

Transport Statement

**Proposed Coffee Drive Through
MIOC, Styal Road, Wythenshawe**

Prepared for Infinity (MIOC) LLP

July 2021

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Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



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CONTENTS

1.0	INTRODUCTION	3
2.0	EXISTING CONDITIONS	5
3.0	PROPOSED DEVELOPMENT	9
4.0	ACCESSIBILITY OF THE SITE	12
5.0	ANTICIPATED TRANSPORT IMPACT	19
6.0	SUMMARY AND CONCLUSION	23

APPENDICES

A	PROPOSED SITE LAYOUT PLAN
B	DRAWING NUMBER SCP/200538/ATR02 – SWEPT PATH ANALYSIS – DRIVE THROUGH CAR PARK
C	TRAFFIC SURVEY DATA
D	TFGM REGIONAL CENTRE REPORT
E	TRIP GENERATION – PROPOSED DRIVE THROUGH
F	STYAL ROAD ACCESS PICADY RESULTS

TRAFFIC FLOW FIGURES

1	2021 TRAFFIC SURVEY
2	2026 GROWTHED FLOWS
3	COMMITTED DEVELOPMENT FLOWS – MIOC OFFICE EXTENSION (MCC PLANNING REF:- 127154/OO/2020)
4	TRIP DISTRIBUTION
5	TRAFFIC ASSIGNMENT – NEW TRIPS
6	TRAFFIC ASSIGNMENT – DIVERTED TRIPS
7	TRAFFIC ASSIGNMENT – PASS-BY TRIPS
8	TRAFFIC ASSIGNMENT – TOTAL
9	ASSESSMENT TRAFFIC FLOWS 2026

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Infinity (MIOC) LLP to provide highway, traffic and transport advice in connection with a planning application for a proposed coffee drive through on a site located within the Manchester International Office Centre (MIOC) to the east of B5166 Styal Road, Manchester.

Planning Background

- 1.2 MIOC is a well-established Office Centre located to the south of the wider Trident Business Park. Planning permission was recently granted for an office extension to MIOC, on a site located immediately to the south-east of the application site.
- 1.3 The application was submitted to Manchester City Council (MCC) in October 2020 (ref 127154/OO/2020) for *“the erection of a three storey office block (Class E (g)(i)), providing 2,251 sq metres of accommodation, with associated car parking and landscaping”*.
- 1.4 The application was supported by a Transport Statement (TS) dated October 2020 (ref LB/200538/TS/2). Following subsequent discussions with MCC and Transport for Greater Manchester (TfGM) no highway objections were received to the application and planning permission was granted in May 2021.

Purpose and Structure of Report

- 1.5 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.6 The TS has been prepared in accordance with the now superseded Department for Transport’s (DfT’s) March 2007 “Guidance on Transport Assessment” document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;

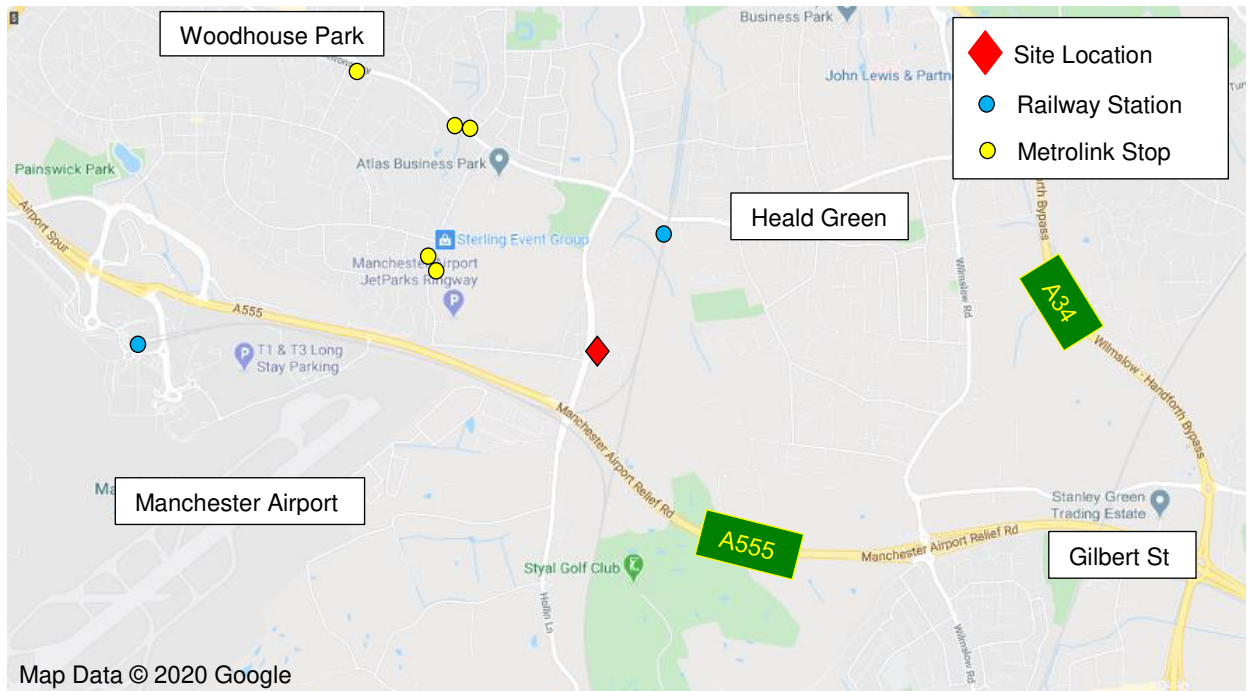
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

Site Location and Composition

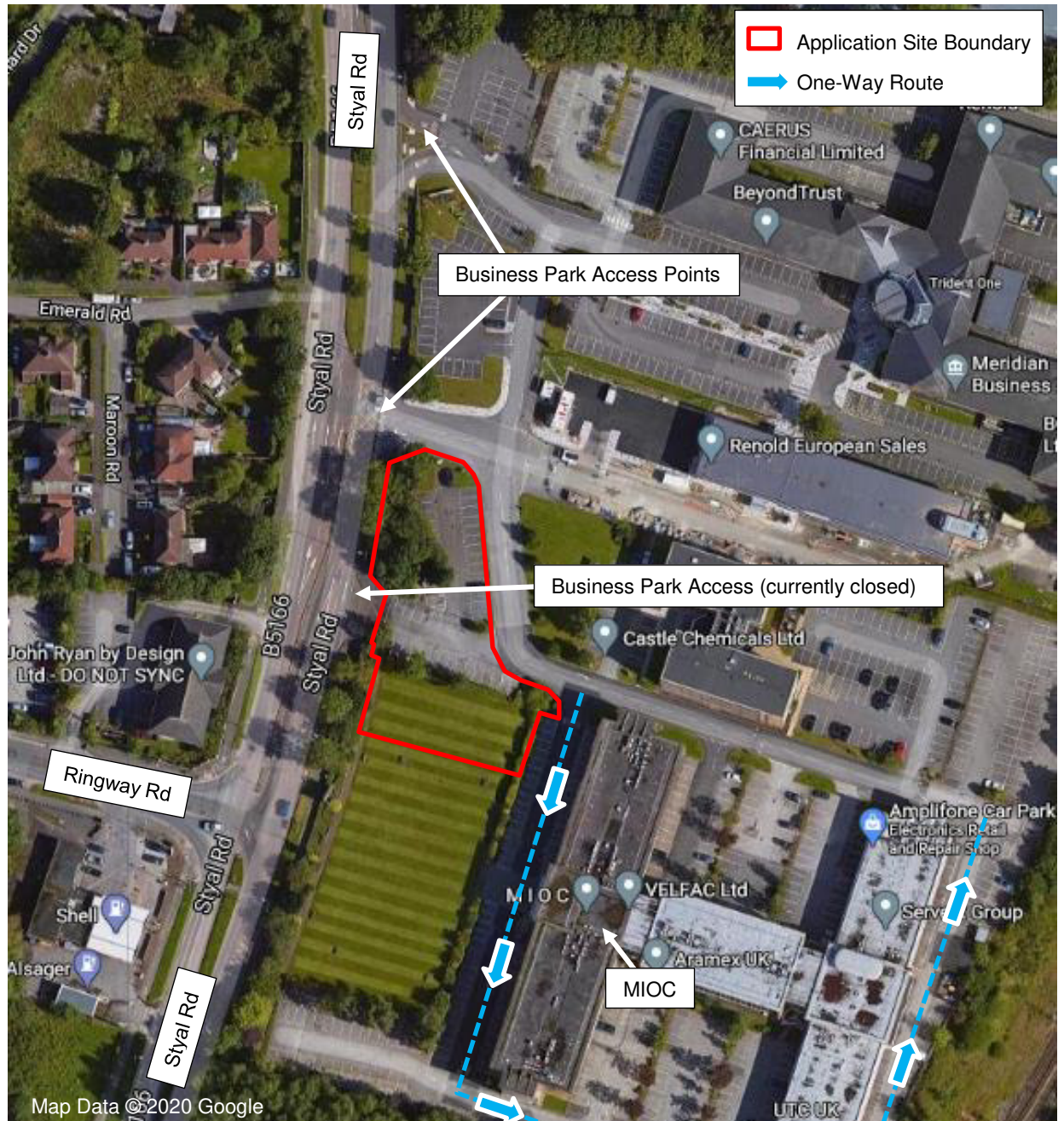
- 2.1 The application site is located to the east of the B5166 Styal Road within the MIOC, approximately 2.7km to the east of Manchester Airport.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:-

Figure 2.1 – Site Location – Wider Highway Network



2.3 The site location in a more local context is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network



- 2.4 The application site comprises an existing lawn on the southern section of the site and parking on the northern section.
- 2.5 The application site is bounded by further car parking and an access road to the north and east, and landscaping to the south and west.

