Proposed Retail Development, Withington Road, Whalley Range

**June 2025**

# TRANSPORT STATEMENT

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# REPORT

| | |
|---|---|
| **DOCUMENT:** | Transport Statement |
| **PROJECT:** | Proposed Retail Development, Withington Road, Whalley Range |
| **CLIENT:** | The Co-operative Estates |
| **JOB NUMBER:** | 4701 |
| **FILE ORIGIN:** | Z:\projects\4701 Coop Withington Road, Whalley Range\Docs\Reports\4701TS.05.docx |

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## APPENDICES

**Appendix 1** **TRICS Output – Retail Convenience Store**
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# 1 INTRODUCTION

## 1.1 Preamble

1.1.1 Eddisons have been instructed by the Co-operative Group to advise on the traffic and transportation issues relating to proposals for external works to the existing Coop Foodstore off Withington Road in the Whalley Range area of Manchester.

1.1.2 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 planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals.

1.1.4 Section 3 provides an assessment of the existing accessibility of the site by non-car modes, before Section 4 which considers the traffic impact of the proposed development. Section 5 draws together the conclusions to this report.

# 2 DEVELOPMENT SITE AND PROPOSALS

## 2.1 Existing Site

2.1.1 The existing Coop Foodstore is located off Withington Road in the Whalley Range area of Manchester. The location of the site is shown in **Plan 1**.

2.1.2 The store is bounded to the north by a vehicle garage. To the east, the site is bound by residential properties located along Mayfield Road. Mayfield Road also bounds the site to the south along with further residential properties, whilst to the east the site is bound by Withington Road

2.1.3 The application site is currently occupied by the existing Coop Convenience Store with customer parking located at the rear of the site. Customer access to the store is provided for via an entrance off Withington Road to the south-west corner of the building. The existing unit has a gross floor area of 692sqm.

2.1.4 Vehicular access into the car park for the Convenience Store, which is provided at the rear of the existing building is provided for off Mayfield Road. A total of 26 customer car parking spaces are provided on the site, including 2 spaces for the mobility impaired. A further 11 car parking spaces are provided for staff parking, access to these spaces is gate controlled.

2.1.5 There is an additional access point into the site off Withington Road, located in the north-west corner of the site. This vehicular access is for service vehicle only, with vehicles entering the car park in forward gear, turning around within the service yard and reversing into the dedicated service area, before exiting via the Withington Road access.

2.1.6 Traffic Regulation Orders (TRO's) are provided on Mayfield Road and Withington Road in the vicinity of the site. Double Yellow Lines (DYL) are provided for along Mayfield Road. They begin around 9 metres east of the vehicle access point into the site car park and run for approximately 49 metres to the Mayfield Road/Withington Road junction.

2.1.7 DYL and pedestrian crossing zig-zag markings are provided for on either side of Withington Road outside the store entrance and fronting the site, covering a distance of around 45 metres.

2.1.8 The existing site layout is shown in **Plan 2.**

## 2.2 Development Proposals

2.2.1 The proposals will see the current Coop Convenience store building be subdivided into two retail units. As part of the proposals the existing Coop store will be renovated and the floor area reduced to provide a gross internal floor area of 406sqm. The new unit (E Class land-use) will have a gross internal floor area of 285sqm.

2.2.2 As part of the proposals, pedestrian access to the Coop store will remain as existing at the front of the unit off Withington Road, whilst access to the new unit will also be provided off Withington Road.

2.2.3 The existing vehicular access arrangements for the site will be retained, with customer and staff access off Mayfield Road, the existing service arrangements into the site i.e. access and egress off Withington Road will be retained.

2.2.4 As part of the proposals the existing car parking provision of 26 spaces for customer including 2 mobility impaired spaces will be retained, whilst a total of 6 staff parking spaces will be retained. This level of car parking is based on the Co-op's experience of parking levels at their existing store.

2.2.5 Car Parking standards for the Whalley Range area are contained within Appendix B of the Manchester City Council Core Strategy, these parking standards were published prior to the changes in the land-use classes.

2.2.6 For the purposes of this exercise, it has been assumed that both units will operate as A1 Food retail land-uses, which is deemed to be an onerous assumption. The maximum car parking standards for A1 Food retail is 1 space per 14sqm. Based on this, the maximum parking provision for the site would be 43 parking spaces, therefore the on-site parking provision is in accordance with maximum car parking standards.

2.2.7 Notwithstanding this, as will be demonstrated in Section 3 of this report, the site is located in highly sustainable location which provides the opportunity for a large proportion of trips to and from the site to be undertaken by non-car modes. In addition, there is likely to be an element of cross-visitation between the two units, further reducing car trips to and from the site.

2.2.8 To encourage cycle trips to and from the site, it is proposed to provide 3 Sheffield type parking stands (parking for up to 6 bicycles) as part of the proposals. This is in accordance with the Core Strategy standards which requires parking for up to 5 bicycles i.e. 1 space per 140sqm.

2.2.9 The proposed site layout is shown in **Plan 3**.

2.2.10 As part of the proposals, servicing will be undertaken within the existing service yard, the layout designed to enable vehicles to and enter, turn and then leave the via Withington Road in a forward gear. These servicing arrangements are the same as the existing arrangements for the site.

2.2.11 To demonstrate that the existing Convenience Store and the proposed retail unit can be serviced safely and efficiently, swept path analysis has been undertaken using the following vehicles, which are the largest vehicles to visit the site;

- Coop Vehicles – 13.4 metre articulated HGV and 10.35 metre rigid HGV;
- New Retail Unit – 10 metre rigid and HGV.

2.2.12 The swept analysis is contained within **Plans 4** and **5**.

2.2.13 There will be no separate collections for waste and recycling for the Coop store. This will be collected and taken away from the site by one of the delivery vehicles which is scheduled to visit the site. This is referred to as ‘back hauling’.

2.2.14 Refuse collection for the new unit will be undertaken by a commercial operator, using a vehicle no larger than 10 metres in length.

# 3 ACCESSIBILITY BY NON CAR MODES

## 3.1 Introduction

3.1.1 In order to accord with the requirements of the development plan and the NPPF, new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the development plan and the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 New proposals should therefore 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.

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

- Access on foot;
- Access by cycle; and
- Access by bus;

## 3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The nearest existing footways are located on either side of Withington Road to the west of the site, and along Mayfield Road to the south of the site. These footways link with the pedestrian infrastructure located within Whalley Range and provide access to the residential areas located within the vicinity of the site.

3.2.3 Safe pedestrian movement across Withington Road is provided for via the Pelican crossing located adjacent to the entrance to the existing store.

