

COTSWOLD
TRANSPORT
PLANNING

AFA Architects & Planners Ltd

Proposed Redevelopment of Unit I, Reliance
Retail Park, Newton Heath, Manchester

Transport Statement

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1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) have been instructed by AFA Architects & Planners Ltd to prepare a Transport Statement (TS) in support of a planning application for the redevelopment of Unit 1, Reliance Retail Park, Newton Heath, Manchester.
- 1.2 Planning permission is sought for the following:
“change of use of existing Class E unit to mixed use (sui generis) storage and distribution warehouse and retail with ancillary offices, together with warehouse loading bay extension and ancillary works.”
- 1.3 In summary, the planning application proposes the redevelopment of the existing retail unit to accommodate a Euro Foods store, which shall be c.2.923sq.m in Gross Internal Area (GIA)
- 1.4 The existing retail unit benefits from a GIA of c.2,727sq.m and was previously occupied by Poundstretcher and operated on a discount retail basis. Therefore, the site already benefits from an established fallback position in terms of its theoretical, permitted trip attraction potential. This is considered further in **Section 6** of this report

Planning History / Context

Reference: F09340

- 1.5 Planning permission (ref: F09340) was granted in February 1979 for the erection of a single storey warehouse for the display, sale and distribution of D.I.Y. goods, timber and home improvement materials, with car parking and service area at side. A planning condition (no. 2) was included on the planning permission to restrict the range of goods as follows:
‘The premises shall be used solely for the sale of sawn timber, plywood, particle boards, hardboard and sheet laminate material, self-assembly flat-packed furniture, wall coverings, decorating material, timber preservative, sheet floor coverings, PVC tiles, building materials and equipment, garden equipment, fertilizer, shrubs, plants, trees, ironmongery, DIY fixings and tools, builders hardware, plumbing equipment and for no other purpose including any other purpose within Class 1 of the Schedule to the Town and Country Planning (Use Classes) Order 1972.’



Reference: 1000783/J0/2021/N1

- 1.6 Planning permission (ref: 1000783/J0/2021/N1) was granted in February 2012 for the “*Variation of Condition 2 of Planning Approval F09340 and subsequent approvals to extend the range of A1 retail goods to be sold from the premises.*”

The conditions attached to this permission stated that:

1) No more than a maximum of 855sq.m (gross) floorspace of the premises shall be used for the storage and retail sale of furniture and carpets, and for the sale of sawn timber, plywood, particle boards, hardboard and sheet laminate material, self assembly flat-packed furniture, wall coverings, PVC tiles, building materials and equipment, garden equipment, fertilizer, shrubs, plants, trees, ironmongery, DIY fixings and tools, builders hardware, plumbing equipment, live pets, pet products and use as a grooming parlour and for no other purpose within Class A1 of the Schedule of The Town and Country Planning (Use Classes) Order 1987 as amended.

2) No more than a maximum of 1,672sq.m floorspace (net retail sales area) of the premises shall be used for the sale of clothing, footwear, household textiles, hardware, garden goods, drapery, toiletries, toys, fancy goods, stationary, Christmas decorations luggage, entertainment products, storage products and electrical goods and the ancillary sale of cigarettes, cigars, tobacco, and for the reception and collection of photographic films for developing or processing on or off the premises and for no other purposes within Class A1 of the Schedule of The Town & Country Planning (Use Classes) Order 1987 as amended.

3) No more than 167sq.m floorspace of the net retail sales area of the premises shall be used for the sale of confectionary and food stuffs for consumption off the premises.

Scope of Report

- 1.7 Considering the nature of the proposals and planning history / context, the key issues that need to be considered within this TS are the following:
- i) Assessment of site location and composition;
 - ii) Review of local highway network and highway safety;
 - iii) Site accessibility and opportunities for sustainable travel;
 - iv) Review and justification of the proposed development in terms of access, internal layout, parking and servicing; and
 - v) Forecast trip attraction.
-



Summary

- 1.8 This TS concludes that the proposed redevelopment of the site is acceptable in highway transportation terms, and there are no reasons that should prevent the highway authority or planning authority from recommending planning approval of this application.



2 The Site and Adjacent Highway Network

Site Composition and Location

Site Composition

- 2.1 The application site comprises an existing, vacant retail store formerly occupied by Poundstretcher, which has a GIA of c.2,727sq.m and benefits from a class E(a) land use classification (i.e. display or retail sales of goods, other than hot food).
- 2.2 A breakdown of the existing uses is shown in **Table 2.1**, as per the Planning and Retail Statement which has been prepared by Mango Planning & Development Limited to accompany this application.

Use	Existing Gross Internal Areas
Storage	147sq.m
Comparison goods sales (net)	2,414sq.m
Convenience goods sales (net)	167sq.m
Total	c.2,727sq.m

Table 2.1: Breakdown of Existing Internal Floorspace

- 2.3 The site benefits from a total of 67 car parking spaces, which is inclusive of four accessible spaces.
- 2.4 The site features an existing vehicular access / egress arrangement to the south of the retail unit, whereby two simple priority junctions are provided from Reliance Street, with the southern-most access facilitating access only and the northern access point allowing egress only.
- 2.5 In terms of servicing / delivery access, a separate access also in the form of a simple priority junction arrangement with Reliance Street is located at its north-eastern boundary to the rear of the unit. This arrangement provides access to the existing servicing yard.

Site Location

- 2.6 The application site is situated off Reliance Street, within the north-western extent of Newton Heath. It is located approximately 5km to the north-east of Manchester and 6km south-west of Oldham.



- 2.7 On a local level, there are a mix of uses around the site with retail and employment located to the east of Reliance Street (Reliance Trading Park) and south of Oldham Road (A62). There is a residential scheme to the immediate west of the site up to the junction of Dean Lane and Oldham Road (A62).
- 2.8 The site is bound by Reliance Street to the east and Oldham Road (A62) to the south. The Manchester to Oldham Metrolink line (former railway) immediately bounds to the site to the north. To the frontage with Oldham Road is a vacant site, currently hoarded off, which was previously occupied by a petrol filling station which was demolished in around 2012.
- 2.9 The application site location in the context of the local highway network is illustrated in **Figure 2.1** by the red line boundary.



Figure 2.1: Site Location Plan



Local Highway Network

Reliance Street

- 2.10 Reliance Street is located within Newton Heath and comprises a single lane two-way carriageway that forms the eastern boundary of the application site. It runs in a roughly north to south alignment and is subject to a 30mph speed limit. It benefits from footway provision and street lighting on both sides of the carriageway.
- 2.11 Reliance Street provides access to a number of industrial units throughout and a MOT Centre and Car Wash, which are served via private vehicular accesses. As previously detailed, Reliance Street forms the major arm of the access arrangements to the application site (vehicular and servicing / delivery), whilst at its southern extent it forms the minor arm of its junction with Oldham Road (A62).

Oldham Road (A62)

- 2.12 Oldham Road is located within Newton Heath, Manchester and comprises of a two-lane two-way carriageway that is located to the south of the application site. It runs in a broadly east to west alignment and is subject to a speed limit of 30mph. Footway provision is present on either side of the carriageway, whilst a Traffic Regulation Order in the form of a double yellow line is present along certain sections of the carriageway to prevent the occurrence of on-street parking
- 2.13 Oldham Road (A62) is a local arterial route and provides access to a large number of amenities, services and residential areas throughout in the form of various different junctions. It provides a link between the Northern Quarter of Manchester in the south and the Hollinwood Interchange of the Manchester Outer Ring Road to the north.

Local Highway Safety

- 2.14 Traffic Accident Data has been obtained from Transport for Greater Manchester for the five-year period from 01/06/2016 to 31/05/2021.
- 2.15 The wider search area includes Reliance Street, Oldham Road (A62), Dean Lane, Old Church Street and Droylsden Road. However, given the extent of this area, this forthcoming assessment has been refined to assess the local highway network in the vicinity of the application site (i.e. Reliance Street and its junction with Oldham Road (A62)).



- 2.16 Only two accidents have occurred within the vicinity of the application site during the study period, with both taking place at the junction between Reliance Street and Oldham Road (A62). A summary of each incident is provided below.
- 2.17 The first accident took place on Wednesday the seventh of February 2018 during daylight, dry weather and on a dry road surface. The incident involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.18 The second accident took place on Thursday the 16th of February 2018 during daylight, dry weather and on a dry road surface. The incident involved two vehicles and resulted in one casualty who sustained slight injuries.
- 2.19 Given the context of the local highway network (i.e. typical daily vehicle flows and speeds, in addition to numerous junctions along an arterial route within an urban area), this accident record in the vicinity of the application site is considered to be as expected. It is therefore concluded that there is no inherent highway safety issue in the vicinity of the application site.

Summary

- 2.20 In summary, there is no existing safety issue on the local highway network that could be exacerbated by the development proposals. Furthermore, given the low forecast development traffic in real terms (further detail in **Section 6**), this is expected to continue and not materially or discernibly alter the pattern of frequency of collisions on the surrounding highway network.



3 Site Accessibility

- 3.1 To ensure that the proposed development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes. Furthermore, it is also important to identify what local services and amenities are located in close proximity of the site, which may assist in promoting linked trips.

Proximity to Local Services and Amenities

- 3.2 The application site benefits from being in proximity to a range of services which may be beneficial to existing and future staff of the site, including a number of eateries and takeaways which staff may utilise at during their lunch break. **Table 3.1** provides details of amenities that may be accessed from the application site via walking or cycling.
- 3.3 For robustness, distances and journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively; and secondly, via Google Maps, which estimates such journeys whilst additionally accounting for the gradient of the route.

Local Service, Facility, or Amenity	Approx. Distance	Approx. Walking Time (mins)		Approx. Cycling Time (mins)	
		IHT	Google	RB	Google
Bus Stop (Oldham Road stop G)	110m	1 min	1 min	<1 min	1 min
Bus Stop (Oldham Road stop D)	200m	2 mins	2 mins	1 min	1 min
Martins Craft Bakery	250m	3 mins	3 mins	1 min	1 min
Heart & Graft Coffee	260m	3 mins	3 mins	1 min	1 min
McDonald's	300m	4 mins	4 mins	1 min	1 min
Newton Heath Health Centre	350m	4 mins	4 mins	1 min	1 min
Magic Wok	400m	5 mins	5 mins	2 mins	1 min
Brighter Bites Cafe	400m	5 mins	5 mins	2 mins	2 mins
Lidl	500m	6 mins	6 mins	2 mins	2 mins
Failsworth Fitness 24-7 Gym	550m	7 mins	7 mins	2 mins	2 mins
Newton Heath Post Office	650m	8 mins	8 mins	3 mins	2 mins

Table 3.1: Local Services, Facilities and Amenities



- 3.4 As detailed in **Table 3.1**, the application site benefits from being situated in a sustainable location as it is within an eight-minute walking journey and two-minute cycle journey from a range of services, facilities, and amenities that include public bus stop provision, cafes / restaurants, a gym, supermarket and post office.
- 3.5 In addition to the above, it should be noted that there are a number of residential areas within proximity to the site; therefore, the location of the application site also affords an opportunity for future staff and visitors to travel to the site by modes other than private car.

