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TRANSPORT PLANNING
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Chapter WBL Ltd and Jigsaw Homes North

Proposed Residential Development – White Moss Road, Blackley

Transport Statement

260270

SEPTEMBER 2026



SCP GENERAL NOTES

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Title: Proposed Residential Development – White Moss Road, Blackley, Transport Statement

Client: Chapter WBL Ltd and Jigsaw Homes North

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

1.1 SCP have been instructed by Chapter WBL Ltd and Jigsaw Homes North to provide transport planning advice in relation to a planning application for a residential development, comprising 43 no. apartments (16 no. 1-bedroom and 27 no. 2-bedroom), on land located to the north of White Moss Road, Blackley.

1.2 This Transport Statement (TS) has been prepared to support the planning application and has been developed in accordance with the National Planning Practice Guidance (NPPG), the National Planning Policy Framework (NPPF) and the now superseded Department for Transports (DfT's) March 2007 "*Guidance on Transport Assessment*" document.

Structure of this Report

1.3 The structure of this report is as follows:-

- Chapter 2 - describes in detail the site location, existing use of the site, local highway network and road safety record;
- Chapter 3 - defines the development proposals including the proposed access, servicing and parking arrangements;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
- Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

2.1 This chapter provides a detailed description of the location of the site, its existing use, the local highway network and the road safety record.

Site Location / Composition

2.2 The application site is located to the north of White Moss Road and east of the A664 Rochdale Road within Blackley, approximately 3km south of Middleton and 6.5km north of Manchester City Centre.

2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location Plan – Wider View



2.4 The approximate site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



2.5 The application site currently comprises the Victoria Avenue East Ex Service Mens Club and associated car park, accessed off White Moss Road to the south via a circa 4.5m wide simple priority-controlled access. The Victoria Avenue East Ex Service Mens Club, which has a gross floor area (GFA) of 707m^2, was a community club and bar in operation until January 2020.

2.6 Whilst the Victoria Avenue East Ex Service Mens Club closed in 2020, it could be brought back into use without the need for planning permission and therefore, has the potential to generate traffic on the local highway network.

Local Highway Network

White Moss Road

2.7 White Moss Road is located to the south of the site and provides a link between the A664 Rochdale Road, to the west, and the A6104 Victoria Avenue East to the north-east via Newcliffe Road, whilst also providing access to numerous residential roads and cul-de-sacs. White Moss Road has a carriageway width of circa 7m in the vicinity of the site which is subject to a 20mph speed limit and benefits from regularly spaced supporting traffic calming features, including a raised table to the south of the site and a speed cushion with kerb build-out to the east of the site.

2.8 White Moss Road also benefits from regularly spaced street lighting columns and footways on both sides. The aforementioned raised table traffic calming feature to the south of the site can assist pedestrians across the road and a dropped kerb crossing with pedestrian refuge island and tactile paving is also provided across White Moss Road to the south-west of the site, where it meets the A664 Rochdale Road.

2.9 Furthermore, the critical sections of White Moss Road are protected by Traffic Regulation Orders (TROs) in the form of 'no waiting at anytime' double yellow line restrictions, including at the A664 Rochdale Road / White Moss Road junction, preventing vehicles from parking along key sections of the highway network.

A664 Rochdale Road

2.10 The A664 Rochdale Road is located to the west of the application site and provides a link between the M60 Junction 20 to the north and Manchester City Centre to the south. In the vicinity of the site, the A664 Rochdale Road consists of two lanes in both directions, with the nearside lane in both directions operating as a bus lane from 07:00 to 19:00 Monday to Sunday, and it also benefits from a right-turn lane into White Moss Road.

2.11 The A664 Rochdale Road is subject to a 30mph speed limit in the vicinity of the site, which is enforced by speed cameras in the southbound direction, and benefits from regularly spaced street lighting columns and wide footways on both sides of the road. In terms of crossing the A664 Rochdale Road, there is a staggered signal-controlled pedestrian crossing facility approximately 35m south of the junction with White Moss Road as well as a dropped kerb crossing with pedestrian refuge island and tactile paving circa 45m to the north.

Existing Road Safety Record

2.12 The Planning Practice Guidance (PPG) '*Transport evidence bases in plan making and decision taking*' 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.*"

2.13 In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2.3**.

Figure 2.3 – Road Safety Record



2.14 As can be seen from the above, 2 accidents of 'slight' severity were recorded in the study area during the 5-year study period, 1 of which took place on White Moss Road in April 2021 and 1 occurred in July 2024 on the A664 Rochdale Road, to the north of the A664 Rochdale Road / White Moss Road junction.

2.15 A total of 2 accidents over a 5-year period (average of 0.4 accidents per year) is not considered to be an unusual frequency, particularly given that the recorded accidents took place sporadically with no specific accident cluster spots identified.

2.16 Therefore, the evidence presented above demonstrates that the area in the vicinity of the application site does not have any recurring highway safety problems that represent a material concern in the context of the development.

3 PROPOSED DEVELOPMENT

Overview

3.1 The development proposals involve the demolition of the existing building and erection of an apartment block comprising of 43 no. apartments on land to the north of White Moss Road, Blackley.

3.2 The development proposals are shown on the site layout plan presented in **Appendix A** and the proposed development mix is confirmed as 16 no. 1-bed apartments and 27 no. 2-bed apartments.

Proposed Access Arrangements

3.3 Vehicular access will be provided off White Moss Road via the introduction of a simple priority-controlled junction, as shown on the site layout plan in **Appendix A**. The access has been designed with a 6m wide carriageway and 6m corner radii and is therefore sufficient to allow two cars to access/egress simultaneously. It should also be noted that the existing access to the site is proposed to be closed with the footway and full height kerbs reinstated, as shown on drawing number SCP/260270/D01 Rev B presented in **Appendix B**.

3.4 The required junction visibility from the proposed site access has been calculated as 2.4m x 25m, which is in accordance with the visibility requirements set out in Manual for Streets (MfS) for a 20mph road. As shown on drawing number SCP/260270/D01 Rev B, presented in **Appendix B**, the required visibility splays are achievable in both directions from the proposed access off White Moss Road.

3.5 Pedestrian access will be provided via a proposed footway connection onto White Moss Road, to the south of the proposed vehicular access, with a separate direct pedestrian access provided onto the A664 Rochdale Road to the west.

Servicing

3.6 As shown on the site layout plan presented in **Appendix A**, a bin store is proposed within close proximity to White Moss Road. It is proposed that refuse collection will take place from on-street, which follows that of the existing servicing arrangement in this area.

3.7 Notwithstanding the above, a turning area is proposed within the car park which is sufficient to accommodate the movements of a fire appliance, as shown on drawing number SCP/260270/ATR01 Rev B presented in **Appendix C**, whilst also being sufficient for smaller delivery vehicles.

Parking

3.8 Manchester City Council's *Local Development Framework Core Strategy Development Plan Document*, adopted July 2012, states that "*The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion*".

3.9 The site provides a total of 35 parking spaces including 2 accessible bays, which equates to an 81.2% parking provision, and a secure and covered cycle parking shelter is provided for 46 bicycles.

3.10 In terms of the overall level of parking, this is considered acceptable in this instance for the following reasons:

- As detailed later, the site benefits from a high level of accessibility being located within easy access (less than 2km walk) of a range of areas as well as numerous facilities, including retail, education, healthcare and transport connections. Therefore, prospective residents will not be reliant on the private car to travel to/from the site.
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a reduced level of parking, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging residents to travel via sustainable modes.
- It should also be noted that ample cycle parking is proposed in a secure and covered shelter, which will encourage prospective residents to travel via bicycle.
- The existing car ownership levels in the area have been obtained from census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (36.6%), which is to be expected given the sustainable location of the site. The proposed car parking provision (81.2%) is therefore significantly higher than actual car ownership levels in the area.

Vehicle Availability per Flat, maisonette, apartment, caravan or other mobile or temporary structure	Output Area - E02001046: Manchester 002
No cars or vans in household	63.4%
1 or more cars or vans in household	36.6%

- In addition, any prospective purchaser or tenant of the dwellings will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.

