Winston Road, Hodge Street & Lordship Close, Moston

TRANSPORT STATEMENT

Report prepared for
One Manchester

June 2026

Report Reference 1962/1/A

ASHLEY HELME
ASSOCIATES

Transport Statement

Winston Road, Hodge Street & Lordship Close, Moston

Client:	One Manchester
Report Ref:	1962/1/A
Status:	Final
Date:	June 2026

Ashley Helme Associates Ltd
76 Washway Road
SALE, Manchester
M33 7RE

Telephone
0161 972 0552

aha@ashleyhelme.co.uk
www.ashleyhelme.co.uk

COPYRIGHT

© 2026 by Ashley Helme Associates Ltd
No part of this publication may be reproduced by any means
Without the permission of Ashley Helme Associates Ltd

Transport Statement

Winston Road, Hodge Street & Lordship Close, Moston

Chapter		Page
1.	Introduction	1
2.	Highway Network	3
3.	Proposed Site Access Arrangements	5
4.	Accessibility By Non-Car Modes	8
5.	Traffic Flows	11
6.	Summary & Conclusions	13

Figures

1.1 Location Plan
4.1 Walk Isochrones & Amenities
4.2 Cycle Isochrones

Tables

4.1 Bus Services

Appendices

A TfGM Accident Data
B TRICS Data

Drawings

Drg No 1962/SP/01/A Swept Path Analysis: Refuse Vehicle

1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by One Manchester to prepare a Transport Statement (TS) report to support the planning application for a proposed residential development on land off Winston Road, Hodge Street and Lordship Close in Moston (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 The Site comprises parcels of land within an existing residential estate. The parcels of land have frontage on Winston Road, Hodge Street and Lordship Close. There are 6 properties on Site that have frontage onto Winston Road and parking is provided to the rear from Kennard Close.

1.3 Planning History

1.3.1 The Site has been subject to a planning application for residential development under planning reference 141682/FO/2024. In June2025, planning permission was granted for a development comprising the construction of 29 dwellings with the following development mix:

Property Type	Number
1 bed flat	18
2 bed house	7
4 bed house	4
Total	**29**

1.3.2 The consented development had frontage/parking indicated on the following roads:

Road	No of properties
Winston Road	18
Lordship Close	1
Hodge Street	4
Kennard Close	6

1.4 Proposed Development

1.4.1 The proposed development seeks planning permission for the same scale of development but with a different development mix. The proposed development comprises:

Property Type	Number
1 bed flat	15

2 bed flat	3
2 bed house	9
4 bed house	2
Total	**29**

1.4.2 The proposed development shows frontage/parking indicated on the following roads:

Road	No of properties
Winston Road	17
Lordship Close	4
Hodge Street	4
Kennard Close	4

1.5 Scope of Report

1.5.1 The issues addressed within this TS fall broadly into the following areas:

- Accessibility by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network.

1.5.2 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.

1.5.3 The accessibility of the Site by choice of mode is considered in Chapter 4.

1.5.4 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.

2 Highway Network

2.1 The Site comprises parcels of land within an existing residential estate. The parcels of land have frontage on Winston Road, Hodge Street and Lordship Close. There are 4 properties proposed on Site that have frontage onto Winston Road and parking is provided to the rear from Kennard Close.

2.2 Existing Conditions

2.2.1 Winston Road

2.2.1.1 Winston Road is aligned in a north – south orientation and is a single carriageway road that is subject to a 30mph speed limit. There is an absence of waiting restrictions on the road.

2.2.1.2 Winston Road typically measures circa 5.5m wide to the south of the junction with Hodge Street and Lordship Close. To the north of the junction, Winston Road widens to circa 7.6m wide, along the Site frontage. There is footway on both sides of Winston Road and street lighting is present along the route.

2.2.1.3 Winston Road is fronted by 4no residential properties to the north in the vicinity of the junction with Oak Bank Avenue. The remaining land to the south, which forms part of the proposed development Site, is existing parcels of grassland. There is a pedestrian connection to Kennard Close towards the southern extent of Winston Road which provides an alternative pedestrian access to the wider highway network. network.

2.2.1.4 Pedestrian and vehicular access can be achieved to the wider network via Hodge Street or Winston Road. Additionally there are footpath connections to the south on Winston Road that provide direct links to Moston Lane.

2.2.2 Hodge Street

2.2.2.1 Hodge Street is aligned in a west to east alignment and forms a junction with Winston Road and Lordship Close. Hodge Street is a single carriageway road and is subject to a 30mph speed limit in the vicinity of the Site. There is an absence of waiting restrictions on the road.

2.2.2.2 Hodge Street is circa 6.5m wide in the vicinity of the Site. There is footway on both sides of the road and street lighting is present along the route.

2.2.2.3 Hodge Street forms a priority controlled crossroads junction with Gill Street to the west of the Site. Gill Street links to the wider highway network, notably to Moston Lane, to the south of the proposed development.

2.2.3 Lordship Close

2.2.3.1 Lordship Close measures circa 4.3m wide in the vicinity of the Winston Road/Hodge Street junction. The road narrows along the route to circa 3.5m wide. The road is predominantly a shared surface route with some footway provision along the frontage of property nos 4 to 10. Street lighting is present along the route.

2.2.3.2 Lordship Close currently serves 16 properties. Some properties front Westhide Walk with parking provided to the rear of the houses and this is accessed from Lordship Close.

2.2.4 Kennard Close

2.2.4.1 Kennard Close measures circa 3.6m wide and provides footway on the east side of the road. The road benefits from street lighting.

2.2.4.2 To the north, there is a cobbled area where parking is available to existing residents. There is a footpath in this location that provides a connection with Winston Road.

