

# **Appendix 3.20 - Transport Assessment Addendum Note 2 (29 Sept 2020)**

**Bhanderi, Pushpa**

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**From:** Hard, Matt  
**Sent:** 29 September 2020 12:40  
**To:** 'Harrison, Debra'  
**Cc:** Payne, Hannah; Welch, Victoria; Gareth Davis (gareth.davis@vectos.co.uk); Guy Pearson-Gregory (guy.pearson-gregory@accruicap.com); Hann, Doug  
**Subject:** RE: 100400/OUT/20 - Former B&Q, Great Stone Road - TA Addendum 2  
**Attachments:** Trafford Place, Gt Stone Rd Transport Addendum 2 Sept 2020 v3.pdf

Dear Debra

Thank you for the email and apologies that this is only now being issued. The attached addendum responds and explains further to the LHA comments.

Regarding parking surveys, we don't believe a 1km survey is reasonable for this development. We do note the Trafford Bruntwood scheme will require a commitment to parking surveys as part of a S106, with the committee report referring to Ayres Road, Headingley Drive and the area around Gorse Avenue as the areas needing to be surveyed. This clearly is less than 1km.

We suggest a conference call between me, you, Vectos and the LHA to agree a scope of a parking survey would be a legitimate action.

Would that be ok?

Thanks

**Matthew Hard BA(Hons) MSc MRTPI**

Associate Director

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**From:** Harrison, Debra <Debra.Harrison@trafford.gov.uk>  
**Sent:** 29 September 2020 12:00  
**To:** Hard, Matt <matthew.hard@wsp.com>  
**Cc:** Payne, Hannah <hannah.payne@wsp.com>; Welch, Victoria <victoria.welch@wsp.com>  
**Subject:** 100400/OUT/20 - Former B&Q, Great Stone Road

Hi Matthew,

Thank you for calling me back this morning. As discussed we are aiming to get this application to planning committee on the 15<sup>th</sup> October and there are some outstanding bits of information which I require and I understand you will be able to provide these to me shortly. I need to finalise my committee report this week, therefore I would appreciate receipt of this information as soon as possible. To confirm I require the following:

- Courtyard elevations
- Level access details
- Confirmation of whether boundary tree planting is proposed – as noted in my email 20.08 there are some discrepancies between the landscape design statement and the site layout plan and confirmation is required whether tree planting along the NE and NW boundaries is proposed and if possible further information such as anticipated species, planting methods etc.
- A response to the latest set of LHA comments. In addition to the LHA comments TfGM have also advised that the additional information submitted has not resolved the issue raised regarding the junction assessment and have stated that “if the Base model is wrong the +Dev model will also be incorrect and therefore the results cannot be considered as valid.”
- There is one query within the TFGM (Metro) comments, sent on the 16.07.2020 which has not been addressed in relation to the RPA of trees on the metrolink side. The RPA’s shown in the Arboricultural Assessment did not show individual trees in this area and instead indicated the trees in the TFGM boundary as a group. TfGM raised concern about this as trees within the Metrolink boundary cannot be adversely impacted by the works on the application site and further information was requested in this regard. I attach their comments again for ease of reference.
- Your response to whether an amended description of development is required – following on from our conversation I will review the legislation as soon as I can on this point too.

I’ve also received a short response from the English Cricket Board via Sport England and they are still objecting to the proposed development and have advised the following:

*“On the sunpath analysis, we would take the view that this clearly proves the contention in 3.b. of your response that there will be a serious negative effect on the facility during winter. Fine turf grasses can be highly susceptible to disease if shaded during low growth periods and this could set the whole facility at risk. Mitigation for these issues can be achieved through stadium growth lights but they are expensive to both purchase and run, and further contribute to the carbon footprint of any turf area.”*

I have made clear that we need further information as to what the actual concern is as the responses received to date do not do so. I hope to hear back shortly and they are aware of the urgency of this matter.

I can now also provide an update to the requested developer contributions:

Affordable Housing – I have now received the FVA review by Trebbi Continuum (attached). This review outlines why the proposed development is considered to perform differently to generic development in the Old Trafford Market Area and what additional information is required to clarify issues raised.

CCG – Following further discussion with the CCG I can confirm that no development contribution will be sought toward health facilities.

Education – Further information has also been sought with regard to education and capacity within the local area and the LPA will seek developer contributions towards primary school provision only (£641,973).

Sports Facilities – I am still waiting for confirmation on developer contribution requests in relation sports facilities, however I can confirm that contributions will only be sought towards outdoor sports facilities.

Semi-natural greenspace – no contribution required.

Spatial Green Infrastructure – as per my previous email this position remains unchanged and consistent with the formula included in SPD 1 a total contribution of £252,836.87 towards the provision of would be required based on population yield of 588 for local open space (LOS) and 425 for provision for children/young people (excludes studio and one bed units):

Local open space - £161.59 x 588 = £91,783.12

Provision for children/young people - £378.95 x 425 = £161.053.75

Highways – as per my previous email a contribution of £30,000 towards the improvement of the Great Stone Road / Talbot Road pedestrian and cycle infrastructure is required.

I look forward to receiving the requested information and will be in touch as soon as I hear anything further from Sport England / English Cricket Board.

Kind regards

Debra

**Debra Harrison**  
**Major Planning Projects Officer**

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**Accrue (Forum) 1 LLP**

**GREAT STONE ROAD, STRETFORD**

**Transport Assessment Addendum Note 2**

**VN201565**

**September 2020**

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## REPORT CONTROL

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**Client:** Accrue (Forum) 1 LLP

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## **1 INTRODUCTION**

### **1.1 Background**

1.1.1 Vectos have been commissioned by Accrue (Forum) 1 LLP to appraise the transport implications of a proposed residential development at the site of the former B&Q store off Great Stone Road, Stretford. As part of this work, Vectos produced a Transport Assessment (TA) in March 2020 which was submitted in support of the planning application for the site (**Ref: 100400/OUT/20**).

