

Transport Assessment

**Proposed Internal changes to
Food Hall & Mixed Use Development
Sheridan Suite, Manchester**

Plans Drawn

**February
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PLANS DRAWN

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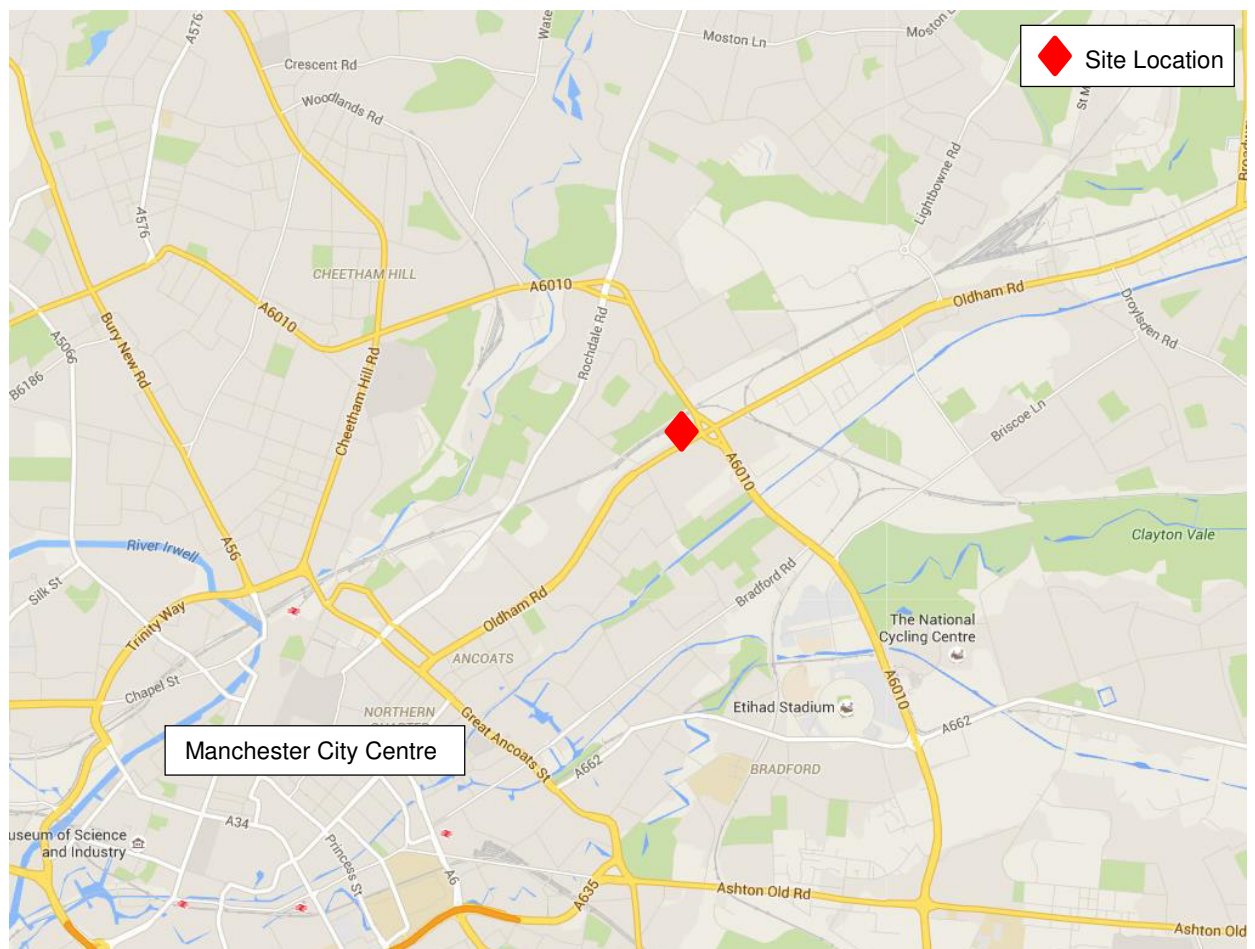
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1.0 INTRODUCTION

