Proposed Residential Development,

No.1 Castlefield, Ellesmere St, Manchester

Transport Statement



Document Control

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1. Introduction

Overview

1.1 Rappor has been instructed by Kirindolam 8 Ltd to prepare a Transport Statement [TS] to support a planning application relating to the proposals for the creation of 592 residential units, at No.1 Castlefield, Ellesmere Street.

Scoping / Pre-application Discussions

1.2 Rappor has engaged in pre-application discussions with Manchester City Council's Highways team and Transport for Greater Manchester (TfGM) regarding the scope and methodology of the Transport Statement.

1.3 These discussions have been positive, with agreement reached on the proposed approach to the transport and highways assessment. The scope of the assessment has therefore been developed in line with feedback received from Manchester City Council / TfGM.

Site Location

1.4 The application seeks full planning permission for the redevelopment of the site through the erection of two residential blocks, Block A and Block B, providing 592 residential units, supporting amenity spaces, car and cycle parking, landscaping, and other associated works.

1.5 The site is located within the south-western boundary of Manchester City Centre, within the Castlefield / St George's area. It is bounded by Trentham Street, Ellesmere Street, Castlefield Locks, metrolink / railway line and a small area of the Bridgewater Canal.

1.6 The site's city-centre location benefits from strong sustainable transport accessibility, including proximity to Cornbrook Metrolink Station, local bus services, the Bridgewater Canal corridor and the wider city centre walking and cycling network.

1.7 The scheme has evolved through pre-application engagement with Manchester City Council and seeks to deliver a high-quality and sustainable residential development in a highly accessible urban location.

1.8 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



Source: Google Images ©

Structure of Report

1.9 This TS will consider the impact of the proposed residential development. This TS has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" (GoTA) (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.10 This report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by bicycle and by local public transport services.

1.11 The report comprises **seven sections**, including this introduction, and is set out as follows:

- **Section Two** examines the site location, existing conditions, surrounding highway network, and accident history;
- **Section Three** identifies and considers national and local policies;
- **Section Four** presents the accessibility of the site;
- **Section Five** discusses the development proposals, and presents the proposed access / servicing strategy;
- **Section Six** considers the development trip generation, and presents an impact assessment of the development trips upon the network; and
- **Section Seven** sets out the summary and conclusions.

2. Existing Conditions

Site Description

2.1 The application site comprises approximately 0.72 hectares and is located within the south-western boundary of Manchester City Centre, within the Castlefield / St George's area. The site therefore benefits from strong sustainable transport accessibility.

2.2 The site is bounded by Trentham Street to the south / south-west, Ellesmere Street to the east, Castlefield Locks, the elevated railway line and a small area of the Bridgewater Canal.

2.3 The site was previously occupied by low-rise office and industrial units and has now been cleared for development. The surrounding area includes a mix of residential, commercial, leisure, canal-side and transport infrastructure uses, reflecting the established mixed-use character of Castlefield and the wider St George's area.

2.4 The local highway network includes Trentham Street and Ellesmere Street, which provide access around the site and connect towards the wider local road network, including the A56 Chester Road. The A56 provides a key east-west route between Manchester city centre and onwards to the A57 (M) and M60.

2.5 The site is strategically located close to Cornbrook Metrolink Station, the Bridgewater Canal corridor and the wider city centre active travel network, including recently upgraded cycle infrastructure towards the city centre. These existing transport connections provide the basis for a development strategy focused on reduced car dependency and high levels of walking, cycling and public transport use.

Surrounding Local Highway Network

2.6 The following describes the surrounding local highway network within the vicinity of the site.

2.7 The local highway network is illustrated in **Figure 2.1** below:

Figure 2.1: Site Location



Source: Google Maps ©

2.8 Ellesmere Street will form the main vehicular access into the site's internal layout. Ellesmere Street currently operates as a one-way vehicle route in a southwestern direction from Hulme Hall Road and incorporates a contra-flow cycle lane.

2.9 Trentham Street to the west of the site will accommodate vehicles in terms of servicing and drop off within a new dedicated loading bay.

2.10 Pedestrian access will be accommodated via both the Ellesmere Street and Trentham Street frontages.

Ellesmere Street

2.11 The proposed vehicular site access will be via Ellesmere Street. Ellesmere Street is a one-way route from its junction with Hulme Hall Road and accommodates a circa 3.5 metre lane for general traffic and a 20mph speed limit.

2.12 A contra-flow cycle lane is located at the site frontage on Ellesmere Street, linking into active travel cycle infrastructure which provides segregated cycle links towards Cornbrook Metrolink Station, Bridgewater Way and Chester Road (A56), and shared cycle facilities towards Manchester City Centre.

2.13 Ellesmere Street provides street lighting and footway widths in excess of 2.5 metres on either side of the carriageway.

2.14 Parking restrictions in the form of double yellow lines are located along Ellesmere Street with areas of on-street parking formalised to permit pay and display parking between the hours of 08:00 - 20:00. A loading bay is also provided opposite the site, protected via double yellow lines, which permits drop off / pick up.

2.15 **Figure 2.2** below shows the current junction arrangement at the site access location on Ellesmere Street.

Figure 2.2: Site Access Location (Southwest bound)



Source: Google Maps ©

2.16 **Figure 2.3** below shows the junction arrangement of Ellesmere Street / Chester Road (A56) where the one-way route is enforced via signage, and the contra-flow cycle lane begins.

Figure 2.3: Ellesmere Street / Chester Road (A56) Junction



Source: Google Maps ©

Trentham Street / Dinton Street

2.17 Trentham Street is located to the south / west of the site and operates as a one-way route. The road benefits from footway provision, street lighting and a 20mph speed limit.

2.18 Parking restrictions in the form of double yellow lines and no loading double blips are present along sections of Trentham Street, helping to maintain access and visibility. The road also accommodates a full width loading bay to service the adjacent VOX residential development.

2.19 **Figure 2.4** below shows the existing highway arrangement on Trentham Street.

Figure 2.4: Trentham Street – Existing



Source: Google Maps ©

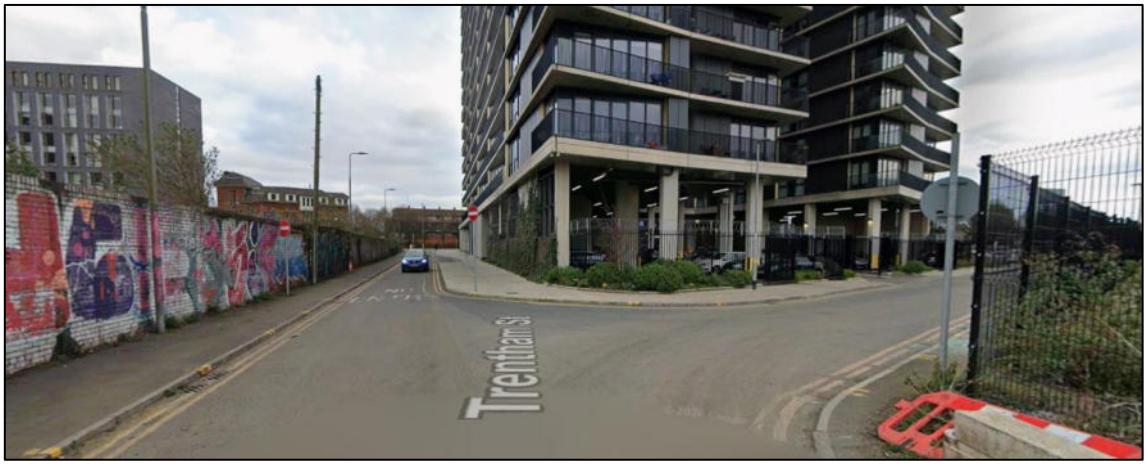
Dinton Street

2.20 Dinton Street is a 20mph, two-way street located to the west of Trentham Street. The road includes footway provision, street lighting and waiting restrictions in the form of double yellow lines.

2.21 Dinton Street will form the exit route for development-based traffic accessing the site via Trentham Street, allowing vehicles to leave the site and connect back into the surrounding local highway network.

2.22 **Figure 2.5** below shows the existing highway arrangement on Dinton Street.

Figure 2.5: Dinton Street – Existing



Source: Google Maps ©

Chester Road – A56

2.23 Chester Road (A56) is a key strategic route into Manchester city centre and forms part of the wider highway network surrounding the site. In the vicinity of the site, the road accommodates two lanes of traffic in each direction.

2.24 The route benefits from street lighting, footway provision and signal-controlled / priority junction arrangements with adjoining side roads, including Ellesmere Street and Trentham Street.

2.25 A shared pedestrian / cycle route is located on the northern side of Chester Road (A56) and provides onward cycle connections in an east / west direction.

2.26 **Figure 2.6** below shows the existing highway arrangement on Chester Road (A56).

Figure 2.6: Chester Road (A56)



Source: Google Maps ©

Accident Analysis

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

"Critical locations on the road network with poor accident 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".

2.28 A review of the Personal-Injury Accidents [PIAs] recorded within the vicinity of the application site has been undertaken using the most recently available five-year data (1st January 2020 - 31st December 2024) available from the DfT.

2.29 Examination of the PIA data revealed that a total of 12 collisions have occurred within the vicinity of the site during the five-year period. All 12 accidents resulted in slight injuries. As shown in **Figure 2.7** below.

Figure 2.7: Accident Data



Source: DfT Mapping Application for Visualising Road Injury Casualties

2.30 **Table 2.1** below summarises the accident record and severity over the last 5 years in more detail.

Table 2.1: Number of Accidents Findings

Year/Severity	Slight	Serious	Fatal	Total
2020	4	-	-	**4**
2021	2	-	-	**2**
2022	2	-	-	**2**
2023	4	-	-	**4**
2024	-	-	-	**-**
Total	**12**	**-**	**-**	**12**

2.31 Analysis shows that there have been 12 accidents within the vicinity of the site, all of which resulted in slight injuries. With the majority of the accidents occurring on the key arterial route of Chester Road (A56).

2.32 Whilst the accidents are unfortunate, it is Rappor's view that the accident frequency and severity does not indicate any specific highway safety issues associated with the road network. Therefore, the road safety record is not considered to be a material concern in the context of the proposed development.

3. Transport Policy

Preamble

3.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

3.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

National Planning Policy Framework

3.3 The The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied through plan-making and decision-taking. The Framework is a material consideration in the determination of planning applications and promotes the achievement of sustainable development.

3.4 The current NPPF was published in August 2026 and provides the national policy framework for planning decisions, supporting sustainable growth, the efficient use of land and infrastructure, and the delivery of development in appropriate locations.

3.5 The NPPF seeks to ensure that developments provide safe and suitable access for all users and that opportunities to promote walking, cycling and public transport are identified and pursued wherever practical. Development proposals should support sustainable travel choices, improve accessibility and minimise conflicts between motor vehicles and vulnerable road users.

3.6 Priority should be given to walking, cycling and public transport movements, whilst ensuring developments are accessible to all users, including those with disabilities and reduced mobility. Transport considerations should be integral to the design and layout of development from the earliest stages of the planning process.

3.7 Development proposals should provide safe and suitable access to the site for all users and should not result in unacceptable impacts on highway safety or the operation of the transport network.

3.8 Development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the transport network would be severe.

3.9 The NPPF also promotes the efficient use of land and infrastructure and seeks to ensure that development contributes towards sustainable, accessible and well-connected communities. Transport assessments should therefore demonstrate that development proposals are appropriately located, accessible by a range of transport modes and capable of operating safely without materially detrimental impacts on the surrounding transport network.

3.10 Having regard to the above objectives, this Transport Statement considers the accessibility of the site by all transport modes and assesses the extent to which the proposed development accords with national transport planning policy.

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

3.11 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments 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.

3.12 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.

Manual for Streets [MfS]

3.13 Manual for Streets (March 2007 and 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.

3.14 The Manual deals 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.

3.15 A sense of place encompasses a number of 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.

3.16 In new developments, Manual for Streets 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.

3.17 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)

Guidelines for Providing for Journeys on Foot

3.18 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Guidelines for Providing for Journeys on Foot". **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

Regional Policy – Greater Manchester Local Transport Plan

3.19 The Greater Manchester Transport Strategy 2040, published in February 2017 and adopted in January 2021, sets out Transport for Greater Manchester's [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.
- Maximising accessibility by sustainable modes.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Maximising opportunities to provide additional public transport.
- 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.

3.20 The emerging Greater Manchester Transport Strategy 2050, currently under consultation, is expected to build upon the objectives of GMS2040, further prioritising sustainable travel, decarbonisation and integrated transport networks across the city-region.

Bee Network

3.21 The Bee Network is Greater Manchester's integrated transport system, bringing together bus, Metrolink, active travel and, in due course, rail services under a unified network. It represents the delivery mechanism for the objectives set out within the Greater Manchester Transport Strategy 2040.

3.22 Bus services are now operated under a franchised model by Transport for Greater Manchester (TfGM), enabling coordinated routes, fares and service standards, and improving integration between transport modes.

3.23 The continued expansion of the Bee Network, alongside investment in walking and cycling infrastructure, will enhance sustainable connectivity across the city-region. The application site is well placed to benefit from these improvements due to its proximity to key public transport infrastructure, including Cornbrook Metrolink Station.

Places for Everyone

3.24 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. It replaces previous versions of the Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from the plan.

3.25 The PfE plan has been prepared by the nine Greater Manchester authorities and forms part of the statutory development plan for each participating authority, including Manchester. Local plan documents will provide further detail on local issues and how the framework will be delivered on the ground.

3.26 PfE sets out the participating authorities' plan for sustainable growth up to 2037; identifies the amount of new development expected to come forward for different land uses; identifies important environmental assets to be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure; and defines a new Green Belt boundary.

3.27 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF. This 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 also supports the protection and enhancement of key environmental resources, climate change mitigation and adaptation, carbon reduction, and the delivery of sustainable growth.

Greater Manchester 'Our Five-Year Transport Delivery Plan 2021-2026'

3.28 Our Five-Year Transport Delivery Plan sets out the shorter-term measures, schemes and development work needed to achieve the Our Network vision.

3.29 Our Five-Year Transport Delivery Plan (2021–2026) details what Greater Manchester wants to achieve in the next five years as the first steps towards delivering our vision for transport. It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and achieve the ambitions of the Greater Manchester Combined Authority (GMCA) and the Mayor.

3.30 Over the next five years focus is on tackling climate change, improving air quality, supporting recovery from the Covid-19 pandemic, tackling social exclusion and helping to deliver expected housing and employment growth. Our focus will therefore be on investing in walking, cycling and public transport networks; better integrating our existing transport system; and developing major sustainable transport schemes for delivery in the medium and long term. This will deliver the Our Network plan to create a world-class, modern,

integrated and reliable transport system. In summary, some of the main programme includes:

Our Bus:

a) Bus priority measures
b) Bus rapid transit
c) Introduction of quality bus transit corridors
d) Town centre interchange development in Bury
e) Upgrades/renewals

Our Metrolink:

f) Enhanced passenger facilities and access to stops
g) New stops to support spatial growth priorities
h) Network capacity and resilience
i) Upgrades/renewals

Our Rail:

j) Completion up to 4 access for all rail station upgrades
k) 2 new rail stations
l) Enhanced passenger facilities and access to stations

Our Streets:

m) Next tranche of £1.5bn Bee Network beyond the £160m TCF allocation
n) Town centre and streets schemes
o) Schemes that unlock delivery of the existing land supply and new sites
p) Upgrades/renewals

Our Integrated Network:

q) Electric bus fleet and associated depot investment
r) Electric vehicle charging infrastructure
s) Future mobility zone

Manchester Core Strategy and Parking Standards

3.31 The Manchester Core Strategy 2012–2027 was adopted in July 2012 and forms the key document within Manchester's Local Plan. It was updated in March 2024 following adoption of Places for Everyone and provides the strategic planning framework against which development proposals are assessed.