3.11 Having regard to the above, the proposed car parking levels are considered to be appropriate in this instance.

4 ACCESSIBILITY

General

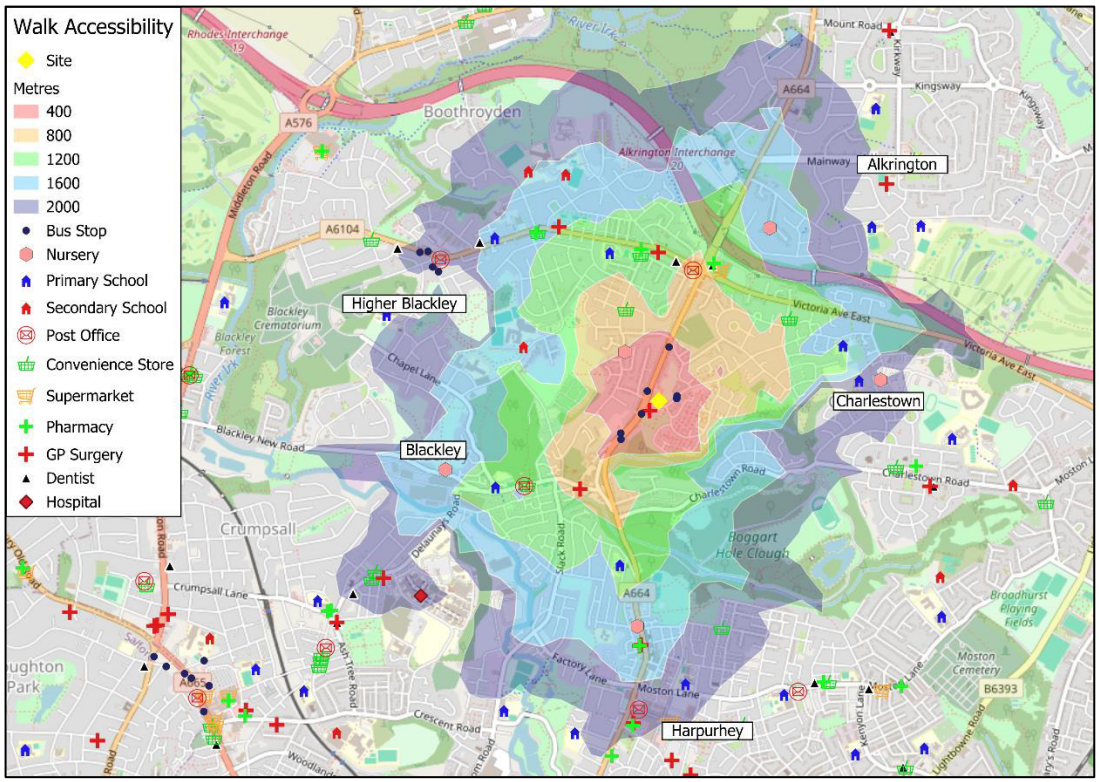
4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on Foot

4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



4.4 The site is within an acceptable walk distance of Blackley, Higher Blackley, Charlestown and some areas of Alkrington, as well as the vast array of amenities these areas have on offer including retail, education, leisure, food outlets and healthcare. The site is also within an acceptable walk distance of transport facilities to encourage prospective residents to travel via sustainable modes, as detailed later. The local area benefits from footways with street lighting and natural surveillance from the businesses and homes that abut all the main walking routes.

4.5 A small selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 4.1** below.

Table 4.1 – Local Facilities

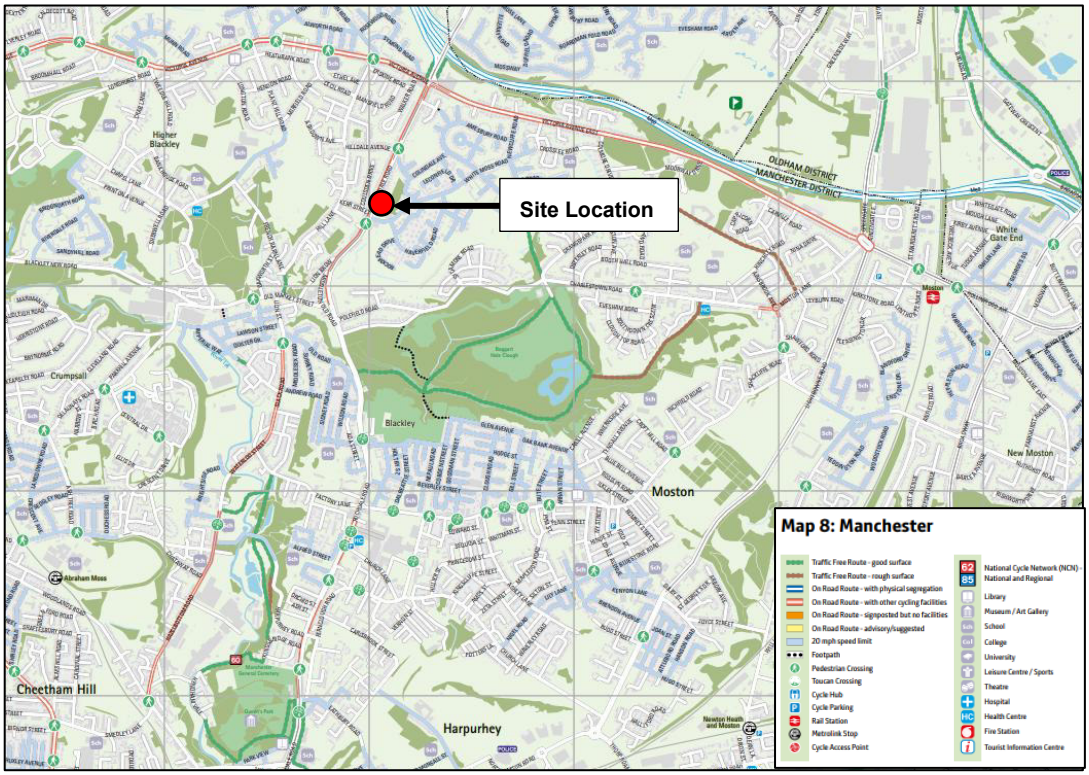
Facility	Details	Distance from Site
Bus Stop	White Moss Road (S-WB)	<50m
Bus Stop	White Moss Road (N-EB)	<50m
GP Surgery	Damhead Medical Centre, Rochdale Road	<200m
Bus Stop	A664 Rochdale Road / White Moss Road (SB)	<200m
Bus Stop	A664 Rochdale Road / White Moss Road (NB)	<200m
Convenience Store	One Stop, Haverfield Road	300m
Convenience Store	Texaco, Rochdale Road	350m
Pharmacy	Prescriptions Direct Pharmacy, Rochdale Road	700m
Convenience Store	SPAR Blackley, Hill Lane	800m
Post Office	Victoria Avenue Post Office, Victoria Avenue	850m
Dentist	Jct 20 Dental Clinic, Rochdale Road	900m
Pharmacy	Tesco Pharmacy, Victoria Avenue	900m
Supermarket	Tesco Superstore, Victoria Avenue	940m
Dentist	Stonemount Dental Practice, Victoria Avenue	950m
Primary School	Crosslee Primary School, Crosslee Road	1.0km
GP Surgery	The Avenue Medical Centre, Victoria Avenue	1.1km
Pharmacy	Cohens Chemist, Victoria Avenue	1.1km
Secondary School	Co-op Academy Manchester, Plant Hill Road	1.3km
Nursery	Tiddlywinks Nursery, Victoria Avenue	1.4km
Primary School	St John Bosco Primary School, Hall Moss Road	1.5km
Secondary School	North Ridge High School, Alworth Road	1.8km

4.6 Overall, the site benefits from high levels of accessibility by foot, with Blackley, Higher Blackley, Charlestown and some areas of Alkrington, as well as an array of local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by Cycle

4.7 There are numerous cycle facilities in close proximity to the site, as shown on **Figure 4.2** below. White Moss Road is identified as a 20mph route which is suitable for cyclists and there are a number of on-road cycle routes along the A664 Rochdale Road and the A6104 Victoria Avenue, which provide a useful cycle connection to Moston, as well as traffic free cycle paths through Boggart Hole Clough.