3.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1.**

| Suggested Preferred Maximum Walk | | |
|---|---|---|
| **Town Centre** | **Commuting/School** | **Elsewhere** |
| 800m | 2,000m | 1,200m |

**Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances**

3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

3.2.8 **Table 3.2** below summarises this guidance in tabular form.

| 'Comfortable' Walk | 'Preferred Maximum' Walk |
|---|---|
| 800m | 2,000m |

**Table 3.2 Manual for Streets Walk Distances**

3.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

| 85th Percentile Walk Distances | | | | Overall Recommended Preferred Max |
|---|---|---|---|---|
| All Journeys | Commuting | Shopping | Personal | |
| 1,950m | 2,100m | 1,600m | 1,600m | 1,950m |

**Table 3.3 WYG Report/NTS Data Walk Distances**

3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

*'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*

3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.14 In light of the above, a pedestrian catchment of 2 kilometres and 800-metres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**.

3.2.15 The 800m pedestrian catchment encompasses the majority of the Whalley Range ward, including various bus stops and local amenities.

3.2.16 The 2,000-metre pedestrian catchment includes Whalley Range and parts of Moss Side and Fallowfield, containing various points of interest and great transport links via bus stops, pathways and tram stops. Clearly, this represents a key destination for potential employment, retail and leisure trips.

3.2.17 In addition, within the 'The Local Shop Report 2024' which was produced by the Association of Convenience Stores (ACS) states 57% of customers travel by foot. Furthermore, it also stated 65% of customers travel less than a quarter of a mile to get to their local shops. It also states that 38% of local shop staff walk to work and the average journey time is 13 minutes.

3.2.18 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

## 3.3 Access by Cycle

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

3.3.2 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester City Centre, Salford, Old Trafford, Cheadle, Didsbury and Stockport.

3.3.3 National Cycle Route 6 is located east to the site where it crosses through Alexandra Park. The route runs south upwards from Watford and Luton up to Sheffield, Manchester and Lancashire finishing in Windermere. It enters Manchester via the traffic-free Fallowfield Loop and then on to residential streets through Whalley Range and into the city centre. The route is 442 miles and 52.4% traffic-free route, located approximately 695 meters from the site.

3.3.4 National Cycle Route 55 is also located to the west of the site. This cycle route runs in sections between Ironbridge and Preston passing through areas close to the site such as Manchester, Didsbury, Stockport and Marple. This cycle route is both an on and off-road route and is located approximately 1.6km away from the centre of the site.

3.3.5 National Cycle Route 60 runs south of the site, providing access between north and east Manchester. The route passes mostly the southern and eastern parts of Manchester and is mainly traffic free and includes most of the Fallowfield Loop which takes you from Chorlton-cum-Hardy to Fairfield.

3.3.6 **Figure 3.1** displays the numerous National Cycle Routes in close proximity to the site;




**Figure 3.1 National Cycle Routes Near to Site (Sustrans)**

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

## 3.4 Access by Bus

3.4.1 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.

3.4.2 The nearest bus stop to the site is located on Alexandra Road South, around 480 meters east from the site entrance. Additional bus stops are located along Withington Road, a short distance north, and further north on Upper Chorlton Road. All the nearest bus stops to the site are shown on **Plan 6.**

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.4** below.

| Servic No | Route | Monday – Friday | | | Saturday | | | Sun |
|---|---|---|---|---|---|---|---|---|
| | | Pre 08:00 | 08:00-17:00 | Post 17:00 | Pre 08:00 | 08:00-17:00 | Post 17:00 | |
| **85** | Chorlton - Alexandra Park – Manchester | 7 services | 37 services | 13 services | 3 services | 34 services | 14 services | 33 services |
| **85A** | Arrowfield Road - Chorlton - Alexandra Park – Manchester | 1 service | 9 services | 7 services | 1 service | 9 services | 6 services | - |
| **86** | Chorlton – Brooks's Bar – Manchester | 16 services | 47 services | 29 services | 9 services | 45 services | 28 services | 44 services |

**Table 3.4 Existing Bus Services Operating in the Vicinity of the Site**

3.4.4 As can be seen from Table 3.4 the nearest bus stops to the site provide various services throughout the day to destinations such as Chorlton, Hulme and Manchester city centre.

3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:30am to around 23:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.5** below.

| Destination | Duration |
|---|---|
| Manchester city centre | 15 minutes |
| Hulme | 15 minutes |
| Hulme | 17 minutes |

**Table 3.5 Example Bus Journey Times from the Site**

3.4.1 The above table demonstrates that Manchester City Centre is just a 15 minute bus journey from the site and Chorlton and Hulme are just a 15 minute and 17 minute bus journey respectively.

3.4.2 It is therefore concluded that the proposed development site is highly accessible by bus.

## 3.5 Accessibility Summary

3.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.5.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Chorlton-Cum-Hardy, Moss Side and Hulme;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on Alexandra Road, travelling to destinations such as Manchester city centre, Hulme and Chorlton, shows that the proposed development can be considered as accessible by bus; and

3.5.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

# 4 TRAFFIC IMPACT ANALYSIS

## 4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

## 4.2 Consented Development Flows

4.2.1 The consented Coop convenience store has a floor area of 692sqm, the proposals are for the reduction in floor space of the unit by 285sqm to 406sqm.

4.2.2 To ascertain the levels of traffic that could be generated by the 285sqm of consented convenience store floor space being replaced by the proposed retail unit, the TRICS database has been interrogated in the field of 'Retail – Convenience Store' for all sites excluding sites in Greater London, Ireland and town centre locations.

4.2.3 **Table 4.1** below, summarises the existing Convenience Store trip rates and traffic rates, whilst the full TRICS output is contained within **Appendix 1.**

| Mode | Period | Trip Rate | | Trips | |
|---|---|---|---|---|---|
| | | Arr | Dep | Arr | Dep |
| Vehicle | AM Peak Hour | 6.840 | 6.434 | 19 | 18 |
| | PM Peak Hour | 8.543 | 9.194 | 24 | 26 |

**Table 4.1 Consented Convenience Store - Trip Rates and Trip Generation (285sqm)**

4.2.4 As can be seen in Table 4.1, the consented floor area is forecast to generate a total of 37 two-way vehicle movements in the weekday AM peak and 52 two-way vehicle movements in the weekday PM peak.

4.2.5 Clearly, not all of these would be solely convenience store trips, a large proportion of these trips would be pass-by or diverted trips from drivers already on the local highway or visiting the nearby retail provision on Withington Road.

## 4.3 Proposed Development

4.3.1 As previously stated, the proposals will provide a new retail unit (E Class land-use) will have a gross internal floor area of 285sqm.

4.3.2 In order to establish the vehicular trip rates for the proposed retail unit, the TRICS database has been interrogated in the field of 'Retail – Local Shops' for all sites excluding those located in Greater London, Ireland and town centre locations.

