Savell Bird & Axon

part of the **WYG** group

DSG International Plc

PROPOSED TRADING MEZZANINE
EXISTING CURRYS STORE
CHEETHAM HILL RETAIL PARK

Transport Statement

N91727

February 2010

Transport Planning Specialists

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1 INTRODUCTION

1.1 Introduction

1.1.1 Savell Bird & Axon have been instructed by DSG International Plc to advise on the traffic and transportation issues relating to proposals to provide a trading mezzanine extension within the existing Currys store at the Cheetham Hill Retail Park off the A665 Cheetham Hill Road in Manchester.

1.1.2 This report provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a forthcoming planning application.

1.2 Development Site and Location

1.2.1 The location of the development in relation to Manchester is shown in **Plan 1**.

1.2.2 The development site is located approximately 1.5 kilometres north of Manchester City Centre. It is bounded by the A665 Cheetham Hill Road to the east and Queens Road and Elizabeth Street to the north and west respectively.

1.2.3 Vehicular access to the existing site is gained via the Elizabeth Street/Cheetham Hill Retail Park Site Access priority controlled access, with service access afforded via a separate access junction off Elizabeth Road approximately 130 metres north of the site access junction.

1.3 Existing Retail Park

1.3.1 The existing retail park includes the following stores;

- Currys Ltd.
- Peacocks.
- Matalan.

1.3.2 The existing retail park has approximately 337 car parking spaces including 30 disabled and 6 Parent and Child parking spaces.

1.4 Development Proposals

1.4.1 The development proposals entail the extension of the existing floor area by 1,864 sqm by inserting a mezzanine floor within the unit. This will increase the gross floor area of the Currys store from 2,527 sqm to 4,391 square metres.

1.5 Scope of the Report

1.5.1 Following this introduction Section 2 will evaluate the accessibility of the site by alternative modes of transport to the private car.

1.5.2 Section 3 considers the impact of the development proposals on the local highway network and existing car park and the conclusions are drawn together in Section 4.

2 ACCESS TO THE SITE BY A CHOICE OF MODE OF TRANSPORT

2.1 Introduction

2.1.1 In order to accord with the aspirations of Planning Policy Guidance (PPG) Note 13, entitled 'Transport', any new development should offer a realistic choice of access by public transport, walking and cycling.

2.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility by foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by Metrolink.

2.2 Pedestrian Accessibility

2.2.1 The proposed site is located to the north-west of Manchester City Centre and is ideally located to encourage journeys by foot.

2.2.2 To demonstrate the sites accessibility by foot, a 2,000 pedestrian catchment has been provided and is shown in **Plan 2**. This catchment encompasses a wide range of residential areas such as Cheetham Hill, Miles Platting and Higher Broughton as well as the northern areas of Manchester City Centre.

2.2.3 Pedestrian footways are located throughout the existing Retail Park layout to facilitate pedestrian movement from both the A665 Cheetham Hill Road to the east and Elizabeth Street to the south.

2.2.4 Footways with widths of at least 2.5 metres are provided on either side of A665 Cheetham Hill Road in the vicinity of the proposed development. Pedestrian crossing facilities on Cheetham Hill Road are provided for at the A665 Cheetham Hill Road/Manchester Fort Retail Park signal controlled junction, in the form of staggered crossing phases with associated pedestrian refuges, dropped kerbs and tactile paving.

2.2.5 These pedestrian facilities offer the opportunity for linked trips between the development store and the Manchester Fort Retail Park as well as providing access to surrounding residential areas.

2.2.6 Further pedestrian crossing facilities are provided for at the A665 Cheetham Hill Road/Elizabeth Street signal controlled junction in the form of pedestrian refuges and associated tactile paving and dropped kerbs.

2.2.7 In conclusion, the location of the development site can be considered as highly accessible on foot.

2.3 Cycle Accessibility

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

2.3.2 Cycle facilities are provided for at the signal controlled A665 Cheetham Hill Road/Fort Retail Park in the form of advanced stop lines on each arm. Advanced stop lines are also provided for on each arm of the A665 Cheetham Hill/Elizabeth Street signal controlled junction.

