

Proposed Change of Use
18, Kenyon Lane, Moston

April 2025

TRANSPORT STATEMENT

REPORT

DOCUMENT: Transport Statement

PROJECT: Proposed Change of Use, 18, Kenyon Lane, Moston

CLIENT: Mr Qasim Najimi

JOB NUMBER: 4278

FILE ORIGIN: Z:\projects\4732 Kenyon Lane,
Moston\Docs\Reports\4732TS.01.docx

DOCUMENT CHECKING:

Primary Author: MR **Initialled:**

Contributor LG **Initialled:**

Review By: TR **Initialled:**

Issue	Date	Status	Checked for Issue
-------	------	--------	-------------------

1	29-04-24	Final	
---	----------	-------	--

2			
---	--	--	--

3			
---	--	--	--

4			
---	--	--	--

CONTENTS

1	INTRODUCTION	1
1.1	Preamble	1
1.2	Scope of Report.....	1
1.3	Format of Report	1
2	EXISTING CONDITIONS	3
2.1	Application Site	3
2.2	Existing Business.....	4
3	PROPOSED DEVELOPMENT	5
3.1	Development Proposals.....	5
3.2	Parking Provision	5
3.3	Servicing, Waste Collection & Deliveries	7
4	TRAFFIC IMPACT ANALYSIS	9
4.1	Introduction.....	9
4.2	Assessment Criteria.....	9
4.3	Existing Development	9
4.4	Proposed Development	10
4.5	Car Parking Accumulation.....	12
4.6	Traffic Impact and Parking Summary	15
5	CONCLUSIONS	16

PLANS

Plan 1	Site Location
Plan 2	Existing & Proposed Site Layout
Plan 3	Swept Path Analysis

APPENDICES

Appendix 1	TRICS Output
Appendix 2	Car Parking Accumulation - Weekday
Appendix 3	Car Parking accumulation - Saturday

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Mr Qasim Najimi to advise on the traffic and transportation issues relating to proposals for a change of use application at 18, Kenyon Lane in Moston.

1.1.2 A planning application (App ref no. 41335/FO/2024) has been submitted to Manchester City Council (MCC) and referred to a proposed '*Change of use of sports and social club (Class F2) to commercial retail (Class E(a) and single storey side extension to form new entrance with alterations to the existing elevation*'.

1.1.3 Whilst the highways department raised no objection to the proposals, the Application was subsequently refused in January 2025. The pertinent Reason for Refusal (RfR) was on highway grounds and reads as follows:

'The proposed use would attract additional vehicles into the immediate area and fails to provide any dedicated off-road parking provision. This in turn would lead to increased demand for on-street spaces and exacerbate vehicular congestion and manoeuvrability difficulties, detrimental to the operation of the highway. On this basis, the proposal is contrary to policies DM1, T2 and SP1 of the Manchester Core Strategy, policy JP-C8 of Places for Everyone Joint Development Plan and the National Planning Policy Framework'.

1.2 Scope of Report

1.2.1 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of this change of use planning application.

1.3 Format of Report

1.3.1 Following this introduction, Section 2 provides a description of the site and existing operations at the current premises.

- 1.3.2 Section 3 provides details of the proposed development, including car parking and servicing.
- 1.3.3 Section 4 considers the potential traffic impact of the proposed development on the local highway network and car parking demand.
- 1.3.4 Section 5 draws together the conclusions to this report.

2 EXISTING CONDITIONS

2.1 Application Site

2.1.1 The application site relates to a single storey building currently occupied by a sports and social club (Lightbowne Club). The site is bounded by Kenyon Lane to the east, Penn Street to the north, Ebsworth Street to the west and a vehicle repair/MOT garage, alongside a small area of informal open space to the south.

2.1.2 The location of the site is shown in **Plan 1**, whilst images of the site from Moston Lane and Penn Street are provided in **Figures 2.1** and **2.2** below.



Figure 2.1 – View of Site from Moston Lane



Figure 2.2 – View of Site from Penn Street

2.1.3 There is no dedicated parking or point of vehicular entry for the site at present, however, as can be seen from the above images, several entrances and associated metal roller shutters/housing into the building face directly onto Penn Street.

2.1.4 In addition, the images show there is currently on-street parking activity along Penn Street. It is worth noting that directly opposite the site to the north and to the opposite side of Penn Street, is a free, surface level, public car park.

2.2 Existing Business

2.2.1 The existing premises is at located 375 Moston Lane, which is located just a short distance away from the application site, as shown in **Figure 2.3** below.



Figure 2.3 – Location of Application Site in relation to Existing Premises

2.2.2 It should be noted that the reason for this application is due to the current lease not being extended by the landlord beyond 2026/27.

2.2.3 The existing Gross Floor Area (GFA) of the building on site is 848 square metres.

2.2.4 The current site at 375 Moston Lane has no point of vehicular access or dedicated parking, although there is some limited on-street parking available by way of a layby directly outside the site and other neighbouring streets, where no parking restrictions are present.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The planning application for a change of use from a sports and social club (Class F2) to commercial retail (Class E(a)). The proposed plan for the site is shown in **Plan 2**.