1.1.2 Trafford Council highways raised comments on the scheme on 20/07/2020 and we responded to those comments in an Addendum dated 10/08/2020 that clarified the issues raised. Further comments have been received dated 02/09/2020 (see **Appendix A**) and this second Addendum provides a response to those comments and clarifies the proposals so that Trafford Council have sufficient information to decide upon the application.

1.1.3 The response states that Trafford Council are satisfied with the Vehicle, Pedestrian and Servicing Access arrangements and that the Cycle /Motorcycle parking can be conditioned. They do state they require further clarification on:

- the reasoning why the provision of 98 residential parking spaces would meet the needs of the development;
- the operation of the car park with the permit system;
- The layout of the car park particularly for accessible spaces;
- Examples of other developments with commercial units without parking;
- The LHA also request a survey of available parking within 1km walking distance of the proposed site.
- Evidence of the process used to exclude sites in the TRICS trip forecasts;
- Clarification of the Trip Distribution figures to explain a mismatch in numbers.
- The setting of targets for the Travel Plan based on the modal share given in the TA prior to surveys; and
- The funding of the Travel Plan and incentives to be used.

1.1.4 These issues are now dealt in turn



## **2 CAR PARKING ARRANGEMENTS**

### **2.1 Highway Comment Para 2.6**

2.1.1 The LHA seeks to understand the applicant's reasoning behind their decision that 98 residential parking spaces would meet the needs of this specific development, with any assumptions made clearly defined.

2.1.2 First, as described in the TA, the site is in a highly sustainable location being within a convenient walking distance of all the day to day amenities and these are set out in Table 4.1 of the TA. The site is located close to Metrolink, high frequency bus routes and quality cycle routes making travel to key destinations such as Manchester City Centre convenient by modes other than a car not only a realistic proposition but an attractive one.

2.1.3 We described in the TA the results of the 2011 census showing that 59% of households living in apartments in the local area do not have a car. The development is considered to attract younger residents and the cohort of adults who are less than 30 has seen a marked reduction in car ownership, holding a licence and travelling less by car. It is noted that as this cohort gets older the effects continue compared with their peers. A good summary of this effect is given below:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/673177/young-peoples-travel-whats-changed-exec-summary.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673177/young-peoples-travel-whats-changed-exec-summary.pdf)

2.1.4 The growth of smartphone apps has allowed people to access travel much more conveniently and this can be described as the Uber effect but as well as taxis this also applies to accessing and paying for public transport, liftsharing and cycle hire.

2.1.5 Therefore, it is reasonable to assume that the background level of 59% apartment households in the area not owning a car has reduced over the last decade and that the provision of 30% is proportionate to meet the expected demand.

## 2.2 Comparison of Parking against other Developments

2.2.1 The level of parking provision is a fraction under 30% and is in line with many developments in sustainable locations like this. Below we show the level of parking provision per apartment compared to similar developments that are outside of the city centre:

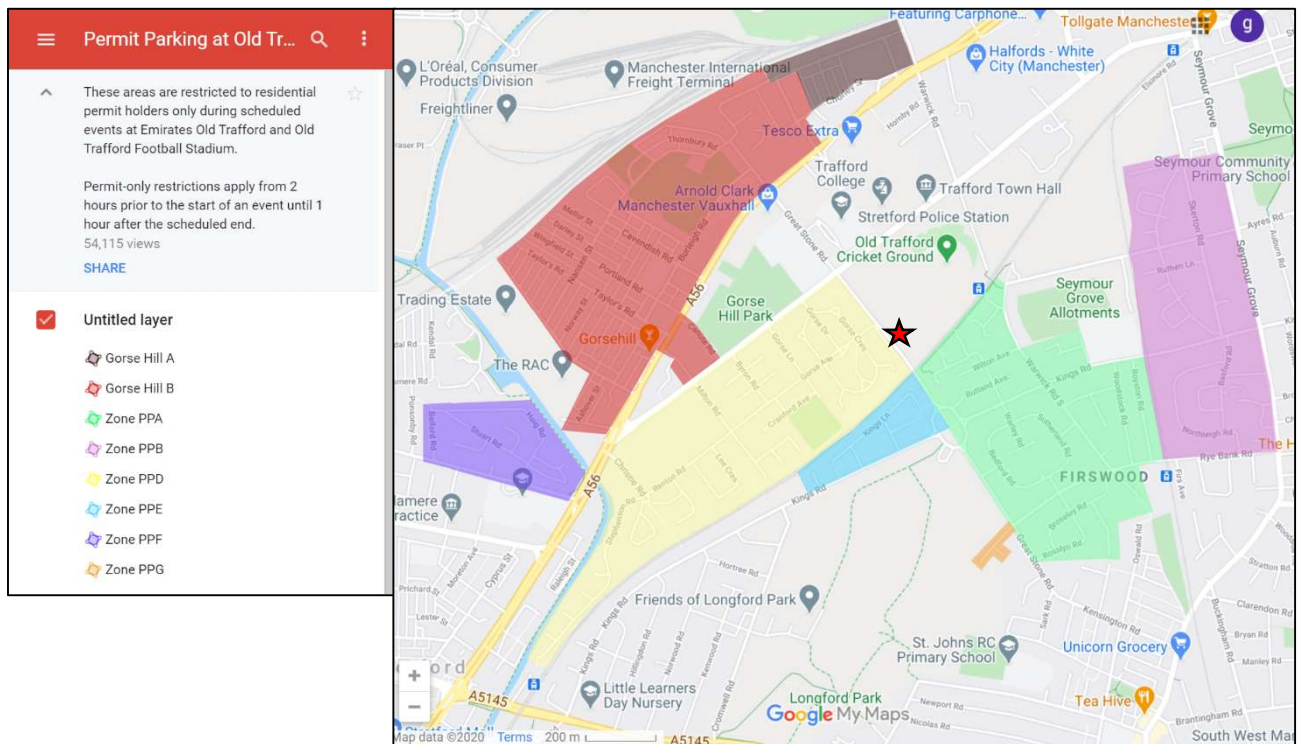
Kellogg's Redevelopment (Ref 99795/OUT/20) Trafford Bruntwood LLP (to be determined)	27% parking
Gallery Gardens – Hulme Hall Road, Castlefield De Trafford (under construction)	7% parking
X1 Landmark – Liverpool Road Salford – X1 (under construction)	16% parking
Angel Gardens – A665/Rochdale Road - Moda Living (complete)	32% parking
No 1 Castlefield – off Ellesmere Street – De Trafford (under construction)	26% parking
Cornbrook (Ref 90991/FUL/17) Bellward Properties (Approved)	28% parking