Walking and Cycling

Guidance

- 3.6 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The 'National Travel Survey (NTS) 2019' (DfT) found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1 mile (1.6km) are undertaken on foot. However, due to COVID-19 the 2020 NTS had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. NTS therefore state that the 2020 NTS should be interpreted with caution.
- 3.7 The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. It also states however that there is not an upper limit and PPG13, whilst although now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.
- 3.8 From the application site, established residential areas of Newton Heath, New Moston and Harpurhey are within a 25-minute (2km) walking distance.
- 3.9 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not



uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

- 3.10 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

‘Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people’.

Existing Infrastructure

- 3.11 In the vicinity of the site, continuous footways are provided on both sides of Oldham Road (A62) providing pedestrian connectivity to the residential areas within the local area. All footways in the locality are street lit and are generally c. 2m wide. Informal crossing points are provided at key desire lines and are facilitated with dropped kerbs. Furthermore, a controlled pedestrian crossing with an associated refuge island is provided near the Reliance Street / Oldham Road (A62) junction.
- 3.12 Whilst there is no dedicated infrastructure within proximity of the site, with exception of Advanced Stop Lines at controlled junctions, the local highway network is of suitable geometry and speed limit for cyclists to travel along the carriageway adjacent to vehicular traffic, without detriment to highway safety.

Public Transport Accessibility

Bus

- 3.13 The closest bus stops, as per **Table 3.1**, are located approximately 110m metres south, Oldham Road (Stop G), and 200m south-west, Oldham Road (Stop D), of the application site, along Oldham Road (A62).
- 3.14 Both the eastbound (Stop D) and westbound (Stop G) stops comprise a flag and pole with sheltered seating, and printed timetable information.
- The 83 and 84 bus services both operate from each of these bus stops. However, the X84 exclusively operates from the eastbound stop, Oldham Road (Stop D), and the 709 likewise from the westbound stop, Oldham Road (Stop G). The 709 service is a school bus service that is open to the public.
- 3.15 **Table 3.2** provides a summary of the services that serve these bus stops.



Service Number	Route / Destinations Served	Days	Approximate Frequency		
			First service	Approx. Freq.	Last Service
83	Pearly Bank at Sholver Terminus – Piccadilly Gardens	Monday - Friday	04:34	15 mins	23:48
		Saturday	04:58	15 mins	23:48
		Sunday	06:12	30 mins	23:48
	Piccadilly Gardens – Pearly Bank at Sholver Terminus	Monday - Friday	05:01	15 mins	23:46
		Saturday	05:26	15 mins	23:46
		Sunday	06:43	30 mins	23:16
84	Uppermill Turning Circle – Piccadilly Gardens	Monday - Friday	04:48	10 mins	23:33
		Saturday	05:13	15 mins	23:33
		Sunday	06:22	20 mins	23:18
	Piccadilly Gardens – High Street at Uppermill Turning Area	Monday - Friday	05:16	10 mins	23:31
		Saturday	05:41	10 mins	23:31
		Sunday	07:01	20 mins	23:46
X84	Piccadilly Gardens - Carrcote	Monday - Friday	17:24 – Once a day		
709	Moston – New Islington	Monday - Friday	15:13	Twice Daily	15:28

Table 3.2: Summary of Bus Services and Frequencies

- 3.16 **Table 3.2** confirms that the development site is well served by local public transport services throughout the day including at weekends. Services run every 15 minutes on weekdays and Saturdays starting from 04:34 and 04:58 respectively. The last service departs the bus stops at 23:48 seven days a week. On Sundays, services run every 20 to 30 minutes dependant on the choice of destination.
- 3.17 Passengers also have a choice of destinations including Piccadilly Gardens, New Islington and the High Street and Uppermill Turning Area. It is therefore considered that existing and future employees will have the opportunity to utilise local bus services to access residential areas within the surrounding area.

Metro

- 3.18 In the vicinity of the site is a tram stop an approximate 6-minute walk away, Newton Heath & Moston tram stop. From Newton Heath & Moston travellers can travel towards the centre of Manchester and Victoria Railway station where connections throughout the rest of Manchester are available. Alternatively, travellers can travel out towards Rochdale Railway Station and Rochdale Town Centre.



- 3.19 The service frequency is every 12 minutes from Newton Heath & Moston with services running from 06:00 to 00:00 weekdays and 07:00 to 00:00 at the weekend.
- 3.20 The metro station affords existing and future staff/visitors the opportunity to travel to and from the site via the metro system.

Summary

- 3.21 CTP considers the site to be sustainably located within an established residential and employment area. It is accessible to a range of services and amenities employees may require on a day-to-day basis and it well connected by local public transport. In this way, the proposals accord with the principles of sustainable development as they relate to transport.



4 Relevant Transportation Planning Guidance and Policy

4.1 The relevant transportation policies are set out in the following National and Local documents:

- i) National Planning Policy Framework;
- ii) National Planning Practice Guidance;
- iii) Manchester Local Development Framework Core Strategy (Adopted July 2012);
and
- iv) Greater Manchester Transport Strategy 2040.

4.2 The main thrust of recent national and local policy and guidance is to:

- i) make effective and efficient use of land;
- ii) reduce car dependency;
- iii) make walking and cycling trips easier; and
- iv) encourage public transport trips.

National Planning Policy Framework (NPPF)

4.3 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in February 2019 by the Ministry of Housing, Communities and Local Government, and updated in 2021. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

4.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 104 of the NPPF states that transport issues should be considered early in the planning process so that:

- i) *'the potential impacts of development on transport networks can be addressed;*
- ii) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
- iii) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- iv) *the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account—including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*



- v) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

4.5 Paragraph 110 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- i) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ii) *safe and suitable access to the site can be achieved for all users;*
- iii) *and the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.6 Paragraph 111 noted that *"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*.

4.7 Paragraph 112 states that *"applications for development should:*

- i) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- ii) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- iii) *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- iv) *allow for the efficient delivery of goods, and access by services and emergency vehicles;*
- v) *and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*



- 4.8 Paragraph 113 states in relation to the assessment requirements for development “*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment*”.

The Suitability of the Development Proposals

- 4.9 The development of the site is generally consistent with the policies of local and national government, as journeys to local services and facilities can reasonably be made by modes other than the private car.
- 4.10 The application site is located in an established industrial area and existing services and facilities and neighbouring residential areas are located in close proximity to the site, which present the opportunity for employees to walk, cycle or use public transport from their home to all amenities and local services that are required on a daily basis.



5 Development Proposals

5.1 Planning permission is sought for the following:

“change of use of existing Class E unit to mixed use (sui generis) storage and distribution warehouse and retail with ancillary offices, together with warehouse loading bay extension and ancillary works” at Unit 1, Reliance Retail Park, Newton Heath, Manchester.

5.2 In summary, the development proposal entails the redevelopment of the existing retail unit to accommodate a Euro Foods store, which shall be c.2,923sq.m. in GIA.

5.3 It is proposed that c.55% of the extended building (c.1,615sq.m) would be used for the storage and distribution of ambient, chilled and frozen food goods, inclusive of offices (144sq.m) accommodated within a new mezzanine.

5.4 A further c.1,111sq.m will be utilised as a “cash and carry” style retail outlet trading under the “Masala Bazaar” brand, with the remaining area providing an ancillary lobby, toilets and small café.

5.5 A breakdown of the proposed floorspace is shown in **Table 5.1**, as per the Architect’s proposed site layout plan, provided at **Appendix B**.

Use	Proposed Gross Internal Areas
Warehousing / Prep	1,471sq.m
Sales	1,111sq.m
Office Space and Access	144sq.m
Lobby	48sq.m
Café	54sq.m
Public Toilet	13sq.m
Non Accessible Space	82sq.m
Total	2,923sq.m

Table 5.1: Proposed Breakdown of Internal Floorspace

5.6 The warehousing and “cash and carry” style retail unit are an integrated operation. Good stored in the warehouse will be used to stock the retail area and the offices will be used to administer both aspects of the operation.



Site Access

Vehicular Access

- 5.7 Vehicular access to the application's car park site shall be as per the existing arrangements, as detailed in **Section 2**, with access achieved from Reliance Street. The design and layout of arrangement is considered commensurate with the speed limit and operates satisfactorily with no road safety concerns. As the number of trips to and from the site are forecast to decrease as a result of the proposal (see **Section 6**), it is considered that the existing access arrangements are appropriate to accommodate the development.

Pedestrian Access

- 5.8 Pedestrian access to the application site shall be as per the existing arrangements, as detailed in **Section 2**, with access achieved from the footway provision on the western side of Reliance Street.

Servicing / Delivery Access

- 5.9 Servicing / delivery access to the application site's service yard shall be as per the existing arrangements, as detailed in **Section 2**, with access achieved from Reliance Street. The design and layout of arrangement is considered commensurate with the speed limit and operates satisfactorily with no road safety concerns. As the number of trips to and from the site are forecast to decrease as a result of the proposal (see **Section 6**), it is considered that the existing access arrangements are appropriate to accommodate the development.
- 5.10 In order to provide a robust assessment, swept path analysis has been undertaken which confirms that 16.5m maximum legal articulated lorries will be provided with adequate space to access and egress the site in a forward gear, in addition to performing all necessary internal manoeuvres. The swept path analysis drawings are provided in **Appendix C**.

Car Parking

- 5.11 In order to ensure sufficient parking is provided for the development, without overspill onto the surrounding highway, the proposed parking provision has been calculated with consideration to the parking standards set out within Manchester's Local Development Framework: Core Strategy for both the storage and distribution (B8) and food retail (A1) uses of the site.



5.12 **Table 5.2** illustrates the adopted maximum standards set out by Manchester City Council.

Use	Total Spaces	Disabled Spaces
Storage and Distribution (B8)	1 space per 100sq.m	5% of total spaces (up to 200 total spaces)
Food Retail (A1)	1 space per 16sq.m in District Centres	3 spaces or 6% of total spaces, whichever is greater

Table 5.2: Manchester City Council Parking Standards

Proposed Parking Provision

5.13 In the context of the proposed development, the maximum permissible car parking provision according to Manchester's parking standards is 87 spaces (1651sq.m / 100sq.m + 1,111sq.m / 16sq.m).

5.14 It is proposed that the level of car parking is retained as existing, providing the development with 67 car parking spaces, inclusive of four disabled spaces. In this way, the level of parking provision is in accordance with Manchester Council's parking standards.

5.15 It is also proposed that two articulated lorry bays will be provided at loading docks to the rear of the unit in the service yard.

5.16 As previously referenced, swept path analysis shown at **Appendix C** illustrates the suitability of the loading docks.