3.1.2 Due to the proposed part-demolition of the building on site, the proposed GFA is reduced from that of the existing (848 square metres) and equates to approximately 660 square metres, although not all of this will be used as retail space, as some space will cater for storage, toilet facilities and a staff 'break out' room. The GFA excluding ancillary space comprising storage, toilets and kitchens is just 420 square metres, as will be discussed in the following Section.

3.1.3 It is proposed that the shop will operate between the hours of 09.00 and 19.00 hrs daily, including weekends. As will be detailed below, a rear yard is proposed to serve as a bin storage area and customer car park.

3.1.4 Pedestrian and cycle access into the site will be provided for directly from Kenyon Lane, where the main store entrance is located.

3.2 Parking Provision

3.2.1 As already stated, there is no dedicated parking at present, other than the potential to park on-street or in the adjacent public car park, as shown in **Figure 3.1** below.

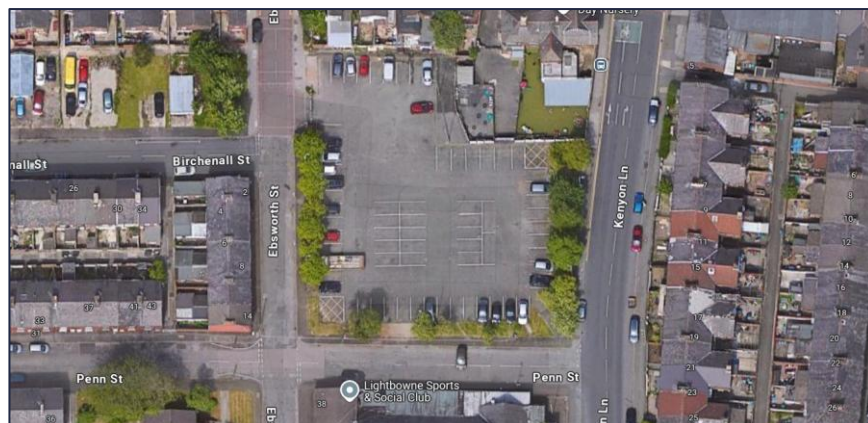


Figure 3.1 – Existing Public Car Park adjacent to the Site

3.2.2 The public car park (accessed via Ebsworth Street) has the capacity to accommodate approximately 65no. vehicles. On-site observations show the car park is fairly well-used, but that spaces are generally available during the day and at weekends, meaning there is some potential for customers to utilise the car park should the need arise.

3.2.3 A parking area comprising 8no spaces is proposed to the rear as shown in Plan 2.

3.2.4 To demonstrate that vehicles can enter and exit the car park, a swept path analysis has been undertaken, as shown in **Plan 3**.

3.2.5 Secure and sheltered cycle parking provision will be provided within the curtilage of the site, for the accommodation of staff/ visitor cycles.

3.2.6 Given the use class of the building, and as advised by the LHA, cycle parking will be able to accommodate a minimum of 2 cycles,

3.2.7 Given the highly accessible location of the site, such car and cycle parking provision is therefore considered to be appropriate.

3.2.8 In their advice, the LHA raised concerns regarding car parking and stated:

‘On street car parking is noted on the local highway network and Highways have some concern that any overspill parking would exacerbate the on-street parking. Therefore, it is requested:

- A car park occupancy assessment is undertaken to demonstrate that the level of proposed parking is acceptable for the proposed use. The car park occupancy assessment should use TRICS assessment.*
- Details in relation to loading / unloading / servicing arrangements are provided i.e. clarification is sought on the anticipated collection days / regularity.*
- Highways would also expect a Waste and Service Management Strategy’.*

3.2.9 The matter of car parking will be discussed in the following Section, whilst details regarding servicing is provided below.

3.3 Servicing, Waste Collection & Deliveries

3.3.1 As detailed above, the LHA have requested that further information be provided in regard to the loading and unloading, as well as servicing arrangements.

Servicing and Waste Collection

3.3.2 Based on the current situation at the existing site, it is anticipated that waste collection at the site would typically be made approximately once or twice a week, which can either serviced from the Kenyon Lane side or from the rear yard.

3.3.3 In regard to bin collection, MCC in their response confirmed that: *‘A refuse storage area is noted within the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. Kerbside collection will be via Ebsworth Street via a private contractor. It is understood that this is in keeping with the extant development. The proposed servicing arrangements are therefore deemed to be acceptable’.*

3.3.4 The MCC response goes on to say that:

‘It is noted that there is a dropped kerb that is understood to form an extant vehicle access to the development site. This access is no longer in use and therefore as part of the proposals it is requested that the dropped kerb is reinstated to footway. This will need to be done via a S278 agreement and at the cost of the applicant’.

3.3.5 It can be confirmed that the Applicant is willing to enter into Section 278 agreement in that regard.

Good Deliveries

3.3.6 All deliveries at the existing premises are managed deliveries and are scheduled to take place in off peak times, either early morning or at the middle of day, to ensure minimal disruption to other activities in the area during the traditional peak hours.

3.3.7 No large vehicles are used to serve the existing site and that will continue to be the case.

3.3.8 More specifically, current deliveries typically comprise the following:

- Delivery for vegetables - 3 times a week Monday Wednesday and Friday undertaken by typical Luton type vans;
- Dry goods delivery 1 or twice a month with vans or medium size lorry; and
- Frozen and fresh meat and fish every 2 weeks with normal fridge and freezer vans.