2.2.4.3 Kennard Close currently serves 8no flats on the east side of the road. There are gated accesses to rear gardens of properties on the west side of the road. These properties front Gill Street.

2.3 Collision History

2.3.1 The Transport for Greater Manchester (TfGM) interactive map has been interrogated for the latest available five-year collision records on Winston Road, Hodge Street, Lordship Close and Kennard Close in the vicinity of the Site.

2.3.2 The TfGM collision data shows that there were no recorded collisions on all of the above roads in the latest 5 year period.

2.3.3 Based on the available TfGM collision data, it is concluded that there is no evidence of a recurring collision problem/pattern in the immediate vicinity of the Site

3 Proposed Site Access Arrangements

3.1 Access Strategy

3.1.1 The proposed development shows residential properties fronting existing roads. The proposed residences will be served by direct driveway access to the existing highway network.

3.2 Car Parking

3.2.1 The proposed development comprises the construction of 29 houses. This development mix comprises:

Property Type	Number
1 bed flat	15
2 bed flat	3
2 bed house	9
4 bed house	2
Total	**29**

3.2.2 The proposed development Site layout plan shows the provision of 1 space per property. This represents a total of 29 parking spaces on the Site. This meets the requirements of the Manchester Quality Residential Guidance, as confirmed by Manchester City Council in pre-application discussions.

3.2.3 The parking spaces are provided on the following roads:

Road	Parking Spaces
Winston Road	17
Lordship Close	4
Hodge Street	4
Kennard Close	4

3.2.4 The proposed parking strategy seeks to provide an appropriate balance between providing sufficient parking to meet the daily needs of the development, whilst at the same time not over providing parking to the detriment of promoting more sustainable modes of transport. The Sites proximity to sustainable transport options and accessibility to key services is set out in Chapter 4.

3.2.5 Census Data: Car Ownership

3.2.5.1 The 2021 Census data is reviewed to provide a view of car ownership in Moston. The data is reviewed for the Middle Super Output Area (MSOA) in which the site lies.

3.2.5.2 The 2021 Census data shows the following levels of car ownership in the area:

2021 Census

	Manchester 007 MSOA
No cars of vans in household	38.0%
1 car or van in household	43.7%
2 cars of vans in household	15.3%
3+ cars of vans in household	3.0%

3.2.5.3 The Census data shows that car ownership in Manchester 007 MSOA is low. The 2021 Census data shows that 81.7% of households either have access to no car or van or just a single vehicle.

3.2.5.4 The 2021 Census data is used to review the proposed parking provision for the Site. The proposed development comprises 29 dwellings. Application of the 2021 Census derived car ownership percentages for Manchester 007 MSOA provides an indication of the potential car ownership at the Site. This is presented below:

	No of Properties	**No of Cars**
No cars or vans in household	11	0
1 car or van in household	13	13
2 cars of vans in household	5	10
3+ cars of vans in household	1	3
	Total Cars	**26**

3.5.5.5 The application of the recorded Census data to the proposed development demonstrates that total car ownership for the 29 dwellings could be as low as 26no vehicles. The proposed development shows the provision of 29 off-road parking spaces across the Site. It is concluded that off-road parking provision is suitable for the proposed development.

3.6 Cycle Parking

3.6.1 Cycle parking will be available to the residents of the dwellings. Residents will have opportunity securely park their cycles in their rear gardens. Cycle stores at each property are indicated on the proposed Site Plan.

3.7 Servicing

3.7.1 The residential properties will be serviced from the existing highway in the vicinity of the Site. Refuse vehicle collections already take place on Winston Road, Hodge Street, Lordship Close and Kennard Close to serve the existing residential properties in this location.

3.7.2 A swept path analysis has been undertaken that shows a refuse vehicle is able to turn within the proposed turning head that is indicated at the southern extent of Winston Road. The Site Plan indicates a new footpath connection between Lordship Close and the turning head. This ensures that the proposed dwellings on Lordship Close can wheel their bins the short distance to the turning head for collection.

3.7.3 The swept path analysis is shown on Drg No 1962/SP/01/A.

3.8 Summary

3.8.1 It is considered that the proposed Site access arrangements provide a suitable means of serving the proposed development.

4 Accessibility By Non-Car Modes

4.1 Walk

4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

4.1.2 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed.

4.1.3 The 'walkable neighbourhood' concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is ***not an upper limit*** *and ……. walking offers the greatest potential to replace short car trips, particularly those under 2 km."* (MfS1 para 4.4.1)

4.1.4 Indicated on Figure 4.1 are examples of local facilities near to the Site. This illustrates that there are a number of amenities located within 400m (a 5 minute walk) of the Site, including:

- Travel: Bus stops,
- Education: Primary school,
- Shopping: Convenience stores, butchers, Post Office, bank, ATM,
- Leisure: Food takeaways, restaurant/café, salons,
- Health: Dental surgery.

4.1.5 Between 400m and 800m walk there is a range of additional amenities, including:

- Education: Primary schools,
- Leisure: Public houses, salons, restaurant/café,
- Health: Health centre, pharmacy,
- Community: Community centres, places of worship,
- Employment: Tulketh Industrial Estate.

4.1.6 Harpurhey Shopping Centre is located within a circa 900m (an 11 to 12 minute) walk from the Site. The shopping centre provides various retail and leisure amenities including large supermarkets.

4.1.7 It is clear from the above that there are a very good range of amenities within a practical walk distance of the Site, providing good opportunity for journeys to be made to/from the residential development on foot.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

4.2.2 *Gear Change, A Bold Vision for Cycling and Walking* (DfT, 2020) states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)

4.2.3 Figure 4.2 presents the 2000m and 5000m cycle isochrones for the Site. A large part of Moston and Harpurhey is located within a 2000m cycle ride of the Site. Failsworth, North Manchester General Hospital, Cheetham Hill, Crumpsall and parts of Manchester city centre are all located within a 5000m cycle ride of the Site. There are numerous amenities and employment opportunities within a practical cycle ride of the Site.