4.3.3 **Table 4.2** below, summarises the proposed retail unit trip rates and traffic rates, whilst the full TRICS output is contained within **Appendix 2.**

| Mode | Period | Trip Rate | | Trips | |
|---|---|---|---|---|---|
| | | Arr | Dep | Arr | Dep |
| Vehicle | AM Peak Hour | 6.285 | 5.215 | 18 | 14 |
| | PM Peak Hour | 9.418 | 9.905 | 26 | 28 |

**Table 4.2 Proposed Retail Unit - Trip Rates and Trip Generation (285sqm)**

4.3.4 Table 4.2 above shows, the proposed unit is forecast to generate a total 32 two-way vehicle movements in the weekday AM peak and 54 two-way vehicle movements in the weekday PM peak. As detailed previously, not all of these movements would be new trips on the network and a proportion of them would be cross-visitation trips with the Coop store or other nearby retail provision.

## 4.4 Traffic Generation Comparison

4.4.1 **Table 4.3** below compares the consented and proposed development flows for the weekday peak periods.

| Mode | Period | AM | | PM | |
|---|---|---|---|---|---|
| | | Arr | Dep | Arr | Dep |
| Vehicle | **Consented** | 19 | 18 | 24 | 26 |
| | **Proposed** | 18 | 14 | 26 | 28 |
| | **Difference +/-** | **-1** | **-4** | **+2** | **+2** |

**Table 4.3 Comparison of Consented and Proposed Development Flows**

4.4.2 As can be seen in Table 4.3, the proposed development is forecast to result in a reduction of around 5 two-way trips in the weekday AM peak and an increase of 4 two-way trips in the weekday PM peak.

4.4.3 Given the minimal forecast changes in traffic movements, detailed analysis of the operation of the local highway network is not required as part of this report.

## 4.5 Traffic Impact Summary

4.5.1 The above has demonstrated that the proposed development will have a minimal impact on the local highway network.

# 5 CONCLUSIONS

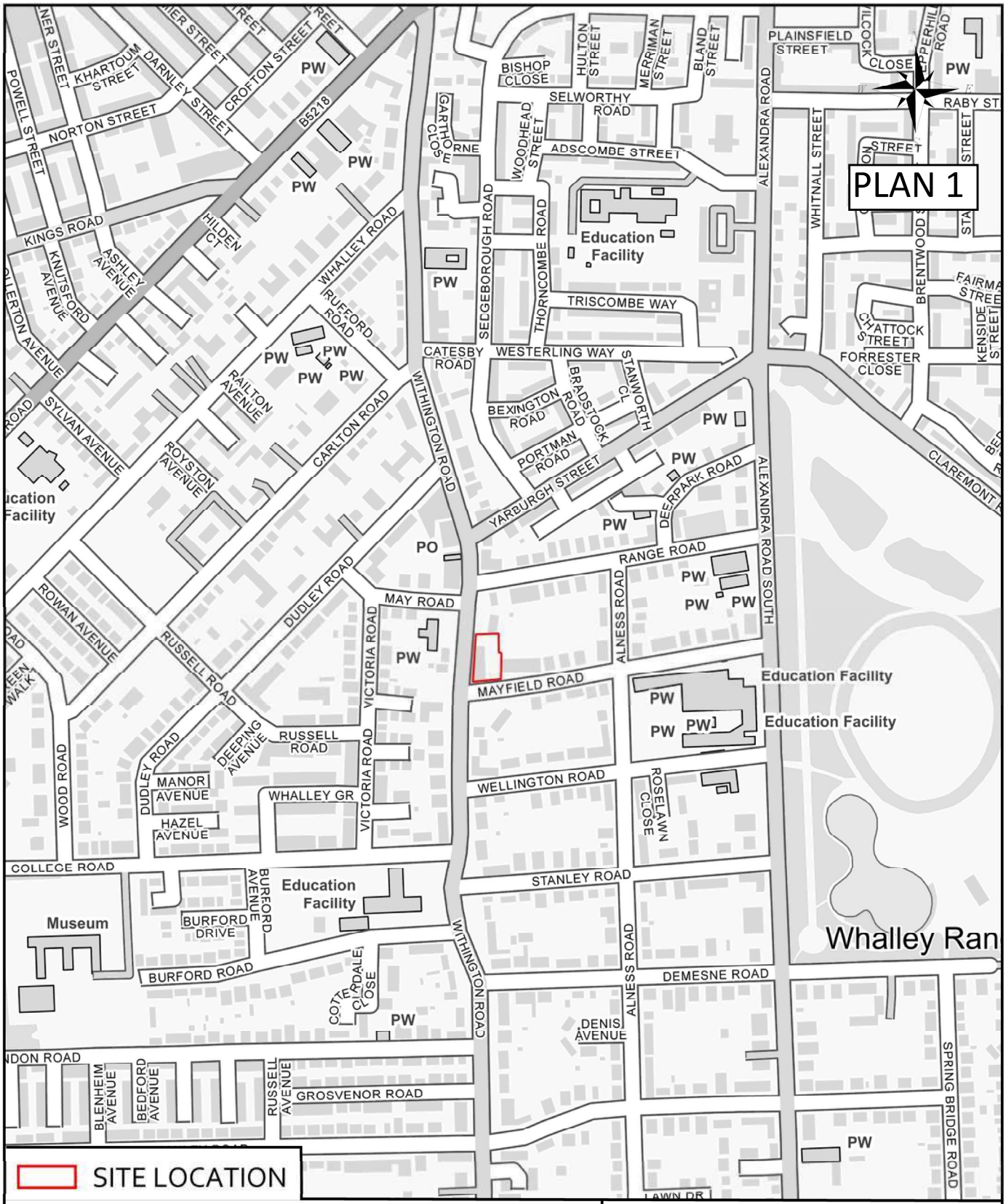
5.1.1 This report has considered the traffic and transportation issues relating to the proposals for a retail development at the existing Coop convenience store off Withington Road in the Whalley Range area of Manchester.

5.1.2 The following conclusions have been drawn with regard to the proposed development:

- The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the local services located within the surrounding areas of Whalley Range.
- The development will not result in any material increases in vehicle movements on the local highway network given there's no increase in the floor area when compared to the existing store and no change proposed to the lawful use of the unit.
- The parking provision within the site and the surrounding highway network will have sufficient capacity to accommodate the demand generated by the store.
- The proposals will have a minimal impact on the operation of the local highway network.