-
- 2.6 Vehicular access to the wider business park is provided from the B5166 Styal Road via two priority-controlled junctions, at the locations shown on **Figure 1.2** earlier. There is also an egress only junction located along the western boundary of the application site along Styal Road, however this is currently closed off to vehicular traffic.
- 2.7 The southern (main) access is an all movement junction which benefits from a ghost island right turn lane into the site, with the northern access providing for left in / left out movements only.
- 2.8 Access to the parking areas on the northern, eastern and southern sections of the application site are provided from the internal business park access roads.
- 2.9 The application site includes a total of 45 car parking spaces which form part of the wider shared parking area for MIOC. The MIOC currently has a total parking provision of 529 spaces. 380 parking spaces are allocated to the existing office space, 20 spaces are allocated to visitor parking and 129 spaces are additional/surplus parking. The current site therefore has an existing parking ratio of one space per 17 sq. m which exceeds the Council's parking standards, as discussed in more detail later in this report.

Local Transport Network

- 2.10 The internal business park access road to the north of the site provide access to the surrounding business park and has a carriageway width of approximately 9.0m.
- 2.11 The internal business park access road running to the east of the application site provides access to the MIOC and existing parking areas car parking. The access road has a carriageway width of approximately 6.6m and is subject to one-way operation in a southbound direction.
- 2.12 All internal business park access roads are well lit and have a recommended speed limit of 5mph.
- 2.13 Styal Road is located to the west of the site and provides a link between Park Road in Gatley to the north-west of the application site and Manchester Road in Wilmslow to the south-east of the application site.
- 2.14 Within the vicinity of the site, Styal Road is a dual carriageway and has a carriageway width of approximately 13m – 14m and benefits from footways, verges and street lighting on both sides of the carriageway.

Road Safety

- 2.15 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
- 2.16 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31st December 2020.
- 2.17 The data shows that no accidents have occurred within the business park or at any of the access points to the business park along Styal Road.
- 2.18 Given there have been no accidents recorded in the vicinity of the application site, the roads and junctions within the vicinity of the business park are considered to be operating in a safe manner and no further analysis of the accident record is required.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development will provide a coffee drive through with a GFA of 212sqm, as shown on the site layout plan presented in **Appendix A**.

Proposed Access Arrangements

- 3.2 Vehicular access to the development from the wider highway network will utilise the existing business park accesses off Styal Road which, as detailed earlier, have been shown to be operating in a safe manner.
- 3.3 In addition, the egress located immediately to the west of the application site along Styal Road will be reopened to provide a left turn only exit from the drive through only (not the wider business park traffic). This will allow drivers travelling south, once they have purchased their coffee, to quickly access Styal Road without having to route back through the wider business park.
- 3.4 The main vehicular access to the drive through will be provided along the business park access road. The proposed priority access arrangement will include a ghost island right turn into the application site and will serve the proposed drive through, as shown on the plan presented in **Appendix A**. This will help to maintain the free flow of traffic into the wider business park, helping to reduce the potential for any blocking back to the main business park access.
- 3.5 Pedestrian access will be provided on the western section of the site via the reopened vehicular egress, with a separate pedestrian point provided on the eastern section of the site which will serve the wider business park.

Drive Through Lane

- 3.6 Customers who intend to use the drive through will do the following:
- Enter the wider business park at the existing accesses and then use the new right turn lane access to enter the drive through;
 - Enter the drive through lane which loops around the proposed building, providing significant length of storage for waiting vehicles;
 - Place an order at the order point;
 - Pay at the first booth; and

- Collect order from the second booth and exit the drive through lane, using the egress only onto Styal Road, exit the wider business park from the existing accesses or continue into the business park.

3.7 The drawing in [Appendix B](#) illustrates the swept path analysis of a panel van using the drive through exiting the drive through lane.

Servicing

3.8 Deliveries and refuse collection will be provided from the existing main business park internal spine road, with a new pedestrian route provided between the drive through and business park spine road, as highlighted on the plans. Refuse would be pulled to the area of hardstanding adjacent to the spine road on collection days, which is similar to existing refuse collection arrangements within the business park.

Car Parking

MIOC Parking

- 3.9 MCC's parking standards are outlined in the Manchester's Local Development Framework Core Strategy Document (adopted July 2012). MCC's parking standards for business parks (located outside of city or district centres) are 1 space per 35sqm.
- 3.10 As mentioned earlier, the adjacent MIOC has a GFA of approximately 8,826sqm. The MIOC currently has a parking provision of 529 spaces. 380 are allocated to the existing office space, 20 are allocated to visitor parking and 129 are additional/surplus parking.
- 3.11 Based on the above, the existing MIOC provides a parking ratio of approximately 1 space per 17sqm which is well in excess of MCC's parking standards.
- 3.12 As mentioned previously, the MIOC has been subject to a recent planning application for an extension (MCC planning ref 127154/OO/2020). The additional offices will provide the MIOC with a revised total GFA of approximately 11,119 sqm and a revised parking total of 533 spaces. The revised parking ratio for the MIOC will be 1 space per 21sqm which is still in excess of MCC's parking standards.

Proposed Parking

- 3.13 The 20 parking spaces associated with the proposed MIOC extension located on the southern section of the application site (northern section of the MIOC site) will be removed in order to accommodate the proposed coffee drive through. The existing car park located on the northern

section of the site will be reconfigured to provide 18 car parking spaces for the proposed coffee drive through and will result in the loss of 7 car parking spaces for the MIOC.

- 3.14 The proposals will result in a revised total of 495 car parking spaces for the wider MIOC parking area. The revised parking ratio will be 1 space per 23sqm which is still in excess of MCC's parking standards and therefore acceptable.
- 3.15 MCC's parking standards for drive throughs (located outside of city or district centres) is a maximum of 1 space per 7.5sqm of gross floor area. Based on MCC's parking standards, the proposed drive through should provide a maximum of 28 spaces. The proposed drive through will provide 18 spaces. Whilst this 10 spaces below the parking requirement, the parking provision is considered acceptable in this instance given the surrounding MIOC parking area is still in excess of MCC's parking standards and therefore any overspill parking associated with the proposed drive through can be accommodated in the MIOC car parking area. Furthermore, a number of trips to the drive through, and resultant parking demand, will be linked to existing employees of the business park.

4.0 ACCESSIBILITY OF THE SITE

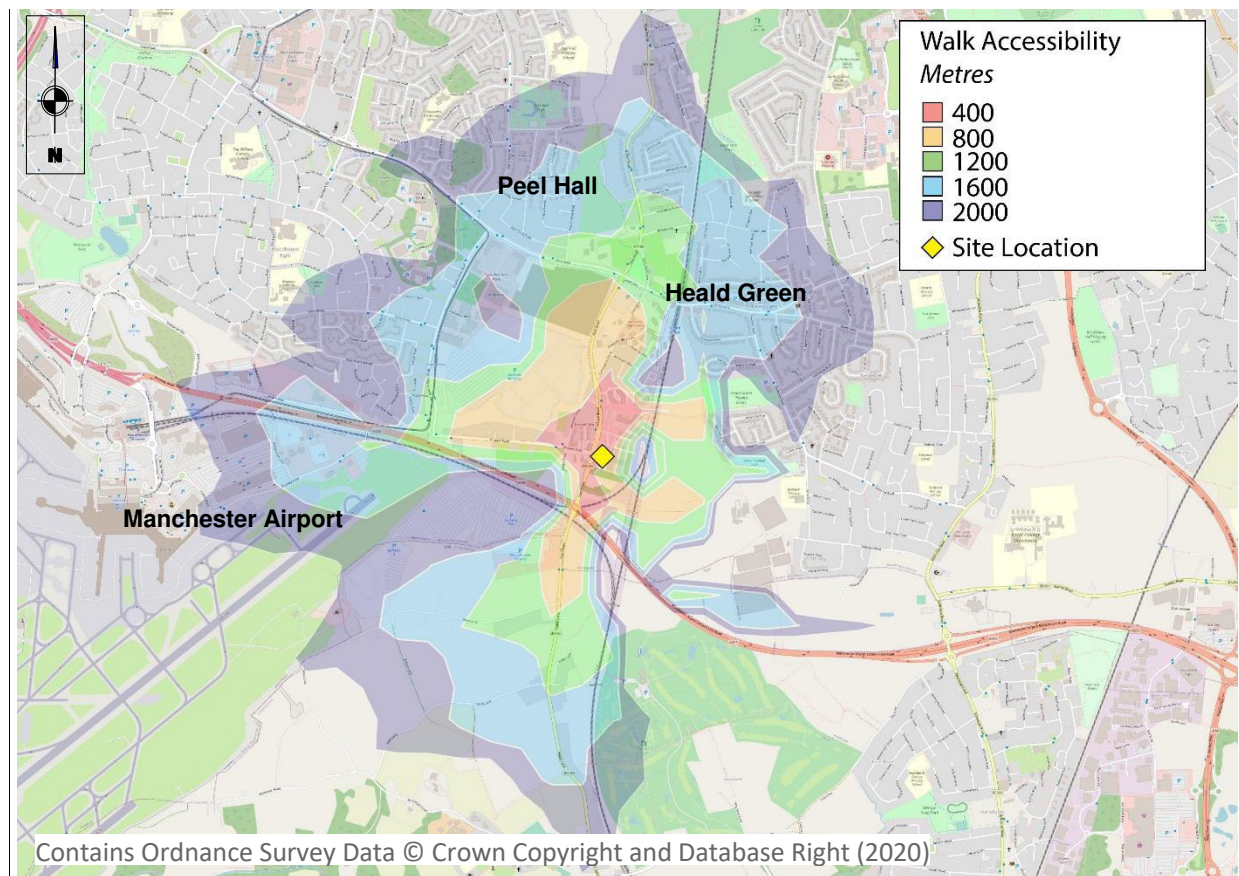
Overview

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

Pedestrians

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which staff may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.4 The 2km walk distance isochrones is shown on **Figure 4.1** below:-

Figure 4.1 – Walk Accessibility



- 4.5 As can be seen from the above, the surrounding residential areas of Heald Green and Peel Hall are within an acceptable walking distance of the site. Heald Green centre is located approximately 1.0km (less than 15 mins walk) to the north-east of the site and provides a number of facilities for prospective employees to use on a lunch or linked trip associated within work, including the following:

