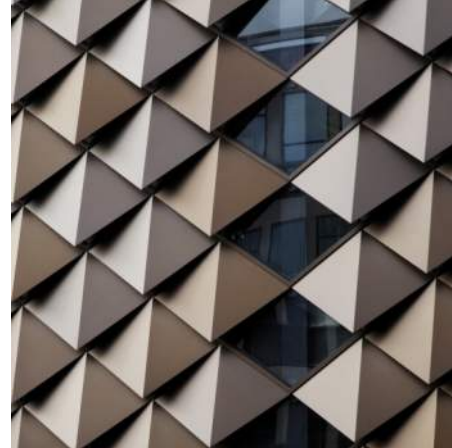
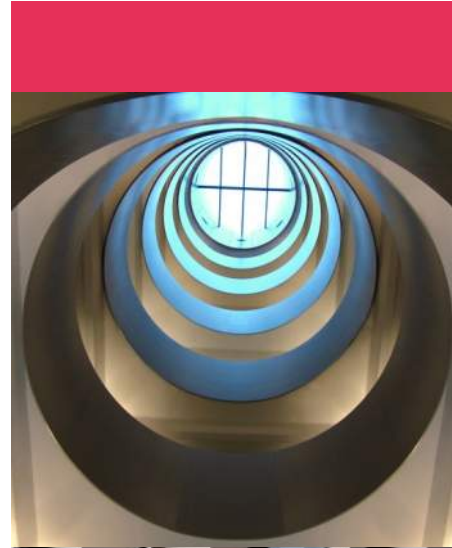


Brunswick Place, Manchester

Transport Assessment

Curtins Ref: 78199-CUR-00-XX-RP-TP-001
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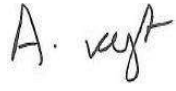
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78199-CUR-00-XX-DR-TP-05001 – Swept path analysis – Large Car

78199-CUR-00-XX-DR-TP-05002 – Swept path analysis – Large Refuse Vehicle

Appendices

Appendix A – Proposed Site Layout

Appendix B – 2011 Census Data

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Maryland Securities to provide transport planning advice in relation to a planning application for a new development on land off Bradford Road to the north of Manchester City Centre.

1.1.2 The proposed development would enable the creation of residential and commercial space across three buildings divided in two areas, as follows:

- Brunswick Mill:
 - Refurbishment of Brunswick Mill (Mill Building), to provide 1,891m² of commercial space at ground and first floors and 153 apartments from first to sixth floors;
 - The creation of a new public realm area within Brunswick Mill;
- Adjoining Sites:
 - Erection of a new six storey building (Mid Building) to the west of the Mill with 100 apartments;
 - Erection of a new four storey building on the eastern area of the site (Corner Building), fronting Beswick Street, providing 143m² of commercial space at ground floor and 24 apartments on the upper floors.
- Sitewide:
 - 81 car parking spaces; and
 - 317 cycle spaces.

1.1.3 The proposed site layout is provided in **Appendix A**.

1.1.4 Curtins visited the site on 10th January 2018 and again on 27th February 2021.

1.2 Purpose of the Report

1.2.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 Additionally, this TA is supported by an Interim Travel Plan (document reference: **78199-CUR-00-XX-RP-TP-002**) with measures and initiatives to encourage active and sustainable travel.

1.2.3 A key part of the Interim Travel Plan (ITP) will be monitoring, whereby travel surveys will be distributed to residents and staff of the future development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and

sustainable modes of travel, and any incentives that could encourage residents, staff and visitors to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

- 1.2.4 The ITP includes Welcome Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives and recommendations of the Travel Plan.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

- 1.3.2 Furthermore, scoping discussions were held with Manchester City Council (MCC) Highways officers in July 2018 and again in April 2021.

- 1.3.3 On this basis, this TA contains the following:

- A review of existing conditions, surrounding highway network, and highway safety within the vicinity of the site for the most recent five years;
- A review of the proposed site layout including parking, deliveries and servicing;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also considers the site location and surrounding highway network and contains a review of the Personal Injury Accident records within the vicinity of the site.

- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.

- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

- 1.4.5 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

2.1.1 The application site is located along the northeastern edge of Manchester City Centre, to the north of New Islington.

2.1.2 The site is bound to the north by Bradford Road, existing commercial properties to the east, Ashton canal to the south and Beswick Street to the west.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

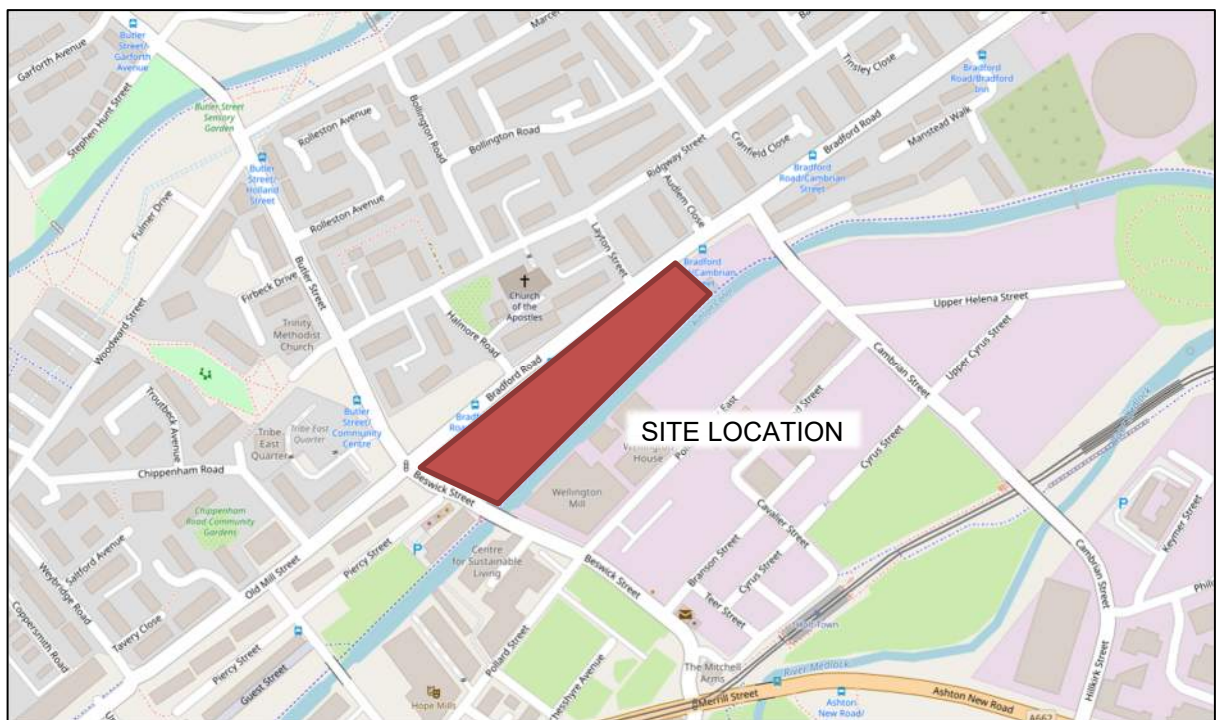


Figure 2.1 – Site Location in Relation to the Local Highway Network (Source: ©OpenStreetMap)

2.2 Existing Use and Access

2.2.1 The site constitutes Brunswick Mill to the east and undeveloped / vacant land to the west. Brunswick Mill is currently used as rehearsal studios, with some extant warehouse uses. The site also includes areas of overgrown shrubbery and vegetation.

2.2.2 Vehicular access to the site is currently provided via a number of access points off Bradford Road, including an arched access to the mill courtyard, accessing a hardstanding surface car park with up to 26 spaces. There is also one access point off Beswick Street, providing access to a hardstanding area which was used up recently as a private car park with space for circa 30 vehicles.

2.3 Surrounding Highway Network

Bradford Road

- 2.3.1 Bradford Road runs along the northern boundary of the site. This road comprises a two-lane carriageway, providing a route from Manchester City Centre to southern areas of Miles Platting. Bradford Road commences at a signalised junction with Beswick Street at the western corner of the site and continues for a length of c. 1.1km towards the north-east of Manchester City Centre, terminating at the signalised junction with A6010 Alan Turing Way. To the west of the site, Bradford Road continues towards the city centre as Old Mill Street.
- 2.3.2 The carriageway along Bradford Road is typically 7.5m wide. There are well-maintained footways on both sides of the carriageway which are approximately 2m wide to the south and circa 4.5m to the north, including a grass verge along some sections of the northern side. The road is well-lit with street lighting.
- 2.3.3 The junction with Beswick Street in the immediate vicinity of the site is complete with signalised pedestrian crossings, dropped kerbs, tactile paving and central refuge islands.
- 2.3.4 In the vicinity of the site, Bradford Road is subject to Traffic Regulation Orders (TROs) in the form of single yellow parking restrictions. There are also traffic calming measures in the form of raised pedestrian crossings along its entire length to enforce the speed limit of 30mph. There are bus stops in the immediate vicinity of the site, with the stop along the northern side of the road offering a shelter.

Beswick Street

- 2.3.5 Beswick Street runs adjacent to the west of the site. The road commences at the signalised junction with Bradford Road to the west of the site and extends in a south-easterly direction for c. 250m, where it continues as Frost Street.
- 2.3.6 The junction with Bradford Road in the immediate vicinity of the site is complete with signalised pedestrian crossings, dropped kerbs, tactile paving and central refuge islands. There are well-maintained footways along both sides of the road of 2m in width and street lighting is provided at regular intervals.
- 2.3.7 Beswick Street is subject to a speed limit of 20mph throughout and has TROs in the form of single yellow parking restrictions in the vicinity of the site.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 The site benefits from its location near the city centre. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.

2.4.2 There are wide footways surrounding the site. Dropped kerbs are present at every crossing in the vicinity of the site, including tactile paving at controlled pedestrian crossing points.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents database for the most recent five years (2015 – 2019 inclusive). The details of the search are contained in **Figure 2.2** and include local roads in the immediate vicinity of the site. A breakdown of the information is contained in **Table 2.1**:

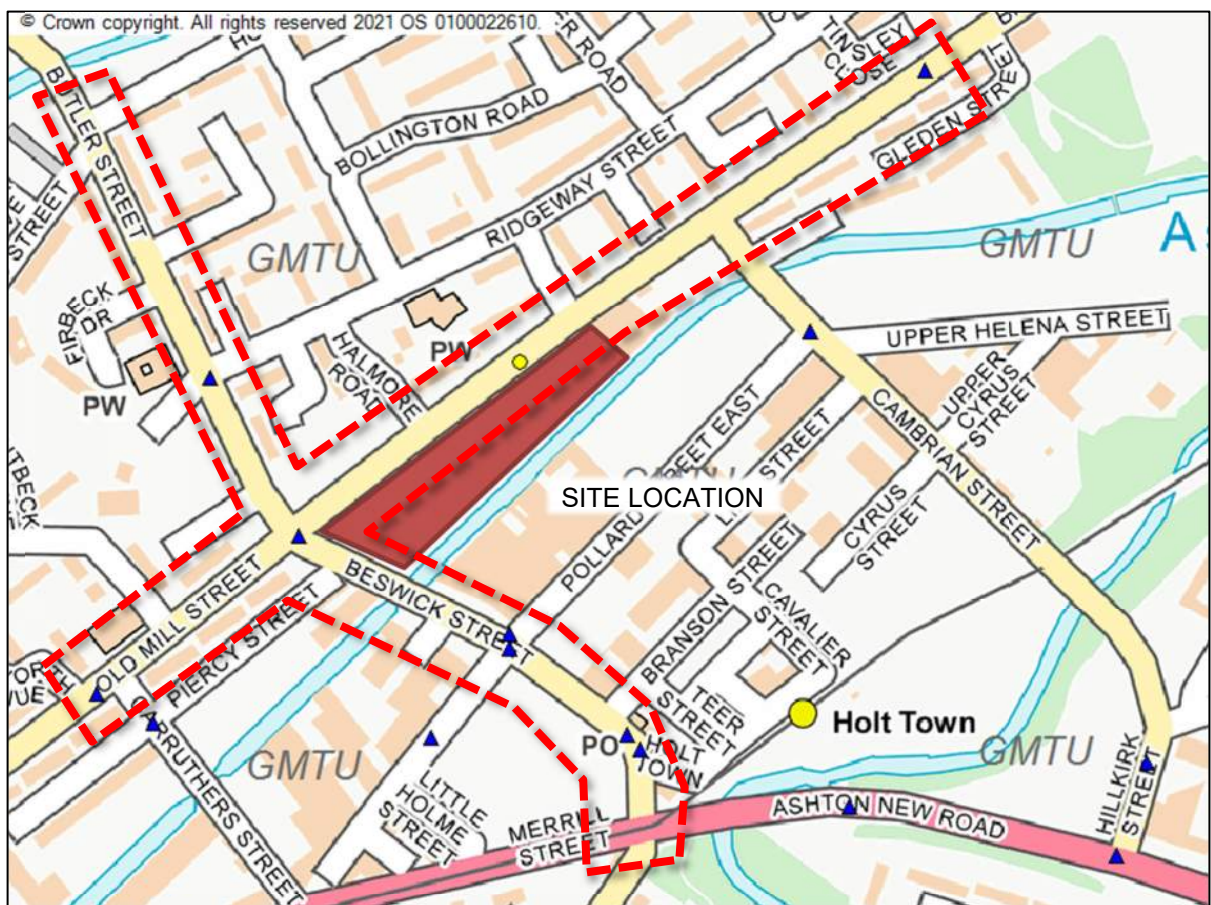


Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 Years) (Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Totals
Bradford Road	1	1	0	2
Beswick Street	4	0	0	4
Butler Street	1	0	0	1
Old Mill Street	1	0	0	1
Bradford Road / Beswick Street junction	1	0	0	1
Total	8	0	0	9