## 2.3 Parking Survey

2.3.1 Trafford Council requests that a survey be undertaken of “available parking within 1km walking distance of the proposed site”.

2.3.2 Public car parking opportunities in this area are limited, and there are no public car parks within a 1km walk distance of the site. There are streets that have pay and display parking in the area including Warwick Road, Brian Statham Way and Chorley Street which have an hourly cost with a maximum all day parking cost of £5. There are around 35 on-street spaces along Brian Statham Way, space for around 24 cars on Warwick Road and space for around 22 cars on Chorley Street, highlighting that the significant inconvenience and / or cost of parking off-site would make it unlikely that people would choose to do this. Other parking that is provided in the area either off-street or on-street would not be available to residents.

2.3.3 There is a Residents Event Parking Permit scheme in place around the development as shown in the image below. Residents of Trafford Place would not be allowed to apply for an Event Parking Permit and there are around 50 events per annum in the area covering a range of times from evening or daytime events including 5 days test matches which effectively prevent parking from those without a permit during these times.



**Old Trafford Parking Permit Extent**

- 2.3.4 Considering the councils request for a survey we note that currently travel patterns have been significantly affected by Covid19 notably for commuting patterns but also for leisure trips. Therefore, any survey would be limited in its findings. We therefore consider that a parking survey has little merit in advancing consideration of the scheme.
- 2.3.5 If the Council insist upon a survey then the distance for that survey over 1km of the site is not considered a realistic distance to assess, as it is unlikely that residents or visitors to the development would be willing to park their car such as distance away from the site in an unsecured area. The Lambeth Methodology which is commonly used in London as well as other parts of the country to test parking stress, considers a walk distance of 200m (2.5 minutes) for residential parking and 500m (6 minutes) for commercial parking. Separately Trafford Council have accepted 200m parking survey distances on other developments e.g. (90991/FUL/17).

## 2.4 Parking Layout

### Highway Comment para 2.7

2.4.1 The parking layout is shown in **Dwg PL101 Rev C** including the accessible spaces. This shows that there are 98 spaces which is just under a provision of 30% parking per apartment.

- 3 spaces are allocated solely for disabled residents
- 6 parking spaces will be available for visitors during the day of which 3 are disabled bays

2.4.2 The disabled parking bays will have a 1.2m transfer zone according to Building Regulations (Part M Diagram 2). Markings will direct the pedestrians to the appropriate lifts and in particular visitors will be directed to the platform lift located to the south of the car park.

## 2.5 Parking Permit System

2.5.1 The parking regime will be managed as follows:

### Residents

- Residents will need to display a parking permit in order to park. 98 permits would be available (one per space) at a cost, and these would be issued on a first come first served basis.
- Any disabled residents who are blue badge holders needing a space will be allocated a Disabled Parking Permit and they can park in one of the 3 residents disabled parking bays.
- All residents will need to display the permit in order to park.

Note: Residents are not allocated a parking space which means that there will be an underutilisation of parking occupation during the day when residents commute to work, are away on holiday, shopping or if apartments are simply unoccupied. This allows the retail visitors to park in the car park as described next:

### **Visitors**

- A total of 6 parking bays will be allocated for visitors to the retail units, 3 of which will be disabled bays.
- They will be signed so that there is a time limit of 1-hour parking during the day, 0900-1800 Monday-Saturday. This can operate on a pay and display arrangement where visitors will need to display a ticket or via an ANPR linked registration method operated at the commercial unit/reception.

### **Parking Compliance and Penalties**

- 2.5.2 A compliance regime is needed, particularly as there may be a desire to park here by the public on event days. The car park will be managed by an ANPR parking system which will record the registration plates of every vehicle entering/leaving the car park. Residents will be able to buy a parking permit and their number plate will be registered on the ANPR system so that they will be welcomed onto the car park by an electronic sign.
- 2.5.3 Visitors will be permitted to park in the car park during the day 0900-1800. Visitors will have their entry and exit times recorded on the ANPR system. To comply with parking, they will need to enter their registration plate at the retail/café/reception and pay the appropriate parking rate. Visitor parking would be limited to no more than an hour. The appropriate signage will be placed in the car park.
- 2.5.4 Non-compliance of the parking rules will be managed by a Parking Management Company who can issue fines based on the ANPR camera evidence.

## 2.6 Examples of Commercial Units in Apartment Developments with no Parking

2.6.1 There are many examples of commercial units on the ground floor development trading without the need for parking and some examples are given below. It is noted that at Trafford Place we are providing 6 spaces for the commercial parking demand during the day.

Downing First Street 519sqm A1/A2 (Approved) 1678 apartments

325 Deansgate Apartment Tower with Local Foodstore and Restaurant (Approved)

Angel Gardens – A665/Rochdale Road - Moda Living (complete) 5 retail /commercial units

Gallery Gardens – Hulme Hall Road, Castlefield De Trafford (under construction) 3 retail units

### **3 TRANSPORT ASSESSMENT**

#### **3.1 Sites TRICS Exclusions**

3.1.1 The trip forecasts are detailed in the TA, which explains the parameters used in the TRICS trip rate assessment, the reasoning behind the use of deriving trip rates per parking space, and the sites used for the assessment.

