Former Peacock Centre and Land at Pipewell Avenue, Gorton

Transport Statement

On behalf of **Clarion Housing Association Limited and Clarion Housing Property Development Services Limited**

Project Ref: DN0385-STAN-PC-RP-TP-Transport Statement | Rev: P02 | Date: July 2026

Registered Office: 7th Floor, 100 Barbirolli Square, Manchester, Greater Manchester, United Kingdom, M2 3PW

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	Name	Position	Signature	Date
Prepared by:	Nathan Caines	Graduate Transport Planner	NCS	03/07/26
Reviewed by:	Jack Fawdington	Principal Transport Planner	JF	03/07/26
Approved by:	Brian Laird	Technical Director	BL	03/07/26
For and on behalf of Stantec UK Limited				

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1 Introduction

1.1 Overview

1.1.1 Stantec UK Limited (Stantec) has been instructed by Clarion Housing Association Limited and Clarion Housing Property Development Services Limited to prepare a Transport Statement [TS] to support a planning application for:

- A Full planning application for the erection of 75 dwellings (Use Class C3), including a 25-unit apartment building and 27 dwellings on the Peacock Centre Site, and 23 dwellings on the Pipewell Avenue Site, with associated access, parking, landscaping, public open space, informal play provision, drainage infrastructure, and enhanced pedestrian and cycle connections.

1.1.2 The proposed residential development will provide 100% affordable housing.

1.1.3 The Burston Street site was previously occupied by the Peacock Centre (labelled as Peacock Centre Site throughout this report), a community centre, which was demolished in 2014. The site currently comprises brownfield land associated with the centre and its external spaces.

1.1.4 The Pipewell Avenue site is Greenfield land located at the end of Pipewell Avenue.

1.1.5 More information on the sites existing conditions is outlined in Section 2.

1.1.6 The proposed development comprises a total of 75 residential units delivered across two separate but related sites. The scheme includes associated infrastructure and supporting elements, including landscaped public and private amenity areas, dedicated refuse and recycling storage facilities, and secure cycle parking located to the north-east of the apartment block site.

1.1.7 In terms of vehicle parking provision, ten off-street car parking spaces are proposed to serve the apartment block. In addition, each of the proposed houses across both sites will benefit from one dedicated off-street parking space.

1.1.8 Vehicular access arrangements are retained and formalised via existing highway connections. The Peacock Centre site will be accessed from Burston Street, whilst the southern site will be accessed from Pipewell Avenue.

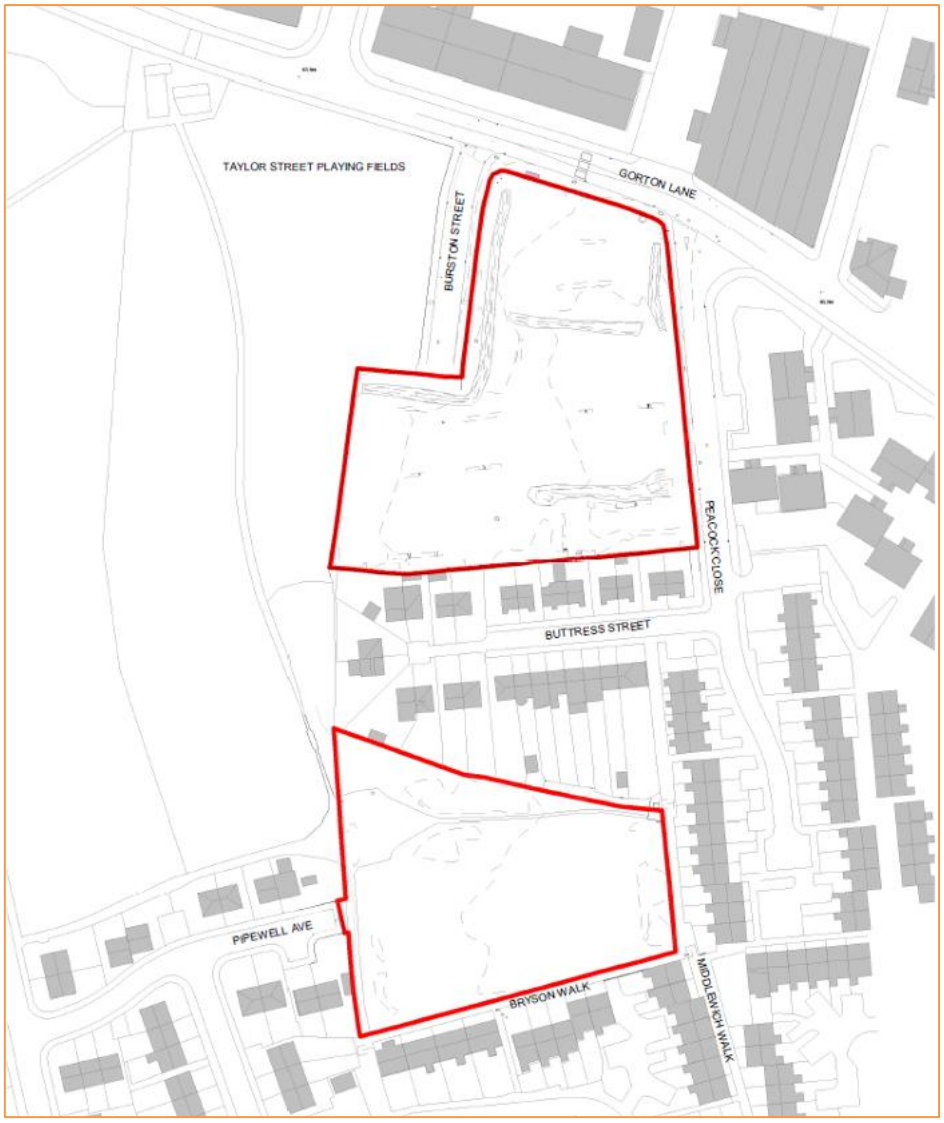
1.1.9 Further detail regarding the development proposals is provided in Section 5 of this Transport Statement.

1.1.10 The sites are located within the jurisdiction of Manchester City Council [MCC], who also serve as the Local Highway Authority [LHA].

1.1.11 This TS will consider the impact of the proposed development on the local highway network.

1.1.12 **Figure 1.1** demonstrates the site location in its local context.

Figure 1.1: Site Location



Source: Applicant DWG - DN0385-PRP-ZZ-00-DR-A-20000

1.2 Manchester City Council Pre-Application Discussions

1.2.1 Engagement has been undertaken with MCC as part of the pre-application process to inform the development proposals and ensure alignment with local transport and highways requirements.

1.2.2 Correspondence and commentary received from MCC officers are provided in **Appendix A**, which summarises the key matters discussed and the agreed approach to be taken forward in the TS and supporting documents.

1.3 Report Purpose and Structure

1.3.1 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF, December 2025, as amended) and the supporting National Planning Practice Guidance (NPPG), including the sections relevant to transport evidence, sustainable transport and connectivity.

1.3.2 It identifies the transport implications of the proposed development and describes the scheme proposals, including an assessment of anticipated traffic, their potential effects on the local highway network, and accessibility and connectivity, especially by sustainable modes.

1.3.3 The report aims to demonstrate that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and site, and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.3.4 This report comprises seven sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the relevant national and local transport policy;
- **Section 4** assesses the accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** estimates the number of vehicle trips generated by the development;
- **Section 7** sets out the summary and conclusions.

2 Existing Conditions

2.1 Site Description

2.1.1 As mentioned, the sites are located within Gorton, a suburban area of Manchester, approximately 4km east of Manchester City Centre. The Peacock Centre site now comprises brownfield land associated with the former building and its surrounding external areas, extending to approximately 7,780sqm.

2.1.2 The second site is located at the eastern extent of Pipewell Avenue and currently comprises vacant greenfield land, with a total area of approximately 4,130sqm.

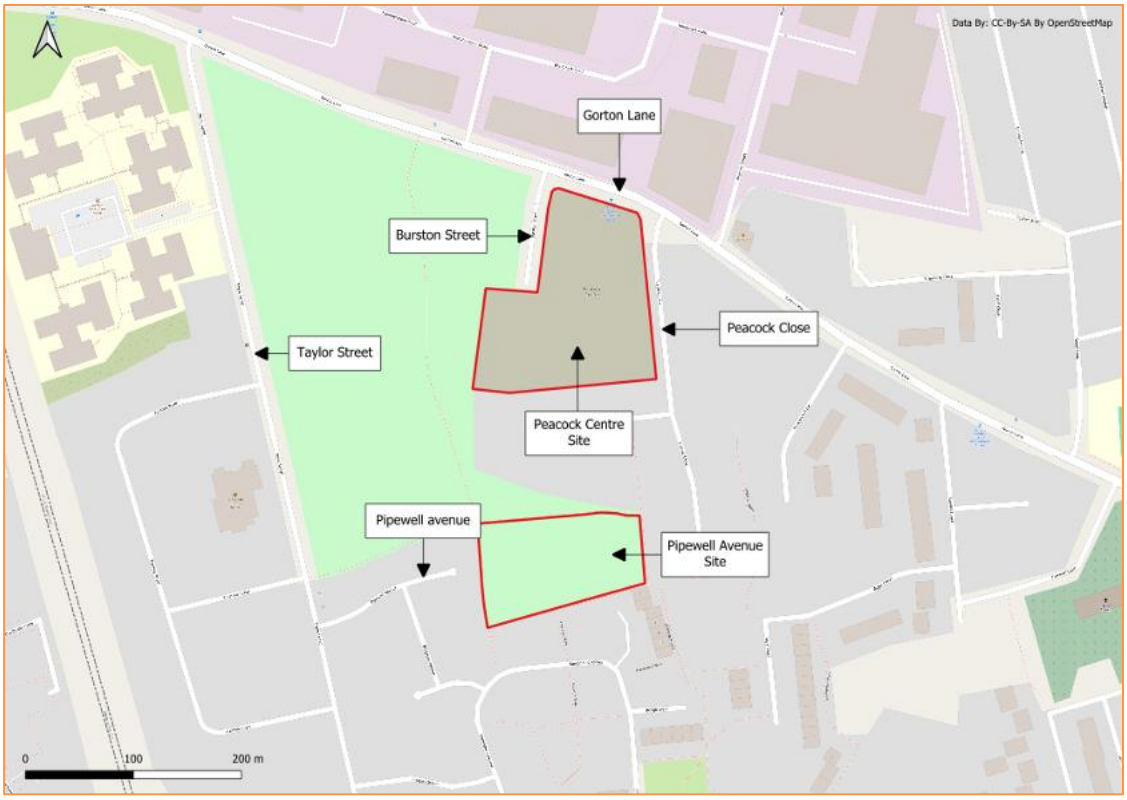
2.1.3 Existing vehicular access to the Peacock Centre site is currently provided via Peacock Close and Burston Street, both of which connect to Gorton Lane. The access from Peacock Close previously served as the primary entry point to the former Peacock Centre located to the north of the site, while Burston Street provided access to the southern portion of the site.

2.1.4 The development sites are located within a strategic location of Gorton, including the Peacock Close bus stops directly north of the Peacock Centre site, Belle Vue Train Station approximately 400m south of the Pipewell Avenue site and 600m south of the Peacock Centre site and within walking distance of amenities including schools Belle Vue Leisure Centre, Aldi, Tesco Extra and Gorton Market.

2.2 Highway Network

2.2.1 A detailed location plan of the site and surrounding highway network is presented in **Figure 2.1.**

Figure 2.1: Highway Network Plan



Source: Data CC-By-SA By OpenStreetMap

2.3 Pipewell Avenue

2.3.1 Pipewell Avenue provides the vehicular access to the southern site and connects to Taylor Street to the west and ends adjacent to the site at its eastern extent.

2.3.2 Pipewell Avenue has the following characteristics:

- Adopted;
- Subject to a 20mph speed limit;
- Width of the carriageway is approximately 5.5m wide and includes approximately 1.8m wide footways along both sides of the road;
- Street lighting and dropped kerbs over Brigstock Avenue are present along the road;
- On-street parking is present along both sides of Moorcroft Road, no Traffic Regulation Order's [TRO's] present restricting parking.
- Mainly a residential road, provides a link to Brigstock Avenue, a further residential road.

2.3.3 Typical conditions along Pipewell Avenue are presented in **Figure 2.2** below.

Figure 2.2: Typical Conditions on Pipewell Avenue



Source: Google Maps

2.4 Taylor Street

2.4.1 Taylor Street is a single carriageway route that connects with Gorton Lane at its northern extent and continues southwards meeting Cambert Lane and Garratt Way. Pipewell Avenue meets Taylor Street at its western extent.

2.4.2 Taylor Street has the following characteristics;

- Adopted;
- North/south alignment;
- Street lighting and dropped kerbs present along the road;

- Subject to a 20mph speed limit;
- On street parking is present along both sides of the road, and no TROs are in place restricting parking.
- Road measures approximately 7m wide and includes footways on both sides of the road measuring approximately 2m wide.
- Is mainly a residential road but also provides access to Gorton Parks Care Home.

2.4.3 Typical conditions along Taylor Street are presented in **Figure 2.3** below.

Figure 2.3: Typical Conditions on Taylor Street



Source: Google Maps

2.5 Burston Street

2.5.1 Burston Street is a single carriageway route that connects with Gorton Lane at its northern extent and continues south ending adjacent to the southern section of the Peacock Centre site. Burston Street is currently stopped up and out of use due to the road providing a sole link between Gorton Lane and the existing site.

2.5.2 Burston Street has the following characteristics;

- Adopted;
- North/south alignment;
- Road has been blocked and is in poor condition due to no current use;
- Road measures approximately 7m wide and includes footways on both sides of the road measuring approximately 2.5m wide.

2.5.3 Typical conditions along Bursrton Street are presented in **Figure 2.4** below.

Figure 2.4: Typical Conditions on Burston Street



Source: Google Maps

2.6 Peacock Close

2.6.1 Peacock Close is a single carriageway road linking to Gorton Lane at its northern extent and is a no-thru road to the south. Peacock Close bounds the eastern edge of the site and provides a link to the residential Buttress Street.

2.6.2 Peacock Close has the following characteristics;

- Adopted;
- North/south alignment;
- Street lighting and dropped kerbs present along the road;
- Subject to a 20mph speed limit;
- On street parking is present along both sides of the road, and no TROs are in place restricting parking.
- Road measures approximately 7m wide and includes footways on both sides of the road measuring approximately 1.6m wide.

2.6.3 Typical conditions along Peacock Close are presented in **Figure 2.5** below:

Figure 2.5: Typical Conditions along Peacock Close



Source: Google Maps

2.7 Gorton Lane

2.7.1 Gorton Lane is a single carriageway road linking to Pottery Lane (A6010) as its western extent and links to Wellington Street at its eastern extent. Gorton Lane provides the primary access to Taylor Street, Burston Street and Peacock Close.

2.7.2 Gorton Lane has the following characteristics;

- Adopted;
- East/west alignment;
- Street lighting and dropped kerbs present along the road;
- Subject to a 20mph speed limit;
- On street parking is present along both sides of the road.
- TRO's present in the form of double lines along both sides of the road in proximity to the Gorton Lane/Burston Street and Gorton Lane/Peacock Close junctions.
- Traffic calming measures are enforced along the road in the form of road humps and traffic calming islands.
- Road measures approximately 7m wide and includes footways on both sides of the road measuring approximately 1.6m wide.