Table 2.1 – Personal Injury Accident Data Summary

-
- 2.5.2 The PIA review confirms that in the past 5 years in the vicinity of the site, there has been a total of nine collisions, eight of which were 'slight' severity incidents, and a single 'serious' severity incident. There were no fatal accidents recorded in the study area and search period.
 - 2.5.3 Given the low number of incidents, their severity and that they are spread throughout a five-year period, it is considered that the collisions were isolated incidents and do not have any common causation factors.
 - 2.5.4 Although all PIAs are regrettable, there is no significant concentration of vehicle collisions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed development comprises the creation of residential and commercial space across three buildings divided in two areas, as follows:

- Brunswick Mill:
 - Refurbishment of Brunswick Mill (Mill Building), to provide 1,891m² of commercial space at ground and first floors and 153 apartments from first to sixth floors;
 - The creation of a new public realm area within Brunswick Mill;
- Adjoining Sites:
 - Erection of a new six storey building (Mid Building) to the west of the Mill with 100 apartments;
 - Erection of a new four storey building on the eastern area of the site (Corner Building), fronting Beswick Street, providing 143m² of commercial space at ground floor and 24 apartments on the upper floors.
- Sitewide:
 - 81 car parking spaces; and
 - 317 cycle spaces.

3.1.2 The following **Figure 3.1** provides an overview of the proposals:

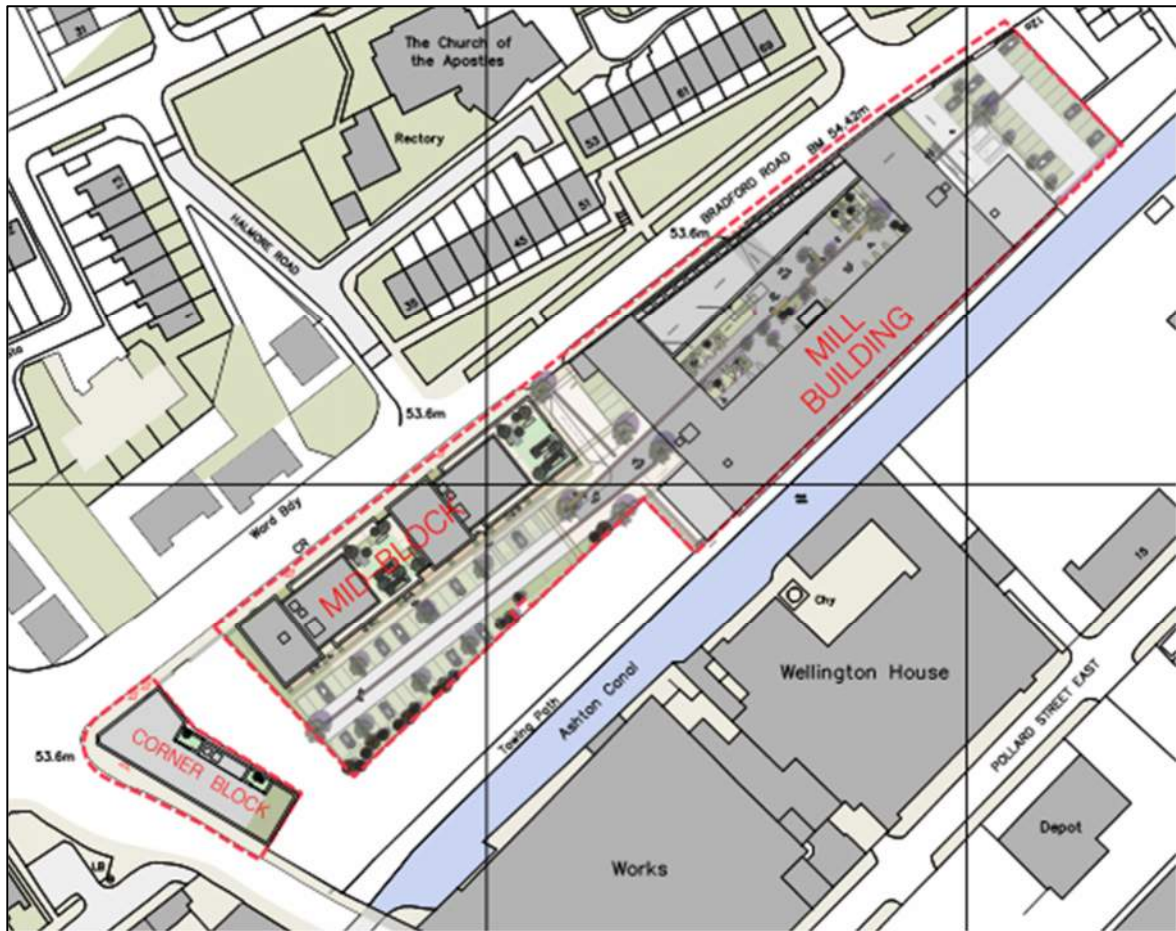


Figure 3.1 – Proposed Development Overview (Source: Hodder and Partners)

3.1.3 The full proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular and Cycle Access

- 3.2.1 There are three proposed vehicular access points to the development, all located off Bradford Road.
- 3.2.2 The two access points to the north provide access to the refurbished Mill Building car park and are located in the vicinity of Layton Street junction.
- 3.2.3 The proposed access to the south will provide access to the proposed car park for the new building and is located circa 30m to the east of Halmore Road junction.
- 3.2.4 Visibility splays of 2.4 by 43m are achievable from all access points, demonstrated on **Drawing 78199-CUR-00-XX-DR-TP-75001**. The proposed accesses radii are also suitable for the intended use, as demonstrated by the swept path analyses contained on **Drawings 78199-CUR-00-XX-DR-TP-05001** and **78199-CUR-00-XX-DR-TP-05002**.

3.2.5 Cycle access will be provided via several access points either directly off Bradford Road or the proposed car parks onto the different cycle stores.

Pedestrian Access

3.2.6 The refurbished Mill Building residential foyer will be accessed off the proposed landscaped area within the mill courtyard, which will retain the existing arched access off Bradford Road. The proposed commercial units at the ground floor will have independent accesses off the same landscaped area.

3.2.7 The proposed Mid Building building will have two pedestrian access points off Bradford Road and another two access points onto the car park.

3.2.8 The new Corner Building building at the eastern corner of the site will have an access off Bradford Road to the residential foyer and a separate access off Beswick Street will be provided for the commercial unit at ground floor.

3.2.9 These access points have been designed to be suitable for all types of user regardless of the level of mobility or visual impairment.

3.3 Proposed Parking

Car Parking

3.3.1 There are two car parks provided within the development, with combined capacity for 81 vehicles. 71 of these spaces will be designated to the residential uses, equating to approximately to a 26% ratio, whilst 10 spaces will be dedicated to the commercial uses.

3.3.2 The car park to the north will have a total capacity of 32 vehicles, which will primarily serve the refurbished Mill Building, whilst the car park to the south will serve the Mid Building building and will have capacity for 49 vehicles. The spaces will be distributed as follows:

- Residential – 71 spaces total:
 - Northern car park: 26 spaces; and
 - Southern car park: 45 spaces (5 of which are accessible spaces).
- Commercial – 10 spaces total:
 - Northern car park: 6 spaces (2 of which are accessible spaces); and
 - Southern car park: 4 spaces.

3.3.3 As described above, there will be seven accessible parking spaces distributed across both car parks, equating to a c.9% provision.

3.3.4 There are 16 EV active charging parking spaces proposed as part of the development, equating to approximately 20% of the proposed 81 spaces. The remainder will be passive spaces needing to be

converted to active provision in the future. During scoping discussions with MCC in early April 2021, this provision and approach was considered acceptable in principle.

3.3.5 **Drawing 78199-CUR-00-XX-DR-TP-05001**, to the rear of this report, shows a large car satisfactorily accessing a number of parking spaces on both proposed car parks.

3.3.6 During scoping discussions, the Council requested that the parking provision was justified. To assist with this, the following **Section 4** below demonstrates that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

3.3.7 Notwithstanding, a TRICS note on travel behaviour patterns demonstrates that there has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018). These figures are national averages in a mixture of locations and do not reflect the highly accessibility of the proposed development on the fringe of the city centre, which is likely to demonstrate greater uptake of public transport and sustainable modes of travel.

3.3.8 Transport for Greater Manchester (TfGM) are also working to deliver their Greater Manchester Transport Strategy 2040 (detailed in **Section 6.5** below):

3.3.9 Considering the above, the highly accessible nature of the proposed development and the high level of cycle parking provision described below, the number of proposed car parking spaces is considered sufficient for the size and nature of the development as less people would be motivated to travel by car in the future.

Cycle Parking

3.3.10 Cycle parking would be catered for through the provision of a total of 317 secure and sheltered cycle parking spaces across the development, divided as follows:

- Mill Building:
 - Residential: 153 spaces; and
 - Commercial: 40 spaces.
- Mid Block: 100 spaces; and
- Corner Building: 24 spaces.

3.3.11 There will be a total of 277 cycle parking spaces dedicated to the residential uses, equating to a ratio of 100%.

- 3.3.12 The cycle parking reserved for the commercial uses at the Mill Building complies with MCC's recommendations for cycle parking even on a worst-case where all units at Brunswick Mill are dedicated to food and beverage (F&B) (1 space per 50m²).
- 3.3.13 The high levels of cycle parking are one of the many initiatives detailed in the accompanying ITP (document reference: **78199-CUR-00-XX-RP-TP-002**) to encourage residents, staff and visitors to travel by sustainable modes.

3.4 Proposed Servicing Arrangements

- 3.4.1 There is a single loading bay located centrally within the development, within the southern car park. All service vehicles can access and exit the development in forward gear, as **Drawing 78199-CUR-00-XX-DR-TP-05002** demonstrates.
- 3.4.2 It is envisaged that this loading bay will serve deliveries and waste collection of the refurbished Mill Building and the new Mid Building building.
- 3.4.3 The Corner Building building at the eastern side of the development will be served by informal kerbside on-street deliveries and collections along Beswick Street. **Drawing 78199-CUR-00-XX-DR-TP-05002** also shows a servicing vehicle stopped along Beswick Street with another vehicle passing by, with no interference with the operation of the signalised junction.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are accessible and located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the site is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centers (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered. These are a good approximation for staff and visitor trips associated with the development.

4.2.3 Most notably, the Holt Town Metrolink station is located just over 500m from the site centre. There are bus stops on both directions in the immediate vicinity of the site. These public transport stops host services to areas within Greater Manchester (detailed in **Section 4.4** below).

4.2.4 Within the wider 1,000m catchment, leisure, food, retail, employment, health clubs, and supermarkets are accessible at Ancoats, New Islington and along Great Ancoats Street.