3.1.2 The trip rates were accepted by the LHA as part of the previous planning application for residential development on the site. Notwithstanding, the LHA have requested further detail on the process used to exclude sites from the TRICS sample used in the trip rate per parking space calculation. The TA explains that the sites that were excluded were those where off-site parking is available but not included in the detailed site survey. This is because an accurate trip rate per parking space would not be possible to derive for these sites as it is unknown how many parking spaces were available to accommodate the demand generated by those sites. In total, of the 15 sites within the original TRICS sample, seven were omitted from the trip rate per parking space calculation for this reason. The sites are listed below.

#### **TRICS Site Reference**

**CA-03-C-02**

**HC-03-C-02**

**NT-03-C-01**

**OX-03-C-01**

**RI-03-C-01**

**SF-03-C-03**

**TV-03-C-02**

### 3.2 Trip Distribution

3.2.1 The trip distribution for development trips was derived from the traffic survey of the Great Stone Road / Talbot Road junction undertaken on Wednesday 15th November 2017. This was detailed in the TA, with raw data also provided as part of the original TA for the previous application for residential development at the site, and as part of the TA Addendum August 2020. The distribution was accepted by the LHA as part of the previous application for residential development at the site. The surveyed flows, along with the resulting distribution are shown in Figures 3.3 and 6.1 of the TA. The LHA does not detail what aspect of the proposed distribution they are querying, however, to clarify, the calculation used to derive the distribution of trips at the site access is detailed below.

- AM peak: Great Stone Road light vehicle two-way flow 1,213. South-east bound flow = 528 (44%), north-west bound flow = 685 (56%).
- PM peak: Great Stone Road light vehicle two-way flow 1,281. South-east bound flow = 798 (62%), north-west bound flow = 483 (38%).

3.2.2 In practice, there will be daily variation in the proportion of trip movements at the site access travelling to and from each direction along Great Stone Road, and the assessment of the Great Stone Road / Talbot Road junction provided in the TA is a reasonable scenario to assess in traffic impact terms. The assessment demonstrates that the proposed development has no material impact at the junction and given the low number of trips generated by the proposals, this would still be the case if the turning proportions were slightly different to those tested. It should also be noted that the LHA accepted the junction assessment used in support of the previous application for residential development at the site, which assessed a greater level of trip generation from the site as that scheme had a greater number of parking spaces than the current proposal.



## 4 FRAMEWORK TRAVEL PLAN (FTP)

### 4.1 Target Setting

- 4.1.1 The LHA suggest that the FTP should provide targets prior to the baseline travel surveys being undertaken. A set of baseline modal share targets have therefore been developed based upon the expected travel characteristics of the residents at the proposed development.
- 4.1.2 To derive a reasonable baseline mode share target for car trips, reference has been made to the trip generation forecast in the TA. This forecasts 29 two-way vehicle trips in the morning peak hour and 33 in the evening peak hour. To estimate what percentage of total person trips this would represent, a total person trip forecast has been undertaken in TRICS. This has been undertaken using the same principles of the vehicle trip rate forecast provided in the TA, and the full multi-modal report is provided at **Appendix B** to this Note.
- 4.1.3 The multi-modal TRICS assessment forecasts a total person peak hour two-way trip generation of 204 person trips (AM) and 196 person trips (PM). The peak hour vehicle trips therefore represent 16% of these total person trips across the two peak hours. This therefore informs the car driver modal share baseline target.
- 4.1.4 As a reasonable estimate of the baseline travel mode share for other modes, reference has been made to the TfGM's Transport Statistics 2017 report for the Manchester Key Centre. An adjustment to the modes has been made to reflect the car modal share figure of 16% (rather than 23% in the TfGM report), with the difference allocated to cycle trips to reflect the increasing emphasis placed on cycling. The tram and rail mode share have been combined however the majority of these trips would be by tram as the site is significantly closer to tram stops than rail stations.
- 4.1.5 The resulting baseline modal share targets are shown in **Table 4.1**. The modal share targets will seek to encourage a reduction in car use, with a corresponding increase in use of sustainable travel modes. A reasonable target for reduction in car use is for a reduction of five percentage points from the baseline after five years. In this case that would equate to a car modal share of 11% five years after the development opens. The targets for the other modes have been increased accordingly, as shown in **Table 4.1**.

Mode	Bus	Tram / rail	Car driver	Cycle	Walk
<b>Base mode split AM Peak Hour</b>	21%	42%	16%	9%	12%
<b>Target Modal Share after 5 Years</b>	22%	44%	11%	10%	13%

**Table 4.1: Baseline Modal Share Targets and Five-Year Targets**

4.1.6 Whilst the baseline modal share targets in Table 4.1 provide an estimate of residents' travel habits shortly after the development becomes occupied, it is still recommended that these baseline figures are reviewed following a baseline travel survey of residents, and the five-year targets also reviewed accordingly. It is expected that the development would be subject to a standard planning condition that would require a full Travel Plan to be submitted to and approved in writing by the Local Planning Authority prior to occupation.

## **4.2 FTP Funding**

4.2.1 With regards to funding of the Travel Plan, the developer will incorporate the role of the Travel Plan Coordinator into the job specification of the on-site manager. They will present the face to face communication for residents for issues relating to the Travel Plan. This will be an ongoing role.

4.2.2 In terms of an annual budget the developer will allocate a sum of £2000 per annum to support the TP and sustainable travel outcomes.