2.3.3 Advanced stop lines are also provided on each arm of the A665 Cheetham Hill Road/Elizabeth Street signal controlled junction. In addition, Elizabeth Street is designated as an on-road quiet/advisory route on the www.cyclegm.org website, this route provides linkages with surrounding residential areas.

2.3.4 The site can, therefore, be considered as being accessible by cycle.

2.4 Bus Accessibility

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 Bus stops are provided along the A665 Cheetham Hill Road and Queens Road approximately 300 metres and 350 metres from the entrance to the store. These stops are served by scheduled public bus services, and details of these services, including main destinations and frequencies, are set out in Table 2.1 below.

Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Pk	Day	PM Pk	Eve		
Cheetham Hill Road							
88	Piccadilly – Moston – White Moss – Manchester	6	6	6	2	6	2
89	Manchester – Cheetham Hill – Moston – Piccadilly	6	6	6	2	6	2
135	Manchester – Cheetham Hill – Whitefield – Bury	8	9	9	4	8	6
149	Manchester – Moston – Oldham	2	2	2	1	2	1
167	Manchester – Norden	1	1	3	0	1	0
X35	Manchester – Bury – Stubbins	3 am jrnys	0	4 pm jrnys	0	0	0
Queens Road							
54	Cheetham Hill – Rusholme – Trafford Centre	1 am jrny	0	0	0	0	0
151	Chadderton – North Manchester Hospital – Cheetham Hill	2	2	2	0	2	0

Table 2.1 Bus Services Operating in the Vicinity of the Site

2.4.3 As can be seen, a number of bus services operate in the vicinity of the site, with up to 29 services per hour providing services to a range of destinations such as Manchester City Centre and Moston which have approximate journey times of 10 minutes and 30 minutes respectively.

2.4.4 In conclusion, the development site has good accessibility by bus.

2.5 Accessibility by Rail/Metrolink

2.5.1 The proposed development site is situated approximately 1.3 kilometres from the Manchester Victoria Station which provides both Rail and Metrolink services.

2.5.2 From Victoria, rail services are provided to a range of local destinations such as Salford, Salford Crescent and Swinton. Manchester Victoria is located on the Bury to Altrincham Metrolink line and services are provided every 6 minutes in the peak periods, whilst services are provided every 12 minutes outside of the peak times.

2.5.3 In conclusion, the development site has good accessibility by rail and Metrolink.

2.6 Conclusions

2.6.1 The proposals have been considered in terms of accessibility by non car modes for the inclusion of the mezzanine to the Currys unit. The following conclusions can be drawn from this section of the Report:

- Pedestrian access to the site can also be considered as being excellent with extensive existing infrastructure located in the vicinity of the site;
- The site is also highly accessible by public transport, with several bus services operating in the vicinity of the site and the rail/Metrolink station being located within an acceptable walk.

3 TRAFFIC IMPACT ASSESSMENT

3.1 Introduction

3.1.1 The following section provides a description of the local highway network. This is followed by an assessment of the existing trip attractions and an assessment of the potential development impact.

3.2 Development Site and Surrounding Highway Network

3.2.1 As previously stated, the development site is located approximately 1.5 kilometres north of Manchester City Centre. The development proposals entail the extension of the existing floor area 1,864 sqm by inserting a mezzanine floor within the unit. This will increase the gross floor area of the Currys store from 2,527 sqm to 4,391 square metres.

3.2.2 Vehicular access to the existing site is gained via the Elizabeth Street/Cheetham Hill Retail Park Site Access priority controlled access, with service access afforded off a separate access junction off Elizabeth Road approximately 130 metres north of the site access junction.

3.3 Traffic Generation

3.3.1 In order to calculate the likely level of additional trips that the proposed mezzanine would generate, it is important to first calculate the level of traffic that the existing Currys store at Cheetham Hill Retail Park generates. In this regard the TRICS Database version 2009(b) has been interrogated in the field of 'Retail Park – Excluding Food' for all sites excluding London.