Purpose of Report

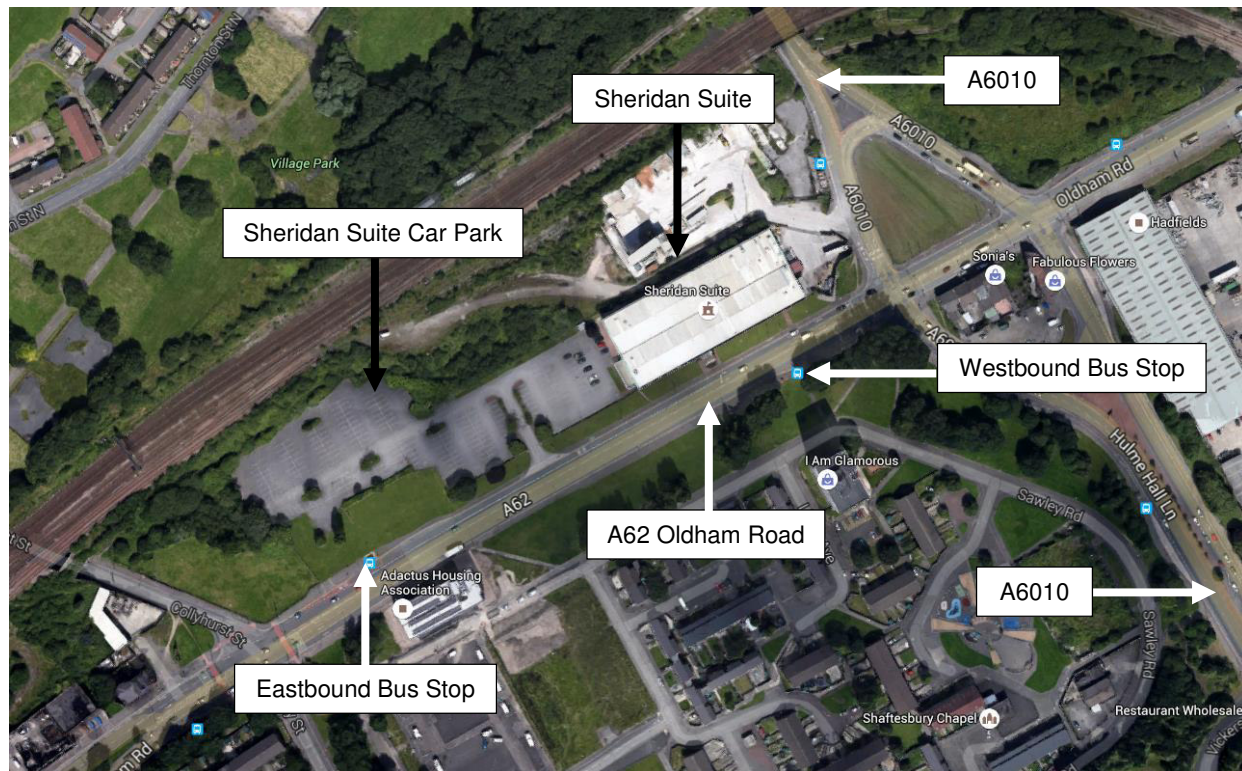
- 1.1 Alayna Trading Ltd seek planning permission for the extension of the Sheridan Suite which is located to the north of the A62 Oldham Road, Manchester. The location of the site in relation to the wider highway network is shown on **Figure 1.1** below:-

Figure 1.1 – Site Location Plan – Wider Context



1.2 **Figure 1.2** below shows the application site in relation to the local highway network: -

Figure 1.2 - Site Location Plan - Local Highway Network



1.3 SCP have been appointed by Alayna Trading Ltd to prepare this Transport Assessment (TA) report to accompany the planning application.

Structure of This Report

1.4 The structure of this report is as follows:-

- i) Section 2 provides a description of the existing conditions at the site;
- ii) Section 3 provides an analysis of the accessibility of the site by non-car modes of transport;
- iii) Section 4 provides a summary of the relevant transport policies and describes how the proposed development accords with these;
- iv) Section 4 provides a description of the proposed development, including a description of the parking levels;
- v) Section 5 provides an estimation of the trip generating potential of the proposed site uses; and,

- vi) Section 6 provides the summary and conclusions.