- 4.2.5 A large portion of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.6 As mentioned in **Section 2** earlier, the surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. There are many controlled crossing points with pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a notable pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as southern parts of Middleton and Chadderton to the north, Ashton-under-Lyne and Dukinfield to the east, Didsbury to the south, and Trafford Park to the west.
- 4.3.3 Beswick Street provides direct access to existing cycle infrastructure on Pollard Street, allowing cycle access into Manchester City Centre. All major train and bus stations within Manchester City Centre are within 8km of the site. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety. Furthermore, the Ashton Canal Towpath offers an off-road alternative to access the city centre, located immediately to the rear of the development and with direct access of Beswick Street. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

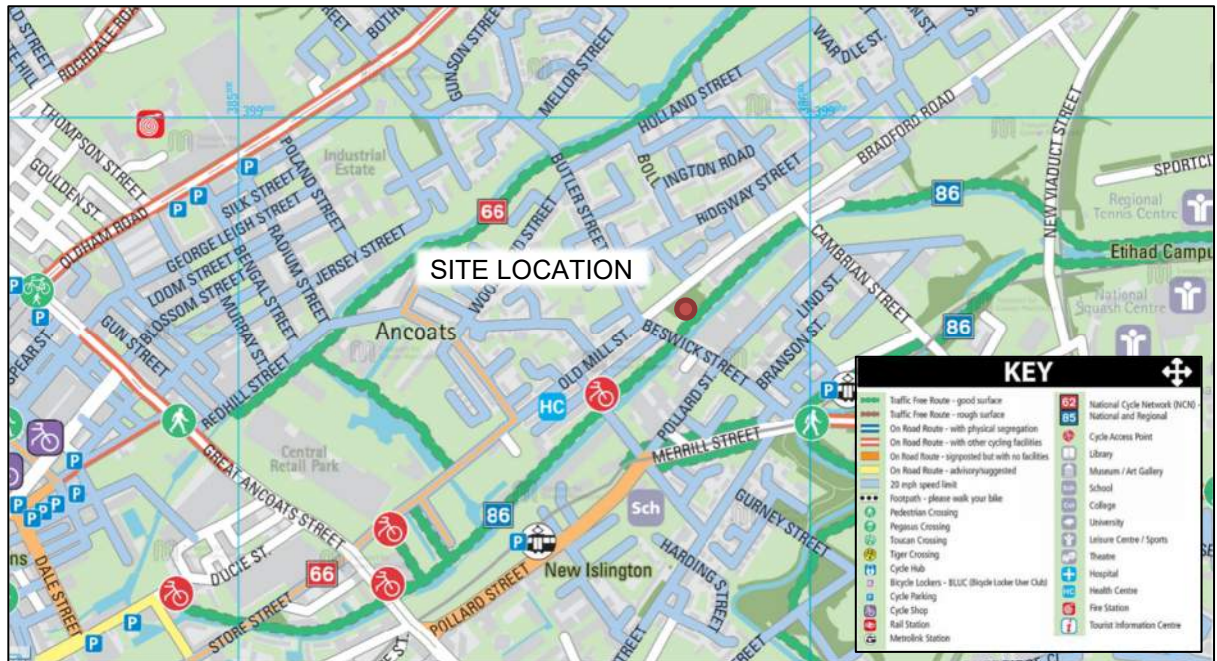


Figure 4.1 – Local Cycle Network (Source: TfGM)

- 4.3.4 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.5 The site is located directly south and east of confirmed Bee Network improvements, as illustrated in **Figure 4.2**, allowing future residents and visitors that cycle to benefit from better safety and quality of commute.

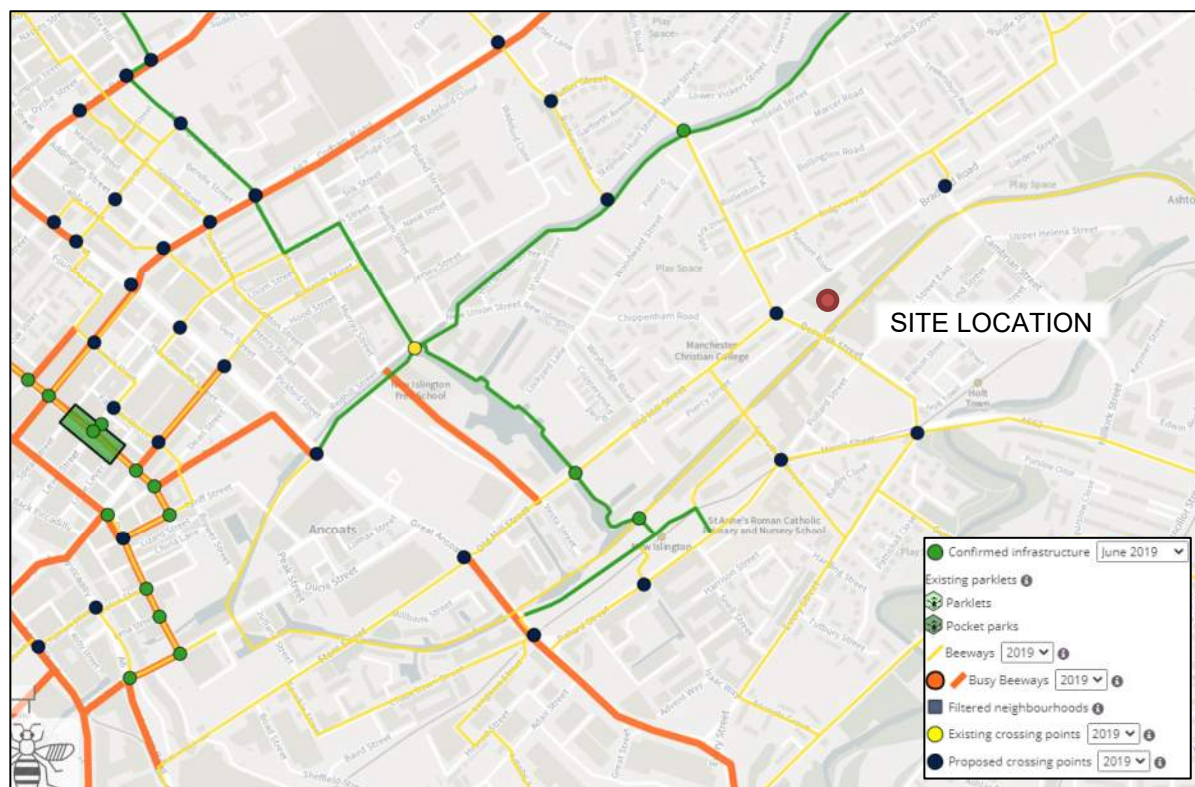


Figure 4.2 – Bee Network Map (Source: MappingGM)

- 4.3.6 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester city centre and beyond. Furthermore, the development will provide covered and safe cycle parking spaces to further encourage cycling.
- 4.3.7 This accessibility review demonstrates that key destinations and local amenities are within walking and cycling distance of the site, including employment (with various types of businesses located in Manchester city centre), health (including a pharmacy and GP practice to the west of the site in Ancoats), retail (supermarket located along Great Ancoats Street), leisure (gyms, bakeries, bars within walking distance) and employment facilities and services, together with public transport facilities right at the doorstep of the development.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very

poor'). The site is primarily located in an area with a GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:



Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 There are a number of bus stops comfortably within a 400m walk of the site, with the closest being located along Bradford Road right in front and opposite the proposed development. **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
74	Hollinwood – Woodhouses – Failsworth – Manchester	30 mins	-	-
76/76A	Oldham – Limeside – Failsworth – Manchester	15 mins	15 mins	Hourly
217	Ashton – Droylsden – Manchester – Northenden – Wythenshawe Hospital	Hourly	Hourly	Hourly

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.7 Furthermore, these bus services connect the site with Manchester Piccadilly, which is a calling point of Routes 1, 2 and 3 of the Manchester City Centre free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 4.5**:

Free Bus Service	Peak Frequency		
	Weekday	Saturdays	Sun/Hols
1 Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	Every 10 mins from 07:00 – 19:15	See below	Every 12 mins from 11:00 – 18:00
	Additional loop to Salford Central during weekday peak hours	See below	N/A
	Additional loop to Science and Industry Museum on Liverpool Road	N/A	Every 10 minutes from 08:20 – 19:15
2 Piccadilly – Northern Quarter – Shudehill – Manchester Victoria – Albert Hall – Oxford Road circular	Every 10 mins from 06:30 – 19:10 Every 20 mins from 19:10 – 23:30	Every 10 mins from 08:30 – 19:30 Every 15 mins from 19:30 – 23:30	Every 12 mins from 10:00 – 19:00
3 (evenings only) Piccadilly – Central Coach Station – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	Every 20 mins from 19:30 – 23:30	Every 15 mins from 19:30 – 23:30	N/A

Table 4.4 – City Centre Free Bus Services

- 4.4.8 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 4.4.9 Overall, the site is very well served by bus with frequent services linking the site with the city centre across the day.

Rail Accessibility

- 4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.11 The closest rail station to the development is Manchester Piccadilly, located c. 1.5km to the west of the site Manchester Piccadilly station is a major transport interchange, being the main rail hub of the northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes. A summary of rail services from the station is summarised in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Birmingham	3	3	3
Bournemouth	3	3	2
Bristol	2	2	1
Buxton	2	2	1
Cardiff	1	1	1
Chester	5	4	1
Crewe	5	5	4
Edinburgh	2	2	1
Glasgow	2	2	1
Hull	1	1	1
Leeds	5	5	4
Liverpool	4	4	3
London	3	3	3
Manchester Airport	7	6	4
Middlesbrough	2	2	2
Newcastle	4	4	3
Norwich	2	2	1
Nottingham	1	1	1
Preston	4	3	2
Sheffield	3	3	2
Stockport	15	15	8

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Stoke-on-Trent	5	5	2
Wigan	2	2	2
York	4	4	3

Table 4.5 – Summary of Rail Services from Manchester Piccadilly

- 4.4.12 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.
- 4.4.13 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for 43 bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also 903 parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to “Park and Ride”.
- 4.4.14 The trains that serve Manchester Piccadilly run regularly all 7 days of the week. This allows access to a number of different locations across the whole of the UK; and is a viable alternative to private car use.
- 4.4.15 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester’s three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.16 The High Speed Rail 2 (HS2) is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.
- 4.4.17 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole north of England which could be hugely beneficial for residents of the site. These include:
- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
 - The ability to double into the Trafford Park freight terminals;
 - Two new fast trains per hour between Manchester Victoria and Liverpool;
 - More frequent services between Manchester and Leeds (six per hour);

- Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
- Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
- New direct services from across the north to Manchester Airport; and
- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.18 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.

4.4.19 Overall, the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.20 Future staff and visitors can also board the Metrolink at Holt Town or New Islington, which are c. 550m south and 750m west of the site respectively. The Blue Line service calls at these stops, running from Eccles to Ashton-under-Lyne.

4.4.21 The Blue Line links the site with the city centre and other important employment areas such as Salford Quays. Furthermore, this service links the site with St. Peter Square, where users can transfer to any of the other Metrolink services operating in Manchester.

4.4.22 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

4.4.23 The start and end times for the specific station that residents, staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.24 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester, including key interchanges at St Peter's Square as mentioned above.

4.4.25 Overall, the site is highly accessible via tram.

4.5 Summary

- 4.5.1 This section has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the site.

5.0 Trip Generation

5.1 Introduction

- 5.1.1 It is envisaged that future residents of the site would mostly travel by foot, cycle, or public transport, given the multi-modal accessibility of the site and relatively low car parking provision. Therefore, there will be a very limited number of vehicle trips generated in the immediate vicinity of the site.
- 5.1.2 It is envisaged that the commercial uses of the site will be ancillary to the main residential uses, resulting in most trips made by foot, cycle, or public transport given the location of the development in a well populated residential area in close proximity to the city centre and with excellent transport links.
- 5.1.3 Notwithstanding, this section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, a first principles approach combined with Census data had been used for the forecast trip generation.
- 5.1.4 This is because whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it has been considered that Census data and a first principles approach provide a more accurate depiction of the anticipated number of trips based on the location in relation to the city centre and excellent public transport accessibility of the development.