3.3.9 It is understood that the existing business customer base comprises a mix of both pedestrian and vehicular and there is no evidence to suggest that this would not continue to be the case.

3.3.10 It can be confirmed that a Waste and Service Management Strategy will be implemented at the site to ensure all deliveries are managed (as they are at present) to avoid any disruption, whilst only temporary, to the adjacent highway network.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 In regard to any potential highway impact, the delegated officers report confirms that:

'In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected'.

4.1.2 Notwithstanding the above however, highway comments were subsequently received via the Case Officer which stated:

'The submitted plan is insufficient for them to provide any confirmation as to whether a revised scheme would be acceptable. They would require a Trip Generation assessment using TRICS modelling and a car park occupancy assessment to demonstrate that the level of proposed parking is sufficient for the type and amount of floorspace proposed. At present, Highways have concerns that any overspill car parking would exacerbate on-street parking'.

4.1.3 Having confirmed that development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 Given the proposed retail land use, it is assumed reasonable to consider the AM and PM weekday and Saturday peak hours as being those with the greatest impact on the local highway network.

4.3 Existing Development

4.3.1 Whilst the current use on site will clearly have generated both pedestrian and vehicular trips, as there is no suitable land use within the TRICS database, no consideration has been given to the existing use in terms of trip generation. This should be borne in mind when considering the impact of the proposals.

4.4 Proposed Development

4.4.1 As previously stated, the planning application is for a food store with a gross floor area of 660 square metres, (420 square metres of actual retail floor area).

4.4.2 In order to establish the trip rates for the proposed food store use, reference has been made to the TRICS database.

4.4.3 The parameters used to ascertain the person trip rates for the proposed development are as follows:

- Retail – Discount Food Stores;
- Range 0sqm to 1,000sqm Floor Area
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys and Saturday surveys calculated separately.

4.4.4 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 4.1**, below, with the TRICS outputs being provided at **Appendix 1**.

Mode	Period	Trip Rates (per 100 sqm RFA)		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	2.786	1.961	18	13
	PM Peak Hour	3.973	4.644	26	31
	Sat Peak Hour	7.985	7.414	53	49

Table 4.1 Proposed Food Store Trip Rates and Trips

4.4.5 As demonstrated above, the discount food development is forecast to generate a two-way total of approximately 31 two-way trips in the AM peak, 57 two-way trips in the PM peak hour and around 102 two-way trips in the Saturday peak hour.

4.4.6 For completeness, consideration has also been given to the daily traffic based on the 24hr trip rates as summarised in **Table 4.2** below.

Mode	Period	Trip Rates (per 100 sqm)		Trips	
		Arr	Dep	Arr	Dep
Vehicle	Weekday	43.654	44.046	288	291
	Saturday	48.290	48.288	319	319

Table 4.2 Proposed Food Store Trip Rates and Trips (24hr)

4.4.7 The above table shows that the proposed development could potentially generate around 579 two-way daily trips on a weekday and around 638 two-way trips on a Saturday.

4.4.8 However, based on the existing information available, it is understood that the business currently serves between 200 to 300 customers on daily basis.

4.4.9 In light of the above, the trip generation assessment could be seen to be overestimating the number of likely trips over the course of the day, but in any event, can be seen as being particularly robust.

4.4.10 Furthermore, clearly, the trip generations presented above in Tables 4.1 and 4.2 will not be all new trips to the local highway network, rather a proportion will form linked trips to a wider journey purpose or will be cross visitation trips with other retail opportunities surrounding the site.

4.4.11 The different trip types that shopping trips fall into are identified below:

Primary Trips

4.4.12 The primary shopping trip is one which is distributed to the road network as having the same origin prior to visiting the site as the destination on leaving the site. These trips are predominately home-based trips but may also be made from work or other locations. Primary trips are further broken down into:

- Newly generated trips – in terms of food store these types of trips are virtually zero as people must already buy their food from somewhere.
- Transfer trips – this refers to customers who transfer to the new store from alternative stores in both the direct vicinity and the surrounding areas. In the case of food stores all primary trips are redistributed primary shopping trips.

Linked Trips

4.4.13 For these trips the origin and destination zones are not the same and the retail use is an intermediate stop on a route between two trip ends. Linked trips can be further broken down into:

- Pass-by linked trips – these are linked trips already present on the road network directly adjacent to the site, where the retail use is an intermediate stop on the normal route taken.
- Diverted linked trips – these are similar to pass-by trips in that the retail use is an intermediate stop, but in this instance the trip is already present on the local road network but not the road(s) from which the site is taken;
- Cross visitation linked trips – these are trips that have multiple destinations, either within the proposed development site or with adjacent uses. In such instances it is customary to only 'count' that those trips once for the development as a whole.

4.4.14 As demonstrated above, once the different trip types are taken into account, the impact of the proposals is reduced, thus demonstrating the proposals will not have a material impact.

4.4.15 It is also worth noting that no allowance has been made for the traffic generation previously associated with the site.

