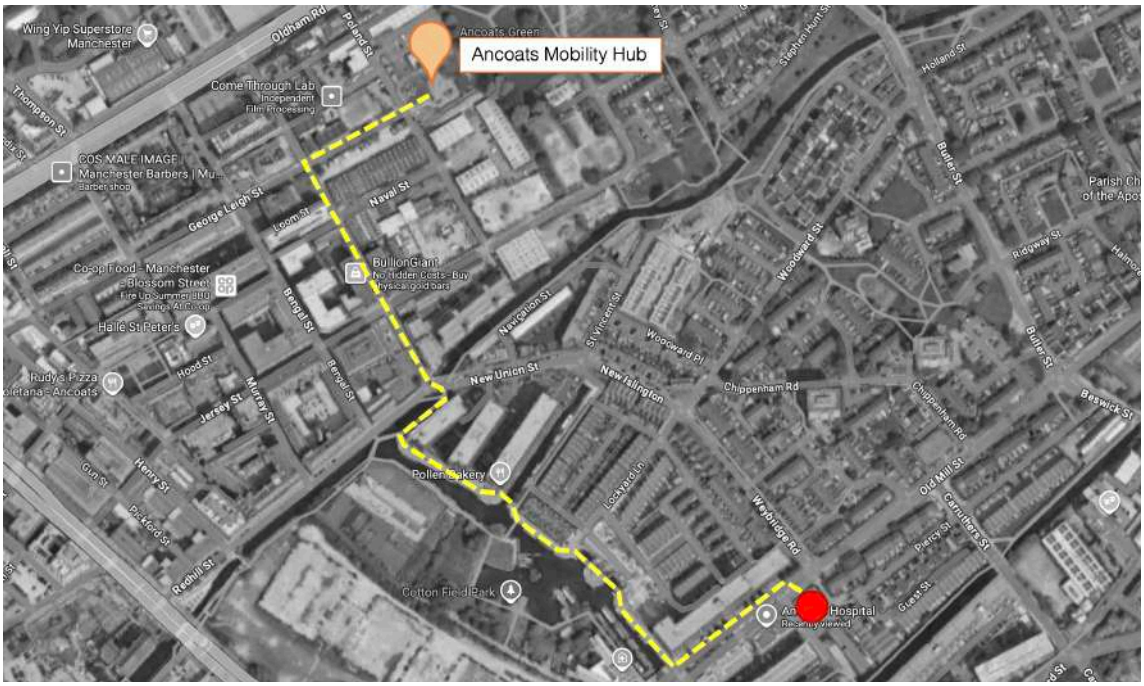
6.4 Off-Site Options

Contract Parking

6.4.1 Contract off-site parking could provide a viable option for future residents who do own a car, and would therefore be able to park their car off-site at all times.

6.4.2 The closest council-run car park to the proposed development site that offers longer term parking is the Ancoats Mobility Hub multi-storey car park, located within a c.11-minute walk of the site (c.900m) with a total of 406no. spaces, inclusive of 102no. EVCP bays. The most direct pedestrian route to the Ancoats Mobility Hub is shown in Figure 6.1.

Figure 6.1 : Pedestrian Route to Ancoats Mobility Hub



6.4.3 Contract spaces can be paid for across different time periods, as per the permit costs shown in Table 6.3. This includes a residents pass for those living within the M4 postcode, which includes the proposed development site.

Table 6.3 : Ancoats Mobility Hub Contract Parking Permit Costs (source : APCOA Parking)

Season Tickets
1 month pass £160.00
3 month pass £435.00
6 month pass £780.00
12 month pass £1,380.00
Residents pass £1,260.00 pa - If you live within the M4 postcode please contact enquires@apcoa.com to purchase a Residents Pass.

Enterprise Car Club

6.4.4 Enterprise Car Club is a 24/7 self-service car / van sharing scheme, where users are able to book vehicles parked in dedicated locations (car parks / on-street bays) by the hour or day. It provides a realistic alternative to private car ownership.

6.4.5 An Enterprise Car Club location is also available in the Ancoats Mobility Hub, where 30no. spaces are available for car club / car share schemes.

6.5 Summary

6.5.1 To summarise, the development will be marketed as car-free, and therefore it is not anticipated that many residents will own a car. As the development site is located on the edge of Manchester City Centre with high levels of sustainable accessibility, it is expected that the majority of journeys to and from the development site will be undertaken sustainably, namely by walking, cycling or public transport.

6.5.2 Off-site options are also available for those who require access to a private vehicle, including contract parking and car clubs.

7. Summary and Conclusion

7.1 Summary

7.1.1 Mode Transport Planning has been appointed by Zentra Group to provide transport planning and highways advice in relation to a planning application for a proposed residential development on Old Mill Street in Manchester.