2.7.3 Typical conditions along Gorton Lane are presented in **Figure 2.6** below:

Figure 2.6: Typical Conditions along Gorton Lane



Source: Google Maps

2.8 Collision Analysis

2.8.1 The DfT document "Guidance on Transport Assessment" states that:

- "Critical locations on the road network with poor collision records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems"

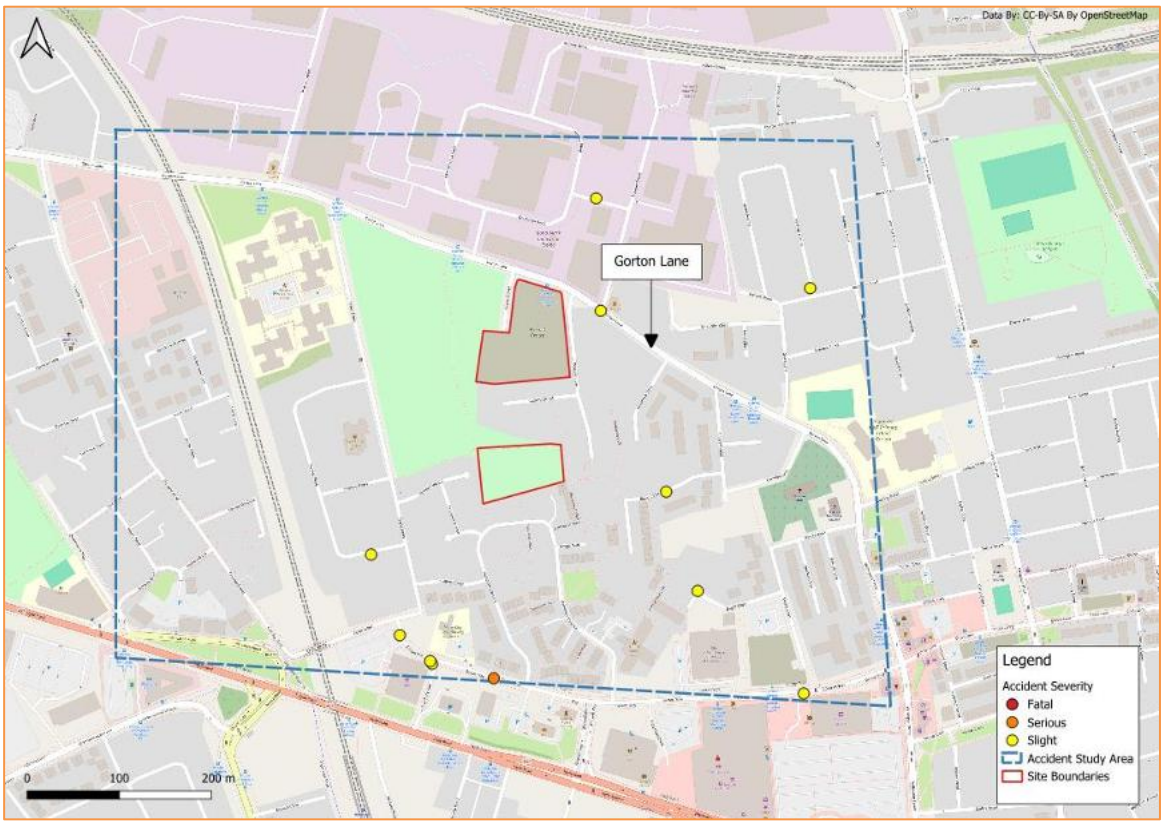
2.8.2 A review of the Personal-Injury Collisions [PIC] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2020 - 31st December 2024) available from DfT's dataset.

2.8.3 The evaluated study area encompasses the following:

- The full extent of Burston Street, Taylor Street, Peacock Close and Pipewell Avenue;
- Gorton Lane to its eastern end, together with approximately 200m of the carriageway to the west of the Gorton Lane / Taylor Street junction; and
- Additional surrounding roads within a 500m radius of the site.

2.8.4 **Figure 2.7** below illustrates the recorded findings for the local highway network.

Figure 2.7: Collision Locations



Source: Data By: CC-By-SA By OpenStreetMap

Table 2.1: Collision Data Summary

Year/Severity	Slight	Serious	Fatal	Total
2020	4	-	-	**4**
2021	1	-	-	**1**
2022	2	-	-	**2**
2023	1	1	-	**2**
2024	1	-	-	**1**
Total	**9**	**1**	**-**	**10**

2.8.5 Examination of the PIC data as shown in **Table 2.1** above, revealed that during the five-year period there have been a total of ten collisions within the study area.

2.8.6 Of these, nine were classed as slight in severity and one was classed as a serious collision. One slight collision occurred along Gorton Lane, approximately 30m east of the Gorton Lane/Peacock Close junction.

2.8.7 Whilst all the collisions are unfortunate, it is Stantec's view that the collision frequency and severity does not indicate any specific highway safety issues associated with the road network.

3 Policy Review

3.1 National Policy and Guidance

National Planning Policy Framework (NPPF)

3.1.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

3.1.2 The most recent NPPF report was published in December 2024 and was most recently amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

3.1.3 Paragraph 115 notes:

- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

3.1.4 Having regard to the above objectives, the proposed sites access strategy includes measures to connect the site suitably, and where possible to existing public transport services. This TS considers the accessibility of the sites by all modes.

3.1.5 Paragraph 116 notes:

- 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 (Paragraph 116).

3.2 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

3.2.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessment and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

3.2.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses

on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.3 Manual for Streets [MfS] (1 & 2)

3.3.1 Manual for Streets [MfS] (MfS - March 2007 and MfS 2 - Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.3.2 Both manuals deal with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.3.3 A sense of place encompasses several characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.3.4 In new developments, MfS highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.3.5 In section 3, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1:**

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	**Pedestrians**
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

3.4 Guidelines for Providing for Journeys on Foot

3.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Planning for Walking". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts.

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

CIHT (2015)

3.5 Regional Plan - Greater Manchester Transport Strategy - Places for Everyone Joint Development Plan Document

3.5.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth.

3.5.2 The PfE was adopted in March 2024 and has become part of the statutory development plan for each of the nine Greater Manchester authorities.

3.5.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

3.5.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

3.5.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

3.5.6 The PfE document includes several policies relevant to the site, as outlined below.

Policy JP-C1: An Integrated Network

3.5.7 To help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:

- Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services,

including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;

- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Enabling the provision of high-quality digital infrastructure;
- Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
    - Promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
    - Meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
    - Provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
    - Pedestrians (and people using mobility aids);
    - Cyclists, powered two-wheelers, and public transport users;
    - People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
    - People in personal motorised vehicle.

Policy JP-C3: Public Transport

3.5.8 To help deliver major improvements to public transport, a range of measures will be supported, including:

- Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
- Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
- Improved public transport routes and services to the City Centre and wider Core Growth Area;
- Improved public transport routes and services to Manchester Airport;
- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;

- Improved access to rapid transit routes including first/last mile solutions.

Policy JP-C4: The Strategic Road Network

3.5.9 PfE will work with the Department for Transport [DfT], National Highways [NH], Transport for the North [TfN] and Transport for Greater Manchester [TfGM] to ensure a co-ordinated approach to the planning and delivery of potential interventions on the Strategic Road Network and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with DfT, NH, and other UK Government policy and guidance as applicable.

Policy JP-C5: Streets for All

3.5.10 Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported by PfE through studies and scheme development, where developments complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

Policy JP-C6: Walking and Cycling

3.5.11 To help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

3.6 Greater Manchester Transport Strategy (2040)

3.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.

- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.

- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.6.2 The proposed development corresponds with the GMLTP by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

3.7 Manchester Core Strategy

3.7.1 Manchester's Core Strategy was adopted on the 11th July 2012 and is the key development plan document in the Local Development Framework [LDF]. The document sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

3.7.2 Manchester's Core Strategy was updated following the adoption of the Places for Everyone Joint Development Plan in March 2024. Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.'

3.7.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are now discussed in greater detail below.

Policy T2 – Accessible Areas of Opportunity and Need

3.7.4 The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and the Hospitals and the Airport and to ensure good national and international connections.

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic sites including:

    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.

    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.

    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.

- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.

- Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects the policy in the Regional Strategy [RS]. In all parts of the City, proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

  - District Centres

  - Areas not within the City Centre or District Centres

- The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy T3 – Strategic Integration

3.7.5 The council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.

- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.

- A second Metrolink crossing in the City Centre.

- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.

- The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

3.7.6 Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.

3.8 Manchester City Council Parking Standards

3.8.1 Appropriate parking standards are recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.

3.8.2 MCC recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.

3.8.3 MCCs Residential Quality Guidance SPD discusses the recommended residential parking standards, mentioning that outside of the city centre, new developments will be expected to provide 100% parking provision as a starting point.

3.8.4 In this scenario, reduced on site provision may be justified based on:

- Secure cycle parking more than 50% provision relative to apartment numbers, (4 cycle spaces per car park space).
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development.
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of the document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

3.8.5 The document also discusses requirements for providing cycle parking and storage:

- Cycle storage should actively encourage use; designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.
- The design of internal layouts should be evaluated in anticipation that biocycles may be stored within the home.
- On street cycle parking should be in obvious, well-overlooked locations and well lit.
- In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure. Outdoor visitor cycle parking should be securely located under cover to provide appropriate weather protection.

3.8.6 Regarding accommodating temporary stopping and emergency access:

- Residential areas need to function well and be able to cater for the day to day and infrequent activities that naturally take place: delivery drivers dropping off parcels; taxi drivers picking up and dropping off and access for emergency service vehicles through the day.
- In traditional residential streets this should normally be resolved through the natural ebb and flow of vehicles through the day.
- In higher density developments with communal entrances, where there are a greater number of people that can use these services, there is a need to ensure that temporary stopping vehicles can stop appropriately in a safe, obvious and well-lit location near the entrance.
- An adequately sized bay should be provided to enable these activities to take place without blocking or dominating the street scene.

3.8.7 Additionally residential developments must be designed for waste:

- Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.
- Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within a communal waste storage area so they are not visible from the street.
- Safe and secure waste storage areas must be accessible to the local authority refuse collection service or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.
- In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

3.9 Summary

3.9.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

3.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

4 Accessibility

4.1 Access on Foot

4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

4.1.3 In relation to shorter trips, the CIHT publication Planning for Walking (Section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

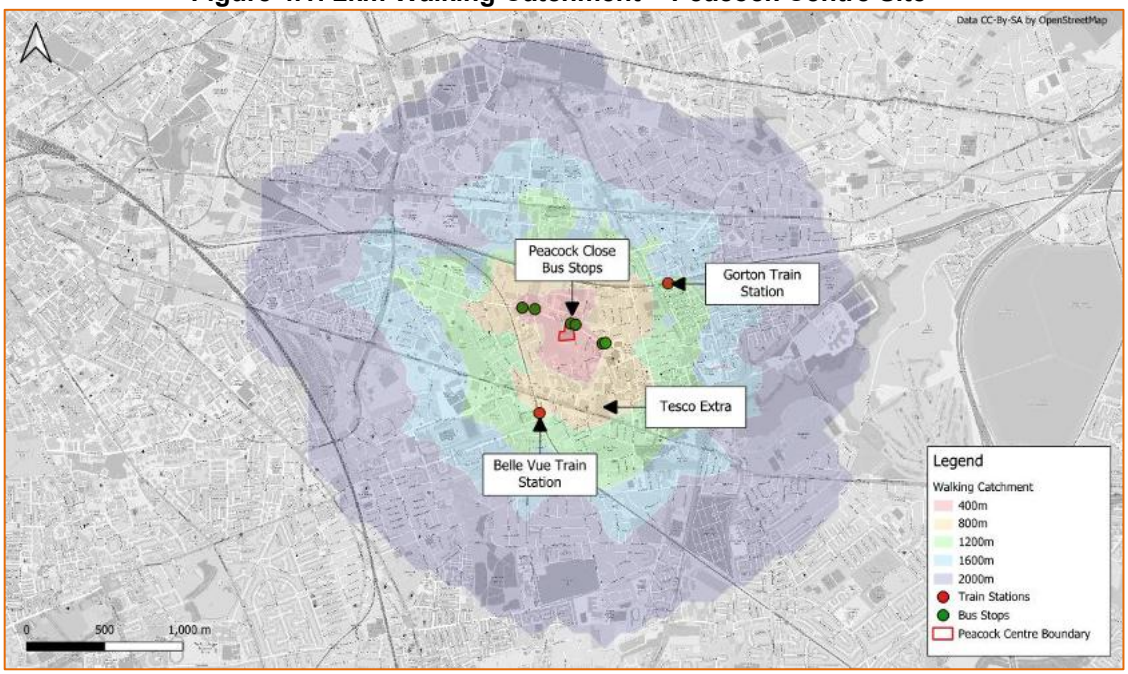
4.1.4 MfS emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

4.1.5 The location of development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

4.1.6 There is strong pedestrian infrastructure in the form of wide footways, which are supported by dropped kerbs and street lighting, linking the site to a range of public transport facilities including Gorton Lane bus stops immediately adjacent to the apartment block along Gorton Lane and Belle Vue Train Station located approximately 550m away from the Pipewell Avenue site. As a result, the sites benefit from excellent access to public transport.

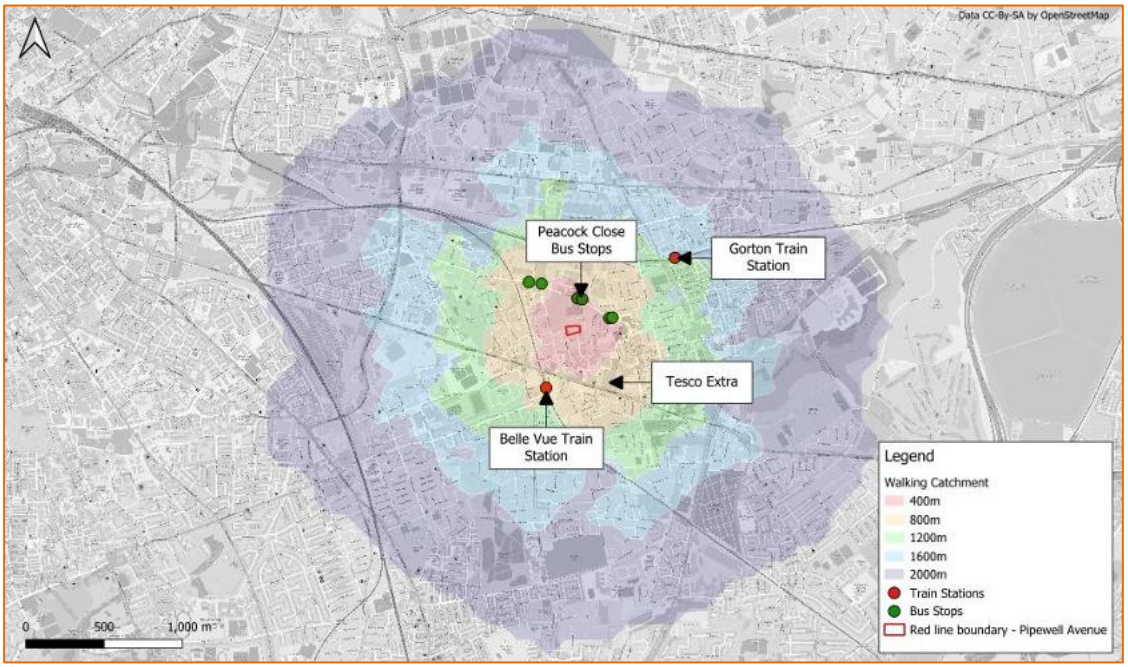
4.1.7 **Figure 4.1** and **Figure 4.2** below provide an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full 2km walking catchments are provided within **Figure 1** of **Appendix B.**

Figure 4.1: 2km Walking Catchment – Peacock Centre Site



Source: CC-BY-SA by OpenStreetMap

Figure 4.2: 2km Walking Catchment - Pipewell Avenue Site



Source: CC-BY-SA by OpenStreetMap

4.1.8 As demonstrated in **Figure 4.1** and **Figure 4.2**, there are numerous bus stops located within 400m of the sites, noting:

- The nearest stops, adjacent to the northern edge of the Peacock Centre site, are the Peacock Close bus stops. Located along Gorton Lane, these bus stops are single, sheltered stops, which include seating and timetable information. They access the 53, 205 and 727 bus services.

4.1.9 This stop provides access to a wide range of services that provide convenient opportunities for residents to access areas including Manchester City Centre and surrounding Greater Manchester metropolitan boroughs.

4.1.10 In combination to the bus stops, there are also a range of local amenities within 2km of the site, which can be seen listed below. The proximity of the local public transport network provides significant opportunities for pedestrians to access a variety of local destinations.

4.1.11 The sites are well located with many amenities located within 2km of the site; some are listed below:

- Gorton Lane Bus Stops – Adjacent to the Peacock Centre site, approximately 0.2km from the Pipewell Avenue site;
- Aldi – Approximately 300m from the Pipewell Avenue site, approximately 550m from the Peacock Centre site;
- Tesco Extra – Approximately 450m from the Pipewell Avenue site, approximately 600m from the Peacock Centre site;
- Gorton Post Office – Approximately 500m from the Pipewell Avenue site, approximately 550m from the Peacock Centre site;
- Tesco ATM – Approximately 500m from the Pipewell Avenue site, approximately 600m from the Peacock centre site;
- Belle Vue Train Station – Approximately 550m from the Pipewell Avenue site; approximately 800m from the Peacock Centre site;
- Gorton Market – Approximately 550m from the Pipewell Avenue site; approximately 600m from the Peacock Centre site;
- Sacred Heart Primary School – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.
- Co-op Academy (Secondary School) – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.
- Belle Vue Leisure Centre – Approximately 850m from the Pipewell Avenue site; approximately 1km from the Peacock Centre site.