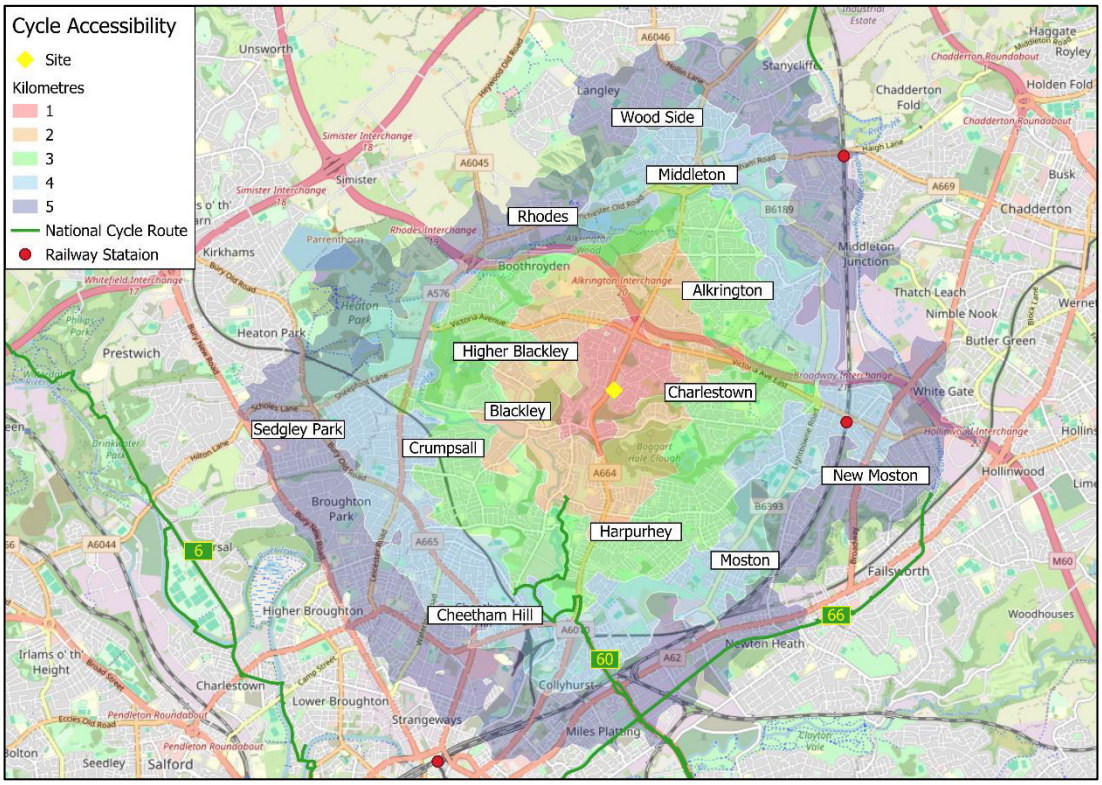
Figure 4.2 – Cycle Facilities Plan



4.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle for a 5km cycle distance and is shown on **Figure 4.3** below.

Figure 4.3 - Cycle Accessibility 5km Isochrone



4.10 The plan demonstrates that the nearby areas of Wood Side, Middleton, Alkrington, Blackley, New Moston, Moston, Harpurhey, Cheetham Hill, Crumpsall and Sedgley Park, amongst others, are all located within the 5km catchment area from the development site.

4.11 **Figure 4.3** also shows the sites proximity to National Cycle Routes 60 which provides a local connection to Manchester City Centre and Failsworth via National Cycle Route 66.

4.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents, particularly given that secure and covered cycle parking is also proposed.

Access by Public Transport

4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

4.14 There are bus stops located on both sides of White Moss Road in the immediate vicinity of the site and there are additional bus stops, which offer additional services, located on both sides of the A664 Rochdale Road less than 200m walking distance north and south of the site.

4.15 A summary of bus services that stop at the bus stops surrounding the site are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
17 /17A	Shudehill - Middleton - Trub - Rochdale - Bamford - Norden	10	10	10	15
18	Langley - Middleton - Blackley - Manchester Royal Infirmary	10	10	10	15
115	Middleton - Moston - Harpurhey - Higher Blackley circular	60	-	60	-
116	Middleton - Higher Blackley - Harpurhey - Moston	60	-	60	-
119	Higher Blackley - Charlestown - Moston - Piccadilly Gardens	15	15	15	30
163	Piccadilly Gardens - Middleton - Langley - Heywood - Bury	12	12	12	15
715	Cheetham Hill - Coop Academy North Manchester	School Bus			

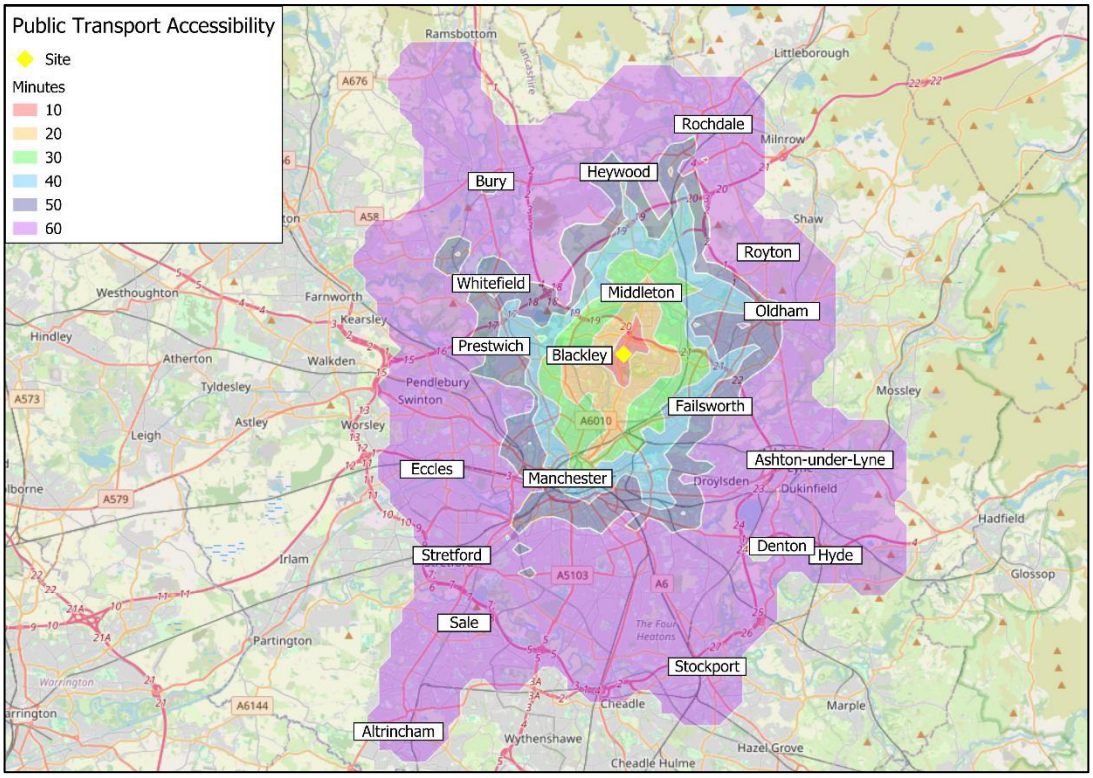
4.16 Having regard to the above, prospective residents of the site will have access to regular bus services stopping within a short walk distance from the site which provide access to key destinations such as Rochdale, Bury, Langley, Middleton, Moston, and Manchester City Centre, amongst others, at a high frequency.

4.17 In terms of rail services, Moston Train Station is located approximately 3.3km east of the application site and is therefore well within an acceptable cycling distance. Moston Train Station is managed by Northern and offers regular and direct services throughout the week between Blackburn and Rochdale, as well as, Clitheroe and Rochdale.