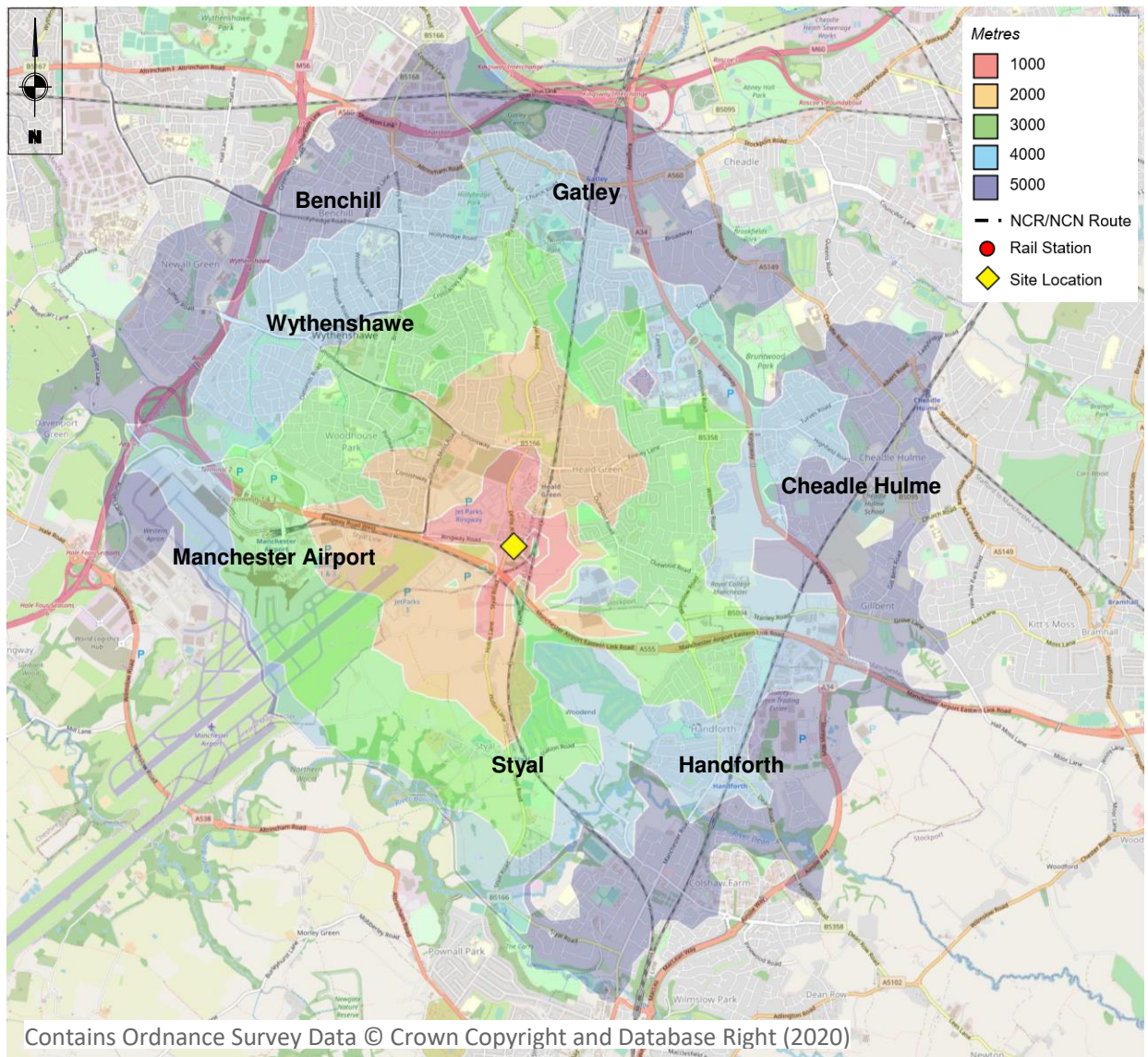
Pharmacies	Health Clinic
Dentist	Gym/Fitness Centre
Post Office	Banks
Café/Pubs/Restaurants	Bakery
Takeaways	Co-op Food
Tesco Express	Heald Green Rail Station

- 4.6 Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from wide footways, signalised pedestrian crossings at major junctions and lighting on both sides of the carriageway.

Cyclists

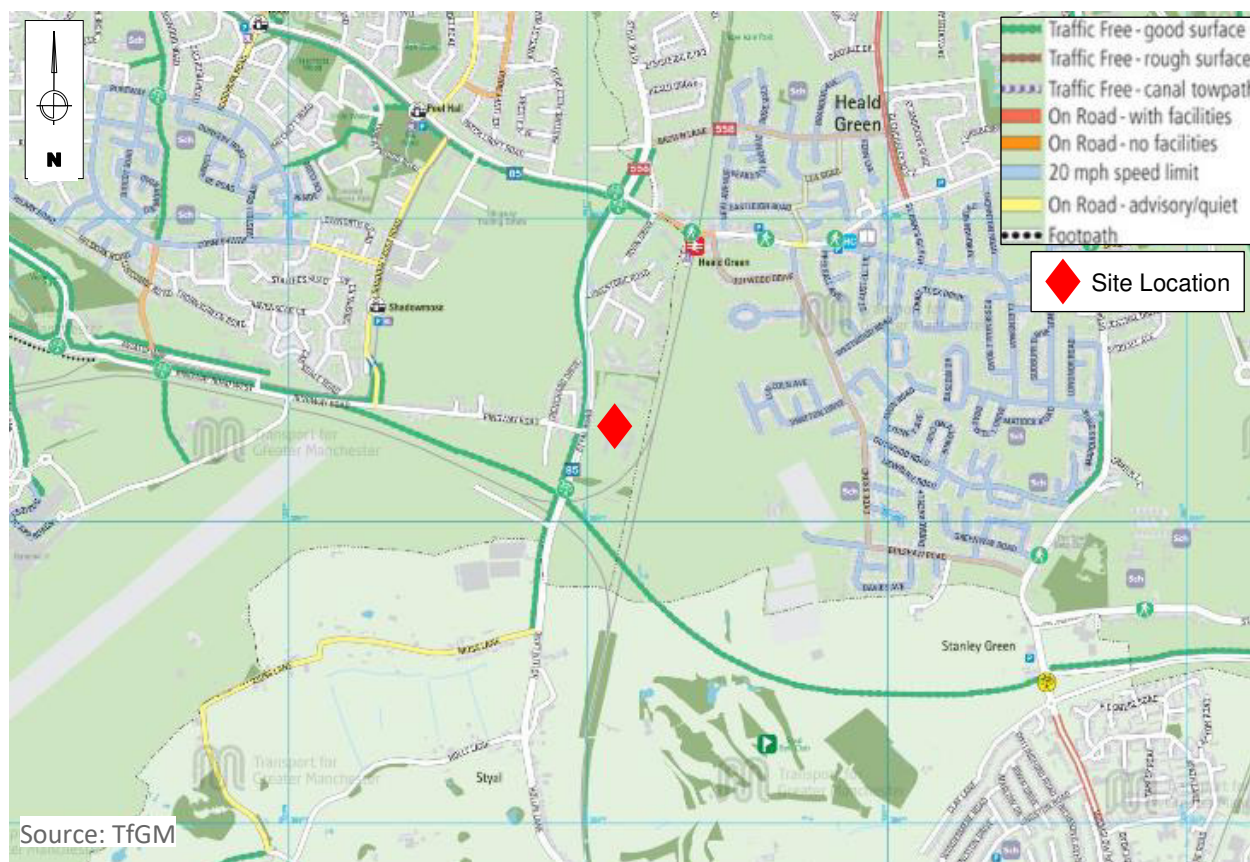
- 4.7 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 **Figure 4.2** overleaf illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. This demonstrates that prospective staff will be able to access the residential areas of Wythenshawe, Cheadle Hulme and Handforth, amongst others are within an acceptable cycle distance of the site.

Figure 4.2 – Cycle Accessibility



4.9 The Greater Manchester Cycle Map on the TfGM website highlights nearby local cycle routes, as shown on **Figure 4.3** below.

Figure 4.3 – TfGM’s Greater Manchester Cycle Map



- 4.10 Styal Road provides a shared pedestrian/cycle path on the western section of the carriageway and forms part of National Cycle Route 85/Manchester Airport Orbital Cycle Route which provides a link to Wythenshawe.
- 4.11 The A555 Manchester Airport Relief Road is located approximately 450m cycle distance to the south of the application site via Styal Road and provides a segregated cycle route alongside the carriageway. The A555 Manchester Airport Relief Road provides cycle access between Manchester Airport and Hazel Grove Stockport via Gilbert, Bramhall and Norbury Moor.

Public Transport

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

- 4.13 The nearest bus stop for northbound services is located along Styal Road approximately 150m to the north-west of the application site and is therefore well within the recommended walking distance.
- 4.14 Further bus stops (eastbound and westbound) are provided approximately 300m-350m to the west of the site along Ringway Road.
- 4.15 The nearby bus stops are therefore well within the recommended walking distance.
- 4.16 The services which serve the nearby bus stops are summarised in **Table 4.1** below:-

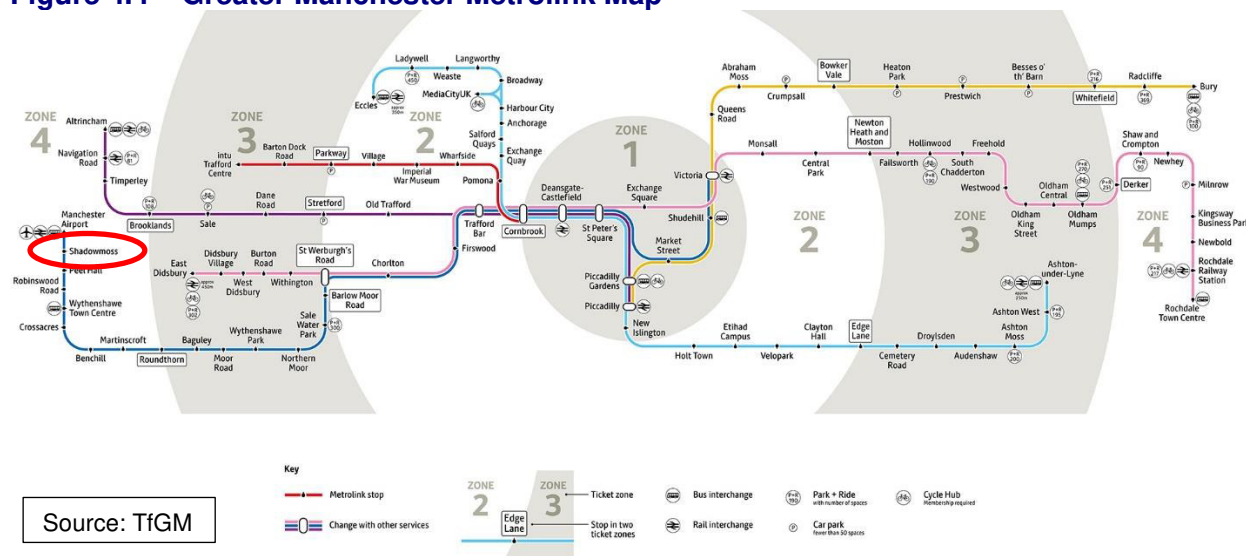
Table 4.1 – Bus Timetable Summary

Service Number	Route	Average Daytime Frequency		
		Mon-Fri	Sat	Sun
130	Macclesfield - Henbury - Wilmslow - Wythenshawe Hospital	1 hour	1 hour	No Service
368	Wythenshawe Hospital – Manchester Airport - Wythenshawe - Heald Green - Adswold - Stockport	15 mins	15 mins	30 mins

N.B. At the time of writing this report bus services are subject to COVID-19 operational timetabling.