5.1.3 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




CLIENT:

BOWMAN RILEY

DRAWING TITLE:

# WHALLEY RANGE COOP, WITHINGTON ROAD SITE LOCATION

| DRAWN: | DATE: | CHECKED: | DATE: | SCALES: |
|---|---|---|---|---|
| HJ | 11.02.25 | LG | 11.02.25 | NTS @ A4 |


Eddisons
340 Deansgate
Manchester
M3 4LY

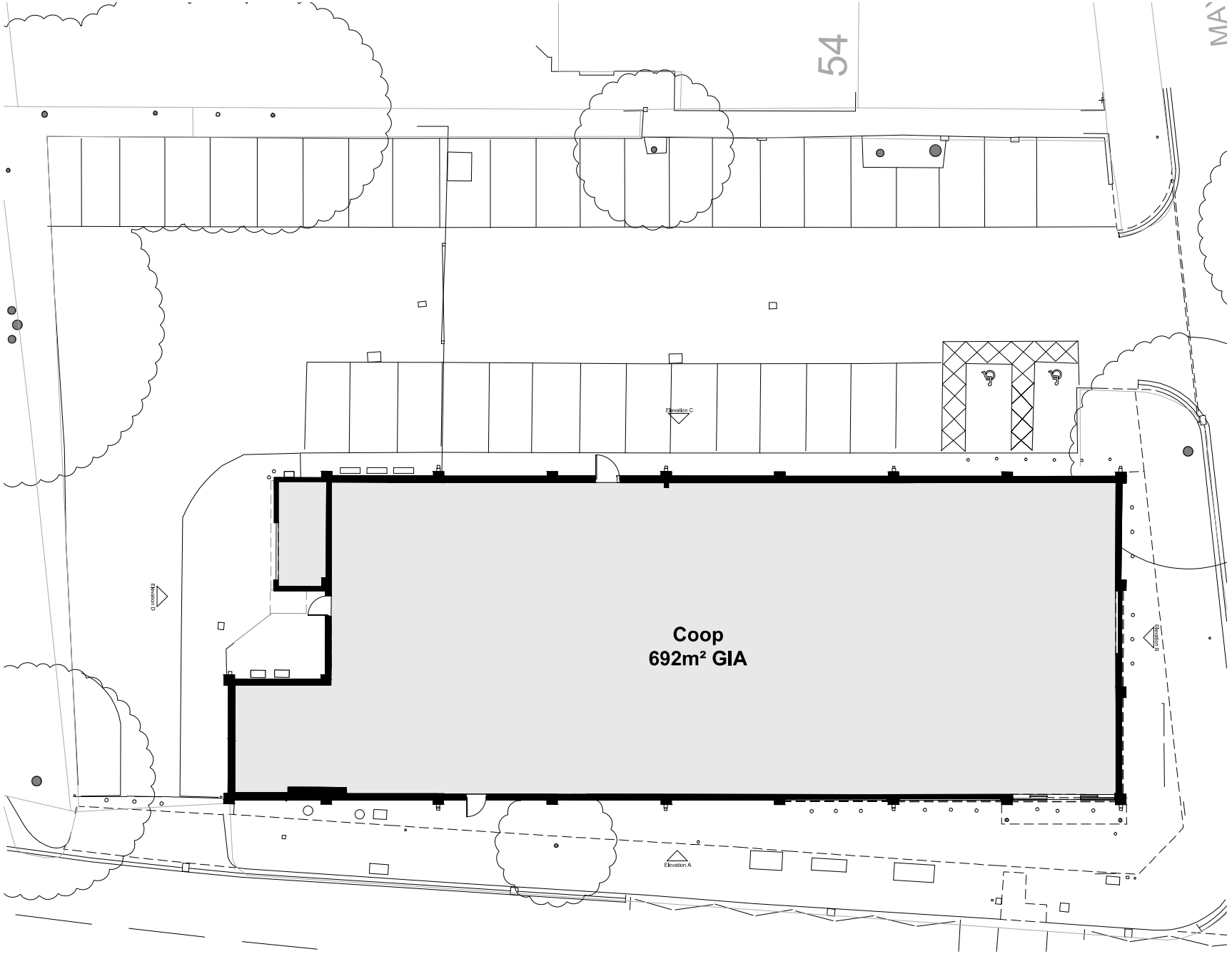
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning


DRAWING NUMBER: 4701-01

REVISION: -

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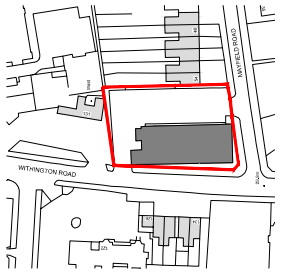
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Existing Site Plan @ 1:100

Scale Bar
0M 1M 2M 3M 4M 5M
1:100

Key
Site / Land Ownership
Remove / Demolish




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Location Plan @ 1:1250

Scale Bar
0M 12.5M 25M 37.5M 50M 62.5M
1:1250




Site Plan @ 1:500 (Block Plan)

Scale Bar
0M 5M 10M 15M 20M 25M
1:500

PLAN 2

| | Revision | Date | By | Chk |
|---|---|---|---|---|

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.

Whalley Range - CO OP Refit
135-141 Withington Rd, Whalley Range,
Manchester M16 8EE

