



J000539-TS01b
June 2025

Construction of 25 dwellings (Use Class C3), including a mix of apartments and cottages, creation of a new access point and provision of landscaping

Tan Yard Brow, Gorton

Transport Statement

Prepared on behalf of:

Franstep Ltd

CONTENTS

1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Report Structure

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND HIGHWAY CONDITIONS

- 2.1 Site Location & Existing Access
- 2.2 Existing Land Use & Planning History
- 2.3 Relevant Planning Policy
- 2.4 Description of Local Highway Network Conditions
- 2.5 Road Safety: Review of Personal Injury Accidents

3.0 SITE ACCESSIBILITY AUDIT

- 3.1 Introduction
- 3.2 Access to Public Transport
- 3.3 Accessibility to Local Facilities (Walking and Cycling)
- 3.4 Accessibility Summary

4.0 REVIEW OF THE PROPOSAL SCHEME

- 4.1 Scheme Principles
- 4.2 Proposed Highway Access Arrangements
- 4.3 Parking & Manoeuvring
- 4.4 Site Servicing

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

6.0 SUMMARY AND CONCLUSIONS

FIGURES

Figure TS1	Site Location: Wider Context
Figure TS2	Site Location: Local Context
Figure TS3	Location of Recorded Personal Injury Accident Incidents 2018 - 2022
Figure TS4	Local Public Transport Connections to / from the Application Site
Figure TS5	Greater Manchester Accessibility Level for the Application Site
Figure TS6	2km Local Walk Catchment to / from the Application Site
Figure TS7	Local 'Everyday' Facilities within 2km Catchment to / from the Application Site
Figure TS8	2km & 5km Cycle Catchment to / from the Application Site
Figure TS9	Identified Local Active Travel Routes to / from the Application Site
Figure TS10	Proposed Site Access Arrangements

APPENDICES

Appendix TS1	Personal Injury Accident Data
Appendix TS2	Site Proposals
Appendix TS3	Vehicle Swept Path Assessment
Appendix TS4	Census Output - Car Ownership
Appendix TS5	TRICS Output

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Franstep Ltd to consider relevant highways and transport matters associated with proposals for the construction of 25 dwellings (Use Class C3), including a mix of apartments and cottages, creation of a new access point and provision of landscaping at of land off Tan Yard Brow, Gorton, Manchester. The proposed development would include 1 parking space per dwelling.

1.1.2 The scope and nature of matters considered within this TS report reflects the extent of highways issues that are anticipated as being of material interest to officers of the local planning & highway authority, Manchester City Council (MCC), based on a review of prevailing highway conditions and the experience of the preparation of technical statements to support similar small residential schemes. The TS report therefore includes a review of existing / anticipated future highway operational conditions including the accessibility of the site to alternative travel modes to the private car, a technical audit of the site proposals in terms of site access arrangements & internal layout (including parking provision), and the consideration of future anticipated development related traffic levels.

1.2 Report Structure

1.2.1 The structure of the remainder of this TS is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of existing local baseline highway network conditions.
- Section 3 sets out an audit of the site's accessibility by alternative travel modes to the private car and the nature of local shops and services available within a local travel catchment.

- Section 4 provides a review of the key elements of the application scheme, including the proposed vehicle access arrangements and site layout, including parking provision.
- Section 5 provides an estimate of the traffic levels anticipated to be generated by the proposals.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND HIGHWAY CONDITIONS

2.1 Site Location & Existing Access

2.1.1 The application site represents a parcel of undeveloped land to the east of Tan Yard Brow / north of the A57 Hyde Road, Gorton, Manchester. The location of the site is illustrated in **Figure TS1** to this report. This aerial image shows the site within the context of the surrounding urban area of Gorton and the key local road route of the A57 Hyde Road and Junction 24 of the M60 / Junction 1 of the M67 (Denton Interchange).

2.1.2 The immediate context of the application site is provided in **Figure TS2** which identifies the site as an upside down L-shaped land parcel within the Gore Valley, The application site is bounded by open / park land to the north, beyond which lies residential properties, a cycle path (Fallowfield Loop) to the east, beyond which lies commercial land use, the A57 Hyde Road beyond which lies residential properties to the south and the local access route of Tan Yard Brow and light industrial & Gore Brook Valley to the west.

2.1.3 The western boundary treatment of the application site features a low level stone wall, with a wide (4m) gated access at the point where Tan Yard Brow becomes a one-way southbound route. Whilst the gated access is wide enough to accommodate vehicular access no dropped kerbs are present.

2.2 Existing Land Use & Planning History

2.2.1 As outlined above the site currently represents an undeveloped parcel of land surrounded by Gore Brook Valley parkland.

2.3 Relevant Planning Policy

National Planning Policy

- 2.3.1 The National Planning Policy Framework (NPPF - last update February 2025) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Key policy objectives stated in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage - for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.” (Para 109)

“The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health... (para 110)

“...Applications for development should:

a) give priority first 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles...”(Para 117)

- 2.3.2 Paragraph 118 of NPPF also provides guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”(Para 118)

- 2.3.3 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.” (Para 116)

- 2.3.4 The above is typically understood to mean situations where development is likely to result in a material detrimental ‘step change’ in circumstances when compared to predicted Baseline ‘Do-Nothing’ conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway

authorities are directed not to seek to prohibit development on highways and traffic grounds.

- 2.3.5 Whilst the NPPF does not seek to define the nature of what is considered to represent a ‘severe’ impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a ‘high-bar’ for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 116 inherently suggests that some measure of highways impact must be viewed as being ‘acceptable’ and that it is only when a ‘severe’ detrimental highways position is identified that a refusal of planning permission on such grounds is appropriate.

Regional Policy: Greater Manchester Places for Everyone Joint Development Plan 2022 to 2037

- 2.3.6 Places for Everyone (PfE), adopted December 2024, is a long-term plan of nine Greater Manchester districts including Manchester, for jobs, new homes, and sustainable growth. Policy JP-Strat14: A Sustainable and Integrated Transport Network strives to ensure that *“half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods”*. The delivery of residential development in highly sustainable locations in close proximity to excellent walking, cycling and public transport opportunities, such as the Tan Yard Brow site, will be key to achieving this. The scheme can also be considered to be in accordance with Policy JP-C8: Transport Requirements of New Development, which seeks to prioritise *“the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability”*.

Regional Planning Policy: Greater Manchester Transport Strategy 2040

- 2.3.7 The Greater Manchester Transport Strategy 2040 has been developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). This document sets out a plan to

establish a fully integrated, high-capacity transport system across Greater Manchester, including both short-term and long-term infrastructure objectives and to achieve a 'Right Mix Target' of a minimum of 50% of all journeys across Greater Manchester being undertaken by walking, cycling & public transport. The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

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

2.3.9 Chapter 3 to this TS report sets out that the site is in an accessible location, close to existing residential areas and with access to a range of education, employment, retail, leisure and public transport / active travel options.

Local Planning Policy: Local Development Framework Core Strategy

2.3.10 The adopted development plan for Manchester is the Local Development Framework Core Strategy (July 2012), which covers the period 2012 - 2027.

2.3.11 Policy SP1 'Spatial Principles' to the Core Strategy sets out the key matters that will guide development in the City during the plan period to 2027. One of these core spatial principles is to ensure that:

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

- 2.3.12 In addition, Policy SP1 goes on to state that developments in all parts of the city should create well designed places that:

‘...improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision’.

- 2.3.13 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 ‘Sustainable Transport’ which states that the Council will support proposals that improve choice by development alternatives to the car, in order to encourage a modal shift away from car travel. Policy T1 in full states:

“T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.*
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- Improve pedestrian routes and the pedestrian environment.*
- Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*

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

- 1. pedestrians and disabled people***
- 2. cyclists, public transport,***
- 3. commercial access,***
- 4. general off-peak traffic,***
- 5. general peak time traffic.”***

2.3.14 In addition to Policy T1, Core Strategy Policy T2 ‘Accessible Areas of Opportunity & Need’ identifies that the Council will actively manage patterns of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

2.3.15 Policy T2 also states that all new developments in District Centres will provide ‘appropriate’ parking facilities, taking into account the guidance in Appendix B. Appendix B does not provide residential parking standards, and it is noted that individual site circumstances should be taken into account to establish what level of parking is appropriate.

Local Planning Policy: Guide to Development in Manchester Supplementary Planning Document (SPD) & Planning Guidance (April 2007)

2.3.16 The key accessibility matters highlighted above and the need for appropriate assessment and supporting management of travel, are further reinforced by the April 2007 ‘Planning Guidance’ SPD. This document sets out the core development principles that apply to new developments in Manchester. Paragraph 2.22 and 2.23 of the document notes that:

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

....hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists... the aim will be to cater for the needs of those who use the area, rather than pass through it.”

2.4 Description of Local Highway Network Conditions

- 2.4.1 As noted in section 2.1 of this report, there is currently no formal vehicular access to the application site, albeit a wide gated access is available to Tan Yard Brow.
- 2.4.2 Tan Yard Brow is of circa 6m carriageway width in the vicinity of the application site frontage, with footway of between 1.5-2m width available to the east (site side of the route). The route is street lit and operates under a 20mph urban speed limit. To the south, Tan Yard Brow forms a staggered junction with the primary local distributor road route of the A57 Hyde Road and the residential road of Willow Avenue. To the north of the application site, the Tan Yard Brow becomes a one-way (southbound) route, the one-way section commencing at its bridge crossing of Gore Brook, before returning to a two-way north of Gore Brook approximately at its junction with Tannery Way. Tan Yard Brow continues in a northerly direction becoming High Bank at its junction with Clark Avenue.
- 2.4.3 To the north Tan Yard Brow / High Bank is residential in nature with predominately terraced properties to both sides.
- 2.4.4 No formal parking restrictions are in place along Tan Yard Brow, save for double yellow lines restrictions around its junction with the A57 Hye Road. On-street parking has been observed occurring mostly to the eastern side of the road in the vicinity of the terrace properties to the north of the route. The route is subject to a weight restriction of 7.5t (except for access).
- 2.4.5 The highway connection of Tan Yard Brow with Hyde Road features a dropped kerb crossing with tactile paving and a splitter island with lit up bollards and crossing refuge area. The splitter island restricts the right turn movement to / from Hyde Road, with this junction operating as a left-in / left-out only. Carriageway markings 'ahead only' are present on Hyde Road (westbound) and 'turn left only' on Tan Yard Brow southbound (approach to Hyde Road), with associated signage, with the junction therefore permitting left in / left out manoeuvres only.

2.4.6 The A57 Hyde Road is a route of strategic importance to the south-east of Manchester City Centre, providing a direct link in and out of the city centre. Approximately 4km to the west, Hyde Road terminates at a 5-arm roundabout junction with the A6, Brunswick Street and Higher Ardwick. Approximately 2km to the east, Hyde Road forms the link between the junctions of the M60 (Junction 24) and M67 (Junction 1), at a grade-separated roundabout junction (Denton Interchange).

2.4.7 In the vicinity of the application site the A57 Hyde Road is a single carriageway of circa 14.8m in width, with two lanes in each direction. A formal signalised crossing with dropped kerbs, tactile paving and refuge island is available on Hyde Road circa 40m to the-east of Tan Yard Brow. The route benefits from street lighting, operates under a 30mph urban speed limit and has footways to both sides, with wide footway (circa 3m) to the north and circa 2m footway to the south.