3.32 Policy T1: Sustainable Transport supports the delivery of sustainable transport improvements and seeks to reduce the need to travel by private car. It encourages walking, cycling and public transport use as part of a wider approach to managing travel demand and supporting sustainable growth. The 2024 Core Strategy Addendum confirms that part of Policy T1 has been replaced by Places for Everyone Policy JP-C1, although the general principle of promoting sustainable transport remains relevant.

3.33 Policy T2: Accessible Areas of Opportunity and Need seeks to ensure that new development is located where it is accessible by walking, cycling and public transport, connecting residents to employment, centres, health, leisure, open space and education opportunities. The policy also requires new development within the City Centre to provide a level of car parking which reflects the highly accessible nature of the location and the realistic requirements of users.

3.34 The Core Strategy recognises that parking is required for many developments, but states that provision should complement the Council's commitment to sustainable transport, including reducing emissions and congestion. The car parking standards set out in Appendix B of the document are identified as maximum standards, while cycle and disabled parking standards are minimum standards. The Council also notes that alternative levels of parking may be appropriate having regard to site-specific circumstances, including the accessibility of the location.

3.35 Appendix B confirms that maximum car parking standards do not apply to the City Centre, where each development is considered on a case-by-case basis. It also states that car parking standards may be reduced further where justified by the accessibility of the site.

Manchester Electric Vehicle Charging Strategy 2024–2035

Manchester City Council's Electric Vehicle Charging Strategy 2024–2035 identifies that for residential developments with allocated parking, the strategy recommends one EV chargepoint, minimum 7kW, per dwelling. Where residential parking is unallocated, a minimum of 10% of spaces should be provided with EV chargepoints, with cable ducting provided to all spaces.

4. Accessibility

Introduction

4.1 This section will consider the context of the site in terms of accessibility via sustainable modes of transport, including walk, cycle and public transport.

4.2 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (or 1.6km) are made wholly on foot'.

4.3 Manual for Streets [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.

4.4 Current research supports the concept of '20-Minute Neighbourhoods', where commuters can access employment, retail, health, education, and leisure opportunities within a 20-minute sustainable journey from their home.

4.5 Details of the main existing commuter travel modes obtained from 2011 Census Data for commuter trips in the Manchester 059 Castlefield super output 'middle' area (E02006916) is shown in **Table 4.1** below.

Table 4.1: Existing Travel Modes to Work (Manchester 059 – Castlefield)

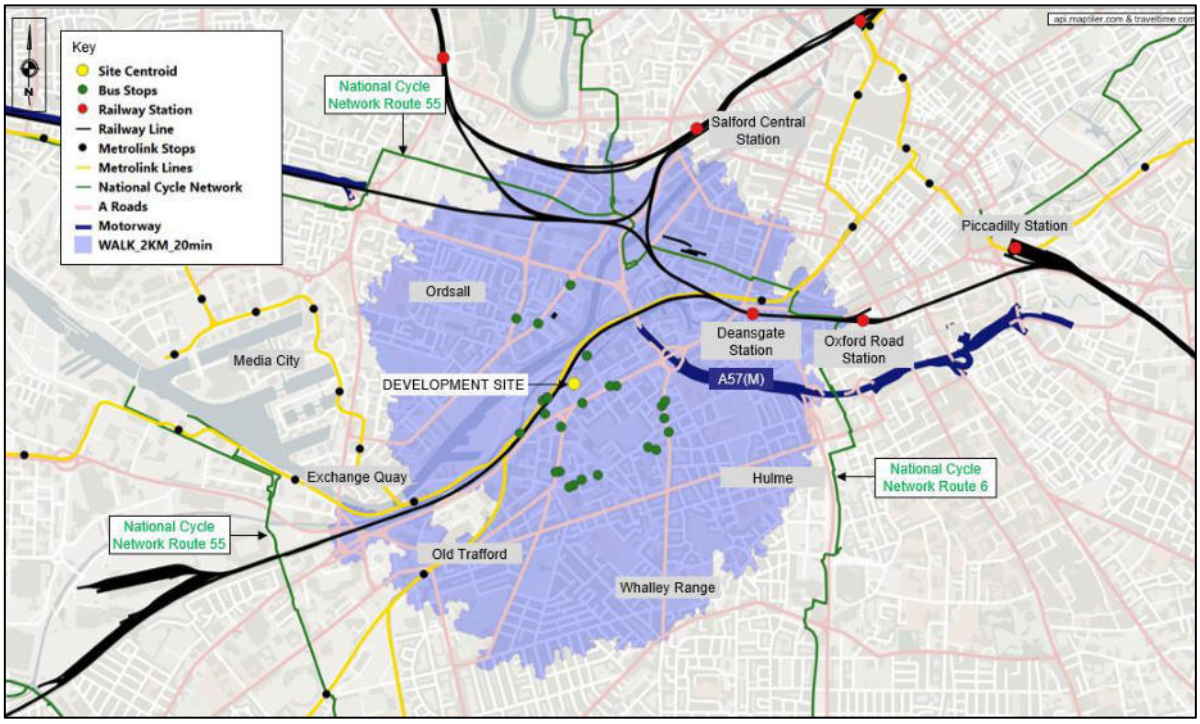
Mode	Existing Percentage %
Work mainly at or from home	5%
Underground, metro, light rail, tram	5%
Train	3%
Bus, minibus or coach	28%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	27%
Passenger in a car or van	5%
Bicycle	4%
On foot	20%
Other method of travel to work	1%

Source: Nomis

Accessibility on Foot

4.6 A 20-minute (circa 2km) walking catchment is presented in **Figure 4.1** below.

Figure 4.1: Walking Catchment



Source: TravelTime.com

4.7 As demonstrated in **Figure 4.1**, the site is located within a highly accessible city centre area, with a significant proportion of Manchester city centre, Castlefield, Hulme, Old Trafford, Ordsall, Deansgate and Cornbrook located within a 20-minute walk of the site.

4.8 The site benefits from strong pedestrian connections to a range of local services, employment areas, public transport nodes and leisure destinations. Cornbrook Metrolink Station is located within a short walking distance of the site, while Deansgate Station, Deansgate-Castlefield Metrolink stop and Manchester city centre are also accessible on foot.

4.9 The surrounding pedestrian network includes footways on local streets including Ellesmere Street, Trentham Street, Dinton Street and Chester Road, providing connections towards the Bridgewater Canal corridor, Castlefield, Deansgate and Hulme.

4.10 In summary, the site is accessible on foot and is located within walking distance of a wide range of local amenities, public transport services and city centre destinations. This will reduce the requirement for residents and visitors to make short journeys by private car.

Cycling

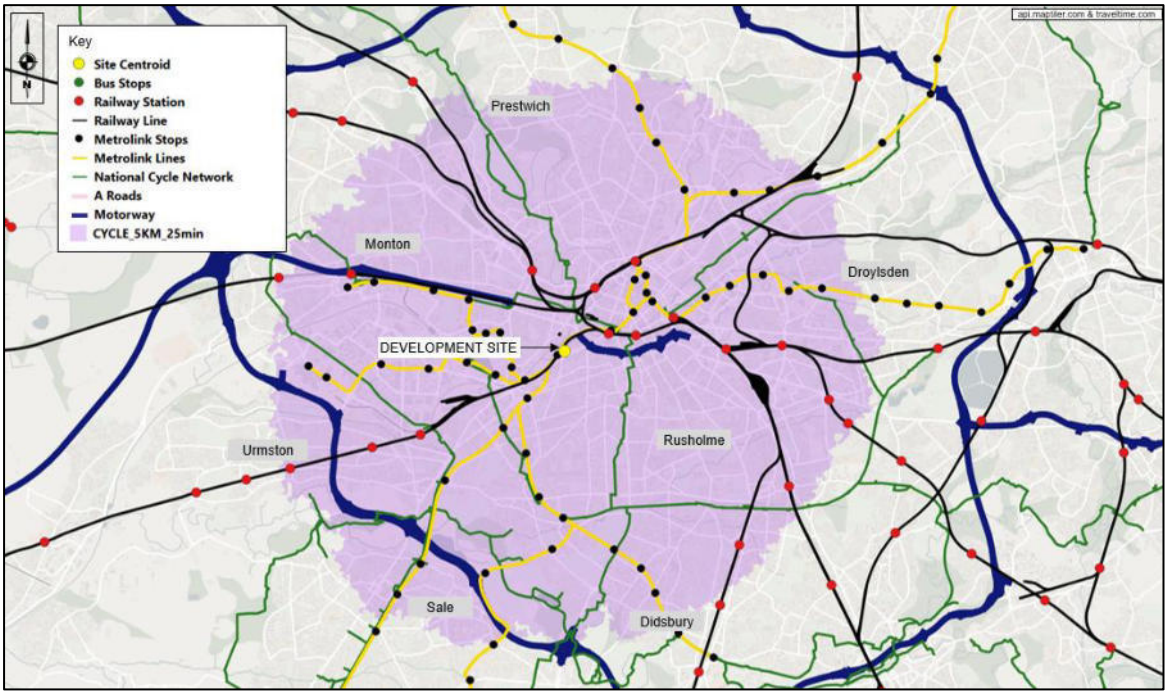
4.11 As stated within 'Cycle Infrastructure Design - Local Transport Note [LTN] 1/20', there has been recent growth in cycling, and therefore travel behaviour in the UK, with LTN 1/20 stating:

"there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. 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."

4.12 The site is located within an established urban area with access to a range of cycle infrastructure, including routes along the Bridgewater Canal corridor, Chester Road and wider connections towards Manchester city centre. The general topography surrounding the site is relatively flat, which should assist in encouraging cycling for local journeys.

4.13 Given the above, a 25-minute (circa 5km) cycling catchment is presented in **Figure 4.2** below.

Figure 4.2: Circa 25-minute cycling (5km) Catchment



Source: TravelTime.com

4.14 As demonstrated in **Figure 4.2**, a wide area is accessible by bicycle within 25 minutes of the site. This includes Manchester city centre, Salford, Ordsall, Hulme, Old Trafford, Rusholme, Didsbury, Sale, Urmston and Prestwich.

4.15 The catchment also includes a number of railway stations, Metrolink stops and bus corridors, providing opportunities for linked cycle and public transport journeys. This includes access towards Cornbrook, Deansgate-Castlefield, Deansgate, Oxford Road and Piccadilly, as well as wider Metrolink routes through the city centre and towards Salford Quays, Trafford, South Manchester and East Manchester.

4.16 There are a number of national, regional and local cycling routes in close proximity to the site.

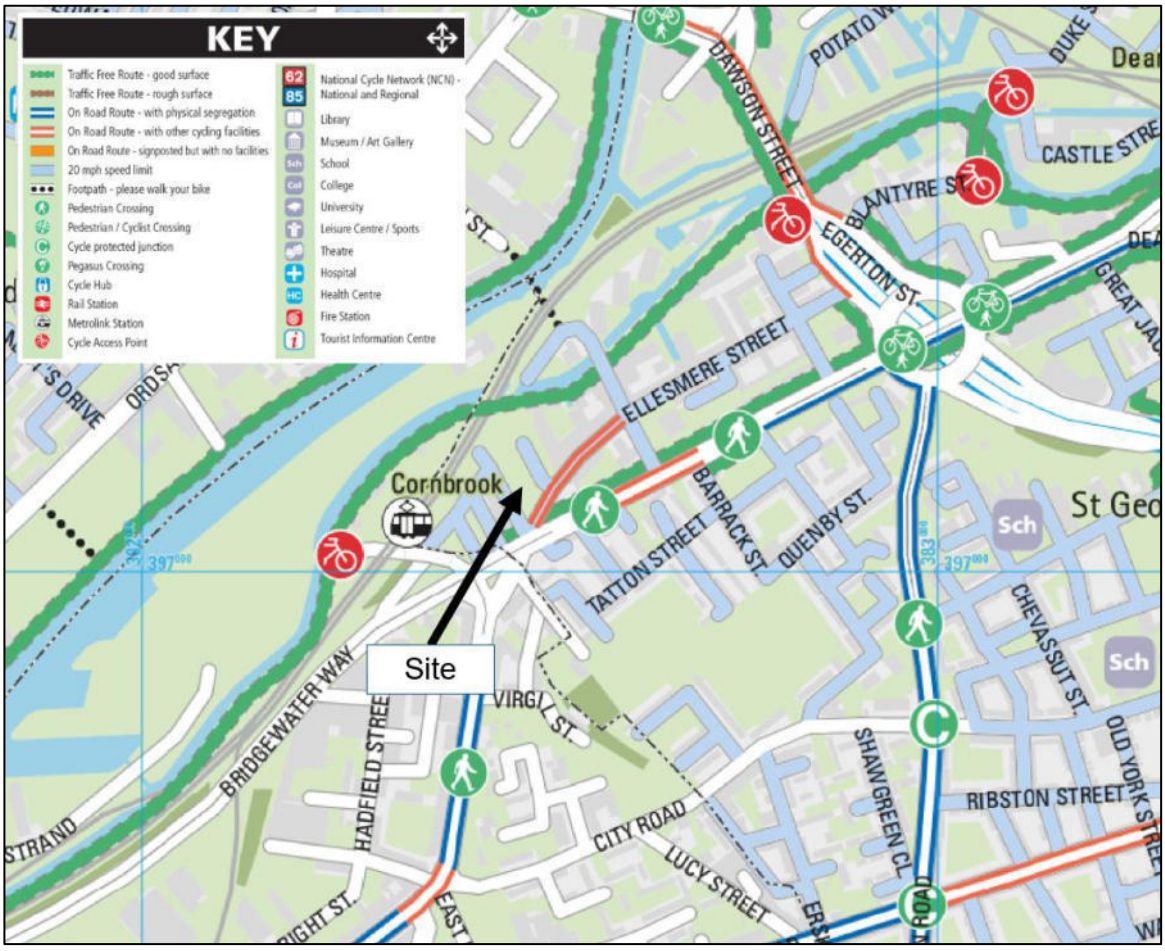
4.17 **National Cycle Network Route 55** is located to the west and north of the site and provides a strategic cycle connection across Greater Manchester. In the vicinity of the site, this route provides links towards MediaCity, Salford and onward connections to the wider cycle network.

4.18 **National Cycle Network Route 6** is located to the east of the site and provides north-south cycle connectivity through Manchester, including connections towards Hulme and Manchester city centre. The route provides access to a wider network of local and strategic cycle routes within the city.

4.19 The site is also located close to local cycle routes and canal-side connections, including the Bridgewater Canal corridor, which provides opportunities for traffic-free and low-traffic cycle movements. A shared cycle route is also provided along Chester Road, offering a cycle connection towards Cornbrook, Hulme and the wider Manchester cycle network.

4.20 **Figure 4.3** shows a map of the available nearby mapped cycle routes.