**DRAWING - DWG PL101 REV C BASEMENT CAR PARK LAYOUT**

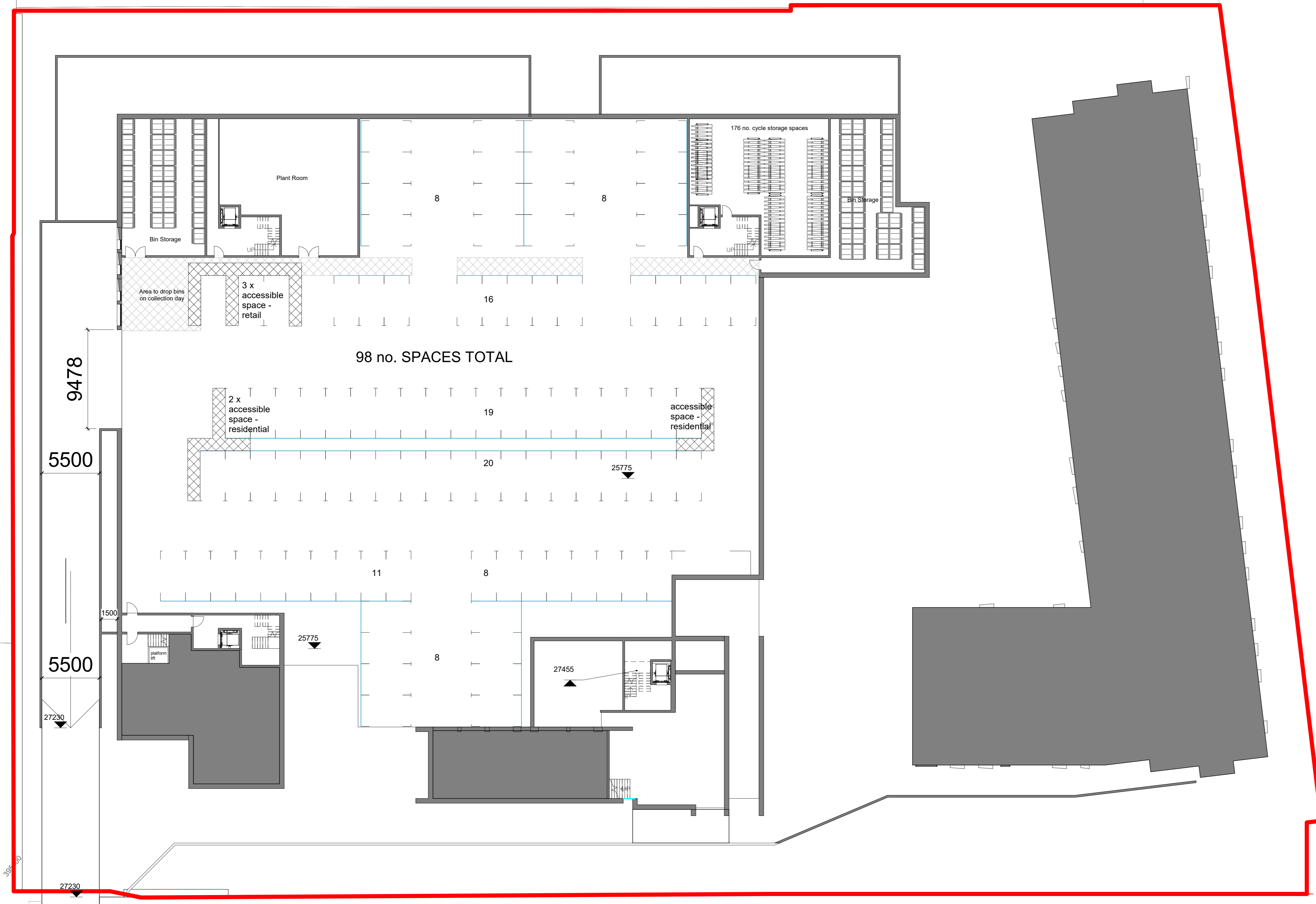
Notes:

All dimensions are in millimetres unless stated otherwise. No dimensions to be scaled from drawings. All dimensions to be checked on site prior to manufacture.

Any discrepancies between drawings and site conditions are to be reported to the contract manager.

This drawing is to be read in conjunction with all relevant Structural Engineers and Mechanical & Electrical Engineers drawings and specifications.

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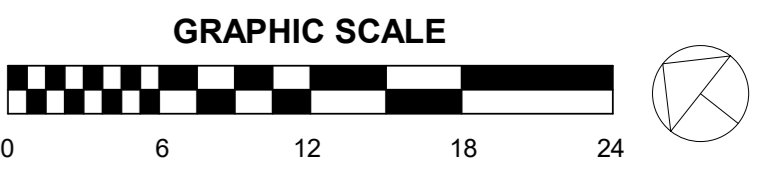
GREAT STONE ROAD

Trent Bridge Walk

1 Level -1  
1 : 200

PLANNING

Rev	Description	Date	By	CHK
C	Boundary lines added to parking and accessible	14/08/20	AH	
B	ITR added	29/07/20	AH	
B	Amendments outside of boundary numbers	29/07/20	AH	
A	Boundary line amended	21/07/20	AH	



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dwg title:	Level -1 Plan		
job title:	Great Stone Road		
scale:	1 : 200	@ A0	drawn: POC
date:	01/31/19		job no: 1664
dwg no:	PL_101		rev: C

## APPENDIX A TRAFFORD COUNCIL COMMENTS

## RESPONSE TO PLANNING CONSULTATION

<b>Planning Application:</b>	<b>100400/OUT/20</b>	<b>Response No.:</b>	<b>2</b>
<b>Location:</b>	Former B&Q Site, Great Stone Road, Stretford, M32 0YP		
<b>Description:</b>	The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure		
<b>Planning Officer:</b>	Debra Harrison		
<b>Date of Receipt:</b>	11/08/2020	<b>Date of Response:</b>	02/09/2020