4.2.4 The proposed development shows the provision of secure cycle parking in the rear garden of all properties at the Site. This will provide positive encouragement for residents of the Site to own a bicycle and undertake trips for a variety of purposes.

4.2.5 It is demonstrated that there is good opportunity for residents of the Site to undertake journeys to a range of destinations and amenities by cycle.

4.3 Public Transport

4.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.

4.3.2 Bus

4.3.2.1 The bus services and frequencies calling in the vicinity of the Site are summarised in Table 4.1.

4.3.2.2 There are existing bus stops on Moston Lane within a circa 300m (a 3 to 4 minute) walk of the Site. The bus stops are served by 10 bus services, including 2 school services. There are circa 17 buses per hour calling in each direction. The services provide connectivity to Harpurhey, Failsworth, Eccles, The Trafford Centre, Oldham, Manchester city centre, Middleton, North Manchester General Hospital, Ashton, and various other locations.

4.3.2.3 The 118 and 112/113 services operate at a 15 minute frequency and provide the most frequent bus services with circa 8 buses per hour calling in each direction on Moston Lane. The services call at North Manchester General Hospital, Collyhurst, Moston, Middleton and Manchester Piccadilly Gardens.

4.3.2.4 There are numerous bus services within a practical walk of the Site, providing very good opportunity for residents of the development to undertake journeys by bus to a range of destinations for a variety of purposes.

4.3.2.5 The bus services calling in the vicinity of the Site provide extensive coverage of the working day providing very good opportunity to travel to work by bus.

4.4 Summary

4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by a range of sustainable modes.

5 Traffic Flows

5.1 Peak Periods

5.1.1 The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM and PM peak hours. Therefore, TS quantitative analysis is undertaken for the AM and PM peak hours.

5.2 Generated Traffic: Proposed Development

5.2.1 The proposed development comprises 29no dwellings. It is necessary to estimate the traffic generated by the proposed residential development in the AM and PM peak hours.

5.2.2 A TRICS interrogation was undertaken for the consented development and adopted the following criteria:

(i) Houses privately owned,
(ii) 25-35 dwellings,
(iii) All surveys 2016 or more recent,
(iv) Any town centre sites or edge of town centre sites removed,
(v) Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

The TRICS interrogation is included in Appendix B.

5.2.3 The identified AM & PM peak hour trip rates are set out below and were **agreed** with MCC:

	Arrival	Departure	Two-way
AM (0800-0900)	0.167	0.414	0.581
PM (1700-1800)	0.346	0.198	0.544

5.2.6 The agreed trip rates are used to estimate the traffic generated by the proposed development in the AM & PM peak hours:

	Arrival	Departure	Two-way
AM (0800-0900)	5	12	17
PM (1700-1800)	10	6	16

5.2.7 The proposed development of 29 dwellings is estimated to generate 17 & 16 two-way trips in the AM & PM peak hours respectively. This represents, on average 3 or 4 vehicular movements per minute in the AM & PM peak hours.

5.2.8 Hodge Street and Winston Road provides links to the wider highway network and hence trips generated by the Site could split between these roads. There are 4 dwellings served from Kennard Close and trips generated by these properties will access the wider highway network from Carnaby Street, to the south of the Site.

5.3 Summary

5.3.1 The proposed development comprises 29 dwellings.

5.3.2 Review of the above shows that the proposed development is estimated to generate 17 & 16 two-way trips in the AM & PM peak hours. The trips will be split between Hodge Street, Winston Road and Kennard Close for trips on the wider highway network.

5.3.3 It is concluded that the proposed development will not have a material impact on the local highway network.

6 Summary & Conclusions

6.1 Ashley Helme Associates Limited (AHA) are appointed by One Manchester to prepare a Transport Statement (TS) report to support the planning application for a proposed residential development on land off Winston Road, Hodge Street and Lordship Close in Moston.

6.2 The proposed development comprises the construction of 29 dwellings. This development mix comprises:

Property Type	Number
1 bed flat	15
2 bed flat	3
2 bed house	9
4 bed house	2
Total	**29**

6.3 The proposed dwellings have frontage/parking on the following roads:

Road	Parking Spaces
Winston Road	17
Lordship Close	4
Hodge Street	4
Kennard Close	4

6.4 The proposed residences will be served by direct driveway access to the existing highway network. It is concluded that the proposed access arrangements are suitable for the proposed development.

6.5 The proposed development Site layout plan shows the provision of 1 space per property. This represents a total of 29 parking spaces on the Site. This meets the requirements of the Manchester Quality Residential Guidance, as confirmed by Manchester City Council in pre-application discussions.

6.6 The proposed parking provision has been reviewed in the context of car ownership recorded in the 2021 Census for the Middle Super Output Area in which the Site lies. The application of the recorded Census data to the proposed development demonstrates that total car ownership for the 29 dwellings could be as low as 26 vehicles at the Site. The proposed development shows the provision of 29 off-road parking spaces across the Site. It is concluded that off-road parking provision is suitable for the proposed development.