5.2 Forecast Trip Generation

- 5.2.1 The 2011 Census dataset 'QS701EW - Method of travel to work (MSOA level)' has been consulted to derive the likely modal split. The middle super output area (MSOA) Manchester 013 (E02001057) where the site is located has been used.
- 5.2.2 The mode of travel to work data extracted from the output area is provided in **Appendix B** and summarised in **Table 5.1**:

Mode of Travel to Work	Percentage
Work mainly at or from home	2%
Public Transport	28%
Driving a car or van	31%
Passenger in a car or van	3%
Bicycle	4%
On foot	31%
Other	1%
Total	100%

Table 5.1 – 2011 Census Method of Travel to Work

- 5.2.3 **Table 5.1** confirms that the mode share for car drivers is c. 31%, with the vast majority of residents (63%) travelling by sustainable modes of transportation such as public transport (28%), on foot (31%) or by bicycle (4%).
- 5.2.4 Notwithstanding, a TRICS note on travel behaviour patterns demonstrates that there has also been a significant increase in pedestrian trips and public transport trips (from c. 33% of trips to employment / office sites nationwide made on foot and by public transport between 2009 – 2013, to c. 41% between 2014 – 2018). These figures are national averages in a mixture of locations and do not reflect the highly accessibility of the proposed development on the fringe of the city centre, which is likely to demonstrate greater uptake of public transport and sustainable modes of travel.
- 5.2.5 Supporting this, **Section 4** above has demonstrated that the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 5.2.6 Secure and sheltered cycle parking for 317 bicycles will also be provided as part of the development, which is one of the many initiatives to encourage more residents, employees and visitors to travel by sustainable modes.
- 5.2.7 For calculation purposes and based on the above, it has been considered that 40% of the total 81 parking spaces will leave in the AM peak, returning during the PM peak. This would result in approximately 33 trips during the typical AM and PM peak hours (08:00 – 09:00 and 17:00 – 18:00).
- 5.2.8 For robustness, the above estimate has included the commercial uses to cater for staff members that could be inclined to drive to work, although this is considered unlikely.
- 5.2.9 Nonetheless, residents, staff and visitors will continuously be encouraged by the accompanying ITP initiatives to travel by sustainable modes of transport, making use of the various modes of public transport, as well as walking and cycling opportunities that are available.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2019)

6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

6.2.6 Paragraph 108 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, where improvements would be put in place to improve pedestrian. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 109 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.2.9 It is envisaged that staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. TRICS and first principles assessments for staff and visitors has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 Paragraph 110 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The proposed development is situated in a very accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*

- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA and the accompanying ITP (document reference: **78199-CUR-00-XX-RP-TP-002**).

6.3.3 As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. The core strategy also contains three specific ‘Transport’ policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage staff and visitors of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

6.4.4 A total of 88 parking spaces are proposed as part of the development, equating to circa 32% provision. This approach is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of staff and visitors. The development would benefit from sustainable transport links across the city centre.

6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In January 2021, TfGM adopted 2040 Vision for Transport Strategy to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods”. Such interventions comprise:

- *“Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;*
- *Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and*
- *Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices.”*

6.5.3 Under Policy 4, TfGM will also “continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.5.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Conclusions

6.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed by Maryland Securities to provide transport planning advice in relation to a planning application for a new development on land off Bradford Road to the north of Manchester City Centre.

7.1.2 Curtins visited the site on 10th January 2018 and again on 27th February 2021. Scoping discussions were held with Manchester City Council (MCC) Highways officers in July 2018 and April 2021.

7.1.3 The proposed development comprises the creation of residential and commercial space across three buildings divided in two areas, as follows:

- Brunswick Mill:
 - Refurbishment of Brunswick Mill (Mill Building), to provide 1,891m² of commercial space at ground and first floors and 153 apartments from first to sixth floors;
 - The creation of a new public realm area within Brunswick Mill;
- Adjoining Sites:
 - Erection of a new six storey building (Mid Building) to the west of the Mill with 100 apartments;
 - Erection of a new four storey building on the eastern area of the site (Corner Building), fronting Beswick Street, providing 143m² of commercial space at ground floor and 24 apartments on the upper floors.
- Sitewide:
 - 81 car parking spaces; and
 - 317 cycle spaces.

7.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

7.1.5 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.

7.1.6 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.7 The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

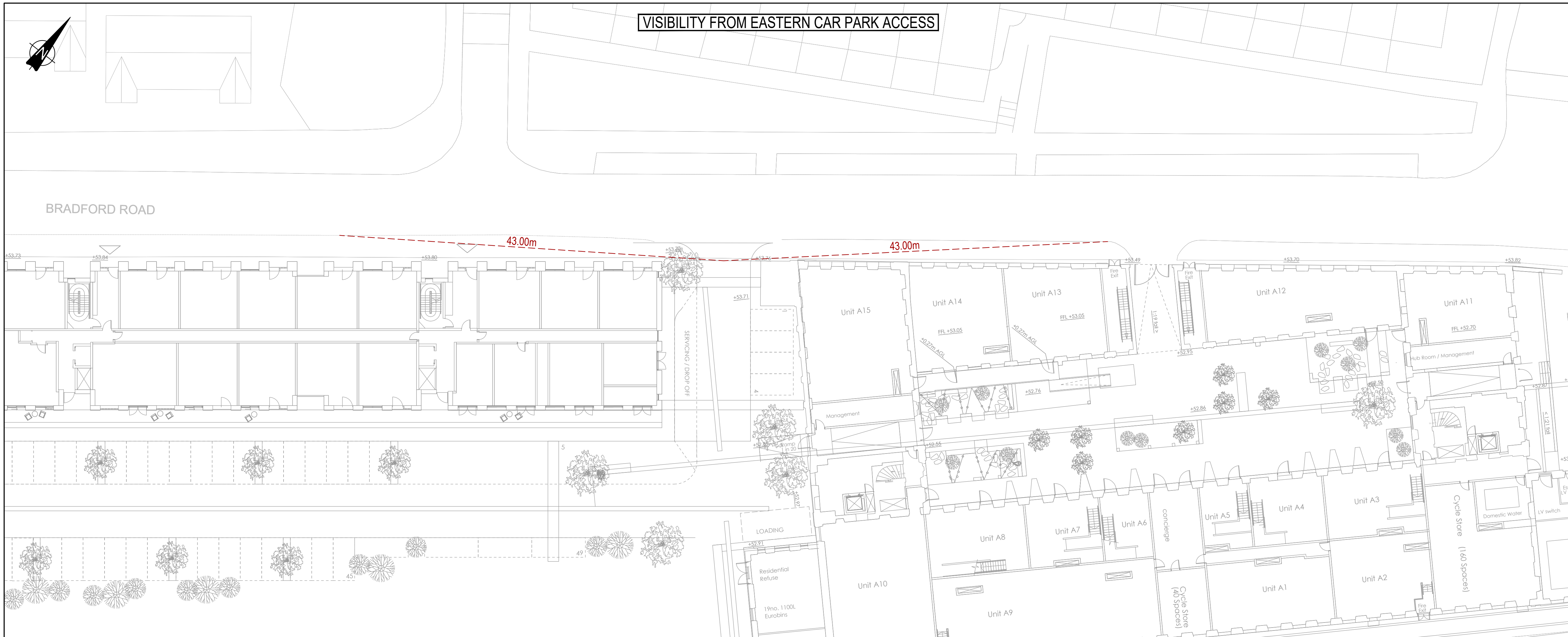
- 7.1.8 Additionally, it has been demonstrated that residents, staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the site.
- 7.1.9 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

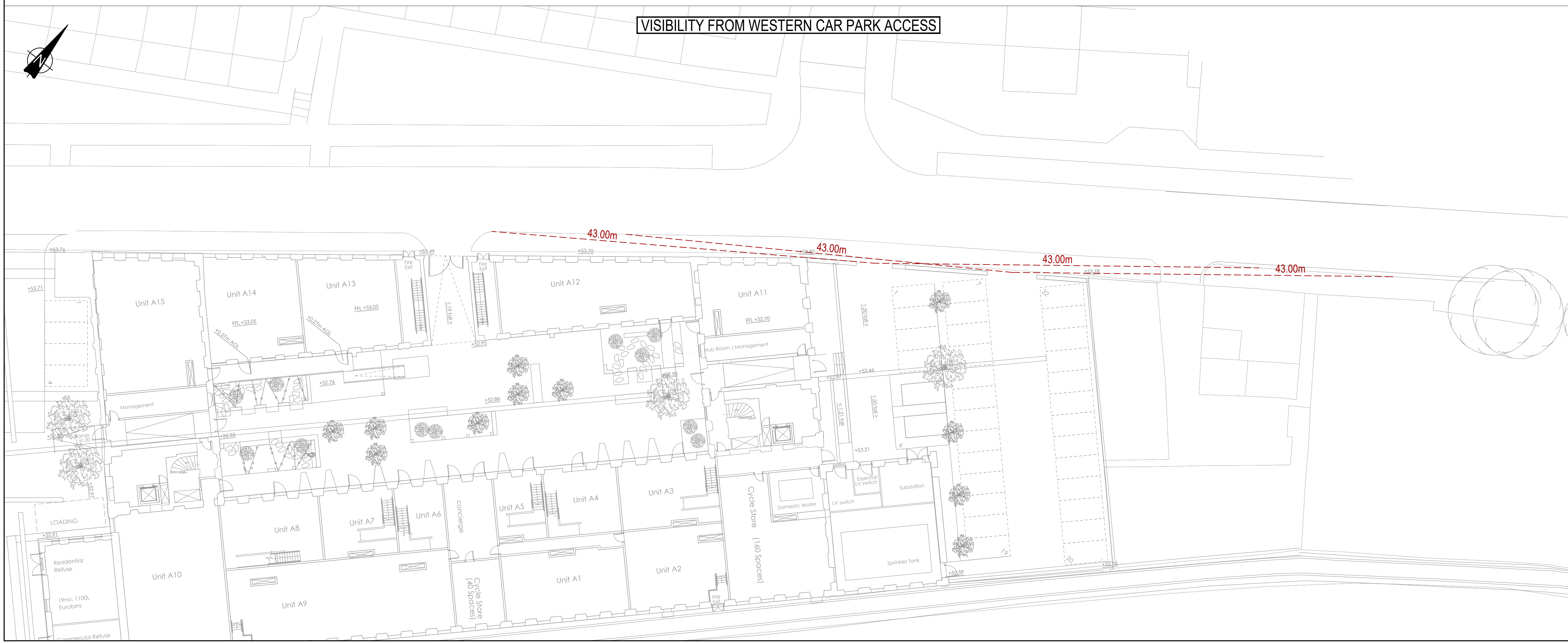
- 7.2.1 The proposed development would make a positive contribution to this area to the northeast of Manchester City Centre and from a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

VISIBILITY FROM EASTERN CAR PARK ACCESS



VISIBILITY FROM WESTERN CAR PARK ACCESS



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KEY: **-2.40x43.00m-** PROPOSED VISIBILITY SPLAYS (30mph)