4.18 Services between Blackburn and Rochdale call at stations such as Darwen, Bromley Cross, Bolton, Manchester Victoria, Mills Hill and Castleton, amongst others. Services between Clitheroe and Rochdale call at stations such as Castleton, Mills Hill, Salford Central, Salford Cresent, Bolton, Entwhistle, Darwen, Blackburn, Ramsgreave and Wilpshire, Langho and Whalley, amongst others.

4.19 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – Public Transport Accessibility



4.20 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that areas of Rochdale, Royton, Oldham, Middleton, Ashton-under-Lyne, Denton, Hyde, Stockport, Sale, Altrincham, Eccles, Manchester City Centre, Prestwich, Heywood and Bury, amongst others, are all within an acceptable 60-minute commute time.

Summary

4.21 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.

5 ANTICIPATED HIGHWAY IMPACT

General

5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing and proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation - Existing Use

5.2 As detailed earlier, the application site currently comprises the Victoria Avenue East Ex Service Mens Club, which has a GFA of 707m^2. Therefore, the existing use has the potential to attract traffic to and from the site using the local highway network.

5.3 In order to estimate the trip generating potential of the existing use of the site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

i) Hotel, Food and Drink;

ii) Public House (Without Restaurant);

iii) Vehicle surveys;

iv) Selection by GFA;

v) Weekday surveys only; and

vi) Only sites in 'Edge of Town,' 'Suburban Area' and Neighbourhood Centre locations have been selected.

5.4 The vehicular TRICS outputs associated with the existing use are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates Associated with the Existing Use

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.000	0.000	4.600	3.237	46.141	46.613

5.5 The estimated trip generation associated with the existing use is therefore summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation Associated with the Existing Use						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	33	23	326	330

Trip Generation – Proposed Development

5.6 In order to estimate the trip generating potential of the proposed residential development, average trip rates from the industry-standard TRICS Database have been obtained. The search criteria for the TRICS based trip rates is as follows:-

i) Residential;

ii) Flats Privately owned;

iii) Multi-Modal surveys;

iv) Selection by Number of Units;

v) Weekday surveys only; and

vi) Only sites in 'Edge of Town' and 'Suburban Area' locations have been selected.

5.7 The multi modal TRICS outputs associated with the proposed development are presented in **Appendix D** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates Associated with the Proposed Development						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.069	0.185	0.193	0.093	1.473	1.399
Cycles	0.006	0.027	0.014	0.005	0.098	0.094
Pedestrians	0.038	0.135	0.114	0.064	0.829	0.877
Pub. Trans.	0.012	0.113	0.069	0.013	0.653	0.506

5.8 The estimated trip generation associated with the proposed 43 apartments is therefore summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation Associated with the Proposed Development						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3	8	8	4	63	60
Cycles	0	1	1	0	4	4
Pedestrians	2	6	5	3	36	38
Pub. Trans.	1	5	3	1	28	22

Net Trip Generation

5.9 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the number of trips that could be generated by the existing use, as summarised in **Table 5.5** below.

Table 5.5 - Net Trip Generation (Vehicles)						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3	8	-24	-19	-263	-269

5.10 As detailed above, it is estimated that the scheme will result in a net increase of 11 two-way vehicle movements during the AM peak hour, given that public houses are not open, and a material reduction in two-way vehicle movements in the PM peak hour as well as across a full day when compared to the level of traffic which could be generated by the existing use.

5.11 An increase of 11 two-way vehicle movements during the AM peak hour equates to just 1 additional vehicle movement every 5-6 minutes or so and the effect of this additional traffic on the local highway network will not be perceptible.

5.12 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

6.1 SCP have been instructed by Chapter WBL Ltd and Jigsaw Homes North to provide transport planning advice in relation to a planning application for a residential development, comprising 43 no. apartments (16 no. 1-bedroom and 27 no. 2-bedroom), on land located to the north of White Moss Road Blackley.

6.2 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

6.3 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are multiple public transport services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.

6.4 Vehicular access will be provided off White Moss Road via the introduction of a simple priority-controlled junction with a 6m wide carriageway and 6m corner radii, which is sufficient to allow two cars to access/egress simultaneously. It should also be noted that the existing access to the site is proposed to be closed with the footway and full height kerbs reinstated.

6.5 Pedestrian access for the main site will be provided via a proposed footway connection onto White Moss Road, to the south of the proposed vehicular access, with a separate direct pedestrian access provided onto the A664 Rochdale Road to the west.

6.6 It is estimated that the scheme will result in a net increase of 11 two-way vehicle movements during the AM peak hour, given that public houses are not open, and a material reduction in two-way vehicle movements in the PM peak hour as well as across a full day when compared to the level of traffic which could be generated by the existing use. An increase of 11 two-way vehicle movements during the AM peak hour equates to just 1 additional vehicle movement every 5-6 minutes or so and the effect of this additional traffic on the local highway network will not be perceptible.

6.7 Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A



Proposed Site Plan
1 : 200

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All Design Subject to full surveys inc but not limited to Topographical, Services, Highways adoption, Phase 2 desktop, Ecological, BNG

Schedule of Accomodation:
16no. 37% 1b2p Apartments @ 51m²
(of which 2no are M4(3) @ 61m2)

27no. 63% 2b3p Apartments @ 61m²
43 no. Total

All NDSS / M4(2) (& 2no M4(3) (4%))
35No. 80% car parking (of which 2no.dis.)

Key

- Site Boundary
- Vision Splay
- Trees to be removed
- Proposed position of existing speed traffic sign

Rev.	Date	Drn.		Chkd.
F	28.08.26	JE	Coordinated with landscape layout	CL
E	26.08.26	JE	Updated in accordance with Landscape and Transport Consulatant comments	CL
D	04.08.26	SW	updated to suit client feedback and latest building plan	CL
C	30.06.26	JE	Drawings generally updated following BSA technical review and Design Team comments	CL
B	29.06.26	JE	Issued for comments	CL
A	18.06.26	JE	WIP Issue	CL

BowkerSadler

Project
White Moss Road, Blackley

Client
Chapter RE / Jigsaw

Drawing
Proposed Site Plan

Scale	Sheet Size	Drawn	Checked	Date
As indicated	@ A1	CY	SW	12.05.26

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
25-041 -	BSA -	XX -	XX -	D -	A -	**1010**	F

Status
Planning

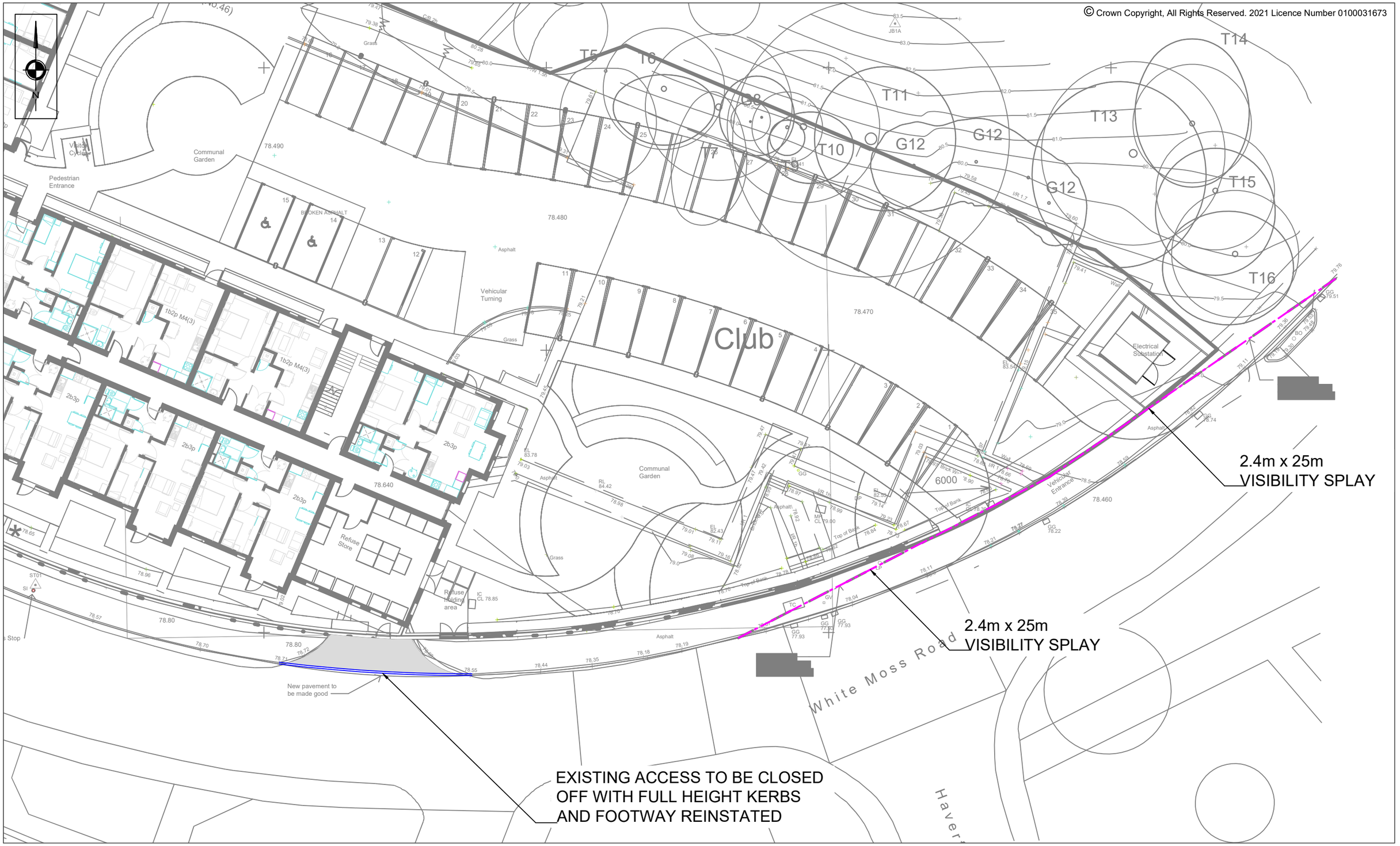
Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DY
0161 406 7333 office@bowker-sadler.co.uk www.bowker-sadler.co.uk