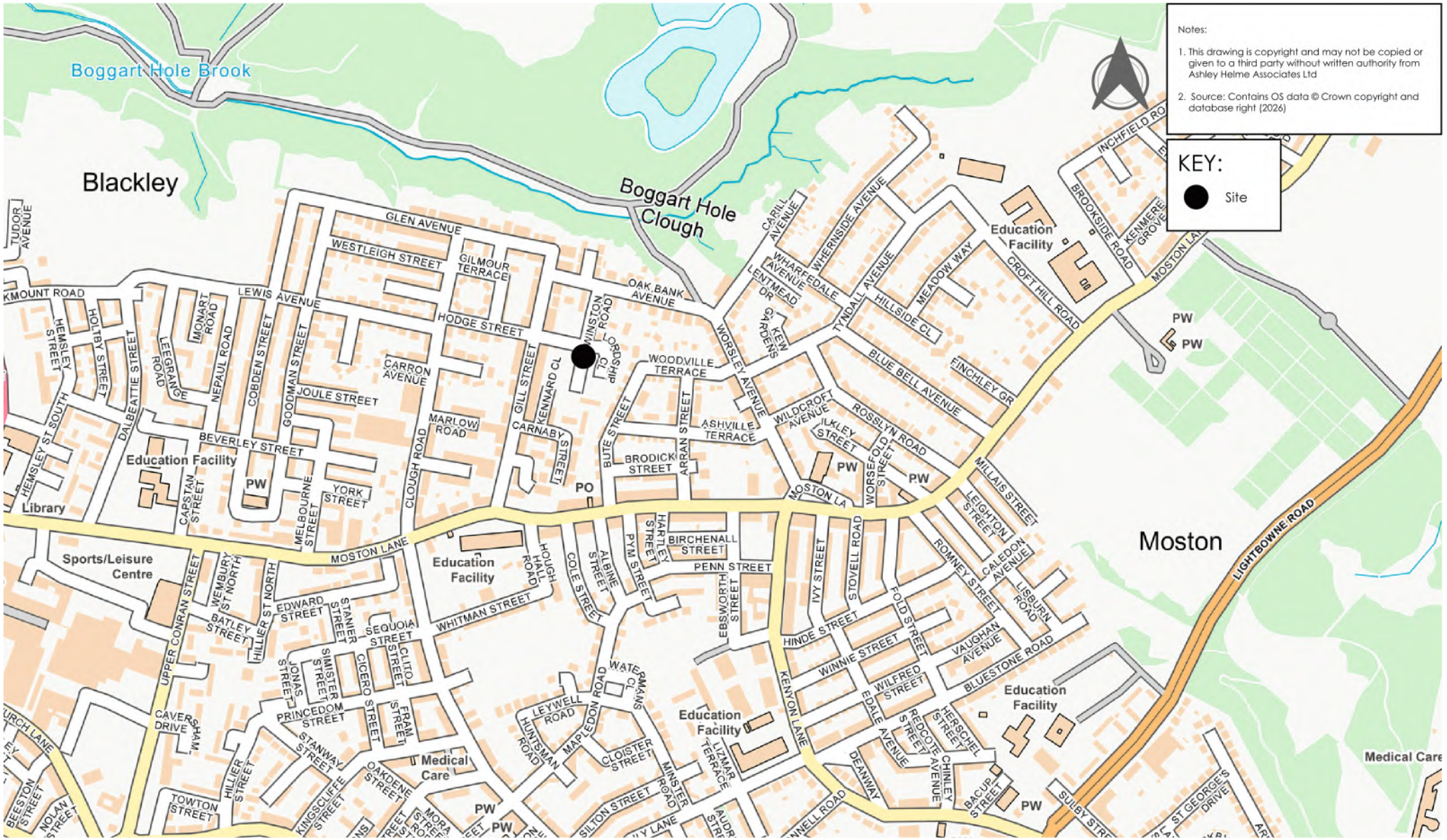
6.7 The proposed development will provide cycle parking for each of the proposed dwellings. The secure cycle parking is indicated to the rear of each dwelling on the proposed Site Plan submitted with the planning application.

6.8 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents to undertake trips on foot, by cycle and by public transport. This is fully in accordance with national and local policy aims and objectives.

6.9 The proposed development is estimated to generate 17 & 16 two-way trips in the AM & PM peak hours respectively. It is concluded that the proposed development will not have a material impact on the local highway network.