2.0 EXISTING CONDITIONS

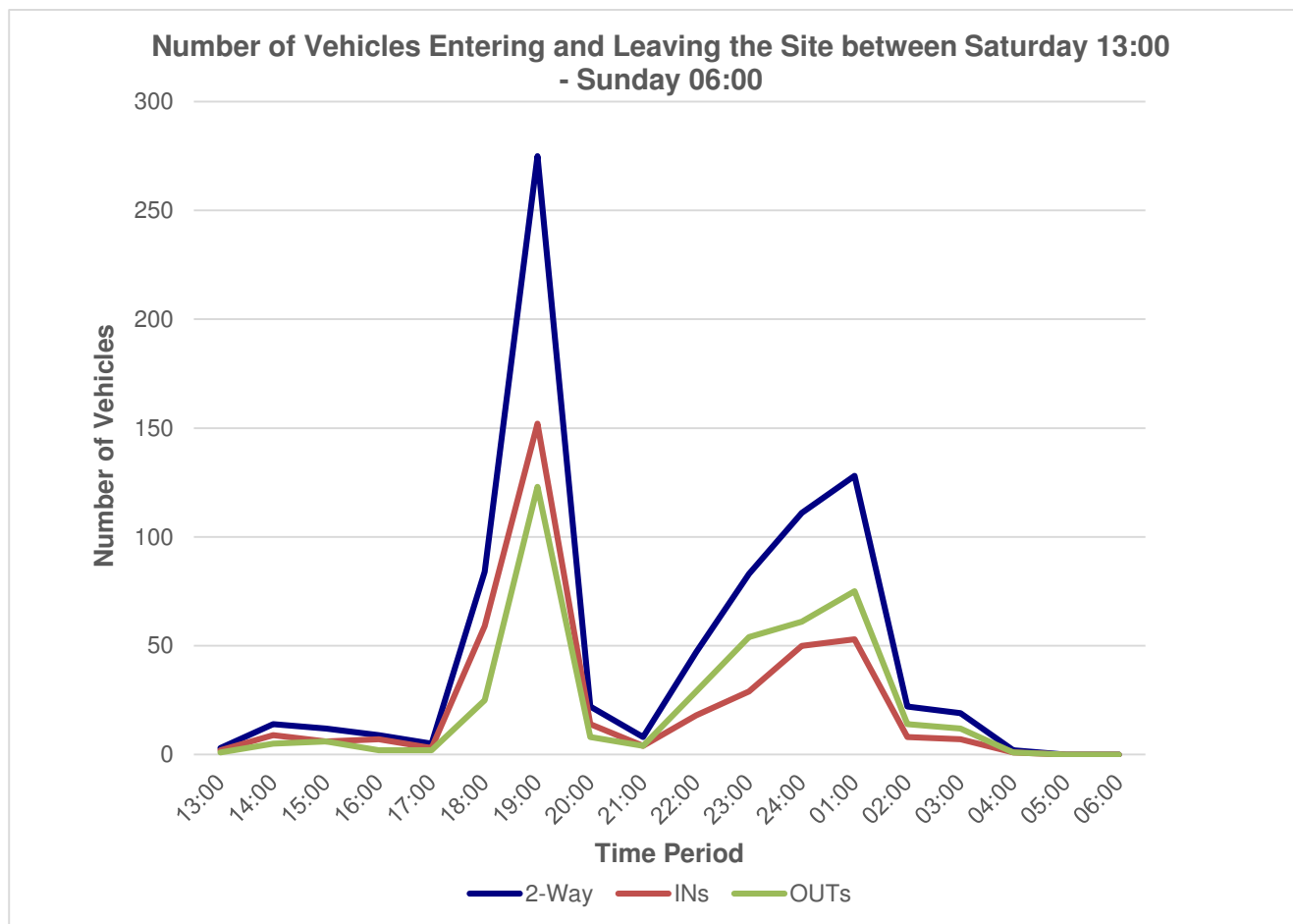
General

- 2.1 The Sheridan Suite is a venue for events such as parties, conferences and exhibitions and has a Gross Internal Area (GIA) of approximately 2,975m². The site has a car park with 275 parking spaces (including 4 disabled spaces) and takes access direct from the A62 Oldham Road.
- 2.2 The A62 Oldham Road is a major distributor road in nature and provides a link between Manchester City Centre in the southwest and Junction 22 of the M60 in the northeast. Within the vicinity of the site, the A62 Oldham Road is subject to a mandatory 30mph speed limit with wide footways present on both sides of the road and street lighting columns present.
- 2.3 The A62 Oldham Road is very busy during the peak highway hours. All junctions and highway within the vicinity of the site are protected by 'No Waiting at Any Time' restrictions helping to ensure that parking does not occur in these areas and result in any road safety or operational issues.

Parking

- 2.4 In order to assess the operation of the existing car park, traffic surveys have been undertaken during separate events in order to determine the different types of parking demand at the site.
- 2.5 Daily traffic surveys were carried out on Saturday 7th and Sunday 8th December 2024 at the site access when a Christmas Party took place. The raw survey data is contained in **Appendix 1** and is summarised in **Figure 2.1** below:

Figure 2.1 - Recorded Peak Hours at the Site Access



- 2.6 The peak hour has been identified as being between 19:00 to 20:00 on Saturday night. The event taking place was a Christmas party, and therefore a high proportion of the trips are assumed to be taxi vehicles, which would account for two vehicular trips per visit either way.
- 2.7 Over the 12 hour period from 13:00 – 02:00 there was a total of 422 vehicles who entered the site and 422 vehicles who left the site. There were approximately 600 people who attended the event giving an average car occupancy rate of around 2.5 persons per vehicle (including the taxi driver).
- 2.8 The maximum parking demand on this survey was 164 vehicles which is around 60% car park occupancy.

Car parking Accumulation

- 2.9 A parking-beat survey was also carried out on Sunday 14th June between the hours of 20:00-21:15. The survey was undertaken in dry conditions when an Asian wedding took place. The raw survey data is contained in **Appendix 2**.