Cycle Parking

5.17 Cycle storage provision will be provided in line with Manchester Council's minimum cycle parking standards as set out within Manchester's Local Development Framework: Core Strategy:

- i) Storage and Distribution - 1 cycle space per 850sq.m; and
- ii) Food Retail – 1 cycle space per 140sq.m.

5.18 It is proposed that 10 cycle spaces will be provided in the form of Sheffield Stands adjacent to the main entrance, therefore, the level of cycle provision is in accordance with Manchester City Council's parking standards.

5.19 Details of the proposed cycle parking store are included on the site layout within **Appendix B**.



Summary

- 5.20 In summary, the access arrangements shall be retained as per the existing arrangements and are considered safe and suitable to serve the development proposal.
- 5.21 The internal layout and servicing / delivery arrangements have been assessed and may accommodate the largest vehicle anticipated to be associated with the development proposal and may suitably access and egress in a forward gear, in addition to performing all necessary internal manoeuvres.
- 5.22 The proposed quantum of parking provision is in accordance with relevant local standards and shall ensure that no overspill parking occurs on the adjacent highway network.



6 Forecast Trip Attraction and Net Trip Impact

6.1 This section considers the trip attraction associated with both the extant and proposed sites uses using trip rates derived from the TRICS database (version 7.8.4) and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.

6.2 Based on the proposed uses of the site, it is suggested the net- trip impact assessments for the following scenarios would be appropriate:-

- i) Weekday AM peak (08:00 to 09:00); and
- ii) Weekday PM peak (17:00 to 18:00).

Extant Trip Attraction (2,694sq.m)

6.3 Whilst the current retail unit is unoccupied, it could theoretically be re-occupied by a traffic intensive retail-based operator. Therefore, the extant trip assessment has been based on this possible scenario under the extant planning permission.

Non-Food Retail (2,527sq.m)

6.4 In order to assess traffic attraction associated with the extant non-food retail element of the application site (c.2,527sq.m), average trip rates have been derived from the TRICS database (version 7.8.4).

6.5 The existing planning permission (ref: 1000783/J0/2021/N1) has consent for a range of non-food A1 retail uses, which are split into two restrictions, as discussed at **Section 1**. For the purposes of this assessment, the '*non-food superstore*' category has been used for both elements (i.e. 855sq.m. + 1,672sq.m), as it is considered to be the most appropriate land-use.

6.6 A summary of resulting trip rates and estimated traffic attraction in relation to the extant non-food uses of the site is set out in **Table 6.1**, whilst the detailed TRICS report is contained at **Appendix D**.



Time Period	Trip Rate per 100sq.m			Trip Attraction based on 2,527sq.m.		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	0.117	0.015	0.132	3	0	3
PM Peak (1700 – 1800)	0.599	0.673	1.272	15	17	32

Table 6.1: Trip Rates and Forecast Trip Attraction – Extant Non-Food Retail

- 6.7 **Table 6.1** indicates that the existing non-food retail elements of the application site comprising c.2,527sq.m GIA, could attract approximately three two-way traffic movements within the AM peak period (08:00-09:00), whilst 32 two-way movements are exhibited during the evening peak period (17:00-18:00). When averaged out across the peak periods, this broadly equates to one trip every 20 minutes during the typical AM peak, and every two minutes throughout the typical PM peak.

Food Retail (167sq.m)

- 6.8 In order to assess traffic attraction associated with the extant food retail use of the application site (167sq.m), average trip rates have been derived from the TRICS database utilising the '*discount food store*' category, which was considered to be the most appropriate land-use.
- 6.9 A summary of resulting trip rates and estimated traffic attraction in relation to the extant non-food uses of the site is set out in **Table 6.2**, whilst the detailed TRICS report is contained at **Appendix E**.

Time Period	Trip Rate per 100sq.m			Trip Attraction based on 167sq.m		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	2.592	1.911	4.503	4	3	8*
PM Peak (1700 – 1800)	3.955	4.406	8.361	7	7	14

Table 6.2: Trip Rates and Forecast Trip Attraction – Extant Food Retail

**summation due to rounding*

- 6.10 **Table 6.2** indicates that the existing non-food retail elements of the development comprising approximately 167sq.m. GIA, could attraction eight two-way traffic movements win the AM peak period and 14 two-way movements during the PM peak period. When averaged out across the peak periods, this broadly equates to one trip every eight minutes during the typical AM peak, and every four minutes throughout the typical PM peak.



Total Extant Trip Attraction

- 6.11 A summary of the total extant trip attraction is provided in **Table 6.3**, based on anticipated trip rates and trip attraction set out at **Table 6.1** and **6.2**.

Development Type	Time Period	Total Trip Attraction (2,694sq.m)		
		Arrivals	Departures	Total
Extant Use – 2,527sq.m non-food retail + 167sq.m food retail	AM Peak (0800 – 0900)	7	4	11
	PM Peak (1700 – 1800)	22	24	46

Table 6.3: Total Extant Forecast Trip Attraction

- 6.12 **Table 6.3** indicates that the extant retail unit may attract approximately 11 and 46 two-way vehicle trips in the weekday AM and PM peak periods respectively, on the basis of both non-food retail and food retail consent. When averaged out across the peak periods, this broadly equates to one trip every five minutes during the typical AM peak, and every 90 seconds throughout the typical PM peak.

Proposed Development Trip Attraction (2,923sq.m)

- 6.13 The proposals are for the redevelopment of the existing retail unit to accommodate a Eurofoods store, which shall be c.2.923sq.m. in GIA. The building will comprise 1,615sq.m. to be used for the storage and distribution of ambient, chilled and frozen food goods, inclusive of 144sq.m office space, and a further 1,111sq.m to be utilised as a 'cash and carry' style retail outlet. This results in a GIA of 2,726sq.m of 'usable floor space' with the remaining c.197sq.m to be considered as ancillary and therefore shall not be used to inform this forthcoming assessment.

Storage and Distribution (1,615sq.m)

- 6.14 In order to assess the forecast vehicular trip attraction of the proposed storage and distribution use of the development, the TRICS database has been utilised, consulting the 'distribution (commercial)' category.
- 6.15 A summary of resulting trip rates and forecast traffic attraction in relation to the redevelopment proposal is set out on **Table 6.4**, with a copy of the associated TRICS outputs provided in **Appendix F**.



Time Period	Trip Rate per 100sq.m			Trip Attraction (1,615sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	0.167	0.11	0.277	3	2	5*
PM Peak (1700 – 1800)	0.093	0.193	0.286	2	3	5

Table 6.4: Trip Rates and Forecast Trip Attraction - Proposed Storage and Distribution

**summation due to rounding*

- 6.16 **Table 6.4** indicates that the proposed B8 warehouse could be associated with approximately five two-way vehicle trips in both the weekday AM and PM peak hours. When averaged out across the peak periods, this broadly equates to one trip every 12 minutes during both the typical AM and PM peak.

‘Cash and Carry’ (1,111sq.m)

- 6.17 In order to assess the forecast vehicular trip attraction of the proposed ‘cash and carry’ style use of the development, the TRICS database has been interrogated. As the initial land use selection did not identify any suitable comparable sub-categories, the archived land use ‘Cash and Carry – Wholesales and Clubs’ category was selected.
- 6.18 It is noted that there is limited survey data, and the majority of surveys are quite dated, however, interrogation of the TRICS database found one survey, undertaken in 2018, which CTP consider to be comparable to the proposed use.
- 6.19 A summary of resulting trip rates and forecast traffic attraction in relation to the cash and carry element of the proposal is set out on **Table 6.5**, with a copy of the associated TRICS outputs provided in **Appendix G**.

Time Period	Trip Rate per 100sq.m			Trip Attraction (1,111-sq.m).		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	0.201	0.252	0.453	2	3	5
PM Peak (1700 – 1800)	0.025	0.025	0.050	0	0	1*

Table 6.5: Trip Rates and Forecast Trip Attraction - Proposed Cash and Carry

**summation due to rounding*

- 6.20 **Table 6.5** indicates that the proposed ‘cash and carry’ style retail unit could be associated with approximately five two-way vehicle trips in the weekday AM peak and one vehicle movement in the PM peak hours. When averaged out across the peak periods, this broadly equates to one trip every 12 minutes during the typical AM peak, and every 60 minutes throughout the typical PM peak.



Total Proposed Trip Attraction

- 6.21 A summary of the total proposed trip attraction is provided in **Table 6.6**, based on anticipated trip rates and trip attraction set out at **Table 6.3** and **6.4**.

Development Type	Time Period	Total Trip Attraction (2,726sq.m.)		
		Arrivals	Departures	Total
Proposed Use – 1,161sq.m storage & distribution + 1,111sq.m cash & carry	AM Peak (0800 – 0900)	5	5	10
	PM Peak (1700 – 1800)	2	3	5

Table 6.6: Total Proposed Forecast Trip Attraction

- 6.22 **Table 6.6** indicates that the proposed change of use may attract approximately 10 and five two-way vehicle traffic movements in the weekday AM and PM peak periods respectively. When averaged out across the peak periods, this broadly equates to one trip every six minutes during the typical AM peak, and every 12 minutes throughout the typical PM peak.

Net Trip Impact Assessment

- 6.23 In order to consider the overall net trip impact of the redevelopment on the local highway network, a comparison of the forecast trips set out in **Tables 6.3** and **6.6** above, is provided in **Table 6.7**.

Development Type	Time Period	Trip Attraction		
		Arrivals	Departures	Total
Extant Use – 2,557sq.m non-food retail + 167sq.m food retail (A)	AM Peak (0800 – 0900)	7	4	11
	PM Peak (1700 – 1800)	22	24	46
Proposed Use – 1,165sq.m storage & distribution + 1,111sq.m cash & carry (B)	AM Peak (0800 – 0900)	5	5	10
	PM Peak (1700 – 1800)	2	3	5
Total Development (B-A)	AM Peak (0800 – 0900)	-2	+1	-1
	PM Peak (1700 – 1800)	-20	-21	-41

Table 6.7: Net Trip Impact Assessment of development proposal



- 6.1 **Table 6.7** indicates that the proposed development shall be associated with a reduction of one vehicle movement during the AM peak and 41 two-way vehicle movements during the PM peak. Therefore, it is considered that the proposed development provides a betterment to the surrounding highway network.

Summary

- 6.2 It is evident from the above that vehicular trip attraction associated with the proposed development would offer a reduction in traffic when compared to the site's permitted use. Therefore, the traffic associated with the development proposal will not have a severe impact on the safety or operation on the local highway network, in accordance with paragraph 111 of the NPPF.



7 Summary and Conclusion

Summary

7.1 Cotswold Transport Planning Ltd (CTP) have been instructed by AFA Architects & Planners Ltd to prepare a Transport Statement (TS) in support of a planning application for the redevelopment of Unit 1, Reliance Retail Park, Newton Heath, Manchester.

7.2 Planning permission is sought for the following:

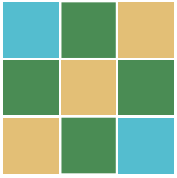
“change of use of existing Class E unit to mixed use (sui generis) storage and distribution warehouse and retail with ancillary offices, together with warehouse loading bay extension and ancillary works.”