### 1 Latest 5-year planning history

91337/DEM/17	Demolition of all buildings including vacant unit. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
94974/OUT/18	Outline application sought for the demolition of existing retail unit and associated structures; erection of a building ranging in height from 5 to 13 storeys for a mix of uses including: 433 apartments (use class C3) and communal spaces ancillary to the residential use; flexible spaces for use classes A1, A3, B1, D1, and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure. Consent is sought for access, appearance, layout and scale with all other matters reserved. Refused permission 29/03/2019.
94209/EIASC/18	Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for up to 450 residential apartments (up to 13 storeys in height)

## 2 The Proposals

### 2.1 Background to the Proposals

In the LHA's final response to application 94974/OUT/18, in accordance with comments made by TfGM, the LHA recommended a contribution of £30k for the improvement of the Great Stone Road / Talbot Road junction, based on a trip generation 57 two-way trips in the AM and 43 two-way trips in the PM. The access from Great Stone Road provided suitable visibility. The levels of residential parking

proposed was deemed sufficient. Concern was expressed for the lack of parking provision for the 1,181 m<sup>2</sup> of retail and commercial space. Concern was expressed as to the servicing of the site given that Trafford Council will only perform bin collections within 10 metres of the adopted highway.

## 2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks outline approval, including access, for the demolition of an existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure. This document is provided in response to further information provided by the applicant in the document Great Stone Road TA Addendum Note Aug 2020v2.

## 2.3 Vehicle Access

The LHA are satisfied with the proposed vehicular access.

## 2.4 Pedestrian / Cycle Access

The proposed pedestrian and cycle access arrangements are acceptable. As per the prior application (94974/OUT/18) the LHA would seek a contribution of £30k from the applicant towards works to improve the Great Stone Road / Talbot Road junction to improve pedestrian and cycle accessibility.

## 2.5 Servicing Arrangements

The LHA is satisfied with the servicing arrangements proposed.

## 2.6 Car Parking Arrangements

For clarification, in its prior response the LHA was not requesting a justification of the ethos behind parking standards being below that stipulated within SPD3, the LHA seeks to understand the applicant's reasoning behind their decision that 98 residential parking spaces would meet the needs of this specific development, with any assumptions made clearly defined.

The LHA still require a survey of available parking within 1km walking distance of the proposed site. The information provided with the TA Addendum Note does not suffice.

The LHA would seek more detail and clarity on how the resident parking permit system is to operate in tandem with the parking needs of the commercial units at the site.

Paragraph 3.3.2 within the Addendum Note states, with respect to commercial uses parking, that there are numerous examples of sites across Greater Manchester without dedicated parking; the LHA would welcome examples to support this point.

## 2.7 Accessibility Car Parking

The LHA would need plans detailing any accessibility car parking prior to permission rather than as a condition, as it is not clear from the plans that the accessible parking levels described are achievable from the plans provided without affecting the parking numbers.

## 2.8 Motorcycle and Cycle Parking

The LHA are happy for the design of visitor motorcycle and cycle parking to be conditioned.

## 3 Transport Assessment

In the previous response the LHA asked for evidence of the rationale behind the inclusion and exclusion of in the TRICS trip generation assessment, this was in reference to paragraph 6.3.3, whereby it is stated that sites where off-site parking is not included in the detailed site survey have been excluded. The LHA would seek evidence of the process used to exclude sites, rather than an explanation as to why Greater London sites were excluded, which is itself standard practice in TRICS assessments.

The LHA would seek clarification as to why the traffic distribution figures do not appear to match figures given in the traffic survey. This is of particular concern given that these numbers are then used to model the developments impact on the Great Stone Road / Talbot Road junction.

## 4 Framework Travel Plan

The LHA is not satisfied with the response to queries raised concerning the Framework Travel Plan given in the Addendum Note. The LHA expects targets to be set in a Framework Travel Plan (FTP) relating to what modal shares the development hopes to achieve; these targets should relate to modal shares produced within the TA and should be set within the FTP prior to any surveys. Furthermore, the LHA would require greater detail in terms of how the travel plan is to be funded, along with tangible incentives to residents, employees and visitors to utilise more sustainable modes of transport.

## 5 Summary

In summary, the LHA require:

- clarification as to how the applicant arrived at the intended parking provision;
- a survey of the on-street parking provision available within a 1km walking catchment of the site;
- more information on how the applicant intends the resident parking permit scheme to function;
- plans detailing the intended accessibility car parking provision;
- the LHA queries with regards to the TA to be addressed; and
- as per the prior response, a reconsideration of commitments within the FTP.





working  
with



Amey  
Tatton House  
11 Caldey Road  
Roundthorn Industrial Estate  
Manchester, M23 9LF

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**Jack Mahoney 02/09/2020**

## **APPENDIX B TRICS MULTI-MODAL TRIPS**

Calculation Reference: AUDIT-715001-200917-0901

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

## Primary Filtering selection:

Parameter: No of Dwellings  
 Actual Range: 9 to 184 (units: )  
 Range Selected by User: 6 to 184 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	4 days
Friday	2 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	3

Selected Location Sub Categories:

Development Zone	2
Residential Zone	8
No Sub Category	4

## Secondary Filtering selection:

Use Class:

C3	14 days
----	---------

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days

Travel Plan:

No	14 days
----	---------

PTAL Rating:

No PTAL Present	14 days
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LIST OF SITES relevant to selection parameters