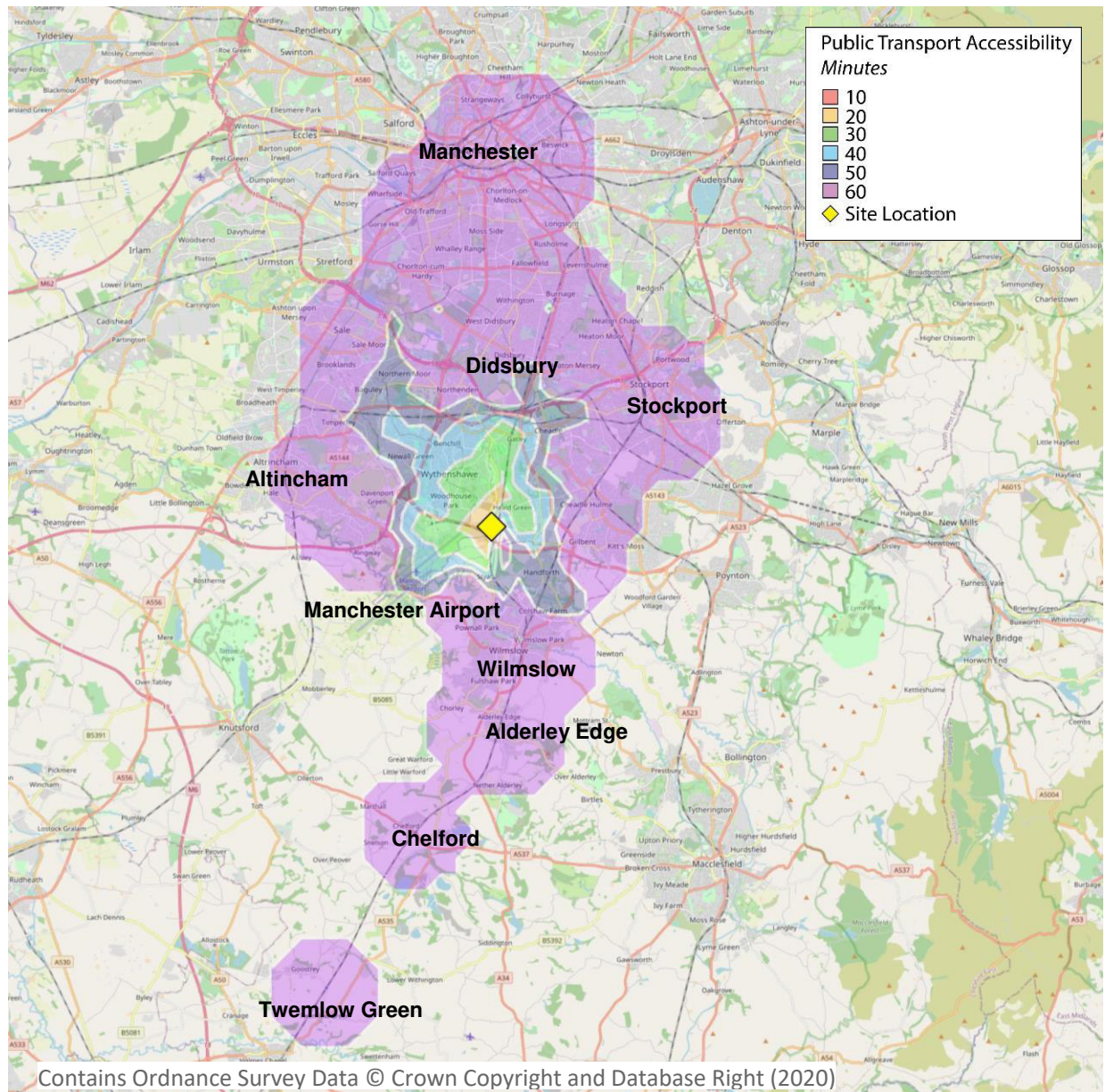
- 4.17 The nearby bus services provide direct links to Manchester Airport which provides a number of domestic and international transport links.
- 4.18 The nearest Metrolink Station is located at Shadowmoss which is approximately 1.3km walking distance to the north-west of the site.
- 4.19 Shadowmoss Metrolink Stop is located in Zone 4 and is served by the dark blue line which provide direct services to Baguley, Wythenshawe, Sale, Chorton and the Manchester city centre stops, as shown on **Figure 4.4** below.

Figure 4.4 – Greater Manchester Metrolink Map



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- 4.20 Trams run on the Metrolink network run between approximately 0600 to 0030 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 0700 to 2230. Frequencies may be reduced during the COVID-19 period and subject to change.
- 4.21 The nearest railway station is Heald Green Railway Station and is located approximately 1.1km to the north-east of the site. Cycle parking is also provided at the station (4 lockers and 8 stands).
- 4.22 The station is served by a variety of frequent train services throughout the week providing links to various locations throughout the region including Burnage, Wigan, Manchester Oxford Road, Manchester Piccadilly and further afield including Lancaster and Cumbria.
- 4.23 Manchester Airport Railway Station is located approximately 2.5km to the west of the application site and is therefore within an acceptable cycle distance. The station provides an exhaustive list of regular services to destinations throughout the UK in addition to the services provided at Heald Green Railway Station.
- 4.24 **Figure 4.5** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stop, Metrolink stop or train station. The analysis demonstrates that it is possible to reach a number of destinations within the Greater Manchester region and further afield including the areas of Wilmslow, Didsbury, Altrincham, Stockport and Manchester City Centre, amongst others, in an acceptable 60 minute commute time.

Figure 4.5 – Public Transport Accessibility



4.25 In summary the application site is well located to encourage other modes of travel other than the private car.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed use of the site and presents capacity assessments of the site access, along with a summary of the impact of the development on the local highway network.

Traffic Survey Data

- 5.2 In order to establish existing traffic flow demand on the local highway network a full turning count survey was obtained on Saturday 19th June 2021 between the hours of 11:00 to 14:00 Wednesday 23rd June 2021 between the hours of 07:30 to 09:30 and 16:30 to 18:30 at the site access to the MIOC along Styal Road.
- 5.3 The raw traffic surveys are presented in **Appendix C** and presented diagrammatically in **Traffic Flow Figure 1**. From this data, the weekday AM and PM network peak hours have been established as being 07:45 to 08:45 and 16:30 to 17:30 and on Saturday as being 12:45 to 13:45.

COVID Related Traffic Impacts

- 5.4 It is acknowledged that the traffic surveys were undertaken during the COVID-19 pandemic, with certain government restrictions still in place. However, COVID will inevitably impact on long term travel patterns with people continuing to work from home, reducing the number of people traveling to work in peak hours. Whilst it is not possible to accurately predict future travel patterns, there is nothing to suggest that the surveyed traffic flows won't remain consistent and represent the new 'normal'.
- 5.5 Notwithstanding this, the Regional Centre Report published by TfGM shows the trends in traffic levels throughout the Greater Manchester region during late June 2021 compared to pre-pandemic levels (referred to as "Typical" levels). A copy of the report is provided in **Appendix D** and the weekday AM and PM peak hour traffic level analysis is summarised in **Table 5.5** below:-

Table 5.4– Maximum % Decrease in Traffic between Pre-Pandemic Levels to Late June 2021

	Weekday AM Peak	Weekday PM Peak	Sat Peak
Inbound to Manchester City Centre	24%	10%	6%
Outbound of Manchester City Centre	12%	19%	4%

- 5.6 To provide an overly robust assessment, the surveyed traffic flows have been factored up based on the above percentages to obtain the 2026 growthed surveyed traffic flows as shown on **Traffic Flow Figure 2**.

Traffic Growth

- 5.7 In order to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the future assessment year (2026), National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used as summarised in **Table 5.4** below:-

Table 5.5 – Traffic Growth Factors

Period	Weekday AM Peak	Weekday PM Peak	Sat Peak
2021 to 2026	1.0600	1.0626	1.0688

Committed Development

- 5.8 The committed development included in the assessment includes the adjacent MIOC office extension “*erection of a three storey office block (Class E (g)(i)), providing 2,251 sq metres of accommodation, with associated car parking and landscaping*” (MCC planning ref:- 127154/OO/2020). The committed development flows were obtained from the supporting transport work submitted with that application and are shown on **Traffic Flow Figure 3**.

Trip Distribution

- 5.9 The trip distribution has been based on the observed turning proportions along Styal Road and is shown diagrammatically on **Traffic Flow Figure 4**.

Trip Generation

Proposed Coffee Drive Thru

5.10 In order to estimate the trip generating potential of the proposed coffee drive thru, average trip rates from the industry-standard TRICS Database (V7.8.2) have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-

- i) Hotel, Food and Drink;
- ii) Drive Through Coffee Shop;
- iii) Vehicular surveys (only vehicular surveys available);
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by GFA;
- vi) Weekday surveys only; and
- i) 'Edge of Town' and 'Suburban' locations included.

5.11 The TRICS outputs for the proposed development are presented in **Appendix E** and are summarised in **Table 5.2** below.

