
Pennington Street, Levenshulme, Manchester

Technical Note - Manchester City Council Response

A25096

1. Introduction

- 1.1. Astute Transport Planning (Astute) has been appointed by Onward Homes to provide highways and transportation advice in support of a detailed planning application for a social housing scheme on land between Pennington Street and Park Grove, in Levenshulme, Manchester.
- 1.2. Planning application 144899/FO/2026 was submitted in January 2026. The application was supported by a Transport Statement prepared by Astute.
- 1.3. A consultation response from Manchester City Council (MCC) Highways Development Control team has since been received. The response made a number of comments regarding trip generation, highway safety analysis, road adoption and the southern bellmouth junction.
- 1.4. Astute met with MCC on Monday 9th March 2026 to discuss the consultation response and it was agreed that this Technical Note would be prepared to address the comments received. The note below takes each of the comments in turn.

2. Trip Generation Assessment

- 2.1. As requested by MCC, a multi-modal trip generation assessment has been undertaken for the proposed development. The assessment has used the 'Residential/Houses, Affordable/Local Authority' range of sites within the latest TRICS database (8.25.12).
- 2.2. The total person trip rates and subsequent trips are presented in **Table 1**. The full TRICS output can be found in **Appendix A**. A typical AM peak hour of 8am-9am has been presented. However, for robustness the PM peak hour has been presented as 3pm-4pm as the TRICS output shows this period as the peak period.

**Table 1: Total Person Trip Rates and Total Trips (14 dwellings)**

	AM Peak (8am-9am)			PM Peak (3pm-4pm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per dwelling)	0.332	1.160	1.492	0.947	0.562	1.519
Total Trips (14 dwellings)	5	16	21	13	8	21

- 2.3. **Table 1** shows that the proposed development is estimated to generate a total of 21 two-way trips in both the AM and PM peak hours.
- 2.4. Census data has then been used to estimate the number of trips generated by each mode for the site, based on data recorded in Manchester 027 Middle Layer Super Output Area (MSOA). The mode share and the number of trips estimated to be generated by each mode is presented in **Table 2**.

Table 2: Total Trips by Mode (14 dwellings)

Mode of Travel	Mode Share	AM Peak (8am-9am)			PM Peak (3pm-4pm)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Tram	1%	0	0	0	0	0	0
Train	2%	0	0	0	0	0	0
Bus	19%	1	3	4	3	1	4
Taxi	2%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Driving	54%	3	9	12	7	4	11
Passenger	7%	0	1	1	1	1	2
Bicycle	2%	0	0	0	0	0	0
Walking	12%	1	2	3	2	1	3
Total	100%	5	16*	21*	13	8*	21*

**NB any discrepancies in the totals are due to rounding*

- 2.5. **Table 2** shows that the proposed development is estimated to generate 12 two-way vehicle trips in the AM peak and 11 two-way vehicle trips in the PM peak. It is considered that this level of additional vehicle trip generation would in practice be imperceptible on the surrounding highway network and therefore any impact would be negligible.

3. Injury Collision Analysis

- 3.1. The Transport Statement submitted included a review for the most recent five-year period available at the time which was 2019-2023. Since the Transport Statement was prepared and submitted, more recent data is now

available and therefore as requested by MCC a further review of collision data has been undertaken. To cover the most recent data and given that the Transport Statement already covered up to 2023, the latest three-year period has been reviewed which includes data up to 30th June 2026.

- 3.2. To review has been undertaken using Transport for Greater Manchester's reported road accident database, as requested by MCC. The data is shown in **Figure 1**.

Figure 1: Injury Collision Data (Source: TfGM)



- 3.3. **Figure 1** shows that no collisions have occurred on either Pennington Street or Park Grove in the most recent three-year period of available data. The data also shows that no collisions have occurred at either junction with the A6 Stockport Road.
- 3.4. Based on the analysis provided in the submitted Transport Statement and the information provided above, it is considered that there is no evidence that the proposed development would have any negative impact on highway safety nor that the existing highway arrangement in the vicinity of the site is deficient in any way.

4. Road Adoption

- 4.1. As confirmed during the recent meeting between Astute and MCC on Monday 9th March 2026, the internal road layout has been designed to adoptable standards and will therefore be offered for adoption.



5. Southern Bellmouth Junction

- 5.1. As requested by MCC, the proposed southern bellmouth junction with Park Grove has been reviewed. Given that the underpass at the western end of Park Grove would be used by pedestrians and cyclists only the layout has been updated to provide a continuous carriageway from Park Grove through the site before reaching Pennington Street to the north of the site. The area to the west of the carriageway has been converted to footway.
- 5.2. To demonstrate the suitability of this arrangement swept path analysis of a refuse vehicle has been undertaken. **Drawing A25096 -100-001** in **Appendix B** shows that a refuse vehicle can manoeuvre through the site without issue.