4.1.12 In summary, the sites are accessible on foot and within proximity to a range of local amenities, reducing the need for short single car occupancy journeys.

4.2 Access by Cycle

4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

- "Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

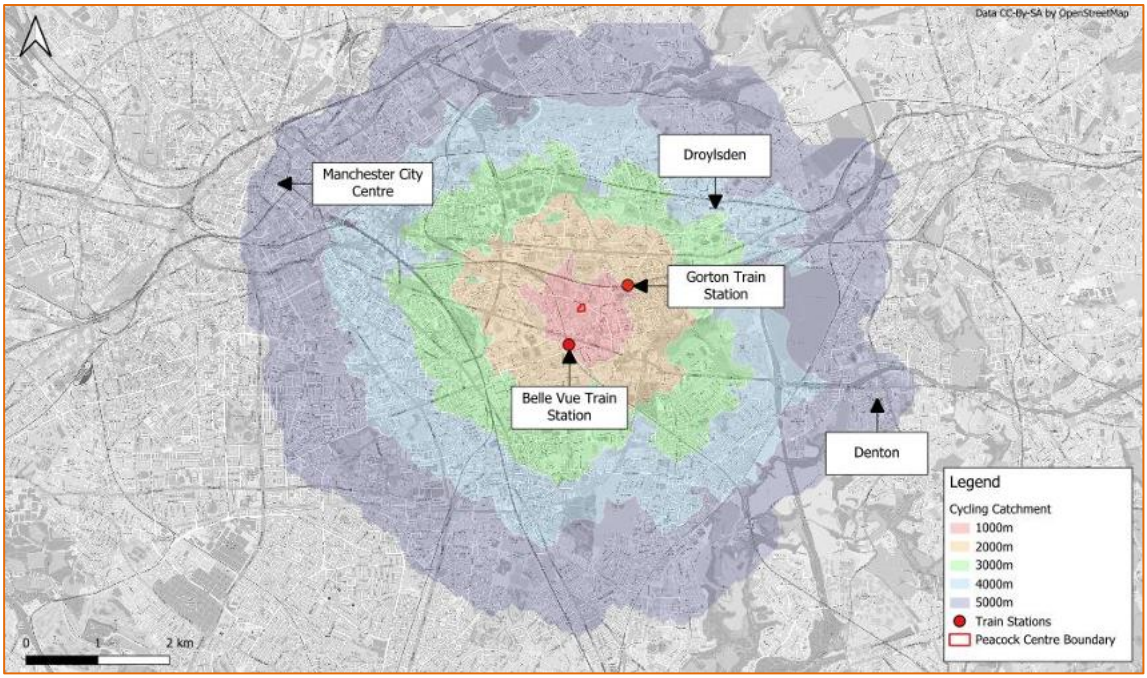
4.2.2 Experienced cyclist will often be prepared to cycle longer distances for whatever journey purpose.

4.2.3 The general topography surrounding the proposed development sites is reasonably flat, which encourages residents of the proposed development to travel by cycle. There are a few national cycle routes in near proximity to the site. The main national cycle route is briefly described below:

- **National Route 60** of the National Cycle Network [NCN] connects Chorlton-cum-Hardy to Ashton-under-Lyne. The route primarily follows a former railway track known as the Fallowfield Loop, passing through Fallowfield, Levenshulme and Gorton. The route links to a couple of further NCN Routes 6 and 85. The route is approximately 13.7km long, 70.4% of which is traffic-free.

4.2.4 **Figure 4.3** and **Figure 4.4** below provide an extract of the indicative 5km cycling catchment plans, again using TRACC, and are equivalent to a typical cycle time of 15-20 minutes. A copy of the full cycling catchments are provided within **Appendix B.**

Figure 4.3: 5km Cycling Catchment – Peacock Centre



Source: OpenStreetMap ©

Figure 4.4: 5km Cycling Catchment – Pipewell Avenue



Source: OpenStreetMap ©

4.2.5 Cycling is considered a viable mode of transport for residents travelling to and from the site.

4.3 Access by Bus

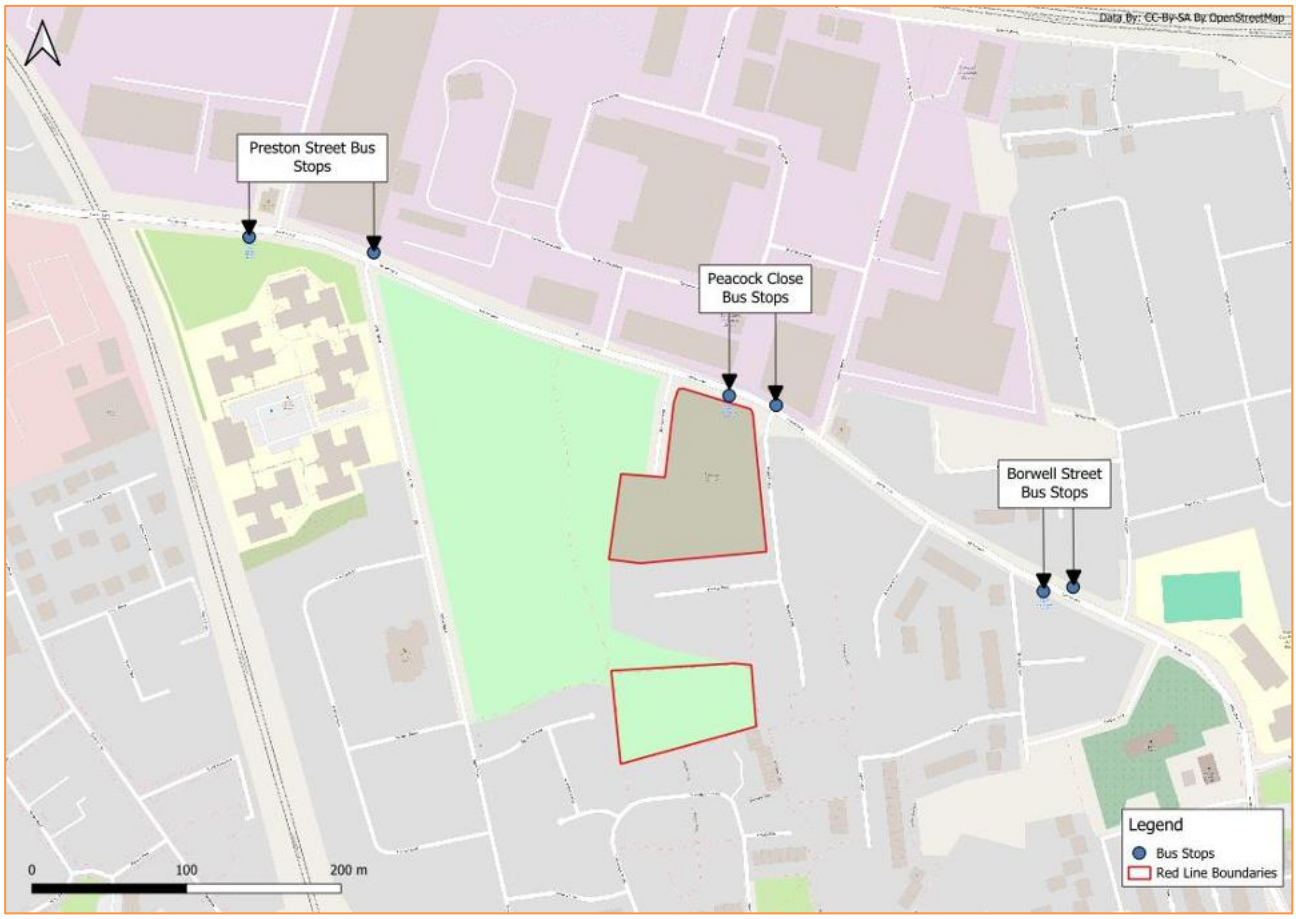
4.3.1 Bus stops are located within 400m of the development, noting:

- The nearest stops, adjacent to the northern edge of the Peacock Centre site, are the Peacock Close bus stops. Located along Gorton Lane, these bus stops are single, sheltered stops, which include seating and timetable information. They access the 53, 205 and 727 bus services.

4.3.2 A map illustrating the location of the bus stops is provided in **Figure 4.5**, whilst the frequency of the service is summarised in **Table 4.1**.

4.3.3 For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 17:00-18:00. On Saturday, the peak is 12:00-13:00.

Figure 4.5: Bus Stop Map



Source: Data: CC-By-SA By OpenStreetMap

Table 4.1: Bus Timetable Summary (Peacock Close Bus Stops)

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
53	Cheetham Hill – Salford Shopping Centre	05:37	1	2	23:39	32	05:45	2	23:41	31
	Salford Shopping Centre – Cheetham Hill	05:29	1	2	23:27	32	06:06	2	23:33	31
205	Manchester – Dane Bank	05:44	2	2	23:48	33	07:04	2	23:48	26
	Dane Bank - Manchester	05:21	2	2	23:16	33	06:51	2	23:16	26
727	Barlow RC High School – West Gorton	15:52	-	-	-	1	-	-	-	-
	West Gorton – Barlow RC High School	07:16	-	-	-	1	-	-	-	-
Total		**-**	**6**	**8**	**-**	**130**	**-**	**8**	**-**	**114**

4.3.4 **Table 4.1** demonstrates that the sites are accessible by bus for commuters, with 130 buses passing near the sites on weekdays and 114 buses passing on weekends, which offer regular and convenient opportunities for residents to travel to schools neighbouring areas Manchester City Centre and Salford.

4.3.5 During weekday peak AM and PM hours there are six and eight buses, respectively, passing near the sites, and during the weekend peak hour there are eight buses passing nearby the site. This provides residents with convenient and reliable access during key commuting times. A further services offers a connection to a High School.

4.3.6 The site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journey.

4.4 Access by Rail

4.4.1 Within a 5km catchment of the site, Belle Vue Train Station is accessible, located approximately 550m from the Pipewell Avenue site and 800m from the Peacock Centre site. Alternatively, Gorton Train Station is approximately 1.2km from the Peacock Centre site and 1.5km from the Pipewell Avenue site.

4.4.2 Belle Vue Train Station is operated by Northern. There are approximately four trains departing from the station during peak hours, linking Manchester Piccadilly to New Mills. Linking trips

through Manchester Piccadilly allow residents to access national locations including direct trips to Liverpool, London, Cardfiff and Edinburgh.

4.4.3 A well-connected pedestrian network links the proposed sites with the train stations, providing safe and convenient access on foot. Including 1.5-2m wide footways along both sides of Taylor Street and Cambert Lane, as well as pedestrian crossing infrastructure across Hyde Road (A57).

4.5 Greater Manchester Accessibility Levels [GMAL]

4.5.1 In addition to the TRACC assessments outlined above, consideration has also been given to the Greater Manchester Accessibility [GMAL] for the site.

4.5.2 The GMAL is a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e., bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). It considers walk access time and service availability.

4.5.3 This method is a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.5.4 An extract of the GMAL map for the local area is presented in **Figure 4.6**, with both sites scoring a ranking (6) which means good accessibility.

Figure 4.6: GMAL Accessibility Levels



Source: TFGM

4.6 Non-Motorised User Audit [NMUA]

4.6.1 This section provides the key findings of the NMUA for each route mentioned.

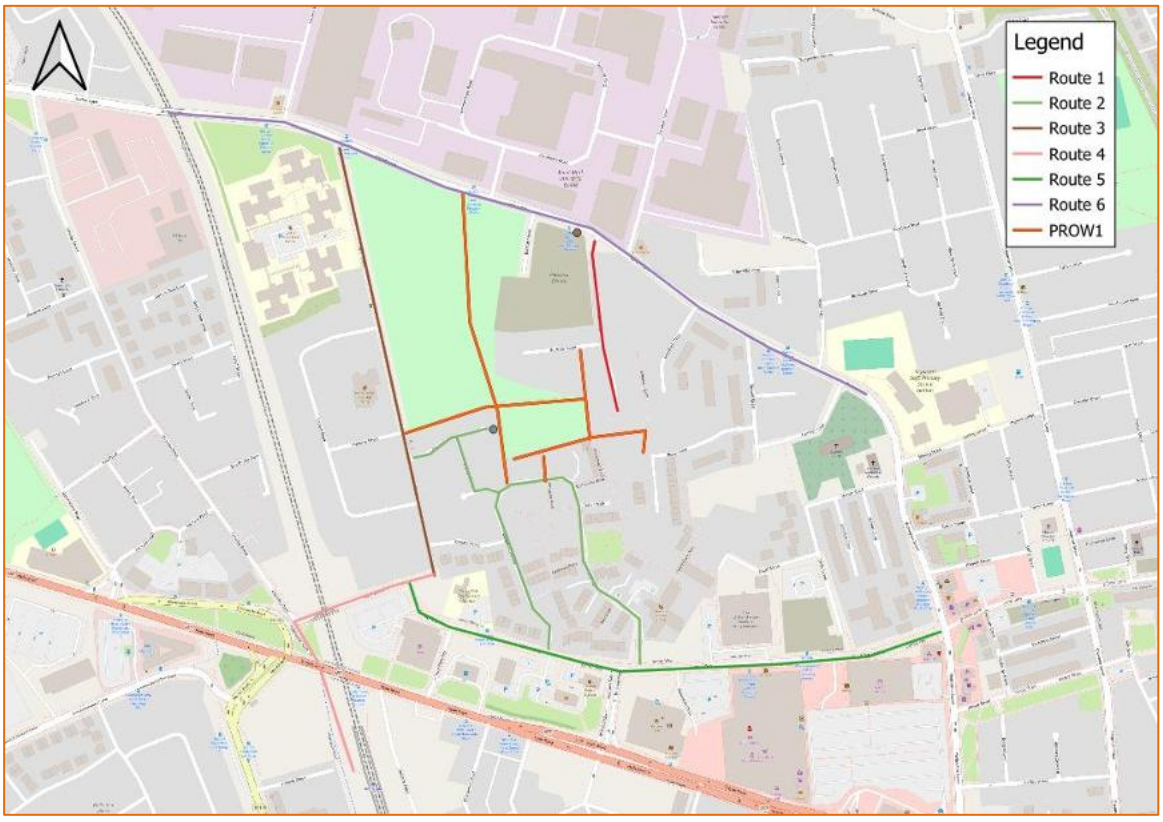
4.6.2 The walking and cycling audit was undertaken by the following auditors on 30th March 2026, during hours of daylight and followed the guidance and principles outlined in Transport for Greater Manchester's [TfGM] Streets for All guidance document:

- Rob Franklin BA (Hons) MCIHT – Principal Transport Planner.
- Nathan Caines BSc (Hons) Mplan – Graduate Transport Planner.

4.6.3 The weather during the audit was mostly overcast, with some drizzle. These conditions did not affect the audit being undertaken on the day.

4.6.4 A map showing the routes undertaken is demonstrated in **Figure 4.7** below.

Figure 4.7: Audit Routes



Data By: CC-By-SA By OpenStreetMap

Route 1 – Peacock Close

4.6.5 The audit was undertaken at 10.15am on Route 1, along Peacock Close and covered the sub road Buttress Street. Weather conditions were overcast, with good daytime visibility.

4.6.6 The findings of the audit for Route 1 are presented in **Table 4.2** below.

Table 4.2: Findings of Audit for Route 1 - Peacock Close

Route 1 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided on both sides of Peacock Close, typically measuring approximately 2m in width. Footway condition varies, with sections of uneven surfacing, localised vegetation overgrowth and areas of surface water pooling, reducing usability. Pavement parking was observed at the time of the site visit, including an HGV, which further restricts the effective footway width. At the junction with Gorton Lane, the bellmouth crossing distance is approximately 24m. Dropped kerbs are present but lack tactile paving and are offset from the main pedestrian desire line, reducing accessibility, particularly for visually impaired users. Street lighting is provided throughout, contributing positively to safety and personal security. Overall, these factors reduce pedestrian comfort and accessibility, particularly for mobility and visually impaired users. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. Pavement parking reduces effective carriageway width and visibility, whilst debris and surface water impact ride quality. However, the relatively flat gradient and 20mph speed limit provide generally suitable baseline conditions for on street cycling, particularly for more confident users.	**Figure 4.8: Conditions along Peacock Close**    

Route 2 – Pipewell Avenue and Hampden Crescent

4.6.7 The audit for Route 2 was undertaken at 10.45am along the Pipewell Avenue to Hampden Crescent route which included Pipewell Avenue, Brigstock Avenue and Hampden Crescent. Weather conditions were overcast with good daytime visibility.