Figure 4.3: Nearby cycle routes



Source: TfGM

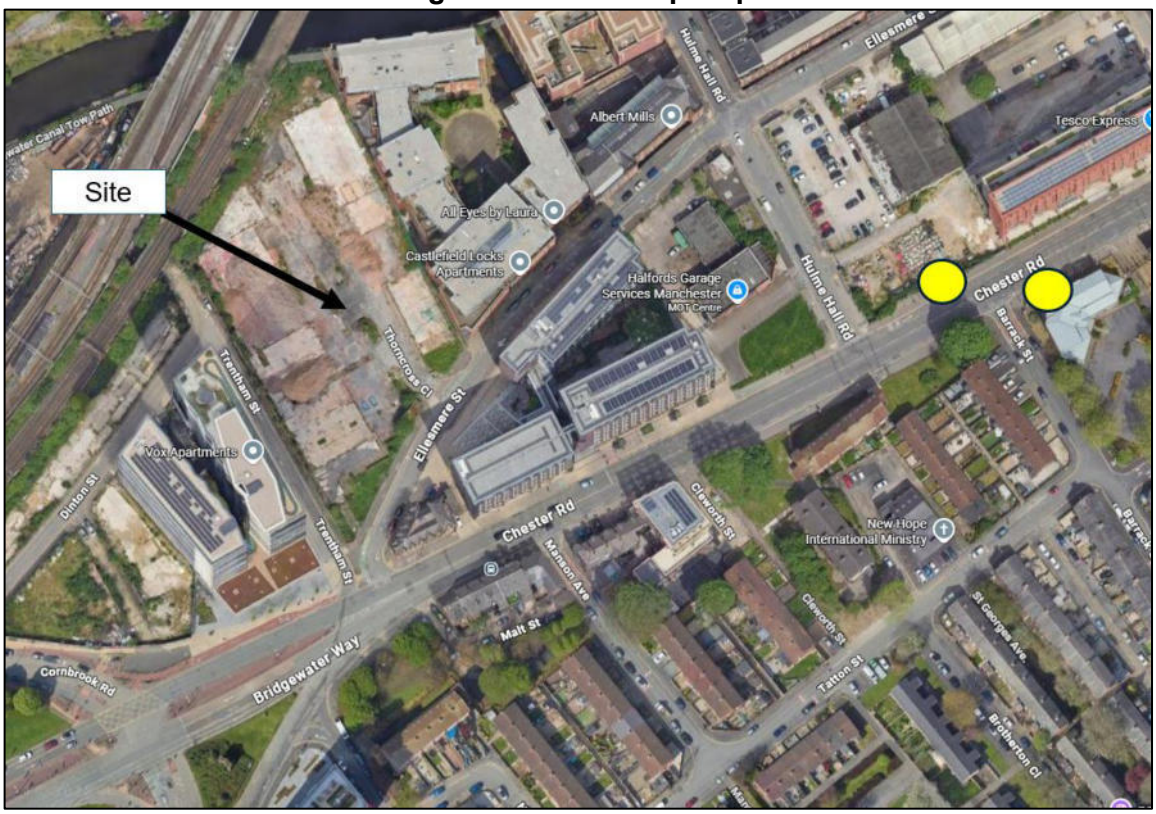
4.21 In summary, cycling would therefore be a viable mode of transport for residents to and from the site.

Public Transport

Access by bus

4.22 There are a number of bus stops located within walking distance of the development, as illustrated in **Figure 4.4**. The nearest bus stops are located on Chester Road and provide access to services operating along the Chester Road corridor.

Figure 4.4: Bus Stop Map



Source: Google Maps

4.23 The Chester Road bus corridor provides direct connections towards Manchester city centre and destinations to the west and south-west of the city. Service 255 operates between Partington, Flixton, Stretford, Old Trafford, Hulme and Manchester, serving the Chester Road corridor in the vicinity of the site.

Table 4.2: Nearby Bus Services

Service	Route
255	Partington – Carrington – Flixton – Urmston – Stretford – Old Trafford – Hulme – Manchester

4.24 The service operates at a regular frequency throughout the day, with services generally running approximately every 30 minutes during the daytime Monday to Saturday, with a reduced but regular service on Sundays and public holidays.

4.25 The availability of bus services within walking distance of the site provides residents with an alternative to private car travel for local and city centre journeys.

4.26 Based on the above, it is therefore concluded that the site benefits from good access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

Access by Rail

4.27 Rail services are accessible from a number of railway stations within the surrounding area. The closest key stations include Deansgate, Oxford Road, Salford Central and Manchester Piccadilly, all of which are accessible by walking, cycling, Metrolink or short public transport journeys from the site.

4.28 These stations provide access to a wide range of local, regional and national rail services, including connections across Greater Manchester and onward routes towards destinations including Liverpool, Leeds, Birmingham, London and Manchester Airport.

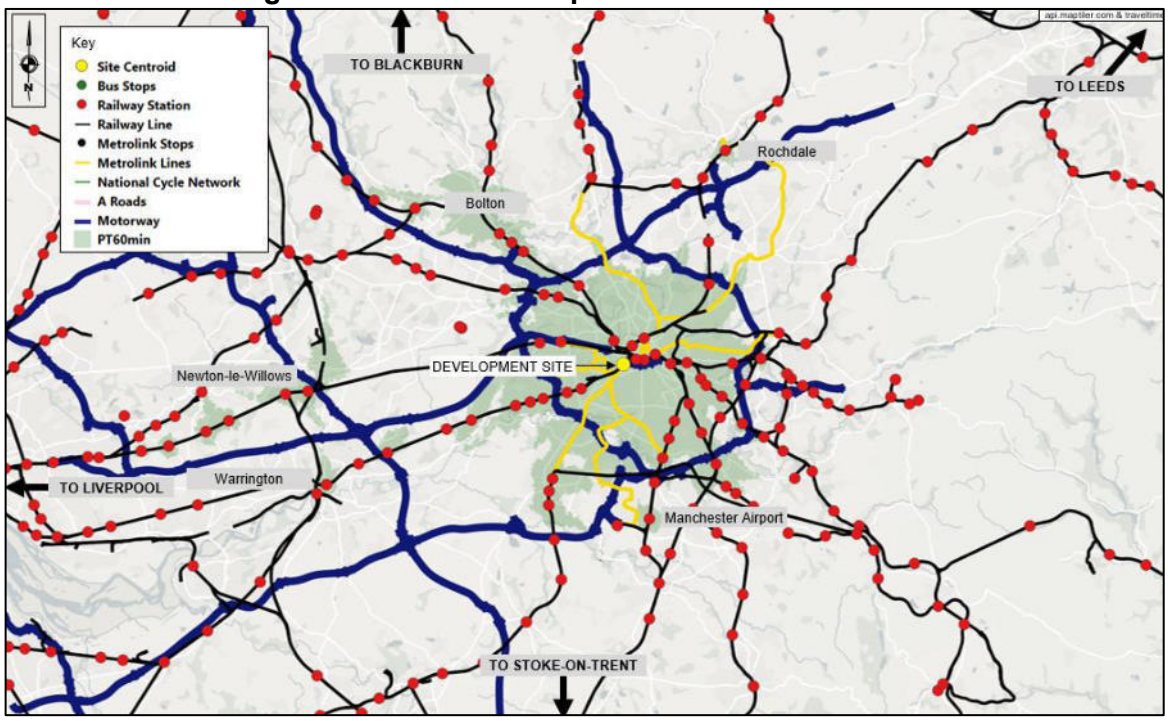
Access by Metrolink

4.29 The site benefits from excellent access to the Metrolink network, with Cornbrook Metrolink Station located within a short walking distance of the site. Cornbrook acts as a key interchange on the Metrolink network and provides access to multiple routes across Greater Manchester.

4.30 From Cornbrook, services are available towards Manchester city centre, Salford Quays, Trafford Park, Altrincham, East Didsbury and Manchester Airport. This provides residents with a high-quality public transport option for local and cross-city journeys.

4.31 A 60-minute public transport catchment area is presented in **Figure 4.5** below.

Figure 4.5: Public Transport 60 minute Catchment



Source: TravelTime.com

Conclusion

4.32 In summary, the site is highly accessible by public transport, with bus services available on Chester Road, Cornbrook Metrolink Station located within a short walking distance and a number of rail stations accessible within the surrounding area.

4.33 The proposed development site is located in a highly accessible city centre location within Greater Manchester and is well placed to make use of existing public transport links, alongside pedestrian and cycle routes.

5. Development Proposal

Overview

5.1 The proposed development consists of two residential blocks, Block A and Block B, comprising a total of 592 residential units.

5.2 The development proposals comprise the following:

5.3 **Block A**: A 46-storey plus basement level building, comprising 436 residential units, broken down as follows:

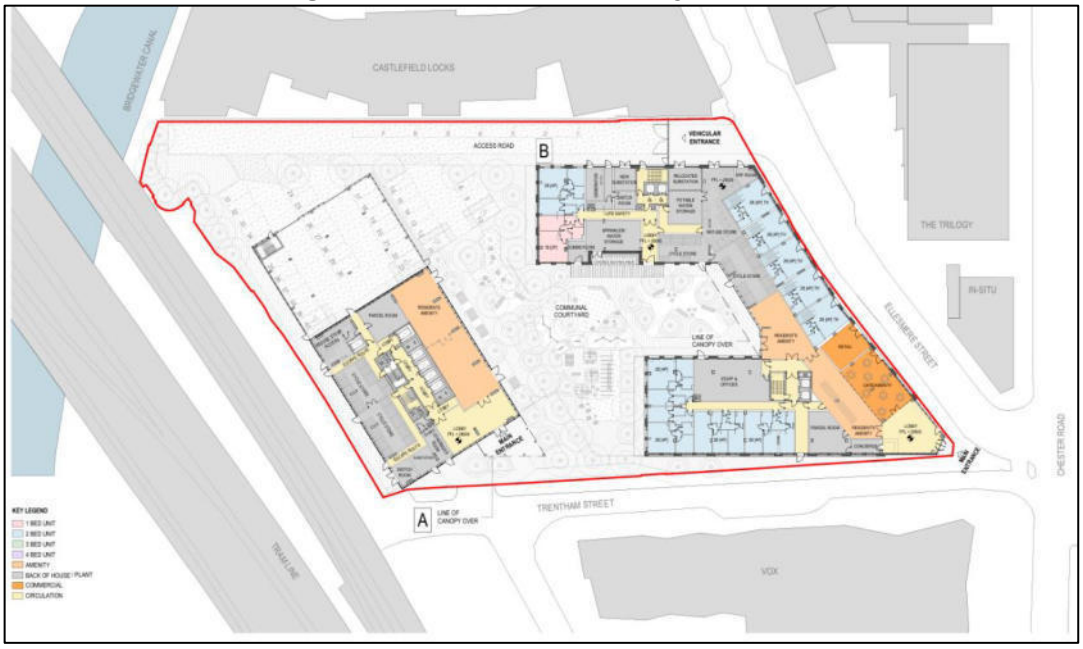
- 172 x 1-bedroom units;
- 258 x 2-bedroom units; and
- 6 x 3-bedroom units.

5.4 **Block B**: A 9-storey building, comprising 156 residential units, broken down as follows:

- 21 x 1-bedroom units;
- 96 x 2-bedroom units;
- 21 x 3-bedroom units;
- 13 x 4-bedroom units; and
- 5 x 2-bedroom townhouses.

5.5 The proposed site layout is illustrated in **Figure 5.1** below, with a copy of the full plan located at **Appendix A**.

Figure 5.1: Proposed Site Layout Plan



Source: Denton Corker Marshall

Site Access

Ellesmere Street

5.6 Vehicular access to the site will be provided via a new gated entrance from Ellesmere Street, which will provide two-way access into the internal car park. Development traffic will enter the site from the proposed Ellesmere Street entrance and exit the internal layout in a forward gear. The on-site management company will manage any delivery, visitor and emergency access that requires entry to the site.

5.7 Swept path analysis has been undertaken at the proposed new access from Ellesmere Street and within the site's internal layout to demonstrate the suitability to allow access and egress manoeuvres to be performed safely.

5.8 Rappor has provided swept path analysis for the following vehicle types:

- Large car;
- 7.5T box van (deliveries);
- Large 4-axle refuse vehicle; and
- Fire tender.

5.9 The swept path analysis drawings are presented in **Appendix B**.

5.10 Ellesmere Street is governed by a 20 mph speed limit. Sufficient visibility splays have been demonstrated within **Appendix C**. The proposed site access benefits from a right-hand visibility splay with an 'x' (minor arm setback) distance of 2.4 metres and a 'y' (major road visibility) distance of 25 metres, and a left-hand visibility splay with an 'x' distance of 2.4 metres and a 'y' distance of 25 metres. These visibility splays accord with the guidance set out in *Manual for Streets* for a 20 mph speed environment.

5.11 All ad-hoc deliveries / drop-offs will take place from the existing loading bay opposite the site on Ellesmere Street. This loading bay is currently protected by double yellow lines to prevent vehicles waiting. The loading bay will not be used for waste collection associated with the site, with collections accommodated for both Blocks A and B within the site's internal car park layout.

5.12 The proposed new access will require reinstatement of the existing vehicular access and associated amendments to the footway along Ellesmere Street as indicated in **Appendix D**.

Trentham Street

5.13 A new delivery and loading layby will be provided to the west of the site on Trentham Street to serve as an ad-hoc drop-off facility for Block A. All vehicles accessing the loading facility will route via Trentham Street and exit via Dinton Street.

5.14 The proposed layby arrangement includes parking restrictions in the form of double yellow lines to ensure the layby remains available for short-stay servicing and drop-off activity. The proposed layout and associated parking restrictions are illustrated in **Appendix D**.

5.15 A swept path analysis has been undertaken to demonstrate that vehicles can safely pass along Trentham Street when the loading bay is occupied. These drawings are provided in **Appendix B**, confirming that the arrangement can operate safely without impeding through traffic.

Parking

Car

5.16 The proposed development will provide 40 car parking spaces within the internal car park, including 4 accessible parking spaces. This equates to a parking ratio of approximately 6.8% when assessed against the proposed 592 residential units. All internal parking will be allocated and will be managed via a car park management strategy. All residents will be informed that the development provides limited parking spaces, which will be reinforced through the sites' ongoing Travel Plan process.

5.17 The level of car parking provision reflects the highly accessible location of the site, with residents able to access Cornbrook Metrolink Station, bus services on Chester Road, local walking and cycling routes, and Manchester city centre without reliance on a private car. The parking provision is therefore considered appropriate in this location and is consistent with Manchester City Council's approach of managing car parking provision in accessible urban locations.

5.18 In accordance with Manchester City Council's Electric Vehicle Charging Strategy 2024–2035, 10% of the proposed car parking spaces will be provided with active EV charging provision. This equates to 4 EV charging spaces based on the proposed 40 parking spaces. The remaining parking spaces will be provided with passive EV provision, including appropriate ducting, to allow future installation as demand requires.

Cycle

5.19 Secure cycle parking will be provided within the development for residents. A total of 332 secure cycle spaces are proposed across the site, comprising cycle stores within Block A and Block B. The cycle stores will include two-tier cycle racks and will be located to provide convenient access for residents.

5.20 In addition to the secure residential cycle parking, there is a commitment to provide a number of cycle spaces within the site's public realm. This will include a proportionate number of Starling Bank Bikes, to support short-stay cycle parking and encourage sustainable travel by residents, visitors and the wider community.

Proposed Waste Collection

5.21 All waste collection for the site will take place via the main access into the site via Ellesmere Street.

5.22 Waste collection will take place within the internal car park layout with bins for Block A collected from a designated collection point to the north of the car park. Bins associated with Block B will be collected from a designated collection point adjacent to Block B.

5.23 Rappor has provided swept path analysis of the largest refuse vehicle that will be required to access the site at **Appendix B**. These swept paths indicate that a refuse vehicle can safely access and egress the site in a forward gear.

6. Development Traffic Impact

Introduction

6.1 This section considers the anticipated trip generation associated with the proposed residential development and the potential impacts upon the surrounding highway network.

6.2 The development comprises 592 residential units in a highly accessible city centre location with strong sustainable transport links. As such, vehicular trip generation is expected to be relatively low, particularly given the limited provision of 40 car parking spaces (approximately 6.8% of units), which will constrain car use and encourage travel by sustainable modes.

Trip Generation – Proposed Residential Development (592 units)

6.3 The Trip Rate Information Computer System [TRICS] version 8.25.12 has been used to derive the predicted vehicle trip generation for the proposed Residential land use, for the weekday morning and evening peak hours with the following criteria parameters selected:

- Residential > Flats Privately Owned

6.4 TRICS is an industry accepted tool used to estimate trip generation by comparing the proposed development with similar sites across the UK. In this instance, person trip rates have been derived to better reflect the multi-modal nature of trips associated with a highly accessible city centre location.

6.5 The TRICS assessment identifies total person trip generation across the day, with peak hour movements extracted for the weekday AM and PM peak periods. These baseline person trip totals form the starting point for assessing likely vehicle trips associated with the development.