**Sheet Name:** Existing Site Plan, Location and Block Plan

**Purpose of issue:** Planning **Status:** -

**Date:** December 24 **Checked by:** DH

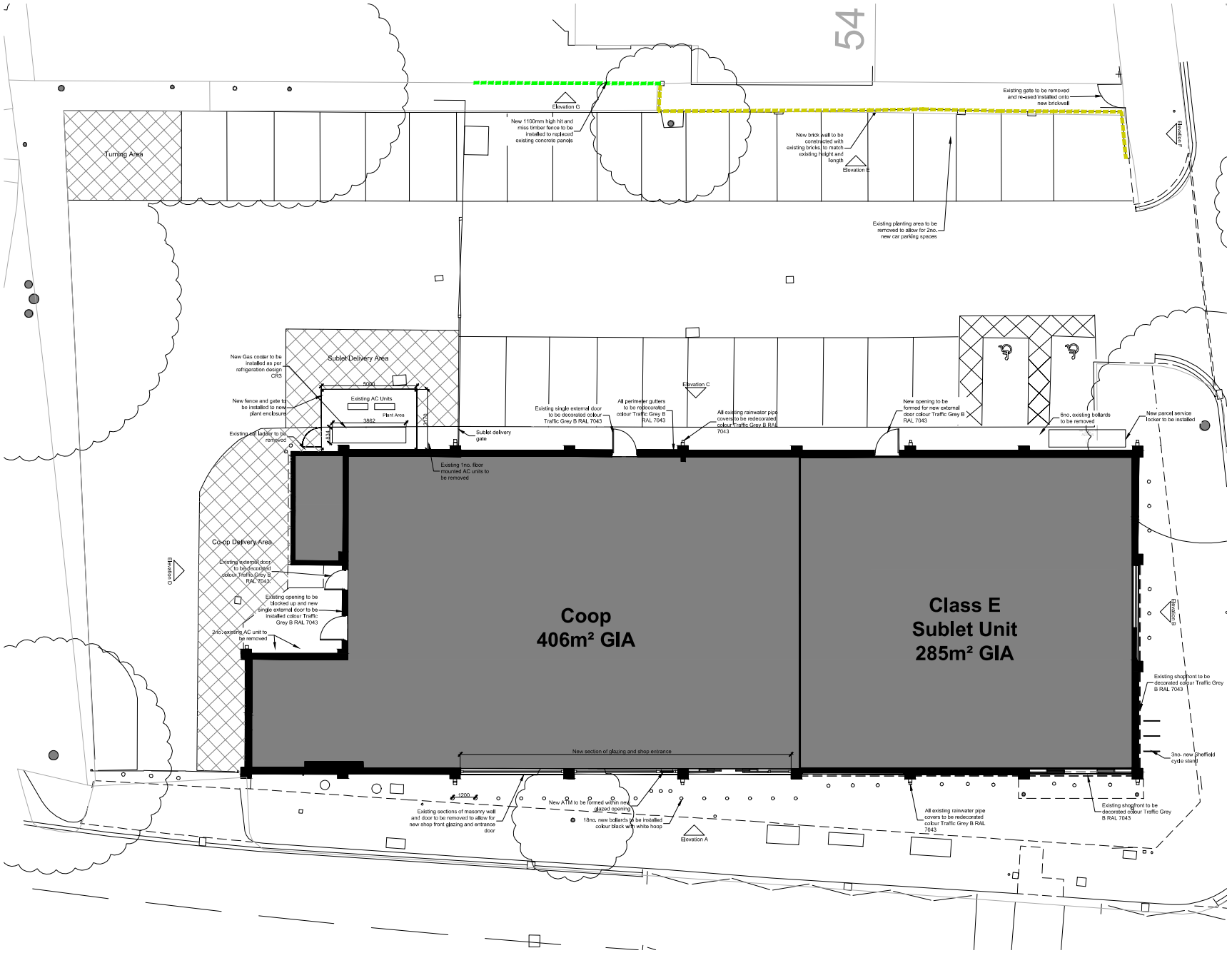
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**Project No:** 8816.55 **Revision:** -

**Drawing No :** 8816.55-BOW-A1-ZZ-ZZ-ZZ-A-0001

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Plot:Thursday, 26 March 2026 16:15 - 10 C:\Users\GMcGrath\Documents\8816.55 - Whalley Range\8816.55_Whalley Range_Central_exchanged.rvt




Proposed Site Plan @ 1:100

Scale Bar
0M 1M 2M 3M 4M 5M
1:100

PLAN 2

| | Revision | Date | By | Chk |
|---|---|---|---|---|
| P3 | Updated to show sublet delivery area | 05.06.24 | GM | DH |
| P2 | Updated with correct north arrow position | 16.05.24 | GM | DH |

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.

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135-141 Withington Rd, Whalley Range,
Manchester M16 8EE

**Sheet Name:** Proposed Site Plan

**Purpose of issue:** Planning **Status:** -

**Date:** December 24 **Checked by:** DH

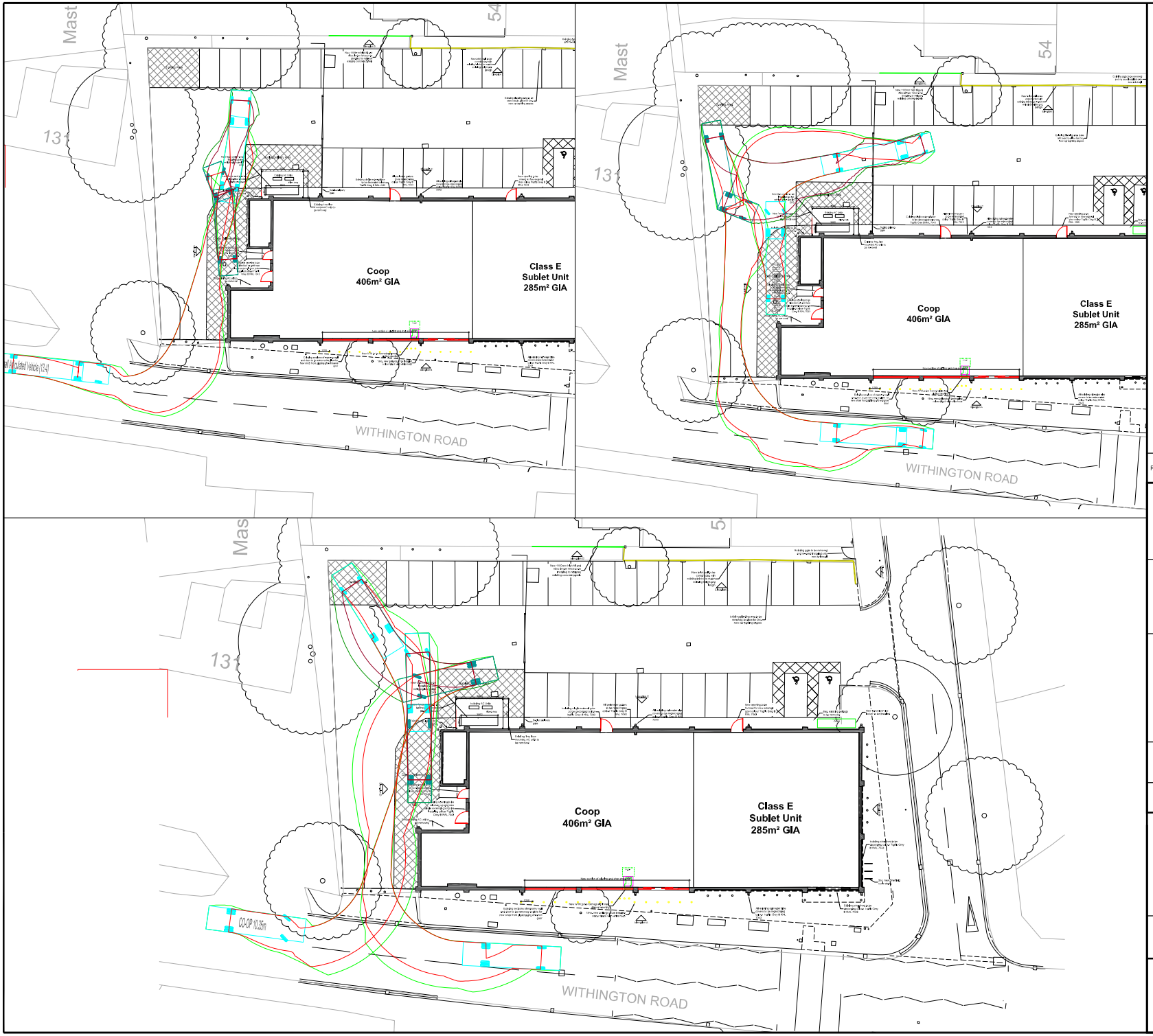
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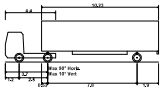
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Plot Date: 05 June 2024 - 11:03:13 C:\Users\GMcGrath\Bowman Riley\Projects - Documents\8816.55 - Whalley Range\8816.55 - 03 Cad\8816.55-BOW-A1-01-DR-A-0001 - P3 - Existing & Proposed Plans and Elevations.dwg