P02	Layout updated	12/04/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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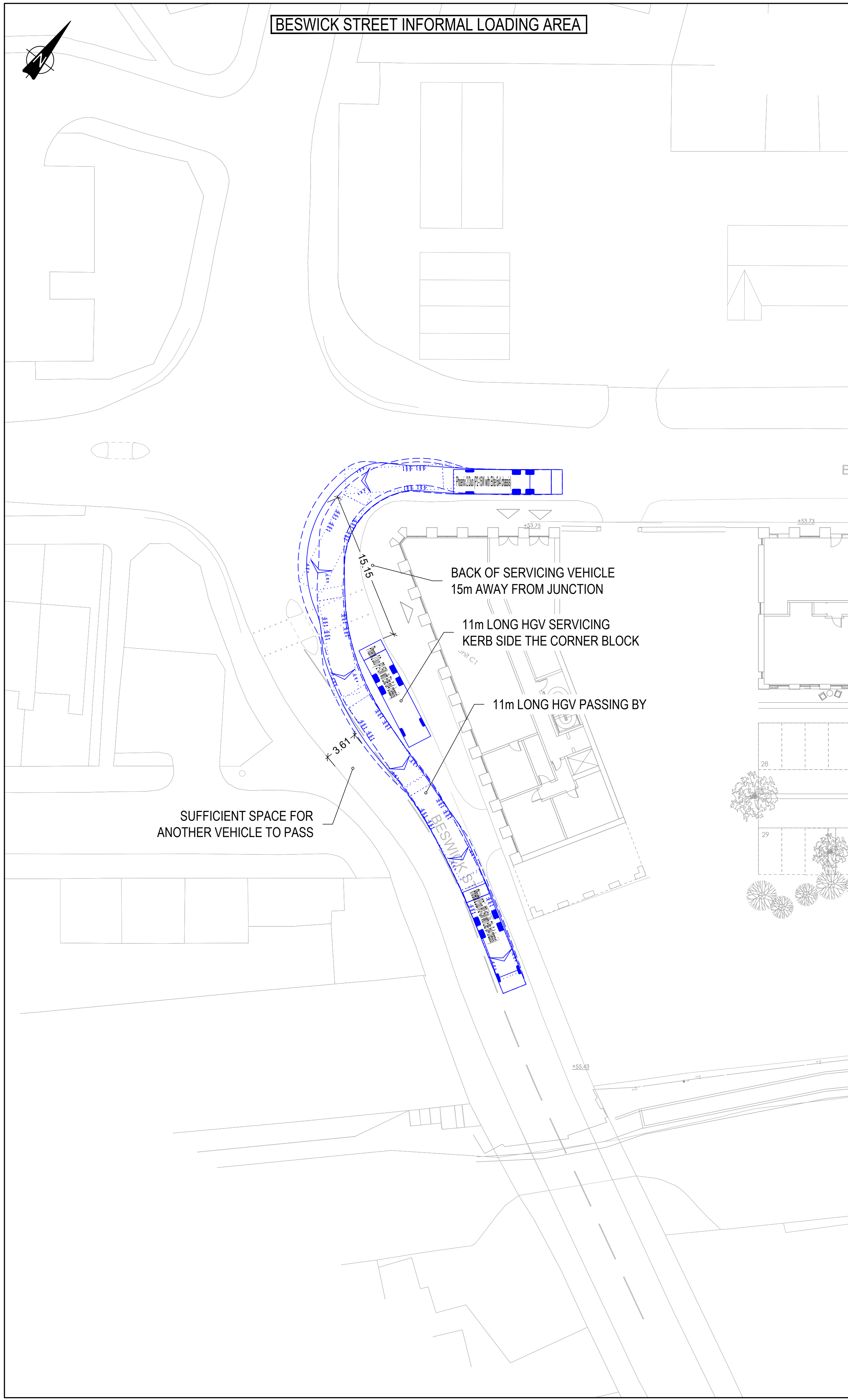
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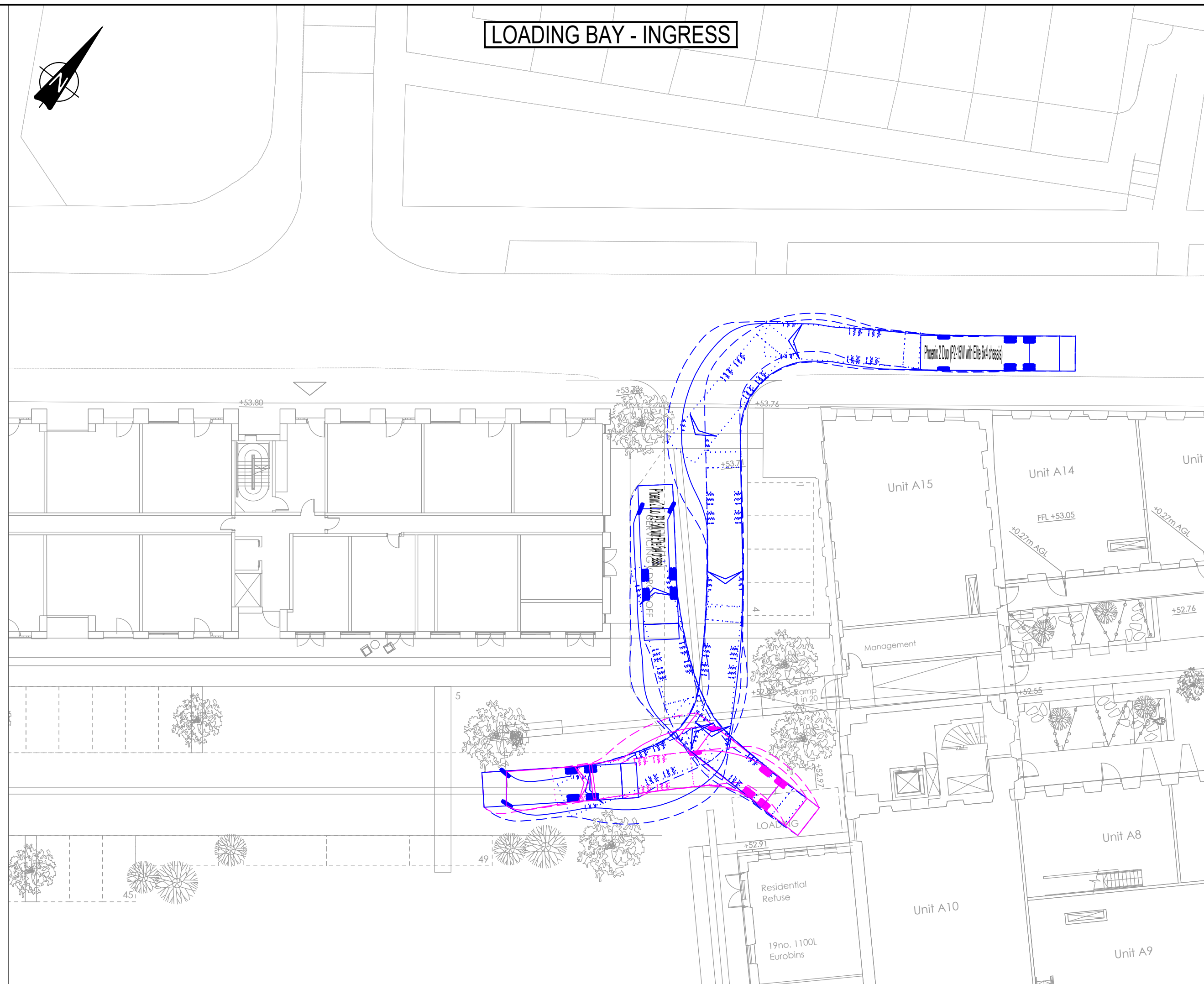
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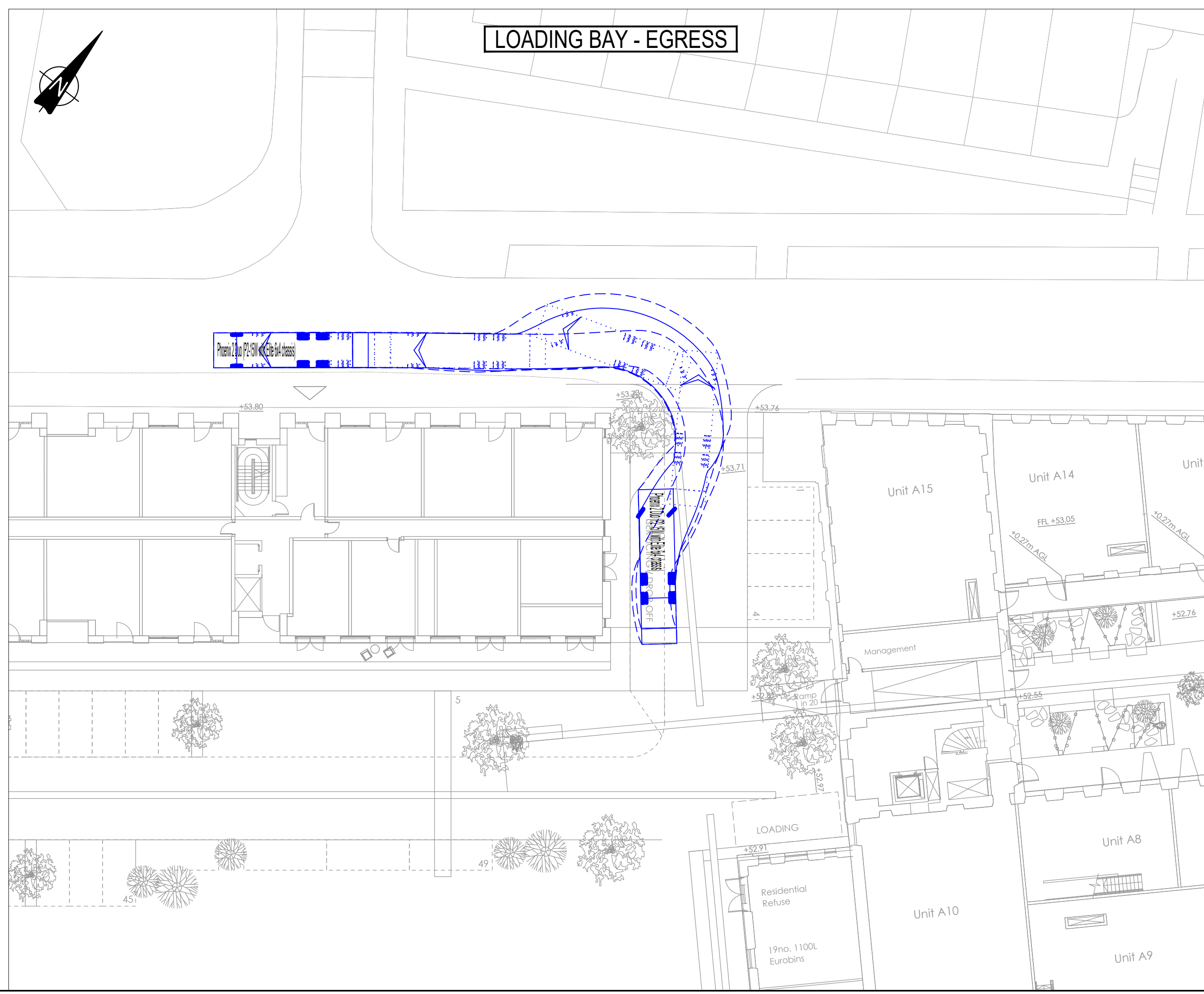
BESWICK STREET INFORMAL LOADING AREA



LOADING BAY - INGRESS



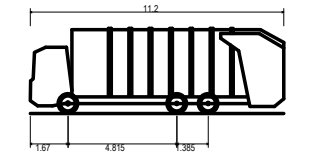
LOADING BAY - EGRESS



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VEHICLE PROFILE:



Phoenix 2 Dup (P2-15W with Elm 6x4 chassis)
 Overall Length: 11.500m
 Overall Width: 2.500m
 Overall Height: 3.200m
 Min Body Ground Clearance: 2.500m
 Track Width: 2.500m
 Lock to Lock: 4.000m
 Kerb to Kerb Turning Radius: 4.000m

P03	Layout updated	12/04/21	DD	AV
P02	Layout updated	24/03/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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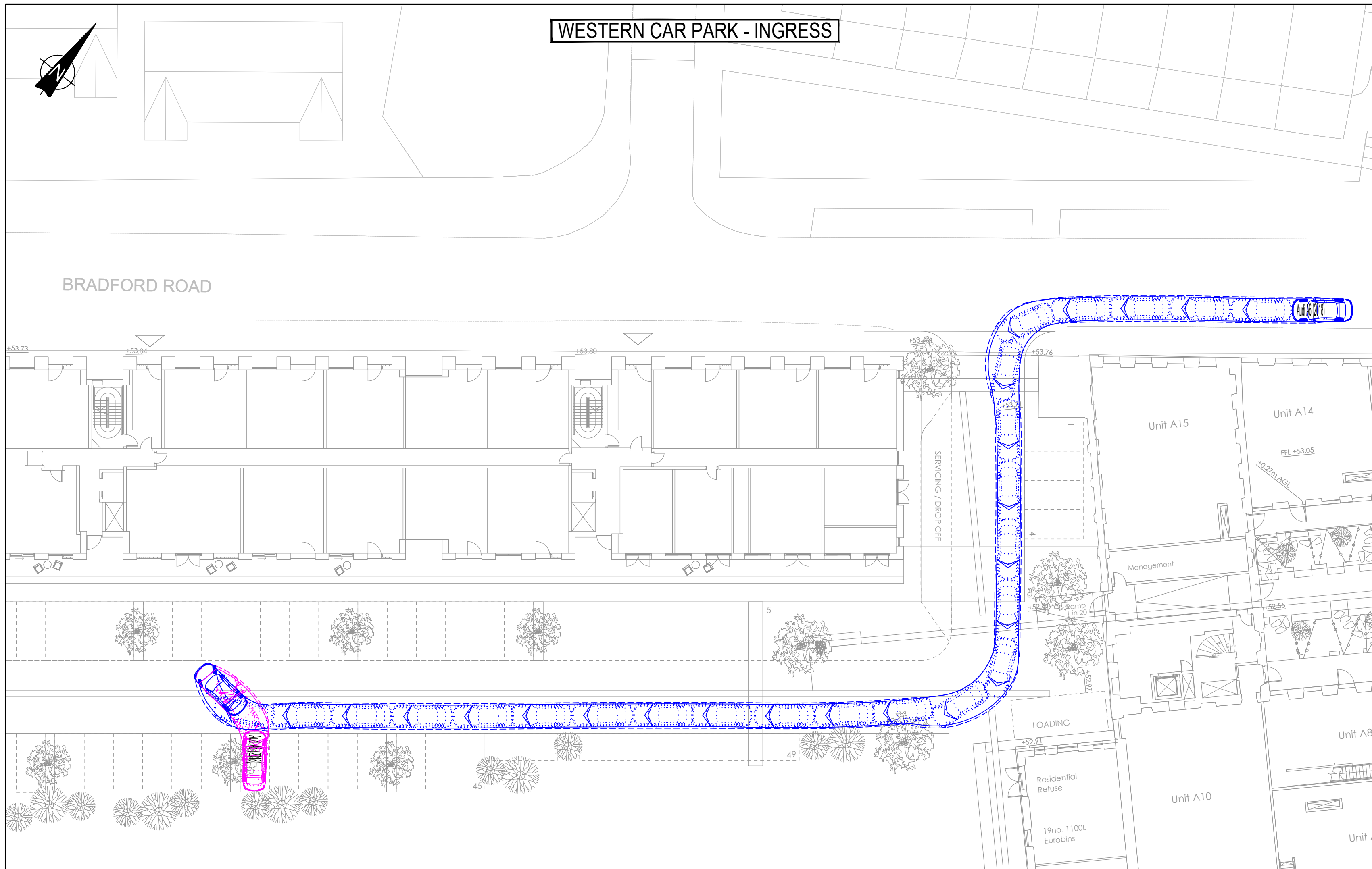
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 11.2m REFUSE VEHICLE**