2.10 The results for car park occupancy are shown in **Table 2.1** below:

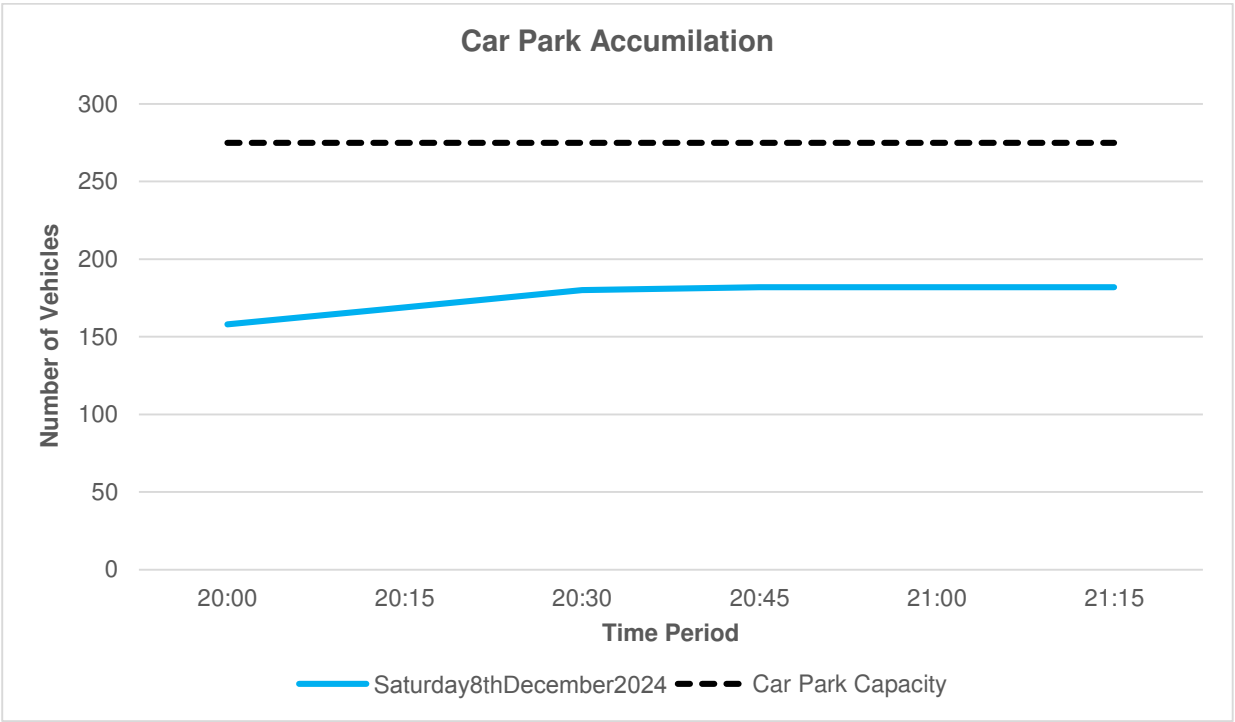
Table 2.1 - Car Park Occupancy Data

Occupancy Data	Car Park Capacity	Average Parking Demand	Maximum Parking Demand
Saturday 7 th -8 December 2024	275	176	182

2.11 The results of the survey identified that of the total spaces available in the store car park, the maximum demand was 182 (66%) with an average occupancy level of 176 (64%).

The car park accumulation data for the surveyed days is summarised below in **Figure 2.2**.

Figure 2.2 – Existing Car Park Accumulation



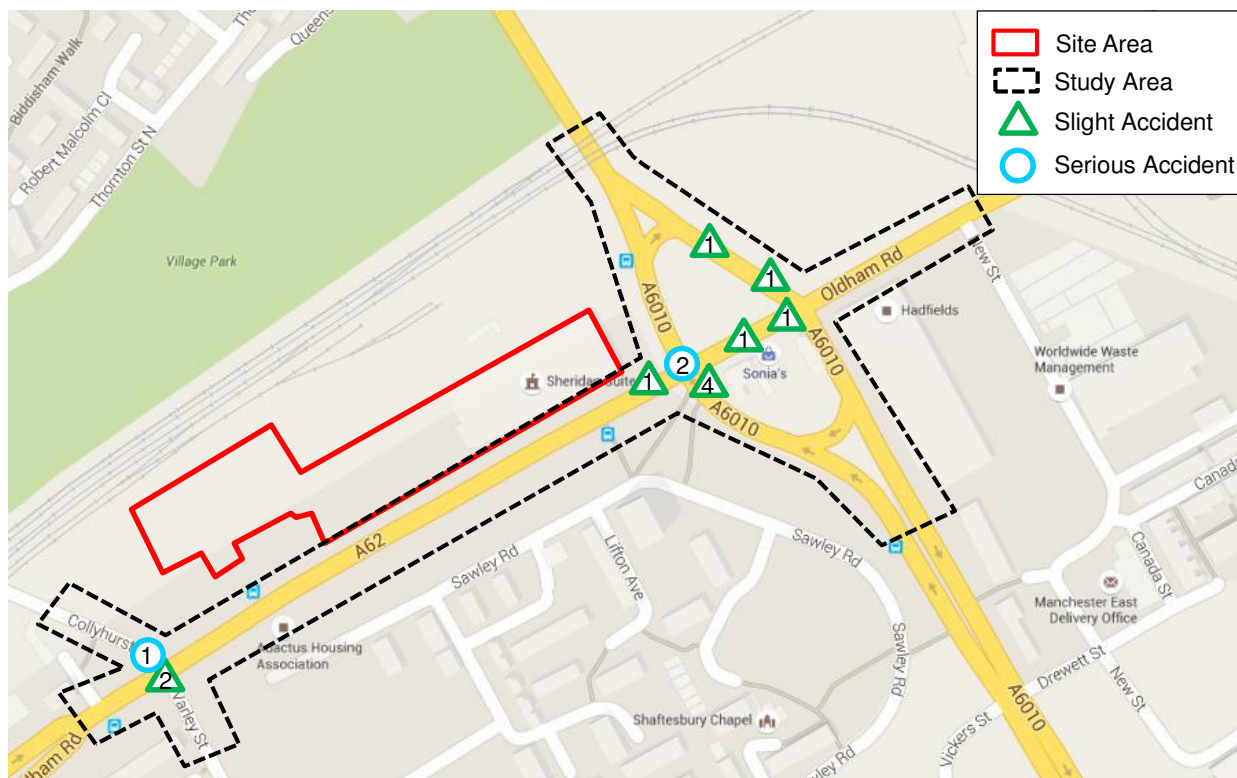
2.12 There were approximately 700 people who attended the event and with the maximum car park occupancy of 182 between 20:45 and 21:15. The average car occupancy rate was around 4 persons per vehicle.

2.13 As this event was an Asian wedding, it is assumed that most drivers won't be drinking and are able to drive to the site themselves.