2.5 Road Safety: Review of Personal Injury Accidents

2.5.1 An appraisal of the operational safety of Tan Yard Brow, comprising the application site western frontage, and Tan Yard Brow / Hyde Road junction has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-year search period, 2018 - 2022 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the search criteria required by the national Planning Practice Guidance (PPG).

2.5.2 This highway safety review exercise identifies that 5 accident events took place within the study area, including one at the one-way section of Tan Yard Brow, circa 45m south of Tannery Way, three at Hyde Road / Tan Yard Brow junction and one, circa 25m west of this junction. All accident events were of slight severity and no incidents involved pedestrians. A summary of accident events is provided below,

with a plan of the search area and accident locations provided at **Figure TS3** and output reports attached at **Appendix TS1**.

Tan Yard Brow, circa 45m south of Tannery Way

- 11/05/2019, slight, 10:45, fine without high winds, dry, a single vehicle incident involving a car proceeding normally along the carriageway, not on a bend, with first point of impact on the vehicle's offside.

A57 Hyde Road / Tan Yard Brow Junction

- 17/05/2018, slight, 07:10, dry, a two vehicle accident involving a car proceeding normally along the carriageway, not on a bend and a pedal cycle proceeding normally along the carriageway, not on a bend. First points of impact to both vehicles' front.
- 22/01/2019, slight, 21:25, snowing without high winds, wet / damp, a two-vehicle accident involving a car proceeding normally along the carriageway, not on a bend, collided with the car in front waiting to turn right.
- 28/05/2020, slight, 14:55, fine without high winds, dry, a five-vehicle accident involving all five cars proceeding normally along the carriageway, not on a bend, four cars collided with the car in front.

A57 Hyde Road, circa 25m west of Tan Yard Brow

- 08/05/2021, slight, 14:20, fine without high winds, dry, two vehicle accident involving two cars proceeding normally along the carriageway. First points of impact to one car's nearside and the other's offside.

- 2.5.3 From the brief description available it appears that the recorded accidents are the result of road user error. Whilst any accident is regrettable, it can be concluded that there are no clear & substantive prevailing road safety issues that would call the development proposals into question or require direct additional highway safety mitigation measures funded by the proposals.

3.0 SITE ACCESSIBILITY AUDIT

3.1 Introduction

3.1.1 Development of the application site for residential land use would need to satisfy the key planning and transport related sustainability objectives of:

- a. Reducing the need to travel, especially by private car;
- b. Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

3.2 Access to Public Transport

Bus Services

3.2.1 Formal bus stops to the application site are located at the A47 Hyde Road, eastbound stop available within a circa 175m walking distance from the application site (east of the Tan Yard Brow / Hyde Road junction) and westbound stop available within a circa 250m walking distance (outside the Waggon & Horses public house, west of Tan Yard / Hyde Road junction), therefore both within industry standard desirable walking distances to access local bus services from new development. Both bus stops are of an on-carriageway bus stop design and include local raised bus boarder style kerbs within information board, bus shelter with seating. The application site has direct access to the east bound stop via formal footways along Tan Yard Brow and Hyde Road. The westbound bus stop can be accessed from the application site via a signalised pedestrian crossing along Hyde Road circa 40m to the east of its junction with Tan Yard Brow. Dropped kerbs and tactile paving are available at all side road connections between the application site and local bus stops.

- 3.2.2 The local bus stops on the A47 Hyde Road corridor are served by a range of regular frequency bus routes, as identified in **Table TS3.1** below. A plan of these available local bus route connections is also illustrated in **Figure TS4** to this report.

Table TS3.1: Bus Services Available from Local Stops - Hyde Road

Service	Route	Mon-Fri / Sat / Sun Frequency
7	Ashton-under-Lyne - Reddish - Heaton Chapel - Stockport	Every 30mins / 30mins / 1hr
201	Hattersley - Hyde - Denton - Manchester City Centre	Every 12mins / 12mins / 30mins
201N	Hyde - Denton - Debdale Park - Manchester City Centre	2 * late night buses
202	Gee Cross - Hyde - Haughton Green - Manchester City Centre	Every 30mins / 30mins / 1hr
203	Manchester City Centre - Debdale Park - Reddish - Stockport	Every 12mins / 12mins / 15mins
205	Dane Bank - Debdale Park - Gorton - Manchester City Centre	Every 30mins
705	Abbey Hey - Gorton - Denton - Haughton Green - Kingston	School term only
706	Abbey Hey - Gorton - Debdale Park - Belle Vue - Levenshulme	1 bus per day, Mon - Fri

(single direction frequency quoted, buses also run at same frequency in opposite direction)

- 3.2.3 Review of this bus service information identifies that the Hyde Road stops offer high frequency connections (16 per hour) covering a range of local destinations such as Manchester City Centre and Stockport.
- 3.2.4 Further bus stops are located on Abbey Hey Lane, circa 500m north of the application site, and provide bus services additional to those on the Hyde Road corridor (150, 171, 688, 713, 725). These stops feature simple flagpost bus stops, with the north-east bound stop at Abbey Hey Lane including for carriageway yellow bus cage markings within a half-width bus lay-by.

Rail links

- 3.2.5 Ryder Brow railway station is located near Levenshulme Road / Rydebrow Road junction, a circa 1km walk to the south-west of the application site. The station is served by trains on the Hope Valley Line and offers an hourly service between

Manchester Piccadilly and New Mills Central, Monday to Saturday with no Sunday service.

3.2.6 Gorton railway station lies circa 1.2km to the north of the application site and is served by trains on the Glossop and Hope Valley Railway Lines. The station provides two trains per hour in each direction between Manchester Piccadilly and Rose Hill Marple, Monday to Saturday with no Sunday service. Additional early morning, rush hour and late evening services are available between Manchester Piccadilly, Glossop and Hadfield, with an hourly service on Sundays.

3.2.7 The application site's good potential for connectivity by public transport is reflected by its Greater Manchester Accessibility Level (GMAL) rating of 6 (see **Figure TS5** to this report). This GMAL score highlights the highly accessible nature of the site location.

3.3 Accessibility to Local Facilities (Walking and Cycling)

3.3.1 In addition to the above identified local public transport connections, the location of the application site also provides the opportunity for easy access to a wide range of local shops, services and employment destinations by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

3.3.2 As noted above, footways on the Hyde Road corridor are of good quality (generally over 2m width) with signalised crossing points available on links to / from the local bus stops and a range of every day amenities located along the route. The residential areas to the north of the application site are characterised by 20mph speed roads, these low speed environments are conducive of walking and cycling. **Figure TS6** to this report illustrates suitable walking catchments from the site and

Figure TS7 demonstrates the location of ‘everyday’ type destinations that lie within a convenient and practical walking distance, including:

- Food retail (including Tesco Extra & Gorton Market) and other local shops;
- Gorton Medical Centre;
- Primary schools;
- Dentist, GP practices & pharmacies;
- Veterinary surgery;
- Community Facilities (community centre / library / places of worship);
- Leisure facilities, parks & children play areas.

3.3.3 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those journeys of 5km or less or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a range of local areas, including all of the built-up areas of Gorton, stretching to Clayton to the north, Denton to the east, Heaton Chapel to the south and Manchester Piccadilly railway station to the west (**Figure TS8**).

3.3.4 **Figure TS9** to this report illustrates existing key formal active travel connections in the immediate vicinity of the application site. The availability of these recognised good standard walking and cycling routes can be expected to encourage active travel journeys to / from the site. The Fallowfield Loop cycleway forms the application site’s eastern boundary and is accessible via Tan Yard Brow / Tannery Way. Following the route of the former Fallowfield Loop railway line, it connects Gorton with Fairfield, Levenshulme, Fallowfield, Whalley Range and Chorlton-cum-Hardy.

3.4 Accessibility Summary

3.4.1 Overall, it is considered that the application site represents a suitable location for residential development, being surrounded by established residential areas and within a practical walking distance of high frequency public transport services and a wide range of everyday local shops, services & facilities. Local walking routes

linking to the site are of a good standard, with a number of locations along the A47 Hyde Road corridor including for dedicated pedestrian traffic signal crossing facilities.

- 3.4.2 Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of ‘everyday’ journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 REVIEW OF THE PROPOSAL SCHEME

4.1 Scheme Principles

4.1.1 The application scheme comprises the development of land off Tan Yard Brow, Gorton, Manchester for the delivery of 25 new residential dwellings. The proposed site plan included at **Appendix TS2** to this report, with the scheme delivering the following schedule of development:

- 8 * 1-bedroom cottages;
- 17 * 2-bedroom apartments.

4.2 Proposed Highway Access Arrangements

4.2.1 The proposed development would be served by a 5m access road off Tan Yard Brow, with 6m radii, giving access to a parking area with 25 spaces (1 parking bay per dwelling). A minimum 6m wide aisle width would be available to the rear of all parking spaces. The development would provide for 24 standard car parking spaces and 1 accessible parking space. 2m footways are proposed to both sides of the driveway connection and would provide a footway link to the apartments and car parking area. Main pedestrian access to the cottages would be direct to Tan Yard Brow. A further traffic free, pedestrian connection would be provided directly to Hyde Road, via site amenity space.

4.2.2 The layout of the site frontage area provides good visibility to Tan Yard Brow, noting that a continuous footway is available for the length of the application site's western frontage. Accordingly, visibility in excess of 2.4m x 25m is available to both directions (i.e. in excess of standards for access to a 20mph route such as Tan Yard Brow). A plan of key highway features is provided at **Figure TS10**.

4.2.3 Due to the left-in / left-out nature of the priority T-junction of Hyde Road and Tan Yard Brow, development traffic approaching the application site from Hyde Road east, could turn right into Chapman Street, right into Cross Lane and right into High Bank and approach the site from the north (High Bank / Tan Yard Brow).

Development traffic wishing to travel west at Hyde Road from the application site, would need to turn left at Tan Yard Brow / Hyde Road junction and travel through the Hyde Road / B6167 Reddish Lane gyratory onto Hyde Road westbound.

4.3 Cycle Parking

- 4.3.1 Covered cycle parking would be provided for 26 cycles adjacent to the cottages.

4.4 Parking & Manoeuvring

- 4.4.1 As noted above, the proposed development would provide 1 parking space per dwelling within the curtilage of the development.
- 4.4.2 **Appendix TS3** to this report illustrates example vehicle swept path runs for typical family vehicle movements to / from driveway at the site and within the parking area of the proposed development.
- 4.4.3 It is considered that this level of off-street parking is appropriate for new residential development in this location, given the excellent opportunities for sustainable travel modes for a range of everyday journeys, including access to high quality footway and cycle routes and high frequency public transport connections.
- 4.4.4 Additionally, local census data indicates that car ownership amongst residents locally to the application site is low. **Table TS4.1** provides car or van availability for the super output area - mid layer (reference: E02001065, Manchester 021) within which the application site lies. Nomis has been interrogated for tenure by car or van availability by number of usual residents aged 17 or over in households for all tenure type and for rented properties only. The Census 2021 outputs are included at **Appendix TS4** to this report.
- 4.4.5 Review of **Table TS4.1** identifies that 56% of households (for rented tenure) and 42% (for all tenure type) within the local area do not own a car or van. It is therefore considered that the proposed level of parking is entirely appropriate,

given the application site's excellent locational sustainability and local car ownership levels.