4.6.8 The findings of the audit for Route 2 are presented in **Table 4.3** below.

Table 4.3: Findings of Audit for Route 2 - Pipewell Avenue and Hampden Crescent

Route 2 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided on both sides of Pipewell Avenue and Brigstock Avenue, generally exceeding 2m in width. Footway condition varies, with sections of uneven surfacing and areas of surface water pooling within both the footway and carriageway. Tactile paving provision is limited at junctions along the route, including Pipewell Avenue/ Taylor Street and Hampden Crescent/ Garratt Way, reducing accessibility for visually impaired users. A lack of parking restrictions (TROs) has resulted in vehicles parking on footways and in proximity to junctions, reducing effective footway width and potentially impacting intervisibility. Street lighting is provided throughout, contributing positively to pedestrian safety and personal security. Overall, these factors reduce pedestrian comfort and accessibility, particularly for mobility and visually impaired users. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. Pavement parking reduces effective carriageway width and visibility, whilst debris and surface water negatively affect ride quality. However, the relatively flat gradient and 20mph speed limit provide generally suitable baseline conditions for on street cycling, particularly for more confident users.	**Figure 4.9: Conditions along Pipewell Avenue and Hampden Crescent**    

Route 3 – Taylor Street

4.6.9 The audit for Route 3 was completed at 10.20am along Taylor Street. The weather conditions were overcast with good daytime visibility.

4.6.10 The findings of the audit for Route 3 are presented in **Table 4.4** below.

Table 4.4: Findings of Audit for Route 3 - Taylor Street

Route 3 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided on both sides of Taylor Street, typically measuring at least 2m in width. Tactile paving provision is limited at junctions along the route, including the junction with Gorton Lane and side streets accessed from Taylor Street, reducing accessibility for visually impaired users. At the time of the site visit, vehicles were observed parking partially on the footway, particularly toward the southern end of the street, reducing effective footway width. No parking restrictions (TROs) were evident. Street lighting is provided throughout, contributing positively to pedestrian safety and personal security. Overall, whilst footway provision is generally adequate in width, limited tactile provision and instances of obstruction reduce accessibility. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. The carriageway has been recently resurfaced, providing improved ride quality for cyclists. However, the wide and relatively quiet nature of the street may encourage higher vehicle speeds, with instances of speeds exceeding the posted 20mph limit observed during the site visit. Overall, the route is likely to be suitable for more confident cyclists, although higher vehicle speeds may reduce comfort for less experienced users.	**Figure 4.10: Conditions along Taylor Street** 

Route 4 – Taylor Street to Belle Vue Station

4.6.11 The audit for Route 4 was completed at 10.30am along the route which included Cambert Lane and crossings over Glencastle Road and Hyde Road (A57). The weather conditions were overcast with good daytime visibility.

4.6.12 The findings of the audit for Route 4 are presented in **Table 4.5** below.

Table 4.5: Findings of Audit for Route 4 - Taylor Street to Belle Vue Station

Route 4 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided along both sides of Cambert Lane, measuring approximately 2m on the northern side and 1.5m on the southern side. Footway condition is variable, with some sections of uneven surfacing and areas of surface water pooling observed. At the time of the site visit, vehicles were occasionally observed parking partially on the footway, which may locally reduce the effective width. No parking restrictions (TROs) were evident. Dropped kerbs and tactile paving are provided at crossing points over Glencastle Road and Hyde Road (A57) toward Belle Vue Station. However, the central refuge island is offset from the natural pedestrian desire line, with some evidence of informal crossing movements. No formal crossing is provided across Cambert Lane itself, which may reduce ease of movement between the residential area and nearby amenities, including Aldi. Street lighting is provided throughout, contributing positively to pedestrian safety and personal security. Overall, the route provides a generally suitable pedestrian environment, with some localised constraints relating to surface condition, parking and crossing provision. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. The carriageway surface is uneven in places, with areas of pooling affecting ride quality. Observed vehicle speeds exceeding the 20mph limit may further reduce cyclist comfort and safety. However, limited on street parking and a generally flat gradient provide some positive baseline conditions for cycling. No dedicated cycle crossing facilities (e.g. toucan crossings) are provided along the route.	**Figure 4.11: Conditions along Cambert Lane, Glencastle Road and Hyde Road (A57)**    

Route 5 – Garratt Way

4.6.13 The audit for Route 5 was completed at 10.35am along Garratt Way. The weather conditions were overcast with good daytime visibility.

4.6.14 The findings of the audit for Route 5 are presented in **Table 4.6** below.

Table 4.6: Findings of Audit for Route 5 - Garratt Way

Route 5 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided along both sides of Garratt Way, measuring in excess of 3m on the northern side and over 2m on the southern side. The carriageway and footways have been more recently resurfaced compared to the surrounding network, providing a good quality walking environment. Parking restrictions (double yellow lines) are in place along sections of the route near Tesco Extra, with limited on-street parking observed elsewhere. Bus stops are located along Garratt Way; however, crossing opportunities in the vicinity of some stops are limited and no dedicated facilities are provided directly at the stops. Crossing provision along the route is generally good, including refuge islands at key junctions such as the Tesco access. Some tactile paving is worn or uneven in places and may benefit from maintenance. Street lighting is provided throughout, contributing positively to pedestrian safety and personal security. Overall, Garratt Way provides a high-quality pedestrian environment, with minor opportunities for improvement relating to crossing provision and tactile paving. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. Limited on street parking and a flat gradient provide generally favourable baseline conditions for cycling. However, observed vehicle speeds exceeding the 20mph limit may reduce comfort for some users. Overall, the route is likely to be suitable for more confident cyclists.	**Figure 4.12: Conditions along Garratt Way** 

Route 6 – Gorton Lane

4.6.15 The audit for Route 6 was completed at 9.50am along Gorton Lane. The weather conditions were overcast with good daytime visibility.

4.6.16 The findings of the audit for Route 6 are presented in **Table 4.7** below.

Table 4.7: Findings of Audit for Route 6 – Gorton Lane

Route 6 Audit Findings	
Description	**Photos**
Footways and Crossing Facilities Footways are provided along both sides of the route, typically measuring approximately 2m in width. Footway condition is variable, with sections of uneven surfacing and areas of surface water pooling. At the time of the site visit, pavement parking was observed along the route, including larger vehicles, which can locally reduce effective footway width. No parking restrictions (TROs) were evident. Bus stops and shelters are located along the route, providing access to public transport. Crossing provision is limited in places, with a lack of tactile paving at several crossing points, including Taylor Street, Burston Street and Peacock Close. Dropped kerbs are present in some locations but are not always aligned with pedestrian desire lines, which may reduce ease of use. In addition, there is lack of crossing facilities on Gorton Lane to facilitate pedestrian movements, especially when accessing the bus stop on the northern side. Street lighting is provided throughout, contributing positively to pedestrian safety and personal security. Overall, the route provides a reasonable level of pedestrian provision, with some localised constraints relating to surface condition, parking and crossing facilities. **Cycle Infrastructure** No dedicated cycle infrastructure is provided, with cyclists sharing the carriageway. On-street parking can reduce visibility and available carriageway width, affecting cycling conditions. Whilst traffic calming measures are present, these are intermittent and vehicle speeds were observed to exceed the posted limit at times, which may reduce comfort for cyclists. Overall, the route is likely to be more suitable for confident cyclists.	**Figure 4.13: Conditions along Gorton Lane**    

4.7 Travel Plan

4.7.1 The planning application for the proposed development is also supported by a Travel Plan (TP). This TS should be read in conjunction with the TP that has been prepared as a separate document.

4.7.2 The TP aims to encourage residents and visitors to travel by sustainable modes of transport.

4.8 Conclusion

4.8.1 In summary, the proposed development sites are located within a sustainable location of Manchester in regard to public transport, and the basic infrastructure is in place for the development to be suitable for pedestrians and cyclists, with opportunities and recommendations for potential improvements highlighted.

5 Development Proposal

5.1 Introduction

5.1.1 This planning application is for a proposed residential development across two sites in Gorton, Manchester, which includes the following as part of the proposal:

- A full planning application for the erection of 75 dwellings (Use Class C3), including a 25-unit apartment building and 27 dwellings on the Peacock Centre Site, and 23 dwellings on the Pipewell Avenue Site, with associated access, parking, landscaping, public open space, informal play provision, drainage infrastructure, and enhanced pedestrian and cycle connections.
- The proposed residential development will comprise 100% affordable houing.
- A parking space will be provided for every house throughout both sites, equating to a total of 50 spaces provided for the houses.
- There are also proposed seven general parking spaces, plus three disabled spaces (ten total) for the apartment block.
- An internal bike storage area will be provided near the main entrance into the apartment block within the Peacock Centre site.
- Pipewell Avenue will be extended to create the single access into the Pipewell Avenue site. The internal layout incorporates a turning head arrangement to allow vehicles, including service and refuse vehicles, to enter and exit the site in a forward gear.
- Vehicle access into the Peacock Centre site will be provided from Burston Street and Pipewell Avenue, both connecting to an internal estate route serving the site. Access into the car park for the apartment block will be provided directly off Burston Street.

5.1.2 **Figure 5.1** below provides an illustrative copy of the development proposal for the Peacock Centre site, and the following **Figure 5.2** provides an illustrative copy for the Pipewell Avenue site. A detailed copy can be seen in **Appendix C**.

Figure 5.1: Illustrative Proposed Site Layout Plan – Peacock Centre Site



Source: Planit

Figure 5.2: Illustrative Proposed Site Layout Plan – Pipewell Avenue Site



Source: Planit

5.2 Proposed Site Access Arrangement

Vehicular Access

5.2.1 As noted, Pipewell Avenue will be extended to create the single access into the Pipewell Avenue site. The internal layout incorporates a turning head arrangement to allow vehicles, including service and refuse vehicles, to enter and exit the site in a forward gear.

5.2.2 Vehicle access into the Peacock Centre site will be provided from Burston Street and Pipewell Avenue, both connecting to an internal estate route serving the site. Access into the car park for the apartment block will be provided directly off Burston Street.

5.2.3 A visibility splay of 2.4 m x 25m can be achieved from the new proposed access off Peacock Close into the Peacock Centre site, which corresponds to the design requirement for a 20mph road in accordance with Manual for Streets 2 [MfS2] guidance.

5.2.4 It is also noted that there are no known highway safety issues known or road collision data recorded in proximity to the three access points across the two sites.

5.2.5 In regard to the Peacock Centre site, refuse vehicles serving the residential dwellings are expected to access the northern part of the site via Burston Street, utilise the internal road layout to collect from the houses, and egress onto Peacock Close. For the apartment block, it is proposed that refuse collection would take place from Burston Street, with a circa 10m bin drag distance between the bin store and the collection point.

5.2.6 A 7.5t panel van will access the Peacock Centre site via Burston Street, proceed to the T-junction, and then reverse into the service / refuse area located to the south-west of the site before exiting in a forward gear.

5.2.7 Refuse vehicles serving the Pipewell Avenue site would access via the internal road from Pipewell Avenue, serving all houses before utilising the vehicle turning head provided to exit the site.

5.2.8 Stantec has undertaken a swept path analysis of the proposed access and internal area, including the proposed car parking bays and turning area within the car park. These are presented in **Appendix D.**

5.3 Car Parking

5.3.1 The development provides one parking space for every house throughout the sites. This equates to a total of 50 parking spaces provided for the houses throughout the site. The proposal for the apartment block includes seven general parking spaces, plus three disabled spaces (10 total). The proposed apartment block consists of 25 apartments resulting in a shortfall of 15 spaces based on the guidance set out in MCCs Residential Quality Guidance SPD

5.3.2 The site benefits from excellent access to sustainable transport options, including bus stops immediately adjacent to the apartment block along Gorton Lane and Belle Vue Train Station located approximately 800m from the Peacock Centre site.

5.3.3 In this case, the proposed level of parking is considered appropriate given the access to sustainable transport options and the affordable nature of the development.

5.4 Pedestrian and Cycle Access

5.4.1 The sites are accessible to pedestrians via the existing footway network along Pipewell Avenue, Burston Street, Gorton Lane, and surrounding residential streets, providing connections to nearby local facilities and public transport services.

5.4.2 Pedestrian access into the Pipewell Avenue Site will be provided via the proposed internal estate road connecting to Pipewell Avenue, with opportunities for pedestrian movement throughout the development.

5.4.3 Bryson Walk to the south of the site and Middlewich Walk to the east of the Pipewell Avenue site will be retained. The existing footpath linking into Taylor Street Playing Fields will also be retained. New pedestrian connections are proposed from the centre of the site linking to both Bryson Walk and Middlewich Walk. In addition, a further pedestrian link will be provided connecting the footways on Pipewell Avenue to the open space located to the north of the site.

5.4.4 The Peacock Centre Site benefits from existing pedestrian connections from Burston Street, with internal footways and shared surfaces enabling convenient pedestrian movement within the site.

5.4.5 Secure cycle parking will be provided within the apartment block in accordance with local policy requirements, supporting and encouraging cycling as a sustainable mode of travel.

5.4.6 The surrounding highway network is suitable for cycle movements, with low traffic residential streets providing connections to the wider local area.

5.5 Cycle

5.5.1 The development will be supported by an internal bike store near the entrance of the residential block.

5.5.2 The proposal includes 100% provision, exceeding the requirements of 50% set within the standards.

5.5.3 The proposed development will support active travel by promoting safe and easy access for cyclists, including appropriate signage.

6 Development Traffic Impact

6.1 Trip Generation

6.1.1 The proposed development covers a proposed affordable residential scheme (75 units total) across two sites located along Burston Street and Pipewell Avenue in eastern Manchester.

6.1.2 To determine the vehicular trips associated with the proposed land use, the industry-standard Trip Rate Information Computer System [TRICS] 8.25.12 version has been interrogated for comparable site surveys. To provide a robust assessment, Stantec has:

- Undertook a multi-modal assessment to gather the necessary data, which was then applied under the land-use category of Residential/L – Mixed Affordable Housing (Flats and Houses).
- The peak hours anticipated as part of the development are a Weekday AM peak of 08:00-09:00 and a weekday PM peak of 17:00-18:00.

6.1.3 The TRICS database is an industry accepted tool for predicting the likely number of trips from a development by comparing the site with existing developments of a similar size and characteristics within the UK.

6.1.4 As per Section 13 of the TRICS 'Good Practice Guide 2024', it states that there should be a minimum of six survey sites selected to produce an acceptable trip rate within the TRICS software, which Stantec has adhered to as part of the TRICS assessment. It is therefore considered that the TRICS assessment has an appropriate sample size to provide adequate trip rates.

6.1.5 Notwithstanding the above, Stantec is aware that similar sites have been approved elsewhere in the UK by various local highway authorities using the above TRICS assessment.

6.1.6 The results of this TRICS interrogation / resultant trip rates are shown within **Table 6.1** and **Table 6.2** whilst the TRICS outputs are presented in **Appendix E.**

Table 6.1: Trip Rates and Trip Generation for Total People – Peacock Centre Site

52 Affordable Flats and Houses	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Total People Trip Rates	0.289	0.925	1.214	0.593	0.308	0.901
Peak Hour Total People Trip Generation	15	47	62	30	16	46

Table 6.2: Trip Rates and Trip Generation for Total People - Pipewell Avenue Site

23 Affordable Houses	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Total People Trip Rates	0.289	0.925	1.214	0.593	0.308	0.901
Peak Hour Total People Trip Generation	7	21	28	14	7	21

6.1.7 **Table 6.1** above demonstrates 62 two-way trips during the AM peak and 46 two-way trips during the PM peak for the Peacock Centre site.

6.1.8 **Table 6.2** above demonstrates 28 two-way trips during the AM peak and 46 two-way trips during the PM peak for the Peacock Centre site.