1	AN-03-C-02 SUMMERHILL AVENUE BELFAST KNOCK Edge of Town Residential Zone Total No of Dwellings: 22 <i>Survey date: FRIDAY 28/11/14</i>	BLOCK OF FLATS ANTRIM	<i>Survey Type: MANUAL</i>
2	CA-03-C-03 CROMWELL ROAD CAMBRIDGE  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 <i>Survey date: MONDAY 18/09/17</i>	BLOCKS OF FLATS CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
3	CB-03-C-02 BRIDGE LANE PENRITH  Edge of Town No Sub Category Total No of Dwellings: 35 <i>Survey date: WEDNESDAY 11/06/14</i>	BLOCK OF FLATS CUMBRIA	<i>Survey Type: MANUAL</i>
4	CB-03-C-03 LOUND STREET KENDAL  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 <i>Survey date: MONDAY 09/06/14</i>	FLATS & BUNGALOWS CUMBRIA	<i>Survey Type: MANUAL</i>
5	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 <i>Survey date: FRIDAY 28/03/14</i>	FLATS IN BLOCKS DORSET	<i>Survey Type: MANUAL</i>
6	DS-03-C-03 CAESAR STREET DERBY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 25/09/19</i>	BLOCKS OF FLATS DERBYSHIRE	<i>Survey Type: MANUAL</i>
7	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 <i>Survey date: TUESDAY 26/05/15</i>	BLOCKS OF FLATS CITY OF EDINBURGH	<i>Survey Type: MANUAL</i>
8	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 184 <i>Survey date: TUESDAY 13/11/18</i>	BLOCKS OF FLATS MERSEYSIDE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	MS-03-C-03 BLOCK OF FLATS MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 <i>Survey date: TUESDAY 13/11/18</i>	MERSEYSIDE	<i>Survey Type: MANUAL</i>
10	NF-03-C-02 MIXED FLATS & HOUSES HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 <i>Survey date: MONDAY 18/11/19</i>	NORFOLK	<i>Survey Type: MANUAL</i>
11	NT-03-C-01 HOUSES (SPLIT INTO FLATS) LAWRENCE WAY NOTTINGHAM  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 <i>Survey date: TUESDAY 08/11/16</i>	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
12	NT-03-C-02 HOUSES (SPLIT INTO FLATS) CASTLE MARINA ROAD NOTTINGHAM  Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 <i>Survey date: WEDNESDAY 09/11/16</i>	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
13	RI-03-C-01 FLATS 465 PRIORY ROAD HULL  Edge of Town Residential Zone Total No of Dwellings: 20 <i>Survey date: TUESDAY 13/05/14</i>	EAST RIDING OF YORKSHIRE	<i>Survey Type: MANUAL</i>
14	SF-03-C-03 BLOCKS OF FLATS TOLLGATE LANE BURY ST EDMUNDS  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 03/12/14</i>	SUFFOLK	<i>Survey Type: MANUAL</i>

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.058	14	55	0.156	14	55	0.214
08:00 - 09:00	14	55	0.063	14	55	0.198	14	55	0.261
09:00 - 10:00	14	55	0.092	14	55	0.114	14	55	0.206
10:00 - 11:00	14	55	0.071	14	55	0.085	14	55	0.156
11:00 - 12:00	14	55	0.068	14	55	0.072	14	55	0.140
12:00 - 13:00	14	55	0.069	14	55	0.076	14	55	0.145
13:00 - 14:00	14	55	0.060	14	55	0.085	14	55	0.145
14:00 - 15:00	14	55	0.073	14	55	0.080	14	55	0.153
15:00 - 16:00	14	55	0.110	14	55	0.062	14	55	0.172
16:00 - 17:00	14	55	0.116	14	55	0.079	14	55	0.195
17:00 - 18:00	14	55	0.182	14	55	0.085	14	55	0.267
18:00 - 19:00	14	55	0.131	14	55	0.094	14	55	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.093			1.186			2.279

## Parameter summary

Trip rate parameter range selected: 9 - 184 (units: )  
 Survey date date range: 01/01/12 - 18/11/19  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.004	14	55	0.010	14	55	0.014
08:00 - 09:00	14	55	0.001	14	55	0.018	14	55	0.019
09:00 - 10:00	14	55	0.004	14	55	0.004	14	55	0.008
10:00 - 11:00	14	55	0.001	14	55	0.001	14	55	0.002
11:00 - 12:00	14	55	0.005	14	55	0.003	14	55	0.008
12:00 - 13:00	14	55	0.003	14	55	0.000	14	55	0.003
13:00 - 14:00	14	55	0.003	14	55	0.004	14	55	0.007
14:00 - 15:00	14	55	0.007	14	55	0.004	14	55	0.011
15:00 - 16:00	14	55	0.005	14	55	0.001	14	55	0.006
16:00 - 17:00	14	55	0.004	14	55	0.001	14	55	0.005
17:00 - 18:00	14	55	0.009	14	55	0.007	14	55	0.016
18:00 - 19:00	14	55	0.008	14	55	0.004	14	55	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.054			0.057			0.111



Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.062	14	55	0.192	14	55	0.254
08:00 - 09:00	14	55	0.075	14	55	0.277	14	55	0.352
09:00 - 10:00	14	55	0.132	14	55	0.152	14	55	0.284
10:00 - 11:00	14	55	0.090	14	55	0.113	14	55	0.203
11:00 - 12:00	14	55	0.092	14	55	0.109	14	55	0.201
12:00 - 13:00	14	55	0.094	14	55	0.096	14	55	0.190
13:00 - 14:00	14	55	0.067	14	55	0.106	14	55	0.173
14:00 - 15:00	14	55	0.092	14	55	0.105	14	55	0.197
15:00 - 16:00	14	55	0.153	14	55	0.079	14	55	0.232
16:00 - 17:00	14	55	0.148	14	55	0.094	14	55	0.242
17:00 - 18:00	14	55	0.237	14	55	0.111	14	55	0.348
18:00 - 19:00	14	55	0.168	14	55	0.140	14	55	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.410			1.574			2.984