Table 5.2 – Estimated Trip Generation Associated with the Proposed Drive Thru Coffee Shop

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (Vehicles)	14.985	13.558	8.869	10.194
Trip Generation (based on approximate GFA of 212sqm)	32	29	19	22

Trip Type

5.12 The above trip assessment is based on the anticipated trip generation expected from the proposed development if newly built and is purely the in and out movements to the site access. It does not however take into account the type of trip and if the movements are in fact already on the local highway network.

- 5.13 Therefore to consider the actual traffic likely to be generated the sites location must be considered. The proposed development is in an area where the highway network is already well utilised with passing vehicular traffic and is situated in an already established business park located close to Manchester Airport.
- 5.14 'New' trips on the local highway network accessing the drive through are estimated to be between 10% of total trips. It is considered that the majority of trips accessing the site will be 'pass-by' trips already routing along the Styal Road or will be 'diverted' trips which are already on the highway network in the vicinity of the site but not passing the site access. A figure of 90% applied for the 'pass-by' and 'diverted' trips.
- 5.15 These trips are considered robust as linked trips within the existing business park where the site is located have not been taken into consideration.
- 5.16 The total peak hour trip generating potential of the scheme is summarised in **Table 5.3** below:

Table 5.3 – Total Peak Hour Trip Generation

	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Proposed Coffe Drive Through (Pass-by and Diverted)	29	26	17	20
Proposed Coffe Drive Through (New Trips)	3	3	2	2
Total Trips	32	29	19	22

- 5.17 The traffic assignment flows are illustrated in **Traffic Flow Figures 5-8**.
- 5.18 Based on the proposed trip generation the proposed development will result an increase of 6 two-way new vehicle trips during the AM peak hour and an increase of 4 two-way new vehicle trips during the PM peak hour. Volumetrically, this equates to less than one additional vehicle movement once every 10 minutes during the AM peak hour and one additional vehicle movement once every 15 minutes during the PM peak hour. The effect of this additional traffic on the wider highway network will not be perceptible during the peak hours.

Assessment Methodology

- 5.19 Notwithstanding the above generation analysis, assessments have been undertaken of the main site access along Styal Road using Junctions 9 PICADY software.
- 5.20 With the Junctions 9 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally

accepted as representing stable and acceptable operating conditions. Values between 0.85 and one and represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).

- 5.21 Assessments have been undertaken in the future assessment year (2026) in the ‘with’ development scenarios.
- 5.22 The 2026 ‘with development’ assessment traffic flows are the sum of the baseline traffic flows, the committed development flows and the proposed development traffic flows, as shown on **Traffic Flow Figure 9**.
- 5.23 As detailed previously, the proposals include the reopening of the egress along the western boundary of the application site. However, in order to provide a robust analysis, all traffic flows associated with the proposed development have been assigned via the main (middle) site access along Styal Road. The assessments are also robust given the COVID factors applied to the traffic surveys.
- 5.24 The PICADY results are presented in **Appendix F** with the results summarised in **Table 5.4** below:

Table 5.4 – Main Site Access along Styal Road – 2026 ‘With Development’ PICADY Results

Movement	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access – Left turn	0.05	0.1	0.27	0.4
Site Access – Right turn	0.12	0.1	0.33	0.5
Styal Rd (S) – Ahead/Right Turn	0.29	0.4	0.03	0.0

- 5.25 The above results clearly show that the site access along Styal Road will operate well within its practical capacity in the future assessment years of 2026, with minimal queuing and delay.

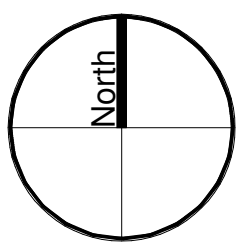
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- 6.2 This Transport Statement has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.3 Vehicular access to the development from the wider highway network will utilise the existing business park accesses off Styal Road which have been shown to be operating in a safe manner. In addition, the egress located immediately to the west of the application site along Styal Road will be reopened to provide a left turn only exit from the drive through only (not the wider business park traffic). This will allow drivers travelling south, once they have purchased their coffee, to quickly access Styal Road without having to route back through the wider business park.
- 6.4 The main vehicular access to the drive through will be provided along the business park access road. The proposed priority access arrangement will include a ghost island right turn into the application site and will serve the proposed drive through. This will help to maintain the free flow of traffic into the wider business park, helping to reduce the potential for any blocking back to the main business park access.
- 6.5 Pedestrian access will be provided on the western section of the site via the reopened vehicular egress, with a separate pedestrian point provided on the eastern section of the site which will serve the wider business park. Zebra crossing facilities will be provided along the drive-thru lane.
- 6.6 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed. The data shows that no accidents have occurred within the business park or any of the access points to the business park along Styal Road. Given there have been no accidents recorded in the vicinity of the site, no further analysis of the accident record is required.
- 6.7 The proposed development has been found to be very well located to encourage travel by sustainable modes. In particular, the site is within walking distance of Heald Green centre which includes a wide range of everyday facilities and the site is a short bus ride away to Manchester Airport using the nearby bus stops.

- 6.8 The proposals will result in a slight reduction in overall parking numbers, with a total of 495 car parking spaces for the wider MIOC site. The revised parking ratio will be 1 space per 23sqm which is still in excess of MCC's parking standards and therefore acceptable.
- 6.9 It is estimated that the proposed coffee drive through are 6 two-way new vehicle trips during the AM peak hour and 4 two-way new vehicle trips during the PM peak hour. Volumetrically, this equates to less than one additional vehicle movement once every 10 minutes during the AM peak hour and one additional vehicle movement once every 15 minutes during the PM peak hour. The effect of this additional traffic on the wider highway network will not be perceptible during the peak hours. Notwithstanding this, assessments have been undertaken of the main site access along Styal Road using Junctions 9 PICADY software and demonstrates the access will operate well within its practical capacity in the future assessment years of 2026, with minimal queuing and delay.
- 6.10 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme.

S|C|P

APPENDIX A



Notes
The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.
This drawing remains the copyright of POZZONI Architecture Ltd.

Scale Bars		TO BE USED ONLY AS GUIDANCE			
1:100	mm	0	1000	0	5000
1:200	mm	0	1000	0	5000
1:500	m	0	5	10	15
1:1250	m	0	10	20	50

KEYPLAN

Rev	Description	By	Date
5	Layout update to suit end user comments	JW	Date 5
4	Amended to suit Highways comments	JW	28.05.21
3	Amended to suit Topographical survey and Tenant feedback	JW	25.05.21
2	Starbucks Layout initiated	JW	13.05.21
1	Layout amended to suit Highways comments	JW	26.04.21

Client: Infinity (MIOC) LLP

Job: Proposed Drive Thru, MIOC

Drawn: Planning - Proposed GA Site Plan

Ref: P5759_1200 Rev: 5

5759-POZ-XX-ZZ-DR-A-1200

Date: April 2021 Scale: 1 : 200 @ A1

Project Stage	Author	Reviewer	Approver
SPK	SPK	JW	JW
Planning	Tender	Construction	
Design	Contract	As Built	

pozzoni

10-12 Emerald Street
London
WC1N 3QA

Woodville House
2 Woodville Road
Altrincham
WA14 2FH

+44 20 7078 0079
architects@pozzoni.co.uk

+44 161 928 7848
www.pozzoni.co.uk

P:\MCAD\5751-5800\5759\PAL\Design\5759-POZ-XX-ZZ-M3-A-002.rvt
19/06/2021 09:58:33

XX-Site - Proposed
1 : 200

MATERIALS / FINISHES

Hard Landscaping - Road	Soft Landscaping - Arterial
Hard Landscaping - Tarmac Footpath	Soft Landscaping - Bushes
Hard Landscaping - Paving	Site Boundary
	Exst to be demolished

Soft Landscaping - Arterial
Soft Landscaping - Bushes
Site Boundary
Exst to be demolished

FOR COMMENT



S|C|P

APPENDIX B

S|C|P

APPENDIX C

Site: **B5166 Styal Road/MIOC South Access Road**

Day: **Wednesday**

Date: **23 June 2021**

Weather: **Fine & Sunny AM/Fine & Cloudy PM**

Summary

A: **B5166 Styal Road (North)**

B: **MIOC Access Road (South Access)**

C: **B5166 Styal Road (South)**

From A									From B								From C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	103	23	0	0	1	1	0	128	2	1	0	0	0	0	0	3	93	12	1	0	1	1	0	108
07:45	106	36	6	0	0	0	0	148	1	0	0	0	0	0	0	1	106	16	2	0	1	0	1	126
08:00	112	23	2	1	1	0	0	139	1	1	0	0	1	0	0	3	126	18	1	0	1	0	3	149
08:15	123	13	1	2	0	2	0	141	0	1	0	0	0	0	0	1	151	9	3	2	1	0	0	166
08:30	124	16	1	0	0	1	2	144	2	0	0	0	0	0	0	2	166	20	1	1	1	1	0	190
08:45	122	13	1	0	1	0	0	137	2	2	0	0	0	0	0	4	150	15	2	1	0	0	0	168
09:00	103	14	2	2	3	1	0	125	3	0	0	0	0	0	0	3	111	18	3	0	0	0	0	132
09:15	93	13	2	0	0	0	1	109	1	0	0	0	0	0	0	1	91	9	2	0	0	0	0	102
Total	886	151	15	5	6	5	3	1071	12	5	0	0	1	0	0	18	994	117	15	4	5	2	4	1141

16:30	123	21	0	0	3	0	0	147	14	1	0	0	0	0	0	15	130	16	3	0	3	1	0	153
16:45	120	9	1	0	3	1	0	134	17	1	0	0	0	0	0	18	110	15	2	0	0	0	0	127
17:00	123	10	1	0	3	0	0	137	30	0	0	0	1	1	0	32	127	24	1	0	3	3	0	158
17:15	125	11	0	0	7	0	0	143	18	0	0	0	0	0	0	18	111	19	1	0	2	1	0	134
17:30	136	5	0	0	4	0	0	145	38	0	0	0	1	0	0	39	129	13	0	0	1	2	0	145
17:45	140	8	1	0	9	3	0	161	12	2	0	0	0	0	0	14	119	20	2	0	3	0	0	144
18:00	106	10	0	0	1	1	0	118	8	0	0	0	0	0	0	8	100	11	1	0	2	2	0	116
18:15	91	5	0	0	2	0	0	98	3	0	0	0	0	0	0	3	104	9	0	0	1	1	0	115
Total	964	79	3	0	32	5	0	1083	140	4	0	0	2	1	0	147	930	127	10	0	15	10	0	1092