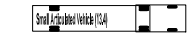

NOTES

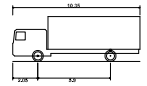
PLAN 4



Small Articulated Vehicle (13.4)

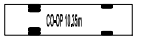
| | |
|---|---|
| Overall Length | 13.400m |
| Overall Width | 2.360m |
| Overall Body Height | 3.694m |
| Min Body Ground Clearance | 0.382m |
| Track Width | 2.440m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 5.740m |





CO-OP 10.35m

| | |
|---|---|
| Overall Length | 10.350m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |



| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| - | - | - | - | - |

CLIENT:

CO-OPERATIVE

PROJECT:

WITHINGTON ROAD, WHALLEY RANGE

DRAWING TITLE:

SWEPT PATH ANALYSIS (CO-OP UNIT)

SCALES:

1:500 @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| RC | TSB | JUN 2025 |

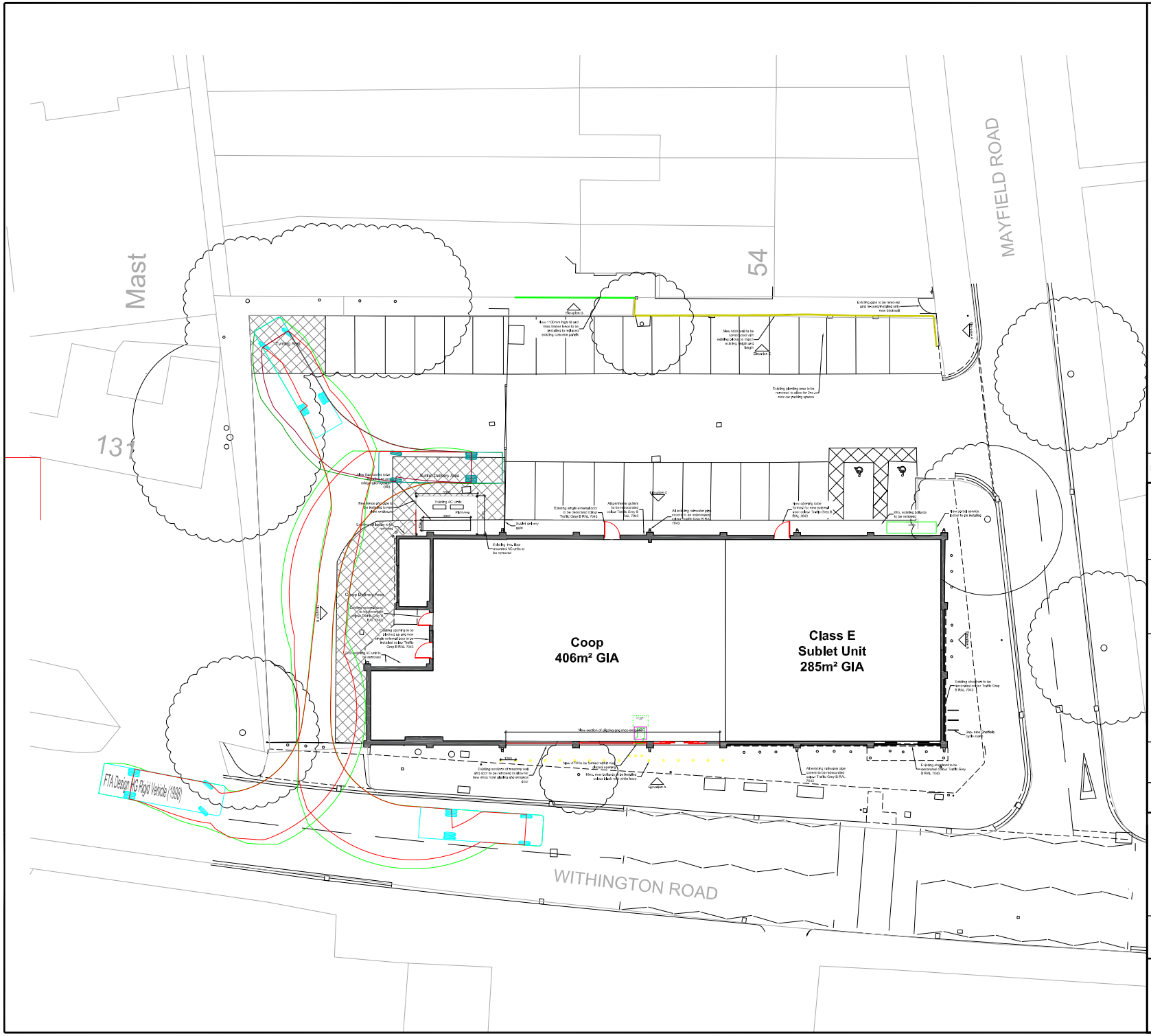

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning


| DRAWING NUMBER: | REVISION: |
|---|---|
| 4701-SP01 | C |

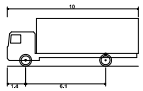
Eddisons

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NOTES

PLAN 5



FTA Design HG Rigid Vehicle (1998)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |




| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| - | - | - | - | - |

CLIENT:

CO-OPERATIVE

PROJECT:

WITHINGTON ROAD, WHALLEY RANGE

DRAWING TITLE:

SWEPT PATH ANALYSIS (PROPOSED UNIT)

SCALES:

1:500 @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| RC | TSB | JUN 2025 |


Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning


| DRAWING NUMBER: | REVISION: |
|---|---|
| 4701-SP02 | C |

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NOTES

PLAN 6

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Tram Stops
- Nearest Bus Stops

| REV | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| - | - | - | - | - |

CLIENT: CO-OPERATIVE

PROJECT: WHALLEY RANGE COOP, WITHINGTON ROAD SITE LOCATION

DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| HJ | _G | FEB 25 |

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@cro'tts.co.uk
Tel: 01€1 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4701-03