6.6 To derive realistic vehicular trip generation, a staged methodology has been applied to the TRICS person trip outputs, as summarised below:

Step 1 – TRICS Person Trips:

6.7 Peak hour person trips are derived from TRICS, representing total travel demand across all modes

Step 2 – Mode Share Adjustment:

6.8 Census data indicates that approximately 31% of trips are undertaken by car (driver mode share). Applying this proportion reduces total person trips to those likely to be vehicle-based

Step 3 – Parking Constraint Adjustment:

6.9 The development provides only 40 parking spaces (6.8%), which will significantly limit car ownership and usage. Applying this constraint further reduces vehicle trips to reflect the proportion of residents with access to a car

6.10 Applying the above methodology results in the following vehicular trip generation for the proposed development:

Table 6.1: Vehicle Trip Generation - Proposed Residential 592 Units

Dwellings	Weekday AM Peak (07:30-08:30)			Weekday PM Peak (16:30-17:30)		
	Arrivals	Departure	2-Way	Arrivals	Departure	2-Way
592	1	5	6	3	2	5

Note: Results subject to rounding

6.11 It can be seen from the above that the proposed residential development is predicted to generate the following two-way vehicular trips:

- 6 in the morning peak; and
- 5 in the evening peak;

6.12 These flows reflect a realistic representation of vehicle movements associated with the development, taking into account both travel behaviour and the constrained parking provision. The majority of trips will be undertaken by sustainable modes, including walking, cycling and public transport, consistent with the site's highly accessible location. Full details of the TRICS analysis and trip generation calculations are provided in **Appendix E**.

Conclusion

6.13 In summary, the forecast increase in vehicle trips of up to 6 in the AM peak period and 5 in the PM peak period represents a very low level of traffic generation. As such, the proposed development is not expected to have any material impact upon the operation or safety of the surrounding highway network.

7. Summary and Conclusion

Summary

7.1 Rappor has been instructed by Kirindolam 8 Ltd to prepare this Transport Statement in support of a full planning application for a residential development comprising 592 units at No.1 Castlefield, Manchester.

7.2 This Transport Statement has demonstrated that the application site is located within a highly accessible city centre location, benefiting from excellent connectivity by walking, cycling and public transport, including close proximity to Cornbrook Metrolink Station and key bus corridors.

7.3 The development has been designed to reflect its sustainable location, including a significantly reduced level of car parking provision, with only 40 spaces proposed (approximately 6.8% of units). This approach aligns with local and regional transport policy objectives, which seek to reduce reliance on private vehicles and promote sustainable travel behaviour.

7.4 Trip generation has been robustly assessed using industry-standard methodology, with person trip rates adjusted to reflect local travel patterns and the constrained level of parking provision. This approach ensures that a realistic representation of vehicle movements is achieved, recognising that a significant proportion of trips will be undertaken by sustainable modes.

7.5 The proposed development is not anticipated to generate a material number of new vehicle trips. The overall traffic impact is expected to be immaterial within the context of existing traffic flows.

7.6 The proposed access, servicing and internal layout arrangements have been designed to operate safely and efficiently, with swept path analysis demonstrating that all vehicles can access and manoeuvre within the site and on the surrounding highway network without conflict.

7.7 Overall, the development accords with national, regional and local transport policy by promoting sustainable travel patterns and reducing reliance on private car use.

Conclusion

7.8 In conclusion, the proposed development can be accommodated within the existing transport infrastructure without detriment to highway safety or the operational performance of the surrounding network.

The development accords with local transport policy objectives and promotes sustainable travel behaviour consistent with the Greater Manchester Transport Strategy.

Appendix A – Proposed Site Layout



Key

- Planning application boundary
- Highway adoption boundary
- Proposed building (BLDG)
- Concrete pavers - type 01 (P01)
- Concrete pavers - type 02 (P02)
- Concrete pavers - type 03 (P03)
- Concrete pavers - type 03 (P04)
- Macadam surfacing
- Proposed edge
- Proposed fence with gates
- Proposed furnitures
- Proposed play equipments
- Proposed boulders
- Proposed pergola
- Proposed architectural pergola
- Proposed wind mitigation screen
- Proposed tree in hard landscape
- Proposed tree in soft landscape
- Indicative location of structural cells for tree planting.
- Proposed grass
- Proposed buffer planting
- Proposed shrub planting
- Improved native scrub
- Proposed climber planting up standalone 4m tall post and wire structure

Notes

1. All dimensions in mm, unless otherwise stated.
2. Scaling from drawing if printed incorrectly may lead to errors.
3. All information outside red line boundary shown for contextual purpose only.
4. All hatch patterns are indicative only unless stated otherwise. This drawing is to be read in conjunction with all re-form landscape architecture documentation AND all relevant documentation from the design team.
6. Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.
7. Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
8. All proprietary products shall be installed in strict accordance with manufacturers written instructions.
9. Refer to other consultants' drawings and specifications for the following design information:
   - Foundation details
   - Base course and/or sub bases design & specification
   - Waterproofing of any element
   - Levels & Drainage design and infrastructure
   - Lighting and ducting
   - Existing & proposed utilities
10. Plant quantities are to suit site areas in accordance with scheduled plant densities.
11. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

0m 5m 10m 15m

28.07.26	Planning issue	ALP	JS	JM	P09
	Description of revision	Drawn by	Checked by	Approved by	Revision

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landscape architecture

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Project
1 CASTLEFIELD, MANCHESTER
RF25-1285

Client
KIRINDOLAM 8 LIMITED

Document title
LANDSCAPE GENERAL ARRANGEMENT- GROUND FLOOR

Paper size A1
Scale 1:250

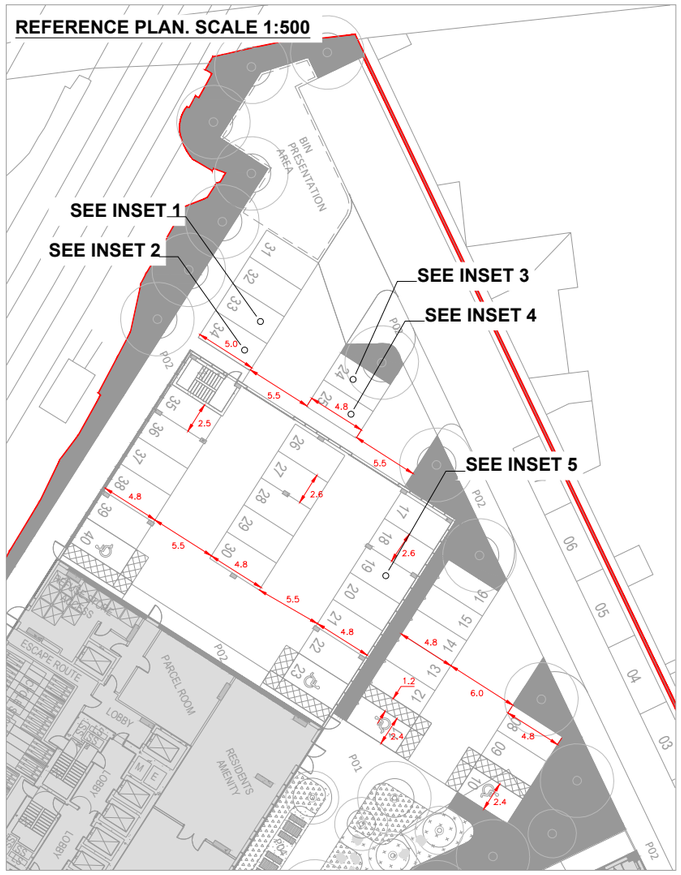
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Revision P09

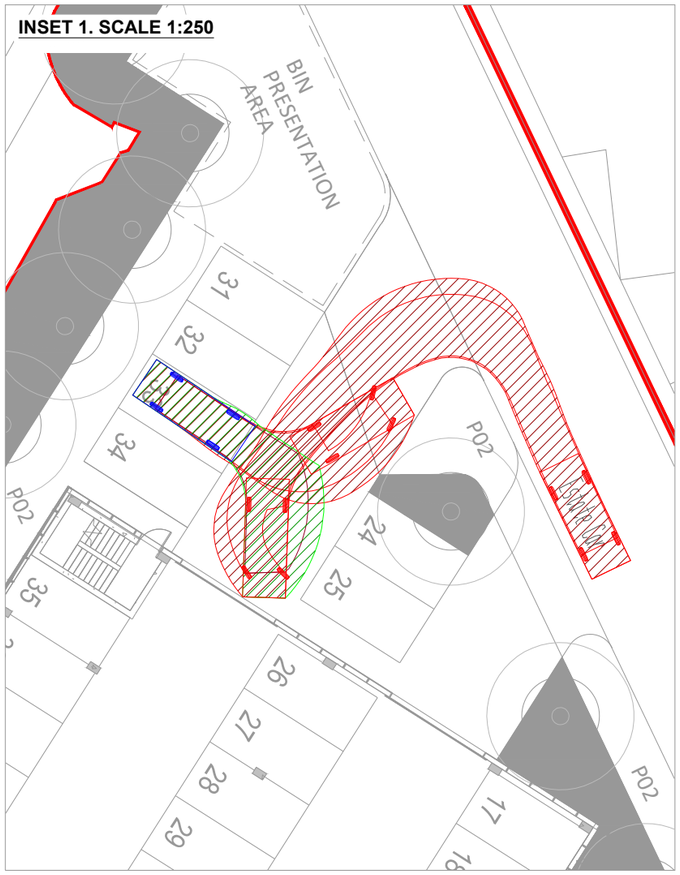
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Appendix B – Swept Path Analysis

REFERENCE PLAN. SCALE 1:500



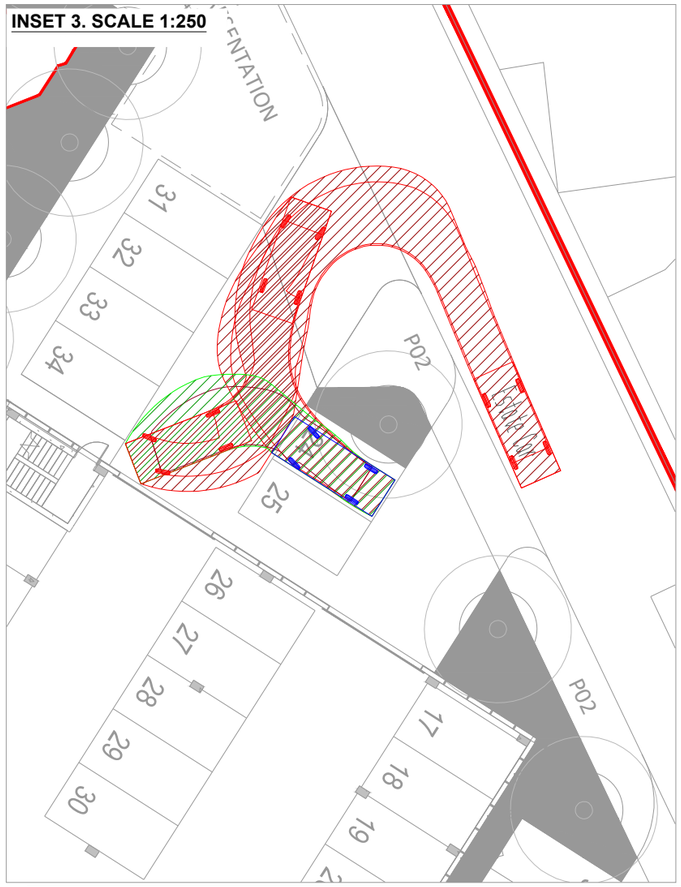
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INSET 2. SCALE 1:250



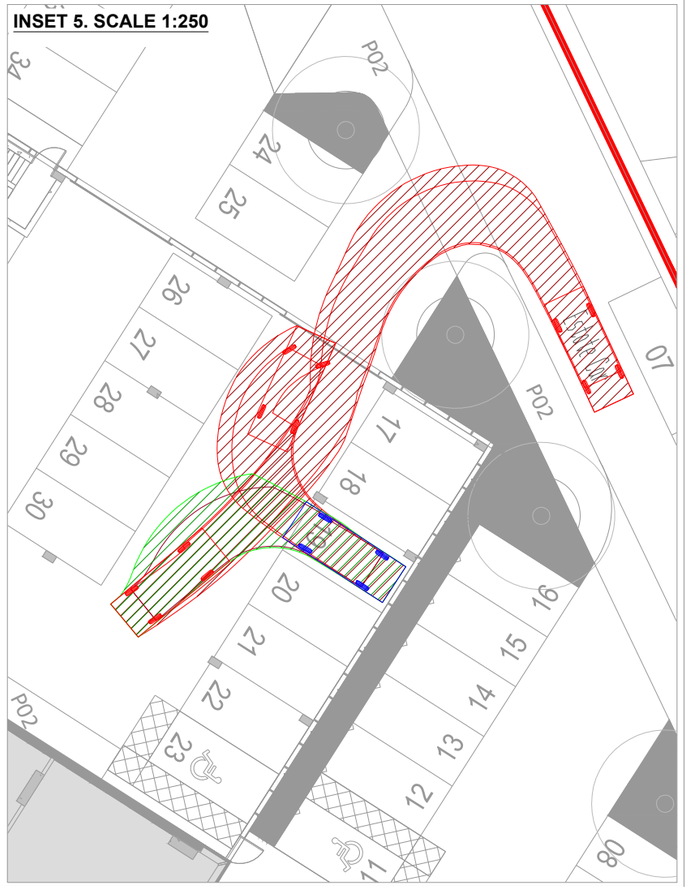
INSET 3. SCALE 1:250



INSET 4. SCALE 1:250

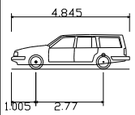


INSET 5. SCALE 1:250



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev	Date	Details	By	Chkd	Appd
P06	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P05	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P04	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	16/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	05/05/26	ADDITIONAL DISABLED SPACES ADDED	BA	NBR	NBR
P01	17/04/26	FIRST ISSUE	BA	NBR	NBR

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PROJECT:

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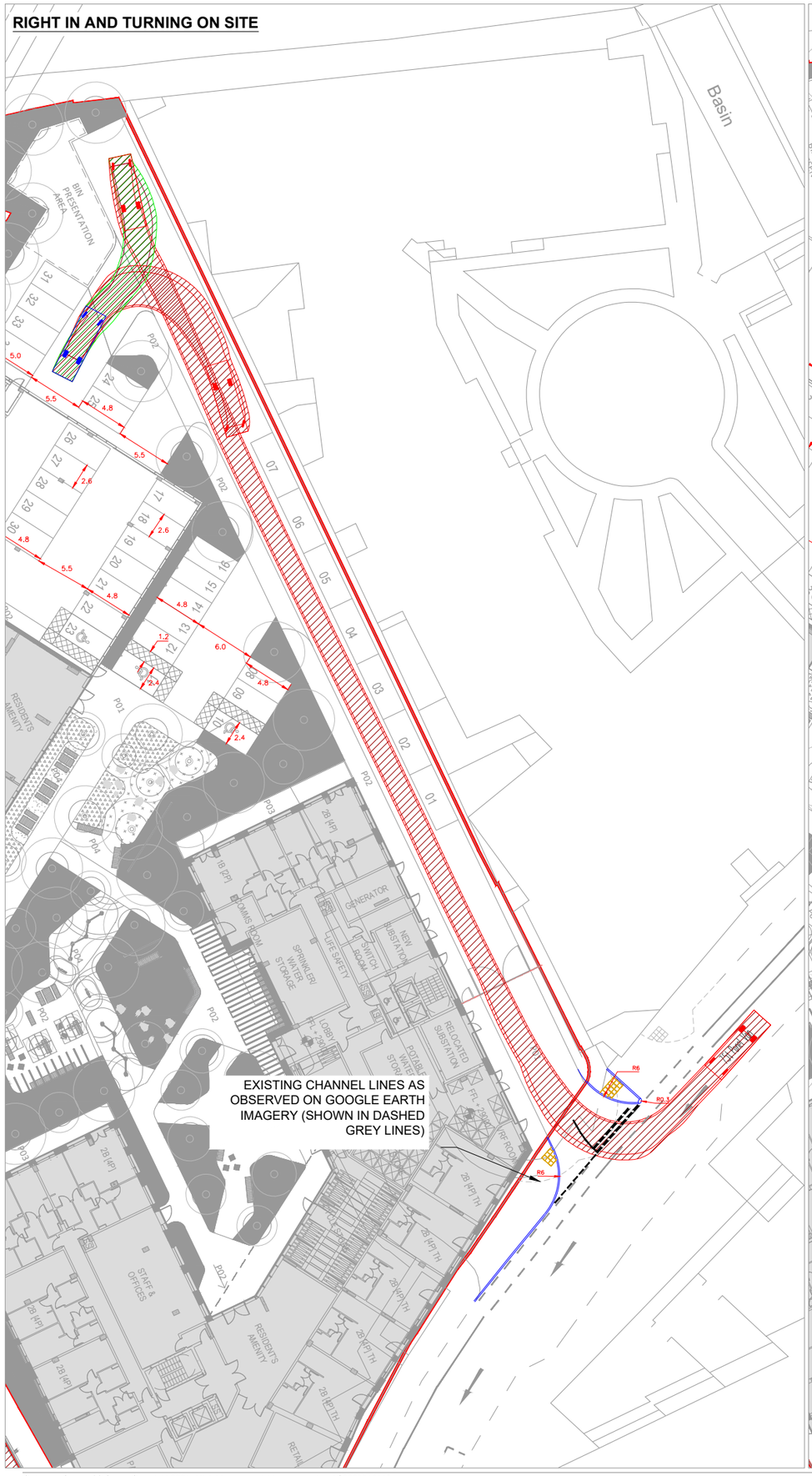
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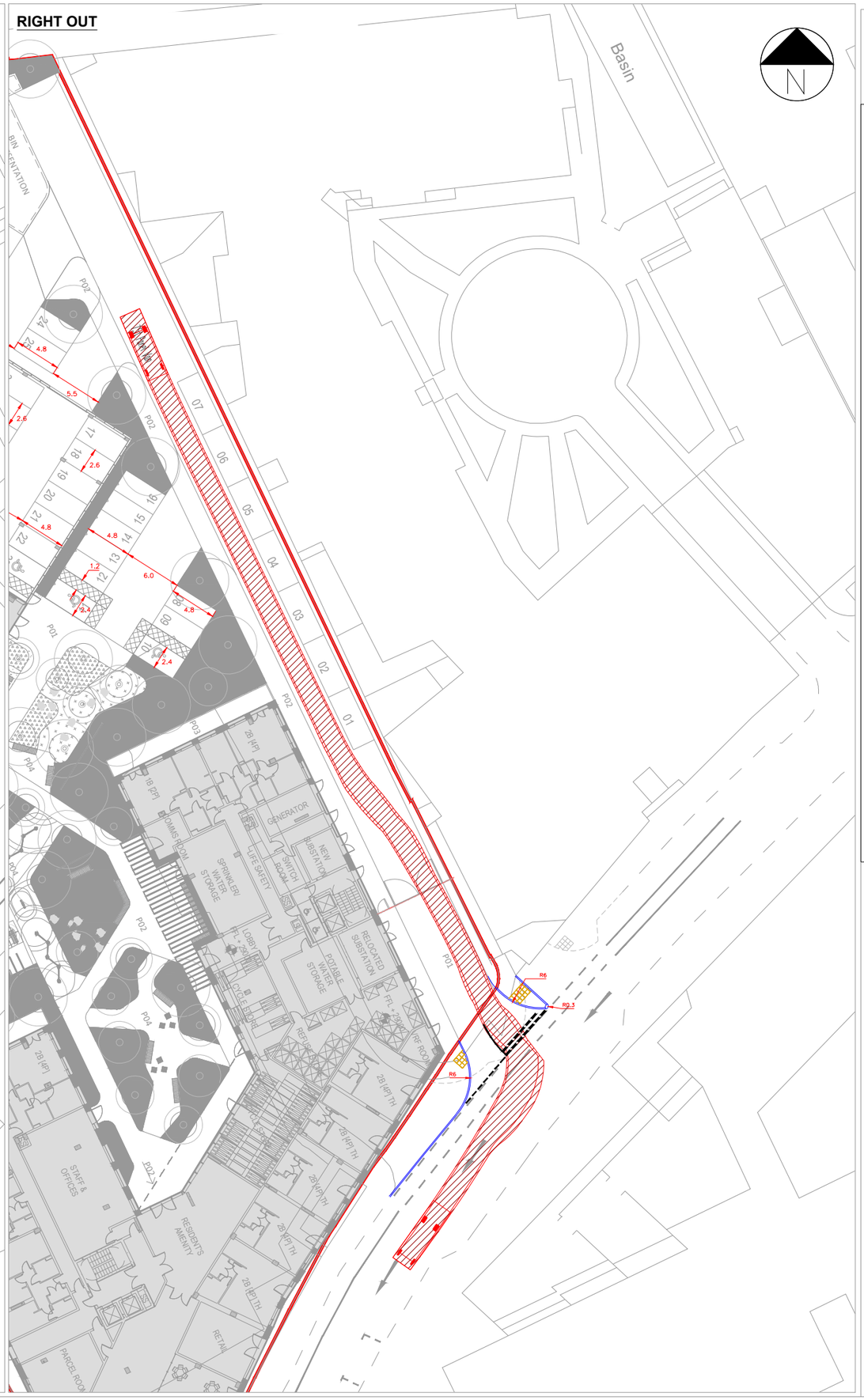
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RIGHT IN AND TURNING ON SITE

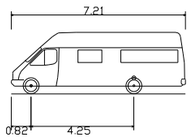


RIGHT OUT



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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P04	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	16/06/26	FIRST ISSUE	BA	NBR	NBR

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STATUS: S3

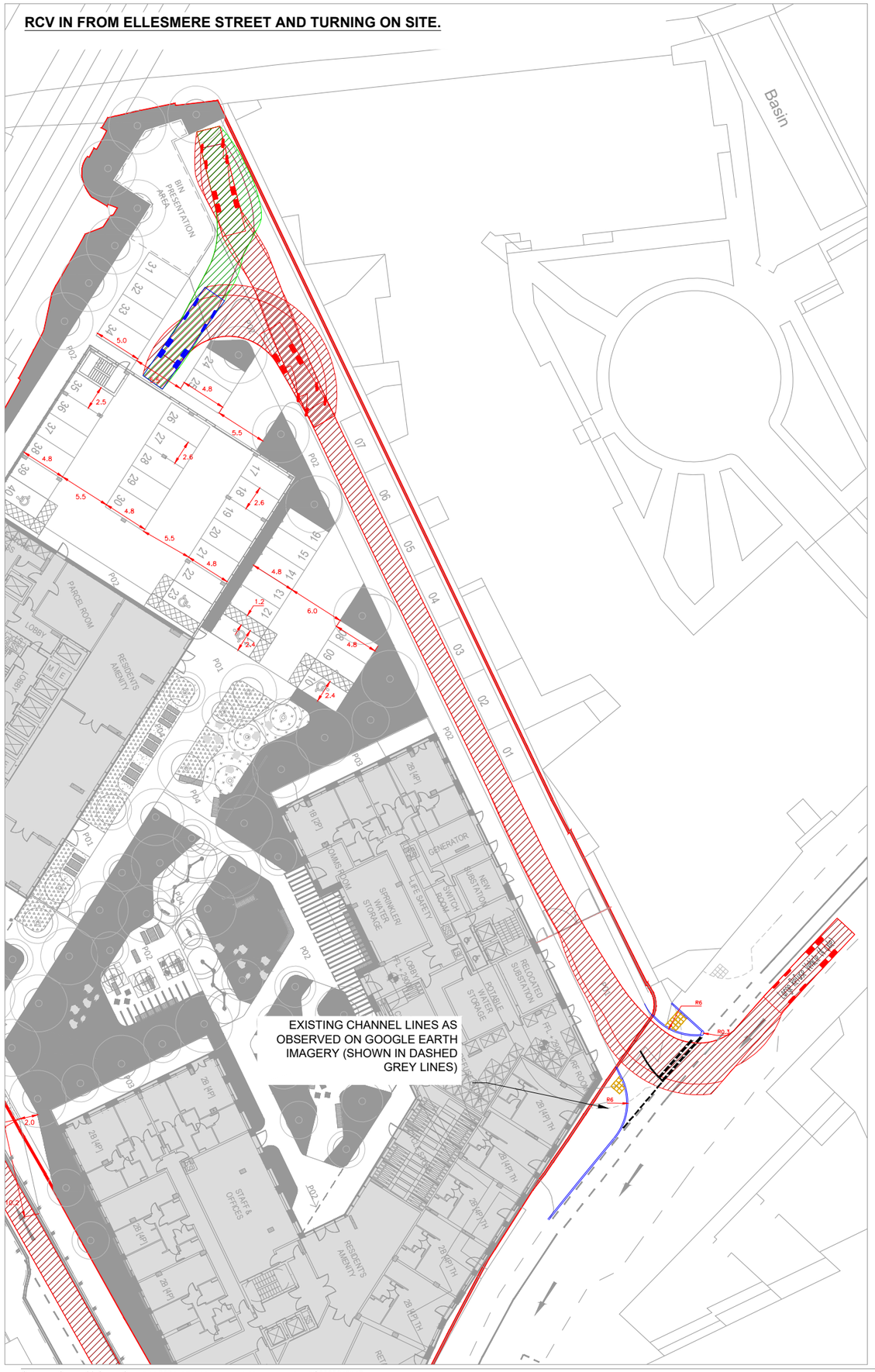
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REVISION: P04

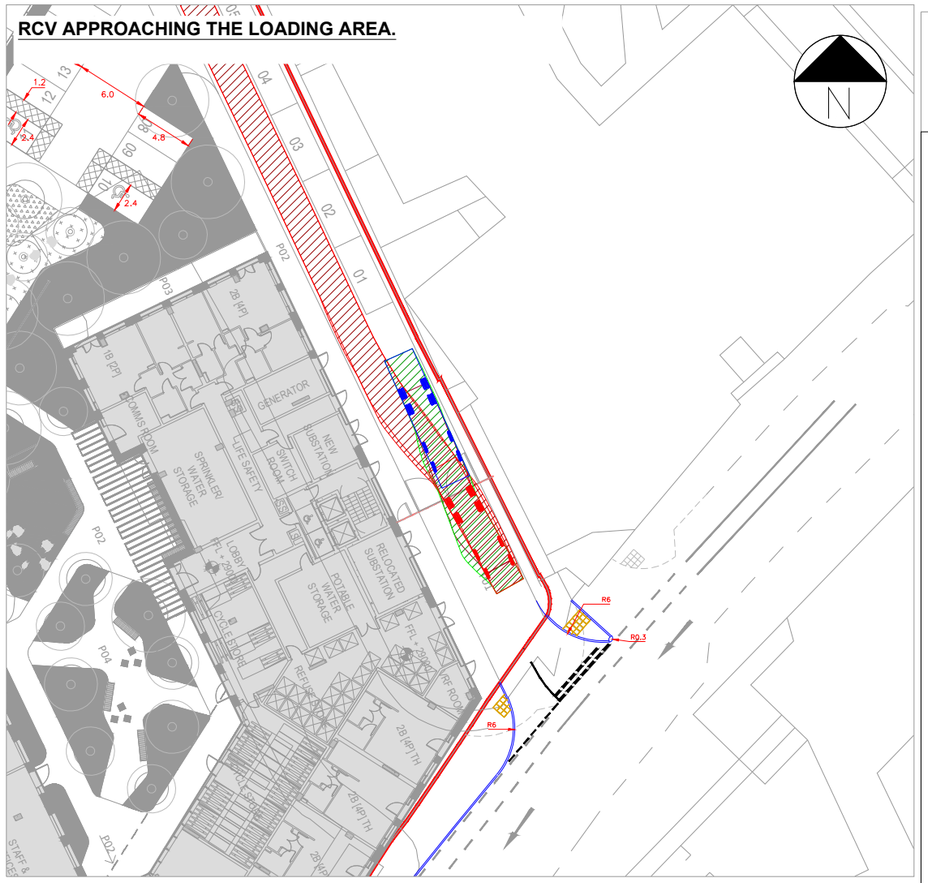
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RCV IN FROM ELLESMERE STREET AND TURNING ON SITE.

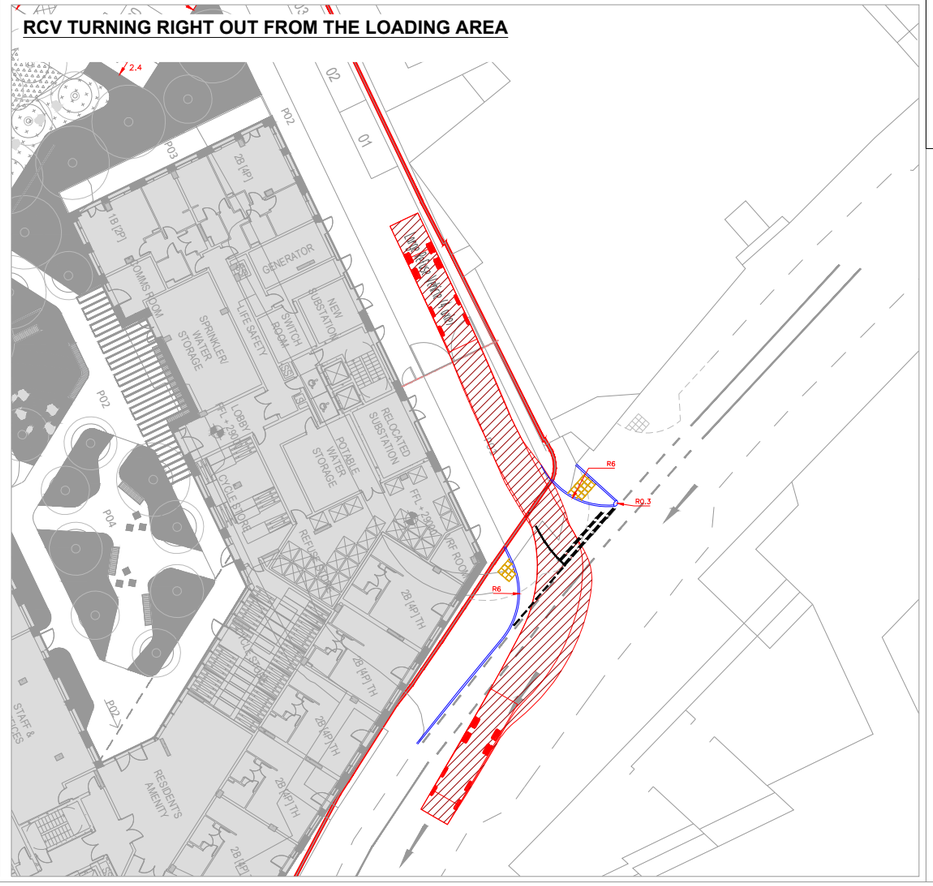


EXISTING CHANNEL LINES AS OBSERVED ON GOOGLE EARTH IMAGERY (SHOWN IN DASHED GREY LINES)

RCV APPROACHING THE LOADING AREA.