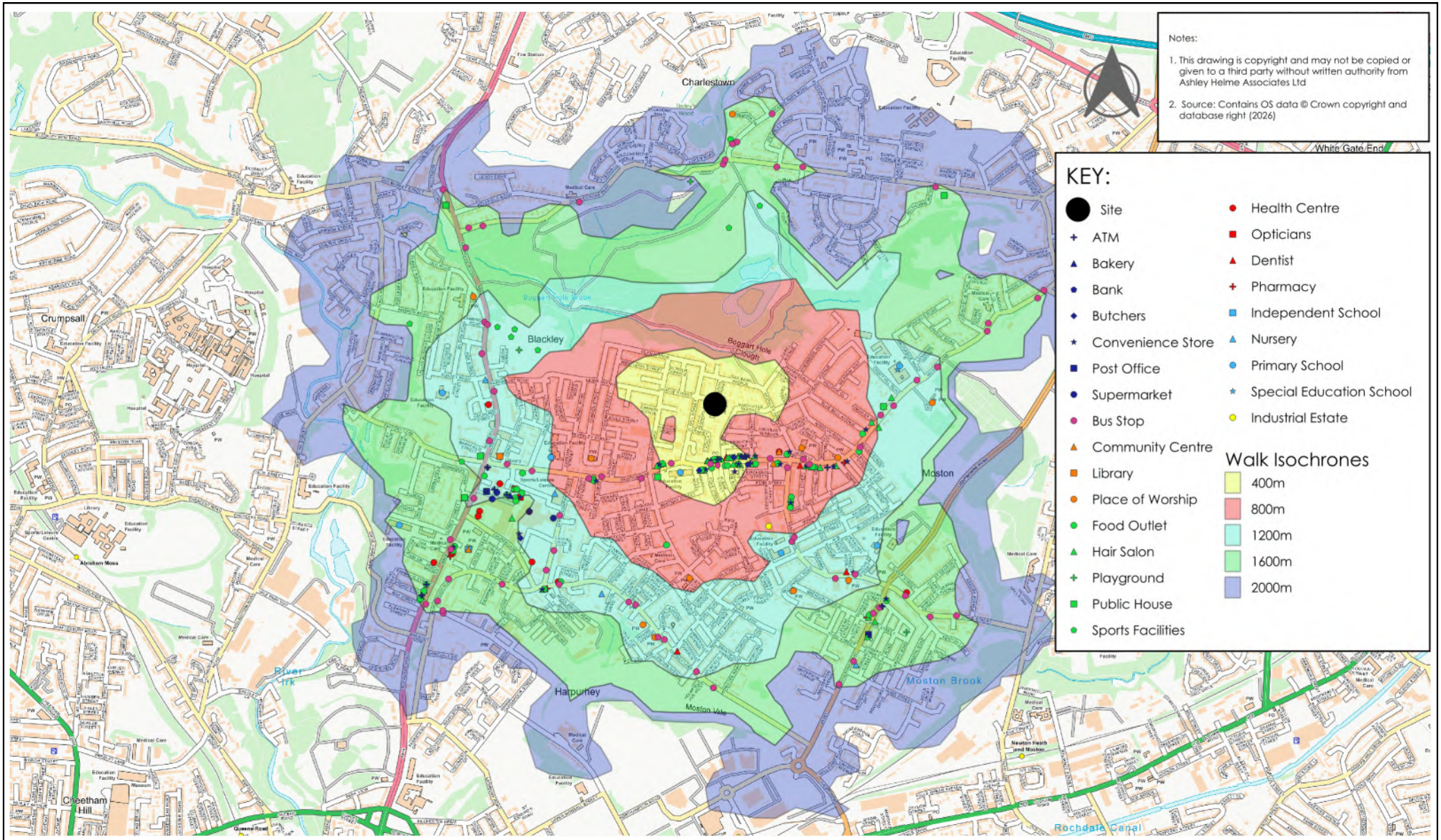
6.10 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures

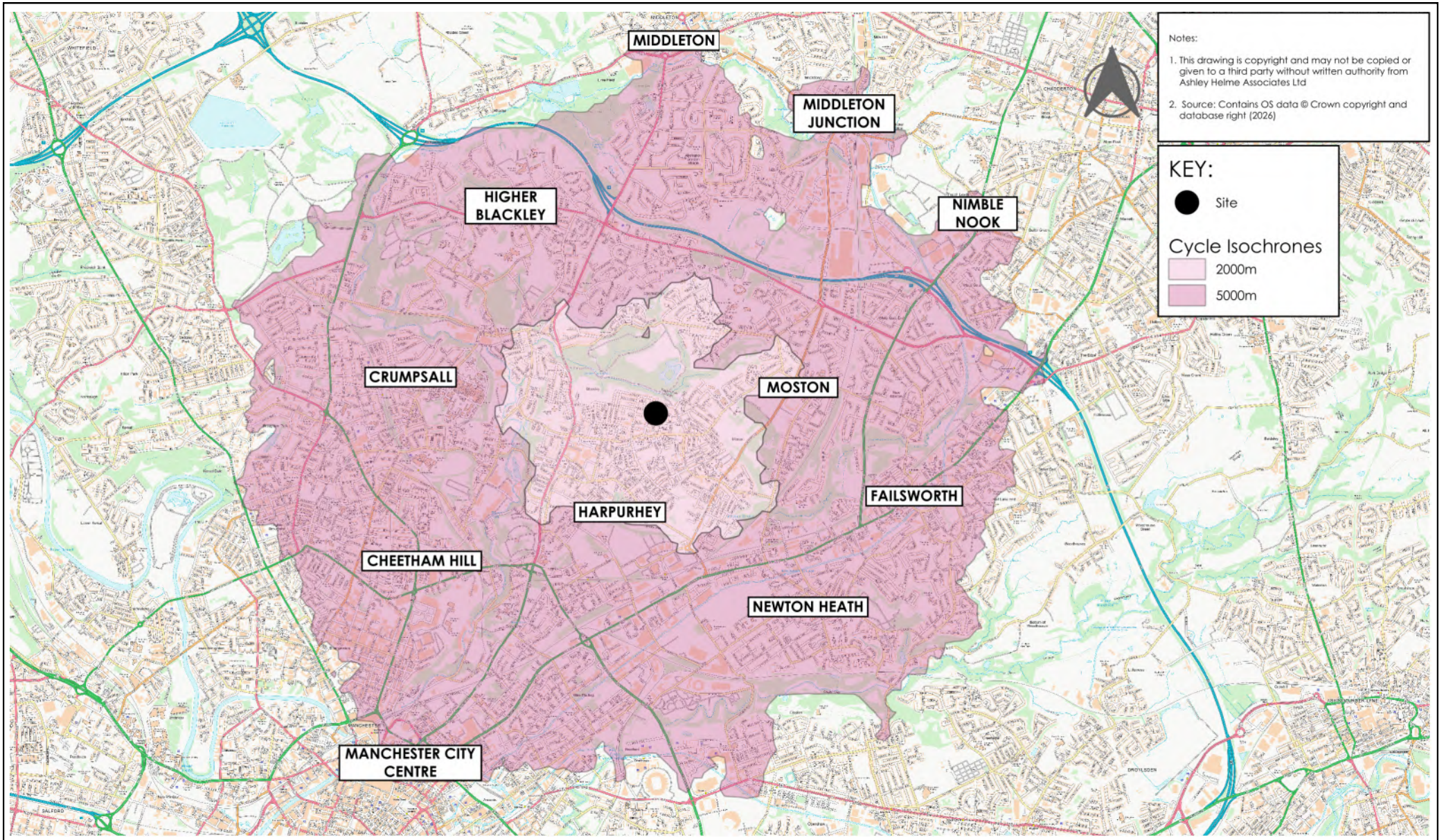


Project: WINSTON ROAD, MOSTON	Title: LOCATION PLAN	FIGURE 1.1	
Client: BTP ARCHITECTS		Date: JUNE 2026	Scale: NTS