7.3 The TS has demonstrated the following:

- i) A review of the local highway network and accident data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
- ii) The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages;
- iii) Proposed parking provision onsite is concluded to be satisfactory to serve the development, which will ensure that there is no overspill onto the local highway network; and
- iv) The impact of the proposed development represents a net reduction in traffic movements during the AM and PM network peak hours, which shall provide a betterment to the surrounding highway network.

Conclusion

7.4 CTP concludes that the proposed development will not have a material impact upon the safety or operation of the surrounding local highway network and, as such, there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.



COTSWOLD
TRANSPORT
PLANNING

Appendix A

Traffic Accident Data

TRANSPORT FOR GREATER MANCHESTER

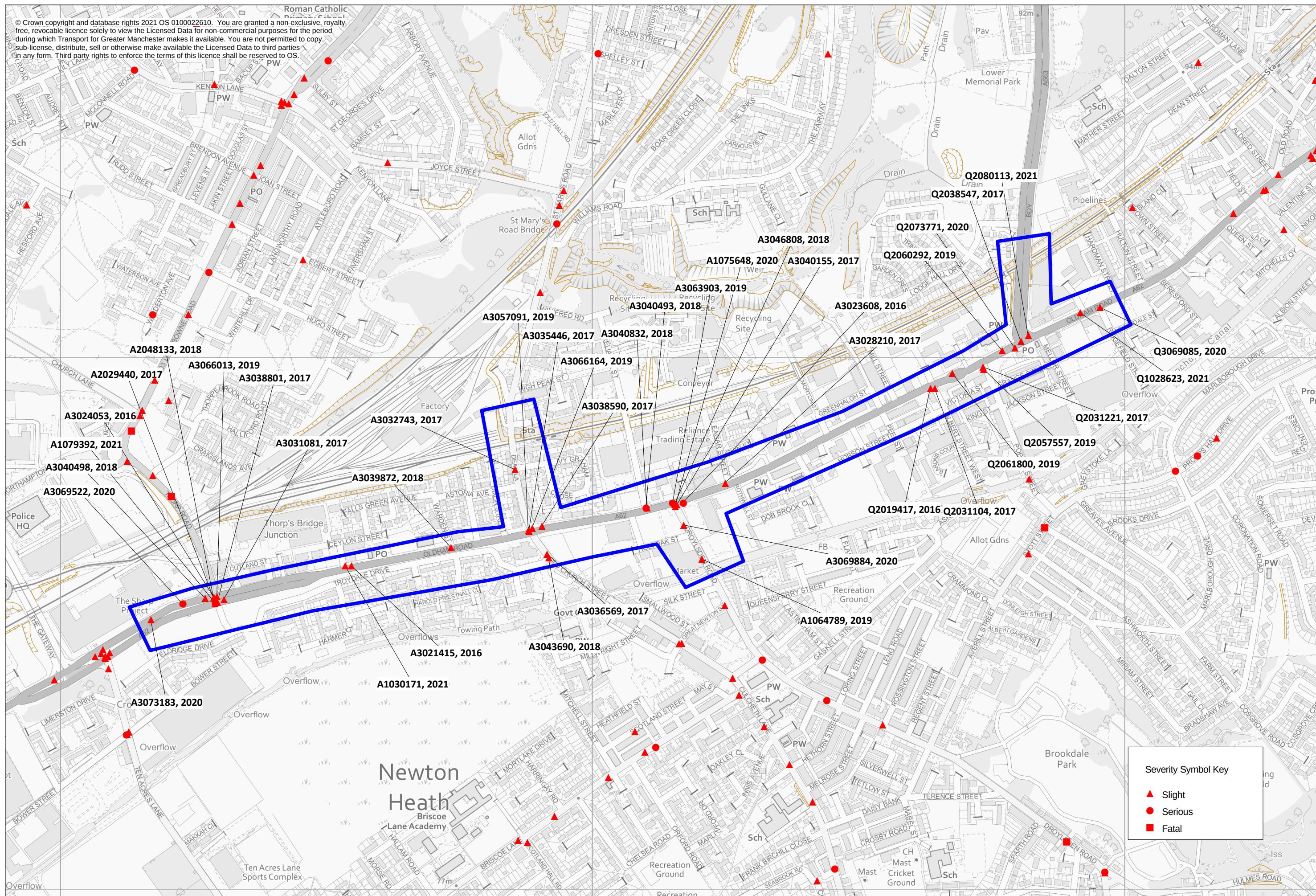


Traffic Accident Data for

Cotswold Transport Planning Ltd

**Reported Injury Accidents in Specified Area of Reliance Street and
A62 Oldham Road, Manchester and Oldham,
01/06/2016 to 31/05/2021**

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TRANSPORT FOR GREATER MANCHESTER



**Reported Accident in Specified Area of Reliance Street and A62 Oldham Road,
Manchester and Oldham, 01/06/2016 to 31/05/2021**

Injury Accidents	Jun - Dec 2016	2017	2018	2019	2020	Jan- May 2021	Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	1	1	1	1	5
Slight	3	12	6	7	5	3	36
Total	4	12	7	8	6	4	41

Standard Totals Report : Reported Injury Accidents in Specified Area of Reliance Street and A62 Oldham Road, Manchester and Oldham, 01/06/2016 to 31/05/2021

Accidents

Serious	5
Slight	36
Total Accidents	41

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	0	2	0	0	2
Female	0	2	0	1	3
Total	0	4	0	1	5
Slight					
Male	1	29	0	0	30
Female	2	18	2	0	22
Total	3	47	2	0	52
Total Casualties	3	51	2	1	57

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	0	2	0	1	3
Pedestrian	0	2	0	0	2
Total	0	4	0	1	5
Slight					
Driver or rider	0	28	1	0	29
Veh or pillion pas	1	15	1	0	17
Pedestrian	2	4	0	0	6
Total	3	47	2	0	52
Total Casualties	3	51	2	1	57

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	0	3	0	0	3
Slight	2	5	0	0	7
Total Casualties	2	8	0	0	10

School Pupil Casualties

Severity	
Slight	1
Total Casualties	1

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Serious	0	1	1
Slight	0	23	23
Total	0	24	24
Car (Passenger)	0-15	16+	Total
Slight	1	12	13
Total	1	12	13
Pedestrian	0-15	16+	Total
Serious	0	2	2
Slight	2	4	6
Total	2	6	8
TWPV (Rider)	0-15	16+	Total
Serious	0	1	1
Slight	0	4	4
Total	0	5	5
Cyclist (Rider)	0-15	16+	Total
Serious	0	1	1
Slight	0	1	1
Total	0	2	2
PSV (Passenger)	0-15	16+	Total
Slight	0	3	3
Total	0	3	3
Other (Driver)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Other (Passenger)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Total	3	54	57

Standard Report - Reported Injury Accidents in Specified Area of Reliance Street and A62 Oldham Road, Manchester and Oldham, 01/06/2016 to 31/05/2021

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A3073183					Day: Monday		Contributory Factors			Date: 20/07/2020					Time: 17:02				
Place Reported: Scene					District: Manchester														
Location: Oldham Road 120 metres SW Of Thorp Road																			
Description: Both Vehs Trav Ne Oldham Rd. V2 Changes Lane To Right. V1 Collides With O/s Of V2																			
Locational Details					Conditions		Accident Details												
Road: A62 Junction Details:					Road Surface: Dry		Severity: Slight												
OSGR: 387170 400508 Junction Control: n/a					Light Conditions: Light		No. of Vehicles: 2												
Speed Limit: 30 Ped Crossing:					Weather Conditions: Fine		No. of Casualties: 1												

Accident Reference Number: A3040498			Day: Sunday			Contributory Factors			Date: 04/02/2018			Time: 00:40		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: Both Vehs Trav Ne Oldham Rd. V2 Stationary At Red Ats When V1 Collides With Rear Of V2. V1 Flees The Scene									Car Ahead SW NE					
									Taxi Waitg SW NE			1 Drv M 42 Slight		
												2 Pas M 26 Slight		
												3 Pas F 26 Slight		
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387272 400548	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	3							
Accident Reference Number: A2029440			Day: Thursday			Contributory Factors			Date: 20/04/2017			Time: 23:23		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav W Oldham Rd Turns Right Across The Path Of V2 Trav E Oldham Rd. Collision Occurs, And V1 Also Hits Street Furniture. Driver Of V1 Leaves Scene But Later Found. No Insurance						DTurn VLike V1								
						DJudg VLike V1			Car TurnR E N					
						DCare VLike V1			Car Ahead W E			1 Drv F 28 Slight		
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387288 400548	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							
Accident Reference Number: A3024053			Day: Thursday			Contributory Factors			Date: 17/11/2016			Time: 20:00		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav W Oldham Rd. V2 Trav E Oldham Rd. V1 Turns Right Across Path Of V2 And Collision Occurs.									Taxi TurnR E N			2 Pas M 23 Slight		
									Car Ahead W E			1 Drv M 57 Slight		
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Wet		Severity:	Slight							
OSGR:	387288 400550	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	2							
Accident Reference Number: A2048133			Day: Saturday			Contributory Factors			Date: 01/09/2018			Time: 16:59		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav S Thorp Rd Turns Right Into Oldham Rd & Collides With V2 (LGV) Trav W Oldham Rd.						DJudg VLike V1								
									Car TurnR N W					
									LGV Ahead E W			1 Drv M 49 Slight		
Locational Details			Conditions			Accident Details						2 Pas F 44 Slight		
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387290 400538	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Rain		No. of Casualties:	2							

Accident Reference Number: A1079392			Day: Saturday			Contributory Factors			Date: 09/01/2021			Time: 18:04		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road						Type Move From To Skid			Type Sex Age Sev Pupil					
Description: V2 Trav S Thorp Rd Turns Right Onto Oldham Rd, V1 (Motorcycle) Trav N Lowcross Rd In An Aggressive Manner Enters Jct & Collides With Front Of V2						DAGgre VLike V1			m/s Ahead S N			1 Rid M 16 Serious		
						DCare VLike V1			Car Ahead N W					
						DFLoo VLike V1								
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Wet		Severity:	Serious							
OSGR:	387291 400539	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							
Accident Reference Number: A3066013			Day: Tuesday			Contributory Factors			Date: 10/12/2019			Time: 22:15		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Thorp Road						Type Move From To Skid			Type Sex Age Sev Pupil					
Description: V1 Trav E Oldham Rd, V2 Trav S Thorp Rd Turns Right Onto Oldham Rd, When It Is Hit By V1 Trav At Speed														
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387294 400552	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							
Accident Reference Number: A3038801			Day: Friday			Contributory Factors			Date: 08/12/2017			Time: 07:30		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Lowcross Road						Type Move From To Skid			Type Sex Age Sev Pupil					
Description: Both Vehs Trav Sw Oldham Rd. V1 Trav At Speed And Collides With Rear Wheel Of V2 (Pedal Cycle). V1 FTS														
Locational Details			Conditions			Accident Details								
Road:	A62/U	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387295 400541	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							
Accident Reference Number: A3031081			Day: Thursday			Contributory Factors			Date: 11/05/2017			Time: 16:06		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Lowercross Road						Type Move From To Skid			Type Sex Age Sev Pupil					
Description: Both Vehs Trav W Oldham Rd. V1 Collides With V2, Resulting In Serious Damage To Vehicles And ATS. V1 Fails To Stop. Driver Of V1 Reports Incident Later.														
Locational Details			Conditions			Accident Details								
Road:	A62/B6393	Junction Details: Xrds	Road Surface:	Dry		Severity:	Slight							
OSGR:	387307 400546	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							