Appendix A

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LR	LEICESTER	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
	LS	LEEDS	1 day
	RM	ROTHERHAM	1 day
08	NORTH WEST		
	BB	BLACKBURN WITH DARWEN	1 day
	MS	MERSEYSIDE	1 day

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

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	15 to 60 (units:DWELLS)
Range Selected by User:	15 to 60 (units:DWELLS)
Parking Spaces Range:	20 - 104

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/03/10 to 30/04/25

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

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Edge of Town Centre	1 days
Suburban Area	3 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	6 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	6 days

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd**Secondary Filtering Selection:****Use Class:**

C3

7 surveys

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

Population within 500m Range:**284 - 5495****Population within 1 mile:**

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	2 surveys

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

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

Petrol filling station:

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

Travel Plan:

No

7 surveys

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

PTAL Rating:

No PTAL Present

7 surveys

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

COVID-19 Restrictions:

No

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

1	BB-03-B-01	SEMI DETACHED/TERRACED	BLACKBURN WITH DARWEN
BILLINGE STREET BLACKBURN Edge of Town Centre Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Monday 10/06/2013			
			Survey Type: Manual
2	KS-03-B-01	MIXED HOUSES	KIRKLEES
WHITEACRE STREET HUDDERSFIELD DEIGHTON Edge of Town Residential Zone Number of dwellings: 54.00 DWELLS Survey date: Tuesday 17/09/2013			
			Survey Type: Manual
3	LR-03-B-01	SEMI-DETACHED & TERRACED	LEICESTER
COLEMAN ROAD LEICESTER Suburban Area Residential Zone Number of dwellings: 38.00 DWELLS Survey date: Friday 22/10/2021			
			Survey Type: Manual
4	LS-03-B-02	TERRACED HOUSES	LEEDS
LINCOLN GREEN ROAD LEEDS Suburban Area Built-Up Zone Number of dwellings: 29.00 DWELLS Survey date: Thursday 19/09/2013			
			Survey Type: Manual
5	MS-03-B-01	TERRACED	MERSEYSIDE
TARBOCK ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Number of dwellings: 16.00 DWELLS Survey date: Tuesday 18/06/2013			
			Survey Type: Manual
6	RM-03-B-01	HERRINGTHORPE CLOSE & DUKES PLACE	ROTHERHAM
HERRINGTHORPE VALLEY ROAD ROTHERHAM HERRINGTHORPE Suburban Area Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Monday 14/04/2025			
			Survey Type: Manual
7	SF-03-B-02	MIXED HOUSES & FLATS	SUFFOLK
OLD NORWICH ROAD IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 60.00 DWELLS Survey date: Friday 08/11/2024			
			Survey Type: Manual

DESELECTED SURVEYS

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

Site Ref	Survey Date	Reason for Deselection
BN-03-B-01 04-11-2021	04-11-2021	Not representative

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	37	0.062	0.137	0.199
08:00-09:00	7	37	0.207	0.402	0.609
09:00-10:00	7	37	0.230	0.238	0.468
10:00-11:00	7	37	0.141	0.172	0.313
11:00-12:00	7	37	0.113	0.121	0.234
12:00-13:00	7	37	0.133	0.129	0.262
13:00-14:00	7	37	0.145	0.121	0.266
14:00-15:00	7	37	0.184	0.145	0.329
15:00-16:00	7	37	0.234	0.219	0.453
16:00-17:00	7	37	0.238	0.164	0.402
17:00-18:00	7	37	0.191	0.137	0.328
18:00-19:00	7	37	0.125	0.086	0.211
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.003	2.071	4.074

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: $COUNT/TRP \times FACT$. 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.]

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	10/06/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	37	0.086	0.289	0.375
08:00-09:00	7	37	0.332	1.160	1.492
09:00-10:00	7	37	0.391	0.504	0.895
10:00-11:00	7	37	0.293	0.363	0.656
11:00-12:00	7	37	0.254	0.301	0.555
12:00-13:00	7	37	0.348	0.324	0.672
13:00-14:00	7	37	0.297	0.230	0.527
14:00-15:00	7	37	0.465	0.367	0.832
15:00-16:00	7	37	0.957	0.562	1.519
16:00-17:00	7	37	0.535	0.375	0.910
17:00-18:00	7	37	0.500	0.363	0.863
18:00-19:00	7	37	0.297	0.227	0.524
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.755	5.065	9.820

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: $COUNT/TRP \times FACT$. 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.]

Audit Code: bb8e58b2-4d17-425d-a3cb-38d68bcfeefd

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	10/06/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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



Appendix B



Client
ONWARD HOMES

Project
PENNINGTON STREET, LEVENSHULME

Drawing Status & Suitability Code

Planning

Drawn

Checked

Date _____

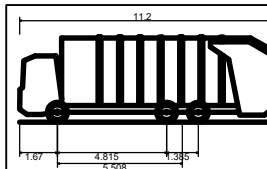
Date _____

Drawing Number
A25096-0100-003

Rev.
P01Scale
NTS

@ A3

Astute Project No.
A25096



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P01	
-----	--

01.04.26 MW ML PT

Rev	Amendments
-----	------------

Date	By	Chk	Aut
------	----	-----	-----