REVISION: -

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# APPENDICES

# APPENDIX 1

## TRICS Output – Retail Convenience Store

Calculation Reference: AUDIT-851401-250210-0237

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
**TOTAL VEHICLES**

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| **02** | **SOUTH EAST** | | |
| | WS | WEST SUSSEX | 2 days |
| **03** | **SOUTH WEST** | | |
| | SD | SWINDON | 1 days |
| **05** | **EAST MIDLANDS** | | |
| | DY | DERBY | 1 days |
| **06** | **WEST MIDLANDS** | | |
| | ST | STAFFORDSHIRE | 1 days |
| **07** | **YORKSHIRE & NORTH LINCOLNSHIRE** | | |
| | NY | NORTH YORKSHIRE | 1 days |
| **09** | **NORTH** | | |
| | TW | TYNE & WEAR | 1 days |
| **10** | **WALES** | | |
| | CF | CARDIFF | 1 days |
| **11** | **SCOTLAND** | | |
| | AS | ABERDEENSHIRE | 1 days |
| | GC | GLASGOW CITY | 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: | 204 to 500 (units: sqm) |
| Range Selected by User: | 50 to 500 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/03/24

*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:*

| | |
|---|---|
| Monday | 1 days |
| Tuesday | 1 days |
| Wednesday | 4 days |
| Thursday | 1 days |
| Friday | 3 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 10 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 undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 1 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 4 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 6 |
| Built-Up Zone | 1 |
| High Street | 3 |

*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 | 5 days - Selected |
| Servicing vehicles Excluded | 5 days - Selected |

**Secondary Filtering selection:**

*Use Class:*

| | |
|---|---|
| Not Known | 1 days |
| E(a) | 8 days |
| F2(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

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 6 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 |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 6 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 | 10 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 | 10 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 | 10 days |

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

*LIST OF SITES relevant to selection parameters*

**1** **AS-01-O-01** **CO-OP** **ABERDEENSHIRE**
REDCLOAK DRIVE
STONEHAVEN

Edge of Town
Residential Zone
Total Gross floor area: 275 sqm
*Survey date: WEDNESDAY* *20/04/22* *Survey Type: MANUAL*

**2** **CF-01-O-02** **CO-OPERATIVE** **CARDIFF**
HEOL-Y-DERI
CARDIFF
RHIWBINA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
*Survey date: FRIDAY* *07/10/16* *Survey Type: MANUAL*

**3** **DY-01-O-01** **SAINSBURY'S LOCAL** **DERBY**
NUNS STREET
DERBY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 204 sqm
*Survey date: WEDNESDAY* *25/09/19* *Survey Type: MANUAL*

**4** **GC-01-O-01** **CO-OP** **GLASGOW CITY**
GREAT WESTERN ROAD
GLASGOW
WEST END
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 332 sqm
*Survey date: TUESDAY* *25/04/23* *Survey Type: MANUAL*

**5** **NY-01-O-03** **CO-OPERATIVE** **NORTH YORKSHIRE**
FOREST ROAD
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 305 sqm
*Survey date: MONDAY* *19/09/16* *Survey Type: MANUAL*

**6** **SD-01-O-01** **ONE STOP** **SWINDON**
THE CIRCLE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 292 sqm
*Survey date: FRIDAY* *23/09/16* *Survey Type: MANUAL*

**7** **ST-01-O-01** **TESCO EXPRESS** **STAFFORDSHIRE**
STAFFORD ROAD
CANNOCK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 404 sqm
*Survey date: WEDNESDAY* *14/06/23* *Survey Type: MANUAL*

**8** **TW-01-O-02** **CO-OPERATIVE** **TYNE & WEAR**
ETHEL TERRACE
SUNDERLAND
CASTLETOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 330 sqm
*Survey date: FRIDAY* *07/04/17* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | |
|---|---|---|---|
| **9** | **WS-01-O-01** | **CO-OP** | **WEST SUSSEX** |
| | GORING ROAD | | |
| | WORTHING | | |
| | GORING-BY-SEA | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | High Street | | |
| | Total Gross floor area: | 500 sqm | |
| | *Survey date: THURSDAY* | *12/05/22* | *Survey Type: MANUAL* |
| **10** | **WS-01-O-02** | **SAINSBURY'S LOCAL** | **WEST SUSSEX** |
| | GORING ROAD | | |
| | WORTHING | | |
| | GORING-BY-SEA | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | High Street | | |
| | Total Gross floor area: | 409 sqm | |
| | *Survey date: WEDNESDAY* | *11/05/22* | *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/O - CONVENIENCE STORE

## 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 | 3 | 345 | 0.772 | 3 | 345 | 0.386 | 3 | 345 | 1.158 |
| 06:00 - 07:00 | 7 | 358 | 2.077 | 7 | 358 | 1.997 | 7 | 358 | 4.074 |
| 07:00 - 08:00 | 10 | 340 | 5.763 | 10 | 340 | 5.557 | 10 | 340 | 11.320 |
| 08:00 - 09:00 | 10 | 340 | 7.027 | 10 | 340 | 6.939 | 10 | 340 | 13.966 |
| 09:00 - 10:00 | 10 | 340 | 6.057 | 10 | 340 | 5.675 | 10 | 340 | 11.732 |
| 10:00 - 11:00 | 10 | 340 | 5.587 | 10 | 340 | 5.293 | 10 | 340 | 10.880 |
| 11:00 - 12:00 | 10 | 340 | 6.233 | 10 | 340 | 6.204 | 10 | 340 | 12.437 |
| 12:00 - 13:00 | 10 | 340 | 7.263 | 10 | 340 | 6.998 | 10 | 340 | 14.261 |
| 13:00 - 14:00 | 10 | 340 | 5.969 | 10 | 340 | 5.998 | 10 | 340 | 11.967 |
| 14:00 - 15:00 | 10 | 340 | 6.704 | 10 | 340 | 6.645 | 10 | 340 | 13.349 |
| 15:00 - 16:00 | 10 | 340 | 7.645 | 10 | 340 | 7.263 | 10 | 340 | 14.908 |
| 16:00 - 17:00 | **10** | **340** | **8.409** | 10 | 340 | 7.674 | 10 | 340 | 16.083 |
| 17:00 - 18:00 | 10 | 340 | 8.145 | **10** | **340** | **8.850** | **10** | **340** | **16.995** |
| 18:00 - 19:00 | 10 | 340 | 7.762 | 10 | 340 | 7.880 | 10 | 340 | 15.642 |
| 19:00 - 20:00 | 10 | 340 | 6.675 | 10 | 340 | 6.439 | 10 | 340 | 13.114 |
| 20:00 - 21:00 | 9 | 345 | 3.763 | 9 | 345 | 4.278 | 9 | 345 | 8.041 |
| 21:00 - 22:00 | 8 | 354 | 2.823 | 8 | 354 | 3.246 | 8 | 354 | 6.069 |
| 22:00 - 23:00 | 5 | 370 | 1.622 | 5 | 370 | 1.622 | 5 | 370 | 3.244 |
| 23:00 - 24:00 | 5 | 370 | 0.324 | 5 | 370 | 0.541 | 5 | 370 | 0.865 |
| Total Rates: | | | 100.620 | | | 99.485 | | | 200.105 |