Road Safety

2.14 The road safety record of the local highway network has been examined within the most recently available 3 year period (2012-2014). The road safety record is shown on **Figure 2.2** below:-

Figure 2.2 – Recorded Road Accident Locations around Site



2.15 The key points to be taken from the 3-year accident record are as follows:

- No accidents occurred within the vicinity of the site access;
- Three accidents occurred at the A62 Oldham Road / Collyhurst Street / Varley Street junction, two of which were of slight severity and one of serious severity; and
- Eleven accidents occurred at the A6010 / A62 Oldham Road, nine of which were of slight severity and two of serious severity.

2.16 Given that the majority of the accidents were of slight severity, the road safety record in this area does not present a material concern in the context of the proposed development.

3.0 PLANNING POLICY CONTEXT

Introduction

- 3.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed extension will contribute towards their aims and objectives.

National Planning Policy Framework (NPPF)

- 3.2 NPPF was published in March 2012 by the Department for Communities and Local Government, replacing numerous planning policy statements (PPS) and guidance notes (PPG) including PPG13 – Transport. The overall theme of the document is ‘achieving sustainable development’ which applies to all aspects of planning, including transport. In particular:

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”

- 3.3 In reference to supporting documentation with planning applications:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

3.4 In reference to the planning of developments:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport.*

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Greater Manchester Local Transport Plan 3 (GMLTP3)

3.5 The GMLTP3 sets out the strategy and policy framework for transport for 2011/12 – 2015/16 throughout the whole of the Greater Manchester region.

3.6 In order to deliver this plan, the GMLTP3 identifies the following five objectives:

- “Objective 1: Economy – To Ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;*
- Objective 2: Carbon/Climate Change – To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change improving surface access to Manchester Airport;*
- Objective 3: Public Health and Wellbeing – To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised;*

- *Objective 4: Sustainable Neighbourhoods and Public Spaces – To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and*
- *Objective 5: Value for Money – To maximise value for money in the provision and maintenance of transport infrastructure and services.”*

3.7 A coordinated approach between the authorities of Greater Manchester will be required in order to achieve an efficient transport network that will benefit potential staff and visitors and thus improve the local economy.

Consideration of the Application Site against Existing Policy Background

3.8 In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

3.9 The accessibility Chapter of this TA demonstrates that the site is well located to take advantage of the nearby City Centre and good frequency public transport services. The proposed development is therefore compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.

4.0 ACCESSIBILITY

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:-

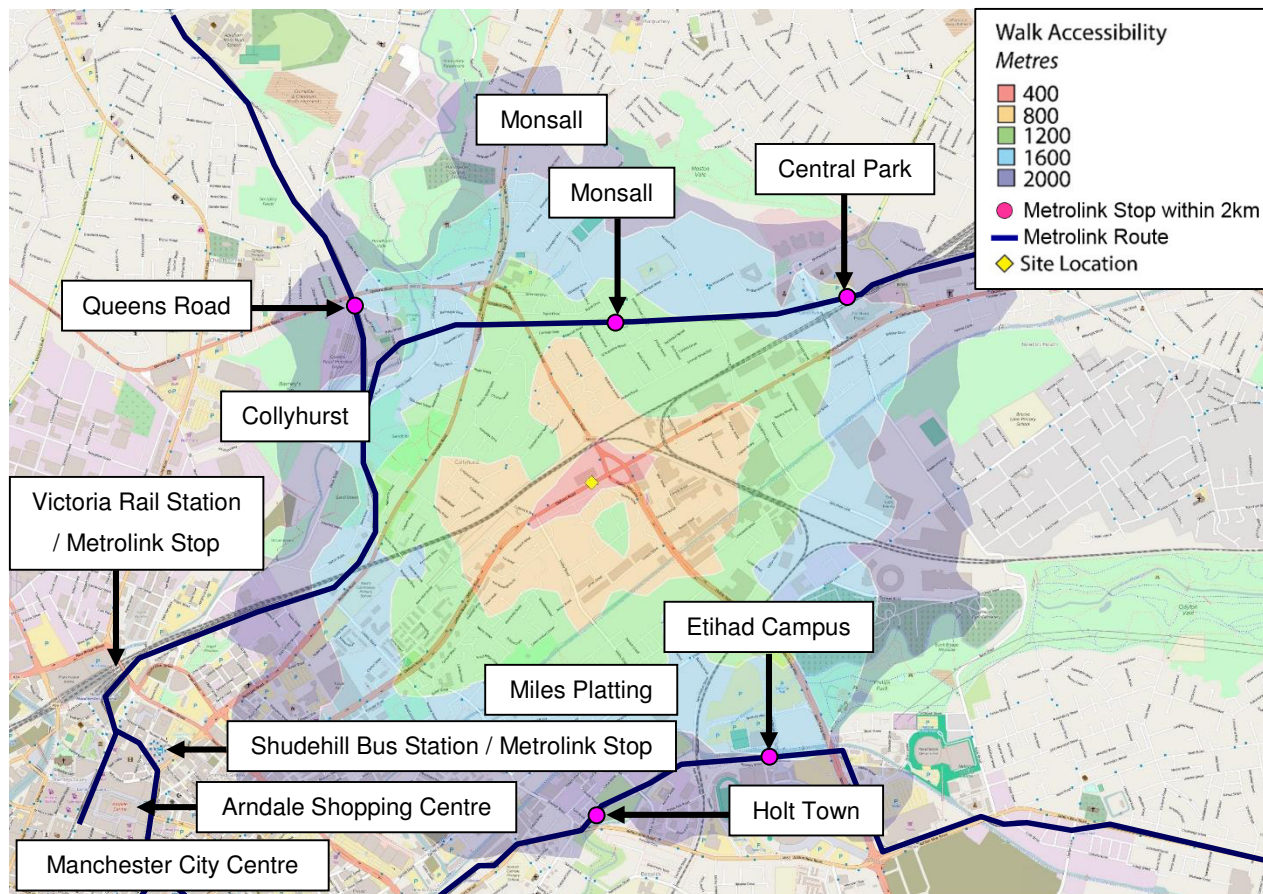
Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrian Accessibility