Summary

To A

To B

To C

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	83	11	1	0	1	1	0	97	17	2	0	0	0	0	0	19	98	23	0	0	1	1	0	123
07:45	92	16	2	0	1	0	1	112	18	1	0	0	0	0	0	19	103	35	6	0	0	0	0	144
08:00	112	17	1	0	2	0	3	135	18	2	0	0	0	0	0	20	109	23	2	1	1	0	0	136
08:15	133	10	3	2	1	0	0	149	28	1	0	0	0	0	0	29	113	12	1	2	0	2	0	130
08:30	152	19	1	1	1	0	0	174	18	1	0	0	0	1	0	20	122	16	1	0	0	1	2	142
08:45	126	14	2	1	0	0	0	143	37	5	0	0	0	0	0	42	111	11	1	0	1	0	0	124
09:00	101	17	3	0	0	0	0	121	19	1	0	0	0	0	0	20	97	14	2	2	3	1	0	119
09:15	80	9	2	0	0	0	0	91	12	0	0	0	0	0	0	12	93	13	2	0	0	0	1	109
Total	879	113	15	4	6	1	4	1022	167	13	0	0	0	1	0	181	846	147	15	5	6	5	3	1027

16:30	135	16	3	0	3	1	0	158	1	0	0	0	0	0	0	1	131	22	0	0	3	0	0	156
16:45	116	16	2	0	0	0	0	134	4	0	0	0	0	0	0	4	127	9	1	0	3	1	0	141
17:00	136	24	1	0	3	3	0	167	1	0	0	0	0	0	0	1	143	10	1	0	4	1	0	159
17:15	113	19	1	0	2	1	0	136	4	0	0	0	0	0	0	4	137	11	0	0	7	0	0	155
17:30	142	13	0	0	1	2	0	158	0	0	0	0	0	0	0	0	161	5	0	0	5	0	0	171
17:45	126	20	2	0	1	0	0	149	0	0	0	0	2	0	0	2	145	10	1	0	9	3	0	168
18:00	102	11	1	0	2	2	0	118	0	0	0	0	0	0	0	0	112	10	0	0	1	1	0	124
18:15	105	9	0	0	1	1	0	116	0	0	0	0	0	0	0	0	93	5	0	0	2	0	0	100
Total	975	128	10	0	13	10	0	1136	10	0	0	0	2	0	0	12	1049	82	3	0	34	6	0	1174

Summary (2)

Site: B5166 Styal Road/MIOC Access Road

Day: Saturday

Date: 19 June 2021

Weather: Fine, Sunny Periods & Breezy

A: B5166 Styal Road (North)

B: Manchester International Office Centre (MIOC)

C: B5166 Styal Road (South)

From A

From B

From C

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
11:00	115	8	0	0	1	0	0	124	0	0	0	0	0	0	0	0	107	6	0	0	14	1	0	128
11:15	114	3	0	0	4	2	0	123	0	1	0	0	0	0	0	1	90	9	0	0	1	0	0	100
11:30	115	13	0	0	3	0	0	131	0	0	0	0	0	0	0	0	95	7	0	0	5	1	0	108
11:45	119	8	0	0	7	0	0	134	0	0	0	0	0	0	0	0	102	8	0	0	3	1	0	114
12:00	125	11	0	0	8	0	1	145	0	0	0	0	0	0	0	0	105	12	1	0	5	0	0	123
12:15	120	4	0	0	0	2	0	126	0	0	0	0	0	0	0	0	110	10	0	0	9	0	0	129
12:30	117	11	1	0	4	0	0	133	1	0	0	0	0	0	0	1	92	6	2	0	2	0	0	102
12:45	92	5	0	0	2	2	0	101	0	0	0	0	0	0	0	0	110	9	1	0	3	2	0	125
13:00	127	8	1	0	2	1	0	139	0	0	0	0	0	0	0	0	107	10	1	0	7	1	0	126
13:15	136	3	2	0	5	1	0	147	1	0	0	0	0	0	0	1	100	7	1	0	3	0	0	111
13:30	126	11	0	0	2	2	0	141	0	0	0	0	0	0	0	0	101	9	0	0	5	0	0	115
13:45	105	8	1	0	4	0	0	118	0	0	0	0	0	0	0	0	114	10	1	0	1	0	0	126
Total	1411	93	5	0	42	10	1	1562	2	1	0	0	0	0	0	3	1233	103	7	0	58	6	0	1407

Summary (2)

To A									To B								To C							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
11:00	107	6	0	0	14	1	0	128	0	0	0	0	0	0	0	0	115	8	0	0	1	0	0	124
11:15	90	10	0	0	1	0	0	101	0	0	0	0	0	0	0	0	114	3	0	0	4	2	0	123
11:30	95	7	0	0	5	1	0	108	0	0	0	0	0	0	0	0	115	13	0	0	3	0	0	131
11:45	102	8	0	0	3	1	0	114	0	0	0	0	0	0	0	0	119	8	0	0	7	0	0	134
12:00	105	12	1	0	5	0	0	123	0	0	0	0	0	0	0	0	125	11	0	0	8	0	1	145
12:15	110	10	0	0	9	0	0	129	0	0	0	0	0	0	0	0	120	4	0	0	0	2	0	126
12:30	92	6	2	0	2	0	0	102	0	0	0	0	0	0	0	0	118	11	1	0	4	0	0	134
12:45	110	9	1	0	3	2	0	125	0	0	0	0	0	0	0	0	92	5	0	0	2	2	0	101
13:00	107	10	1	0	7	1	0	126	0	0	0	0	0	0	0	0	127	8	1	0	2	1	0	139
13:15	99	7	1	0	3	0	0	110	1	0	0	0	0	0	0	1	137	3	2	0	5	1	0	148
13:30	101	9	0	0	5	0	0	115	0	0	0	0	0	0	0	0	126	11	0	0	2	2	0	141
13:45	114	10	1	0	1	0	0	126	0	0	0	0	0	0	0	0	105	8	1	0	4	0	0	118
Total	1232	104	7	0	58	6	0	1407	1	0	0	0	0	0	0	1	1413	93	5	0	42	10	1	1564

S|C|P

APPENDIX D

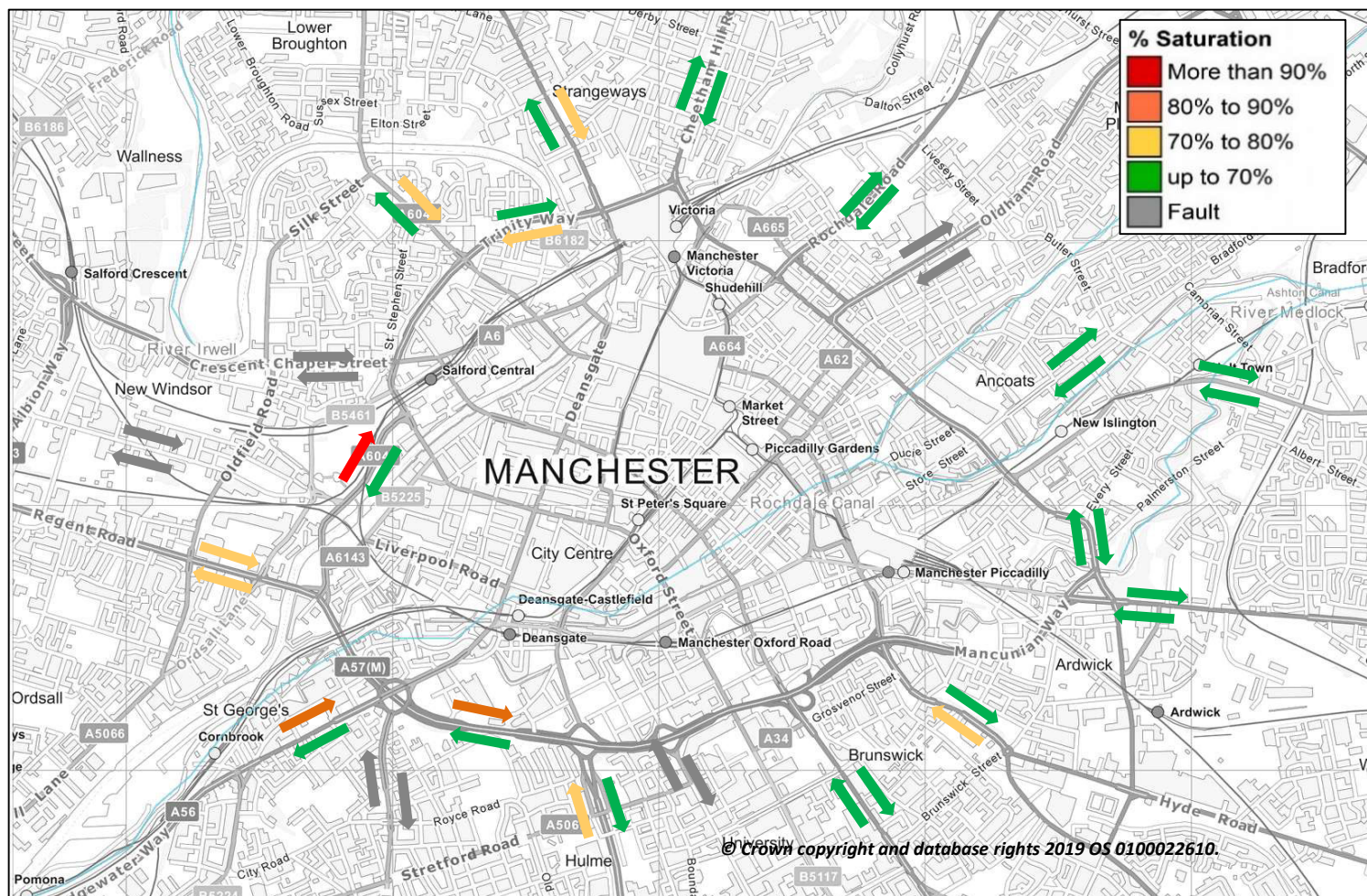
Regional Centre Report - 30/06/2021 - AM Peak | 06:00 - 10:00