3.3.2 Table 3.1 below summarises the peak hour trips and existing Currys store traffic generation. The full TRICS output is contained within **Appendix 1**. It is important to note that this provides a robust analysis as these trip rates include stores such as B&Q, Marks and Spencer's and Homebase which have higher trip generations than a unit such as Currys.

Time Period	Trip Rates		Traffic Flows	
	Arrivals	Departures	Arrivals	Departures
Saturday Peak Period	3.222	3.190	81	81

Table 3.1 – Trip Rates for Existing Land-use (2,527 sqm)

3.3.3 As can be seen from Table 3.1, the existing Curry's store is forecast to generate a total of 162 two-way trips in the Saturday Peak Period.

3.3.4 Recent experience of other Currys stores where sales floor mezzanines have been installed have shown increases in turnover of the unit between 23% and 35%. However, due to the size of the existing store an increase of 50% has been assumed as this provides an extremely robust analysis.

3.3.5 Furthermore, clearly not all of this traffic would be new to the Retail Park and there is likely to be a substantial proportion of this traffic that would already be visiting other units on the Retail Park and simply link their journey to the Currys unit. This is a robust analysis given the fact that it is likely that at least half of the traffic likely to be travelling to the existing Currys would be linked to the remainder of the Retail Park.

3.3.6 As such, for the purposes of this assessment it has been assumed that 30% of the trips to the proposed mezzanine will be linked to those already visiting Cheetham Hill Retail Park. In this regard the forecasted increase in traffic for the proposed mezzanine has been reduced by 30%.

3.3.7 Table 3.2 below provides a summary of the existing site traffic together with the proposed increase in traffic flows.

Time Period	Existing Store Traffic		Increase in Traffic (50%)		70% Primary New Trips	
	Arr	Dep	Arr	Dep	Arr	Dep
Saturday Peak Period	81	81	41	41	29	29

Table 3.2 – Trip Generation for Proposed Mezzanine (1,864sqm)

3.3.8 As can be seen even with this particularly robust analysis the proposed mezzanine trading floor is forecast to generate a total of 58 two-way trips in the Saturday peak period. It is therefore concluded that the proposed extension to the Currys store would result in a minimal impact on operation of the local highway network due to the extremely robust nature of the impact analysis.

3.4 Existing Car Park Demand

3.4.1 Having established that the impact of mezzanine level is minimal on the junctions on the local highway network this section considers the impact of the proposals on the existing retail park car park.

3.4.2 In order to establish the existing operation of the retail car park, a car park beat survey was undertaken over a typical Saturday. The car parking beat survey was undertaken on Saturday 21st November 2009 between 10:00 and 18:00 hours for Saturday. The results are summarised within Table 3.3 and the full results contained within **Appendix 2**.

Time Beginning	Number of Spaces Occupied
	Saturday
1000	51
1015	52
1030	68
1045	80
1100	85
1115	90
1130	95
1145	99
1200	102
1215	108
1230	130
1245	134
1300	139
1315	145
1330	155
1345	164
1400	160
1415	161
1430	164
1445	152
1500	141
1515	155
1530	145
1545	140
1600	137

Table 3.3 – Car Parking Accumulation

3.4.3 As can be seen from the above table, during the Saturday survey the maximum occupancy was 164 spaces. Based on the existing provision of 337 spaces, this equates to a maximum occupancy/capacity ratio of 49%.

3.4.4 In order to provide greater details of the likely car parking accumulation associated with the proposed mezzanine a TRICS analysis has been undertaken, this analysis has been based on the same methodology contained within the Traffic Impact Analysis of this report.

3.4.5 Table 3.4 below summarises the arrivals and departures and the hourly parking accumulation on a Saturday between 1000 and 1600 hours. For the purposes of this analysis it has again been assumed that 30% of trips forecast to be generated by the mezzanine will be cross-visitation trips linked with the other retail uses on Cheetham Hill Retail Park.