Table TS4.1: Census Statistics: Car/Van Availability (Rented & All Tenure)

Car or van availability	Rented	All Tenure
No cars or vans in household	1,208 (56%)	1,601 (42%)
1 car or van in household	775 (36%)	1,630 (42%)
2 cars or vans in household	169 (8%)	613 (16%)

4.4.6 If the percentage car ownership statistics (rented tenure) is applied to the proposed development, comprising 25no. dwellings, this would give rise to a maximum parking demand of some 13no. spaces (assuming those households with '2 or more cars or vans in household each have 2 vehicles).

4.4.7 The site masterplan proposes a car parking area providing 25 on-site parking spaces which, in recognition of the application site's excellent locational sustainability and local car ownership levels, is considered to be entirely appropriate.

4.5 Site Servicing

4.5.1 Given the nature of the residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be accommodated within the site utilising the 6m parking area aisle width. A swept path assessment of the key manoeuvres is provided **Appendix TS3**.

4.5.2 Waste servicing of the site can be expected to be undertaken on street in line with the servicing arrangements of other residential properties on Tan Yard Brow reversing into the site access.

4.5.3 A communal bin store would be provided within the curtilage of the proposed development, within a circa 20m drag distance to Tan Yard Brow.

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

5.1 This section of the report seeks to identify the levels of traffic demand anticipated to be generated by the application scheme. Estimates have been calculated based on example trip rates extracted from the TRICS database, a nationally regarded source of historical trip demand data containing observed traffic data for a large number of development-type sites. Data was extracted based on mixed affordable (flats and houses) residential sites selected with similar locational factors to the application site locality and development design, viz:

- Not including sites in Greater London or the Republic of Ireland.
- Small development sites; and
- No town centre location.

5.2 A copy of the TRICS database output is included as **Appendix TS5** to this report for reference.

5.3 Average trip rates per dwelling for the traditional weekday AM & PM ‘rush hour’ time periods and 12-hour core weekday daytime are illustrated in **Table TS5.1** below. These trip rates have been applied to the total new residential development size proposed at the application site (25 dwellings), with the results also set out in **Table TS5.1**.

Table TS5.1 - Residential Development Traffic (Average Trip Rates)

	Trip Rates (per dwelling)			Trip Demand for 25 dwellings		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.161	0.294	0.455	4	8	12
PM Peak (17:00-18:00)	0.312	0.317	0.629	8	8	16
12h (07:00-19:00)	2.664	2.621	5.285	67	66	133

5.4 The above analysis demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand associated with the application scheme not typically anticipated to exceed 16 vehicles, or one vehicle trip every 3-4 minutes. Indeed, traffic demand over the whole core 12-hour weekday daytime

period (07:00-19:00) is predicted to be 133 vehicles (in + out). Given the low level of local car ownership, one would expect vehicle demand levels to be lower still.

- 5.5 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Franstep Ltd to consider relevant highways and transport matters associated with proposals for the construction of 25 dwellings (Use Class C3), including a mix of apartments and cottages, creation of a new access point and provision of landscaping at land off Tan Yard Brow, Gorton, Manchester, for the delivery of 25 new residential properties (8 * 1-bedroom cottages & 17 * 2-bedroom apartments). The proposed development would include 1 parking space per dwelling.

Existing Site Conditions & Land Use

- 6.2 The application site represents a parcel of undeveloped land to the east of Tan Yard Brow / north of the A57 Hyde Road, Gorton, Manchester. The application site is bounded by open / park land to the north, beyond which lies residential properties, a cycle path (Fallowfield Loop) to the east, beyond which lies commercial land use, the A57 Hyde Road beyond which lies residential properties to the south and the local access route of Tan Yard Brow and light industrial & Gore Brook Valley to the west.

Local Highway Network Conditions & Safety Records

- 6.3 Tan Yard Brow, which forms the site's western boundary, represents a 6m carriageway width in the vicinity of the application site frontage, with footway of between 1.5-2m width available to the east (site side of the route). The route is street lit and operates under a 20mph urban speed limit. To the south, Tan Yard Brow forms a staggered junction with the primary local distributor road route of the A57 Hyde Road and the residential road of Willow Avenue. To the north of the application site, the Tan Yard Brow becomes a one-way (southbound) route, the one-way section commencing at its bridge crossing of Gore Brook, before returning to a two-way north of Gore Brook approximately at its junction with Tannery Way.

- 6.4 The A57 Hyde Road is a route of strategic importance to the south-east of Manchester City Centre, providing a direct link in and out of the city centre (to the west) and the M60 / M67 at Denton Interchange to the east.
- 6.5 An appraisal of the operational safety of immediate streets, including the local section of Tan Yard Brow up to and including its junction with the A57 Hyde Road, highlights that 5 accident events have taken place within a 5-year search period. This includes one incident at Tan Yard Brow, 3 at the Tan Yard Brow / A57 Hyde Road junction and one at the A57 Hyde Road (25m west of its junction with Tan Yard Brow).
- 6.6 Whilst any accident is regrettable, it can be concluded that there are no clear & substantive prevailing road safety issues that would call the proposed development proposals into question or require direct additional highway safety mitigation measures funded by the proposals.

Site Accessibility

- 6.7 It is considered that the application site represents a suitable location for residential development, being surrounded by established residential areas and within a practical walking distance of high frequency public transport services and a wide range of everyday local shops, services & facilities. Local walking routes linking to the site are of a good standard, with a number of locations along the A47 Hyde Road corridor including for dedicated pedestrian traffic signal crossing facilities.
- 6.8 Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

Development Proposals

- 6.9 The application scheme comprises the development of land off Tan Yard Brow, Gorton, Manchester for the delivery of 25 new residential dwellings (8 * 1-bedroom cottages and 17 * 2-bedroom apartments).

Site Access and Parking

- 6.10 The proposed development would be served by a 5m access road with 6m radii and 2m footways off Tan Yard Brow, giving access to a parking area with 25 spaces (1 parking bay per dwelling, including 1 accessible parking space). A minimum 6m wide aisle width would be available to the rear of all parking spaces. It is considered that the proposed level of car parking is entirely appropriate given the excellent opportunities for use of sustainable travel modes, with the proposed level of car parking also supported by local census data which identifies that many households locally (more than 50% of rented tenure) do not own a car or van.
- 6.11 The layout of the site frontage area provides good visibility to Tan Yard Brow, noting that a continuous footway is available for the length of the application site's western frontage. Accordingly, visibility in excess of 2.4m x 25m is available to both directions (i.e. in excess of standards for access to a 20mph route such as Tan Yard Brow).
- 6.12 Covered cycle parking would be provided for 26 cycles.

Site Servicing

- 6.13 Given the low intensity residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be accommodated within the site utilising the 6m parking area aisle width.

- 6.14 Waste servicing can be expected to be undertaken on street in line with the servicing arrangements of residential properties on Tan Yard Brow / or via reversing into the development access road.