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.020	14	55	0.088	14	55	0.108
08:00 - 09:00	14	55	0.026	14	55	0.139	14	55	0.165
09:00 - 10:00	14	55	0.048	14	55	0.089	14	55	0.137
10:00 - 11:00	14	55	0.034	14	55	0.052	14	55	0.086
11:00 - 12:00	14	55	0.037	14	55	0.043	14	55	0.080
12:00 - 13:00	14	55	0.047	14	55	0.037	14	55	0.084
13:00 - 14:00	14	55	0.038	14	55	0.043	14	55	0.081
14:00 - 15:00	14	55	0.048	14	55	0.052	14	55	0.100
15:00 - 16:00	14	55	0.077	14	55	0.042	14	55	0.119
16:00 - 17:00	14	55	0.076	14	55	0.034	14	55	0.110
17:00 - 18:00	14	55	0.113	14	55	0.051	14	55	0.164
18:00 - 19:00	14	55	0.081	14	55	0.038	14	55	0.119
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.645			0.708			1.353

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.003	14	55	0.017	14	55	0.020
08:00 - 09:00	14	55	0.004	14	55	0.039	14	55	0.043
09:00 - 10:00	14	55	0.009	14	55	0.024	14	55	0.033
10:00 - 11:00	14	55	0.008	14	55	0.017	14	55	0.025
11:00 - 12:00	14	55	0.007	14	55	0.013	14	55	0.020
12:00 - 13:00	14	55	0.012	14	55	0.010	14	55	0.022
13:00 - 14:00	14	55	0.005	14	55	0.013	14	55	0.018
14:00 - 15:00	14	55	0.012	14	55	0.018	14	55	0.030
15:00 - 16:00	14	55	0.021	14	55	0.012	14	55	0.033
16:00 - 17:00	14	55	0.022	14	55	0.007	14	55	0.029
17:00 - 18:00	14	55	0.038	14	55	0.005	14	55	0.043
18:00 - 19:00	14	55	0.026	14	55	0.013	14	55	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.167			0.188			0.355

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.000	14	55	0.018	14	55	0.018
08:00 - 09:00	14	55	0.000	14	55	0.031	14	55	0.031
09:00 - 10:00	14	55	0.001	14	55	0.008	14	55	0.009
10:00 - 11:00	14	55	0.000	14	55	0.001	14	55	0.001
11:00 - 12:00	14	55	0.000	14	55	0.005	14	55	0.005
12:00 - 13:00	14	55	0.000	14	55	0.000	14	55	0.000
13:00 - 14:00	14	55	0.003	14	55	0.001	14	55	0.004
14:00 - 15:00	14	55	0.000	14	55	0.000	14	55	0.000
15:00 - 16:00	14	55	0.003	14	55	0.003	14	55	0.006
16:00 - 17:00	14	55	0.004	14	55	0.001	14	55	0.005
17:00 - 18:00	14	55	0.013	14	55	0.000	14	55	0.013
18:00 - 19:00	14	55	0.029	14	55	0.001	14	55	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.053			0.069			0.122

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.000	14	55	0.000	14	55	0.000
08:00 - 09:00	14	55	0.000	14	55	0.001	14	55	0.001
09:00 - 10:00	14	55	0.000	14	55	0.000	14	55	0.000
10:00 - 11:00	14	55	0.000	14	55	0.000	14	55	0.000
11:00 - 12:00	14	55	0.000	14	55	0.000	14	55	0.000
12:00 - 13:00	14	55	0.000	14	55	0.000	14	55	0.000
13:00 - 14:00	14	55	0.000	14	55	0.000	14	55	0.000
14:00 - 15:00	14	55	0.000	14	55	0.001	14	55	0.001
15:00 - 16:00	14	55	0.000	14	55	0.000	14	55	0.000
16:00 - 17:00	14	55	0.001	14	55	0.000	14	55	0.001
17:00 - 18:00	14	55	0.004	14	55	0.001	14	55	0.005
18:00 - 19:00	14	55	0.000	14	55	0.000	14	55	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.005			0.003			0.008

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.003	14	55	0.035	14	55	0.038
08:00 - 09:00	14	55	0.004	14	55	0.072	14	55	0.076
09:00 - 10:00	14	55	0.010	14	55	0.031	14	55	0.041
10:00 - 11:00	14	55	0.008	14	55	0.018	14	55	0.026
11:00 - 12:00	14	55	0.007	14	55	0.018	14	55	0.025
12:00 - 13:00	14	55	0.012	14	55	0.010	14	55	0.022
13:00 - 14:00	14	55	0.008	14	55	0.014	14	55	0.022
14:00 - 15:00	14	55	0.012	14	55	0.020	14	55	0.032
15:00 - 16:00	14	55	0.024	14	55	0.014	14	55	0.038
16:00 - 17:00	14	55	0.027	14	55	0.008	14	55	0.035
17:00 - 18:00	14	55	0.055	14	55	0.007	14	55	0.062
18:00 - 19:00	14	55	0.055	14	55	0.014	14	55	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.225			0.261			0.486

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	55	0.088	14	55	0.326	14	55	0.414
08:00 - 09:00	14	55	0.106	14	55	0.507	14	55	0.613
09:00 - 10:00	14	55	0.195	14	55	0.276	14	55	0.471
10:00 - 11:00	14	55	0.134	14	55	0.185	14	55	0.319
11:00 - 12:00	14	55	0.140	14	55	0.173	14	55	0.313
12:00 - 13:00	14	55	0.156	14	55	0.143	14	55	0.299
13:00 - 14:00	14	55	0.115	14	55	0.168	14	55	0.283
14:00 - 15:00	14	55	0.158	14	55	0.181	14	55	0.339
15:00 - 16:00	14	55	0.259	14	55	0.136	14	55	0.395
16:00 - 17:00	14	55	0.255	14	55	0.137	14	55	0.392
17:00 - 18:00	14	55	0.414	14	55	0.175	14	55	0.589
18:00 - 19:00	14	55	0.312	14	55	0.196	14	55	0.508
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.332			2.603			4.935