Time Period	Saturday				
	Trip Rates		Traffic Flows		Accum
	Arr	Dep	Arr	Dep	
0900-1000	1.537	0.998	14	9	5
1000-1100	2.409	1.981	21	18	9
1100-1200	2.976	2.703	26	24	11
1200-1300	2.957	2.993	26	26	11
1300-1400	3.020	2.980	27	26	11
1400-1500	3.222	3.190	28	28	11
1500-1600	3.147	3.135	28	28	11

Table 3.4 – Car Parking Accumulation for Proposed Mezzanine Floor - Saturday

3.4.6 As can be seen from Table 3.4 there is likely to be a maximum accumulation of 11 cars during a typical Saturday between 1400 to 1500 hours. If this proposed accumulation is added to the maximum existing parking accumulation of 164 vehicles this would result in a proposed maximum accumulation of approximately 175 vehicles which results in a maximum occupancy of 52%.

3.4.7 It is concluded therefore that the proposals to provide a mezzanine floor within the existing Currys store will have no material impact on the operation of the car park at the Cheetham Hill Retail Park.

4 CONCLUSIONS

4.1.1 Savell Bird & Axon have been instructed by DSG International Plc to advise on the traffic and transportation issues relating to proposals to provide a trading mezzanine within the existing Currys Ltd store at Cheetham Hill Retail Park off the A665 Cheetham Hill Road to the north of Manchester City Centre.

4.1.2 The development proposals entail the extension of the existing floor area by 1,864 sqm by inserting a mezzanine floor within the unit. This will increase the gross floor area of the Currys store from 2,527 sqm to 4,391 square metres.

4.1.3 The proposed development would be highly accessible by non-car travel modes of walking, cycling and by public transport, in accordance with PPG13. The location of the proposed development would facilitate diverted and linked trips, again in line with objectives set out in national policy on reducing the need to travel.

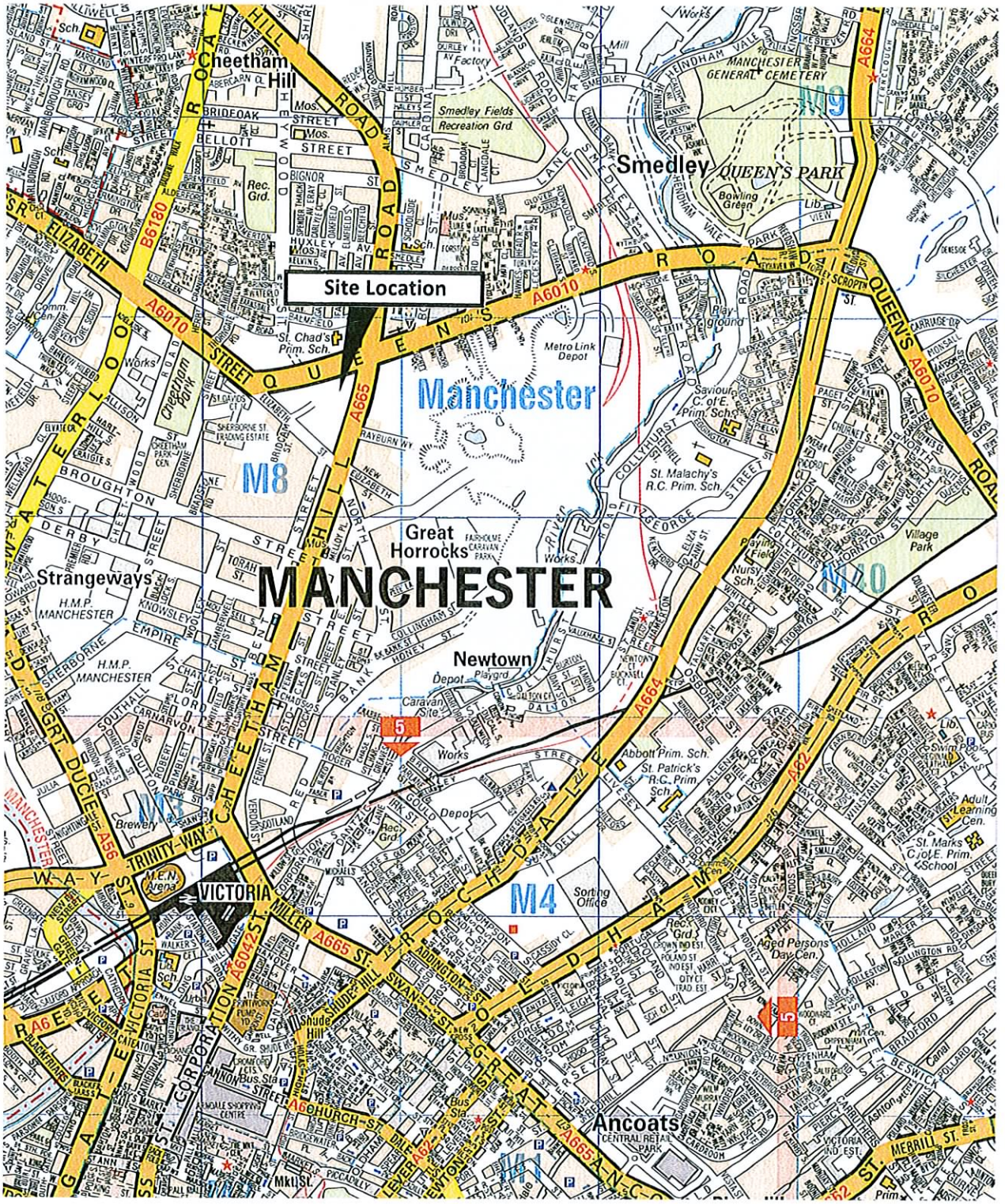
4.1.4 The analysis has provided a robust assessment of the potential changes in traffic that will occur on the local highway network as a result of the development proposals. From this, it has been concluded that the provision of the proposed mezzanine floor would not result in a material increase in traffic.