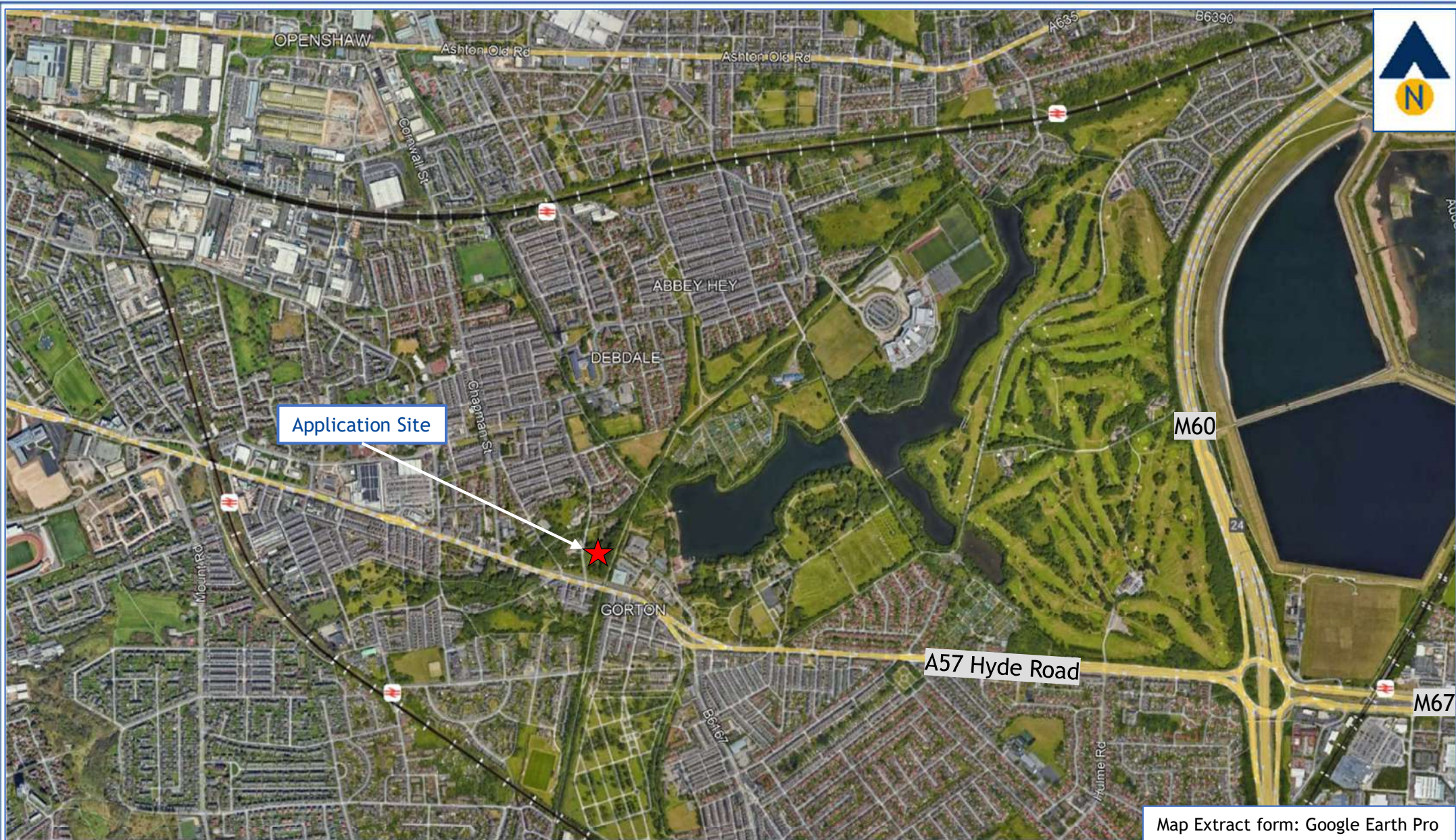
Development Traffic Demand

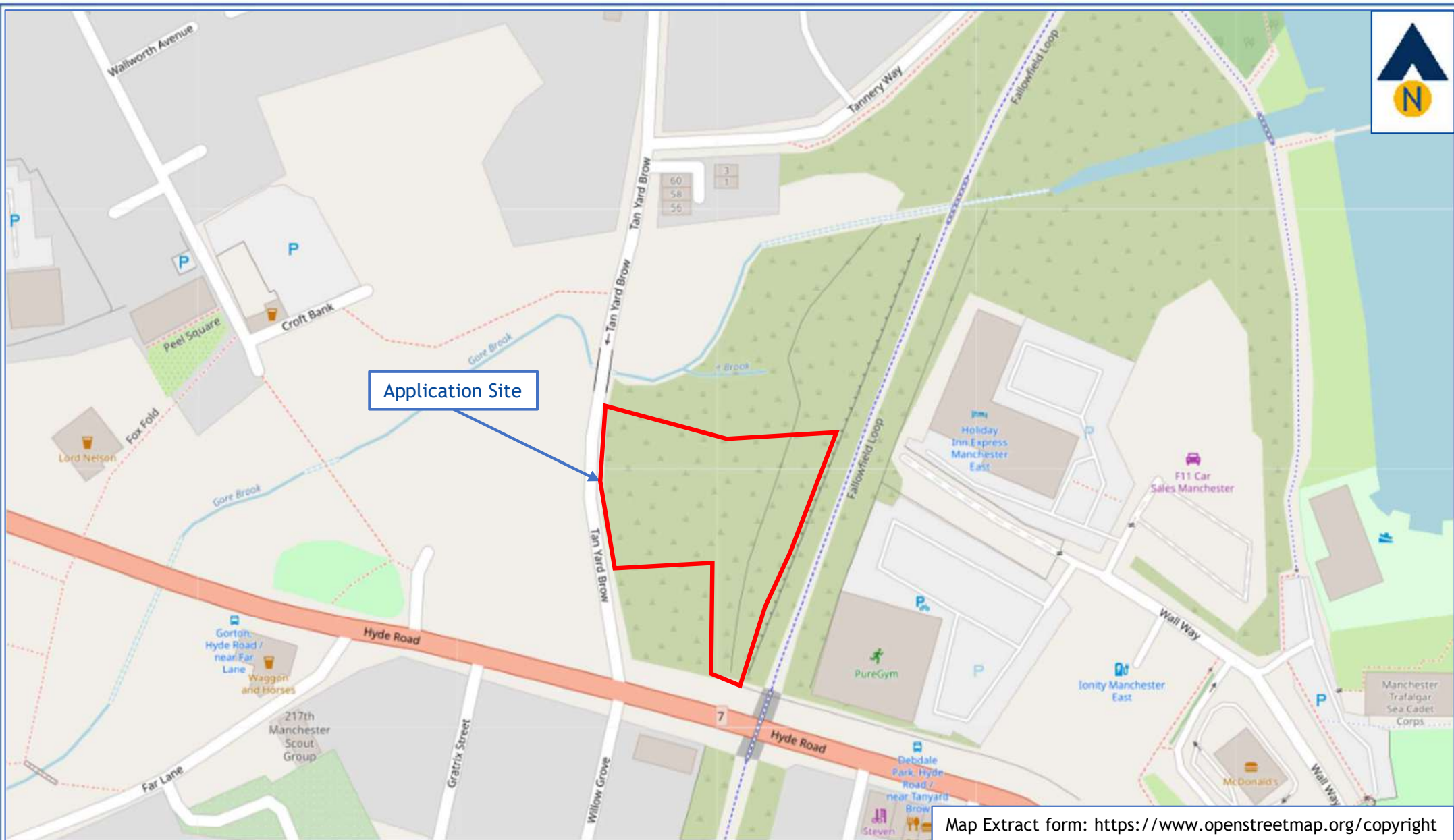
- 6.15 It is not anticipated that the proposed residential scheme would generate a significant level of traffic demand, with maximum rush hour two-way (in + out) operation not anticipated to exceed 16 vehicles per hour, or one vehicle trip every 3-4minutes.
- 6.16 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions.

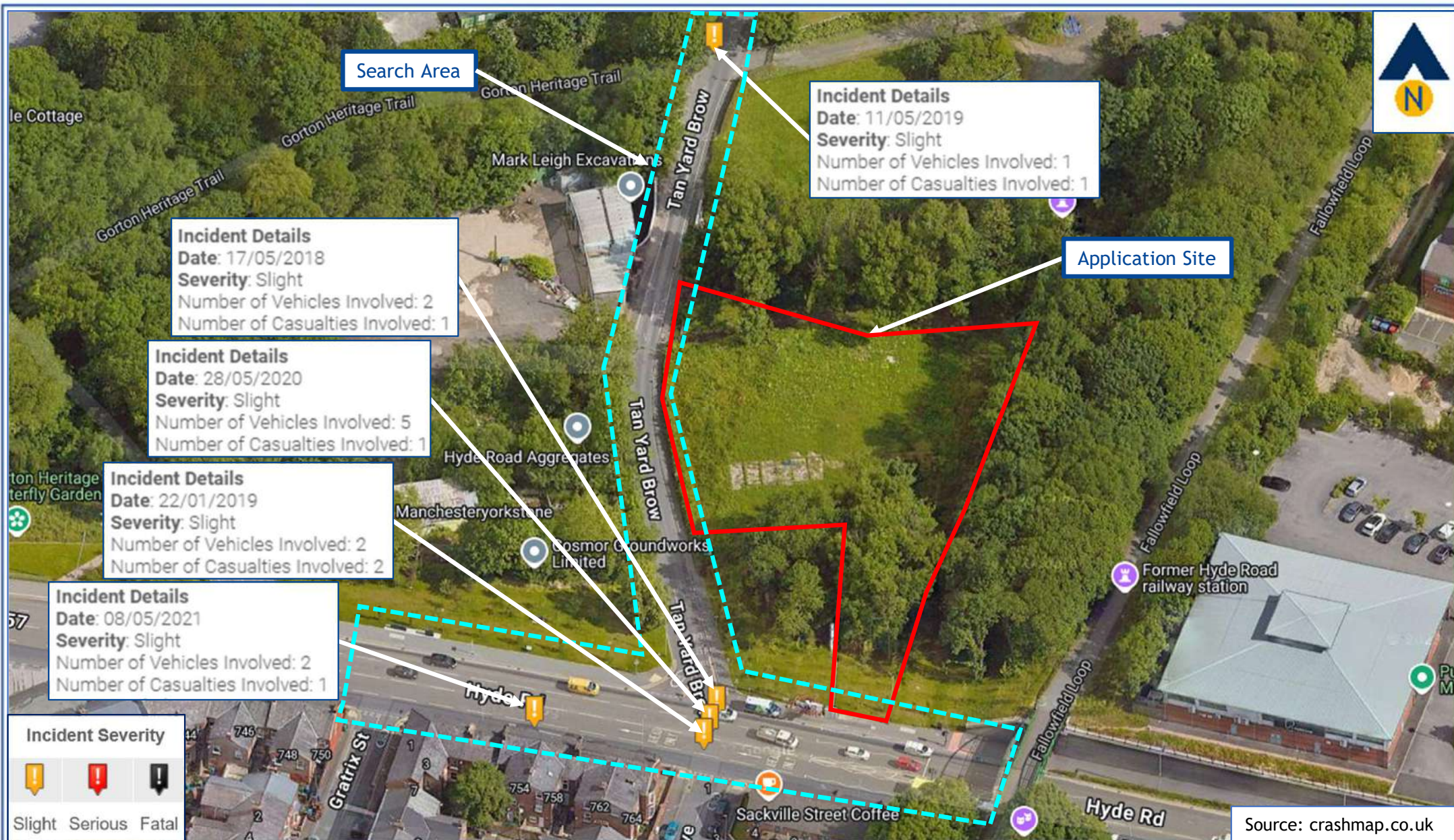
Summary

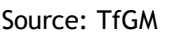
- 6.17 Based on the above review of issues, which demonstrates that the application site can be accessed safely by vehicles, and which would result in only limited development related traffic levels over the immediate local highway network, Focus TP would commend the scheme to the Council, when considered with respect to highways and transport matters.