Accident Reference Number: A1030171				Day: Sunday		Contributory Factors			Date: 28/02/2021				Time: 19:45							
Place Reported: Else				District: Manchester																
Location: Erwin Street at junction with Oldham Road							Factor Conf Ref			Vehicle Details			Casualty Details							
Description: V1 Trav S Erwin St Turns Left Onto Oldham Rd. C1 (Pedestrian) Crossing From Drivers O/s Heading N-bd. Collision Occurs. V1 Fts										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil	
										Car	TurnL	N	E		1 Ped	M	27	Slight	Un	
Locational Details				Conditions		Accident Details														
Road:	U/A62		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	387535	400610	Junction Control:		GW	Light Conditions:	Dark	No. of Vehicles:	1											
Speed Limit:	30		Ped Crossing:		PeIX	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A3021415				Day: Friday		Contributory Factors			Date: 30/09/2016				Time: 10:10							
Place Reported: Scene				District: Manchester																
Location: Oldham Road 10 metres East of Erwin Street							Factor Conf Ref			Vehicle Details			Casualty Details							
Description: V1 Trav E On Oldham Rd. V2 Is Behind V1. V1 Slows To Allow Ped To Cross And Is Hit In Rear By V2.							DTgate Poss V2			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil	
							DJudg VLike V2			Car	Stopg	W	E		1 Drv	F	60	Slight		
							DBrake Poss V1			Car	Stopg	W	E							
							DFLoo Poss V2													
Locational Details				Conditions		Accident Details														
Road:	A62/U		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	387547	400609	Junction Control:		GW	Light Conditions:	Light	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:		PeIX	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A3039872				Day: Wednesday		Contributory Factors			Date: 17/01/2018				Time: 19:04							
Place Reported: Scene				District: Manchester																
Location: Oldham Road at junction with Warden Street							Factor Conf Ref			Vehicle Details			Casualty Details							
Description: V2 Trav Sw On Oldham Rd Turns Right Across Path Of V1 Trav Ne On Oldham Rd. Collision Occurs.							DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil	
										Car	Ahead	SW	NE		1 Drv	F	22	Slight		
										Taxi	TurnR	NE	NW		2 Drv	M	28	Slight		
Locational Details				Conditions		Accident Details														
Road:	A62/U		Junction Details:		Tjun	Road Surface:	Wet	Severity:	Slight											
OSGR:	387734	400644	Junction Control:		GW	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain	No. of Casualties:	2											

Accident Reference Number: A3032743				Day: Friday		Contributory Factors			Date: 07/07/2017				Time: 22:25							
Place Reported: Scene				District: Manchester																
Location: Dean Lane at junction with Ivy Graham Close							Factor Conf Ref			Vehicle Details			Casualty Details							
Description: Both Vehs Trav N Dean La. V2 Waiting To Turn Right Into Ivy Graham Cl. V1 (stolen) Collides With Rear Of V2 Causing It To Spin & Collide With Nearby Property Wall. V1 Fled Scene							DSpee Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil	
							DAggre Poss V1			Car	Ahead	S	N							
							DCare Poss V1			Car	wtgTR	S	E		1 Drv	F	28	Slight		
Locational Details				Conditions		Accident Details														
Road:	C/U		Junction Details:		Tjun	Road Surface:	Dry	Severity:	Slight											
OSGR:	387855	400790	Junction Control:		GW	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A3057091				Day: Sunday		Contributory Factors			Date: 14/04/2019				Time: 17:09				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Oldham Road at junction with Dean Lane						Type Move From To Skid			Type Sex Age Sev Pupil								
Description: V2 (Minibus) Trav E Oldham Rd Enters Mid Jct, V1 (Driver Without Licence) Trav Nw Old Church St Disobeyed Ats & Enters Jct, Then Collides With O/s Of V2						DATS VLike V1			Car Ahead SE N				1 Pas F 30 Slight				
						DLearn VLike V1			Mbus Ahead W E								
						Other VLike V1											
Locational Details				Conditions		Accident Details											
Road: A62/C		Junction Details: Mult		Road Surface: Dry		Severity: Slight											
OSGR: 387880 400676		Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2											
Speed Limit: 30		Ped Crossing: TSX		Weather Conditions: Wind		No. of Casualties: 1											

Accident Reference Number: A3035446				Day: Tuesday		Contributory Factors			Date: 19/09/2017				Time: 20:16				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Oldham Road at junction with Old Church Street						Type Move From To Skid			Type Sex Age Sev Pupil								
Description: Both Vehs Trav E Oldham Rd. V1 (Motorcycle) Filters Between Vehs At Red Ats. Ats Turns Green, V2 Turns Right Onto Old Church St. V1 Collides With V2						DJudg VLike V1			m/s Ahead W E				1 Rid M 34 Slight				
						DTurn VLike V1			LGV TurnR W SE								
						DFast Poss V1											
						DSign VLike V2											
Locational Details				Conditions		Accident Details											
Road: A62/C		Junction Details: Xrds		Road Surface: Dry		Severity: Slight											
OSGR: 387881 400674		Junction Control: TS		Light Conditions: Dark		No. of Vehicles: 2											
Speed Limit: 30		Ped Crossing: TSX		Weather Conditions: Fine		No. of Casualties: 1											

Accident Reference Number: A3066164				Day: Tuesday		Contributory Factors			Date: 17/12/2019				Time: 01:24				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Oldham Road at junction with Dean Lane						Type Move From To Skid			Type Sex Age Sev Pupil								
Description: Both Vehs Trav E Oldham Rd, V1 Passes V2 (Police Veh) & Goes Throught Red Light, V1 Makes Off, Loses Control & Leaves C/way N/s & Rebounded						DAggre VLike V1			Car Ahead W E S&O				1 Drv M 23 Slight				
									Car Waitg W E								
Locational Details				Conditions		Accident Details											
Road: A62/C		Junction Details: Xrds		Road Surface: Dry		Severity: Slight											
OSGR: 387887 400680		Junction Control: TS		Light Conditions: Dark		No. of Vehicles: 2											
Speed Limit: 30		Ped Crossing: TSX		Weather Conditions: Fine		No. of Casualties: 1											

Accident Reference Number: A3038590				Day: Tuesday		Contributory Factors			Date: 12/12/2017				Time: 19:05				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Oldham Road at junction with Dean Lane						Type Move From To Skid			Type Sex Age Sev Pupil								
Description: Both Vehs Trav Ne Oldham Rd. V1 Changes Lanes From Lane 2 To Lane 1 & Collides With V2 In Lane 1. V1 FTS						Car chInL SW NE							1 Drv M 51 Slight				
						Car Ahead SW NE							2 Pas M 30 Slight				
Locational Details				Conditions		Accident Details											
Road: A62/C		Junction Details: Xrds		Road Surface: Wet		Severity: Slight											
OSGR: 387905 400684		Junction Control: TS		Light Conditions: Dark		No. of Vehicles: 2											
Speed Limit: 30		Ped Crossing: TSX		Weather Conditions: Rain		No. of Casualties: 2											

Accident Reference Number: A3036569			Day: Tuesday			Contributory Factors			Date: 10/10/2017			Time: 07:57		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Old Church Street at junction with Troydale Drive						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: V1 Trav Se Old Church St. C1 Crosses Road Into Path Of V1 Who Collides With C1.						PFLoo	VLike	C1						
						PCare	VLike	C1	Car	Ahead	NW SE			
												1 Ped	M	14 Slight SJ
Locational Details			Conditions			Accident Details								
Road:	C/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight				
OSGR:	387915	400631	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	1				
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1				

Accident Reference Number: A3043690			Day: Friday			Contributory Factors			Date: 27/04/2018			Time: 09:15		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Old Chirch Street at junction with Troydale Drive						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: Both Vehs Trav Se Old Church St, V2 Waiting To Turn R Onto Troydale Drive. V1 Hits Rear of V2														
Locational Details			Conditions			Accident Details								
Road:	C/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight				
OSGR:	387918	400624	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2				
Speed Limit:	30		Ped Crossing:			Weather Conditions:	N/A		No. of Casualties:	3				
									othr	Ahead	NW SE			
									Car	wtgTR	NW W			
												1 Drv	M	27 Slight
												2 Pas	F	23 Slight
												3 Pas	M	34 Slight

Accident Reference Number: A3040493			Day: Wednesday			Contributory Factors			Date: 07/02/2018			Time: 09:50		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Reliance Street						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: V1 Trav Sw Reliance St Turns Right Onto Oldham Rd (Believed U/k Veh Flashed To Go), Across Path Of C2 Trav Ne Oldham Rd. V2 Collides With V1.						DTurn	VLike	V1						
						DFLoo	VLike	V1	Car	TurnR	NW SW			
						DAlcoh	VLike	V2	Car	Ahead	SW NE			
						Other	Poss	V1				1 Drv	F	78 Serious
Locational Details			Conditions			Accident Details								
Road:	A62/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Serious				
OSGR:	388101	400718	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2				
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1				

Accident Reference Number: A3040832			Day: Friday			Contributory Factors			Date: 16/02/2018			Time: 13:15		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Reliance Street						Type	Move	From To	Skid			Type	Sex	Age Sev Pupil
Description: V1 Trav Se Reliance St Turns Right Onto Oldham Rd Into Path Of V2 Trav Ne Oldham Rd. V1 Collides With V2.						DFLoo	Poss	V1						
						DJudg	Poss	V1	Car	wtgTR	NW SW			
									LGV	Ahead	SW NE			
Locational Details			Conditions			Accident Details								
Road:	A62/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight				
OSGR:	388103	400718	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2				
Speed Limit:	30		Ped Crossing:	Ref		Weather Conditions:	Fine		No. of Casualties:	1				