6.1.9 To assist the assessment of methods of travel to work, the 2011 Census: Method of Travel to Work (TWD) data for the Manchester 057 (E02006914) area has been used to provide an indication of prevailing travel patterns by mode.

6.1.10 The trip generation was applied to the proportion of people travelling by different modes of transport. It was applied to people travelling by vehicles (47%), as pedestrians (12%), public transport users (33%), cyclists (3%) and users of other modes of transportation (4%).

6.1.11 This has been applied to the total people trip generation to derive trip generation numbers as outlined in **Table 6.3** and **Table 6.4** below.

Table 6.3: Total People Trip Generation by Mode - Peacock Centre

51 Affordable Flats and Houses	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Peak Hour Vehicle Trip Generation	7	22	29	14	7	22
Peak Hour Pedestrian Trip Generation	2	6	7	4	2	5
Peak Hour Cyclist Trip Generation	0	1	2	1	0	1
Peak Hour Public Transport Trip Generation	5	16	20	10	5	15
Other Mode of Transport Trip Generation	1	2	4	1	2	43
Peak Hour Total People Trip Generation	15	47	62	30	16	46

Table 6.4: Total People Trip Generation by Mode - Pipewell Avenue

23 Affordable Houses	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Peak Hour Vehicle Trip Generation	3	10	13	6	4	10
Peak Hour Pedestrian Trip Generation	1	3	3	2	1	2
Peak Hour Cyclist Trip Generation	0	1	1	0	0	1
Peak Hour Public Transport Trip Generation	2	7	9	4	2	7
Other Mode of Transport Trip Generation	1	0	2	2	0	2
Peak Hour Total People Trip Generation	7	21	28	14	7	21

6.1.12 **Table 6.3** above demonstrates that the Peacock Centre site is forecast to generate 29 two-way vehicle trips during the weekday AM peak hour (08:00-09:00) and 22 two-way vehicle trips during the weekday PM peak hour (17:00-18:00).

6.1.13 In addition, the site is expected to generate seven and five two-way pedestrian trips during the AM and PM peak hours respectively, two and one two-way cyclist trips and 20 and 15 two-way public transport trips during the AM and PM peak hours, respectively.

6.1.14 **Table 6.4** above demonstrates that the Pipewell Avenue site is forecast to generate 13 two-way vehicle trips during the weekday AM peak hour (08:00–09:00) and 10 two-way vehicle trips during the weekday PM peak hour (17:00–18:00).

6.1.15 The site is also forecast to generate three and two two-way pedestrian trips during the AM and PM peak hours respectively, one two-way cyclist trip in both peak hours, and nine and seven two-way public transport trips during the AM and PM peak hours, respectively.

6.2 Summary

6.2.1 The analysis above indicates that the Peacock Centre site is forecast to generate 29 two-way vehicle trips during the weekday AM peak hour (08:00-09:00) and 22 two-way vehicle trips during the weekday PM peak hour (17:00-18:00).

6.2.2 The Pipewell Avenue site is forecast to generate 13 two-way vehicle trips during the weekday AM peak hour (08:00–09:00) and 21 two-way vehicle trips during the weekday PM peak hour (17:00–18:00).

6.2.3 In conclusion, as the proposed trip generation will not have a material traffic impact on the local highway network, no further assessment is required.

7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 Stantec UK Limited has been instructed by Clarion Housing Association Limited and Clarion Housing Property Development Services Limited to prepare a Transport Statement [TS] to support a planning application for the:

- Full planning application for the erection of 75 dwellings (Use Class C3), including a 25-unit apartment building and 27 dwellings on the Peacock Centre Site, and 23 dwellings on the Pipewell Avenue Site, with associated access, parking, landscaping, public open space, informal play provision, drainage infrastructure, and enhanced pedestrian and cycle connections.

7.1.2 The proposed residential development comprises 100% affordable housing.

7.1.3 The assessment of existing conditions confirms that the sites are well connected to the local highway network via Peacock Close, Burston Street, and Pipewell Avenue, all of which provide safe and direct access to surrounding areas.

7.1.4 The accessibility review demonstrates that the sites are in a highly sustainable location:

- Walking: A wide range of amenities, including shops, schools, community facilities, and healthcare, are within 2km of the site, accessible via well-lit footways with dropped kerbs.
- Cycling: The flat topography and proximity to National Cycle Route 60 encourage cycle use, with the scheme providing secure, high-quality storage (one space per apartment).
- Bus: Peacock Close Bus Stops, provide frequent services (up to 130 per weekday and 114 on Saturdays) to Manchester City Centre, Salford and nearby schools.
- Rail and tram: Belle Vue train station and Gorton Railway Station (550m / 1.2km away from Pipewell Avenue site and 800m / 1.5km from Peacock Avenue site) provide regional and citywide connectivity.

7.1.5 A five-year Personal Injury Collision (PIC) analysis recorded ten collisions, mostly slight and one serious, with no fatalities. The distribution and nature of these incidents do not suggest underlying road safety issues.

7.1.6 An assessment of tip generation indicates that the Peacock Centre site is forecast to generate 29 two-way vehicle trips during the weekday AM peak hour (08:00-09:00) and 22 two-way vehicle trips during the weekday PM peak hour (17:00-18:00).

7.1.7 The Pipewell Avenue site is forecast to generate 13 two-way vehicle trips during the weekday AM peak hour (08:00–09:00) and 21 two-way vehicle trips during the weekday PM peak hour (17:00–18:00). This change of vehicle trips indicates a positive impact on the surrounding highway network.

7.1.8 As the proposed trip generation will not have a material traffic impact on the local highway network, no further assessment is required.

7.2 Conclusion

7.2.1 The proposed residential developments at the Peacock Centre and Pipewell Avenue sites are suitable in transport and highways terms. The site benefits from excellent access to

sustainable transport, promotes walking and cycling, provides proportionate car parking, and generates a very low volume of vehicle trips.

7.2.2 There are no highway safety or capacity concerns associated with the proposals. In line with Paragraph 116 of the National Planning Policy Framework (December 2024), planning permission should not be refused on highways grounds unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Based on the information provided, no such impacts arise from this proposal.

7.2.3 The sites are demonstrably suitable for the proposed residential redevelopment from a transport and highways perspective. It is highly accessible by sustainable modes, supports active travel, and poses minimal impact on traffic and road safety. As such, there are no transport-related issues related to the development.

7.2.4 In conclusion, this Transport Statement has demonstrated that the proposed development should be considered acceptable in transport and highways terms.

Appendix A Scoping

Peacock Centre, Burston Street and Pipewell Avenue - Highways Scoping Response

Context:

Development of 75 affordable dwellings at Burston Street and Pipewell Avenue.

A total of 24 apartments and 27 houses are proposed at the Peacock Centre, and 23 houses are proposed at Pipewell Avenue.

Response to Queries:

Access Arrangements:

Confirmation is needed from MCC as to whether the proposed arrangement, including the circa 18m drag distance, is acceptable or whether alternative arrangements should be considered?

MCC Response:

In accordance with GD04 MCC Waste Storage and Collection Guidance for New Developments, the drag distance should not exceed 10m (and this includes communal containers). Further detail is provided at p.15. on waste requirements.

Please review this arrangement to ensure full compliance with the GD04 standards. Any deviation will need to be agreed with MCC Environmental Health Team.

The existing TRO on Burston Street will need to be extended to ensure that there is space for waste / loading / unloading activity. This will form part of the S278 agreement and be at cost to the applicant.

A 7.5t panel van will access the site via Burston Street, proceed to the T-junction, and then reverse into the service station located to the south-west of the site before exiting in a forward gear.

MCC Response:

It is understood that the above is in relation to the sub-station and therefore movements will be infrequent. If so than the above manoeuvre seems acceptable but should be demonstrated with swept-path assessment. It is requested that the submitted TS also includes some commentary on this manoeuvre, frequency etc.

Refuse vehicles serving the southern site would access via the internal road from Pipewell Avenue, serving all houses before utilising the vehicle turning head provided to exit the site.

We would appreciate if Manchester City Council [MCC] confirm whether these arrangements remain suitable, especially in relation to turning head arrangements and the internal road setup?

MCC Response:

The above is acceptable in principle subject to a swept path analysis of a 11.5m refuse vehicle. This tracking should take into consideration existing on-street parking and additional demand associated with the proposals. This would identify where double-yellow TROs may be necessary. Note that new internal turning-heads can attract new resident parking and so these should be covered by TROs as a minimum.

A Waste Management Strategy will be required to support the proposed development site with information incorporated into the TS.

The TS should also reference personal home deliveries.

Vehicle & Visitor Parking:

Development to provide one parking space per house.

Current proposals for the apartment block includes 7 general parking spaces, plus 2 disabled spaces (11 total). The proposed apartment block consists of 24 apartments resulting in a shortfall of 15 spaces.

Can MCC confirm if the above provisions would be deemed suitable for this development?

MCC Response:

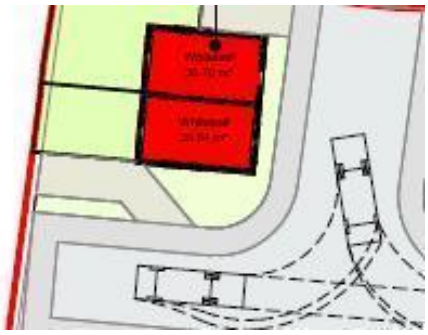
100% provision noted for dwellings – acceptable in principle.

MCC requires driveways to be constructed to 3m x 6m. It is understood that a portion of the current design requires sharing of this space to provide pedestrian access the dwellings. Additional dimensions and justification should be provided within the TS.

As on-street parking does currently take place along Peacock Close, the implementation of H-Bars on Burston Street and Peacock Close in the vicinity of proposed driveway vehicle crossovers would work to reduce inconsiderate parking.

For the avoidance of doubt Highways do not typically accept anything greater than a double dropped kerb.

A swept path assessment of the following proposed driveway will be required. Consideration should be given to existing/potential on-street parking and how this may restrict access to driveways.



Justification for 46% parking provision for apartments will be required based on local census car ownership data. The TS should include commentary on how will parking be managed amongst residents at the apartment building and how any over-spill parking will be safely accommodated.

Highways would request that a Car Park Management Plan is conditioned.

MCC requires apartment parking bays to be constructed to 2.4m x 4.8m. It is noted on the submitted plans that the aisle width at the apartments car-park looks very constrained. Highways request a minimum 6m aisle width.

Request swept path analysis of the car park access, vehicles manoeuvring to parking spaces and egressing.

EV provision will be required in alignment with MCC EV Strategy:

- On-site/Allocated parking: 1 EV chargepoint (minimum 7kW) for each dwelling.

- Unallocated parking: minimum 10% EV (minimum 7kW) chargepoints, and cable ducting for all spaces.

In terms of cycle parking, suitable provision is proposed for all dwellings. The apartment block will be served by 26 secure cycle parking spaces, representing in excess of 100% provision, located within an internal sheltered facility adjacent to the main entrance.

100% cycle parking for both apartments and houses is a suitable level of provision.

All cycle parking should be sheltered and secure.

Short-stay visitor cycle parking should also be provided in the proximity of the apartments for the use of delivery riders and visitors.

Trip Rates & Generation:

Can MCC please confirm that the trip rates and resultant trip generation are acceptable in principle and whether any junction capacity assessments are required?

MCC Response:

The approach to trip generation/modal split is acceptable. The assessment results in a total of 42 two-way vehicle trips across both sites in the AM and 43 two-way vehicle trips in the PM. Given that there are two sites with separate access points, the impacts on local junctions will likely be minimal, but it is recommended that a trip distribution diagram is created to evidence this.

Transport Statement [TS]

- ***Comment on the background / history of the site;***
- ***Provide a description of the existing conditions;***
- ***Consider the national and local transport-related policy documentation – Can MCC please confirm the required policy document to be included?*** NPPF, Greater Manchester Transport Strategy 2040, Places for Everyone (& Streets for All).
- ***Consider any committed developments in the area - Can MCC please confirm any committed developments we need to include?*** TBC following further discussions on traffic flow diagrams/additional assessment.
- ***Undertake accident analysis of the local highway network using STATS19 data. – Can MCC advise if any other accident data source should be used?*** It is suggested that either TfGM data (https://www.gmtu.gov.uk/gmaccidents/) or CrashMap (https://www.crashmap.co.uk/) is utilised.
- ***Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the pedestrian, cycling, bus and rail facilities surrounding the site;*** The TS should also identify where improvements will be required – i.e. it is noted that local junctions lack dropped-kerbs and tactile paving and Gorton Road lacks local N/S crossing facilities.
- ***Develop any site access drawings to demonstrate accessing the site;*** Access junctions and internal adopted highways will need to align with MCC adoptable standards: 2m footways, dropped-kerbs and tactile paving at junctions, 5.5m carriageway and 6m kerb radii.

Request that an engineering drawing including dimensioned is provided at submission. Plans should include swept-path assessment and junction visibility assessment.

Consideration will also be required of the proposed boundary treatment and existing on-street parking when reviewing visibility at junctions (and driveways). TROs may be necessary to retain visibility.

- ***Undertake swept path analysis for parking and waste/delivery/emergency servicing (vehicles are to be used are: 11.5m refuse vehicle, 7.5T box van, and Fire Tender)- Can MCC confirm if this is acceptable?*** Acceptable.

Other Considerations:

We would welcome confirmation on the elements as outlined above. Please could MCC also confirm if there are any additional elements you require us to consider at this stage?

Please note Highways will not maintain grass verge areas – these should be incorporated into private boundaries.

Proposed lack of footway on the western side of the Pipewell Ave site turning head is acceptable – however dropped-kerbs/tactile paving will be required in the vicinity of the turning-head to safely guide pedestrians. Crossing points will need to be located away from driveways. Note that the service strips shown on at this location would need to be black-top hardstanding.

The Pipewell site will be built upon an existing pedestrian route connecting Middlewich Walk to Taylor Street which is a Common Law highway and has use by prescription. Current plans indicate that a diversion of this route may be provided through the site. Extinguishment or diversion of this route wil need to be progressed by the developer, directly to DfT (online).

Site Accessibility:

Accessibility audit should be undertaken within the TS. This should include a walking and cycling audit undertaken at Streets for All standards.

Consideration should be given to the standard of existing and proposed footways, dropped kerbs tactile paving and cycle infrastructure.

The TS should also provide commentary on the condition of surrounding (unadopted) pedestrian connections i.e. Bryson Walk and Middlewich Walk and consider how the proposals interact with these routes. Street-lighting should also be a consideration.

Vehicular Access:

As per Highways early pre-application comments the new estate roads should also meet MCCs adoptable standards. Tactile paving and dropped kerbs should be provided at the vehicle access points/junctions.

TROs should be installed at the turning heads to ensure that a waste vehicle can manoeuvre. TROs should also be refreshed if necessary at the junction of Burston Street / Gorton Lane.

- This will form part of the S278 agreement and be at cost to the applicant.

Burston Street will provide access to the Peacock Centre development site. As per Highways early pre-application comments the developer should ensure that the road is up to adoptable standards with 2m footways and 5.5m carriageways. A review of lighting provision will also be required.

It is requested that footways and carriageway on Burston Street are resurfaced at cost to the applicant. Highways note that the highway is relatively wide – consideration should be given to traffic calming at this section and providing a sympathetic environment for pedestrians and cyclists. Catering for overspill parking from the Apartments will also need to be a design consideration.

Pipewell Avenue will provide access to the proposed 23 houses. Noted that the new estate road will link to the existing carriageway and footways alone Pipewell Avenue.

Mitigation:

The developer should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with MCC who will be happy to work with the developer to agree an approach.

Site observations have confirmed that there is a very narrow path that runs through Taylor Street Playing Fields to the west of the sites. Improvements to this route would provide better access for future residents, particularly at the southern site (Pipewell Avenue) to the bus stops on Gorton Lane.

It is noted that the northern site (Peacock Centre) red line boundary is directly adjacent to a bus stop. If any changes are proposed to the bus stop – relocation etc this should be clarified and discussed with shelters@tfgm.com

TROs:

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure potential overflow car parking from the development does not impact highway operation/safety.

It is requested that a 20mph speed limit is enforced on any adopted highways within the site. The applicant should also provide junction protection at all junctions to ensure that inconsiderate parking does not take place and ensure that the waste vehicles can manoeuvre appropriately and driveway access/egress can be accommodated.