7.1.2 The proposed development comprises 41no. residential apartment units, with no on-site parking.

7.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

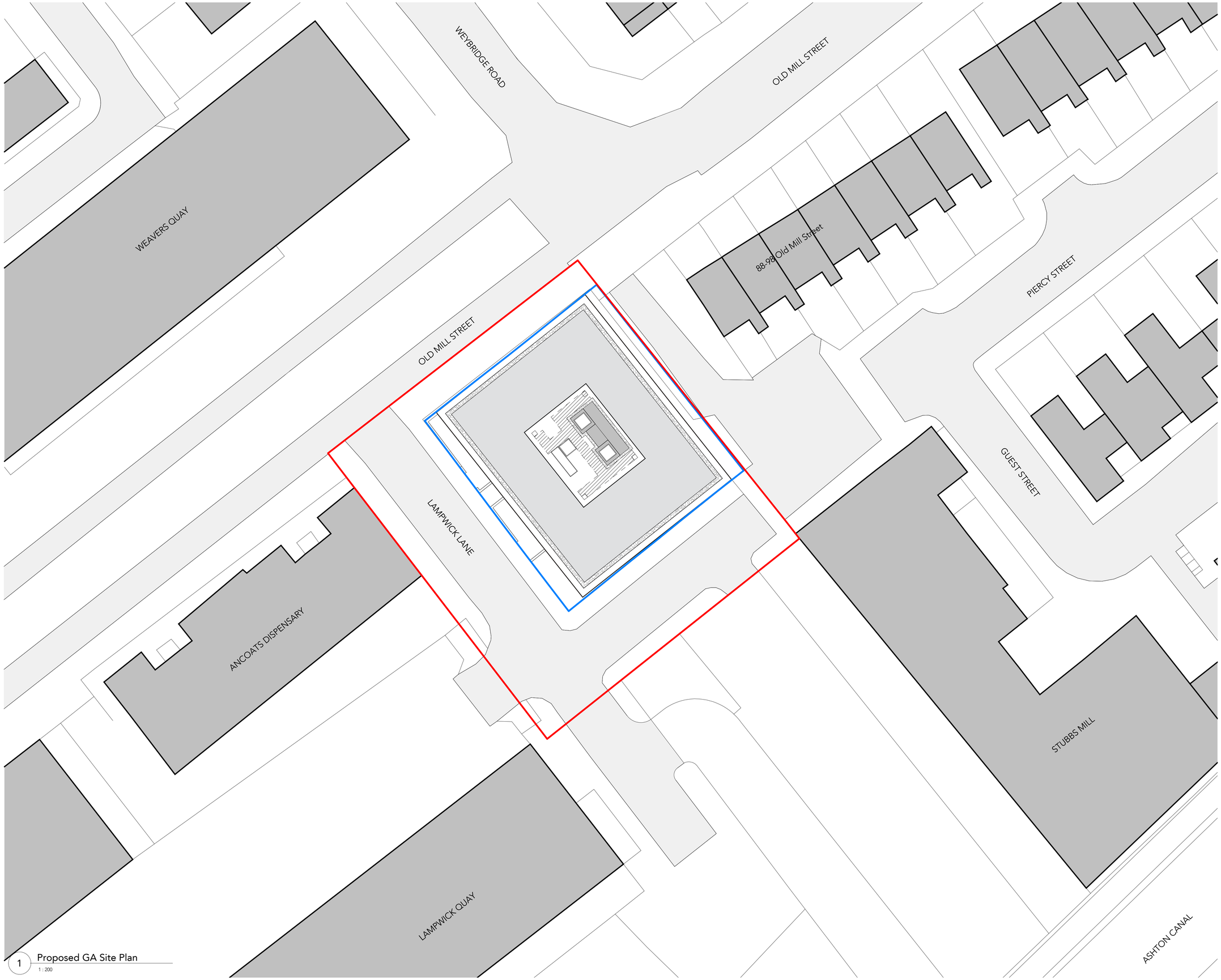
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and public transport services. These travel options provide a realistic alternative to single occupancy car travel.
- Pedestrian access to the site will be taken directly from Old Mill Street and Lampwick Lane. As no on-site parking is provided, vehicular access is not permitted.
- Servicing is proposed to be undertaken from Lampwick Lane, which will provide access to the bin store.
- No on-site car parking will be provided.
- Given the car-free nature of the development site, the proposed development is expected to generate a low number of vehicle trips during the peak hours, with the majority of trips expected to be undertaken by sustainable modes.
- Overall, it can be concluded that the proposed development will not have a *'severe'* adverse impact on the local highway network or an unacceptable impact on highway safety, which is the threshold stated by NPPF (Policy TR6.4) under which development should not be refused on highways grounds.