Date	Wed 30 Jun	Tue 29 Jun	Mon 28 Jun	Sun 27 Jun	Sat 26 Jun	Fri 25 Jun	Thu 24 Jun	Wed 23 Jun	Tue 22 Jun
INBOUND									
Peak Saturation	66%	66%	64%	29%	39%	64%	65%	66%	67%
Cordon Count	49,200	47,500	48,100	16,700	24,500	47,100	49,500	49,300	49,000
Change from "Typical"	-21%	-23%	-22%	-21%	-13%	-24%	-20%	-20%	-21%
Change Last Wrk/Wknd Day	4%	-1%	2%	-32%	48%	-5%	0%	1%	5%
Change from Last Week	0%	-3%	3%	1%	0%	-2%	-2%	-3%	-4%
OUTBOUND									
Peak Saturation	50%	52%	50%	28%	34%	47%	47%	48%	47%
Cordon Count	35,500	34,900	35,000	15,200	21,000	34,500	35,300	35,500	35,500
Change from "Typical"	-9%	-11%	-11%	-9%	-4%	-12%	-10%	-9%	-9%
Change Last Wrk/Wknd Day	2%	0%	1%	-28%	42%	-2%	-1%	0%	1%
Change from Last Week	0%	-2%	0%	3%	2%	-2%	-1%	-1%	-1%

Estimate of vehicles are rounded to the nearest 100. Percentage change is rounded to the nearest percentage point.

Estimate of vehicles are rounded to the nearest 100.

Peak Saturation: AM Peak | 06:00 - 10:00 (Wed 30 Jun 2021)



Calculation: Peak Traffic Flow / Estimated Operational Capacity
Peak Traffic Flow is measured as the busiest 30 minute period.

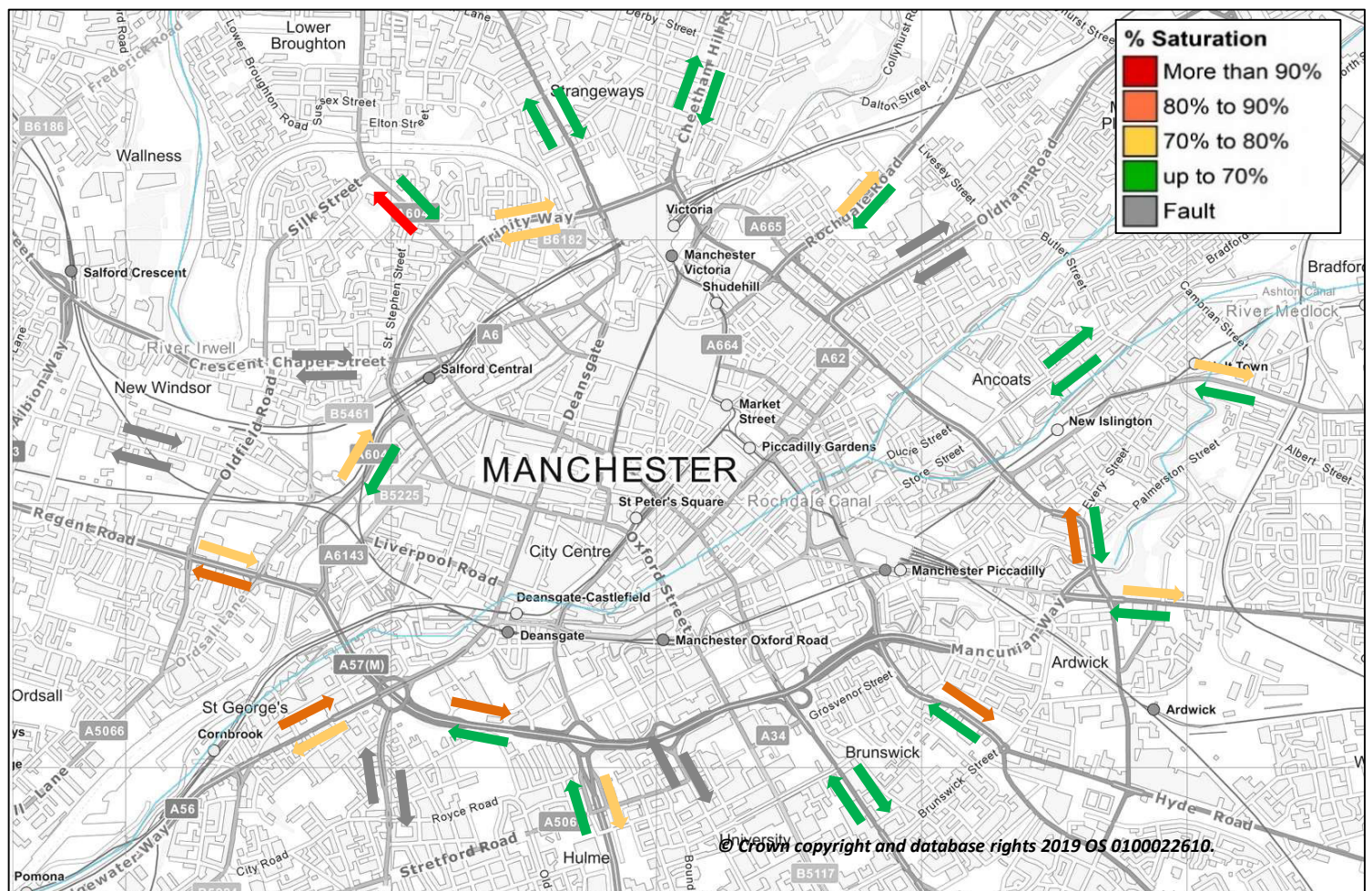
Regional Centre Report - 29/06/2021 - PM Peak | 16:00 - 20:00

Date	Tue 29 Jun	Mon 28 Jun	Sun 27 Jun	Sat 26 Jun	Fri 25 Jun	Thu 24 Jun	Wed 23 Jun	Tue 22 Jun	Mon 21 Jun
INBOUND									
Peak Saturation	53%	53%	48%	51%	57%	56%	53%	53%	53%
Cordon Count	40,500	43,600	39,100	43,100	48,600	46,400	44,300	44,700	43,300
Change from "Typical"	-10%	-3%	-1%	-4%	8%	3%	-2%	-1%	-4%
Change Last Wrk/Wknd Day	-7%	-10%	-9%	7%	5%	5%	-1%	3%	-7%
Change from Last Week	-9%	1%	-3%	-2%	4%	2%	-1%	1%	0%
OUTBOUND									
Peak Saturation	75%	72%	57%	59%	71%	74%	73%	73%	69%
Cordon Count	47,500	52,900	42,000	46,500	54,700	55,900	54,200	54,200	51,500
Change from "Typical"	-19%	-9%	-7%	-4%	-7%	-4%	-7%	-7%	-12%
Change Last Wrk/Wknd Day	-10%	-3%	-10%	10%	-2%	3%	0%	5%	-6%
Change from Last Week	-12%	3%	0%	5%	0%	2%	1%	1%	-2%

Estimate of vehicles are rounded to the nearest 100. Percentage change is rounded to the nearest percentage point.

Estimate of vehicles are rounded to the nearest 100.

Peak Saturation: PM Peak | 16:00 - 20:00 (Tue 29 Jun 2021)



Calculation: Peak Traffic Flow / Estimated Operational Capacity
Peak Traffic Flow is measured as the busiest 30 minute period.

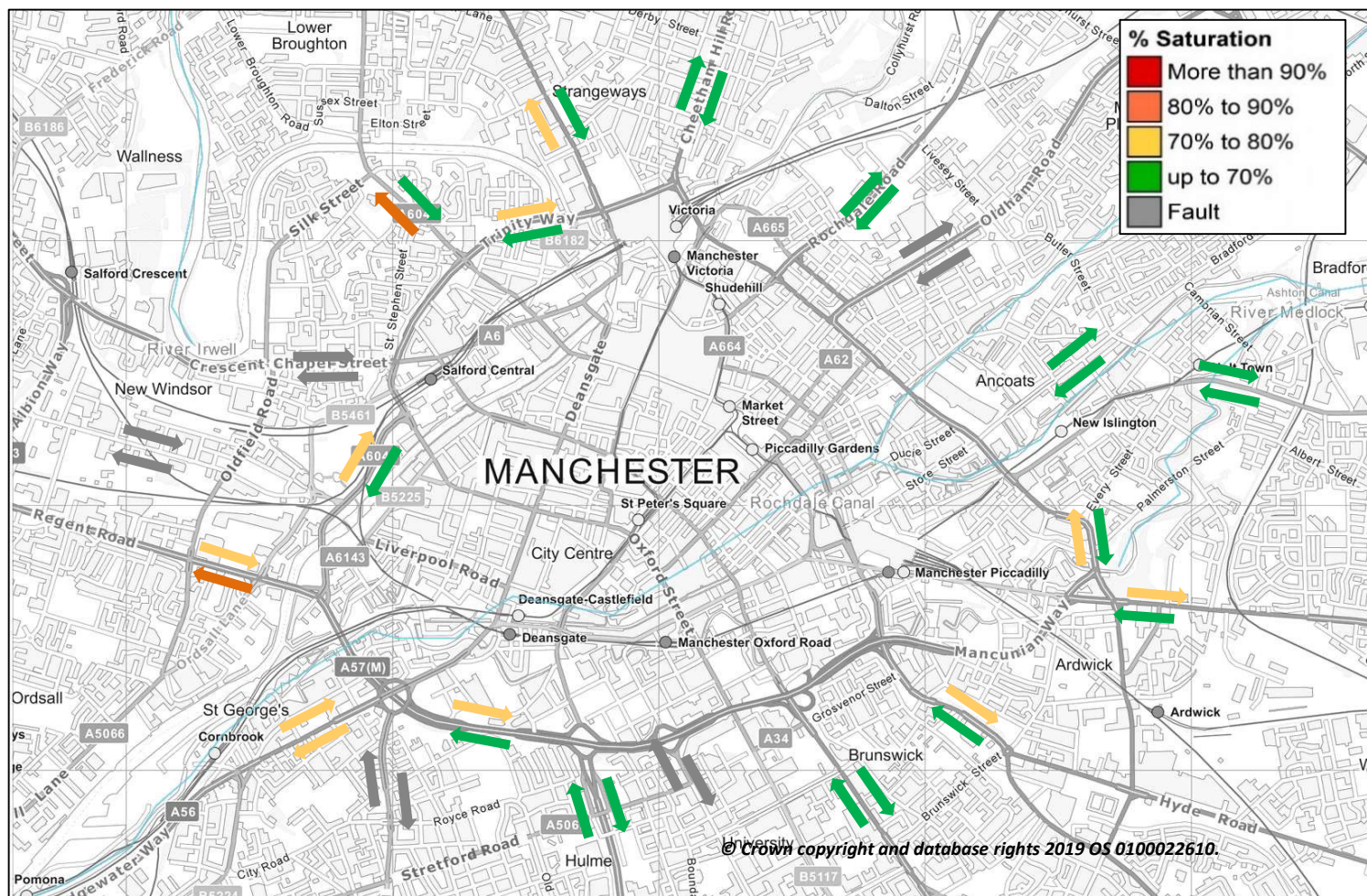
Regional Centre Report - 29/06/2021 - Inter Peak | 10:00 - 16:00