4.1.5 It has also been demonstrated that the car park would continue to operate with sufficient spare capacity to accommodate peak demand following the implementation of the development proposals.

4.1.6 It can therefore be concluded that there are no highway and transportation reasons for refusal of the planning application.

PLANS

PLAN 1



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DSG International PLC

Proposed Trading Mezzanine,
Existing Currys Store,
Cheetham Hill Retail Park, Cheetham Hill
Site Location

Savell Bird & Axon
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DRAWN	DATE	CHECKED	DATE	SCALES	DRAWING NUMBER	REVISION
SP	Jan 10	TB	Jan 10	N.T.S.	N91729/01	-



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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

PLAN 2

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

DSG International PLC

PROJECT:

Proposed Trading Mezzanine, Existing Currys Store, Cheetham Hill Retail Park, Cheetham Hill

DRAWING TITLE:

2km Pedestrian Catchment

SCALES:

1:25000

DRAWN:	CHECKED:	DATE:
SP	TB	Jan 10

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DRAWING NUMBER:	REVISION:
N91729/02	·

APPENDICES

APPENDIX 1

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
10	**WALES**		
	CM	CARMARTHENSHIRE	1 days
	CP	CAERPHILLY	1 days
11	**SCOTLAND**		
	AD	ABERDEEN CITY	1 days
	MO	MORAY	1 days
	PK	PERTH & KINROSS	1 days
	SR	STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2057 to 35244 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 29/11/08

Selected survey days:

Saturday	23 days

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	11

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	2
Development Zone	1
Residential Zone	2
Retail Zone	6
Built-Up Zone	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1 **AD-01-K-01** **RETAIL PARK, ABERDEEN** **ABERDEEN CITY**
BERRYDEN ROAD

ABERDEEN
Total Gross floor area: 4200 sqm

2 **CM-01-K-01** **CURRYS/PC WLD, CARMARTHEN** **CARMARTHENSHIRE**
A40

CARMARTHEN
Total Gross floor area: 3650 sqm

3 **CP-01-K-01** **RETAIL PARK, CAERPHILLY** **CAERPHILLY**
PARC-PONTY PANDY

CAERPHILLY
Total Gross floor area: 4913 sqm

4 **CW-01-K-01** **RETAIL PARK, CAMBORNE** **CORNWALL**
TREVENSON ROAD

CAMBORNE
Total Gross floor area: 11400 sqm

5 **DC-01-K-07** **RETAIL PARK, POOLE** **DORSET**
REDLANDS
BRANKSOME
POOLE
Total Gross floor area: 12850 sqm