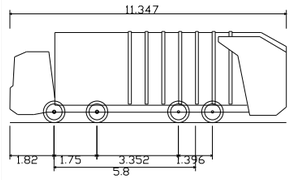


RCV TURNING RIGHT OUT FROM THE LOADING AREA



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Rev	Date	Details	By	Chkd	Appd
P06	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P05	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
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P03	16/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	12/05/26	ALTERNATIVE LOADING ARRANGEMENT	BA	NBR	NBR
P01	17/04/26	FIRST ISSUE	BA	NBR	NBR

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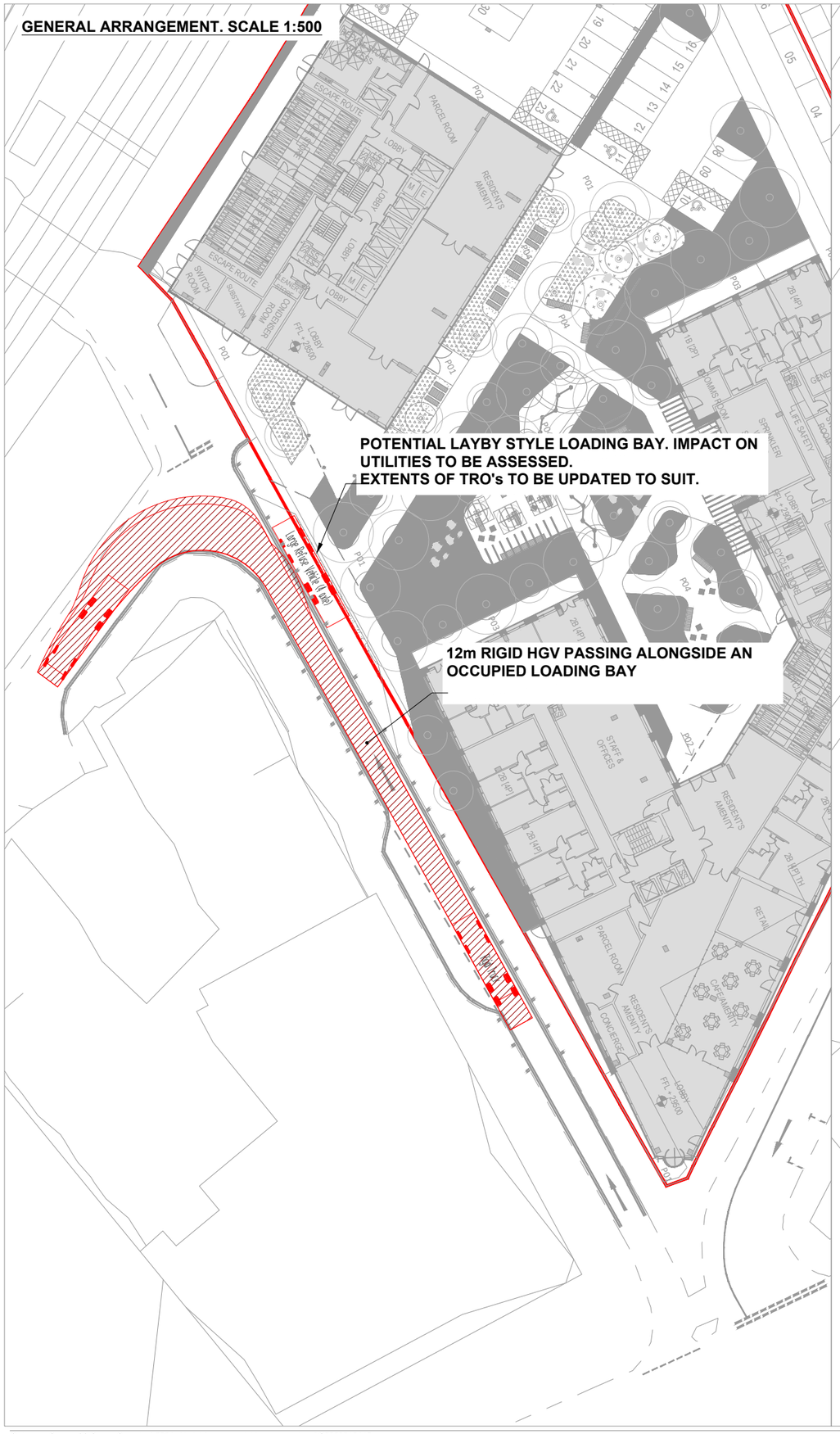
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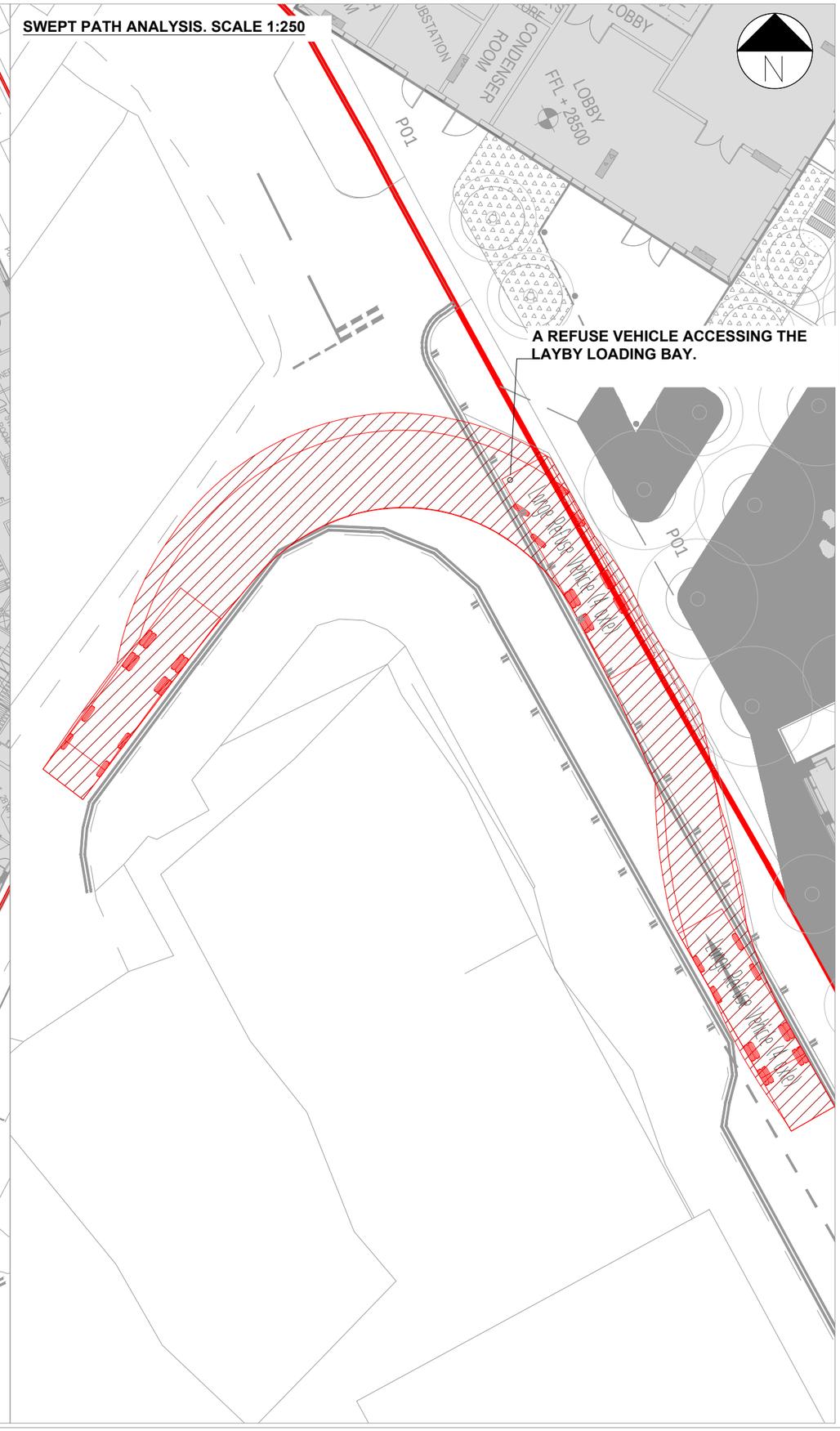
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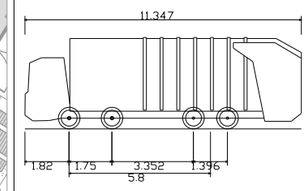


SWEPT PATH ANALYSIS. SCALE 1:250



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



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Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Rev	Date	Details	By	Chkd	Appd
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P05	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
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P03	16/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	11/05/26	FULL DEPTH LOADING BAY ADDED	BA	NBR	NBR
P01	17/04/26	FIRST ISSUE	BA	NBR	NBR

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PROJECT:

NO1_CASTLEFIELD_MANCHESTER

TITLE:

SWEPT_PATH_ANALYSIS

STATUS: S3

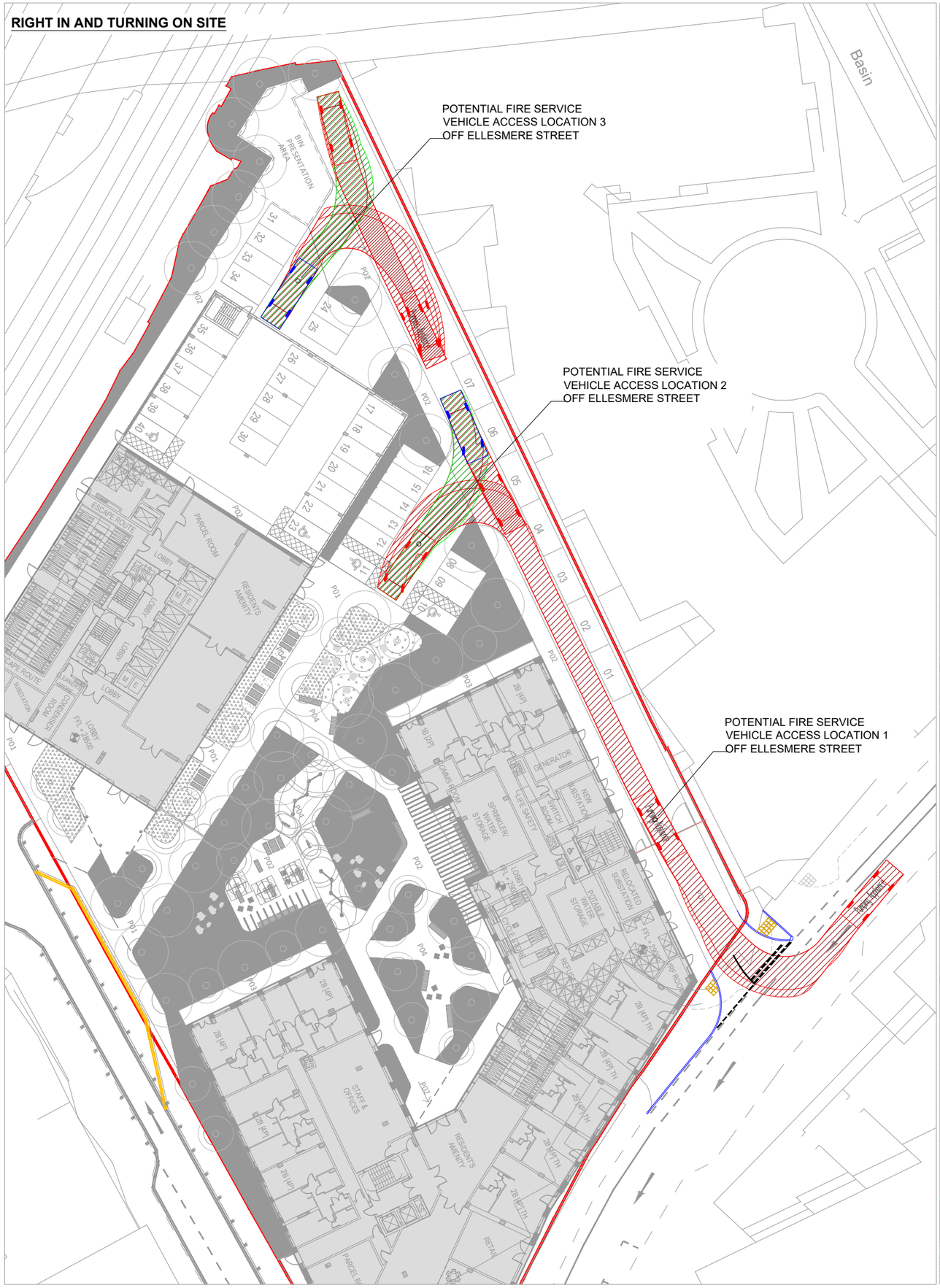
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DRAWING NO: 251195-RAP-XX-XX-DR-TP-1005

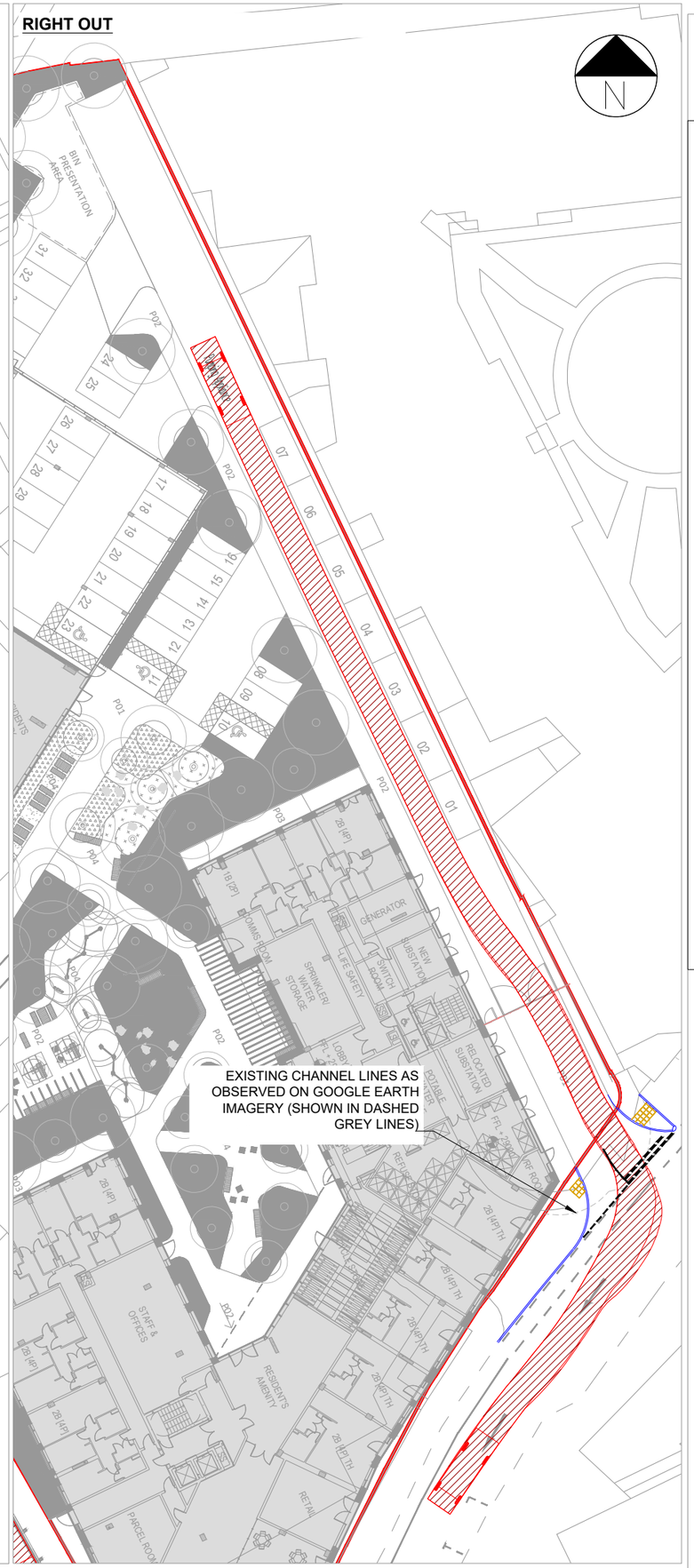
REVISION: P06

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RIGHT IN AND TURNING ON SITE

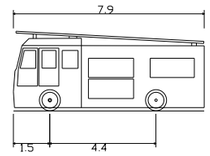


RIGHT OUT



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



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

Rev	Date	Details	By	Chkd	Appd
P04	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	16/06/26	FIRST ISSUE	BA	NBR	NBR

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CLIENT:

–

PROJECT:

NO1_CASTLEFIELD_MANCHESTER

TITLE:

SWEPT_PATH_ANALYSIS
FIRE_TENDER_ELLESMERE_STREET

STATUS:	SCALE:
S3	1:500@A3
DRAWING NO:	REVISION:
251195-RAP-XX-XX-DR-TP-1007	P04

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RIGHT IN AND TURNING ON SITE

POTENTIAL FIRE SERVICE VEHICLE ACCESS LOCATION 2 ON TRENTHAM STREET

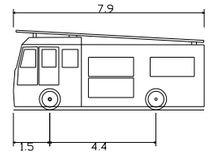
EXISTING CHANNEL LINES AS OBSERVED ON GOOGLE EARTH IMAGERY (SHOWN IN DASHED GREY LINES)

POTENTIAL FIRE SERVICE VEHICLE ACCESS LOCATION 1 ON TRENTHAM STREET

N

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.