*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: | 204 - 500 (units: sqm) |
| Survey date date range: | 01/01/16 - 14/03/24 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

# APPENDIX 2

## TRICS Output – Local Shops

Calculation Reference: AUDIT-851401-250210-0248

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
**TOTAL VEHICLES**

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| **02** | **SOUTH EAST** | | |
| | EX | ESSEX | 1 days |
| | HF | HERTFORDSHIRE | 1 days |
| **03** | **SOUTH WEST** | | |
| | GS | GLOUCESTERSHIRE | 1 days |
| **06** | **WEST MIDLANDS** | | |
| | WM | WEST MIDLANDS | 1 days |
| **07** | **YORKSHIRE & NORTH LINCOLNSHIRE** | | |
| | SE | SHEFFIELD | 1 days |
| **09** | **NORTH** | | |
| | CU | CUMBERLAND | 2 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 1325 (units: sqm) |
| Range Selected by User: | 200 to 1500 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

*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 | 2 days |
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 3 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 7 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 undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 6 |
| 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 | 1 days - Selected |
| Servicing vehicles Excluded | 6 days - Selected |

**Secondary Filtering selection:**

*Use Class:*

| | |
|---|---|
| n/a | 7 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

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*

| | |
|---|---|
| 10,001 to 15,000 | 1 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 75,001 to 100,000 | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 6 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 | 7 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 | 7 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 | 7 days |

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

*LIST OF SITES relevant to selection parameters*

**1** **CU-01-I-01** **LOCAL SHOPS** **CUMBERLAND**
CENTRAL AVENUE
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1325 sqm
*Survey date: FRIDAY* *15/10/21* *Survey Type: MANUAL*

**2** **CU-01-I-02** **LOCAL SHOPS** **CUMBERLAND**
WIGTON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 704 sqm
*Survey date: TUESDAY* *18/06/24* *Survey Type: MANUAL*

**3** **EX-01-I-02** **LOCAL SHOPS** **ESSEX**
QUEENS ROAD
BRAINTREE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 375 sqm
*Survey date: FRIDAY* *08/07/16* *Survey Type: MANUAL*

**4** **GS-01-I-02** **LOCAL SHOPS** **GLOUCESTERSHIRE**
HUCCLECOTE ROAD
GLOUCESTER
HUCCLECOTE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 840 sqm
*Survey date: WEDNESDAY* *03/05/23* *Survey Type: MANUAL*

**5** **HF-01-I-02** **LOCAL SHOPS** **HERTFORDSHIRE**
BROADWATER CRESCENT
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1115 sqm
*Survey date: FRIDAY* *28/06/19* *Survey Type: MANUAL*

**6** **SE-01-I-01** **LOCAL SHOPS** **SHEFFIELD**
TYLER STREET
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 200 sqm
*Survey date: THURSDAY* *22/06/23* *Survey Type: MANUAL*

**7** **WM-01-I-04** **LOCAL SHOPS** **WEST MIDLANDS**
SUTHERLAND AVENUE
COVENTRY
UPPER EASTERN GREEN
Edge of Town
Residential Zone
Total Gross floor area: 580 sqm
*Survey date: TUESDAY* *18/10/22* *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/I - SHOPPING CENTRE - LOCAL SHOPS

## TOTAL 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 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 452 | 0.111 | 2 | 452 | 0.111 | 2 | 452 | 0.222 |
| 06:00 - 07:00 | 4 | 702 | 0.961 | 4 | 702 | 0.854 | 4 | 702 | 1.815 |
| 07:00 - 08:00 | 7 | 734 | 3.756 | 7 | 734 | 3.756 | 7 | 734 | 7.512 |
| 08:00 - 09:00 | 7 | 734 | 6.285 | 7 | 734 | 5.215 | 7 | 734 | 11.500 |
| 09:00 - 10:00 | 7 | 734 | 6.752 | 7 | 734 | 6.558 | 7 | 734 | 13.310 |
| 10:00 - 11:00 | 7 | 734 | 7.881 | 7 | 734 | 7.239 | 7 | 734 | 15.120 |
| 11:00 - 12:00 | 7 | 734 | 8.056 | 7 | 734 | 7.842 | 7 | 734 | 15.898 |
| 12:00 - 13:00 | 7 | 734 | 8.951 | 7 | 734 | 8.912 | 7 | 734 | 17.863 |
| 13:00 - 14:00 | 7 | 734 | 8.251 | 7 | 734 | 8.465 | 7 | 734 | 16.716 |
| 14:00 - 15:00 | 7 | 734 | 8.056 | 7 | 734 | 8.231 | 7 | 734 | 16.287 |
| 15:00 - 16:00 | 7 | 734 | 7.511 | 7 | 734 | 7.725 | 7 | 734 | 15.236 |
| 16:00 - 17:00 | 7 | 734 | 9.087 | 7 | 734 | 9.165 | 7 | 734 | 18.252 |
| 17:00 - 18:00 | **7** | **734** | **9.418** | **7** | **734** | **9.905** | **7** | **734** | **19.323** |
| 18:00 - 19:00 | 7 | 734 | 9.029 | 7 | 734 | 9.282 | 7 | 734 | 18.311 |
| 19:00 - 20:00 | 7 | 734 | 6.830 | 7 | 734 | 7.141 | 7 | 734 | 13.971 |
| 20:00 - 21:00 | 7 | 734 | 4.359 | 7 | 734 | 4.787 | 7 | 734 | 9.146 |
| 21:00 - 22:00 | 7 | 734 | 2.627 | 7 | 734 | 2.899 | 7 | 734 | 5.526 |
| 22:00 - 23:00 | 5 | 785 | 0.994 | 5 | 785 | 1.121 | 5 | 785 | 2.115 |
| 23:00 - 24:00 | 1 | 704 | 0.426 | 1 | 704 | 0.568 | 1 | 704 | 0.994 |
| Total Rates: | | | 109.341 | | | 109.776 | | | 219.117 |

*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 - 1325 (units: sqm) |
| Survey date date range: | 01/01/16 - 18/06/24 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

eddisons.com

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