- 4.3 All of the footways in the local area are relatively wide, well surfaced and street-lit. Manchester City Centre is situated approximately 2km walk distance away for staff to access the numerous local amenities and bus stops, as well as the tram stations and rail stations slightly further afield.
- 4.4 Tram stops within the 2km walk distance include Queens Road on the Bury line, Monsall and Central Park on the Rochdale line, and Holt Town and the Etihad on the Ashton line, as shown in **Figure 3.1** below.

- 4.5 TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site. The plan in **Figure 3.1** shows the reachable areas within 400m coloured bands from the site.

Figure 3.1 – 2.0km Walk Distance Isochrone

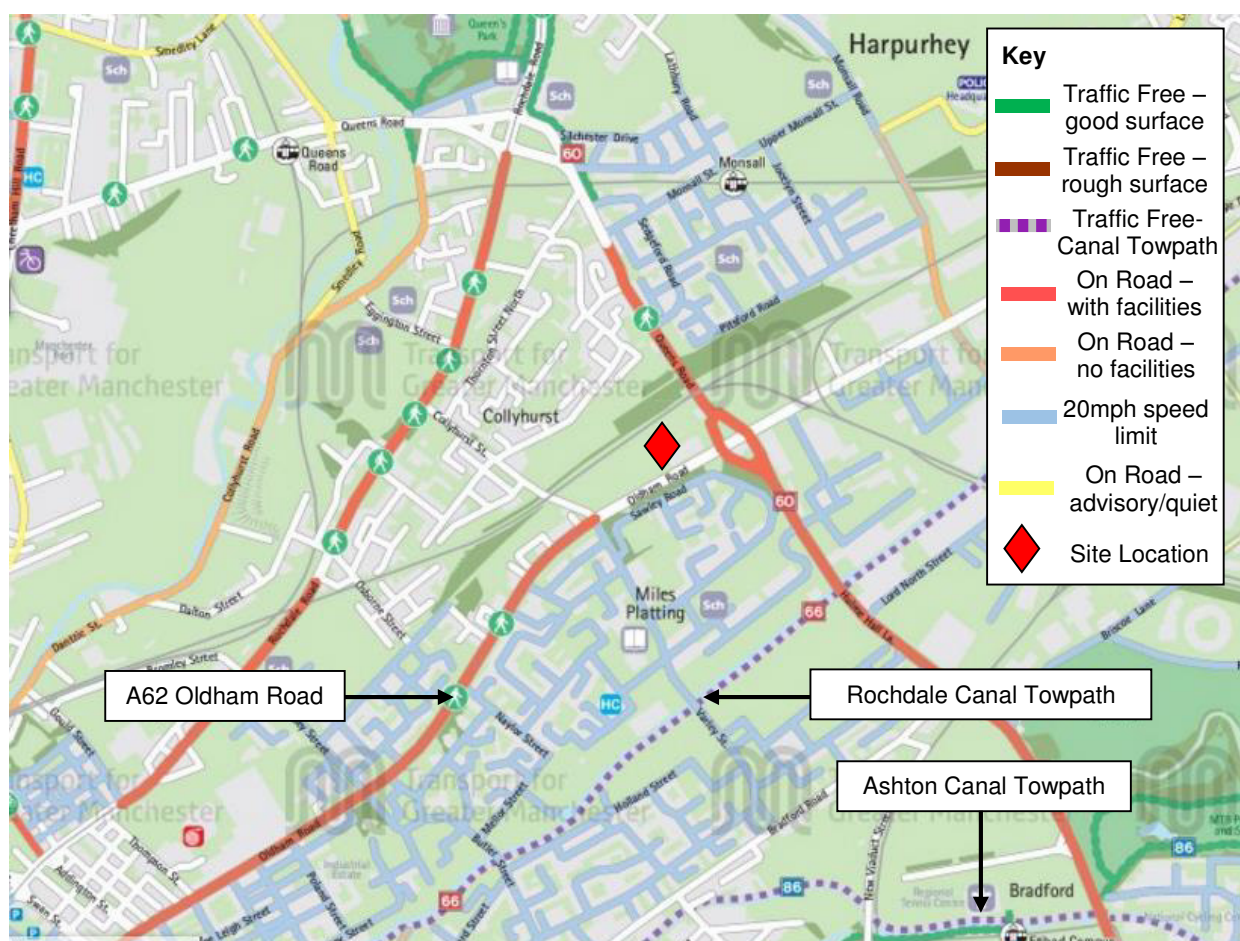


- 4.6 There are various pedestrian crossing points along the A62 Oldham Road with dropped kerbs and tactile paving provided at most junctions and signalised crossings provided at major junctions to ensure that pedestrians can easily access the City Centre.
- 4.7 **Figure 3.1** above clearly demonstrates that the site is in a good location for the utilisation of local services and public transport within this area.