ASHLEY HELME ASSOCIATES



Project: WINSTON ROAD, MOSTON	Title: WALK ISOCHRONES	FIGURE 4.1	ASHLEY HELME ASSOCIATES
Client: BTP ARCHITECTS		Date: JUNE 2026	Scale: NTS



Project: WINSTON ROAD, MOSTON	Title: WALK ISOCHRONES AND AMENITIES	FIGURE 4.2	ASHLEY HELME ASSOCIATES
Client: BTP ARCHITECTS		Date: JUNE 2026 / Scale: NTS	

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		
Services calling on Moston Lane within 300m of Site (a circa 3 to 4 minute walk)					
52	Failsworth – Moston – Weaste – Eccles – The Trafford Centre	30 mins	60 mins	60 mins	B
81	Oldham - Werneth - White Gate - Moston - Piccadilly Gardens	30 mins	60 mins	60 mins	B
112/113	Boarshaw - Middleton - Greengate - Piccadilly Gardens	15 mins	30 mins	30 mins	B
115/116	Middleton - Moston - Harpurhey - Higher Blackley circular	6 trips	-	-	B
117	Greengate - New Moston - Moston - Piccadilly Gardens	30 mins	-	60 mins	B
118	North Manchester General Hospital – Moston - Manchester- Dam Head – Moston - Manchester	15 mins	30 mins	30 mins	B
119	Higher Blackley – Charlestown – Moston – Queens Park View – Picadilly Gardens	30mins	60mins	60mins	B
151	North Manchester Gen Hospital – Cheetham Hill – Moston – Failsworth – Ashton	60 mins	-	-	B
704	Abbey Hey - Droylsden - Newton Heath - Moston - Harpurhey	2 trips[1]	-	-	B
875	Chadderton - White Gate - New Moston - Moston - Harpurhey	2 trips[2]			B

Notes:
1. AM departure and PM arrival – Wright Robinson Sports College bus service
2. AM departure and PM arrival –The Radclyffe School bus service