6 **ES-01-K-04** **RETAIL PARK, NEWHAVEN** **EAST SUSSEX**
THE DROVE

NEWHAVEN
Total Gross floor area: 6758 sqm

7 **EX-01-K-01** **RETAIL PARK, CHELMSFORD** **ESSEX**
CHELMER ROAD
CHELMER VILLAGE
CHELMSFORD
Total Gross floor area: 16000 sqm

8 **LN-01-K-01** **RETAIL PARK, LINCOLN** **LINCOLNSHIRE**
TRITTON ROAD

LINCOLN
Total Gross floor area: 13129 sqm

9 **MO-01-K-01** **RETAIL PARK, ELGIN** **MORAY**
EDGAR ROAD

ELGIN
Total Gross floor area: 7430 sqm

10 **NF-01-K-01** **RETAIL PARK, NORWICH** **NORFOLK**
HALL ROAD
LONG JOHN'S HILL
NORWICH
Total Gross floor area: 14100 sqm

11 **NR-01-K-01** **RETAIL PARK, NORTHAMPTON** **NORTHAMPTONSHIRE**
WEEDON ROAD
SIXFIELDS
NORTHAMPTON
Total Gross floor area: 6675 sqm

12 **NT-01-K-01** **RETAIL PARK, NOTTINGHAM** **NOTTINGHAMSHIRE**
MANSFIELD ROAD
DAYBROOK
NOTTINGHAM
Total Gross floor area: 7020 sqm

LIST OF SITES relevant to selection parameters (Cont.)

13	**NY-01-K-01**	**RETAIL PARK, SCARBOROUGH**	**NORTH YORKSHIRE**
	SEAMER ROAD		
	SCARBOROUGH		
	Total Gross floor area:	2575 sqm	
14	**NY-01-K-02**	**RETAIL PARK, KNARESBOROUGH**	**NORTH YORKSHIRE**
	GRIMBALD CRAG WAY		
	KNARESBOROUGH		
	Total Gross floor area:	9452 sqm	
15	**PK-01-K-01**	**RETAIL PARK, PERTH**	**PERTH & KINROSS**
	OFF DUNKELD ROAD		
	PERTH		
	Total Gross floor area:	16618 sqm	
16	**SC-01-K-05**	**RETAIL PARK, WOKING**	**SURREY**
	ORIENTAL ROAD		
	MAYBURY		
	WOKING		
	Total Gross floor area:	4300 sqm	
17	**SF-01-K-01**	**RETAIL PARK, BURY ST EDMUNDS**	**SUFFOLK**
	EASLEA ROAD		
	BURY ST EDMUNDS		
	Total Gross floor area:	9437 sqm	
18	**SR-01-K-01**	**RETAIL PARK, STIRLING**	**STIRLING**
	MUIRTON ROAD		
	STIRLING		
	Total Gross floor area:	8675 sqm	
19	**WM-01-K-02**	**RETAIL PARK, SOLIHULL**	**WEST MIDLANDS**
	MARSHALL LAKE ROAD		
	SHIRLEY		
	SOLIHULL		
	Total Gross floor area:	9350 sqm	
20	**WM-01-K-03**	**RETAIL PARK, BIRMINGHAM**	**WEST MIDLANDS**
	FLAXLEY PARKWAY		
	STECHFORD		
	BIRMINGHAM		
	Total Gross floor area:	5725 sqm	
21	**WM-01-K-04**	**RETAIL PARK, BIRMINGHAM**	**WEST MIDLANDS**
	KINGSBURY ROAD		
	ERDINGTON		
	BIRMINGHAM		
	Total Gross floor area:	14690 sqm	
22	**WO-01-K-01**	**HOMEBASE/ALLIED, REDDITCH**	**WORCESTERSHIRE**
	ALVECHURCH HIGHWAY		
	ENFIELD		
	REDDITCH		
	Total Gross floor area:	5854 sqm	
23	**WO-01-K-02**	**RETAIL PARK, DROITWICH SPA**	**WORCESTERSHIRE**
	KIDDERMINSTER ROAD		
	NEWTOWN		
	DROITWICH SPA		
	Total Gross floor area:	7405 sqm	