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

Rev	Date	Details	By	Chkd	Appd
P03	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	29/06/26	FIRST ISSUE	BA	NBR	NBR

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CLIENT:

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PROJECT:

NO1_CASTLEFIELD_MANCHESTER

TITLE:

SWEPT_PATH_ANALYSIS
FIRE_TENDER_TRENTHAM_STREET

STATUS: S3

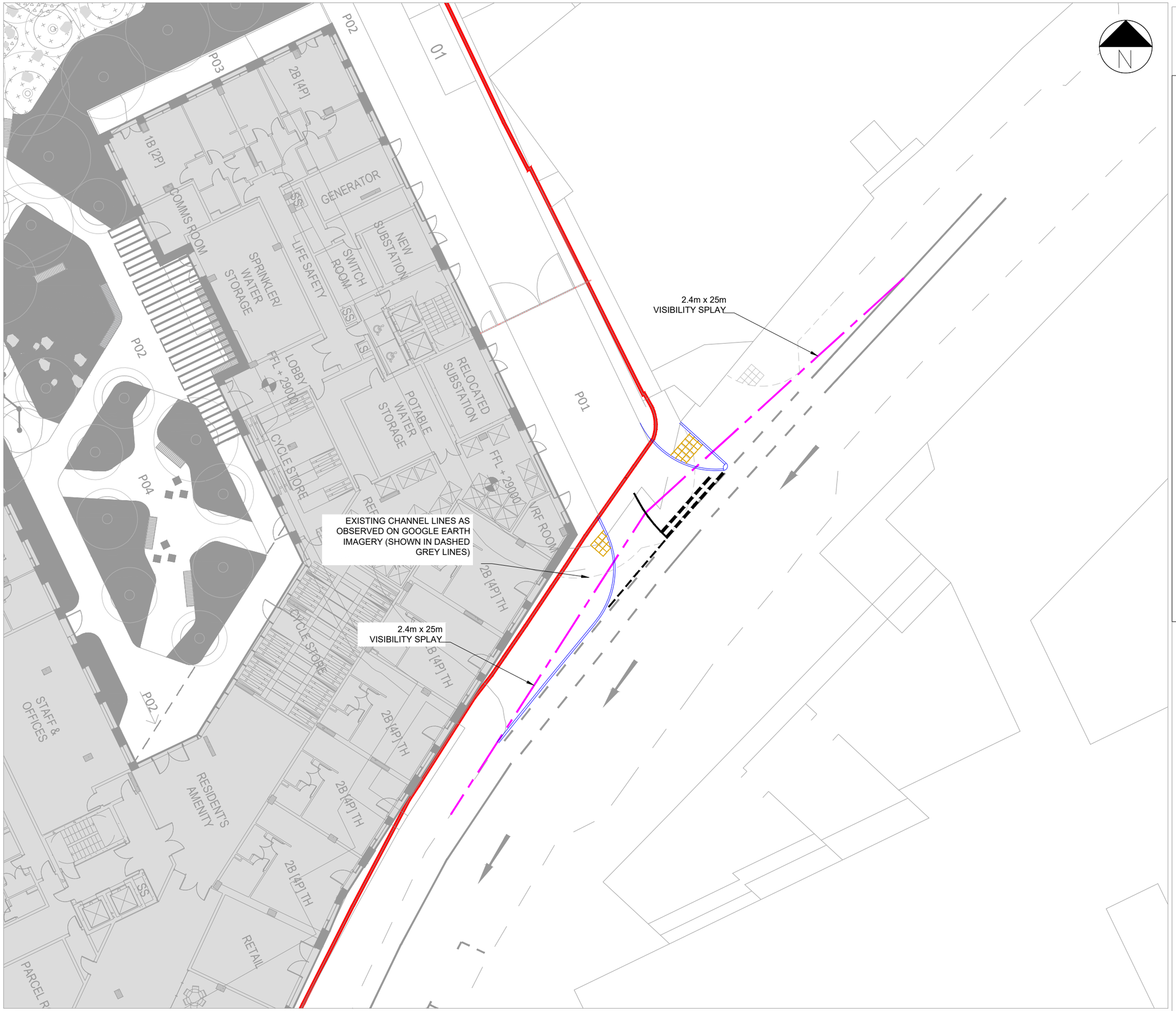
SCALE: 1:500@A3

DRAWING NO: 251195-RAP-XX-XX-DR-TP-1007.1

REVISION: P03

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Appendix C – Visibility Splay



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.

Rev	Date	Details	By	Chkd	Appd
P04	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	16/06/26	FIRST ISSUE	BA	NBR	NBR

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CLIENT:

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PROJECT:

NO1_CASTLEFIELD_MANCHESTER

TITLE:

VISIBILITY_SPLAYS

STATUS: S3

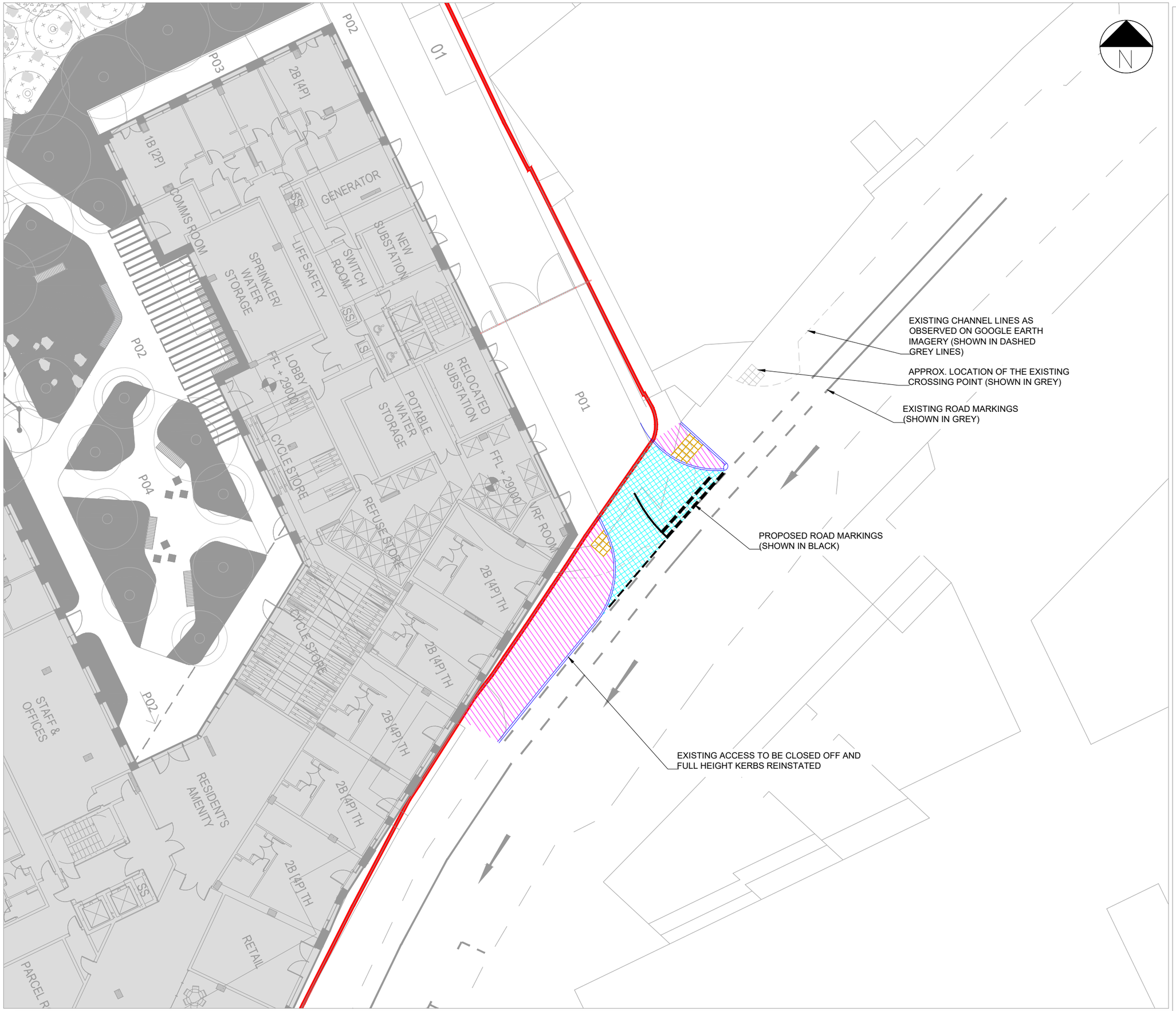
SCALE: 1:250@A3

DRAWING NO: 251195-RAP-XX-XX-DR-TP-1008

REVISION: P04

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Appendix D – Ellesmere Street / Trentham Street – Highway Works



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.

PROPOSED FOOTWAY SURFACING

PROPOSED CARRIAGEWAY SURFACING

PROPOSED KERBS

PROPOSED TACTILE PAVING SLABS

Rev	Date	Details	By	Chkd	Appd
P04	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	16/06/26	FIRST ISSUE	BA	NBR	NBR

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CLIENT:
–

PROJECT:
NO1_CASTLEFIELD_MANCHESTER

TITLE:
PROPOSED_SITE_ACCESS_OFF ELLESMERE_STREET

STATUS: S3

SCALE: 1:250@A3

DRAWING NO: 251195-RAP-XX-XX-DR-TP-1009

REVISION: P04

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Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.

EXISTING TRO'S TO BE RETAINED

EXISTING TRO'S TO BE REMOVED

PROPOSED TRO'S

Rev	Date	Details	By	Chkd	Appd
P04	27/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P03	13/07/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P02	29/06/26	REVISED SITE PLAN UNDERLAID	BA	NBR	NBR
P01	17/06/26	FIRST ISSUE	BA	NBR	NBR

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CLIENT:

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PROJECT:

NO1_CASTLEFIELD_MANCHESTER

TITLE:

PROPOSED_LOADING_BAY
TRENTHAM_STREET

STATUS: S3

SCALE: 1:250@A3

DRAWING NO: 251195-RAP-XX-XX-DR-TP-1010

REVISION: P04

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Appendix E – TRICS Data

Audit Code: 335f55ec-571d-42cb-9d51-0e4e5d4a126c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
	BT	BRENT	1 day
	HG	HARINGEY	1 day
	HO	HOUNSLOW	1 day
	HV	HAVERING	1 day
	KN	KENSINGTON AND CHELSEA	1 day
	NH	NEWHAM	1 day
	WH	WANDSWORTH	1 day
02	**SOUTH EAST**		
	SC	SURREY	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days

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:	255 to 832 (units:DWELLS)
Range Selected by User:	250 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/07/91 to 26/11/25

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

Selected survey days:

Friday	1 days
Monday	2 days
Tuesday	6 days
Wednesday	2 days

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

Selected survey types:

Manual count	11
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	2 days
Neighbourhood Centre	3 days
Suburban Area	5 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Development Zone	2 days
High Street	1 days
Industrial Zone	1 days
No Sub Category	2 days
Residential Zone	4 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	6 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

C3	11 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:

800 - 11000

Population within 1 mile:

10,001 to 15,000	1 surveys
100,001 or More	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	9 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	8 surveys
1.1 to 1.5	3 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	6 surveys
No	1 surveys
Yes	4 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:

1b - Very poor	1 surveys
2 - Poor	2 surveys
3 - Moderate	1 surveys
5 - Very good	2 surveys
6a - Excellent	1 surveys
6b - Excellent	1 surveys
No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**BE-03-C-02**	**BLOCKS OF FLATS**	**BEXLEY**

CLYDESDALE WAY
BELVEDERE
Edge of Town
Industrial Zone
Number of dwellings: 402.00 DWELLS
Survey date: Wednesday 19/09/2018
Survey Type: Manual

2	**BT-03-C-02**	**BLOCKS OF FLATS**	**BRENT**

ENGINEERS WAY
WEMBLEY
Suburban Area
Development Zone
Number of dwellings: 472.00 DWELLS
Survey date: Wednesday 30/11/2016
Survey Type: Manual

3	**DL-03-C-07**	**BLOCKS OF FLATS**	**DUBLIN**

SANDYFORD ROAD
DUBLIN
DUNDRUM
Edge of Town
No Sub Category
Number of dwellings: 372.00 DWELLS
Survey date: Tuesday 11/05/2010
Survey Type: Manual

4	**DL-03-C-08**	**BLOCKS OF FLATS**	**DUBLIN**

FINGLAS ROAD
DUBLIN
FINGLAS
Suburban Area
Residential Zone
Number of dwellings: 340.00 DWELLS
Survey date: Friday 30/09/2011
Survey Type: Manual

5	**HG-03-C-01**	**BLOCKS OF FLATS**	**HARINGEY**

BREAM CLOSE
TOTTENHAM HALE
Neighbourhood Centre
Residential Zone
Number of dwellings: 255.00 DWELLS
Survey date: Tuesday 18/06/2019
Survey Type: Manual

6	**HO-03-C-06**	**BLOCK OF FLATS**	**HOUNSLOW**

CAPITAL INTERCHANGE WAY
BRENTFORD
Suburban Area
No Sub Category
Number of dwellings: 724.00 DWELLS
Survey date:
Survey Type: Manual

7	**HV-03-C-02**	**BLOCKS OF FLATS**	**HAVERING**

WATERLOO ROAD
ROMFORD
Suburban Area
Built-Up Zone
Number of dwellings: 493.00 DWELLS
Survey date: Tuesday 22/11/2016
Survey Type: Manual

8	**KN-03-C-02**	**BLOCK OF FLATS**	**KENSINGTON AND CHELSEA**

BECKFORD CLOSE
SOUTH KENSINGTON
Neighbourhood Centre
Residential Zone

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Number of dwellings: 294.00 DWELLS
Survey date: Tuesday 15/06/2010 Survey Type: Manual

9 **NH-03-C-02** **BLOCKS OF FLATS** **NEWHAM**
WESTFIELD AVENUE
STRATFORD
Suburban Area
Development Zone
Number of dwellings: 832.00 DWELLS
Survey date: Tuesday 20/05/2025 Survey Type: Manual

10 **SC-03-C-05** **BLOCKS OF FLATS** **SURREY**
CHURCH ROAD
ASHFORD
Town Centre
High Street
Number of dwellings: 331.00 DWELLS
Survey date: Tuesday 05/11/2024 Survey Type: Manual

11 **WH-03-C-03** **BLOCK OF FLATS** **WANDSWORTH**
SLEAFORD STREET
BATTERSEA
WANDSWORTH
Neighbourhood Centre
Residential Zone
Number of dwellings: 386.00 DWELLS
Survey date: Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-C-06|22-06-2007	22-06-2007	Removed: Site re-surveyed by DL-03-C-08
HV-03-C-01|25-06-2014	25-06-2014	Removed: Site re-surveyed by HV-03-C-02
WH-03-C-02|17-06-2024	17-06-2024	Removed: Site re-surveyed by WH-03-C-03