P:\2025\25-041\Drawings\planning\site\w-site.rvt

S|C|P

APPENDIX B

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S C P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client	
Project Title	WHITE MOSS ROAD, BLACKLEY
Drawing Title	VISIBILITY SPLAYS
Scale	1:250 @ A3
By	BA
Date	18.05.2026
Checked	CT
Approved/ Unapproved	-
Status	PLANNING

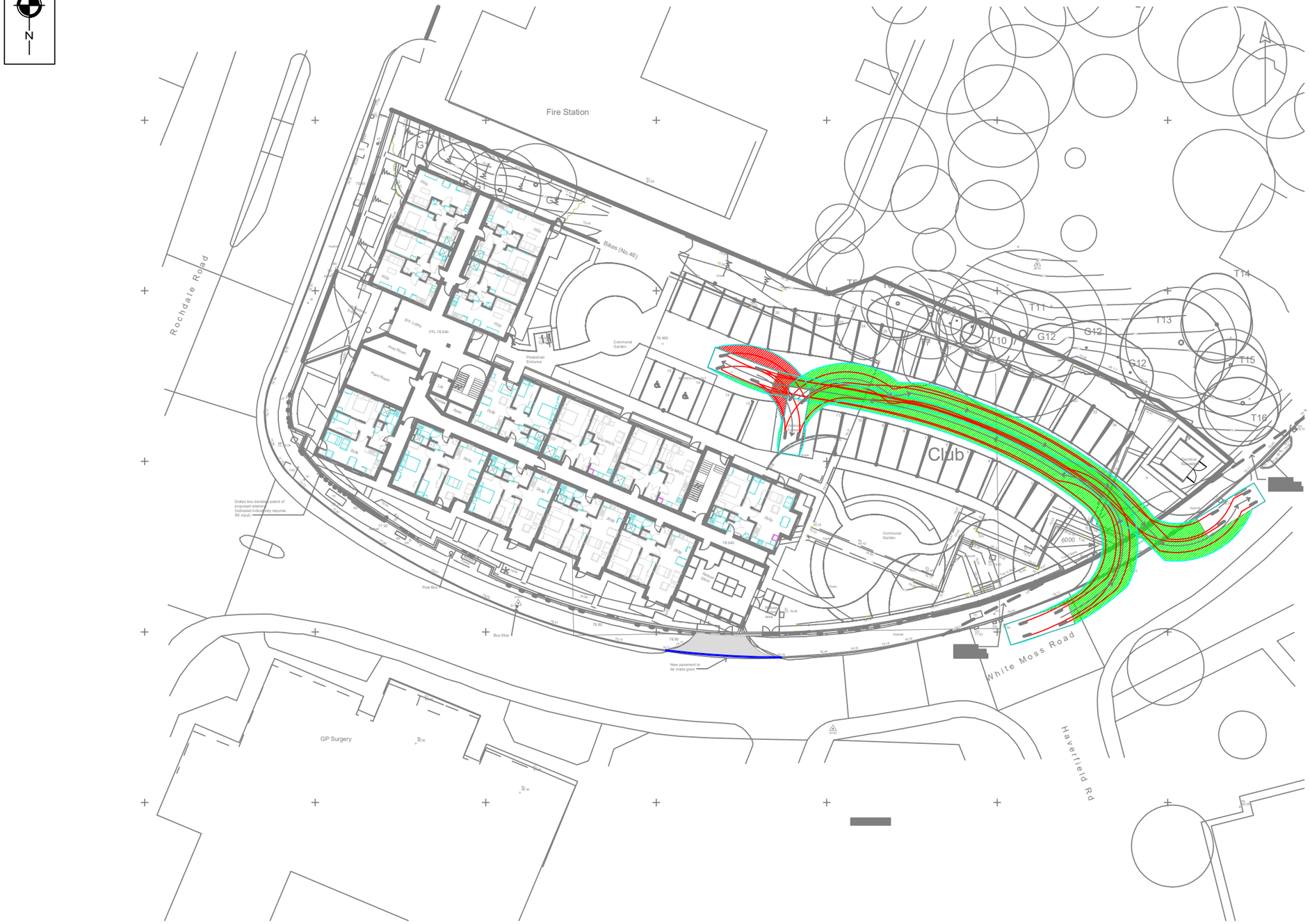
Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAID	18.08.26	LD
B	NEW SITE LAYOUT UNDERLAID	28.08.26	EK
–	–	–	–
–	–	–	–

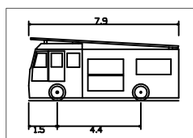
Drawing No.	SCP/260270/D01
Revision	B

S|C|P

APPENDIX C

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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

S C P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client

Project Title
WHITE MOSS ROAD, BLACKLEY

Drawing Title
SWEPT PATH ANALYSIS - FIRE TENDER

Scale	1:500 @ A3
By	BA
Date	18.05.2026
Checked	CT
Approved/ Unapproved	-
Status	PLANNING

Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAID	18.08.26	LD
B	NEW SITE LAYOUT UNDERLAID AND UPDATED SWEPT PATHS	28.08.26	EK
–	–	–	–
–	–	–	–

Drawing No.
SCP/260270/ATR01

Revision
B

S|C|P

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: I - PUBLIC HOUSE (WITHOUT RESTAURANT)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	KI	KINGSTON	1 day
02	**SOUTH EAST**		
	SP	SOUTHAMPTON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	120 to 750 (units:sqm)
Range Selected by User:	120 to 750 (units:sqm)
Parking Spaces Range:	0 - 81

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/09/05 to 03/10/25

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	5 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre	3 days
Suburban Area	2 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:

High Street	1 days
Residential Zone	4 days
Village	2 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 Unknown	7 days

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Secondary Filtering Selection:

Use Class:

Sui Generis	7 surveys

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

Population within 500m Range:

371 - 4300

Population within 1 mile:

1,000 or Less	2 surveys
10,001 to 15,000	2 surveys
25,001 to 50,000	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
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	6 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	7 surveys