4.5 Car Parking Accumulation

4.5.1 As previously stated, the MCC response advised that:

‘A car park occupancy assessment is undertaken to demonstrate that the level of proposed parking is acceptable for the proposed use. The car park occupancy assessment should use TRICS assessment’.

4.5.2 The forecast car parking accumulation is detailed in the following paragraphs.

Proposed Food Store Demand

4.5.3 In order to establish the demand for parking in the post development scenario, a car parking accumulation profile has first been produced based on the same trip rates applied to the proposed total floor area of 660 square metres. An additional assessment based on the actual retail floor space of 420 square metres has also been undertaken for comparison purposes.

4.5.4 The resulting daily car parking profile for a typical weekday is presented in **Table 4.3** below, with the full details shown in **Appendix 2**.

Time Range	Parking Accumulation - Weekday		
	Arrivals	Deps	Accumulation 660sqm (420sqm)
07:00-08:00	3	1	2 (1)
08:00-09:00	18	13	7 (5)
09:00-10:00	21	22	6 (4)
10:00-11:00	24	22	8 (5)
11:00-12:00	21	20	8 (5)
12:00-13:00	30	30	8 (5)
13:00-14:00	26	25	9 (6)
14:00-15:00	26	30	5 (3)
15:00-16:00	30	28	7 (5)
16:00-17:00	31	36	2 (1)
17:00-18:00	26	31	-2 (-2)
18:00-19:00	23	21	0 (0)
19:00-20:00	10	9	0 (0)
MAX	-	-	9 (6)

Table 4.3 Parking Accumulation – Food Store Demand (Weekday)

4.5.5 As can be seen above, based on the trip rates and total retail floor area of 660 square metres, the maximum demand is 9 vehicles on a typical weekday.

4.5.6 Based on the actual retail floor space comprising 420 square metres, the forecast demand is reduced to around 6 vehicles.

4.5.7 The resulting daily car parking profile for a typical Saturday is presented in **Table 4.4** below, with the full details shown in **Appendix 3**.

Time Range	Parking Accumulation - Saturday		
	Arrivals	Departures	Accumulation
06:00 -07:00	0	0	0 (0)
07:00-08:00	15	9	6 (4)
08:00-09:00	21	13	15 (10)
09:00-10:00	31	35	11 (7)
10:00-11:00	39	40	10 (6)
11:00-12:00	45	49	6 (4)
12:00-13:00	53	49	10 (6)
13:00-14:00	29	31	8 (5)
14:00-15:00	25	24	9 (6)
15:00-16:00	20	19	10 (6)
16:00-17:00	21	25	6 (4)
17:00-18:00	18	21	3 (2)
18:00-19:00	0	0	0
19:00-20:00	15	9	6
MAX	-	-	15 (10)

Table 4.4 – Parking Accumulation – Food Store Demand (Saturday)

4.5.8 As can be seen above, based on the trip rates and total retail floor area of 660 square metres, the maximum demand is 15 vehicles on a typical Saturday. However, based on the actual retail floor space of 420 square metres, the forecast demand is reduced to around 10 vehicles.

4.5.9 It is acknowledged that the forecast parking demand at the site has potential to exceed the proposed level of car parking in the weekday and Saturday peaks based on the total floor space of the proposals.

4.5.10 However, as already mentioned, it is likely that the trip generation is being overestimated based on current trip volumes and when considering the actual retail floor space, the demand of 6 vehicles in the weekday and 10 vehicles on a Saturday, then the majority of vehicles would be catered for on site within the 8no. spaces provided.

4.6 Traffic Impact and Parking Summary

4.6.1 This section of the Report has considered the impact of the proposal in transport terms.

4.6.2 The impact of the development has been assessed using the TRICS database and has been demonstrated that the traffic likely to be generated by these proposals is forecast to be minimal in the weekday and Saturday peak hours.

4.6.3 The car parking accumulation exercise has shown that based on the total retail floor space that peak demand would be somewhere in the region of 9 vehicles on a weekday and around 15 vehicles on a Saturday.

4.6.4 However, when based on the actual retail floorspace, demand is forecast to reduce to approximately 6 vehicles on a weekday and just 10 vehicles at a weekend.

4.6.5 On that basis, it can be confirmed that the majority of customer vehicles will be catered for on-site, with only a very small number of vehicles requiring to potentially park on-street or in the neighbouring public car park on Ebsworth Street.

4.6.6 The above has demonstrated, that overall, the proposed development will not have a material impact on the operation of the local highway network.

4.6.7 On that basis, it can be concluded that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the NPPF.

5 CONCLUSIONS

- 5.1.1** This report has considered the traffic and transportation issues relating to a change of use from a sports and social club (Class F2) to a food retail outlet (Class E (a)) at a site on Kenyon Lane in Moston.
- 5.1.2** The development will replace the existing premises which are located a short distance away at 375 Moston Lane. The existing business will cease operation should the change of use application be granted planning consent.
- 5.1.3** Whilst not referred to specifically, it is evident that the site benefits from being located in a highly sustainable location with good linkages to surrounding residential areas, creating opportunities for walking, cycling and trips by public transport.
- 5.1.4** This report has addressed matters raised by the highway officer at MCC including trip generation, parking and servicing.
- 5.1.5** The following conclusions have been drawn with regard to the proposed development:
- The proposed development can be accessed and serviced in a safe and efficient manner.
 - The impact of the development has been assessed using the TRICS database which showed the proposed development will have a minimal impact on the operation of the local highway.
 - The proposed car parking on site will be sufficient to cater for demand, based on existing customer numbers.
 - Whilst some overspill parking may take place, this could be catered for either on street or within the adjacent public car park should the need arise and will not give rise to any highway or road safety issues.
- 5.1.6** Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS

Dimensioning

Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.