Key:
B Bee Network

Source:
www.tfgm.com

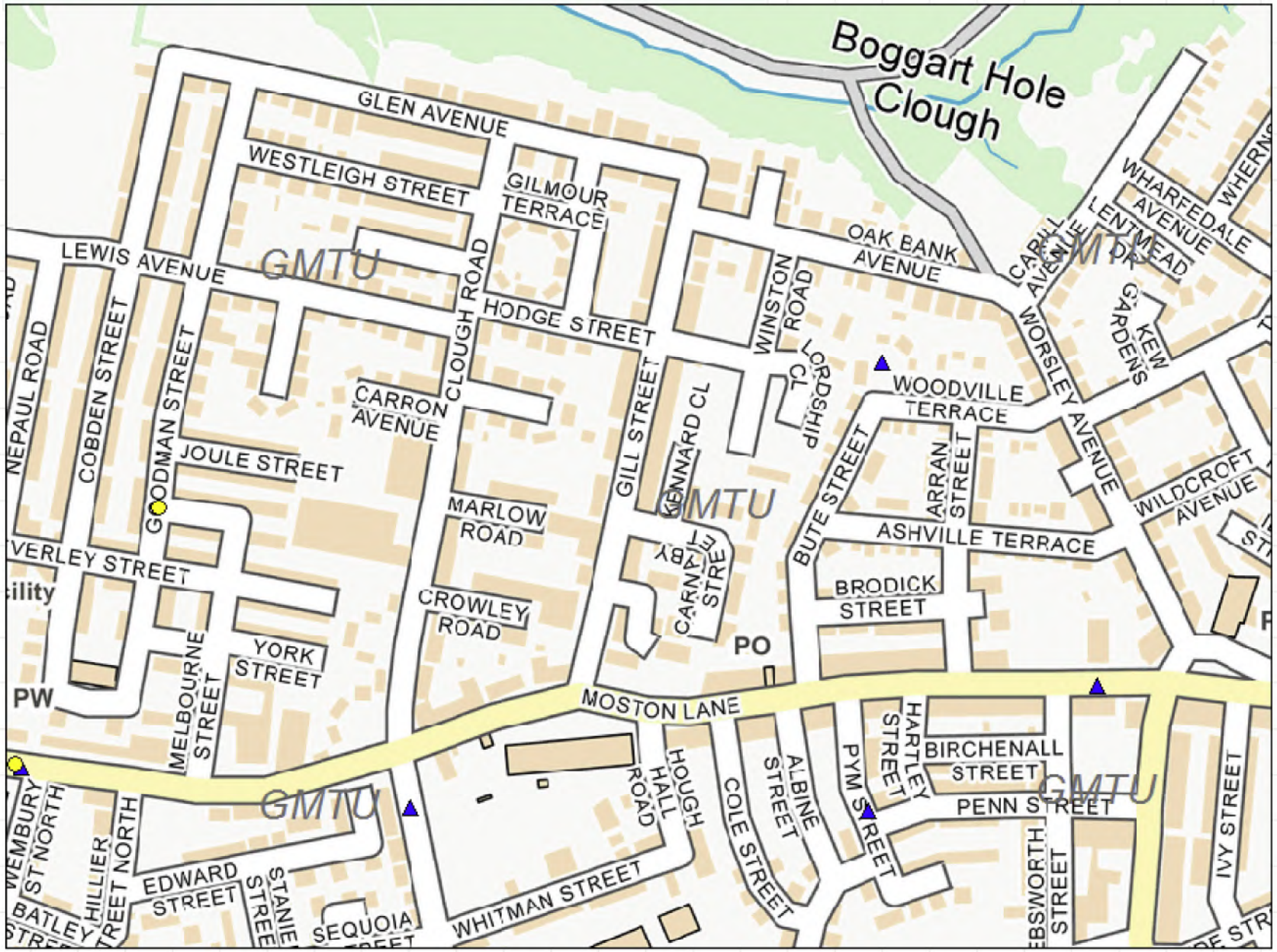
Table 4.1 Bus Services & Frequencies

A TfGM Accident Records

Transport for Greater Manchester

reported road accidents

close window | cookies



© Crown copyright and database rights 2026 OS AC0000807496. Use of this data is subject to terms and conditions

B TRICS Data

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE Licence No: 733101

Calculation Reference: AUDIT-733101-250110-0134

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	IM	ISLE OF MAN	2 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	25 to 34 (units:)
Range Selected by User:	25 to 35 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/05/24

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:

Monday	1 days
Tuesday	2 days
Wednesday	4 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone	7
Village	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	13 days

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

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

LIST OF SITES relevant to selection parameters

1 BO-03-A-01 DETACHED HOUSES BEDFORD
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

2 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

3 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

4 IM-03-A-01 MIXED HOUSES ISLE OF MAN
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

5 IM-03-A-02 MIXED HOUSES ISLE OF MAN
SHORE ROAD
KIRK MICHAEL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

6 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

7 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

8 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

10 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

11 SE-03-A-01 DETACHED & BUNGALOWS SHEFFIELD
MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 25
Survey date: THURSDAY *10/09/20* *Survey Type: MANUAL*

12 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY *16/09/20* *Survey Type: MANUAL*

13 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	30	0.065	13	30	0.286	13	30	0.351
08:00 - 09:00	13	30	0.167	13	30	0.414	13	30	0.581
09:00 - 10:00	13	30	0.180	13	30	0.279	13	30	0.459
10:00 - 11:00	13	30	0.159	13	30	0.174	13	30	0.333
11:00 - 12:00	13	30	0.242	13	30	0.172	13	30	0.414
12:00 - 13:00	13	30	0.188	13	30	0.211	13	30	0.399
13:00 - 14:00	13	30	0.216	13	30	0.211	13	30	0.427
14:00 - 15:00	13	30	0.188	13	30	0.232	13	30	0.420
15:00 - 16:00	13	30	0.354	13	30	0.263	13	30	0.617
16:00 - 17:00	13	30	0.354	13	30	0.188	13	30	0.542
17:00 - 18:00	13	30	0.346	13	30	0.198	13	30	0.544
18:00 - 19:00	13	30	0.294	13	30	0.164	13	30	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.753			2.792			5.545

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

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

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

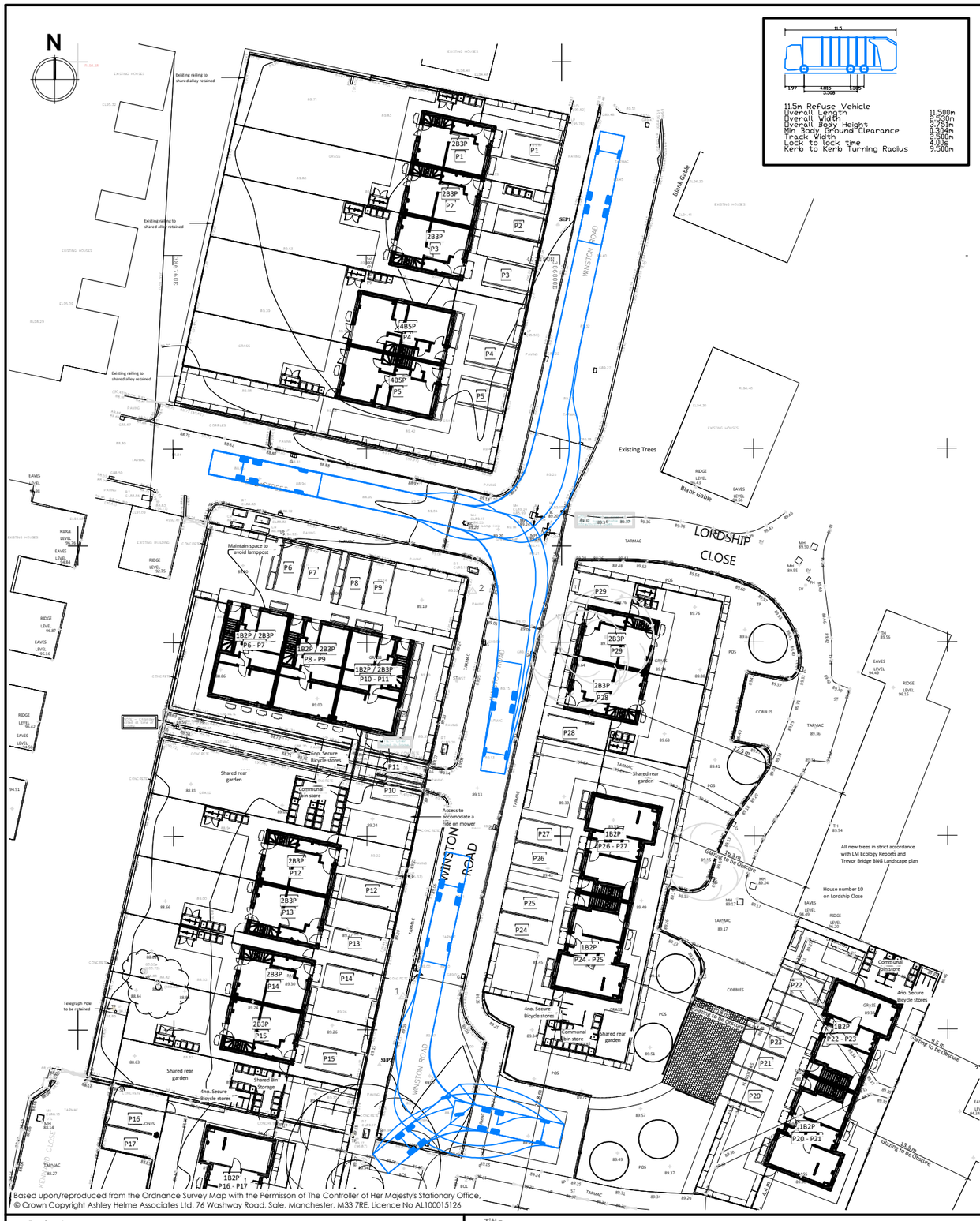
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