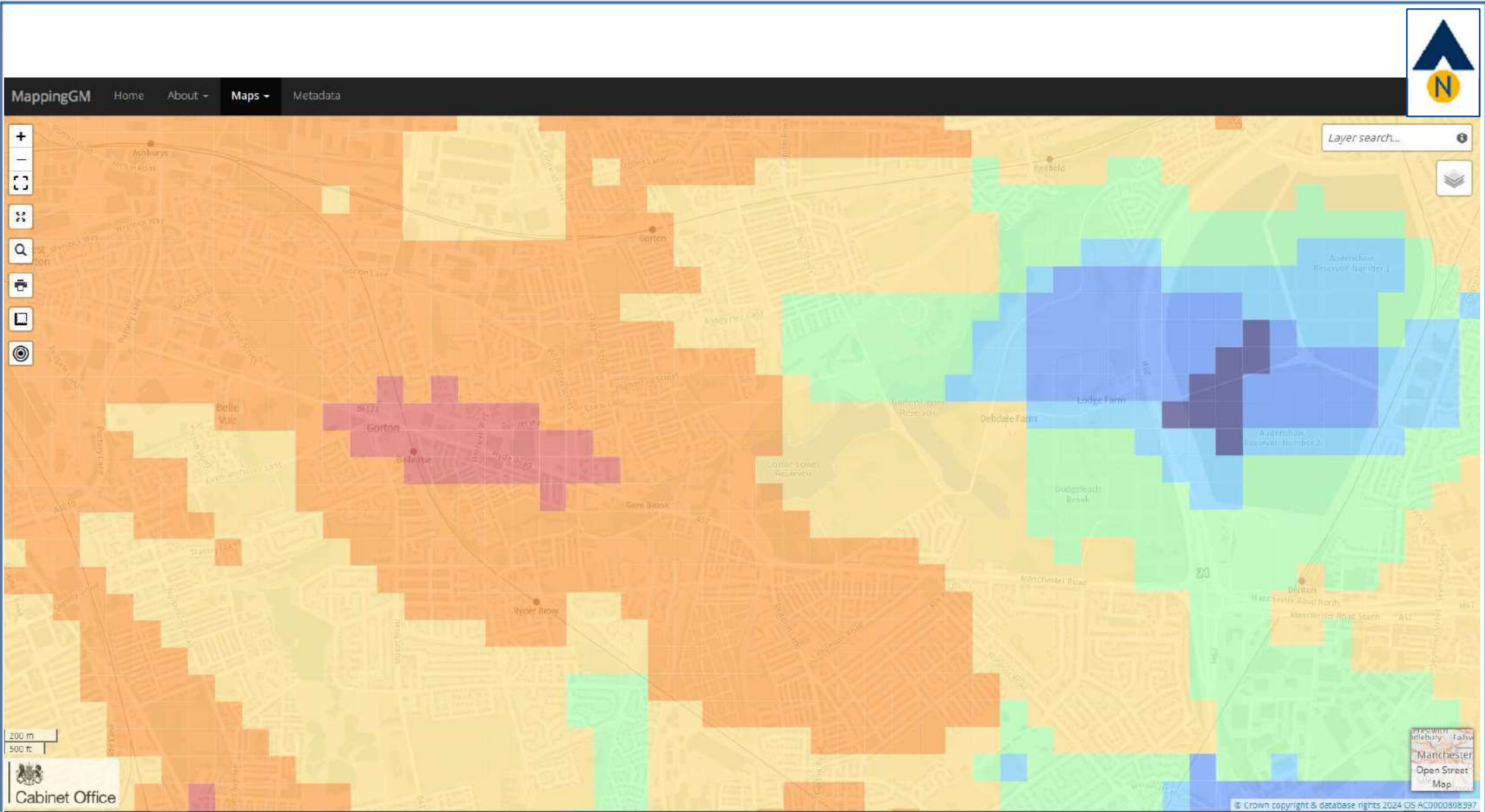




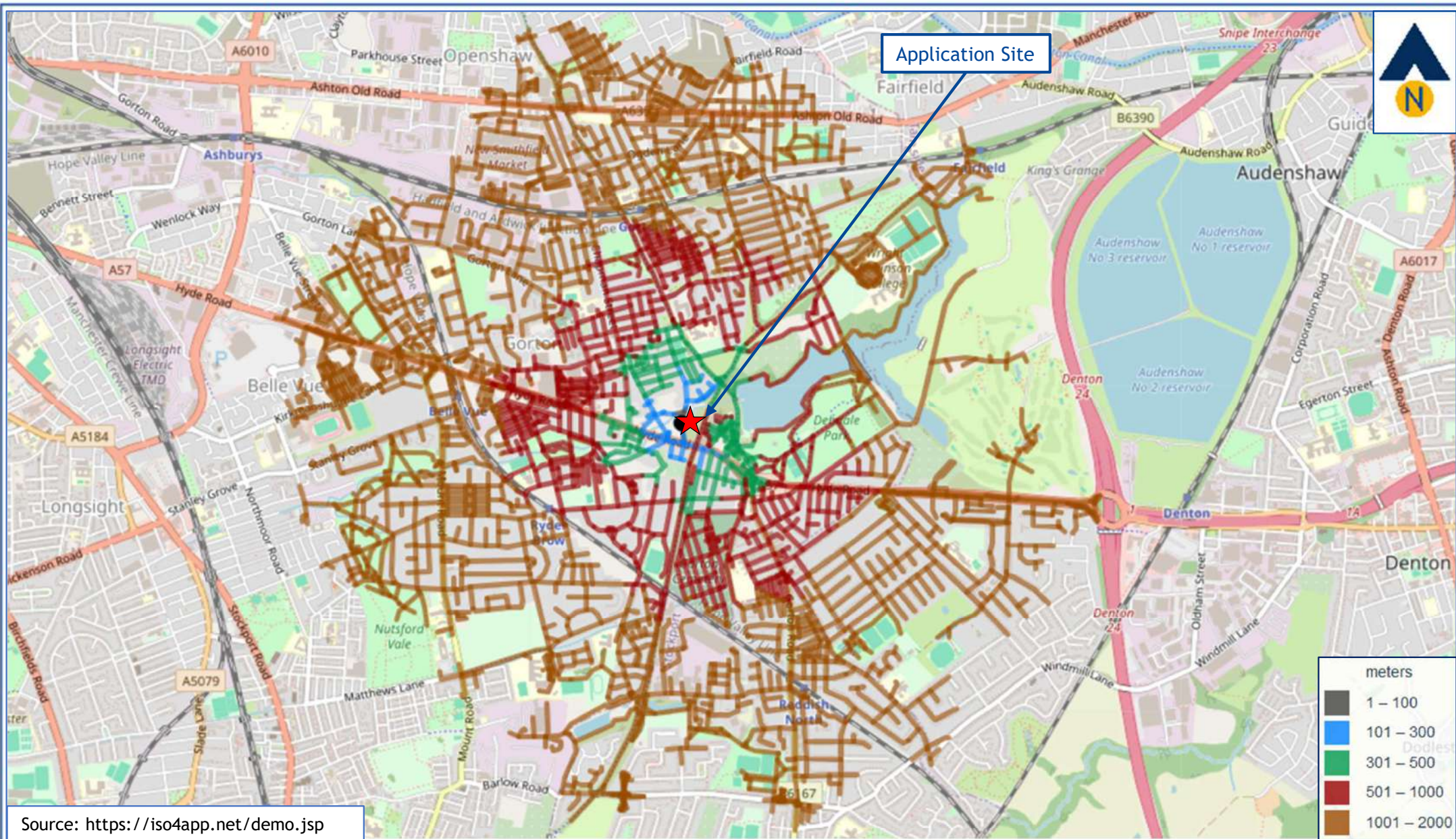


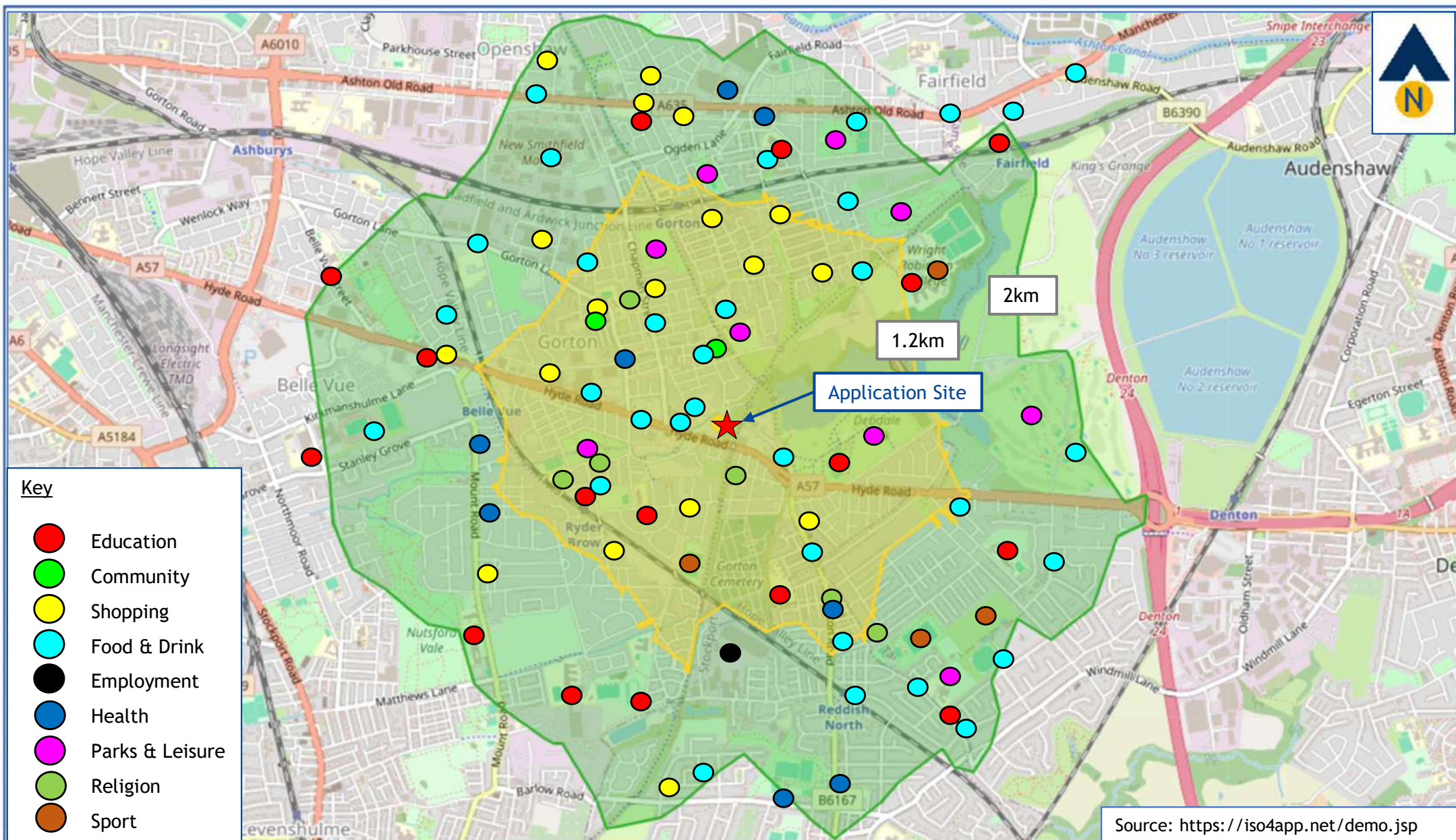


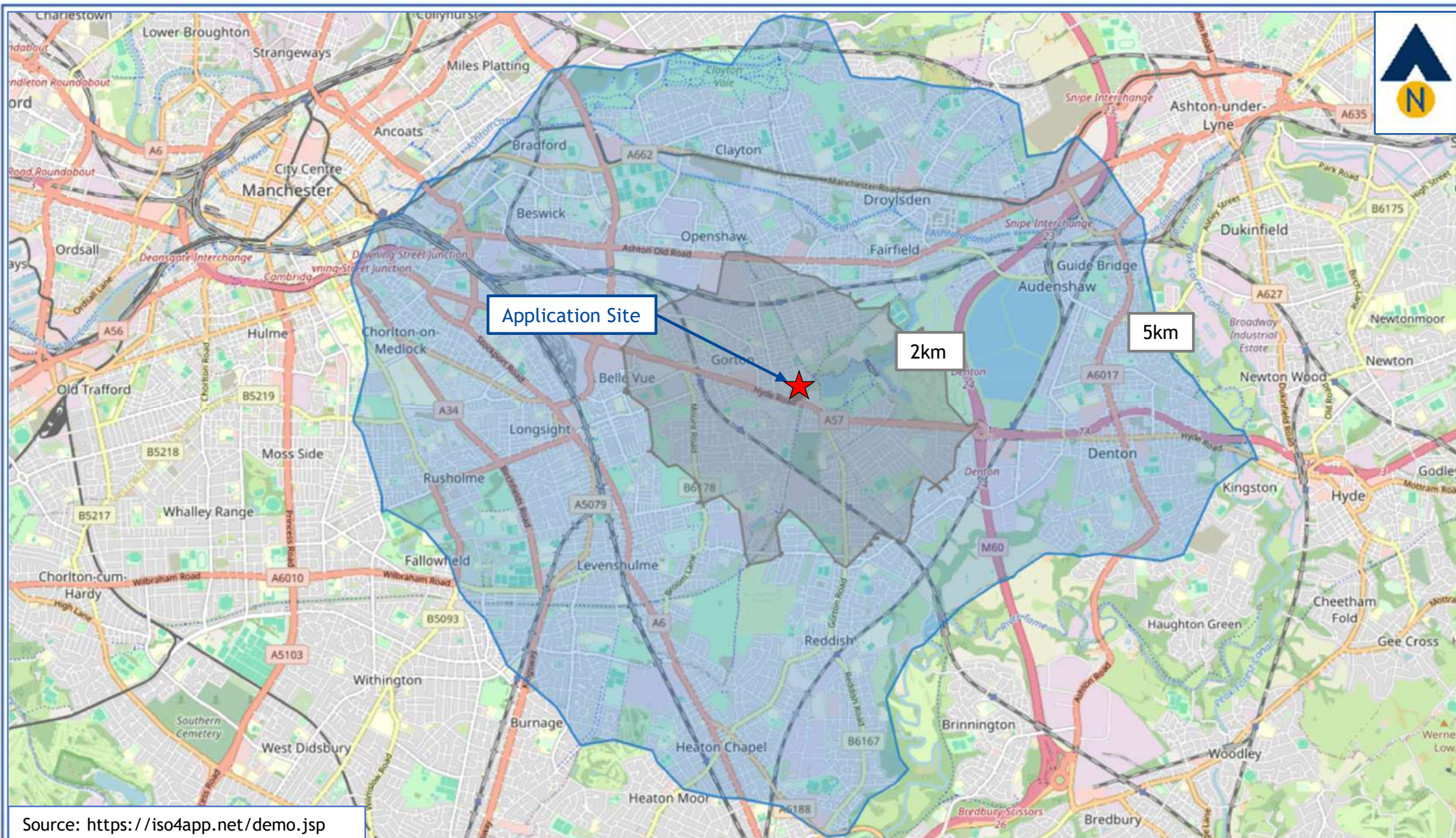




Source: MappingGM







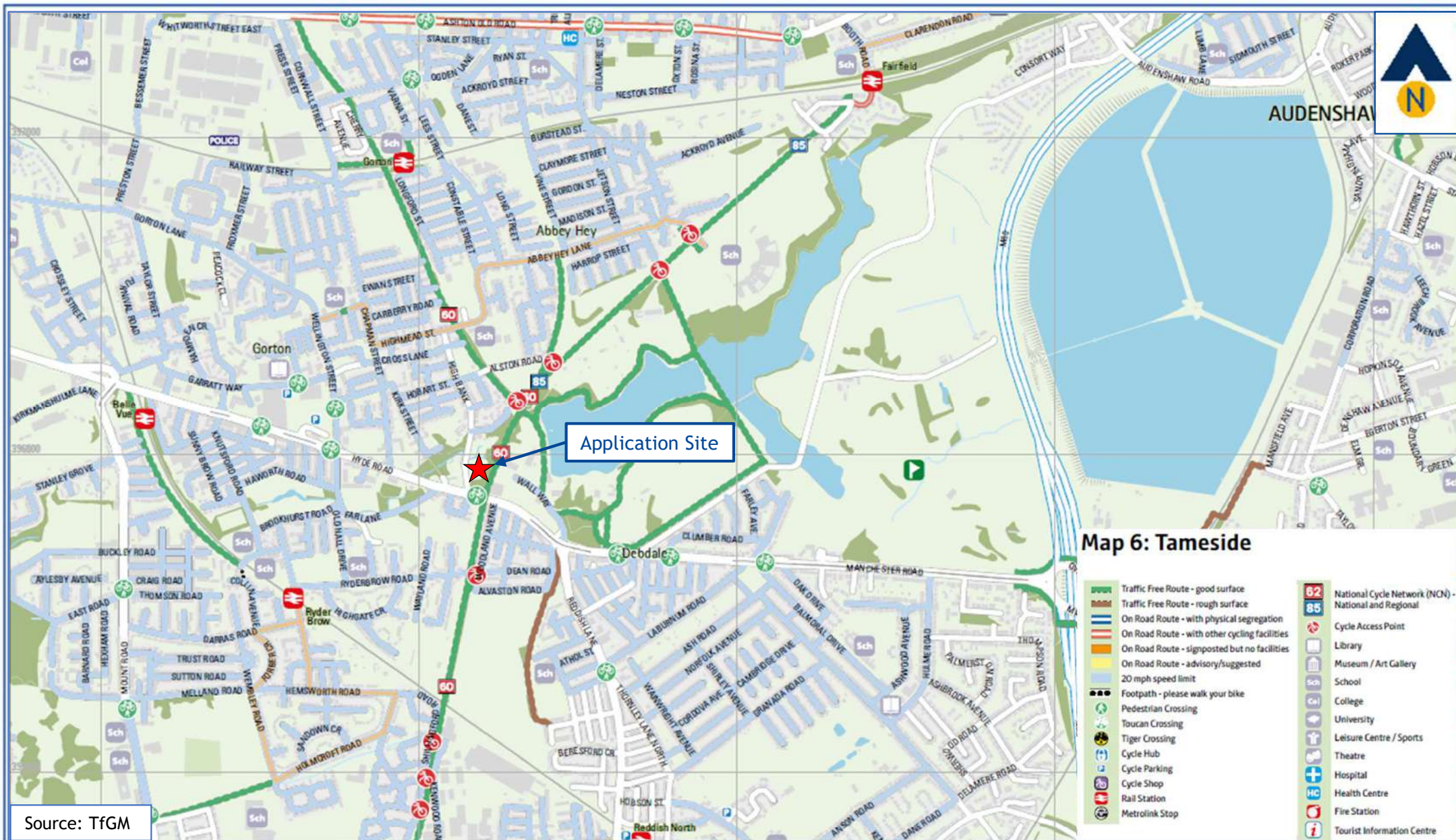


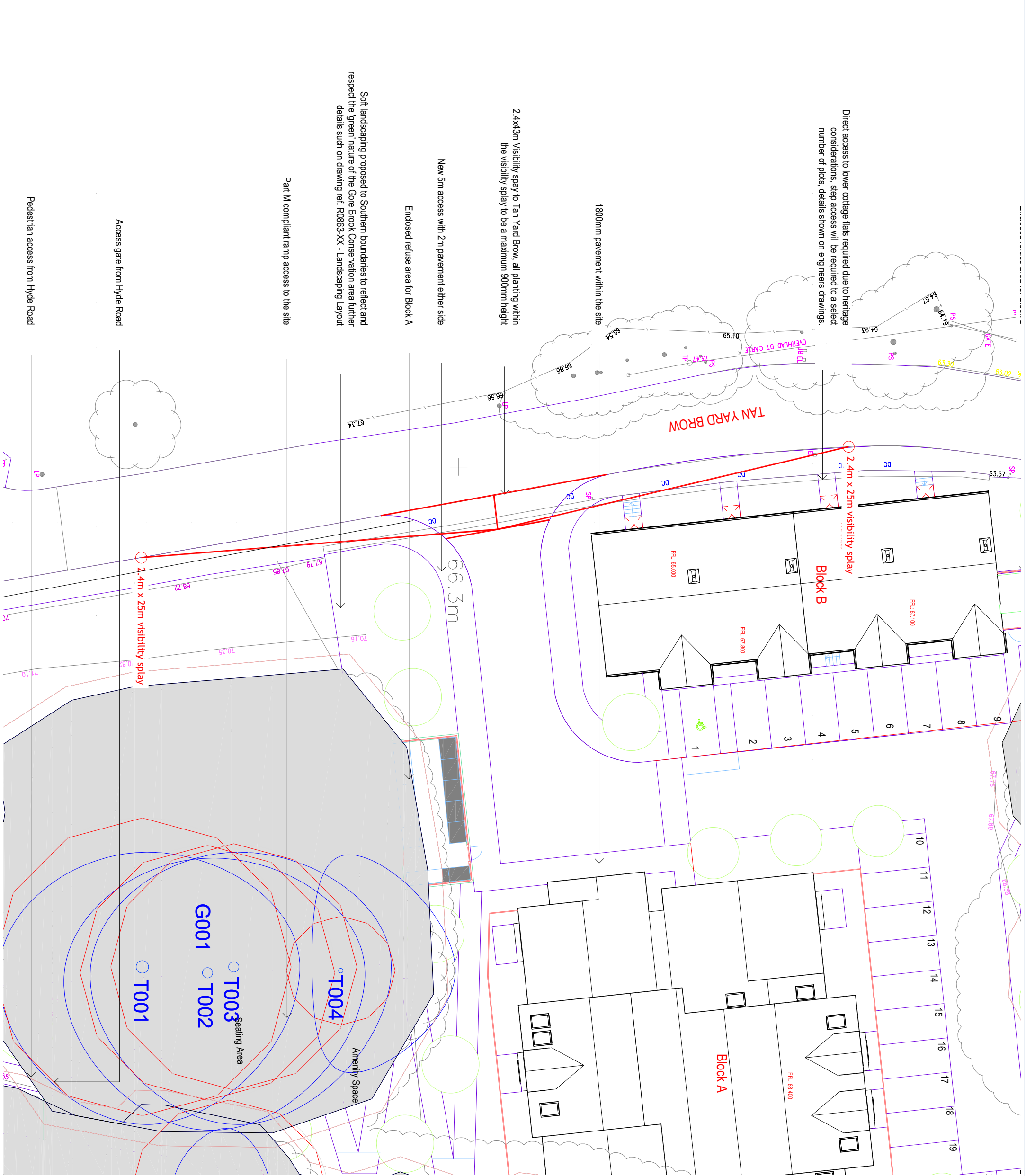
Figure TS9

Identified Local Active Travel Routes to / from the Application Site

J000539

Tan Yard Brow, Gorton

June 2025



Revision:
A Client name update 17.06.25

Client:	Franstep Ltd		
Project:	Tan Yard Brow, Gorton, Manchester		
Drawing Title:	2.4m X 25m Visibility Splay From Proposed Site Access Figure TS10		
Drawing Number:	J000539-SK101	Revision:	A
Date:	26.11.24	Scale:	1:250@A3
Drawn By:	KG	Checked By:	KG
Status:	Information		

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.
DO NOT SCALE - Follow any figured dimensions.
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