Rev	Date	Description
-	03/02/25	Issued to client for comments



SALEEM
ARCHITECTS

Architecture | Masterplanning | Graphics

CLIENT:
Property Owner

PROJECT:
18 Kenyon Lane
Manchester
M40 9JQ

TITLE:
Location Plan

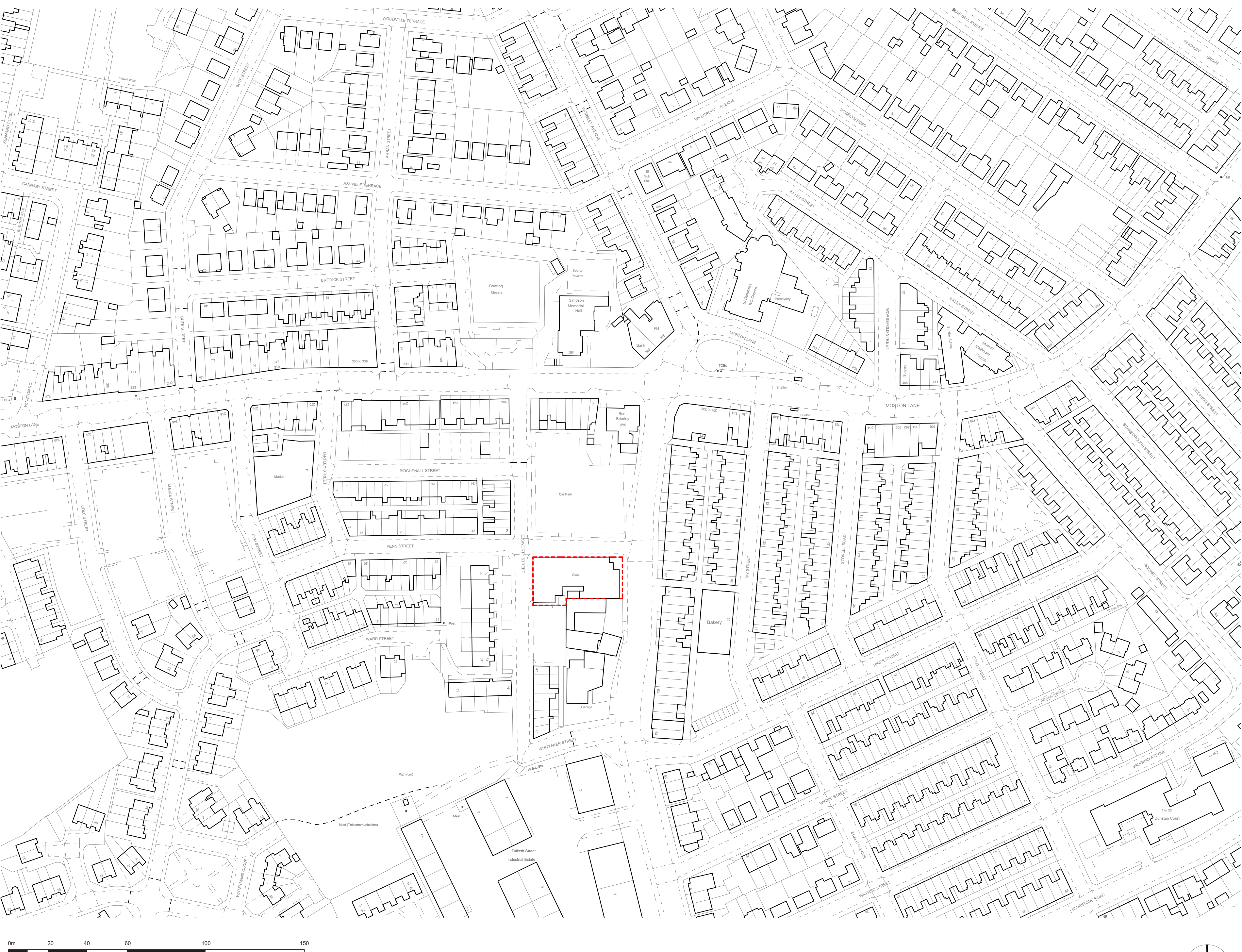
SCALE:
1:1250 @ A2

DRAWING NO.
Sheet 1

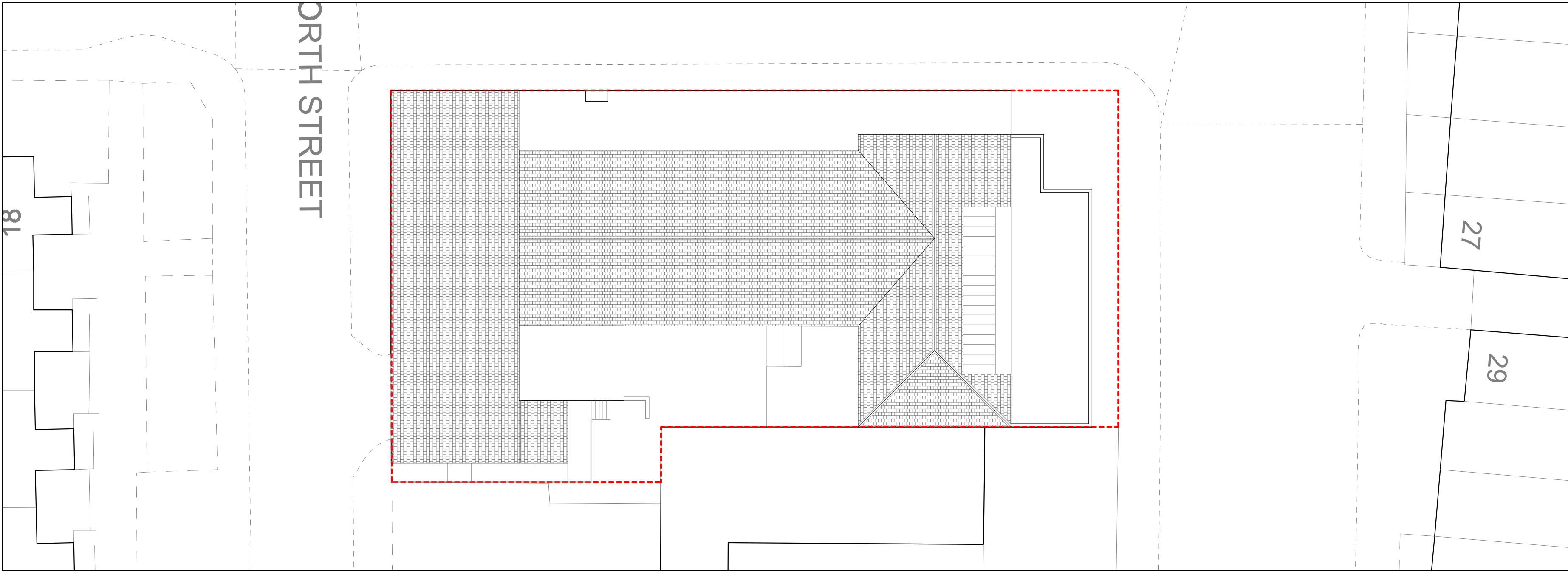
REV:

DATE:

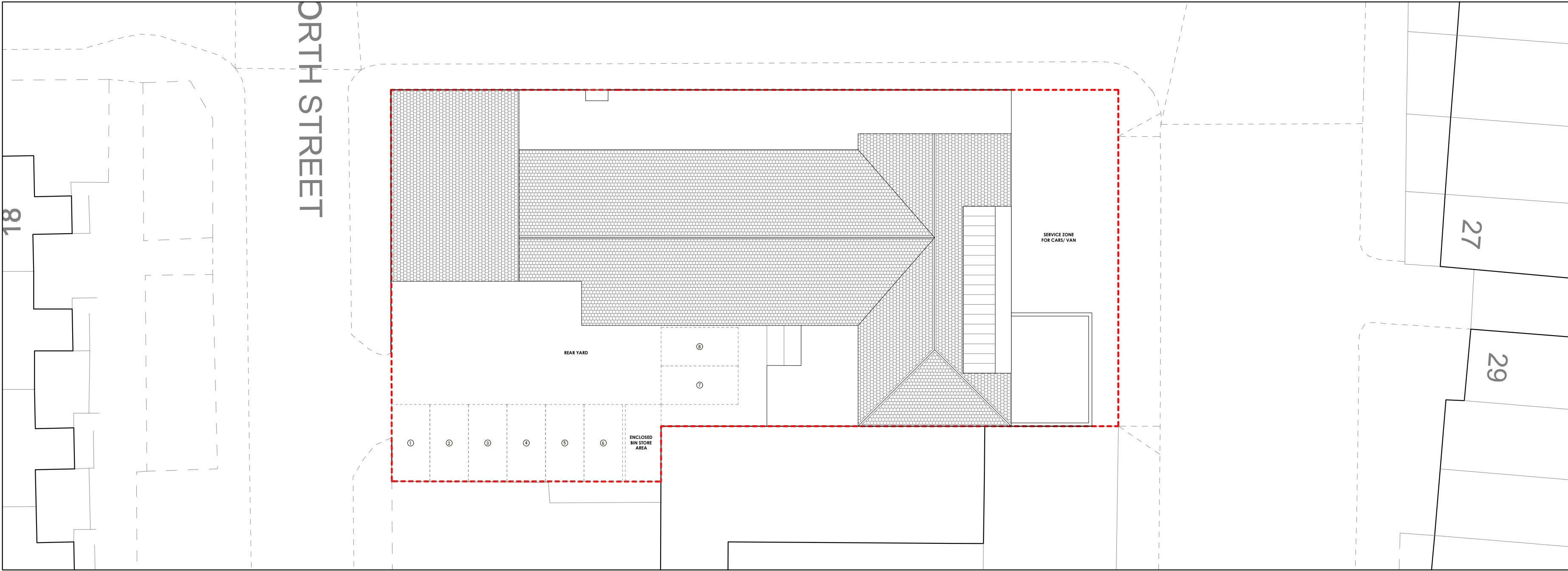
February 2025



LOCATION PLAN
1:1250 @ A2



EXISTING SITE PLAN
1:200 @ A2



PROPOSED SITE PLAN
1:200 @ A2

Dimensioning

Figured dimensions only to be taken from these designs and drawings. Work to annotated dimensions only. All dimensions to be checked on site. Architectural designers to be informed immediately of any discrepancies before work proceeds. Drawings are to be read in conjunction with relevant specifications, structural engineers and service engineers' drawings.