Date	Tue 29 Jun	Mon 28 Jun	Sun 27 Jun	Sat 26 Jun	Fri 25 Jun	Thu 24 Jun	Wed 23 Jun	Tue 22 Jun	Mon 21 Jun
INBOUND									
Peak Saturation	54%	52%	51%	56%	57%	53%	53%	53%	51%
Cordon Count	67,400	66,300	63,300	69,000	71,100	66,900	67,000	66,400	65,200
Change from "Typical"	-3%	-5%	-6%	0%	2%	-4%	-4%	-5%	-6%
Change Last Wrk/Wknd Day	2%	-7%	-8%	7%	6%	0%	1%	2%	-8%
Change from Last Week	2%	2%	-2%	0%	1%	-1%	-1%	-1%	-1%
OUTBOUND									
Peak Saturation	70%	64%	55%	59%	68%	67%	65%	64%	64%
Cordon Count	71,100	68,100	60,700	66,900	73,800	68,400	68,400	68,000	66,600
Change from "Typical"	-3%	-7%	-4%	1%	0%	-7%	-7%	-7%	-9%
Change Last Wrk/Wknd Day	4%	-8%	-9%	8%	8%	0%	1%	2%	-8%
Change from Last Week	5%	2%	-2%	2%	2%	0%	0%	0%	0%

Estimate of vehicles are rounded to the nearest 100. Percentage change is rounded to the nearest percentage point.

Estimate of vehicles are rounded to the nearest 100.

Peak Saturation: Inter Peak | 10:00 - 16:00 (Tue 29 Jun 2021)



Calculation: Peak Traffic Flow / Estimated Operational Capacity
Peak Traffic Flow is measured as the busiest 30 minute period.

S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-210623-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	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: 200 to 305 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/11/20

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:

Tuesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	4 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)	2
Edge of Town	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
Residential Zone	1
Retail Zone	1
No Sub Category	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:

Not Known	4 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:

1,000 or Less	1 days
1,001 to 5,000	2 days
15,001 to 20,000	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
50,001 to 75,000	1 days
100,001 to 125,000	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	3 days
1.1 to 1.5	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.

Travel Plan:

No	4 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	4 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	HE-06-J-01	STARBUCKS	HEREFORDSHIRE
	LEDBURY ROAD		
	ROSS-ON-WYE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	305 sqm	
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL
2	NR-06-J-01	STARBUCKS	NORTHAMPTONSHIRE
	CORBY ROAD		
	CORBY		
	WELDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	236 sqm	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
3	SF-06-J-01	COSTA COFFEE	SUFFOLK
	THORNEY WAY		
	STOWMARKET		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL
4	WO-06-J-01	STARBUCKS	WORCESTERSHIRE
	STOURPORT ROAD		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	240 sqm	
	Survey date: FRIDAY	09/10/20	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.

Singleton Clamp & Partners Mount Street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	2	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	3	247	2.969	3	247	2.159	3	247	5.128
07:00 - 08:00	4	245	11.825	4	245	10.601	4	245	22.426
08:00 - 09:00	4	245	14.985	4	245	13.558	4	245	28.543
09:00 - 10:00	4	245	16.718	4	245	15.189	4	245	31.907
10:00 - 11:00	4	245	13.965	4	245	14.271	4	245	28.236
11:00 - 12:00	4	245	12.946	4	245	12.844	4	245	25.790
12:00 - 13:00	4	245	14.067	4	245	13.761	4	245	27.828
13:00 - 14:00	4	245	15.494	4	245	16.106	4	245	31.600
14:00 - 15:00	4	245	11.213	4	245	12.538	4	245	23.751
15:00 - 16:00	4	245	12.029	4	245	10.601	4	245	22.630
16:00 - 17:00	4	245	11.519	4	245	12.946	4	245	24.465
17:00 - 18:00	4	245	8.869	4	245	10.194	4	245	19.063
18:00 - 19:00	4	245	5.199	4	245	6.422	4	245	11.621
19:00 - 20:00	3	247	3.644	3	247	3.509	3	247	7.153
20:00 - 21:00	3	247	0.945	3	247	1.889	3	247	2.834
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			156.846			156.588			313.434

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: 200 - 305 (units: sqm)
 Survey date range: 01/01/13 - 24/11/20
 Number of weekdays (Monday-Friday): 4
 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 BD BEDFORDSHIRE 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: 213 to 213 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 24/11/20

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:

Saturday 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:

Edge of Town 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:

Retail 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:

Not Known 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:

15,001 to 20,000 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 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 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.*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.

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-06-J-01	COSTA COFFEE	BEDFORDSHIRE
	RILEY WAY		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	213 sqm	
	Survey date: SATURDAY	17/10/20	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.

OFF-LINE VERSION SCP York street Manchester

Licence No: 726001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	1	213	0.469	1	213	0.000	1	213	0.469
07:00 - 08:00	1	213	7.042	1	213	5.164	1	213	12.206
08:00 - 09:00	1	213	12.676	1	213	12.676	1	213	25.352
09:00 - 10:00	1	213	23.005	1	213	18.779	1	213	41.784
10:00 - 11:00	1	213	26.291	1	213	23.944	1	213	50.235
11:00 - 12:00	1	213	22.535	1	213	22.535	1	213	45.070
12:00 - 13:00	1	213	21.127	1	213	21.127	1	213	42.254
13:00 - 14:00	1	213	13.146	1	213	17.840	1	213	30.986
14:00 - 15:00	1	213	14.554	1	213	14.085	1	213	28.639
15:00 - 16:00	1	213	12.207	1	213	12.676	1	213	24.883
16:00 - 17:00	1	213	15.962	1	213	15.493	1	213	31.455
17:00 - 18:00	1	213	7.042	1	213	7.512	1	213	14.554
18:00 - 19:00	1	213	2.817	1	213	6.103	1	213	8.920
19:00 - 20:00	1	213	2.347	1	213	3.286	1	213	5.633
20:00 - 21:00	1	213	0.469	1	213	0.469	1	213	0.938
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			181.689			181.689			363.378

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:	213 - 213 (units: sqm)
Survey date range:	01/01/08 - 24/11/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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.

S|C|P

APPENDIX F

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: 200538 Styal Rd_Site Access_PICADY.j9

Path: Z:\Job Library\2020\200538 - Styal Road, Manchester\Traffic Data

Report generation date: 13/07/2021 11:19:17

«2026 Assess, Sat

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	AM							PM							Sat				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2026 Assess																			
Stream B-C	D1	0.1	8.65	0.05	A	1.18	22 % [Stream B-A]	D2	0.4	11.49	0.27	B	1.87	18 % [Stream B-A]	D3	0.1	8.18	0.05	A
Stream B-A		0.1	19.32	0.12	C				0.5	21.59	0.33	C				0.1	12.35	0.08	B
Stream C-AB		0.4	9.34	0.29	A				0.0	6.90	0.03	A				0.0	6.51	0.04	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	MIOC Site Access
Location	Styal Rd, Wythenshawe
Site number	
Date	09/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\liam bessell
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Assess	Sat	ONE HOUR	12:00	13:30	15

2026 Assess, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Styal Rd (N)		Major
B	Site Access		Minor
C	Styal Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00	✓	4.30	✓	4.30	100.0	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.40	5.80	5.80	5.80	5.80	✓	3.00	49	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.094	0.237	0.149	0.338
B-C	633	0.097	0.245	-	-
C-B	776	0.301	0.301	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	602	100.000
B		✓	46	100.000
C		✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	24	578
	B	24	0	22
	C	513	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	8.18	0.1	A
B-A	0.08	12.35	0.1	B
C-AB	0.04	6.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	519	0.032	16	0.0	7.165	A
B-A	18	395	0.046	18	0.0	9.531	A
C-AB	17	640	0.026	16	0.0	5.774	A
C-A	386			386			
A-B	18			18			
A-C	435			435			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	496	0.040	20	0.0	7.559	A
B-A	22	363	0.059	22	0.1	10.543	B
C-AB	20	614	0.032	20	0.0	6.062	A
C-A	461			461			
A-B	22			22			
A-C	520			520			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	464	0.052	24	0.1	8.177	A
B-A	26	318	0.083	26	0.1	12.341	B
C-AB	24	577	0.042	24	0.0	6.512	A
C-A	565			565			
A-B	26			26			
A-C	636			636			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	464	0.052	24	0.1	8.181	A
B-A	26	318	0.083	26	0.1	12.345	B
C-AB	24	577	0.042	24	0.0	6.512	A
C-A	565			565			
A-B	26			26			
A-C	636			636			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	496	0.040	20	0.0	7.566	A
B-A	22	363	0.059	22	0.1	10.549	B
C-AB	20	614	0.032	20	0.0	6.063	A
C-A	461			461			
A-B	22			22			
A-C	520			520			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	518	0.032	17	0.0	7.177	A
B-A	18	396	0.046	18	0.0	9.538	A
C-AB	17	640	0.026	17	0.0	5.774	A
C-A	386			386			
A-B	18			18			
A-C	435			435			