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
No PTAL Present	6 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	**GM-06-I-01**	**PUBLIC HOUSE**	**GREATER MANCHESTER**
SYKE ROAD ROCHDALE Edge of Town Residential Zone Gross floor area: 175.00 sqm Survey date: Tuesday 25/11/2014			Survey Type: Manual
2	**KI-06-I-01**	**PUBLIC HOUSE**	**KINGSTON**
LEATHERHEAD ROAD CHESSINGTON Neighbourhood Centre Village Gross floor area: 455.00 sqm Survey date: Tuesday 08/09/2009			Survey Type: Manual
3	**NF-06-I-01**	**PUBLIC HOUSE**	**NORFOLK**
GAYTON ROAD KINGS LYNN Suburban Area Residential Zone Gross floor area: 565.00 sqm Survey date: Friday 23/09/2005			Survey Type: Manual
4	**NN-06-I-01**	**PUBLIC HOUSE**	**NORTH NORTHAMPTONSHIRE**
ZION HILL NEAR NORTHAMPTON WALGRAVE Neighbourhood Centre Village Gross floor area: 190.00 sqm Survey date: Friday 18/05/2007			Survey Type: Manual
5	**SP-06-I-01**	**PUBLIC HOUSE**	**SOUTHAMPTON**
PORTSWOOD ROAD SOUTHAMPTON WESTWOOD PARK Neighbourhood Centre High Street Gross floor area: 550.00 sqm Survey date: Friday 16/11/2007			Survey Type: Manual
6	**WM-06-I-01**	**PUBLIC HOUSE**	**WEST MIDLANDS**
HOLYHEAD ROAD COVENTRY SPON END Suburban Area Residential Zone Gross floor area: 600.00 sqm Survey date: Friday 28/09/2007			Survey Type: Manual
7	**WO-06-I-01**	**PUBLIC HOUSE**	**WORCESTERSHIRE**
WOLVERLEY ROAD KIDDERMINSTER FRANCHE Edge of Town Residential Zone Gross floor area: 400.00 sqm Survey date: Friday 05/05/2006			Survey Type: Manual

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**400**	**1.000**	**2.750**	**3.750**
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					
08:00-09:00					
09:00-10:00					
10:00-11:00	**6**	**460**	**1.087**	**0.797**	**1.884**
11:00-12:00	**7**	**419**	**1.499**	**0.988**	**2.487**
12:00-13:00	**7**	**419**	**2.828**	**1.295**	**4.123**
13:00-14:00	**7**	**419**	**2.998**	**2.589**	**5.587**
14:00-15:00	**7**	**419**	**2.283**	**2.760**	**5.043**
15:00-16:00	**7**	**419**	**2.249**	**2.351**	**4.600**
16:00-17:00	**7**	**419**	**3.066**	**2.112**	**5.178**
17:00-18:00	**7**	**419**	**4.600**	**3.237**	**7.837**
18:00-19:00	**7**	**419**	**4.804**	**4.327**	**9.131**
19:00-20:00	**7**	**419**	**4.906**	**5.077**	**9.983**
20:00-21:00	**7**	**419**	**6.576**	**5.826**	**12.402**
21:00-22:00	**7**	**419**	**4.804**	**5.894**	**10.698**
22:00-23:00	**7**	**419**	**2.317**	**3.748**	**6.065**
23:00-00:00	**7**	**419**	**1.124**	**2.862**	**3.986**
Total Rates:			**46.141**	**46.613**	**92.754**

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:	120 - 750 (units: sqm)
Survey date date range:	23/09/2005 - 25/11/2014
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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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**		
	BM	BROMLEY	2 days
	CN	CAMDEN	1 day
	EN	ENFIELD	1 day
	HG	HARINGEY	1 day
	HK	HACKNEY	1 day
	HO	HOUNSLOW	1 day
	IS	ISLINGTON	2 days
	RD	RICHMOND	2 days
	TH	TOWER HAMLETS	2 days
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	3 days
	OX	OXFORDSHIRE	1 day
	SC	SURREY	1 day
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	2 days
	NG	NOTTINGHAM	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	**WEST MIDLANDS**		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
	RI	EAST RIDING OF YORKSHIRE	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
	MS	MERSEYSIDE	1 day
09	**NORTH**		
	FU	WESTMORLAND & FURNESS	2 days
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	1 day
11	**SCOTLAND**		
	EB	CITY OF EDINBURGH	1 day
12	**CONNAUGHT**		
	GA	GALWAY	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	3 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	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:	6 to 120 (units:DWELLS)
Range Selected by User:	6 to 120 (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	7 days
Monday	9 days
Thursday	6 days
Tuesday	12 days
Wednesday	17 days

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

Selected survey types:

Manual count	51
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	8 days
Suburban Area	43 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	3 days
Development Zone	2 days
No Sub Category	10 days
Residential Zone	36 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	14 days
Servicing vehicles Unknown	36 days

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Secondary Filtering Selection:

Use Class:

C3	51 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:

597 - 11651

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	7 surveys
100,001 or More	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	14 surveys
25,001 to 50,000	17 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	13 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	8 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	5 surveys
500,001 or More	17 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.5 or Less	4 surveys
0.6 to 1.0	25 surveys
1.1 to 1.5	22 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	1 surveys
No	46 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:

1a (Low) - Very poor	1 surveys
1b - Very poor	3 surveys
2 - Poor	1 surveys
4 - Good	1 surveys
6a - Excellent	2 surveys
No PTAL Present	43 surveys

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

COVID-19 Restrictions:

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

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1	**AC-03-C-02**	**BLOCKS OF FLATS**	**CHESHIRE WEST & CHESTER**

LIGHTFOOT STREET
CHESTER
Suburban Area
Residential Zone
Number of dwellings: 92.00 DWELLS
Survey date: Tuesday 16/09/2025 Survey Type: Manual

2	**AN-03-C-01**	**BLOCK OF FLATS**	**ANTRIM**

STOCKMANS WAY
BELFAST
Suburban Area
No Sub Category
Number of dwellings: 60.00 DWELLS
Survey date: Tuesday 25/11/2008 Survey Type: Manual

3	**AN-03-C-02**	**BLOCK OF FLATS**	**ANTRIM**

SUMMERHILL AVENUE
BELFAST
KNOCK
Edge of Town
Residential Zone
Number of dwellings: 22.00 DWELLS
Survey date: Friday 28/11/2014 Survey Type: Manual

4	**BM-03-C-02**	**BLOCK OF FLATS**	**BROMLEY**

ORCHARD ROAD
BROMLEY
Suburban Area
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Tuesday 17/10/2023 Survey Type: Manual

5	**BM-03-C-03**	**BLOCKS OF FLATS**	**BROMLEY**

ORCHARD ROAD
BROMLEY
Suburban Area
Residential Zone
Number of dwellings: 26.00 DWELLS
Survey date: Wednesday 18/10/2023 Survey Type: Manual

6	**BR-03-C-01**	**FLATS & TERRACED**	**BRISTOL CITY**

CLARENCE ROAD
BRISTOL
Suburban Area
Residential Zone
Number of dwellings: 102.00 DWELLS
Survey date: Survey Type: Manual

7	**CA-03-C-01**	**BLOCKS OF FLATS**	**CAMBRIDGESHIRE**

TURING WAY
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Number of dwellings: 114.00 DWELLS
Survey date: Wednesday 27/11/2024 Survey Type: Manual

8	**CA-03-C-03**	**BLOCKS OF FLATS**	**CAMBRIDGESHIRE**

CROMWELL ROAD
CAMBRIDGE
Suburban Area
No Sub Category

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Number of dwellings: 82.00 DWELLS
Survey date: Survey Type: Manual

9 **CN-03-C-01** **BLOCK OF FLATS** **CAMDEN**
OVAL ROAD
REGENTS PARK
Suburban Area
Residential Zone
Number of dwellings: 12.00 DWELLS
Survey date: Friday 07/11/2008 Survey Type: Manual

10 **DC-03-C-02** **FLATS IN BLOCKS** **DORSET**
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Friday 28/03/2014 Survey Type: Manual

11 **DL-03-C-12** **BLOCK OF FLATS** **DUBLIN**
BOOTERSTOWN AVENUE
DUBLIN
Suburban Area
Residential Zone
Number of dwellings: 47.00 DWELLS
Survey date: Tuesday 10/09/2013 Survey Type: Manual