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	19	8906	0.139	19	8906	0.043	19	8906	0.182
08:00 - 09:00	23	8792	0.643	23	8792	0.284	23	8792	0.927
09:00 - 10:00	23	8792	1.537	23	8792	0.998	23	8792	2.535
10:00 - 11:00	23	8792	2.409	23	8792	1.981	23	8792	4.390
11:00 - 12:00	23	8792	2.976	23	8792	2.703	23	8792	5.679
12:00 - 13:00	23	8792	2.957	23	8792	2.993	23	8792	5.950
13:00 - 14:00	23	8792	3.020	23	8792	2.980	23	8792	6.000
14:00 - 15:00	**23**	**8792**	**3.222**	**23**	**8792**	**3.190**	**23**	**8792**	**6.412**
15:00 - 16:00	23	8792	3.147	23	8792	3.135	23	8792	6.282
16:00 - 17:00	23	8792	2.545	23	8792	3.039	23	8792	5.584
17:00 - 18:00	23	8792	1.670	23	8792	2.284	23	8792	3.954
18:00 - 19:00	23	8792	0.691	23	8792	1.195	23	8792	1.886
19:00 - 20:00	20	9143	0.293	20	9143	0.398	20	9143	0.691
20:00 - 21:00	2	11236	0.044	2	11236	0.044	2	11236	0.088
21:00 - 22:00	1	16618	0.000	1	16618	0.000	1	16618	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			25.293			25.267			50.560

Parameter summary

Trip rate parameter range selected:	2057 - 35244 (units: sqm)
Survey date date range:	01/01/01 - 29/11/08
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	23
Number of Sundays:	0
Surveys manually removed from selection:	0