Off-Site Highways Works:

As per Highways comments above the footway and carriageway at Burston Street and Peackcok Street should be resurfaced and kerbing made good along with necessary improvements at Burston Street following additional review.

Footways bounding the site on Gorton Lane should be resurfaced and kerbing made good if necessary.

Any redundant points of access will require footway reinstatement.

The site should ensure that connections to existing footpaths / PROWs are kept and connections remain clear.

A S278/S38 agreement is required for works to the adopted highway and adoption of newly constructed highways.

For the avoidance of doubt, all non-standard materials to be used on the adopted highway will be subject to applicable commuted sums, likewise for the implementation of street trees on the highway.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted.

Document Submission:

The Scoping Email confirms that the planning submission will be supported by a Transport Statement (TS) and Framework Travel Plan (TS).

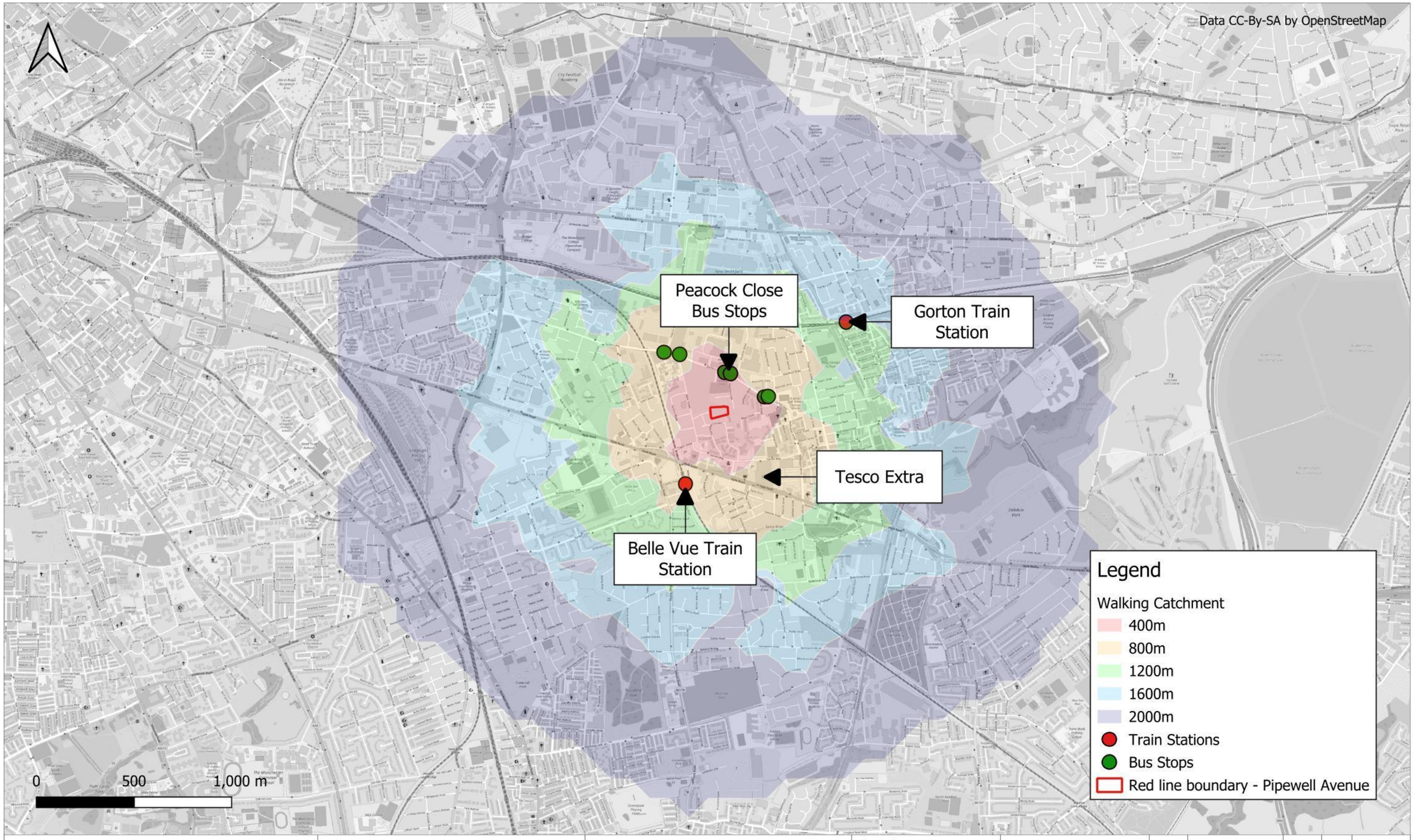
MCC Highways would also request that the submission is supported by the following, to be conditioned with any approval:

- Waste and Service Management Plan
- Road Safety Audit Stage 1

Suggested Conditions:

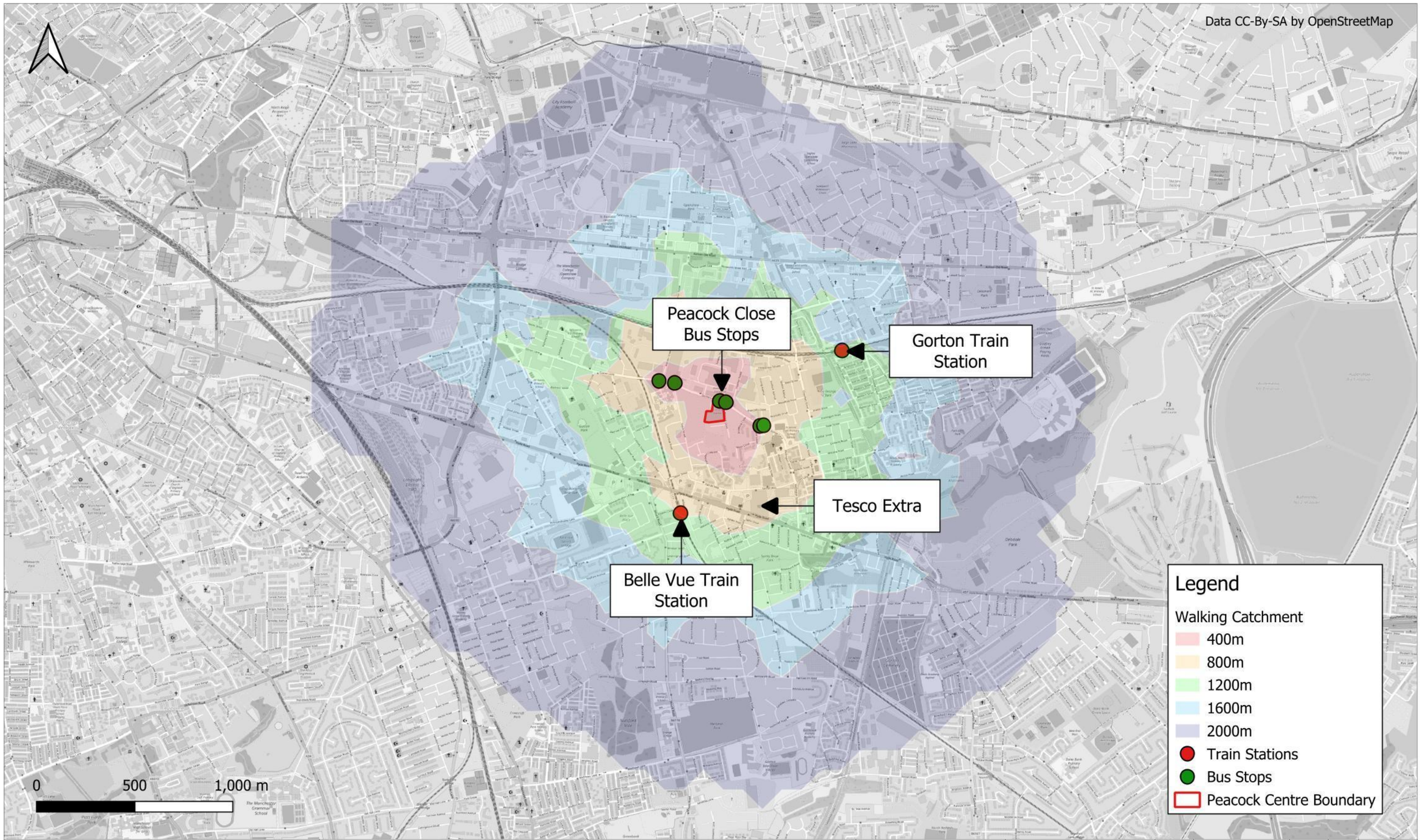
- EV provision
- Cycle parking
- Car Park Management Plan
- Full travel Plan
- Construction Management Plan – please see attached template which will need to be completed to support any subsequent condition discharge request.
- Highways Works (S278/S38)

Appendix B Accessibility Catchments



Stantec

Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
Pipewell Avenue	2km Walking Catchment	333102268	NC	P01	READY FOR REVIEW	-	-	P01
		Date	Checked	-	-	-	-	Figure
		31/03/26	RF	-	-	-	-	4.2
		Scale	Status					
		1:18000	S3	-	-	-	-	



Stantec

Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
Peacock Centre	2km Walking Catchment	333102268	NC	P01	READY FOR REVIEW	-	-	P01
		Date	Checked	-	-	-	-	Figure
		31/03/26	RF	-	-	-	-	4.1
		Scale	Status	-	-	-	-	
		1:18000	S3					



Stantec

Project Title: Peacock Centre	Drawing Title: 5km Cycling Catchment	Job Number: 333102268	By: NC	Rev	Description	Date	By	Drawing No.: P01
		Date: 31/03/26	Checked: RF	P01	READY FOR REVIEW	-	-	
		Scale: 1:18000	Status: S3	-	-	-	-	Figure: 4.3
				-	-	-	-	
				-	-	-	-	



Stantec

Project Title: Peacock Centre	Drawing Title: 5km Cycling Catchment	Job Number: 333102268	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 31/03/26	Checked: RF	P01	READY FOR REVIEW	-	-		
		Scale: 1:18000	Status: S3	-	-	-	-	Figure	4.3
				-	-	-	-		
				-	-	-	-		

Appendix C Full Site Layout

Planning Boundary

Hardworks

H1 HRA Surfacing
To adopted roads.

H2 HRA Surfacing with Coloured Chip
To adopted footpaths. With buff pre-coated chipping.

H3 HRA Surfacing with Coloured Chip
To carparking area. With buff pre-coated chipping.

H4 Concrete Block Pavers Type 1
To footpaths around apartment block.

H5 Porcelain Pavers
Private rear garden patios.

H6 Concrete Block Pavers Type 2
To ground floor apartment patios.

H7.1 Permeable Concrete Paver - Type 1
To private driveway.

H7.2 Concrete Paver - Type 2
To shared pedestrian walkway.

H8 Self-binding Gravel
To footpath within shared courtyard.

H9 Reinforced Grass
To substation access

H10 Rubber Mulch
To shared courtyard play elements at Peacock site

Softworks

S1 Amenity lawn to back gardens

S2 Wildflower meadow

S3 SuDS wildflower

S4 Species rich lawn

S5 Ornamental planting

S6 Defensible planting
To protect edges to apartment building.

S7 Scrub planting
To north of communal grow space. Maintained at low level for visibility and natural surveilance.

S8 Permaculture planting
Mixed of edible species and pollinator friendly species. To communal grow space at Pipewell Avenue site.

S9 Ornamental hedgerow
To be maintained at 1.2m height

S10 Native hedgerow
To be maintained at 1.2m height

Water filtration strip
(Neutral grassland with gravel strip)

Climber planting
To be installed on wire trellis system

Proposed Fruiting Tree
To Communal Garden & Growing Space
Girth size: 16-18cm

Proposed Semi-mature Tree
Girth size: 20-25cm

Proposed Multi-stem Tree
Height 350-400mm

Proposed Feature Tree
Girth Size: 30-35cm

Proposed Specimen Shrub
To Pipewell Avenue site communal grow space.

Play Elements

PE1 Timber stepping logs
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE2 Fallen climbing tree trunk
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE3 Timber balancing beams
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE4 Timber stepping beams
Potentially made with on-site felled trees or locally recycled/ rescued timber

PE5 Mini swing/ hammock

Furniture

F1 Timber arch with climbing plants
To shared courtyard.

F2 Bench with arm and back rests
Potentially made with reclaimed felled trees from site

F3 Raised grow beds
To Pipewell Avenue communal growing area. Potentially made with on-site felled trees or locally recycled/ rescued timber.
With wheelchair accessible design.

F4 Timber cube seating
Potentially made with reclaimed felled trees from site

F5 Natural boulder
Locally sourced glacial boulders.
Size varied.

F6 Cycle stand
To apartment main entrance.

F7 Accessible picnic table and chair set
To apartment main entrance.

F8 Timber garden storage with timber pergola
To Pipewell Avenue site communal grow space.

F9 Reclaimed natural stone top gabion seat
To shared courtyard.

F10 Finger post

F11 ASHP (Air source heat pump)

F12 Bike store

F13 Bin

Lighting

Proposed Bollard lighting

Proposed Lighting columns

Existing lamp post to be retained

Boundaries

1.2m high metal railing
To patio of apartment block and housing front gardens

1.8m high timber fencing
Close boarded timber fence with perforated top panels

Ecological Elements

EE1 Bird boxes
To be fixed on existing mature trees.
Exact location to be coordinated with ecologists.

EE2 Bat boxes
To be fixed on apartment building.
Exact location to be coordinated with architects and ecologist.

EE3 Swift bricks
To be incroperated into housing unit facade facing rear gardens at approximately 5m height.
Exact location to be coordinated with architects and ecologist.

***Hedgehog highway**
Refer to drawing DN0385-PLA-XX-XX-DR-LA-00003 for details.

Improvement works to upgrade road condition to exisitng Burston Street.

BURSTON STREET

LOCAL(Key Pedestrian Routes and Area)

Substation

PEACOCK CLOSE

BUTTRESS STREET

Existing brick wall forms the southern site boundary. The wall is to be made good where necessary, including removal of existing vegetation growing on the wall that may be causing damage or deterioration, and the repair and repointing of brickwork as required. Works are subject to further discussion and agreement with the neighbouring landowner.

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NOTES:
1. Do not scale from this drawing; always work to noted dimensions.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
P04	02/06.2025	Planning Issue	LT	YH

PLANIT
Manchester | London | Liverpool | Leeds | Standish
Manchester
2 Back Grafton Street
Altrincham
Cheshire
WA14 1DY
W: planit-ie.com
E: info@planit-ie.com
T: 0151 363 1230

Client Clarion Housing Group

Project Peacock Centre - Gorton

Drg Title Peacock Centre - GA

Created on	Created by	Approved by
29/01/26	YH	SPL

Scale	Size	Workstage
1:250	A1	Planning

Drg No.	Suitability	Revision
DN0385-PLA-XX-XX-DR-LA-00001	S3	P04

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0m 5m 10m 15m 20m

KEY:

- BX — BLOCK REFERENCE
- XX — PLOT NUMBER
- BIKE STORE
- EV — WALL MOUNTED ELECTRIC VEHICLE CHARGER

HOUSE TYPES

- HT23.8 - 2B3P
- WHITELEAF - 2B3P
- CHILTERN - 2B4P
- HT23.7 - 3B4P
- RENDLESHAM - 3B5P
- WYCHWOOD - 3B5P
- HT23.1 - 3B5P
- HT24.3 - 4B6P

APARTMENT TYPES

- 1B2P APT Type A M4(2) - 5 no
- 1B2P APT Type A.2 M4(2) - 2 no
- 2B3P APT Type B M4(2) - 3 no
- 2B3P APT Type C M4(2) - 1 no
- 2B3P APT Type D M4(3) - 3 no
- 2B3P APT Type D.1 M4(3) -1 no
- 2B4P APT Type D.2 M4(2) -8 no
- 2B4P APT Type E M4(2) - 2no
- FACILITIES MANAGEMENT
- PLANT
- CIRCULATION

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed: Xxxxxxxxxxxxx Xxxxxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx.