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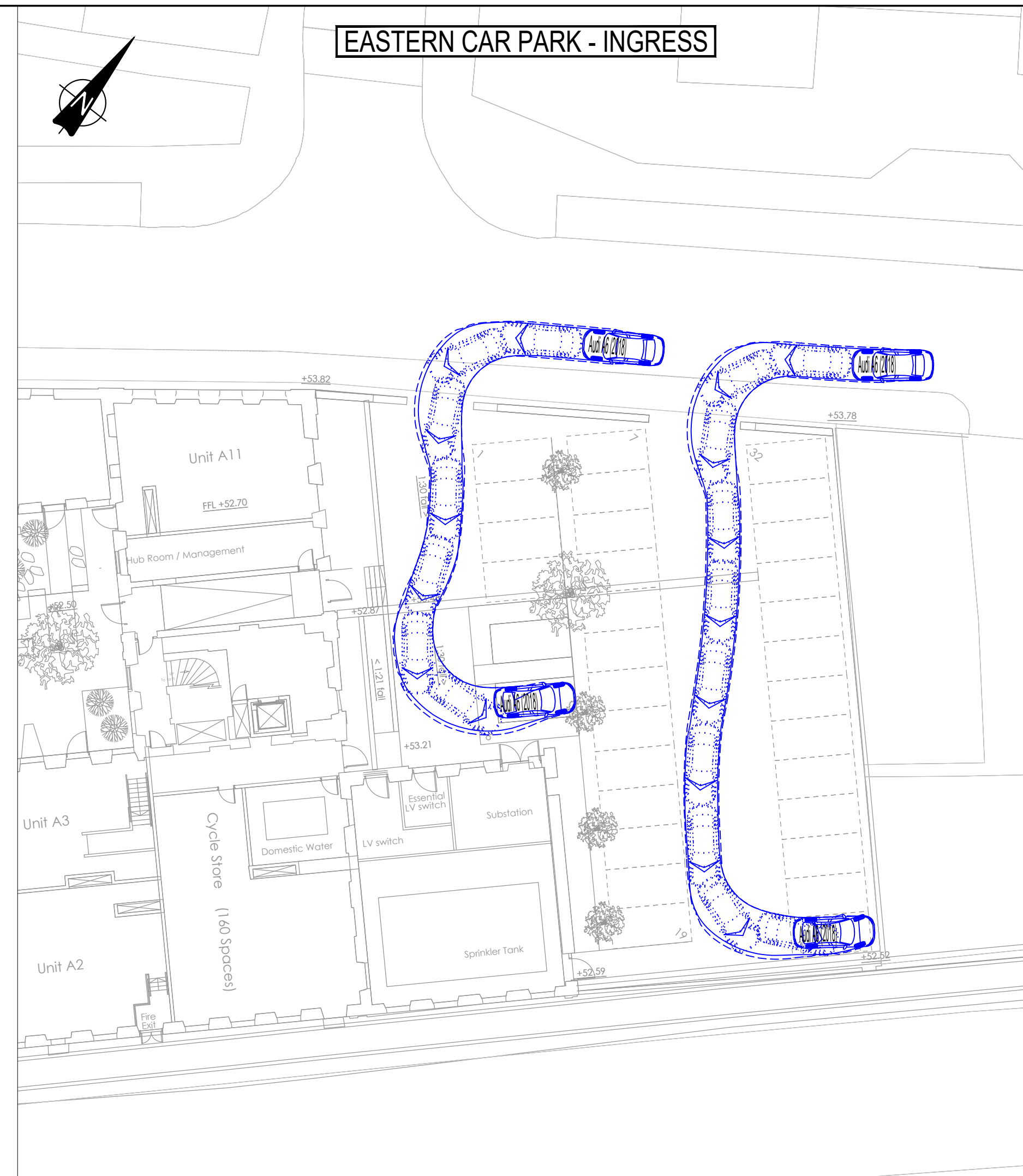
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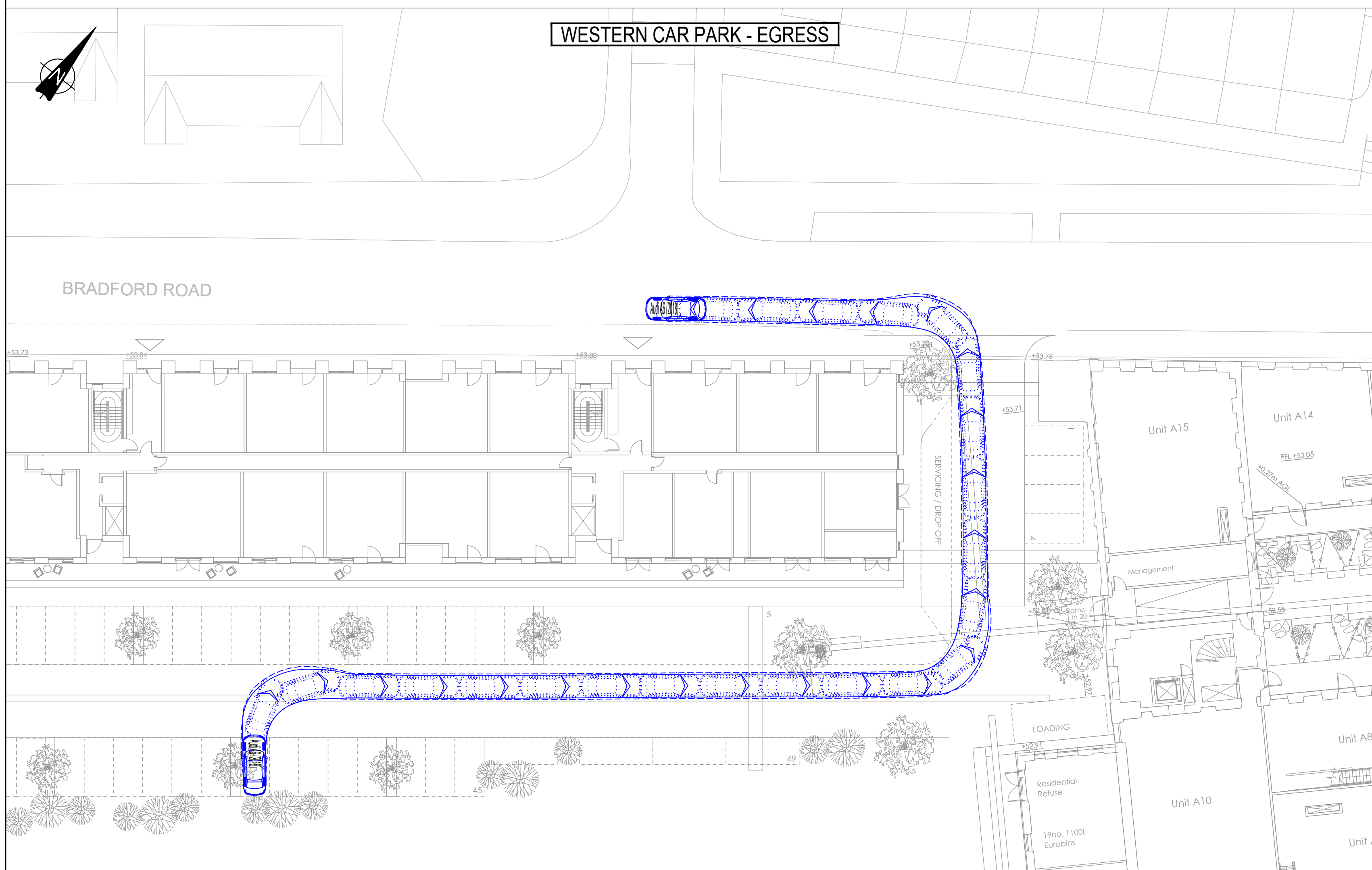
WESTERN CAR PARK - INGRESS



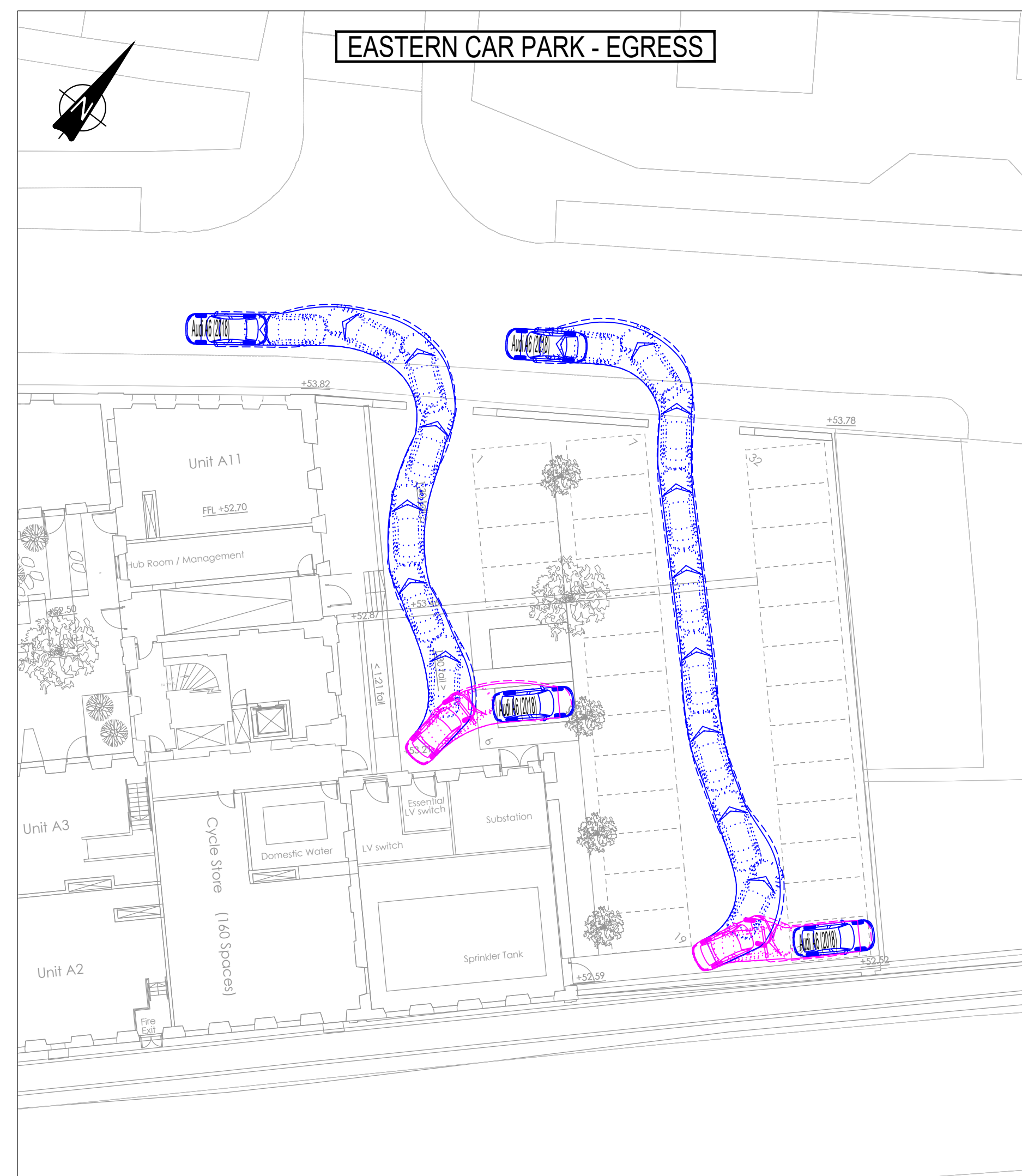
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WESTERN CAR PARK - EGRESS