Cycle Accessibility

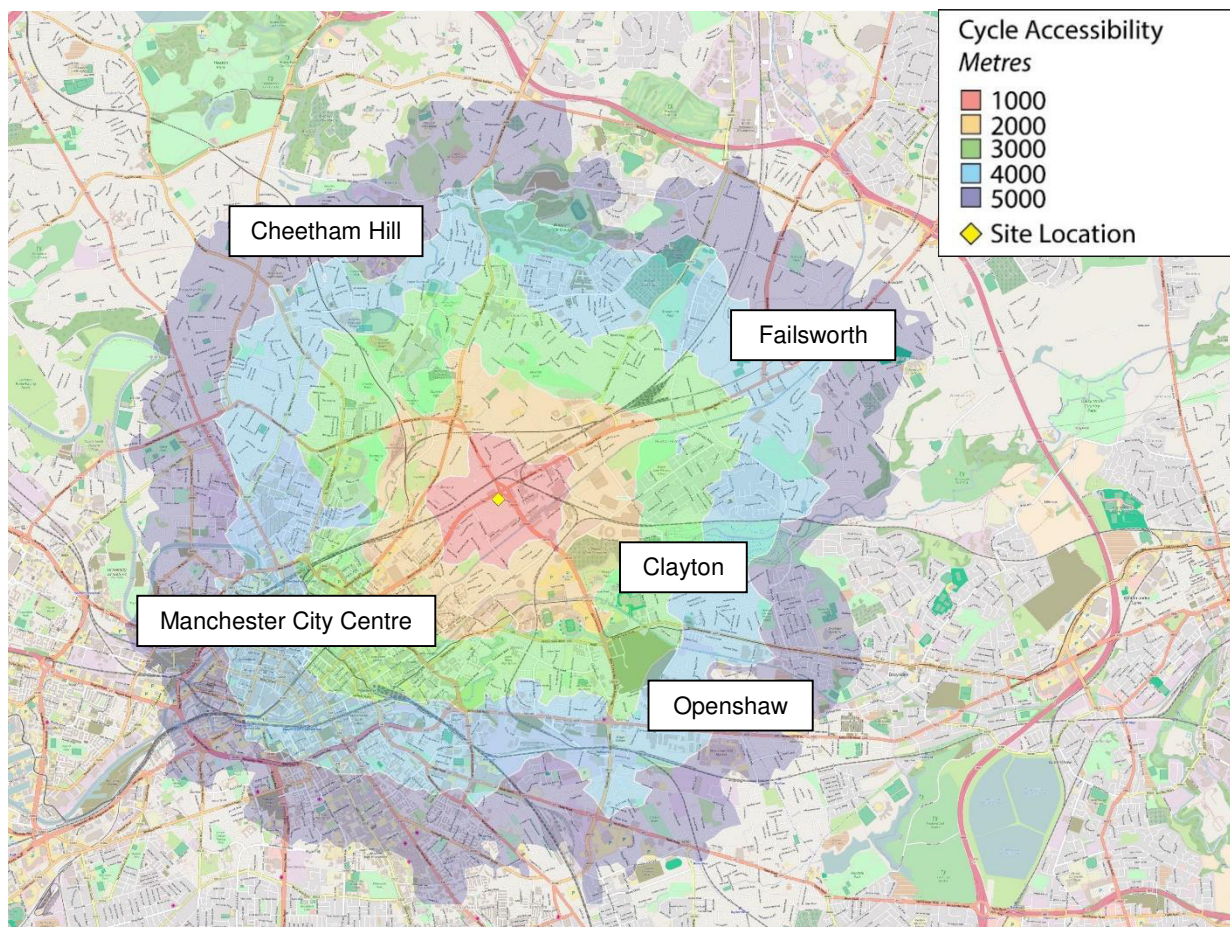
- 4.8 Transport for Greater Manchester (TfGM) specify that the A62 Oldham Road is an on-road cycle route which provides a link to Manchester City Centre. Rochdale Canal Towpath is located approximately 700m to the south of the site and Ashton Canal Towpath is located approximately 1.4km to the south of the site which provide a traffic free routes to Manchester City Centre and other local residential areas in East Manchester.
- 4.9 TfGM's advisory cycle routes nearby to the site are shown in **Figure 3.2** below:

Figure 3.2 – TfGM's Local Cycle Map



- 4.10 **Figure 3.3** below illustrates a 5km cycling isochrone centred on the site:-

Figure 3.4 – 5km Cycle Distance Isochrone



- 4.11 **Figure 3.3** shows that a wide area can be accessed within this a 5km cycle distance of the site including nearby residential areas of Clayton, Openshaw and Failsworth. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage cycle journeys for staff.

Public Transport

- 4.12 The Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.13 A bus stop for westbound traffic heading towards Manchester City Centre is located directly opposite the site on the A62 Oldham Road and a bus stop for eastbound traffic is located 220m to the east of the site. The stops therefore fall easily within the CIHT's lower 300m walk distance threshold. Further bus stops are located on the A6010 within 400m to the east of the site.