12 **DL-03-C-15** **BLOCKS OF FLATS** **DUBLIN**
MONKSTOWN ROAD
DUBLIN
MONKSTOWN
Suburban Area
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Wednesday 01/10/2014 Survey Type: Manual

13 **DL-03-C-18** **BLOCKS OF FLATS** **DUBLIN**
HAROLD'S CROSS ROAD
DUBLIN
Suburban Area
Residential Zone
Number of dwellings: 102.00 DWELLS
Survey date: Wednesday 19/05/2021 Survey Type: Manual

14 **DY-03-C-01** **BLOCK OF FLATS** **DERBY**
DRAGE STREET
DERBY
LITTLE CHESTER
Suburban Area
No Sub Category
Number of dwellings: 8.00 DWELLS
Survey date: Thursday 25/06/2009 Survey Type: Manual

15 **DY-03-C-03** **BLOCKS OF FLATS** **DERBY**
CAESAR STREET
DERBY
Suburban Area
Residential Zone
Number of dwellings: 30.00 DWELLS
Survey date: Wednesday 25/09/2019 Survey Type: Manual

16 **EB-03-C-01** **BLOCKS OF FLATS** **CITY OF EDINBURGH**

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MYRESIDE ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area
Residential Zone
Number of dwellings: 32.00 DWELLS
Survey date: Tuesday 26/05/2015 Survey Type: Manual

17 **EN-03-C-03** **BLOCKS OF FLATS** **ENFIELD**
NORTH CIRCULAR ROAD
PALMERS GREEN
Suburban Area
Residential Zone
Number of dwellings: 27.00 DWELLS
Survey date: Wednesday 08/11/2017 Survey Type: Manual

18 **FU-03-C-01** **BLOCK OF FLATS** **WESTMORLAND & FURNESS**
BRIDGE LANE
PENRITH
Edge of Town
No Sub Category
Number of dwellings: 35.00 DWELLS
Survey date: Wednesday 11/06/2014 Survey Type: Manual

19 **FU-03-C-02** **FLATS & BUNGALOWS** **WESTMORLAND & FURNESS**
LOUND STREET
KENDAL
Suburban Area
Residential Zone
Number of dwellings: 33.00 DWELLS
Survey date: Survey Type: Manual

20 **GA-03-C-01** **FLATS** **GALWAY**
BALLYLOUGHANE ROAD
GALWAY
Suburban Area
No Sub Category
Number of dwellings: 34.00 DWELLS
Survey date: Thursday 31/10/2013 Survey Type: Manual

21 **HC-03-C-02** **FLATS** **HAMPSHIRE**
WORTING ROAD
BASINGSTOKE
Suburban Area
Residential Zone
Number of dwellings: 16.00 DWELLS
Survey date: Thursday 21/10/2010 Survey Type: Manual

22 **HF-03-C-02** **FLATS** **HERTFORDSHIRE**
BRIDGE ROAD EAST
WELWYN GARDEN CITY
Suburban Area
No Sub Category
Number of dwellings: 86.00 DWELLS
Survey date: Wednesday 16/07/2008 Survey Type: Manual

23 **HF-03-C-06** **BLOCKS OF FLATS** **HERTFORDSHIRE**
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Number of dwellings: 26.00 DWELLS

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Survey date: Thursday 08/06/2023 Survey Type: Manual

24 **HF-03-C-08** **BLOCKS OF FLATS** **HERTFORDSHIRE**
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Number of dwellings: 22.00 DWELLS
Survey date: Tuesday 06/06/2023 Survey Type: Manual

25 **HG-03-C-02** **BLOCK OF FLATS** **HARINGEY**
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area
Residential Zone
Number of dwellings: 30.00 DWELLS
Survey date: Wednesday 01/10/2014 Survey Type: Manual

26 **HK-03-C-03** **BLOCK OF FLATS** **HACKNEY**
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 24/09/2014 Survey Type: Manual

27 **HO-03-C-05** **BLOCK OF FLATS** **HOUNSLOW**
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Friday 06/03/2020 Survey Type: Manual

28 **IS-03-C-01** **FLATS** **ISLINGTON**
RAMSEY WALK
ISLINGTON
Suburban Area
Residential Zone
Number of dwellings: 31.00 DWELLS
Survey date: Tuesday 04/11/2008 Survey Type: Manual

29 **IS-03-C-03** **BLOCK OF FLATS** **ISLINGTON**
FLORENCE STREET
ISLINGTON
Suburban Area
Residential Zone
Number of dwellings: 9.00 DWELLS
Survey date: Thursday 21/11/2013 Survey Type: Manual

30 **MS-03-C-03** **BLOCK OF FLATS** **MERSEYSIDE**
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area
Development Zone
Number of dwellings: 9.00 DWELLS
Survey date: Tuesday 13/11/2018 Survey Type: Manual

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31 **NF-03-C-02** **MIXED FLATS & HOUSES** **NORFOLK**
HALL ROAD
NORWICH
LAKENHAM
Suburban Area
Residential Zone
Number of dwellings: 82.00 DWELLS
Survey date: Survey Type: Manual

32 **NF-03-C-03** **BLOCK OF FLATS** **NORFOLK**
WHERRY ROAD
NORWICH
RIVERSIDE
Suburban Area
Built-Up Zone
Number of dwellings: 66.00 DWELLS
Survey date: Wednesday 23/04/2025 Survey Type: Manual

33 **NG-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAM**
LAWRENCE WAY
NOTTINGHAM
Suburban Area
No Sub Category
Number of dwellings: 56.00 DWELLS
Survey date: Tuesday 08/11/2016 Survey Type: Manual

34 **NN-03-C-01** **BLOCK OF FLATS** **NORTH NORTHAMPTONSHIRE**
ROCKINGHAM ROAD
CORBY
Suburban Area
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Friday 21/11/2008 Survey Type: Manual

35 **NY-03-C-01** **BLOCKS OF FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD
NORTHALLERTON
ROMANBY
Suburban Area
No Sub Category
Number of dwellings: 30.00 DWELLS
Survey date: Survey Type: Manual

36 **OT-03-C-01** **BLOCKS OF FLATS** **STOKE ON TRENT**
ETRURIA COURT
STOKE-ON-TRENT
HUMBERT ROAD
Suburban Area
No Sub Category
Number of dwellings: 33.00 DWELLS
Survey date: Wednesday 26/11/2008 Survey Type: Manual

37 **OX-03-C-01** **BLOCK OF FLATS** **OXFORDSHIRE**
OXFORD ROAD
OXFORD
COWLEY
Suburban Area
Residential Zone
Number of dwellings: 14.00 DWELLS
Survey date: Wednesday 20/10/2010 Survey Type: Manual

38 **PB-03-C-02** **BLOCK OF FLATS** **PETERBOROUGH**
WESTFIELD ROAD

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PETERBOROUGH
NETHERTON
Suburban Area
No Sub Category
Number of dwellings: 44.00 DWELLS
Survey date: Tuesday 18/10/2011 Survey Type: Manual

39	**RD-03-C-02**	**BLOCK OF FLATS**	**RICHMOND**

B306 QUEENS RIDE
BARNES
Suburban Area
Residential Zone
Number of dwellings: 28.00 DWELLS
Survey date: Survey Type: Manual

40	**RD-03-C-03**	**BLOCKS OF FLATS**	**RICHMOND**

BESSANT DRIVE
KEW
Suburban Area
Residential Zone
Number of dwellings: 120.00 DWELLS
Survey date: Thursday 26/04/2018 Survey Type: Manual

41	**RI-03-C-01**	**FLATS**	**EAST RIDING OF YORKSHIRE**

465 PRIORY ROAD
HULL
Edge of Town
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Tuesday 13/05/2014 Survey Type: Manual

42	**SC-03-C-02**	**FLATS**	**SURREY**

CONSTITUTION HILL
WOKING
Suburban Area
Built-Up Zone
Number of dwellings: 36.00 DWELLS
Survey date: Wednesday 23/07/2008 Survey Type: Manual