7.2 Conclusion

7.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A Proposed Site Layout



1 Proposed GA Site Plan
1 : 200

Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

N

2 0 2 4 6 8 10 m
SCALE 1:200

Planning Application Boundary

Site Ownership Boundary

Rev	Date	Intls	Details
P02	03.09.26	JE	Planning Issue
P01	24.08.26	JE	Interim Planning Issue

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Project Title Old Mill Street
Client Zentra
Location Manchester

Drawing ref Proposed Site Plan - Planning

Date 03/09/2026
Scale 1 : 200
Checker JE
Size A1
Job No: 10042
Status S0

Project	Origin	Volume	Level	Type	Role	Number	Rev
OLDMS	BUT	ZZ	00	DR	A	90400	P02

APPENDIX B Full TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	3 days
	HF	HERTFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
	SS	SOUTHEND ON SEA	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day
10	**WALES**		
	CO	CONWY	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day
	SA	SOUTH AYRSHIRE	1 day
	SR	STIRLING	2 days
14	**LEINSTER**		
	LU	LOUTH	3 days
	WX	WEXFORD	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 190 (units:DWELLS)
Range Selected by User:	6 to 300 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/07/12 to 26/11/25

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

Selected survey days:

Monday	3 days
Tuesday	7 days
Wednesday	3 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	19
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	19 days

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

Selected Location Sub Categories:

Built-Up Zone	5 days
No Sub Category	3 days
Residential Zone	11 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	7 days
Servicing vehicles Unknown	12 days

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Secondary Filtering Selection:

Use Class:

C3	19 surveys

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

Population within 500m Range:

750 - 14642

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	4 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	3 surveys
25,001 to 50,000	7 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	5 surveys
50,001 to 75,000	6 surveys
75,001 to 100,000	2 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys

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	4 surveys
1.1 to 1.5	15 surveys

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

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Petrol filling station:

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

Travel Plan:

No	18 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	19 surveys

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

COVID-19 Restrictions:

No

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1	**CO-03-C-01**	**BLOCKS OF FLATS**	**CONWY**

MOSTYN BROADWAY
LLANDUDNO
Edge of Town Centre
Built-Up Zone
Number of dwellings: 37.00 DWELLS
Survey date: Monday 26/03/2018 Survey Type: Manual

2	**CT-03-C-01**	**BLOCKS OF FLATS**	**CENTRAL BEDFORDSHIRE**

WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Number of dwellings: 175.00 DWELLS
Survey date: Tuesday 15/05/2018 Survey Type: Manual

3	**CT-03-C-02**	**BLOCKS OF FLATS**	**CENTRAL BEDFORDSHIRE**

STANBRIDGE ROAD
LEIGHTON BUZZARD
Edge of Town Centre
Residential Zone
Number of dwellings: 62.00 DWELLS
Survey date: Tuesday 15/05/2018 Survey Type: Manual

4	**CT-03-C-03**	**BLOCKS OF FLATS**	**CENTRAL BEDFORDSHIRE**

COURT DRIVE
DUNSTABLE
Edge of Town Centre
No Sub Category
Number of dwellings: 146.00 DWELLS
Survey date: Tuesday 15/05/2018 Survey Type: Manual

5	**HF-03-C-03**	**BLOCK OF FLATS**	**HERTFORDSHIRE**

SHENLEY ROAD
BOREHAMWOOD
Edge of Town Centre
Built-Up Zone
Number of dwellings: 91.00 DWELLS
Survey date: Thursday 14/11/2019 Survey Type: Manual

6	**HI-03-C-02**	**BLOCK OF FLATS**	**HIGHLAND**

KING STREET
NAIRN
Edge of Town Centre
Residential Zone
Number of dwellings: 16.00 DWELLS
Survey date: Wednesday 19/04/2023 Survey Type: Manual

7	**LU-03-C-01**	**BLOCKS OF FLATS**	**LOUTH**

DONORE ROAD
DROGHEDA
Edge of Town Centre
Residential Zone
Number of dwellings: 52.00 DWELLS
Survey date: Thursday 12/09/2013 Survey Type: Manual

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8	**LU-03-C-02**	**BLOCK OF FLATS**	**LOUTH**

NICHOLAS STREET
DUNDALK
Edge of Town Centre
Residential Zone
Number of dwellings: 33.00 DWELLS
Survey date: Monday 16/09/2013 Survey Type: Manual

9	**LU-03-C-03**	**BLOCK OF FLATS**	**LOUTH**

NICHOLAS STREET
DUNDALK
Edge of Town Centre
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Monday 16/09/2013 Survey Type: Manual

10	**MG-03-C-01**	**BLOCK OF FLATS**	**MONAGHAN**

MALL ROAD
MONAGHAN
Edge of Town Centre
No Sub Category
Number of dwellings: 28.00 DWELLS
Survey date: Friday 06/09/2013 Survey Type: Manual