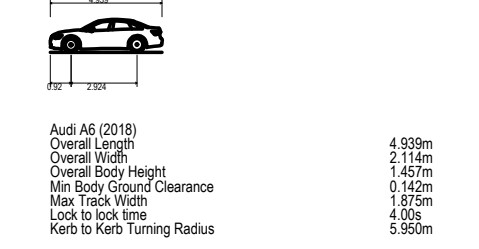
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VEHICLE PROFILE:



P03	Layout updated	12/04/21	DD	AV
P02	Layout updated	24/03/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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Project: **BRUNSWICK MILL - MANCHESTER**

Dwg Title: **SWEPT PATH ANALYSIS
LARGE CAR**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	04/03/21	DD	DD	AV

Scale: 1:250
Project No: 78199 - CUR - 00 - XX - DR - TP - 05002 - P03

I:\m\02\Projects\078001 - 078000\078199 - Brunswick Mill 2021\04\Production\A4 Models Drawings\TPCAD05

Plans



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 Conservation & Heritage • Principal Designer
 Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal •
 Leeds • Liverpool • London • Manchester • Nottingham

Project: BRUNSWICK MILL - MANCHESTER

Status: PRELIMINARY

Drq Title: ACCESSIBILITY
 INDICATIVE WALKING CATCHMENT

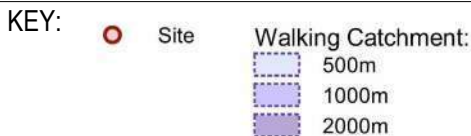
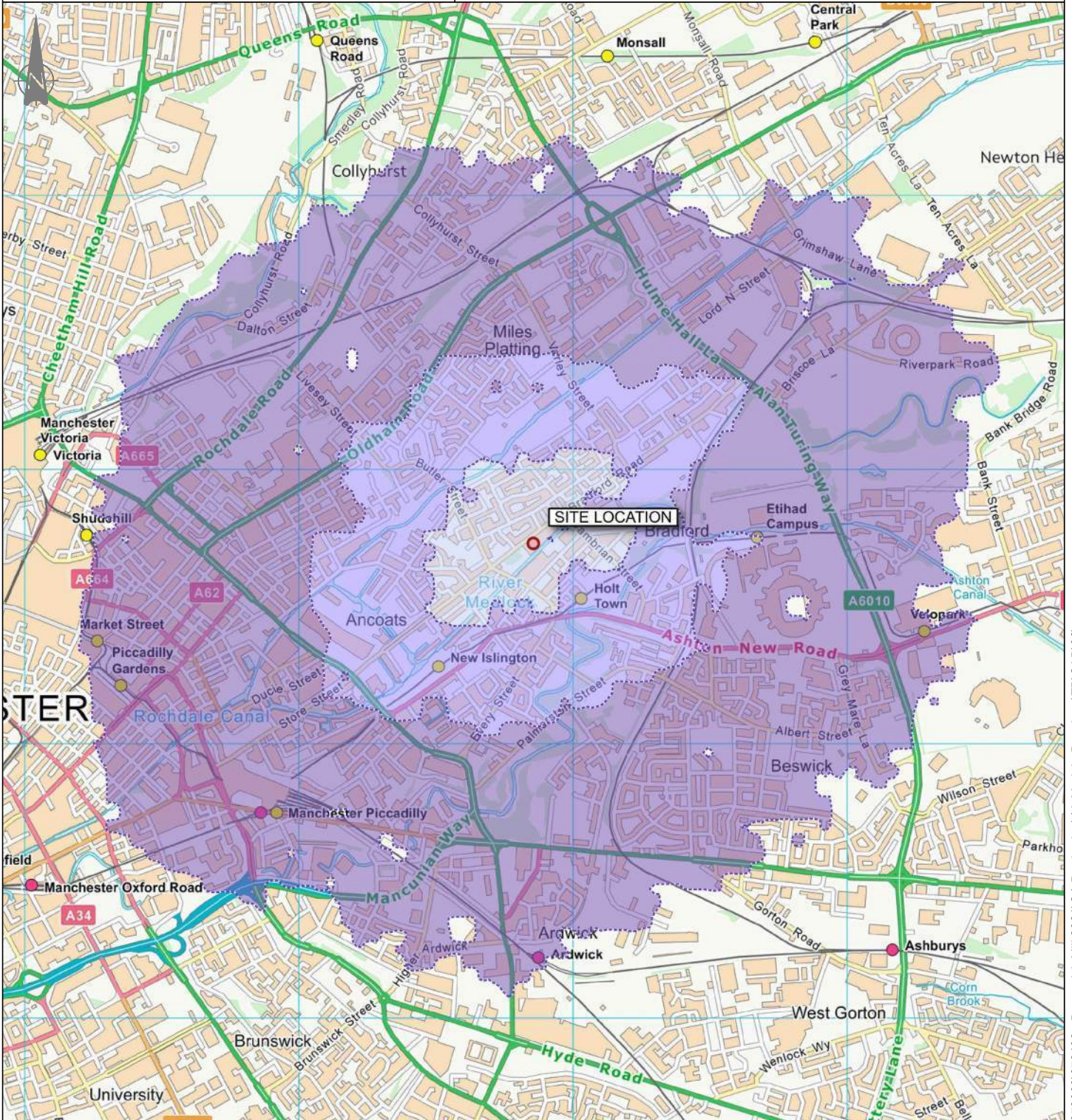
Drawn By: JM Checked By: DD

Designed By: JM Date: 23/02/21

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

78199 - CUR - 00 - XX - DR - TP - 06001 - P01



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 Leeds • Liverpool • London • Manchester • Nottingham

Project:
BRUNSWICK MILL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
 INDICATIVE CYCLE CATCHMENT**

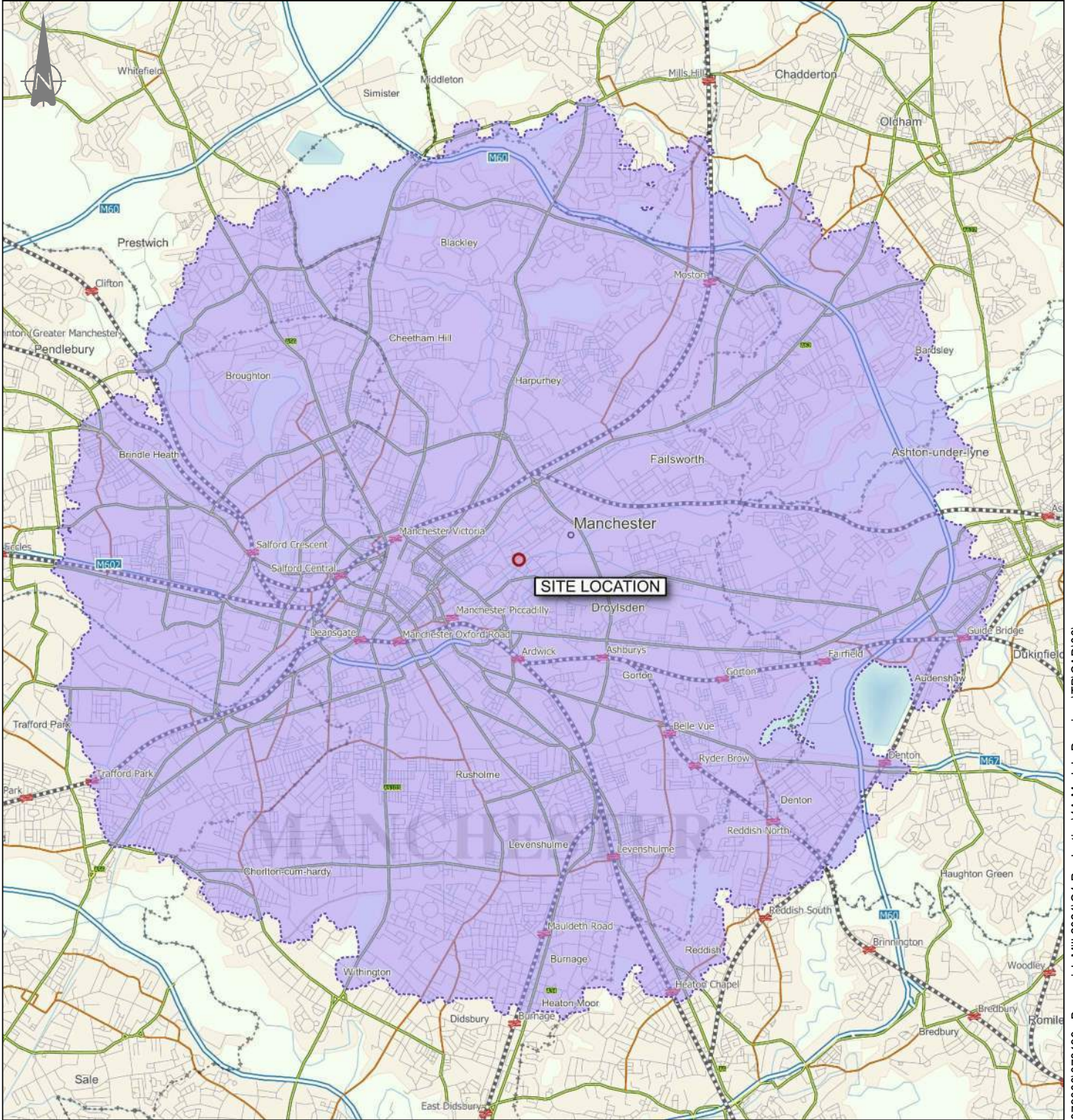
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Designed By: JM Date: 23/02/21

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

78199 - CUR - 00 - XX - DR - TP - 06002 - P01



SITE LOCATION

KEY: ○ Site Cycle Catchment:
 8000m

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Project: BRUNSWICK MILL - MANCHESTER

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE PUBLIC
 TRANSPORT CATCHMENT