Rev	Date	Description	Dwn	Ckd
P07	28/05/26	ISSUED FOR CO-ORDINATION	JK	LE
P08	03/06/26	WIP ISSUED FOR CO-ORDINATION. LANDSCAPE PLANS UPDATED TO REFLECT PLANIT PLANNING LAYOUT.	LE	JK
P09	22/06/26	PLANNING ISSUE	LE	JK
P10	02/07/26	BLOCK 03 HOUSE TYPE UPDATED FOR PLANNING	LE	JK

Drawn LE
Checked JK
Date 21/01/26
Scale @ A1 1:250

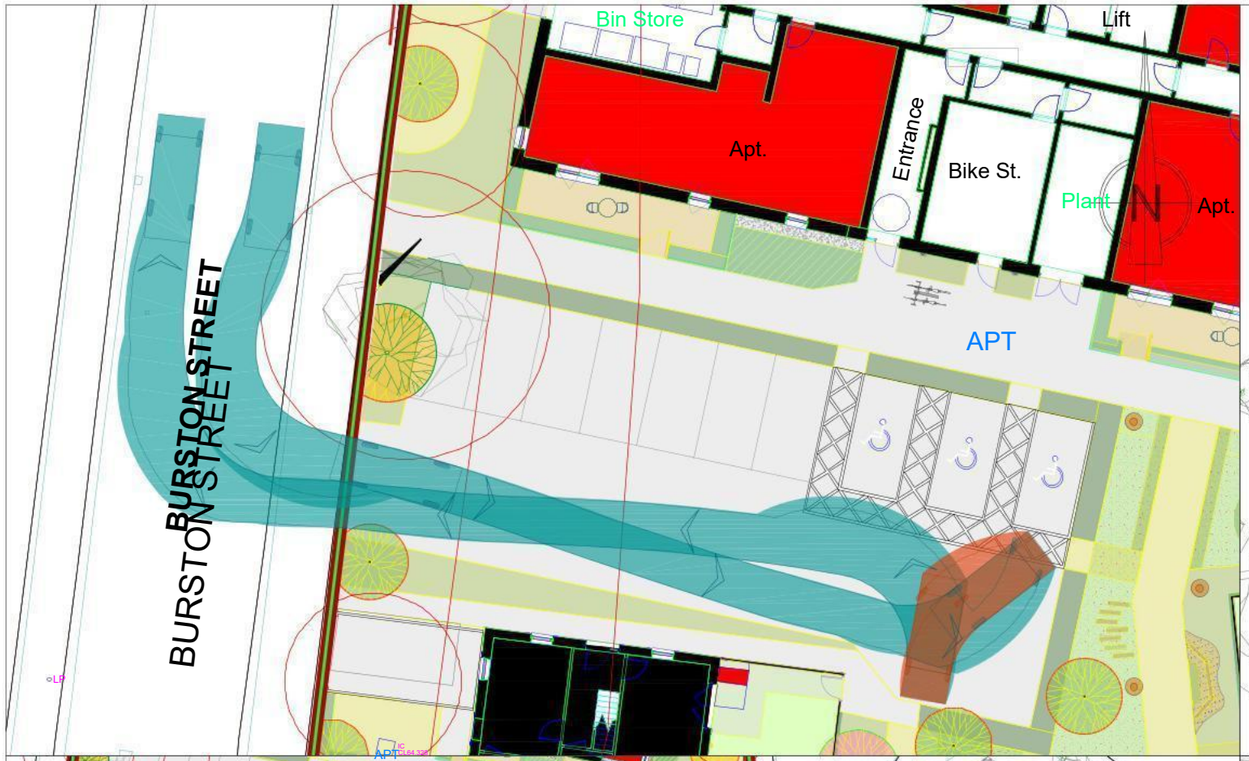
PEACOCK CENTRE, GORTON

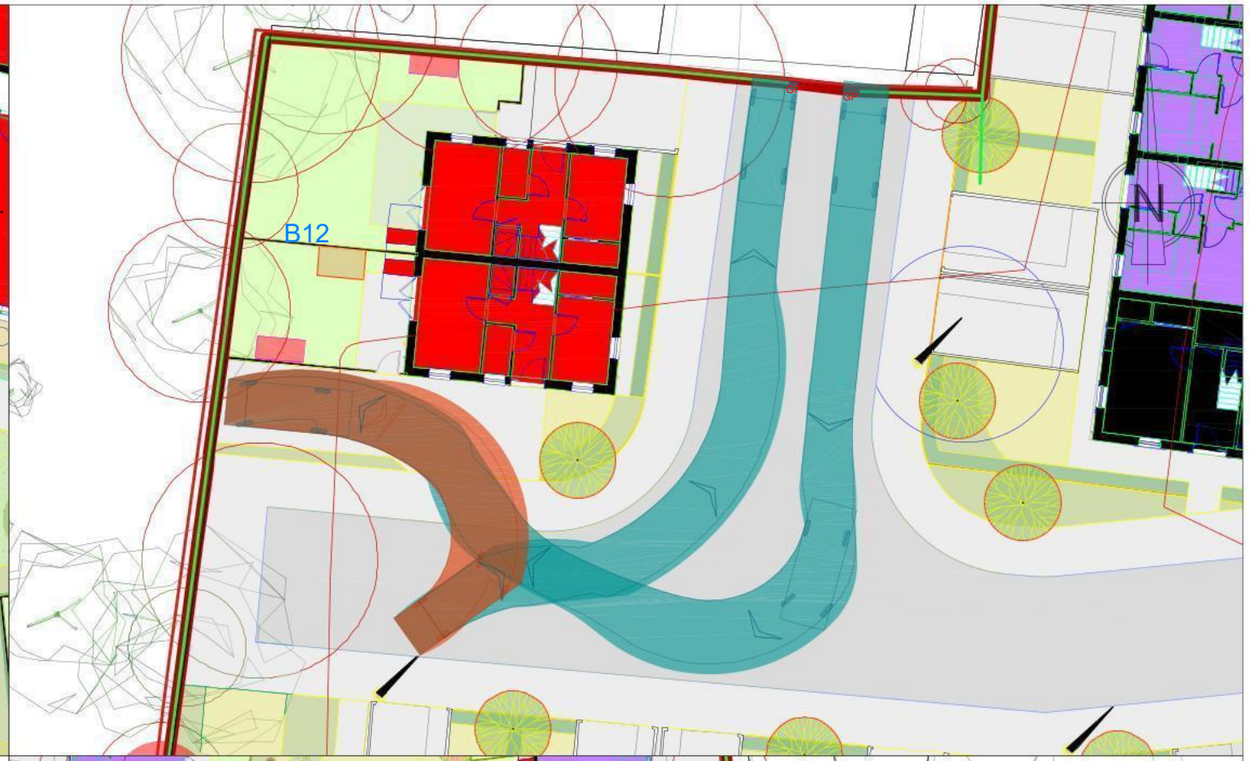
PROPOSED SITE PLAN - PIPEWELL AVENUE

Project	Origin	Function	Space	Form	Discipline	Number
DN0385	PRP -	PA -	00 -	DR -	A -	20101
-Revision			Status			
P10 -			S4 -			

PRP

Appendix D Swept Path Analysis



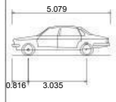






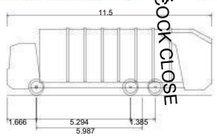
SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Eagle Elite 2 6x4 non rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

REVISIONS

P02	UPDATED-SITE-LAYOUT					
	NC	09/06/26	JF	09/06/26	JF	09/06/26
P01	TRACKING					
	NC	17/03/26	RF	17/03/26	RF	17/03/26
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

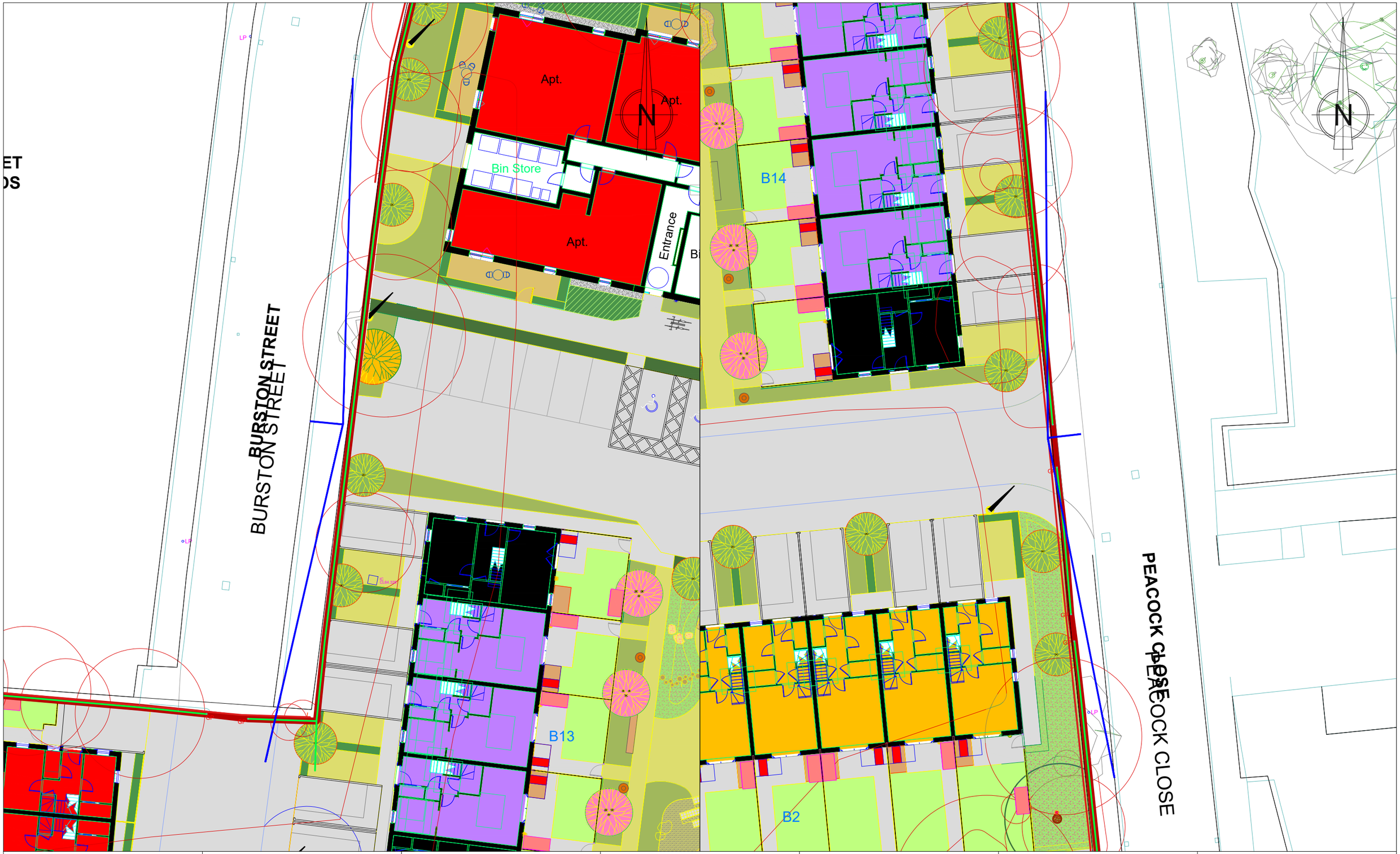
Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

TITLE
SWEPT PATH ANALYSIS - LARGE CAR AND EAGLE ELITE REFUSE VEHICLE

STANTEC PROJECT NO.	333102268
SCALE @ A3	AS SHOWN
STATUS DESCRIPTION	SUITABLE FOR CLIENT REVIEW
STATUS	S3
DRAWING NO.	DN3085-STAN-PA-DR-TP-1001
REVISION	P02



SWEPT PATH ANALYSIS

2.4M X 25M VISIBILITY

REVISIONS

REV						
P02	UPDATED-SITE-LAYOUT					
	NC	09/06/26	JF	09/06/26	JF	09/06/26
P01	TRACKING					
	NC	17/03/26	RF	17/03/26	RF	17/03/26
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

TITLE
VISIBILITY SPLAY ASSESSMENT

STANTEC PROJECT NO.
333102268

SCALE @ A3
AS SHOWN

STATUS DESCRIPTION
SUITABLE FOR CLIENT REVIEW

STATUS
S3

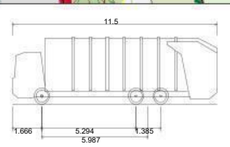
DRAWING NO.
DN3085-STAN-PA-DR-TP-1002

REVISION
P02

B8
B11
B5
B9
B1
T50
T44
T45
GP
WO -
LP -
N

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Eagle Elite 2 6x4 non rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

REVISIONS

REV						
P02	UPDATED-SITE-LAYOUT					
	NC	09/06/26	JF	09/06/26	JF	09/06/26
P01	TRACKING					
	NC	18/03/26	RF	18/03/26	RF	18/03/26
	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

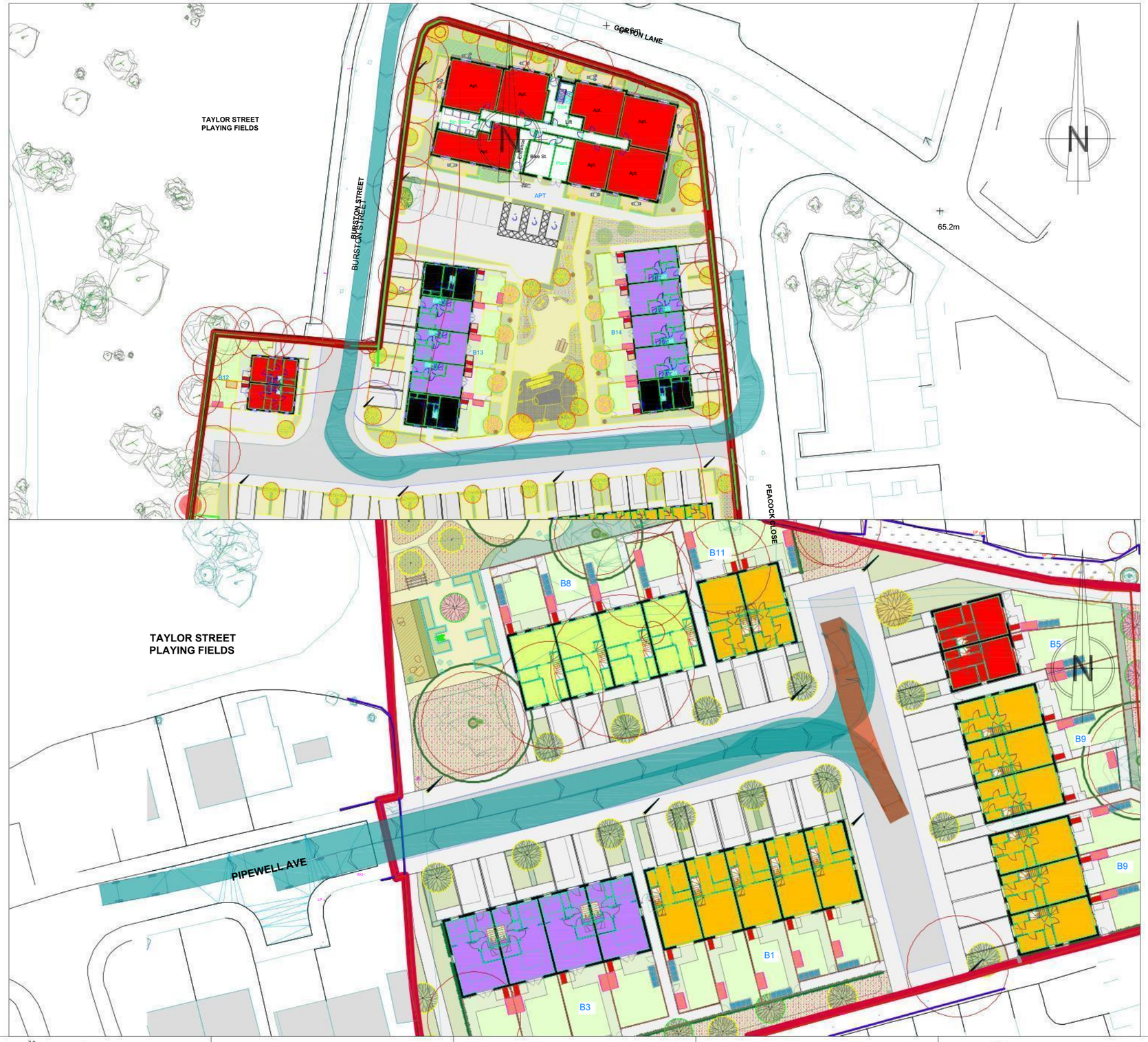
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CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