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.019**	**0.079**	**0.098**
08:00-09:00	**11**	**446**	**0.024**	**0.091**	**0.115**
09:00-10:00	**11**	**446**	**0.033**	**0.044**	**0.077**
10:00-11:00	**11**	**446**	**0.028**	**0.028**	**0.056**
11:00-12:00	**11**	**446**	**0.033**	**0.034**	**0.067**
12:00-13:00	**11**	**446**	**0.032**	**0.035**	**0.067**
13:00-14:00	**11**	**446**	**0.039**	**0.037**	**0.076**
14:00-15:00	**11**	**446**	**0.034**	**0.035**	**0.069**
15:00-16:00	**11**	**446**	**0.046**	**0.038**	**0.084**
16:00-17:00	**11**	**446**	**0.058**	**0.039**	**0.097**
17:00-18:00	**11**	**446**	**0.080**	**0.039**	**0.119**
18:00-19:00	**11**	**446**	**0.077**	**0.039**	**0.116**
19:00-20:00	**6**	**518**	**0.039**	**0.027**	**0.066**
20:00-21:00	**6**	**518**	**0.035**	**0.022**	**0.057**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.577**	**0.587**	**1.164**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.054**	**0.243**	**0.297**
08:00-09:00	**11**	**446**	**0.085**	**0.396**	**0.481**
09:00-10:00	**11**	**446**	**0.094**	**0.151**	**0.245**
10:00-11:00	**11**	**446**	**0.087**	**0.128**	**0.215**
11:00-12:00	**11**	**446**	**0.119**	**0.120**	**0.239**
12:00-13:00	**11**	**446**	**0.106**	**0.133**	**0.239**
13:00-14:00	**11**	**446**	**0.120**	**0.121**	**0.241**
14:00-15:00	**11**	**446**	**0.123**	**0.133**	**0.256**
15:00-16:00	**11**	**446**	**0.205**	**0.130**	**0.335**
16:00-17:00	**11**	**446**	**0.225**	**0.135**	**0.360**
17:00-18:00	**11**	**446**	**0.263**	**0.134**	**0.397**
18:00-19:00	**11**	**446**	**0.272**	**0.108**	**0.380**
19:00-20:00	**6**	**518**	**0.177**	**0.095**	**0.272**
20:00-21:00	**6**	**518**	**0.129**	**0.070**	**0.199**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.059**	**2.097**	**4.156**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.002**	**0.007**	**0.009**
08:00-09:00	**11**	**446**	**0.001**	**0.011**	**0.012**
09:00-10:00	**11**	**446**	**0.001**	**0.004**	**0.005**
10:00-11:00	**11**	**446**	**0.002**	**0.002**	**0.004**
11:00-12:00	**11**	**446**	**0.002**	**0.002**	**0.004**
12:00-13:00	**11**	**446**	**0.003**	**0.003**	**0.006**
13:00-14:00	**11**	**446**	**0.001**	**0.002**	**0.003**
14:00-15:00	**11**	**446**	**0.003**	**0.002**	**0.005**
15:00-16:00	**11**	**446**	**0.006**	**0.002**	**0.008**
16:00-17:00	**11**	**446**	**0.005**	**0.001**	**0.006**
17:00-18:00	**11**	**446**	**0.007**	**0.003**	**0.010**
18:00-19:00	**11**	**446**	**0.007**	**0.003**	**0.010**
19:00-20:00	**6**	**518**	**0.004**	**0.002**	**0.006**
20:00-21:00	**6**	**518**	**0.004**	**0.001**	**0.005**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.048**	**0.045**	**0.093**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.000**	**0.000**	**0.000**
08:00-09:00	**11**	**446**	**0.000**	**0.000**	**0.000**
09:00-10:00	**11**	**446**	**0.000**	**0.000**	**0.000**
10:00-11:00	**11**	**446**	**0.000**	**0.000**	**0.000**
11:00-12:00	**11**	**446**	**0.000**	**0.000**	**0.000**
12:00-13:00	**11**	**446**	**0.000**	**0.000**	**0.000**
13:00-14:00	**11**	**446**	**0.000**	**0.000**	**0.000**
14:00-15:00	**11**	**446**	**0.000**	**0.000**	**0.000**
15:00-16:00	**11**	**446**	**0.000**	**0.000**	**0.000**
16:00-17:00	**11**	**446**	**0.000**	**0.000**	**0.000**
17:00-18:00	**11**	**446**	**0.000**	**0.000**	**0.000**
18:00-19:00	**11**	**446**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**518**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**518**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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:	250 - 832 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.001**	**0.001**	**0.002**
08:00-09:00	**11**	**446**	**0.000**	**0.000**	**0.000**
09:00-10:00	**11**	**446**	**0.001**	**0.001**	**0.002**
10:00-11:00	**11**	**446**	**0.000**	**0.000**	**0.000**
11:00-12:00	**11**	**446**	**0.000**	**0.001**	**0.001**
12:00-13:00	**11**	**446**	**0.000**	**0.000**	**0.000**
13:00-14:00	**11**	**446**	**0.000**	**0.001**	**0.001**
14:00-15:00	**11**	**446**	**0.001**	**0.001**	**0.002**
15:00-16:00	**11**	**446**	**0.000**	**0.000**	**0.000**
16:00-17:00	**11**	**446**	**0.000**	**0.000**	**0.000**
17:00-18:00	**11**	**446**	**0.001**	**0.000**	**0.001**
18:00-19:00	**11**	**446**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**518**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**518**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.005**	**0.009**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.001**	**0.001**	**0.002**
08:00-09:00	**11**	**446**	**0.003**	**0.003**	**0.006**
09:00-10:00	**11**	**446**	**0.002**	**0.002**	**0.004**
10:00-11:00	**11**	**446**	**0.001**	**0.001**	**0.002**
11:00-12:00	**11**	**446**	**0.001**	**0.002**	**0.003**
12:00-13:00	**11**	**446**	**0.002**	**0.002**	**0.004**
13:00-14:00	**11**	**446**	**0.001**	**0.001**	**0.002**
14:00-15:00	**11**	**446**	**0.001**	**0.001**	**0.002**
15:00-16:00	**11**	**446**	**0.002**	**0.002**	**0.004**
16:00-17:00	**11**	**446**	**0.002**	**0.001**	**0.003**
17:00-18:00	**11**	**446**	**0.003**	**0.003**	**0.006**
18:00-19:00	**11**	**446**	**0.002**	**0.002**	**0.004**
19:00-20:00	**6**	**518**	**0.003**	**0.003**	**0.006**
20:00-21:00	**6**	**518**	**0.002**	**0.002**	**0.004**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.026**	**0.026**	**0.052**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.022**	**0.100**	**0.122**
08:00-09:00	**11**	**446**	**0.028**	**0.133**	**0.161**
09:00-10:00	**11**	**446**	**0.037**	**0.052**	**0.089**
10:00-11:00	**11**	**446**	**0.033**	**0.035**	**0.068**
11:00-12:00	**11**	**446**	**0.041**	**0.043**	**0.084**
12:00-13:00	**11**	**446**	**0.039**	**0.043**	**0.082**
13:00-14:00	**11**	**446**	**0.047**	**0.047**	**0.094**
14:00-15:00	**11**	**446**	**0.042**	**0.044**	**0.086**
15:00-16:00	**11**	**446**	**0.067**	**0.049**	**0.116**
16:00-17:00	**11**	**446**	**0.078**	**0.048**	**0.126**
17:00-18:00	**11**	**446**	**0.108**	**0.048**	**0.156**
18:00-19:00	**11**	**446**	**0.099**	**0.044**	**0.143**
19:00-20:00	**6**	**518**	**0.046**	**0.032**	**0.078**
20:00-21:00	**6**	**518**	**0.045**	**0.028**	**0.073**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.732**	**0.746**	**1.478**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.021**	**0.051**	**0.072**
08:00-09:00	**11**	**446**	**0.029**	**0.092**	**0.121**
09:00-10:00	**11**	**446**	**0.027**	**0.034**	**0.061**
10:00-11:00	**11**	**446**	**0.028**	**0.040**	**0.068**
11:00-12:00	**11**	**446**	**0.046**	**0.038**	**0.084**
12:00-13:00	**11**	**446**	**0.041**	**0.043**	**0.084**
13:00-14:00	**11**	**446**	**0.038**	**0.040**	**0.078**
14:00-15:00	**11**	**446**	**0.043**	**0.046**	**0.089**
15:00-16:00	**11**	**446**	**0.072**	**0.045**	**0.117**
16:00-17:00	**11**	**446**	**0.069**	**0.045**	**0.114**
17:00-18:00	**11**	**446**	**0.061**	**0.045**	**0.106**
18:00-19:00	**11**	**446**	**0.058**	**0.033**	**0.091**
19:00-20:00	**6**	**518**	**0.053**	**0.035**	**0.088**
20:00-21:00	**6**	**518**	**0.038**	**0.024**	**0.062**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.624**	**0.611**	**1.235**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.010**	**0.085**	**0.095**
08:00-09:00	**11**	**446**	**0.028**	**0.159**	**0.187**
09:00-10:00	**11**	**446**	**0.029**	**0.059**	**0.088**
10:00-11:00	**11**	**446**	**0.024**	**0.049**	**0.073**
11:00-12:00	**11**	**446**	**0.030**	**0.037**	**0.067**
12:00-13:00	**11**	**446**	**0.023**	**0.043**	**0.066**
13:00-14:00	**11**	**446**	**0.034**	**0.032**	**0.066**
14:00-15:00	**11**	**446**	**0.036**	**0.040**	**0.076**
15:00-16:00	**11**	**446**	**0.056**	**0.034**	**0.090**
16:00-17:00	**11**	**446**	**0.072**	**0.041**	**0.113**
17:00-18:00	**11**	**446**	**0.087**	**0.038**	**0.125**
18:00-19:00	**11**	**446**	**0.109**	**0.028**	**0.137**
19:00-20:00	**6**	**518**	**0.074**	**0.024**	**0.098**
20:00-21:00	**6**	**518**	**0.042**	**0.017**	**0.059**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.654**	**0.686**	**1.340**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.005**	**0.042**	**0.047**
08:00-09:00	**11**	**446**	**0.013**	**0.080**	**0.093**
09:00-10:00	**11**	**446**	**0.014**	**0.027**	**0.041**
10:00-11:00	**11**	**446**	**0.012**	**0.022**	**0.034**
11:00-12:00	**11**	**446**	**0.015**	**0.017**	**0.032**
12:00-13:00	**11**	**446**	**0.013**	**0.022**	**0.035**
13:00-14:00	**11**	**446**	**0.017**	**0.017**	**0.034**
14:00-15:00	**11**	**446**	**0.019**	**0.022**	**0.041**
15:00-16:00	**11**	**446**	**0.031**	**0.019**	**0.050**
16:00-17:00	**11**	**446**	**0.039**	**0.023**	**0.062**
17:00-18:00	**11**	**446**	**0.044**	**0.017**	**0.061**
18:00-19:00	**11**	**446**	**0.061**	**0.015**	**0.076**
19:00-20:00	**6**	**518**	**0.031**	**0.011**	**0.042**
20:00-21:00	**6**	**518**	**0.019**	**0.009**	**0.028**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.333**	**0.343**	**0.676**

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:	250 - 832 (units: DWELLS)
Survey date date range:	11/05/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.000**	**0.000**	**0.000**
08:00-09:00	**11**	**446**	**0.000**	**0.000**	**0.000**
09:00-10:00	**11**	**446**	**0.000**	**0.000**	**0.000**
10:00-11:00	**11**	**446**	**0.000**	**0.000**	**0.000**
11:00-12:00	**11**	**446**	**0.000**	**0.000**	**0.000**
12:00-13:00	**11**	**446**	**0.000**	**0.000**	**0.000**
13:00-14:00	**11**	**446**	**0.000**	**0.000**	**0.000**
14:00-15:00	**11**	**446**	**0.000**	**0.000**	**0.000**
15:00-16:00	**11**	**446**	**0.000**	**0.000**	**0.000**
16:00-17:00	**11**	**446**	**0.000**	**0.000**	**0.000**
17:00-18:00	**11**	**446**	**0.000**	**0.000**	**0.000**
18:00-19:00	**11**	**446**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**518**	**0.000**	**0.000**	**0.000**
20:00-21:00	**6**	**518**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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:	250 - 832 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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	**11**	**446**	**0.005**	**0.043**	**0.048**
08:00-09:00	**11**	**446**	**0.015**	**0.079**	**0.094**
09:00-10:00	**11**	**446**	**0.014**	**0.032**	**0.046**
10:00-11:00	**11**	**446**	**0.012**	**0.027**	**0.039**
11:00-12:00	**11**	**446**	**0.015**	**0.019**	**0.034**
12:00-13:00	**11**	**446**	**0.010**	**0.021**	**0.031**
13:00-14:00	**11**	**446**	**0.017**	**0.015**	**0.032**
14:00-15:00	**11**	**446**	**0.017**	**0.018**	**0.035**
15:00-16:00	**11**	**446**	**0.025**	**0.015**	**0.040**
16:00-17:00	**11**	**446**	**0.034**	**0.018**	**0.052**
17:00-18:00	**11**	**446**	**0.042**	**0.020**	**0.062**
18:00-19:00	**11**	**446**	**0.048**	**0.012**	**0.060**
19:00-20:00	**6**	**518**	**0.042**	**0.013**	**0.055**
20:00-21:00	**6**	**518**	**0.023**	**0.008**	**0.031**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.319**	**0.340**	**0.659**

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:	250 - 832 (units: DWELLS)
Survey date date range:	15/06/2010 - 17/11/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: Total People

592 Flats 40 parking 6.8%

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals	IN	OUT	2-WAY	IN	OUT	2-WAY	IN	OUT	2-WAY
									Based on 31% Driving a car from Census			**Based on Census * by 6.7% car parking proposed**		
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	11	446	0.054	0.243	0.297	32	144	176	10	45	55	1	3	4
08:00-09:00	11	446	0.085	0.396	0.481	50	234	285	16	73	89	1	5	6
09:00-10:00	11	446	0.094	0.151	0.245	56	89	145	17	28	45	1	2	3
10:00-11:00	11	446	0.087	0.128	0.215	52	76	127	16	24	40	1	2	3
11:00-12:00	11	446	0.119	0.12	0.239	70	71	141	22	22	44	1	1	3
12:00-13:00	11	446	0.106	0.133	0.239	63	79	141	20	24	44	1	2	3
13:00-14:00	11	446	0.12	0.121	0.241	71	72	143	22	22	44	1	2	3
14:00-15:00	11	446	0.123	0.133	0.256	73	79	152	23	24	47	2	2	3
15:00-16:00	11	446	0.205	0.13	0.335	121	77	198	38	24	62	3	2	4
16:00-17:00	11	446	0.225	0.135	0.36	133	80	213	41	25	66	3	2	4
17:00-18:00	11	446	0.263	0.134	0.397	156	79	235	48	25	73	3	2	5
18:00-19:00	11	446	0.272	0.108	0.38	161	64	225	50	20	70	3	1	5
19:00-20:00	6	518	0.177	0.095	0.272	105	56	161	33	17	50	2	1	3
20:00-21:00	6	518	0.129	0.07	0.199	76	41	118	24	13	37	2	1	2
21:00-22:00												0	0	0
22:00-23:00												0	0	0
23:00-00:00												0	0	0
Daily Trip Rates:			2.059	2.097	4.156	1219	1241	2460	379	386	765	26	26	52

Method of Travel to Work	**2011**	
All categories: Method of travel to work	5,034	3,630
Work mainly at or from home	224	6%
Underground, metro, light rail, tram	165	5%
Train	141	4%
Bus, minibus or coach	410	11%
Taxi	15	0%
Motorcycle, scooter or moped	3	0%
Driving a car or van	1,129	31%
Passenger in a car or van	84	2%
Bicycle	179	5%
On foot	1,269	35%
Other method of travel to work	11	0%
Not in employment	1,404	100%

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