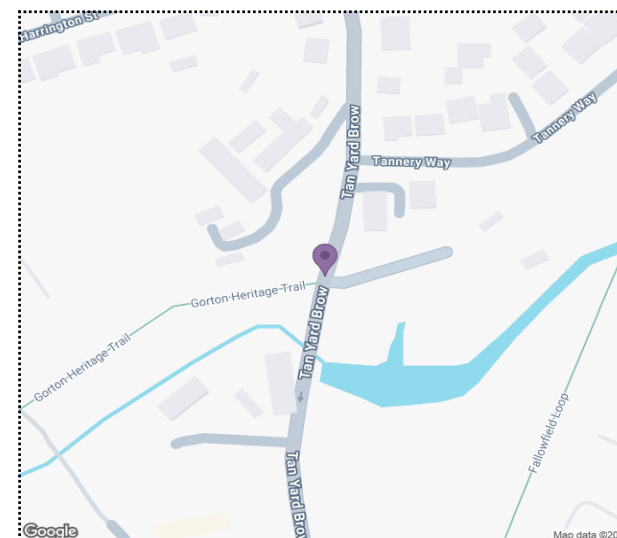






Validated Data

Crash Date:	Saturday, May 11, 2019	Time of Crash:	10:45:00	Crash Reference:	201906A347145
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Manchester			Vehicles:	1
Local Authority:	Manchester			OS Grid Reference:	389155 396027
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, May 11, 2019

Time of Crash: 10:45:00

Crash Reference: 201906A347145

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	Unknown or other	Unknown or other

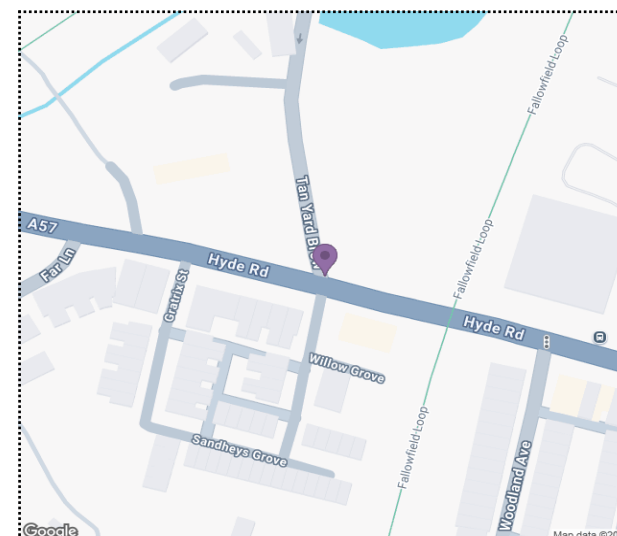
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, May 17, 2018	Time of Crash:	07:10:00	Crash Reference:	201806A344343
Highest Injury Severity:	Slight	Road Number:	A57	Casualties:	1
Highway Authority:	Manchester			Vehicles:	2
Local Authority:	Manchester			OS Grid Reference:	389155 395883
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, May 17, 2018