Rev	Date	Description
-	25/04/25	Issued to client for comments



S A L E E M
ARCHITECTS

Architecture | Masterplanning | Graphics

CLIENT:
Property Owner

PROJECT:
18 Kenyon Lane
Manchester
M40 9JQ

TITLE:
Existing & Proposed Site Plans

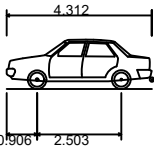
SCALE:
1:100 @ A2

DRAWING NO.
Sheet 8

REV:
DATE:
April 2025



NOTES



Medium Sized Car	4.319m
Overall Length	1.686m
Overall Width	1.466m
Overall Body Height	0.228m
Min Body Ground Clearance	1.591m
Max Track Width	4.00s
Lock to Lock Time	5.042m
Kerb to Kerb Turning Radius	

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
SERVIAM PLANNING

PROJECT:
**18 KENYON LANE,
MOSTON**

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:500 @ A3

DRAWN: LB	CHECKED: MR	DATE: APR 25
-----------	-------------	--------------

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4732-SP01	REVISION: A
-------------------------------------	-----------------------



APPENDICES

APPENDIX 1

TRICS Output

Calculation Reference: AUDIT-851401-250424-0414

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	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: 570 to 768 (units: sqm)
 Range Selected by User: 526 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/04/24

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
 Thursday 2 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

High Street 2
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Petrol filling station:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	BC-01-C-02	ICELAND	BOURNEMOUTH CHRISTCHURCH & POOLE
	CHRISTCHURCH ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
2	CA-01-C-02	ICELAND	CAMBRIDGESHIRE
	HISTON ROAD		
	CAMBRIDGE		
	ARBURY		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	768 sqm	
	Survey date: THURSDAY	22/06/23	Survey Type: MANUAL
3	WS-01-C-04	ICELAND	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	570 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	646	0.413	3	646	0.155	3	646	0.568
08:00 - 09:00	3	646	2.786	3	646	1.961	3	646	4.747
09:00 - 10:00	3	646	3.251	3	646	3.406	3	646	6.657
10:00 - 11:00	3	646	3.612	3	646	3.354	3	646	6.966
11:00 - 12:00	3	646	3.148	3	646	3.096	3	646	6.244
12:00 - 13:00	3	646	4.489	3	646	4.489	3	646	8.978
13:00 - 14:00	3	646	3.870	3	646	3.767	3	646	7.637
14:00 - 15:00	3	646	3.922	3	646	4.541	3	646	8.463
15:00 - 16:00	3	646	4.541	3	646	4.180	3	646	8.721
16:00 - 17:00	3	646	4.644	3	646	5.418	3	646	10.062
17:00 - 18:00	3	646	3.973	3	646	4.644	3	646	8.617
18:00 - 19:00	3	646	3.560	3	646	3.251	3	646	6.811
19:00 - 20:00	3	646	1.445	3	646	1.393	3	646	2.838
20:00 - 21:00	1	768	0.000	1	768	0.391	1	768	0.391
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			43.654			44.046			87.700

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 570 - 768 (units: sqm)
Survey date range: 01/01/16 - 27/04/24
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-851401-250424-0442

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
LN	LINCOLNSHIRE	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: 526 to 526 (units: sqm)
 Range Selected by User: 526 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/04/24

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:

Town Centre 1

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

Selected Location Sub Categories:

High Street 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 1 days

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

Population within 500m Range:

All Surveys Included

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.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	LN-01-C-04 EASTGATE LOUTH	HERON FOODS	LINCOLNSHIRE
	Town Centre High Street		
	Total Gross floor area:	526 sqm	
	Survey date: SATURDAY	27/04/24	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	526	0.000	1	526	0.000	1	526	0.000
08:00 - 09:00	1	526	2.281	1	526	1.331	1	526	3.612
09:00 - 10:00	1	526	3.232	1	526	1.901	1	526	5.133
10:00 - 11:00	1	526	4.753	1	526	5.323	1	526	10.076
11:00 - 12:00	1	526	5.894	1	526	6.084	1	526	11.978
12:00 - 13:00	1	526	6.844	1	526	7.414	1	526	14.258
13:00 - 14:00	1	526	7.985	1	526	7.414	1	526	15.399
14:00 - 15:00	1	526	4.373	1	526	4.753	1	526	9.126
15:00 - 16:00	1	526	3.802	1	526	3.612	1	526	7.414
16:00 - 17:00	1	526	3.042	1	526	2.852	1	526	5.894
17:00 - 18:00	1	526	3.232	1	526	3.802	1	526	7.034
18:00 - 19:00	1	526	2.662	1	526	3.232	1	526	5.894
19:00 - 20:00	1	526	0.190	1	526	0.570	1	526	0.760
20:00 - 21:00	1	526	0.000	1	526	0.000	1	526	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.290			48.288			96.578

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 526 - 526 (units: sqm)
Survey date range: 01/01/16 - 27/04/24
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.