APPENDIX 2

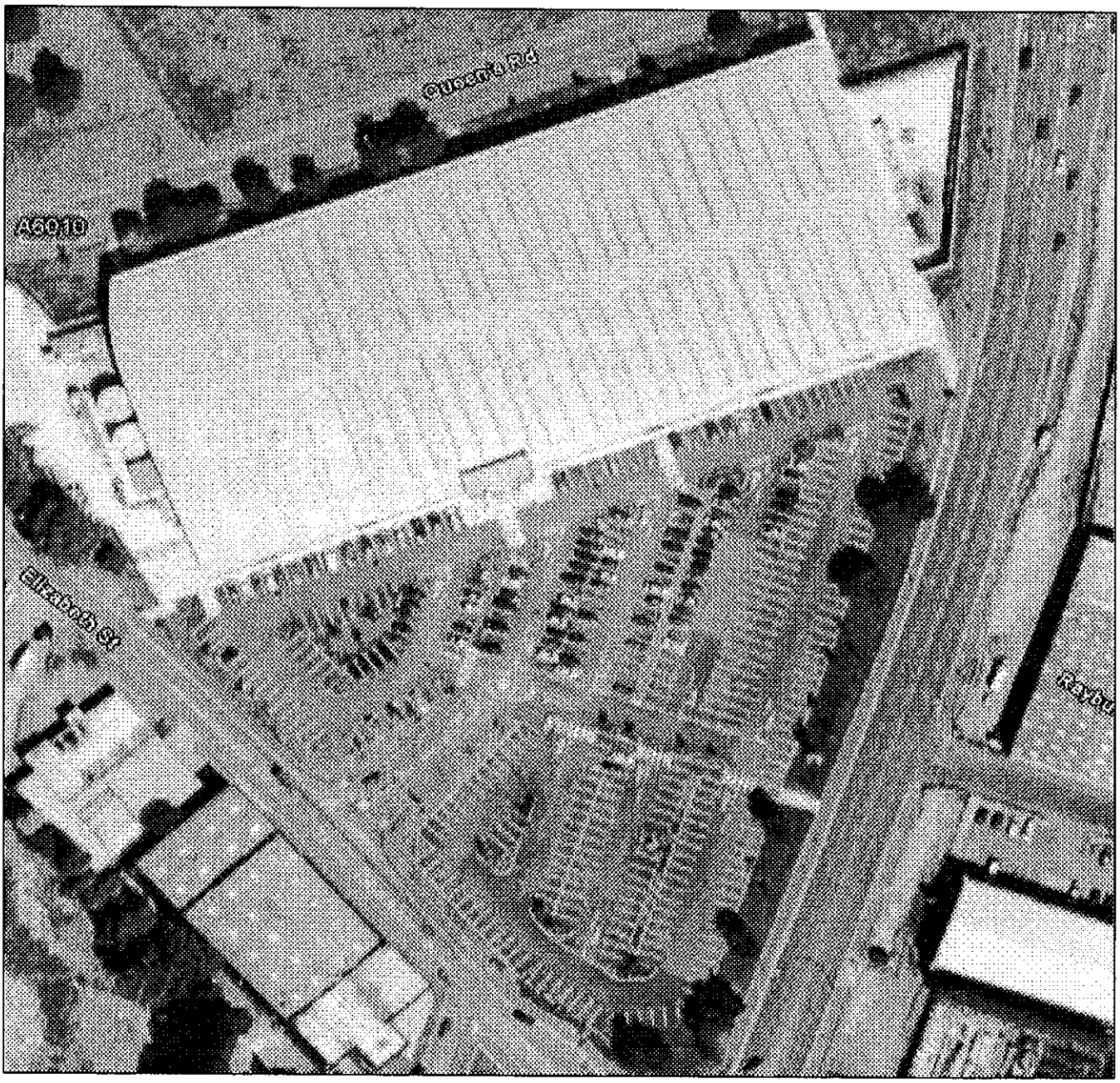
Car Park Beat Survey

SURVEY CONTROL

Client:	Savell Bird & Axon
Client Contact:	Phil Wooliscroft
Survey Location:	Currys, Cheetham Hill
Date(s) of Survey:	Saturday 21 November 2009
Notes:	
On Site Supervisor:	Amanda Yarwood
Data Checking:	Peter Dixon
Survey Reference:	2009.200 Cheetham Hill Results
Status:	Final
Date of Issue:	23 November 2009

N

JUNCTION 1



DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 2009.200 CHEETHAM HILL			
DRAWN BY: RKN	DATE: NOV 2009	SCALE: NTS	REF: FIGURE 1

signal surveys

Traffic Counts and Car Park Surveys

Parkway House, Palatine Road, Northenden, Manchester, M22 4DB

Tel 0161 998 4226 Fax 0161 998 1189

2009.200 Cheetham Hill - TOTAL NUMBER OF SPACES

	Total Number of Spaces			
Zone	**N**	**D**	**P&C**	**Total**
A	40	5	0	**45**
B	134	25	6	**165**
C	127	0	0	**127**
Total	**301**	**30**	**6**	**337**

N - Normal Spaces
D - Disabled Spaces
P&C - Parent & Child Spaces

NB See Map for Locations of Zones

A
B
C

Time Beginning	Curry's, Cheetham Hill - Saturday 21 November 2009			
	Number of Occupied Spaces			
	Zone			Total
	A	B	C	
1000	12	39	0	51
1015	15	37	0	52
1030	24	44	0	68
1045	31	47	2	80
1100	31	53	1	85
1115	33	57	0	90
1130	32	63	0	95
1145	31	67	1	99
1200	34	68	0	102
1215	32	73	3	108
1230	35	87	8	130
1245	43	82	9	134
1300	45	84	10	139
1315	39	89	17	145
1330	43	93	19	155
1345	44	98	22	164
1400	45	96	19	160
1415	45	99	17	161
1430	44	98	22	164
1445	39	91	22	152
1500	37	84	20	141
1515	44	92	19	155
1530	44	86	15	145
1545	41	83	16	140
1600	44	80	13	137