Time of Crash: 07:10:00

Crash Reference: 201806A344343

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

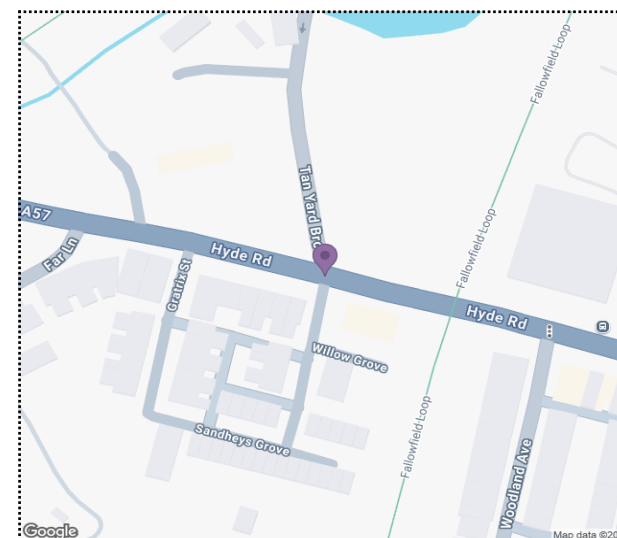
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, May 28, 2020	Time of Crash:	14:55:00	Crash Reference:	202006A371984
Highest Injury Severity:	Slight	Road Number:	A57	Casualties:	1
Highway Authority:	Manchester			Vehicles:	5
Local Authority:	Manchester			OS Grid Reference:	389154 395879
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, May 28, 2020

Time of Crash: 14:55:00

Crash Reference: 202006A371984

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
4	Car (excluding private hire)	6	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
3	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
5	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, January 22, 2019

Time of Crash: 21:25:00

Crash Reference: 201906A352835

Highest Injury Severity: Slight

Road Number: A57

Casualties: 2

Highway Authority: Manchester

Vehicles: 2

Local Authority: Manchester

OS Grid Reference: 389153 395876

Weather Description: Snowing without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

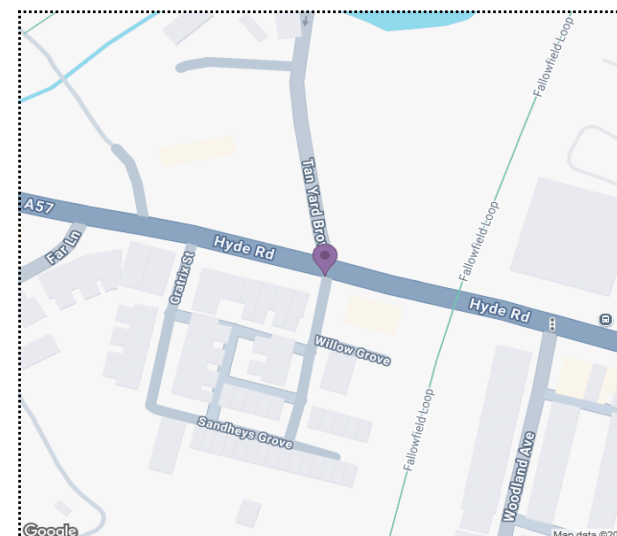
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, January 22, 2019

Time of Crash: 21:25:00

Crash Reference: 201906A352835

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	14	Female	36 - 45	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, May 8, 2021

Time of Crash: 14:20:00

Crash Reference: 2021061047823

Highest Injury Severity: Slight

Road Number: A57

Casualties: 1

Highway Authority: Manchester

Vehicles: 2

Local Authority: Manchester

OS Grid Reference: 389127 395881

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

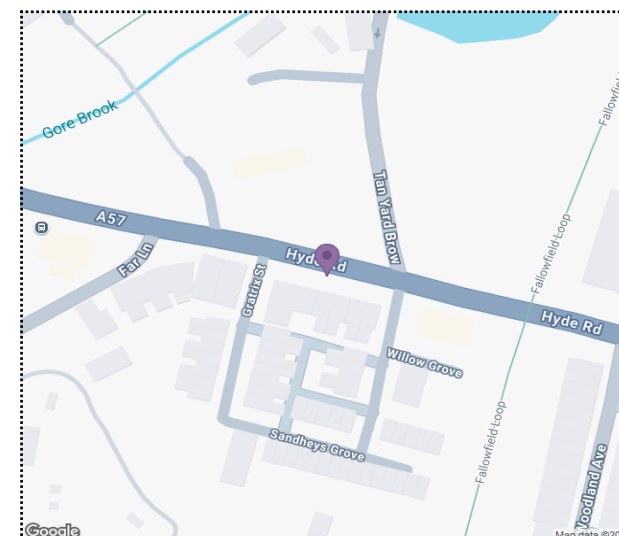
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, May 8, 2021

Time of Crash: 14:20:00

Crash Reference: 2021061047823

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

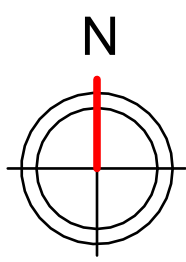
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services





NOTES

This drawing is the property of Equilibrium Architects and copyright is reserved by them. This drawing is not to be copied or disclosed by or to any unauthorised persons without the prior written consent of Equilibrium Architects.

Do not scale from this drawing.

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

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

As with all construction projects the CDM 2015 regulations apply and the work on this project may require both the issue of a notification to the HSE (because of the duration of the works on site) and the client may also need to appoint a Principal Designer because there may be more than one contractor working on site.

The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.

The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in The Party Wall Act 1996. The Building Contractor is to verify the thickness of the party walls prior to commencement of the proposed works.

Schedule of Accommodation:

Block 1				
Type	Accommodation	NOF	NPF	NO
A	2B3P Apartment	61-68	657-732	17
Block 2				
Type	Accommodation	NOF	NPF	NO
B	1B2P Cottage	50-55	538-592	8
Total				25

Car Parking - 25no spaces - 100%
Cycle Spaces - 26no spaces - 100%

Note: cycle parking is proposed on a double rack system underneath protective canopy

Part M compliance:

Block 1 -

6no units at M4(1)

9no units at M4(2)

2no units at M4(3)

Block 2 -

6no units at M4(1)

2no units have internal compliance but stepped access due to levels on site.

Note: For further details and layout please see tech corresponding floor plans for each block.

Key:	
Line	Type
---	900mm metal railings
---	900mm timber fence
---	1800mm timber fence
---	Retaining wall to engineers specification

Note: Where double lines are shown the 900mm fence will be placed on top of the corresponding wall to make up 1800mm from the highest FFL

Note:
Site is subject to confirmation of levels from the engineers to determine any splits in the blocks or retaining wall positions.

DRAWING STATUS				
Rev	Description	Check	Date	
B	Part M compliant path added		24.06.2024	
C	M4(3) units added to Block 1		03.07.2024	
D	Boundary key added		27.06.2024	
E	Boundary treatments revised to follow SBD principles		04.09.2024	
F	Two disabled parking bays added to layout		12.09.2024	
G	Move car parking out of TPO2 where possible		06.11.2024	

CLIENT:

Franstep Ltd

PROJECT:

Tan Yard Brow

DRAWING:

Site Layout

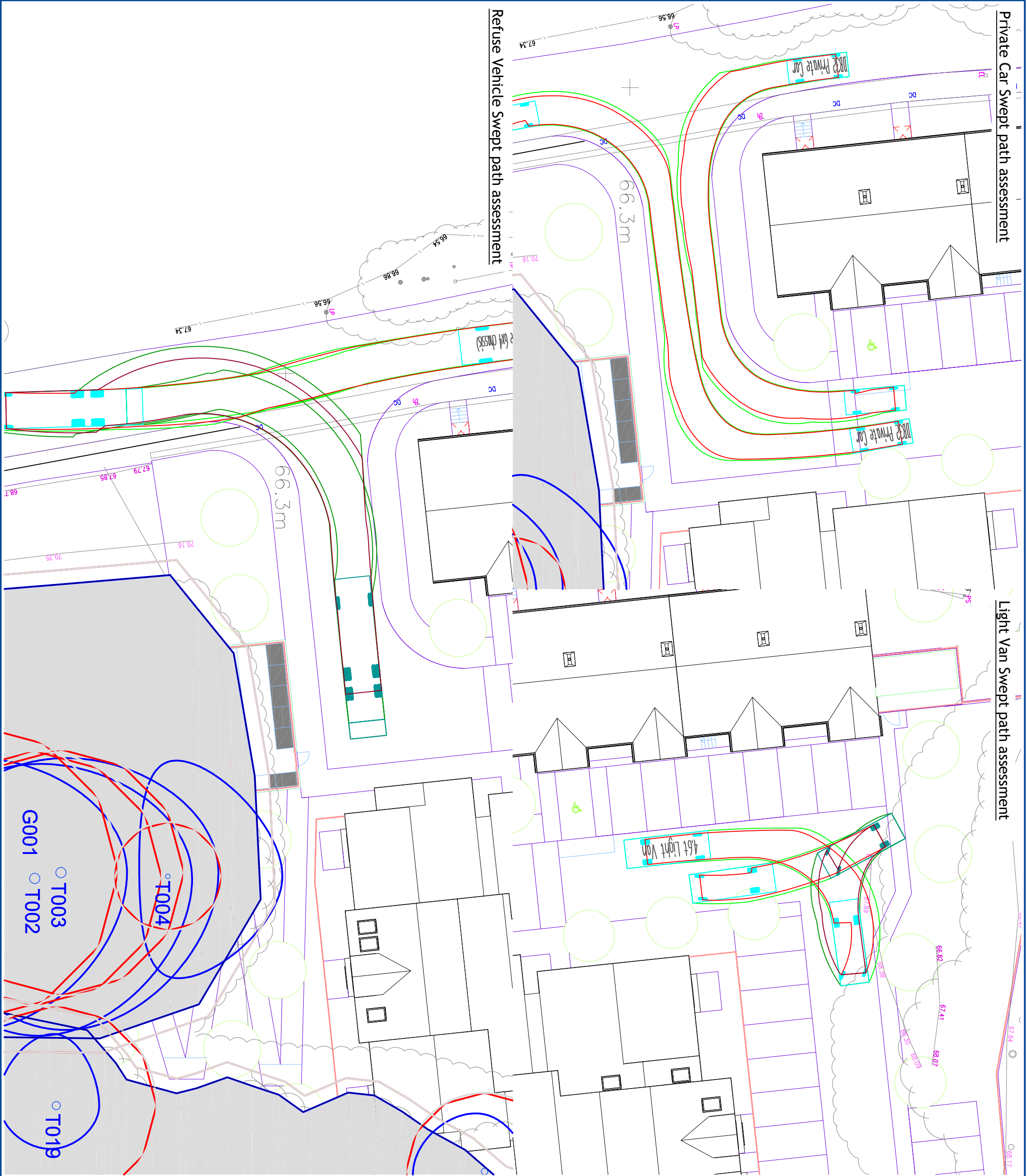
SCALE @ A4	DATE	DRAWN	CHECKED
1 : 200	31/5/2024	KS	GRF
DRAWING NO	CAD REFERENCE NO	REVISION	
R0863-01		G	



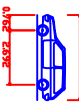
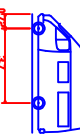
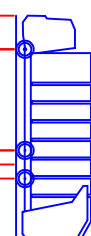