Accident Reference Number: A3063903				Day: Friday		Contributory Factors			Date: 18/10/2019				Time: 19:15					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Oldham Road at junction with Droylsden Road										Type Move From To Skid				Type Sex Age Sev Pupil				
Description: V1 (Pedal Cycle) Trav W Oldham Rd. V2 Trav N Droylsden Rd. V2 Contravenes Red Ats & Turns Right Onto Oldham Rd, Front Of V2 Collides V1 O/s										p/c Ahead E W Car TurnR S E				1 Rid M 18 Serious				
Locational Details				Conditions		Accident Details												
Road:	A62/C		Junction Details:		Tjun	Road Surface:	Wet		Severity:		Serious							
OSGR:	388151	400727	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:		1							
Accident Reference Number: A3046808				Day: Wednesday		Contributory Factors			Date: 01/08/2018				Time: 12:05					
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Oldham Road at junction with Droylsden Road										Type Move From To Skid				Type Sex Age Sev Pupil				
Description: V1 Trav Nw Droylsden Rd Fails To Give Way At Jct & Collides With V2 Trav Sw Oldham Rd. V1 Fts.							DFLoo Poss V1											
Locational Details				Conditions		Accident Details												
Road:	A62/C		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight							
OSGR:	388155	400725	Junction Control:		TS	Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		1							
Accident Reference Number: A1075648				Day: Wednesday		Contributory Factors			Date: 30/09/2020				Time: 20:58					
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Oldham Road at junction with Droylsden Road										Type Move From To Skid				Type Sex Age Sev Pupil				
Description: V2 Trav N Droylsden Rd Stops At Red Ats, V2 Then Turns Right Onto Oldham Rd As V1 Trav E Oldham Rd Turns Right Agressively, O/s Of V1 Collides With O/s Of V2. V1 Fts							DAggre VLike V1											
Locational Details				Conditions		Accident Details												
Road:	A62/C		Junction Details:		Tjun	Road Surface:	Wet		Severity:		Slight							
OSGR:	388156	400721	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:		1							
Accident Reference Number: A3040155				Day: Friday		Contributory Factors			Date: 29/12/2017				Time: 15:35					
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Oldham Road at junction with Droylsden Road										Type Move From To Skid				Type Sex Age Sev Pupil				
Description: V1 Trav Ne Oldham Rd Turns Right Twds Droylsden Rd Across Path Of V2 Trav Sw Oldham Rd. V2 Collides With V1.																		
Locational Details				Conditions		Accident Details												
Road:	A62/C		Junction Details:		Tjun	Road Surface:	Wet		Severity:		Slight							
OSGR:	388159	400724	Junction Control:		TS	Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing:		Ref	Weather Conditions:	Rain		No. of Casualties:		3							

Accident Reference Number: A3023608			Day: Thursday			Contributory Factors			Date: 03/11/2016			Time: 09:00		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Droylsden Road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: C1 Crossing Road, V1 Trav Sw Oldham Rd Drives Over Left Foot									Car Ahead NE SW			1 Ped F 30 Serious		
Locational Details			Conditions			Accident Details								
Road:	A62/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:		Serious						
OSGR:	388171 400728	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:		1						
Speed Limit:	30	Ped Crossing:	Ref	Weather Conditions:	Wind	No. of Casualties:		1						
Accident Reference Number: A3069884			Day: Sunday			Contributory Factors			Date: 15/03/2020			Time: 12:35		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Droylsden Road 20 metres N Of Holyoak Street									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: Both Vehs Trav N Droylsden Rd Approaching Jct With Oldham Rd, V2 Stops At Ats When V1 Reverses S-bd & Collides With V2. V1 Fts									Car Revg N S			1 Drv F 43 Slight		
Locational Details			Conditions			Accident Details			Car Ahead S N					
Road:	C/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:		Slight						
OSGR:	388172 400686	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1						
Accident Reference Number: A1064789			Day: Tuesday			Contributory Factors			Date: 19/11/2019			Time: 10:24		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Droylsden Road 60 NW Of Silk Street									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 (LGV) Trav Nw Droylsden Rd, Slows To Let Other Vehs O/take Parked School Bus. V1 Moves Off & Hits C1 (Child Pedestrian) Runs From Drivers N/s Heading E-bd						PFLoo VLike C1			LGV Start SE NW			1 Ped F 11 Slight		
Locational Details			Conditions			Accident Details			DFLoo Poss V1					
Road:	C	Junction Details:		Road Surface:	Dry	Severity:		Slight	PCare VLike C1					
OSGR:	388206 400622	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:		1						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1						
Accident Reference Number: A3028210			Day: Friday			Contributory Factors			Date: 24/03/2017			Time: 17:15		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Oldham Road at junction with Eagar Street									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: All Vehs Trav Ne Oldham Rd, V2 Waits In Traffic To Set Off. V3 Is Waiting Behind V2 & V1 Hits V3, Which Then Hits V2									Car Ahead SW NE			2 Drv F 30 Slight		
Locational Details			Conditions			Accident Details			Car Waitg SW NE			3 Pas M 30 Slight		
Road:	A62/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:		Slight	Car Waitg SW NE			1 Drv F 45 Slight		
OSGR:	388250 400765	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:		3						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		3						

Accident Reference Number: Q2019417				Day: Sunday		Contributory Factors			Date: 07/08/2016				Time: 04:05						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Albert Street West										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav Sw Oldham Rd. C1 Steps Into Rd N-bound. V1 Collides With C1.										Car	Ahead	NE	SW		1 Ped	M	32	Slight	
Locational Details				Conditions		Accident Details													
Road:	A62/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:	Slight									
OSGR:	388636	400943	Junction Control:		GW	Light Conditions:	Dark		No. of Vehicles:	1									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Wind		No. of Casualties:	1									
Accident Reference Number: Q2031104				Day: Wednesday		Contributory Factors			Date: 24/05/2017				Time: 15:49						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Albert Street West										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav Ne Oldham Rd Turns Right twds Albert St W. V2 (Motorcycle) Trav Sw Oldham Rd Clips Side Of V1. Rider Of V2 Falls To Ground							DJnRst VLike V1												
							DTurn VLike V1			othr	TurnR	SW	SE						
							DFLoo Poss V2			m/c	Start	NE	SW		1 Rid	M	58	Slight	
Locational Details				Conditions		Accident Details													
Road:	A62/U		Junction Details:		Xrds	Road Surface:	Dry		Severity:	Slight									
OSGR:	388644	400943	Junction Control:		GW	Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1									
Accident Reference Number: Q2061800				Day: Monday		Contributory Factors			Date: 02/09/2019				Time: 13:10						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road 55 metres SW Of Poplar Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav Ne Oldham Rd Thru Ped Xing On Green Lights, C1 (Pedestrian) Steps Onto Ped Xing From Drivers O/s Dir Unknown & Into Path Of V1. Collision Occurs							PFLoo VLike C1												
							PCare VLike C1			Car	Ahead	SW	NE		1 Ped	M	17	Slight	
Locational Details				Conditions		Accident Details													
Road:	A62		Junction Details:			Road Surface:	Dry		Severity:	Slight									
OSGR:	388677	400971	Junction Control:		n/a	Light Conditions:	Light		No. of Vehicles:	1									
Speed Limit:	30		Ped Crossing:		PeIX	Weather Conditions:	Fine		No. of Casualties:	1									
Accident Reference Number: Q2031221				Day: Sunday		Contributory Factors			Date: 21/05/2017				Time: 21:26						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Poplar Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V2 (Motorcycle) Trav Sw Oldham Rd In La 1. V1 Trav Nw Poplar St Pulls Out Of T Junction, Fails To See V2 And Collision Occurs.							RdLay Poss V1												
							DFLoo Poss V1			Car	Ahead	SE	NW						
										m/p	Ahead	NE	SW	O/tn	1 Rid	F	16	Slight	
Locational Details				Conditions		Accident Details													
Road:	A62/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:	Slight									
OSGR:	388735	400983	Junction Control:		GW	Light Conditions:	Dark		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: Q2057557				Day: Friday		Contributory Factors			Date: 07/06/2019				Time: 18:45						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Poplar Street at junction with Oldham Road							DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav Nw Poplar St Waiting To Turn Right Onto Oldham Rd, V2 Waiting To Turn Right At Give Way, When It Is Hit From Behind By V1										Car m/s	TurnR	SE	NE		1 Rid	M	52	Slight	
Locational Details				Conditions		Accident Details													
Road:	U/A62		Junction Details:		Tjun	Road Surface:	Dry		Severity:	Slight									
OSGR:	388736	400979	Junction Control:		GW	Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1									
Accident Reference Number: Q2060292				Day: Wednesday		Contributory Factors			Date: 14/08/2019				Time: 20:30						
Place Reported: Else				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Broadway										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav Ne Oldham Rd, V2 In Lane 1. V1 In Lane 2. V1 Changes Lane To Left & Collides With O/s Of V2. V1 Fts										Car	chInL	SW	NE		1 Drv	F	29	Slight	
Locational Details				Conditions		Accident Details													
Road:	A62/A663		Junction Details:		Tjun	Road Surface:	Wet		Severity:	Slight									
OSGR:	388771	401014	Junction Control:		TS	Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:	1									
Accident Reference Number: Q2073771				Day: Sunday		Contributory Factors			Date: 02/08/2020				Time: 22:15						
Place Reported: Scene				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Broadway										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav Sw Oldham Rd, V2 Waiting To Turn Right Onto Broadway, V1 Collides With Rear Of V2										Taxi	Ahead	NE	SW		1 Drv	M	20	Slight	
Locational Details				Conditions		Accident Details				Car	wtgTR	NE	NW		2 Pas	F	20	Slight	
Road:	A62/A663		Junction Details:		Xrds	Road Surface:	Dry		Severity:	Slight									
OSGR:	388795	401019	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:		TSX	Weather Conditions:	Fine		No. of Casualties:	2									
Accident Reference Number: Q2038547				Day: Saturday		Contributory Factors			Date: 23/12/2017				Time: 11:40						
Place Reported: Else				District: Oldham		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Oldham Road at junction with Broadway										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav S On Broadway Enters Junction & Collides With V2 Trav Ne On Oldham Rd With Ats At Green. V1 Fts.										Car	Ahead	N	SW		1 Drv	M	58	Slight	
Locational Details				Conditions		Accident Details				Car	Ahead	SW	NE		2 Pas	F	41	Slight	
Road:	A62/A663		Junction Details:		Othr	Road Surface:	Wet		Severity:	Slight									
OSGR:	388806	401032	Junction Control:		TS	Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:		TSX	Weather Conditions:	Fine		No. of Casualties:	2									