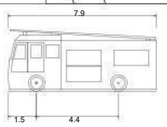
TITLE
SWEPT PATH ANALYSIS - EAGLE ELITE REFUSE VEHICLE

STANTEC PROJECT NO.	333102268
SCALE @ A3	AS SHOWN
STATUS DESCRIPTION	SUITABLE FOR CLIENT REVIEW
STATUS	S3
DRAWING NO.	DN3085-STAN-PA-DR-TP-1003
REVISION	P02



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REVISIONS

REV						
P02	UPDATED-SITE-LAYOUT					
	NC	09/06/26	JF	09/06/26	JF	09/06/26
P01	TRACKING					
	NC	18/03/26	RF	18/03/26	RF	18/03/26
	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Stantec

CLIENT
CLARION HOUSING ASSOCIATION LIMITED AND CLARION HOUSHING PROPERTY DEVELOPMENT SERVICES LIMITED

PROJECT
PEACOCK CENTRE, MANCHESTER

TITLE
SWEPT PATH ANALYSIS - PUMPING APPLIANCE

STANTEC PROJECT NO.	SCALE @ A3
333102268	AS SHOWN

STATUS DESCRIPTION	STATUS
SUITABLE FOR CLIENT REVIEW	S3

DRAWING NO.	REVISION
DN3085-STAN-PA-DR-TP-1004	P02

Appendix E TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: L - MIXED AFFORD HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	1 day
	SW	SWANSEA	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	19 to 94 (units:DWELLS)
Range Selected by User:	19 to 100 (units:DWELLS)
Parking Spaces Range:	19 - 163

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/11 to 25/03/24

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
Thursday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre	1 days
Suburban Area	4 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:

No Sub Category	3 days
Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

C3	6 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:

1700 - 7187

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	3 surveys
500,001 or More	1 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	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	4 surveys
Yes	2 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	6 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:

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

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1 **CF-03-L-02** **SEMI DETACHED & FLATS** **CARDIFF**
SANQUHAR STREET
CARDIFF
SPLOTT
Neighbourhood Centre
No Sub Category
Site area: 0.3100000023841858 hect
Survey date: Friday 14/05/2021 Survey Type: Manual

2 **DL-03-L-01** **BLOCK OF FLATS & TERRACED** **DUBLIN**
BALLYMUN ROAD
DUBLIN
Suburban Area
Residential Zone
Site area: 0.47999998927116394 hect
Survey date: Wednesday 19/05/2021 Survey Type: Manual

3 **ES-03-L-03** **HOUSES & FLATS** **EAST SUSSEX**
HUGHENDEN ROAD
HASTINGS
ORE VALLEY
Suburban Area
Residential Zone
Site area: 0.9399999976158142 hect
Survey date: Tuesday 26/06/2018 Survey Type: Manual

4 **HC-03-L-04** **MIXED FLATS & HOUSES** **HAMPSHIRE**
WOODSIDE AVENUE
EASTLEIGH
Suburban Area
No Sub Category
Site area: 2.5299999713897705 hect
Survey date: Thursday 16/11/2023 Survey Type: Manual

5 **SW-03-L-03** **TERRACED HOUSES AND FLATS** **SWANSEA**
CROWN STREET
SWANSEA
MORRISTON
Edge of Town
No Sub Category
Site area: 0.27000001072883606 hect
Survey date: Friday 14/05/2021 Survey Type: Manual

6 **TW-03-L-01** **SEMI-DET/TERRACED/FLATS** **TYNE & WEAR**
JOHNSON STREET
GATESHEAD
Suburban Area
Residential Zone
Site area: 0.44999998807907104 hect
Survey date: Thursday 03/10/2013 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EG-03-L-05|29-06-2022	29-06-2022	London

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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	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	**6**	**42**	**0.055**	**0.206**	**0.261**
08:00-09:00	**6**	**42**	**0.166**	**0.308**	**0.474**
09:00-10:00	**6**	**42**	**0.162**	**0.182**	**0.344**
10:00-11:00	**6**	**42**	**0.142**	**0.154**	**0.296**
11:00-12:00	**6**	**42**	**0.142**	**0.138**	**0.280**
12:00-13:00	**6**	**42**	**0.111**	**0.091**	**0.202**
13:00-14:00	**6**	**42**	**0.158**	**0.166**	**0.324**
14:00-15:00	**6**	**42**	**0.174**	**0.146**	**0.320**
15:00-16:00	**6**	**42**	**0.237**	**0.209**	**0.446**
16:00-17:00	**6**	**42**	**0.229**	**0.198**	**0.427**
17:00-18:00	**6**	**42**	**0.265**	**0.186**	**0.451**
18:00-19:00	**6**	**42**	**0.245**	**0.126**	**0.371**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.086**	**2.110**	**4.196**

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

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

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND 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	**6**	**42**	**0.091**	**0.439**	**0.530**
08:00-09:00	**6**	**42**	**0.289**	**0.925**	**1.214**
09:00-10:00	**6**	**42**	**0.285**	**0.395**	**0.680**
10:00-11:00	**6**	**42**	**0.221**	**0.296**	**0.517**
11:00-12:00	**6**	**42**	**0.296**	**0.273**	**0.569**
12:00-13:00	**6**	**42**	**0.253**	**0.237**	**0.490**
13:00-14:00	**6**	**42**	**0.316**	**0.360**	**0.676**
14:00-15:00	**6**	**42**	**0.423**	**0.344**	**0.767**
15:00-16:00	**6**	**42**	**0.664**	**0.439**	**1.103**
16:00-17:00	**6**	**42**	**0.549**	**0.375**	**0.924**
17:00-18:00	**6**	**42**	**0.593**	**0.308**	**0.901**
18:00-19:00	**6**	**42**	**0.530**	**0.300**	**0.830**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.510**	**4.691**	**9.201**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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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	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	**6**	**42**	**0.000**	**0.016**	**0.016**
08:00-09:00	**6**	**42**	**0.008**	**0.063**	**0.071**
09:00-10:00	**6**	**42**	**0.004**	**0.032**	**0.036**
10:00-11:00	**6**	**42**	**0.008**	**0.012**	**0.020**
11:00-12:00	**6**	**42**	**0.012**	**0.020**	**0.032**
12:00-13:00	**6**	**42**	**0.004**	**0.016**	**0.020**
13:00-14:00	**6**	**42**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**42**	**0.004**	**0.004**	**0.008**
15:00-16:00	**6**	**42**	**0.040**	**0.016**	**0.056**
16:00-17:00	**6**	**42**	**0.063**	**0.020**	**0.083**
17:00-18:00	**6**	**42**	**0.016**	**0.008**	**0.024**
18:00-19:00	**6**	**42**	**0.024**	**0.004**	**0.028**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.183**	**0.211**	**0.394**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

PSVs

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	**6**	**42**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**42**	**0.004**	**0.004**	**0.008**
09:00-10:00	**6**	**42**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**42**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**42**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**42**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**42**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**42**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**42**	**0.004**	**0.004**	**0.008**
16:00-17:00	**6**	**42**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**42**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**42**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.008**	**0.008**	**0.016**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	16/11/2023 - 16/11/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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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	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	**6**	**42**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**42**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**42**	**0.004**	**0.000**	**0.004**
10:00-11:00	**6**	**42**	**0.000**	**0.004**	**0.004**
11:00-12:00	**6**	**42**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**42**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**42**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**42**	**0.004**	**0.004**	**0.008**
15:00-16:00	**6**	**42**	**0.004**	**0.000**	**0.004**
16:00-17:00	**6**	**42**	**0.000**	**0.004**	**0.004**
17:00-18:00	**6**	**42**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**42**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.012**	**0.012**	**0.024**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	16/11/2023 - 16/11/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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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	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	**6**	**42**	**0.004**	**0.004**	**0.008**
08:00-09:00	**6**	**42**	**0.020**	**0.016**	**0.036**
09:00-10:00	**6**	**42**	**0.004**	**0.012**	**0.016**
10:00-11:00	**6**	**42**	**0.008**	**0.008**	**0.016**
11:00-12:00	**6**	**42**	**0.008**	**0.008**	**0.016**
12:00-13:00	**6**	**42**	**0.004**	**0.004**	**0.008**
13:00-14:00	**6**	**42**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**42**	**0.004**	**0.004**	**0.008**
15:00-16:00	**6**	**42**	**0.016**	**0.016**	**0.032**
16:00-17:00	**6**	**42**	**0.008**	**0.008**	**0.016**
17:00-18:00	**6**	**42**	**0.008**	**0.008**	**0.016**
18:00-19:00	**6**	**42**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.084**	**0.088**	**0.172**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	26/06/2018 - 16/11/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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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	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	**6**	**42**	**0.036**	**0.178**	**0.214**
08:00-09:00	**6**	**42**	**0.111**	**0.257**	**0.368**
09:00-10:00	**6**	**42**	**0.123**	**0.142**	**0.265**
10:00-11:00	**6**	**42**	**0.107**	**0.111**	**0.218**
11:00-12:00	**6**	**42**	**0.103**	**0.091**	**0.194**
12:00-13:00	**6**	**42**	**0.091**	**0.067**	**0.158**
13:00-14:00	**6**	**42**	**0.134**	**0.142**	**0.276**
14:00-15:00	**6**	**42**	**0.142**	**0.115**	**0.257**
15:00-16:00	**6**	**42**	**0.198**	**0.186**	**0.384**
16:00-17:00	**6**	**42**	**0.198**	**0.162**	**0.360**
17:00-18:00	**6**	**42**	**0.217**	**0.146**	**0.363**
18:00-19:00	**6**	**42**	**0.221**	**0.119**	**0.340**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.681**	**1.716**	**3.397**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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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	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	**6**	**42**	**0.016**	**0.016**	**0.032**
08:00-09:00	**6**	**42**	**0.028**	**0.024**	**0.052**
09:00-10:00	**6**	**42**	**0.028**	**0.024**	**0.052**
10:00-11:00	**6**	**42**	**0.020**	**0.028**	**0.048**
11:00-12:00	**6**	**42**	**0.028**	**0.032**	**0.060**
12:00-13:00	**6**	**42**	**0.008**	**0.020**	**0.028**
13:00-14:00	**6**	**42**	**0.020**	**0.012**	**0.032**
14:00-15:00	**6**	**42**	**0.024**	**0.024**	**0.048**
15:00-16:00	**6**	**42**	**0.016**	**0.004**	**0.020**
16:00-17:00	**6**	**42**	**0.012**	**0.016**	**0.028**
17:00-18:00	**6**	**42**	**0.028**	**0.024**	**0.052**
18:00-19:00	**6**	**42**	**0.020**	**0.008**	**0.028**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.248**	**0.232**	**0.480**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

Vehicle Occupants

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	**6**	**42**	**0.055**	**0.277**	**0.332**
08:00-09:00	**6**	**42**	**0.198**	**0.545**	**0.743**
09:00-10:00	**6**	**42**	**0.198**	**0.229**	**0.427**
10:00-11:00	**6**	**42**	**0.158**	**0.190**	**0.348**
11:00-12:00	**6**	**42**	**0.186**	**0.170**	**0.356**
12:00-13:00	**6**	**42**	**0.158**	**0.123**	**0.281**
13:00-14:00	**6**	**42**	**0.209**	**0.229**	**0.438**
14:00-15:00	**6**	**42**	**0.241**	**0.202**	**0.443**
15:00-16:00	**6**	**42**	**0.348**	**0.300**	**0.648**
16:00-17:00	**6**	**42**	**0.292**	**0.273**	**0.565**
17:00-18:00	**6**	**42**	**0.379**	**0.221**	**0.600**
18:00-19:00	**6**	**42**	**0.344**	**0.166**	**0.510**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.766**	**2.925**	**5.691**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

Pedestrians

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	**6**	**42**	**0.024**	**0.059**	**0.083**
08:00-09:00	**6**	**42**	**0.063**	**0.217**	**0.280**
09:00-10:00	**6**	**42**	**0.071**	**0.083**	**0.154**
10:00-11:00	**6**	**42**	**0.043**	**0.075**	**0.118**
11:00-12:00	**6**	**42**	**0.083**	**0.063**	**0.146**
12:00-13:00	**6**	**42**	**0.055**	**0.067**	**0.122**
13:00-14:00	**6**	**42**	**0.087**	**0.095**	**0.182**
14:00-15:00	**6**	**42**	**0.154**	**0.119**	**0.273**
15:00-16:00	**6**	**42**	**0.229**	**0.115**	**0.344**
16:00-17:00	**6**	**42**	**0.126**	**0.083**	**0.209**
17:00-18:00	**6**	**42**	**0.134**	**0.079**	**0.213**
18:00-19:00	**6**	**42**	**0.126**	**0.126**	**0.252**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.195**	**1.181**	**2.376**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

Public Transport Users

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	**6**	**42**	**0.012**	**0.087**	**0.099**
08:00-09:00	**6**	**42**	**0.020**	**0.099**	**0.119**
09:00-10:00	**6**	**42**	**0.012**	**0.051**	**0.063**
10:00-11:00	**6**	**42**	**0.012**	**0.020**	**0.032**
11:00-12:00	**6**	**42**	**0.016**	**0.020**	**0.036**
12:00-13:00	**6**	**42**	**0.036**	**0.032**	**0.068**
13:00-14:00	**6**	**42**	**0.020**	**0.036**	**0.056**
14:00-15:00	**6**	**42**	**0.024**	**0.020**	**0.044**
15:00-16:00	**6**	**42**	**0.047**	**0.008**	**0.055**
16:00-17:00	**6**	**42**	**0.067**	**0.000**	**0.067**
17:00-18:00	**6**	**42**	**0.063**	**0.000**	**0.063**
18:00-19:00	**6**	**42**	**0.036**	**0.004**	**0.040**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.365**	**0.377**	**0.742**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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

Bus/Tram Passengers

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	**6**	**42**	**0.012**	**0.067**	**0.079**
08:00-09:00	**6**	**42**	**0.008**	**0.067**	**0.075**
09:00-10:00	**6**	**42**	**0.012**	**0.036**	**0.048**
10:00-11:00	**6**	**42**	**0.012**	**0.012**	**0.024**
11:00-12:00	**6**	**42**	**0.016**	**0.016**	**0.032**
12:00-13:00	**6**	**42**	**0.032**	**0.024**	**0.056**
13:00-14:00	**6**	**42**	**0.016**	**0.032**	**0.048**
14:00-15:00	**6**	**42**	**0.024**	**0.020**	**0.044**
15:00-16:00	**6**	**42**	**0.040**	**0.004**	**0.044**
16:00-17:00	**6**	**42**	**0.047**	**0.000**	**0.047**
17:00-18:00	**6**	**42**	**0.036**	**0.000**	**0.036**
18:00-19:00	**6**	**42**	**0.024**	**0.004**	**0.028**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.279**	**0.282**	**0.561**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	03/10/2013 - 16/11/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Coach Passengers

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	**6**	**42**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**42**	**0.000**	**0.004**	**0.004**
09:00-10:00	**6**	**42**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**42**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**42**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**42**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**42**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**42**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**42**	**0.004**	**0.000**	**0.004**
16:00-17:00	**6**	**42**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**42**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**42**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.004**	**0.008**

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.

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	16/11/2023 - 16/11/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Total Rail Passengers

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	**6**	**42**	**0.000**	**0.020**	**0.020**
08:00-09:00	**6**	**42**	**0.012**	**0.028**	**0.040**
09:00-10:00	**6**	**42**	**0.000**	**0.016**	**0.016**
10:00-11:00	**6**	**42**	**0.000**	**0.008**	**0.008**
11:00-12:00	**6**	**42**	**0.000**	**0.004**	**0.004**
12:00-13:00	**6**	**42**	**0.004**	**0.008**	**0.012**
13:00-14:00	**6**	**42**	**0.004**	**0.004**	**0.008**
14:00-15:00	**6**	**42**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**42**	**0.004**	**0.004**	**0.008**
16:00-17:00	**6**	**42**	**0.020**	**0.000**	**0.020**
17:00-18:00	**6**	**42**	**0.028**	**0.000**	**0.028**
18:00-19:00	**6**	**42**	**0.012**	**0.000**	**0.012**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.084**	**0.092**	**0.176**

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

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

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Parameter Summary:

Trip rate parameter range selected:	19 - 100 (units: DWELLS)
Survey date date range:	26/06/2018 - 16/11/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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