43	**SF-03-C-03**	**BLOCKS OF FLATS**	**SUFFOLK**

TOLLGATE LANE
BURY ST EDMUNDS
Suburban Area
Residential Zone
Number of dwellings: 30.00 DWELLS
Survey date: Wednesday 03/12/2014 Survey Type: Manual

44	**SH-03-C-01**	**BLOCK OF FLATS**	**SHROPSHIRE**

ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of dwellings: 47.00 DWELLS
Survey date: Survey Type: Manual

45	**SH-03-C-02**	**BLOCK OF FLATS**	**SHROPSHIRE**

ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of dwellings: 12.00 DWELLS
Survey date: Friday 16/06/2023 Survey Type: Manual

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46 **TH-03-C-02** **FLATS** **TOWER HAMLETS**
BURNHAM STREET
BETHNAL GREEN
Suburban Area
Built-Up Zone
Number of dwellings: 24.00 DWELLS
Survey date: Survey Type: Manual

47 **TH-03-C-03** **FLATS** **TOWER HAMLETS**
PALMERS ROAD
BETHNAL GREEN
Suburban Area
Residential Zone
Number of dwellings: 69.00 DWELLS
Survey date: Wednesday 12/11/2008 Survey Type: Manual

48 **TV-03-C-01** **APARTMENTS BLOCKS** **TEES VALLEY**
OXFORD ROAD
MIDDLESBROUGH
LINTHORPE
Suburban Area
Residential Zone
Number of dwellings: 85.00 DWELLS
Survey date: Survey Type: Manual

49 **TV-03-C-02** **FLATS** **TEES VALLEY**
ACKLAM ROAD
MIDDLESBROUGH
LINTHORPE
Suburban Area
Residential Zone
Number of dwellings: 85.00 DWELLS
Survey date: Wednesday 29/06/2011 Survey Type: Manual

50 **TW-03-C-01** **BLOCKS OF FLATS** **TYNE & WEAR**
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Number of dwellings: 45.00 DWELLS
Survey date: Friday 15/10/2021 Survey Type: Manual

51 **WF-03-C-06** **BLOCKS OF FLATS** **WALTHAM FOREST**
BELGRAVE ROAD
WANSTEAD
Suburban Area
Residential Zone
Number of dwellings: 44.00 DWELLS
Survey date: Tuesday 25/05/2021 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-C-10|26-09-2011	26-09-2011	Removed: Site re-surveyed by DL-03-C-15
HF-03-C-01|09-06-2021	09-06-2021	Removed: Site re-surveyed by HF-03-C-08
HF-03-C-05|07-06-2021	07-06-2021	Removed: Site re-surveyed by HF-03-C-06
PB-03-C-01|07-05-2008	07-05-2008	Removed: Site re-surveyed by PB-03-C-02

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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	**51**	**42**	**0.037**	**0.141**	**0.178**
08:00-09:00	**51**	**42**	**0.069**	**0.185**	**0.254**
09:00-10:00	**51**	**42**	**0.070**	**0.115**	**0.185**
10:00-11:00	**51**	**42**	**0.070**	**0.084**	**0.154**
11:00-12:00	**51**	**42**	**0.078**	**0.078**	**0.156**
12:00-13:00	**51**	**42**	**0.089**	**0.084**	**0.173**
13:00-14:00	**51**	**42**	**0.077**	**0.079**	**0.156**
14:00-15:00	**51**	**42**	**0.084**	**0.076**	**0.160**
15:00-16:00	**51**	**42**	**0.104**	**0.077**	**0.181**
16:00-17:00	**51**	**42**	**0.109**	**0.083**	**0.192**
17:00-18:00	**51**	**42**	**0.193**	**0.093**	**0.286**
18:00-19:00	**51**	**42**	**0.133**	**0.086**	**0.219**
19:00-20:00	**8**	**35**	**0.149**	**0.082**	**0.231**
20:00-21:00	**8**	**35**	**0.078**	**0.036**	**0.114**
21:00-22:00	**2**	**15**	**0.133**	**0.100**	**0.233**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.473**	**1.399**	**2.872**

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:	6 - 120 (units: DWELLS)
Survey date date range:	22/09/2003 - 16/09/2025
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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	**51**	**42**	**0.003**	**0.012**	**0.015**
08:00-09:00	**51**	**42**	**0.006**	**0.027**	**0.033**
09:00-10:00	**51**	**42**	**0.003**	**0.008**	**0.011**
10:00-11:00	**51**	**42**	**0.003**	**0.007**	**0.010**
11:00-12:00	**51**	**42**	**0.003**	**0.005**	**0.008**
12:00-13:00	**51**	**42**	**0.005**	**0.003**	**0.008**
13:00-14:00	**51**	**42**	**0.003**	**0.006**	**0.009**
14:00-15:00	**51**	**42**	**0.006**	**0.006**	**0.012**
15:00-16:00	**51**	**42**	**0.008**	**0.003**	**0.011**
16:00-17:00	**51**	**42**	**0.011**	**0.006**	**0.017**
17:00-18:00	**51**	**42**	**0.014**	**0.005**	**0.019**
18:00-19:00	**51**	**42**	**0.011**	**0.002**	**0.013**
19:00-20:00	**8**	**35**	**0.004**	**0.000**	**0.004**
20:00-21:00	**8**	**35**	**0.018**	**0.004**	**0.022**
21:00-22:00	**2**	**15**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.098**	**0.094**	**0.192**

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:	6 - 120 (units: DWELLS)
Survey date date range:	22/09/2003 - 16/09/2025
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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	**51**	**42**	**0.021**	**0.074**	**0.095**
08:00-09:00	**51**	**42**	**0.038**	**0.135**	**0.173**
09:00-10:00	**51**	**42**	**0.042**	**0.073**	**0.115**
10:00-11:00	**51**	**42**	**0.046**	**0.056**	**0.102**
11:00-12:00	**51**	**42**	**0.051**	**0.048**	**0.099**
12:00-13:00	**51**	**42**	**0.061**	**0.061**	**0.122**
13:00-14:00	**51**	**42**	**0.055**	**0.064**	**0.119**
14:00-15:00	**51**	**42**	**0.058**	**0.066**	**0.124**
15:00-16:00	**51**	**42**	**0.097**	**0.055**	**0.152**
16:00-17:00	**51**	**42**	**0.088**	**0.061**	**0.149**
17:00-18:00	**51**	**42**	**0.114**	**0.064**	**0.178**
18:00-19:00	**51**	**42**	**0.076**	**0.056**	**0.132**
19:00-20:00	**8**	**35**	**0.057**	**0.050**	**0.107**
20:00-21:00	**8**	**35**	**0.025**	**0.014**	**0.039**
21:00-22:00	**2**	**15**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.829**	**0.877**	**1.706**

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:	6 - 120 (units: DWELLS)
Survey date date range:	22/09/2003 - 16/09/2025
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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	**51**	**42**	**0.007**	**0.087**	**0.094**
08:00-09:00	**51**	**42**	**0.012**	**0.113**	**0.125**
09:00-10:00	**51**	**42**	**0.014**	**0.045**	**0.059**
10:00-11:00	**51**	**42**	**0.015**	**0.035**	**0.050**
11:00-12:00	**51**	**42**	**0.013**	**0.020**	**0.033**
12:00-13:00	**51**	**42**	**0.019**	**0.023**	**0.042**
13:00-14:00	**51**	**42**	**0.023**	**0.030**	**0.053**
14:00-15:00	**51**	**42**	**0.022**	**0.025**	**0.047**
15:00-16:00	**51**	**42**	**0.048**	**0.023**	**0.071**
16:00-17:00	**51**	**42**	**0.049**	**0.018**	**0.067**
17:00-18:00	**51**	**42**	**0.069**	**0.013**	**0.082**
18:00-19:00	**51**	**42**	**0.081**	**0.018**	**0.099**
19:00-20:00	**8**	**35**	**0.199**	**0.028**	**0.227**
20:00-21:00	**8**	**35**	**0.082**	**0.028**	**0.110**
21:00-22:00	**2**	**15**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.653**	**0.506**	**1.159**

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:	6 - 120 (units: DWELLS)
Survey date date range:	22/09/2003 - 16/09/2025
Number of weekdays (Monday-Friday):	46
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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