Accident Reference Number: Q2080113				Day: Wednesday		Contributory Factors			Date: 03/02/2021					Time: 04:55				
Place Reported: Scene				District: Oldham														
Location: Oldham Road at junction with Broadway						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V1 Trav S Broadway Attempts To Turn Left Onto Oldham Rd At Speed & Collides With Central Reservation									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	TurnL	N	SE		1 Pas	M	22	Slight	
Locational Details				Conditions		Accident Details												
Road:	A62/A663		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight								
OSGR:	388820 401042		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Rain		No. of Casualties:	1								
Accident Reference Number: Q1028623				Day: Tuesday		Contributory Factors			Date: 02/03/2021					Time: 21:07				
Place Reported: Scene				District: Oldham														
Location: Oldham Road at junction with Heywood Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V1 Trav Ne Oldham Rd, C1 (Pedestrian) Crossing From Drivers N/s Heading Se-bd. Collision Occurs									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	Ahead	SW	NE		1 Ped	M	42	Slight	Un
Locational Details				Conditions		Accident Details												
Road:	A62/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight								
OSGR:	388918 401085		Junction Control:	GW		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								
Accident Reference Number: Q3069085				Day: Thursday		Contributory Factors			Date: 13/02/2020					Time: 09:20				
Place Reported: Scene				District: Oldham														
Location: Oldham Road at junction with Ridgefield Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V2 (PCV) Trav W Oldham Rd, V1 (LGV) Trav E Oldham Rd. V1 Turns Right Onto Ridgefield St & Across Path Of V2, V1 N/s Collides With Front Of V2						DTurn Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DSign Poss V1			LGV	TurnR	W	S						
						DFLoo Poss V1			PCV	Ahead	E	W		1 Pas	F	62	Slight	
						DJudg Poss V1								2 Pas	F	38	Slight	
						DCare Poss V1								3 Pas	F	33	Slight	
Locational Details				Conditions		Accident Details												
Road:	A62/U		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight								
OSGR:	388955 401095		Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	3								

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

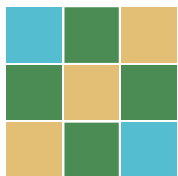
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

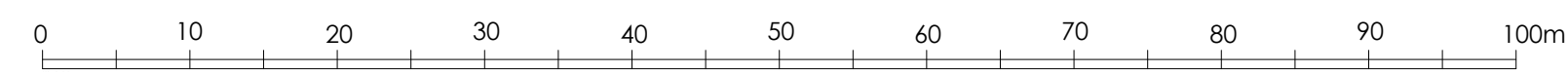
1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR



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Appendix B

Proposed Site Layout Plan





	PROPOSED GROSS INTERNAL AREAS	
	GROUND FLOOR GIA	- 2803.8 m²
	FIRST FLOOR GIA	- 119.0 m²
	TOTAL GIA	- 2,922.8 m²

	INTERNAL AREAS	
	SALES	- 1111.2 m ²
	LOBBY	- 47.9 m ²
	CAFE + COUNTER	- 53.57 m ²
	PUBLIC TOILET	- 12.7 m ²
	WAREHOUSING / PREP	- 1470.8 m ²
	OFFICE SPACE AND ACCESS	- 144.4 m ²
	NON ACCESSIBLE SPACE	- 82.23 m ²
	TOTAL GIA	- 2,922.8 m ²

[illegible]

Revision	Date	Description	By	Check
Purpose of Issue			Status	
FOR DISCUSSION				

Client

EURO FOODS GROUP

UNIT 1 RELIANCE RETAIL PARK,
NEWTON HEATH,
MANCHESTER M40 3AG

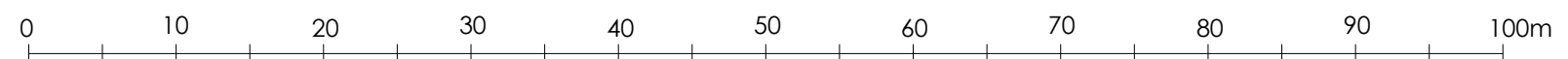
Drawing

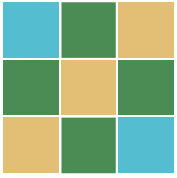
TRANSPORT STATEMENT
PROPOSED AREA BREAKDOWN

Scale @ A3	Drawn	Checked	Approved
1:500	SH	IDW	-
Project No.	Drg No.	Revision	
1971	PL10		
Date			
JAN. 2022			

afa
architects
+ planners

Abacus House
Caxton Place
Cardiff
South Wales
CF23 8HA





COTSWOLD TRANSPORT PLANNING

Appendix C

Swept Path Analysis:
16.5m Rigid Vehicle

16.5m Articulated Vehicle Entering Site to Northern Loading Bay

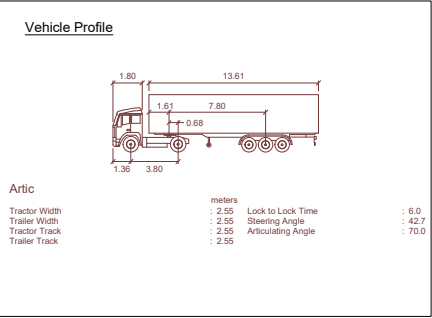


16.5m Articulated Vehicle Exiting Site from Northern Loading Bay



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received from AFA Architects & Planners Ltd on 06/12/21.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



KEY:

Site Boundary

Rev	Date	Details	Drawn by	Checked by



COTSWOLD
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CLIENT:
AFA Architects & Planners Ltd

PROJECT:
Proposed Eurofoods at Unit 1,
Reliance Park, Newton Heath,
Manchester

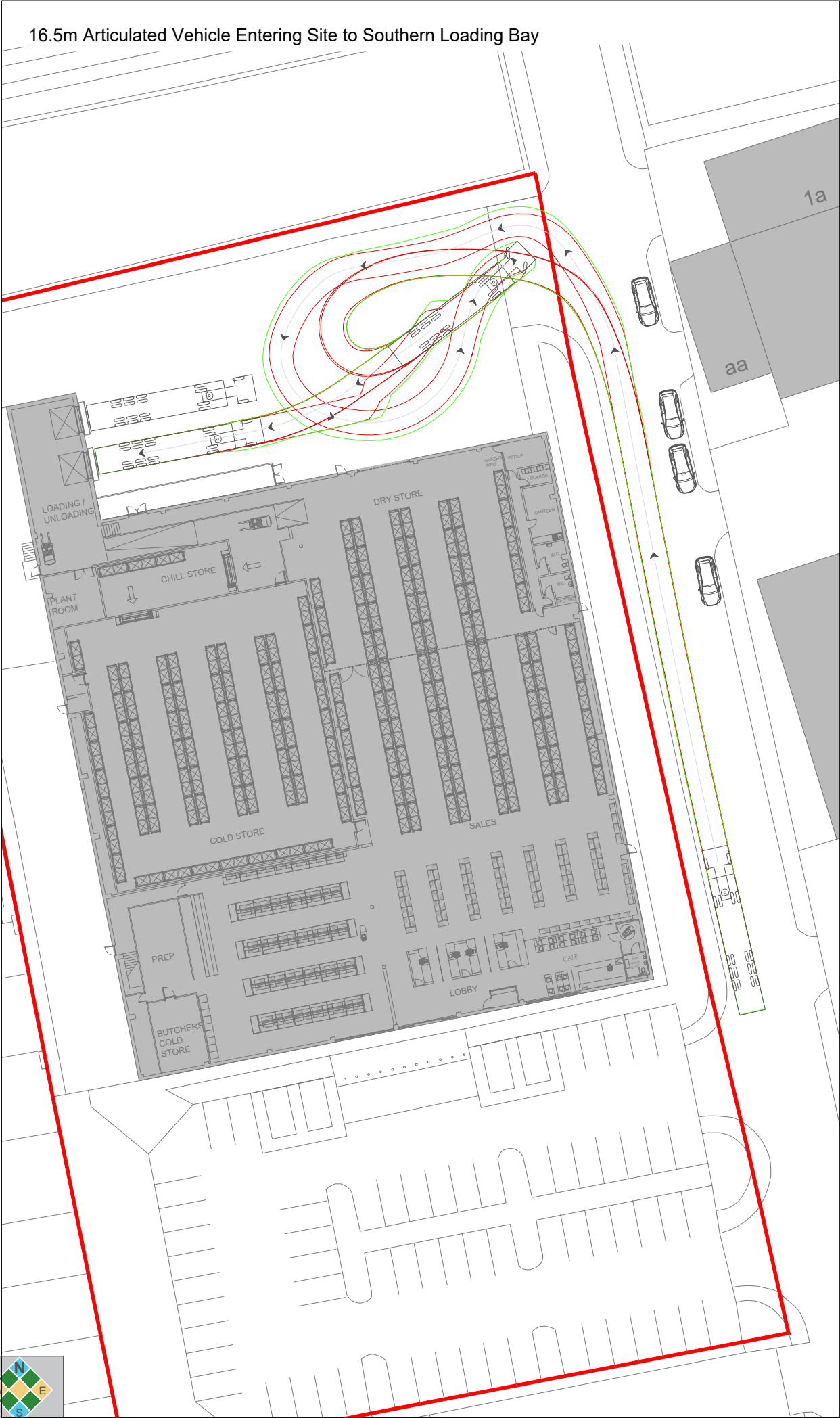
TITLE:
Swept Path Analysis -
16.5m Articulated Vehicle

STATUS:
INFORMATION

SCALE @ A3: 1: 500	DATE: 05/01/22	DRAWN: SL	CHECKED: FA	APPROVED: MF
JOB NO: 21-0806	DRAWING NO: SP01	REVISION: -		



16.5m Articulated Vehicle Entering Site to Southern Loading Bay

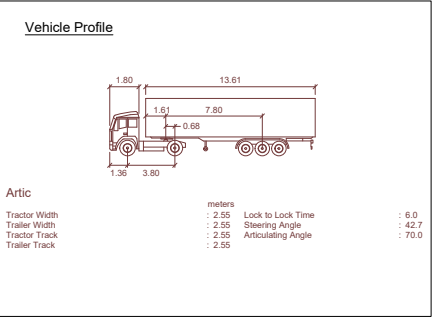


16.5m Articulated Vehicle Exiting Site from Southern Loading Bay



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received from AFA Architects & Planners Ltd on 06/12/21.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



KEY:

Site Boundary

Rev	Date	Details	Drawn by	Checked by



COTSWOLD
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PLANNING

CLIENT:
AFA Architects & Planners Ltd

PROJECT:
Proposed Eurofoods at Unit 1,
Reliance Park, Newton Heath,
Manchester

TITLE:
Swept Path Analysis -
16.5m Articulated Vehicle

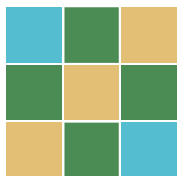
STATUS:
INFORMATION

SCALE @ A3: 1: 500	DATE: 05/01/21	DRAWN: SL	CHECKED: FA	APPROVED: MF
JOB NO: 21-0806	DRAWING NO: SP02	REVISION: -		



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Appendix D

TRICS Report: Non-Food Retail

Calculation Reference: AUDIT-701101-220106-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1140 to 4100 (units: sqm)
Range Selected by User:	290 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

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:

Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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:

Industrial Zone	1
Retail Zone	2

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.