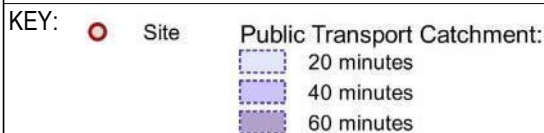
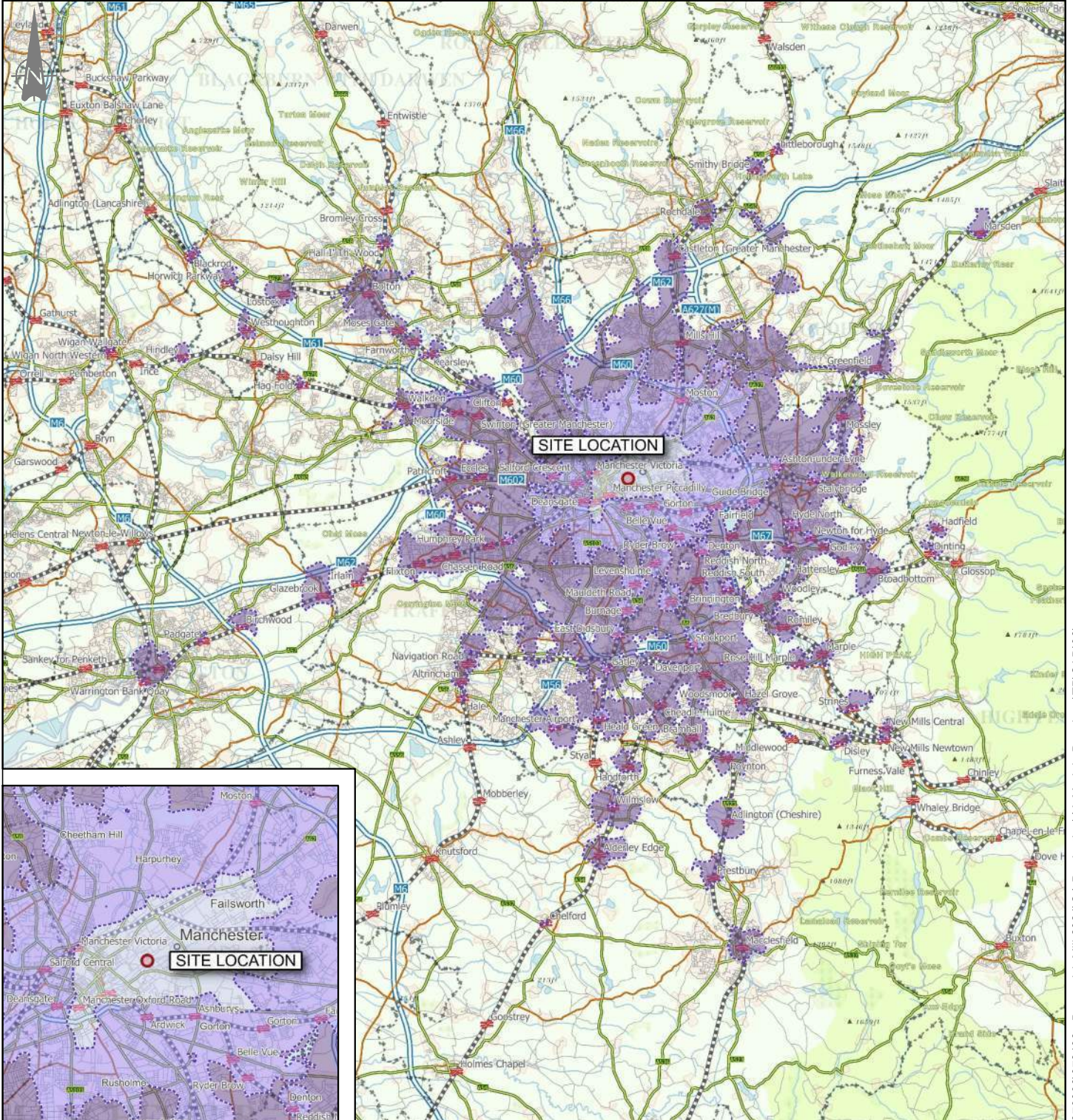
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Designed By: JM Date: 23/02/21

Scale: NTS

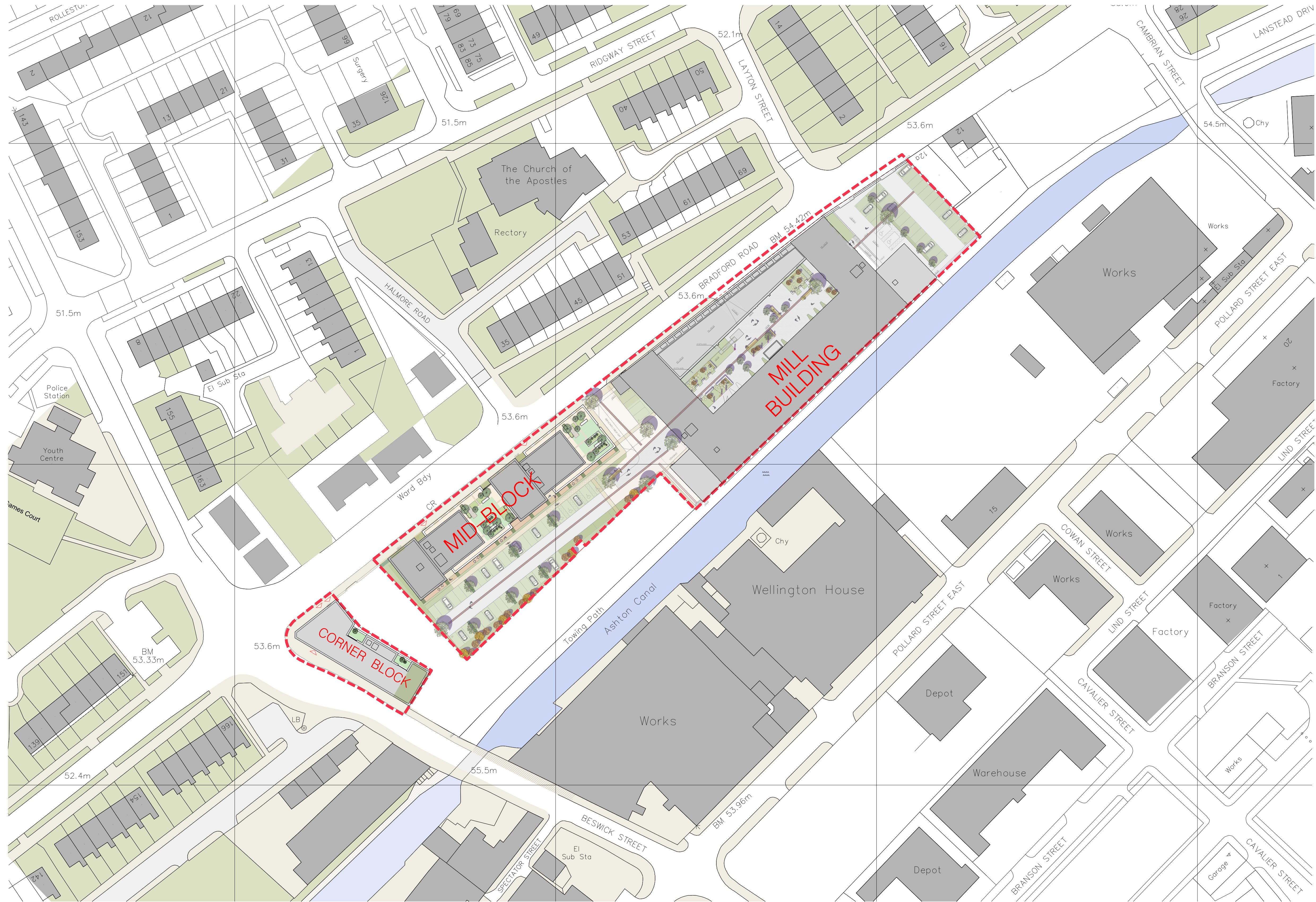
Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

78199 - CUR - 00 - XX - DR - TP - 06003 - P01



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Appendix A – Proposed Site Layout



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 e: mail@hoddlerandpartners.com
 w: www.hoddlerandpartners.com

revisions + notes:
 REV. P3 01/04/2021 PLANNING ISSUE

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification,
 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.

client:
 MARYLAND SECURITIES

date:
 FEBRUARY 2021

project:
 BRUNSWICK MILL DEVELOPMENT

scale:
 1:1250 @A3

drawn by:
 TG

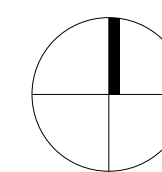
title:
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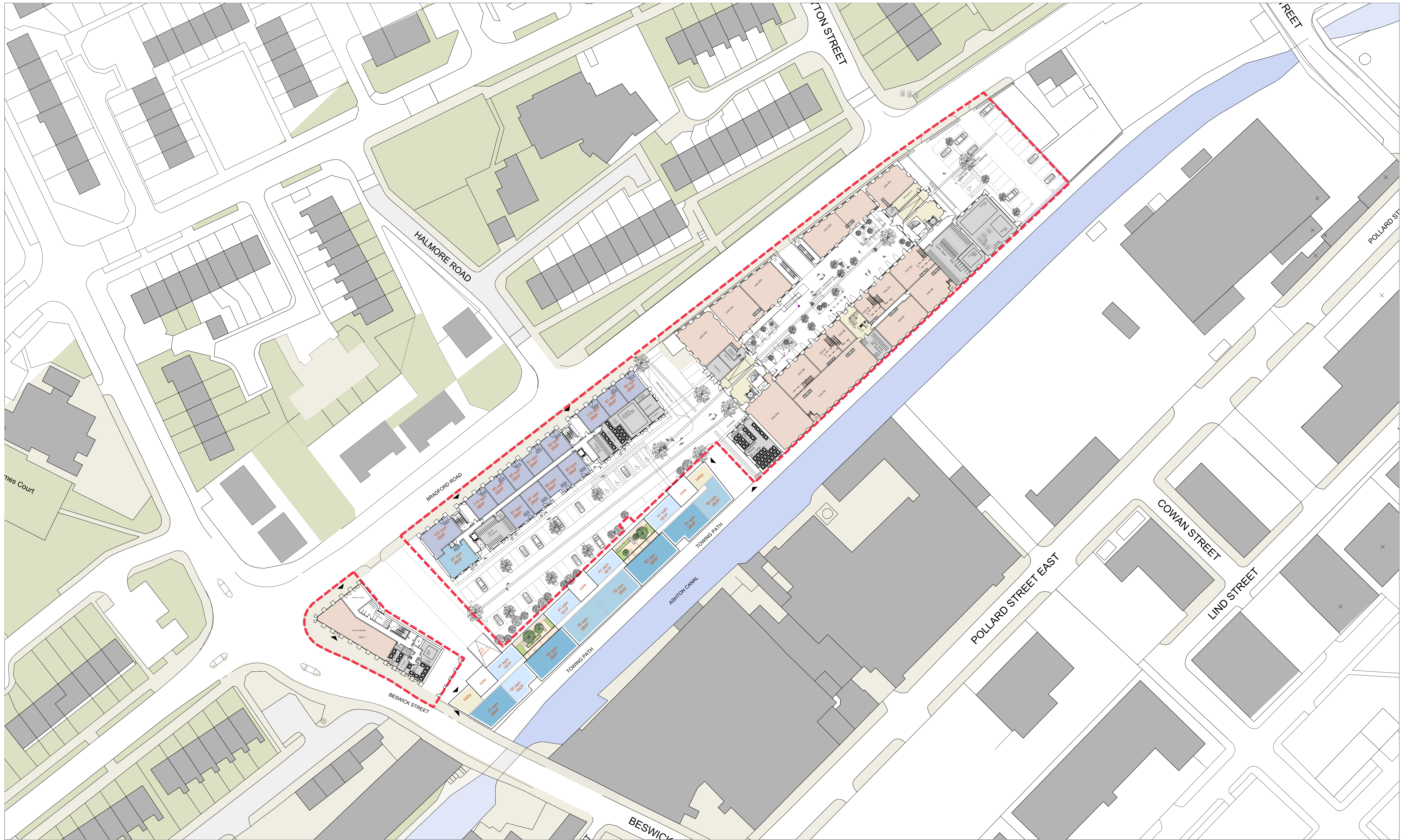
drawing number:
 L(-)510

status:
 PLANNING

job number:
 0586

revision:
 P3



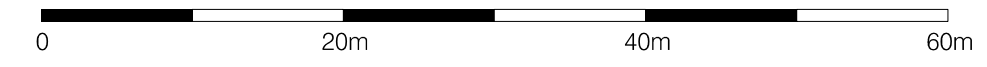
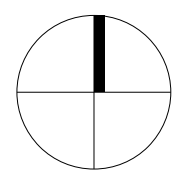


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revisions + notes:
 REV. P3 02/03/2021 Boundary adjusted. Extent of outbuilding demolition in NE car park amended
 REV. P4 10/03/2021 Plant rooms updated in line with Clancy layouts issued 09/03/2021
 REV. P5 22/03/2021 Mill bin store entrances re-orientated. Red line planning boundary extended to include footpaths outside site.
 REV. P6 01/04/2021 PLANNING ISSUE

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any work on site or fabrication.

NOTE:
 PROPOSALS OUTSIDE THE SITE BOUNDARY ARE INDICATIVE AND NOT PART OF THIS PLANNING APPLICATION



client: MARYLAND SECURITIES
date: FEBRUARY 2021
project: BRUNSWICK MILL DEVELOPMENT
scale: 1:500 @A1
 1:1000 @A3
drawn by: TG
title: INDICATIVE SITE WIDE MASTERPLAN GROUND LEVEL
drawing number: L(-)000
status: PLANNING
job number: 0586
revision: P6

Appendix B – 2011 Census Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02001057 : Manchester 013
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel	6,514
Work mainly at or from home	83
Underground, metro, light rail, t	104
Train	242
Bus, minibus or coach	710
Taxi	27
Motorcycle, scooter or moped	14
Driving a car or van	1,174
Passenger in a car or van	132
Bicycle	137
On foot	1,188
Other method of travel to work	15

In order to protect against disclosure of personal information, records have been swapped between different

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