Private Car Swept path assessment

Light Van Swept path assessment



Revision:	17.06.25
A Client name update	

 Private Car Overall Length 4.23m Overall Width 1.93m Min Body Ground Clearance 0.23m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.780m	 Light Van Overall Length 4.23m Overall Width 1.93m Min Body Ground Clearance 0.23m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.780m	 Phoenix 2 Duo Recycler (22-15V with Elite 6x4 chassis) Overall Length 11.20m Overall Width 3.30m Min Body Ground Clearance 0.23m Lock to lock time 4.00s Kerb to Kerb Turning Radius 11.350m
---	---	--

Client:	Franstep Ltd
Project:	Tan Yard Brow, Gorton, Manchester
Drawing Title:	Swept Path Assessment
Drawing Number:	J000539-ATR101
Revision:	A
Date:	26.11.24
Scale:	1:250@A3
Drawn By:	KG
Checked By:	KG
Status:	Information



RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02001065 : Manchester 021
number of cars or vans	Total

Tenure of household	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	3,844	1	1,721	2,122
Owned	1,692	0	614	1,078
Owned: Owns outright	854	0	348	506
Owned: Owns with a mortgage	838	0	266	572
Rented	2,152	1	1,107	1,044
Rented: Social rented	728	0	461	267
Rented: Private rented or lives	1,424	1	646	777



All Tenure		
Car / Van Availability	Middle Layer	
All Households	3,844	
No cars or vans in household	1,601	42%
1 car or van in household	1,630	42%
2 cars or vans in household	613	16%

Rented		
Car / Van Availability	Middle Layer	
All Households	2,152	
No cars or vans in household	1,208	56%
1 car or van in household	775	36%
2 cars or vans in household	169	8%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population	All households
units	Households
date	2021
area type	2021 super output areas - middle layer
area name	E02001065 : Manchester 021
number of cars or vans	No cars or vans in household

Tenure of household	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	1,601	0	1,029	572
Owned	393	0	254	139
Owned: Owns outright	262	0	177	85
Owned: Owns with a mortgage	131	0	77	54
Rented	1,208	0	775	433
Rented: Social rented	456	0	349	107
Rented: Private rented or lives	752	0	426	326

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population All households
units Households
date 2021
area type 2021 super output areas - middle layer
area name E02001065 : Manchester 021
number of cars or vans 1 car or van in household

Tenure of household	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	1,630	0	661	969
Owned	855	0	341	514
Owned: Owns outright	409	0	161	248
Owned: Owns with a mortgage	446	0	180	266
Rented	775	0	320	455
Rented: Social rented	224	0	109	115
Rented: Private rented or lives	551	0	211	340

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population All households
units Households
date 2021
area type 2021 super output areas - middle layer
area name E02001065 : Manchester 021
number of cars or vans 2 or more cars or vans in household

Tenure of household	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household
Total	613	1	31	581
Owned	444	0	19	425
Owned: Owns outright	183	0	10	173
Owned: Owns with a mortgage	261	0	9	252
Rented	169	1	12	156
Rented: Social rented	48	0	3	45
Rented: Private rented or lives	121	1	9	111

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.



Calculation Reference: AUDIT-506501-240919-0940

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WG WOKINGHAM	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	CF CARDIFF	1 days
	SW SWANSEA	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 21 to 51 (units:)
Range Selected by User: 18 to 60 (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: 01/01/14 to 14/05/21

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

Selected survey days:

Tuesday 2 days
Thursday 1 days
Friday 3 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 2
Village 1
No Sub Category 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CF-03-L-02	SEMI DETACHED & FLATS	CARDIFF
	SANQUHAR STREET		
	CARDIFF		
	SPLOTT		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total No of Dwellings:	26	
	Survey date: FRIDAY	14/05/21	Survey Type: MANUAL
2	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
3	GM-03-L-01	TERRACED AND FLATS	GREATER MANCHESTER
	CASTLE AVENUE		
	ROCHDALE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
4	SW-03-L-03	TERRACED HOUSES AND FLATS	SWANSEA
	CROWN STREET		
	SWANSEA		
	MORRISTON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	21	
	Survey date: FRIDAY	14/05/21	Survey Type: MANUAL
5	TY-03-L-01	MIXED HOUSES & FLATS	TYRONE
	BURN ROAD		
	COOKSTOWN		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	30	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL
6	WG-03-L-01	HOUSES & FLATS	WOKINGHAM
	BASLOW ROAD		
	WOKINGHAM		
	WINNERSH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	20/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL 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	6	36	0.078	6	36	0.202	6	36	0.280
08:00 - 09:00	6	36	0.161	6	36	0.294	6	36	0.455
09:00 - 10:00	6	36	0.216	6	36	0.225	6	36	0.441
10:00 - 11:00	6	36	0.128	6	36	0.161	6	36	0.289
11:00 - 12:00	6	36	0.206	6	36	0.211	6	36	0.417
12:00 - 13:00	6	36	0.183	6	36	0.161	6	36	0.344
13:00 - 14:00	6	36	0.229	6	36	0.197	6	36	0.426
14:00 - 15:00	6	36	0.229	6	36	0.243	6	36	0.472
15:00 - 16:00	6	36	0.321	6	36	0.234	6	36	0.555
16:00 - 17:00	6	36	0.280	6	36	0.202	6	36	0.482
17:00 - 18:00	6	36	0.312	6	36	0.317	6	36	0.629
18:00 - 19:00	6	36	0.321	6	36	0.174	6	36	0.495
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.664			2.621			5.285

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

21 - 51 (units:)

Survey date range:

01/01/14 - 14/05/21

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

3

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TAXIS

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	6	36	0.000	6	36	0.000	6	36	0.000
08:00 - 09:00	6	36	0.014	6	36	0.014	6	36	0.028
09:00 - 10:00	6	36	0.009	6	36	0.009	6	36	0.018
10:00 - 11:00	6	36	0.005	6	36	0.005	6	36	0.010
11:00 - 12:00	6	36	0.005	6	36	0.005	6	36	0.010
12:00 - 13:00	6	36	0.000	6	36	0.000	6	36	0.000
13:00 - 14:00	6	36	0.005	6	36	0.005	6	36	0.010
14:00 - 15:00	6	36	0.000	6	36	0.005	6	36	0.005
15:00 - 16:00	6	36	0.005	6	36	0.009	6	36	0.014
16:00 - 17:00	6	36	0.009	6	36	0.005	6	36	0.014
17:00 - 18:00	6	36	0.005	6	36	0.014	6	36	0.019
18:00 - 19:00	6	36	0.014	6	36	0.009	6	36	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.080			0.151

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
OGVS
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	6	36	0.000	6	36	0.000	6	36	0.000
08:00 - 09:00	6	36	0.000	6	36	0.000	6	36	0.000
09:00 - 10:00	6	36	0.000	6	36	0.000	6	36	0.000
10:00 - 11:00	6	36	0.000	6	36	0.000	6	36	0.000
11:00 - 12:00	6	36	0.005	6	36	0.005	6	36	0.010
12:00 - 13:00	6	36	0.000	6	36	0.000	6	36	0.000
13:00 - 14:00	6	36	0.000	6	36	0.000	6	36	0.000
14:00 - 15:00	6	36	0.000	6	36	0.000	6	36	0.000
15:00 - 16:00	6	36	0.000	6	36	0.000	6	36	0.000
16:00 - 17:00	6	36	0.000	6	36	0.000	6	36	0.000
17:00 - 18:00	6	36	0.000	6	36	0.000	6	36	0.000
18:00 - 19:00	6	36	0.000	6	36	0.000	6	36	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
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	6	36	0.000	6	36	0.005	6	36	0.005
08:00 - 09:00	6	36	0.005	6	36	0.028	6	36	0.033
09:00 - 10:00	6	36	0.005	6	36	0.018	6	36	0.023
10:00 - 11:00	6	36	0.000	6	36	0.005	6	36	0.005
11:00 - 12:00	6	36	0.005	6	36	0.000	6	36	0.005
12:00 - 13:00	6	36	0.000	6	36	0.000	6	36	0.000
13:00 - 14:00	6	36	0.000	6	36	0.000	6	36	0.000
14:00 - 15:00	6	36	0.000	6	36	0.000	6	36	0.000
15:00 - 16:00	6	36	0.009	6	36	0.005	6	36	0.014
16:00 - 17:00	6	36	0.032	6	36	0.023	6	36	0.055
17:00 - 18:00	6	36	0.018	6	36	0.005	6	36	0.023
18:00 - 19:00	6	36	0.009	6	36	0.005	6	36	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.094			0.177

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
CARS
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	6	36	0.064	6	36	0.174	6	36	0.238
08:00 - 09:00	6	36	0.128	6	36	0.257	6	36	0.385
09:00 - 10:00	6	36	0.174	6	36	0.179	6	36	0.353
10:00 - 11:00	6	36	0.106	6	36	0.133	6	36	0.239
11:00 - 12:00	6	36	0.156	6	36	0.170	6	36	0.326
12:00 - 13:00	6	36	0.161	6	36	0.119	6	36	0.280
13:00 - 14:00	6	36	0.197	6	36	0.161	6	36	0.358
14:00 - 15:00	6	36	0.202	6	36	0.211	6	36	0.413
15:00 - 16:00	6	36	0.298	6	36	0.216	6	36	0.514
16:00 - 17:00	6	36	0.239	6	36	0.170	6	36	0.409
17:00 - 18:00	6	36	0.261	6	36	0.280	6	36	0.541
18:00 - 19:00	6	36	0.275	6	36	0.151	6	36	0.426
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.261			2.221			4.482

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
 LGVS
 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	6	36	0.014	6	36	0.018	6	36	0.032
08:00 - 09:00	6	36	0.018	6	36	0.014	6	36	0.032
09:00 - 10:00	6	36	0.028	6	36	0.037	6	36	0.065
10:00 - 11:00	6	36	0.014	6	36	0.018	6	36	0.032
11:00 - 12:00	6	36	0.041	6	36	0.032	6	36	0.073
12:00 - 13:00	6	36	0.014	6	36	0.037	6	36	0.051
13:00 - 14:00	6	36	0.028	6	36	0.028	6	36	0.056
14:00 - 15:00	6	36	0.028	6	36	0.028	6	36	0.056
15:00 - 16:00	6	36	0.018	6	36	0.009	6	36	0.027
16:00 - 17:00	6	36	0.023	6	36	0.028	6	36	0.051
17:00 - 18:00	6	36	0.028	6	36	0.009	6	36	0.037
18:00 - 19:00	6	36	0.028	6	36	0.014	6	36	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.282			0.272			0.554

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MOTOR CYCLES
 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	6	36	0.000	6	36	0.009	6	36	0.009
08:00 - 09:00	6	36	0.000	6	36	0.009	6	36	0.009
09:00 - 10:00	6	36	0.005	6	36	0.000	6	36	0.005
10:00 - 11:00	6	36	0.005	6	36	0.005	6	36	0.010
11:00 - 12:00	6	36	0.000	6	36	0.000	6	36	0.000
12:00 - 13:00	6	36	0.009	6	36	0.005	6	36	0.014
13:00 - 14:00	6	36	0.000	6	36	0.005	6	36	0.005
14:00 - 15:00	6	36	0.000	6	36	0.000	6	36	0.000
15:00 - 16:00	6	36	0.000	6	36	0.000	6	36	0.000
16:00 - 17:00	6	36	0.009	6	36	0.000	6	36	0.009
17:00 - 18:00	6	36	0.018	6	36	0.014	6	36	0.032
18:00 - 19:00	6	36	0.005	6	36	0.000	6	36	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.047			0.098

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*