11	**NF-03-C-01**	**BLOCKS OF FLATS**	**NORFOLK**

PAGE STAIR LANE
KING'S LYNN
Edge of Town Centre
Built-Up Zone
Number of dwellings: 51.00 DWELLS
Survey date: Thursday 11/12/2014 Survey Type: Manual

12	**PO-03-C-01**	**BLOCKS OF FLATS**	**PORTSMOUTH**

CROSS STREET
PORTSMOUTH
Edge of Town Centre
Built-Up Zone
Number of dwellings: 90.00 DWELLS
Survey date: Tuesday 05/06/2018 Survey Type: Manual

13	**SA-03-C-01**	**BLOCK OF FLATS**	**SOUTH AYRSHIRE**

RACECOURSE ROAD
AYR
Edge of Town Centre
Residential Zone
Number of dwellings: 51.00 DWELLS
Survey date: Tuesday 16/09/2014 Survey Type: Manual

14	**SF-03-C-01**	**BLOCKS OF FLATS**	**SUFFOLK**

STATION HILL
BURY ST EDMUNDS
Edge of Town Centre
Built-Up Zone
Number of dwellings: 85.00 DWELLS
Survey date: Thursday 18/12/2014 Survey Type: Manual

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15 **SR-03-C-01** **FLATS** **STIRLING**
FORTHSIDE WAY
STIRLING
Edge of Town Centre
No Sub Category
Number of dwellings: 80.00 DWELLS
Survey date: Wednesday 18/06/2014 Survey Type: Manual

16 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING
Edge of Town Centre
Residential Zone
Number of dwellings: 48.00 DWELLS
Survey date: Wednesday 18/06/2014 Survey Type: Manual

17 **SS-03-C-01** **FLATS** **SOUTHEND ON SEA**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Number of dwellings: 6.00 DWELLS
Survey date: Tuesday 22/10/2013 Survey Type: Manual

18 **SS-03-C-02** **BLOCK OF FLATS** **SOUTHEND ON SEA**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Number of dwellings: 94.00 DWELLS
Survey date: Tuesday 22/10/2013 Survey Type: Manual

19 **WX-03-C-01** **BLOCKS OF FLATS** **WEXFORD**
UPPER GEORGE'S STREET
WEXFORD
Edge of Town Centre
Residential Zone
Number of dwellings: 28.00 DWELLS
Survey date: Thursday 20/04/2023 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-03-C-01	19-09-2018	Greater London
HO-03-C-03	18-11-2016	Greater London
IS-03-C-04	14-07-2016	Removed: Site re-surveyed by IS-03-C-07
IS-03-C-05	29-06-2016	Greater London
IS-03-C-06	27-06-2016	Greater London
IS-03-C-07	06-06-2019	Removed: Site re-surveyed by IS-03-C-08
IS-03-C-08	20-10-2022	Removed: Site re-surveyed by IS-03-C-09
IS-03-C-09	22-10-2024	Greater London
KI-03-C-03	11-07-2016	Greater London
MA-03-C-01	14-09-2021	COVID-19
MS-03-C-04	12-04-2021	COVID-19
SF-03-C-05	23-06-2021	COVID-19
SK-03-C-01	19-09-2014	Greater London

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Site Ref	Survey Date	Reason for Deselection
SK-03-C-02	23-04-2015	Greater London
WF-03-C-01	05-11-2019	Greater London
WF-03-C-02	25-05-2021	COVID-19
WF-03-C-04	25-05-2021	COVID-19
WF-03-C-05	25-05-2021	COVID-19

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	19	63	0.063	0.324	0.387
08:00-09:00	19	63	0.105	0.505	0.610
09:00-10:00	19	63	0.148	0.220	0.368
10:00-11:00	19	63	0.160	0.189	0.349
11:00-12:00	19	63	0.158	0.194	0.352
12:00-13:00	19	63	0.247	0.239	0.486
13:00-14:00	19	63	0.194	0.198	0.392
14:00-15:00	19	63	0.174	0.183	0.357
15:00-16:00	19	63	0.308	0.179	0.487
16:00-17:00	19	63	0.308	0.190	0.498
17:00-18:00	19	63	0.445	0.218	0.663
18:00-19:00	19	63	0.417	0.223	0.640
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.727	2.862	5.589

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:	6 - 300 (units: DWELLS)
Survey date date range:	06/09/2013 - 20/04/2023
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	18
Surveys manually removed from selection:	0

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

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APPENDIX C 2021 Census Car / Van Availability Data

KS404EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02001057 : Manchester 013
rural urban	Total

Units 41

Cars	2011 number	2011 %	No. Cars
No cars or vans in household	2,335	58.1%	0
1 car or van in household	1,436	35.7%	15
2 cars or vans in household	227	5.6%	5
3 cars or vans in household	20	0.5%	1
4 or more cars or vans in household	0	0.0%	0
TOTAL	4,018	100%	**20**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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transport planning

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