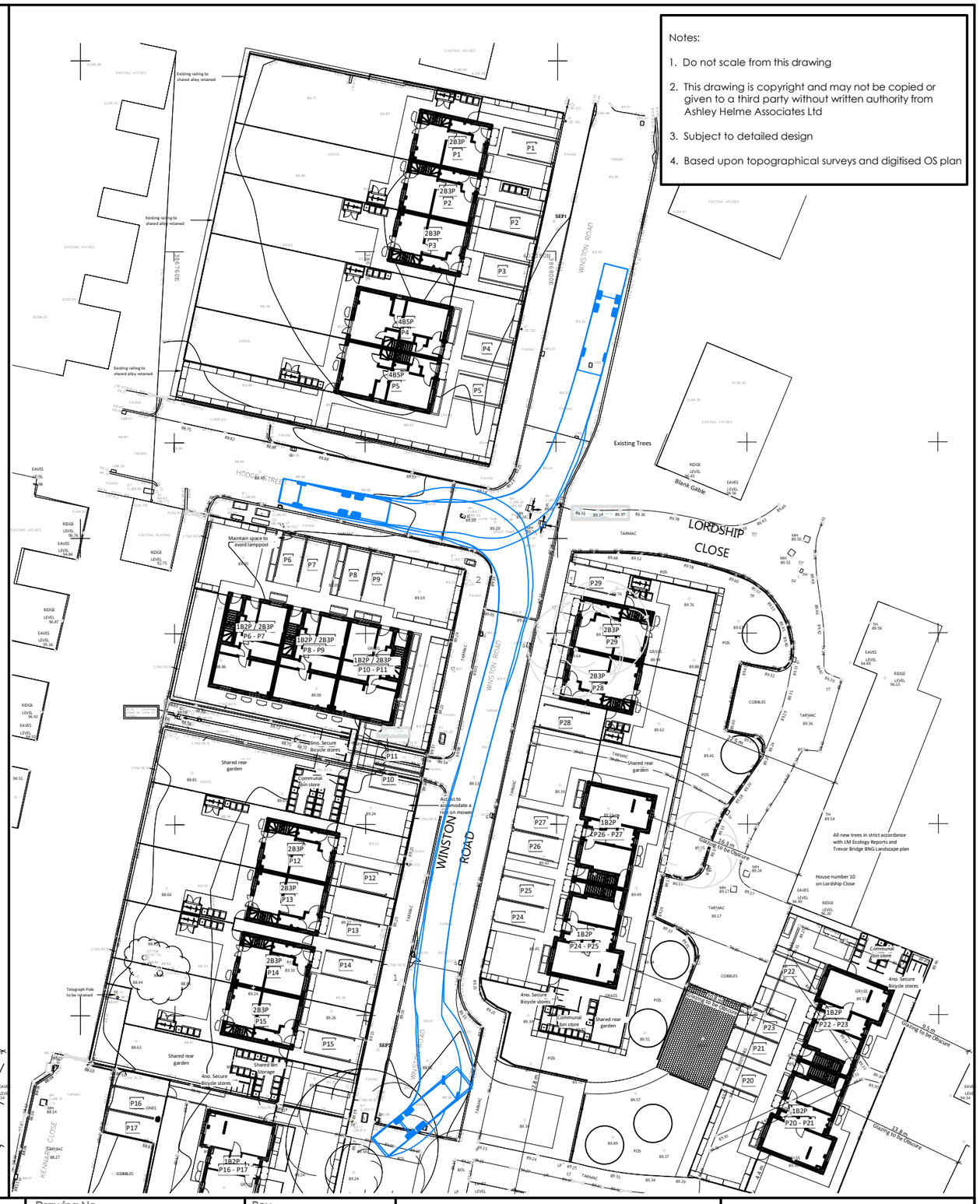
Parameter summary

Trip rate parameter range selected:	25 - 34 (units:)
Survey date date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Drawings





Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon topographical surveys and digitised OS plan

Based upon/reproduced from the Ordnance Survey Map with the Permisson of The Controller of Her Majesty's Stationary Office, © Crown Copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale, Manchester, M33 7RE. Licence No AL100015126

Project: WINSTON ROAD, HODGE STREET AND LORDSHIP CLOSE, MOSTON	Title: SWEPT PATH ANALYSIS: REFUSE VEHICLE	Drawing No: 1962/SP/01	Rev: A
Client: ONE MANCHESTER		Date: JUNE 2026	Scale: 1:500@A3

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk

Address 76 Washway Road, Sale, Manchester, M33 7RE