APPENDIX 2

Car Parking Accumulation – Weekday

TRICS 7.11.4

Trip Rate Param Gross floor area

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	3	646	0.413	3	646	0.155	3	646	0.568
08:00-09:00	3	646	2.786	3	646	1.961	3	646	4.747
09:00-10:00	3	646	3.251	3	646	3.406	3	646	6.657
10:00-11:00	3	646	3.612	3	646	3.354	3	646	6.966
11:00-12:00	3	646	3.148	3	646	3.096	3	646	6.244
12:00-13:00	3	646	4.489	3	646	4.489	3	646	8.978
13:00-14:00	3	646	3.87	3	646	3.767	3	646	7.637
14:00-15:00	3	646	3.922	3	646	4.541	3	646	8.463
15:00-16:00	3	646	4.541	3	646	4.18	3	646	8.721
16:00-17:00	3	646	4.644	3	646	5.418	3	646	10.062
17:00-18:00	3	646	3.973	3	646	4.644	3	646	8.617
18:00-19:00	3	646	3.56	3	646	3.251	3	646	6.811
19:00-20:00	3	646	1.445	3	646	1.393	3	646	2.838
20:00-21:00	1	768	0	1	768	0.391	1	768	0.391
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			43.654		44.046		87.7		

660

Time Range	Arrivals	Deps	Accum
07:00-08:00	3	1	2
08:00-09:00	18	13	7
09:00-10:00	21	22	6
10:00-11:00	24	22	8
11:00-12:00	21	20	8
12:00-13:00	30	30	8
13:00-14:00	26	25	9
14:00-15:00	26	30	5
15:00-16:00	30	28	7
16:00-17:00	31	36	2
17:00-18:00	26	31	-2
18:00-19:00	23	21	0
19:00-20:00	10	9	0
20:00-21:00	0	3	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
MAX			9

420

Time Range	Arrivals	Deps	Accum
07:00-08:00	2	1	1
08:00-09:00	12	8	5
09:00-10:00	14	14	4
10:00-11:00	15	14	5
11:00-12:00	13	13	5
12:00-13:00	19	19	5
13:00-14:00	16	16	6
14:00-15:00	16	19	3
15:00-16:00	19	18	5
16:00-17:00	20	23	1
17:00-18:00	17	20	-2
18:00-19:00	15	14	0
19:00-20:00	6	6	0
20:00-21:00	0	2	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
MAX			6

APPENDIX 3

Car Parking Accumulation - Saturday

TRICS 7.11.4
Trip Rate Param Gross floor area

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	1	526	0	1	526	0	1	526	0
08:00-09:00	1	526	2.281	1	526	1.331	1	526	3.612
09:00-10:00	1	526	3.232	1	526	1.901	1	526	5.133
10:00-11:00	1	526	4.753	1	526	5.323	1	526	10.076
11:00-12:00	1	526	5.894	1	526	6.084	1	526	11.978
12:00-13:00	1	526	6.844	1	526	7.414	1	526	14.258
13:00-14:00	1	526	7.985	1	526	7.414	1	526	15.399
14:00-15:00	1	526	4.373	1	526	4.753	1	526	9.126
15:00-16:00	1	526	3.802	1	526	3.612	1	526	7.414
16:00-17:00	1	526	3.042	1	526	2.852	1	526	5.894
17:00-18:00	1	526	3.232	1	526	3.802	1	526	7.034
18:00-19:00	1	526	2.662	1	526	3.232	1	526	5.894
19:00-20:00	1	526	0.19	1	526	0.57	1	526	0.76
20:00-21:00	1	526	0	1	526	0	1	526	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			48.29			48.288			96.578

660

Time Range	Arrivals	Deps	Accum
07:00-08:00	0	0	0
08:00-09:00	15	9	6
09:00-10:00	21	13	15
10:00-11:00	31	35	11
11:00-12:00	39	40	10
12:00-13:00	45	49	6
13:00-14:00	53	49	10
14:00-15:00	29	31	8
15:00-16:00	25	24	9
16:00-17:00	20	19	10
17:00-18:00	21	25	6
18:00-19:00	18	21	3
19:00-20:00	1	4	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
MAX			15

420

Time Range	Arrivals	Deps	Accum
07:00-08:00	0	0	0
08:00-09:00	10	6	4
09:00-10:00	14	8	10
10:00-11:00	20	22	7
11:00-12:00	25	26	6
12:00-13:00	29	31	4
13:00-14:00	34	31	6
14:00-15:00	18	20	5
15:00-16:00	16	15	6
16:00-17:00	13	12	6
17:00-18:00	14	16	4
18:00-19:00	11	14	2
19:00-20:00	1	2	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
MAX			10

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com