Secondary Filtering selection:

Use Class:

E(a)	3 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-01-G-01	CURRYS PC WORLD	LANCASHIRE
	BLACKPOOL ROAD		
	PRESTON		
	RIBBLETON		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	4100 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
2	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
3	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4100	0.073	1	4100	0.000	1	4100	0.073
08:00 - 09:00	3	2280	0.117	3	2280	0.015	3	2280	0.132
09:00 - 10:00	3	2280	0.687	3	2280	0.365	3	2280	1.052
10:00 - 11:00	3	2280	0.892	3	2280	0.512	3	2280	1.404
11:00 - 12:00	3	2280	0.921	3	2280	0.950	3	2280	1.871
12:00 - 13:00	3	2280	0.731	3	2280	0.731	3	2280	1.462
13:00 - 14:00	3	2280	0.833	3	2280	0.892	3	2280	1.725
14:00 - 15:00	3	2280	0.760	3	2280	0.687	3	2280	1.447
15:00 - 16:00	3	2280	0.526	3	2280	0.526	3	2280	1.052
16:00 - 17:00	3	2280	0.789	3	2280	0.702	3	2280	1.491
17:00 - 18:00	3	2280	0.599	3	2280	0.673	3	2280	1.272
18:00 - 19:00	3	2280	0.760	3	2280	1.067	3	2280	1.827
19:00 - 20:00	2	2850	0.596	2	2850	0.895	2	2850	1.491
20:00 - 21:00	2	2850	0.000	2	2850	0.316	2	2850	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.284			8.331			16.615

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:	1140 - 4100 (units: sqm)
Survey date range:	01/01/13 - 14/03/19
Number of weekdays (Monday-Friday):	3
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



COTSWOLD TRANSPORT PLANNING

Appendix E

TRICS Report: Food Retail

Calculation Reference: AUDIT-701101-220106-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1023 to 2624 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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.

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.

Secondary Filtering selection:

Use Class:

E(a) 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 days

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:

Not Known	1 days
No	12 days

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	AD-01-C-01	LIDL	ABERDEEN CITY
	GREENWELL ROAD		
	ABERDEEN		
	EAST TULLOS IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1950 sqm	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1466 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2568 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
4	CH-01-C-03	LIDL	CHESHIRE
	FENNEL STREET		
	WARRINGTON		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
5	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD		
	BISHOP AUCKLAND		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1023 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
6	HI-01-C-02	LIDL	HIGHLAND
	CAMANACHD CRESCENT		
	FORT WILLIAM		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: TUESDAY	17/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
8	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
9	PK-01-C-02	ALDI		PERTH & KINROSS
	GLASGOW ROAD			
	PERTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1450 sqm		
	Survey date: TUESDAY	17/06/14	Survey Type: MANUAL	
10	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL	
11	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2442 sqm		
	Survey date: THURSDAY	01/06/17	Survey Type: MANUAL	
12	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL	
13	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471 sqm		
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	13	1908	0.472	13	1908	0.189	13	1908	0.661
08:00 - 09:00	13	1908	2.592	13	1908	1.911	13	1908	4.503
09:00 - 10:00	13	1908	3.495	13	1908	2.882	13	1908	6.377
10:00 - 11:00	13	1908	3.959	13	1908	3.636	13	1908	7.595
11:00 - 12:00	13	1908	4.660	13	1908	4.451	13	1908	9.111
12:00 - 13:00	13	1908	4.507	13	1908	4.632	13	1908	9.139
13:00 - 14:00	13	1908	4.241	13	1908	4.612	13	1908	8.853
14:00 - 15:00	13	1908	4.721	13	1908	4.301	13	1908	9.022
15:00 - 16:00	13	1908	4.374	13	1908	4.398	13	1908	8.772
16:00 - 17:00	13	1908	4.495	13	1908	4.584	13	1908	9.079
17:00 - 18:00	13	1908	3.955	13	1908	4.406	13	1908	8.361
18:00 - 19:00	13	1908	3.443	13	1908	3.612	13	1908	7.055
19:00 - 20:00	13	1908	2.451	13	1908	2.846	13	1908	5.297
20:00 - 21:00	12	1959	1.497	12	1959	2.106	12	1959	3.603
21:00 - 22:00	12	1959	0.757	12	1959	1.102	12	1959	1.859
22:00 - 23:00	10	2059	0.049	10	2059	0.248	10	2059	0.297
23:00 - 24:00									
Total Rates:			49.827			49.956			99.783

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.

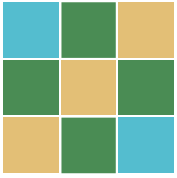
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Parameter summary

Trip rate parameter range selected:	1023 - 2624 (units: sqm)
Survey date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



COTSWOLD TRANSPORT PLANNING

Appendix F

TRICS Report: Storage and
Distribution

Calculation Reference: AUDIT-701101-220106-0134

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	BG BRIDGEND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 190 to 31000 (units: sqm)
Range Selected by User: 190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/20

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

Selected survey days:

Monday	3 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	9

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:

Industrial Zone	9
Commercial Zone	2
Built-Up Zone	1

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.

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days

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

Travel Plan:

No	12 days
----	---------

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

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST.	LOGISTICS COMPANY	BRIDGEND
	Edge of Town Industrial Zone Total Gross floor area: 3050 sqm Survey date: MONDAY 13/10/14		Survey Type: MANUAL
3	DV-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 190 sqm Survey date: FRIDAY 29/03/19		Survey Type: MANUAL
4	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
5	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE	LOGISTICS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
6	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	KENT
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
7	SF-02-F-02 WALTON ROAD FELIXSTOWE	WAREHOUSING	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 22270 sqm Survey date: THURSDAY 11/07/13		Survey Type: MANUAL
8	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
10	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
11	WY-02-F-01	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
12	WY-02-F-02	DISTRIBUTION COMPANY	WEST YORKSHIRE
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	9102	0.044	4	9102	0.027	4	9102	0.071
05:30 - 06:00	4	9102	0.091	4	9102	0.049	4	9102	0.140
06:00 - 06:30	4	9102	0.071	4	9102	0.066	4	9102	0.137
06:30 - 07:00	4	9102	0.146	4	9102	0.055	4	9102	0.201
07:00 - 07:30	12	9271	0.082	12	9271	0.051	12	9271	0.133
07:30 - 08:00	12	9271	0.093	12	9271	0.049	12	9271	0.142
08:00 - 08:30	12	9271	0.076	12	9271	0.058	12	9271	0.134
08:30 - 09:00	12	9271	0.091	12	9271	0.052	12	9271	0.143
09:00 - 09:30	12	9271	0.075	12	9271	0.038	12	9271	0.113
09:30 - 10:00	12	9271	0.072	12	9271	0.045	12	9271	0.117
10:00 - 10:30	12	9271	0.058	12	9271	0.057	12	9271	0.115
10:30 - 11:00	12	9271	0.058	12	9271	0.052	12	9271	0.110
11:00 - 11:30	12	9271	0.055	12	9271	0.056	12	9271	0.111
11:30 - 12:00	12	9271	0.059	12	9271	0.065	12	9271	0.124
12:00 - 12:30	12	9271	0.051	12	9271	0.049	12	9271	0.100
12:30 - 13:00	12	9271	0.058	12	9271	0.046	12	9271	0.104
13:00 - 13:30	12	9271	0.057	12	9271	0.062	12	9271	0.119
13:30 - 14:00	12	9271	0.073	12	9271	0.069	12	9271	0.142
14:00 - 14:30	12	9271	0.044	12	9271	0.074	12	9271	0.118
14:30 - 15:00	12	9271	0.062	12	9271	0.062	12	9271	0.124
15:00 - 15:30	12	9271	0.058	12	9271	0.074	12	9271	0.132
15:30 - 16:00	12	9271	0.052	12	9271	0.059	12	9271	0.111
16:00 - 16:30	12	9271	0.060	12	9271	0.089	12	9271	0.149
16:30 - 17:00	12	9271	0.040	12	9271	0.075	12	9271	0.115
17:00 - 17:30	12	9271	0.059	12	9271	0.111	12	9271	0.170
17:30 - 18:00	12	9271	0.034	12	9271	0.082	12	9271	0.116
18:00 - 18:30	11	9976	0.022	11	9976	0.062	11	9976	0.084
18:30 - 19:00	11	9976	0.027	11	9976	0.039	11	9976	0.066
19:00 - 19:30	4	9102	0.033	4	9102	0.063	4	9102	0.096
19:30 - 20:00	4	9102	0.016	4	9102	0.030	4	9102	0.046
20:00 - 20:30	4	9102	0.008	4	9102	0.025	4	9102	0.033
20:30 - 21:00	4	9102	0.030	4	9102	0.019	4	9102	0.049
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.886			1.828			3.714

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.

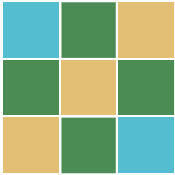
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Parameter summary

Trip rate parameter range selected:	190 - 31000 (units: sqm)
Survey date range:	01/01/13 - 25/11/20
Number of weekdays (Monday-Friday):	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



COTSWOLD TRANSPORT PLANNING

Appendix G

TRICS Report: Cash and
Carry

Calculation Reference: AUDIT-701101-220107-0104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : B - CASH AND CARRY - WHOLESALE AND CLUBS
TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 DS DERBYSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3976 to 3976 (units: sqm)
 Range Selected by User: 2230 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 12/07/18

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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:

Industrial Zone 1

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.

Secondary Filtering selection:

Use Class:

Sui Generis 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	DS-01-B-01 ASCOT DRIVE DERBY WILMORTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3976 sqm Survey date: THURSDAY 12/07/18	CASH & CARRY DERBYSHIRE Survey Type: MANUAL
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This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	3976	0.252	1	3976	0.176	1	3976	0.428
06:00 - 07:00	1	3976	0.252	1	3976	0.327	1	3976	0.579
07:00 - 08:00	1	3976	0.352	1	3976	0.327	1	3976	0.679
08:00 - 09:00	1	3976	0.201	1	3976	0.252	1	3976	0.453
09:00 - 10:00	1	3976	0.528	1	3976	0.503	1	3976	1.031
10:00 - 11:00	1	3976	0.252	1	3976	0.277	1	3976	0.529
11:00 - 12:00	1	3976	0.075	1	3976	0.201	1	3976	0.276
12:00 - 13:00	1	3976	0.075	1	3976	0.126	1	3976	0.201
13:00 - 14:00	1	3976	0.025	1	3976	0.050	1	3976	0.075
14:00 - 15:00	1	3976	0.075	1	3976	0.050	1	3976	0.125
15:00 - 16:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
16:00 - 17:00	1	3976	0.000	1	3976	0.025	1	3976	0.025
17:00 - 18:00	1	3976	0.025	1	3976	0.025	1	3976	0.050
18:00 - 19:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
19:00 - 20:00	1	3976	0.000	1	3976	0.025	1	3976	0.025
20:00 - 21:00	1	3976	0.025	1	3976	0.025	1	3976	0.050
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.137			2.389			4.526

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.

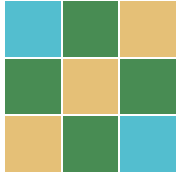
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Parameter summary

Trip rate parameter range selected: 3976 - 3976 (units: sqm)
 Survey date range: 01/01/13 - 12/07/18
 Number of weekdays (Monday-Friday): 1
 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 shown. 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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