4.14 Details of the bus services and frequencies which use these stops are provided in **Table 3.1** below:-

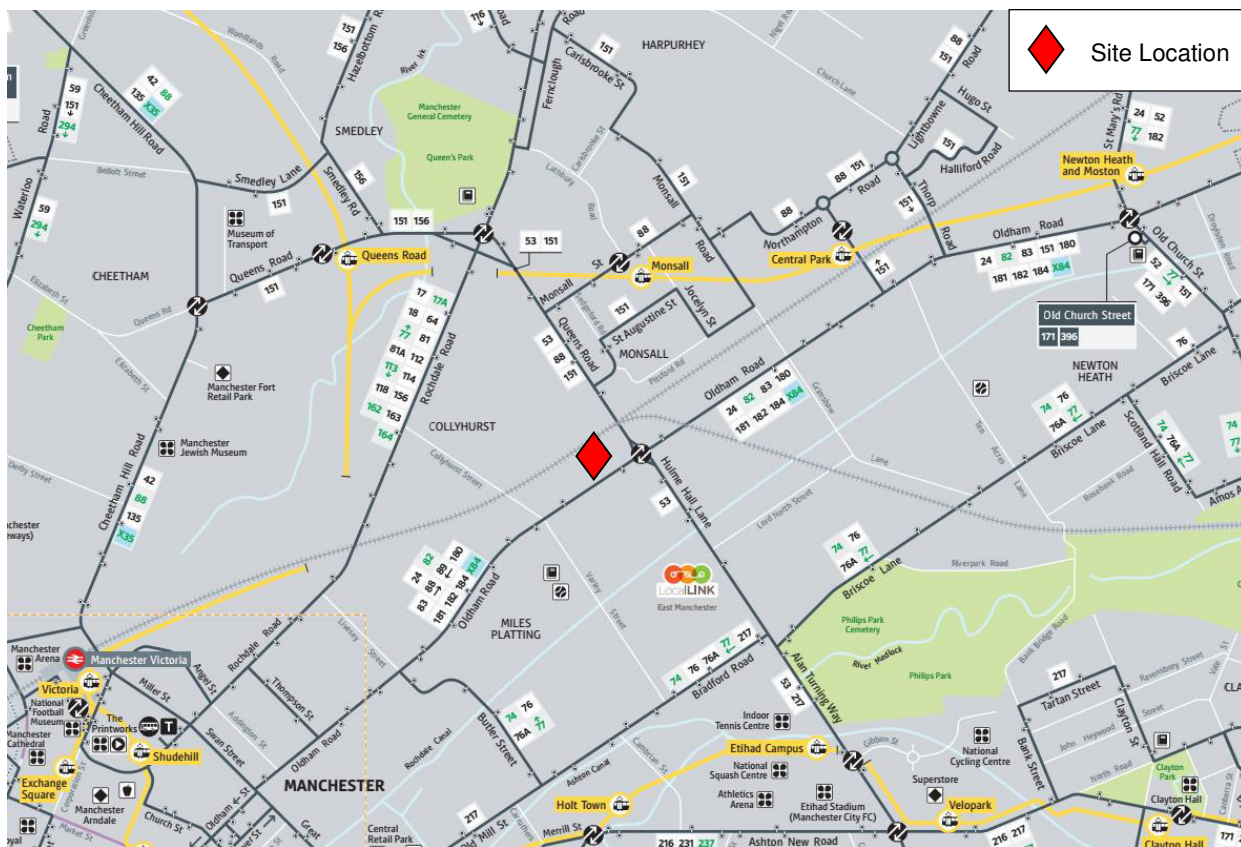
Table 3.1 – Bus Service Summary									
Service Number	Bus Stop Locations		Route	Average Service Headway (mins)					
	A62 Oldham Rd	A6010		Mon - Fri		Sat		Sun	
				Day	Evening	Day	Evening	Day	Evening
24	✓		Manchester- Newton Heath – Chadderton - Rochdale	30	60	30	30	-	-
53*		✓	Cheetham Hill – Blackley – Collyhurst – Rusholme – Hulme – Pendleton	30	60	30	60	60	60
83*	✓		Sholver – Oldham – Hollinwood – Failsworth – Miles Platting - Manchester	10	10	10	10	15	30
88*	✓	✓	Cheetham Hill – Crumpsall – White Moss – Monsall - Manchester	15	60	15	60	60	60
180*	✓		Greenfield – Lees – Oldham – Hollinwood – Manchester	30	60	30	60	60	60
181*	✓		Shaw – Chadderton – Newton Heath – Manchester	30	120	30	120	60	120
182*	✓		Rochdale – Shaw – Royton – Newton Heath – Manchester	30	120	30	120	60	120
184*	✓		Huddersfield –Marsden – Greenfield – Oldham – Manchester	10-20	60	10-20	60	15-20	60

**Night Services also available on selected days including weekends*

4.15 As can be seen from **Table 3.1** above, there is a very high frequency of bus services stopping very close to the site which provide convenient access to locations including Newton Heath, Crumspall, Salford, Oldham, Rochdale, Huddersfield and Manchester City Centre.

4.16 Looking slightly farther afield, there are other bus stops within walking distance of the site that serve different bus services to other areas. The local bus route map can be seen below on **Figure 3.4:-**

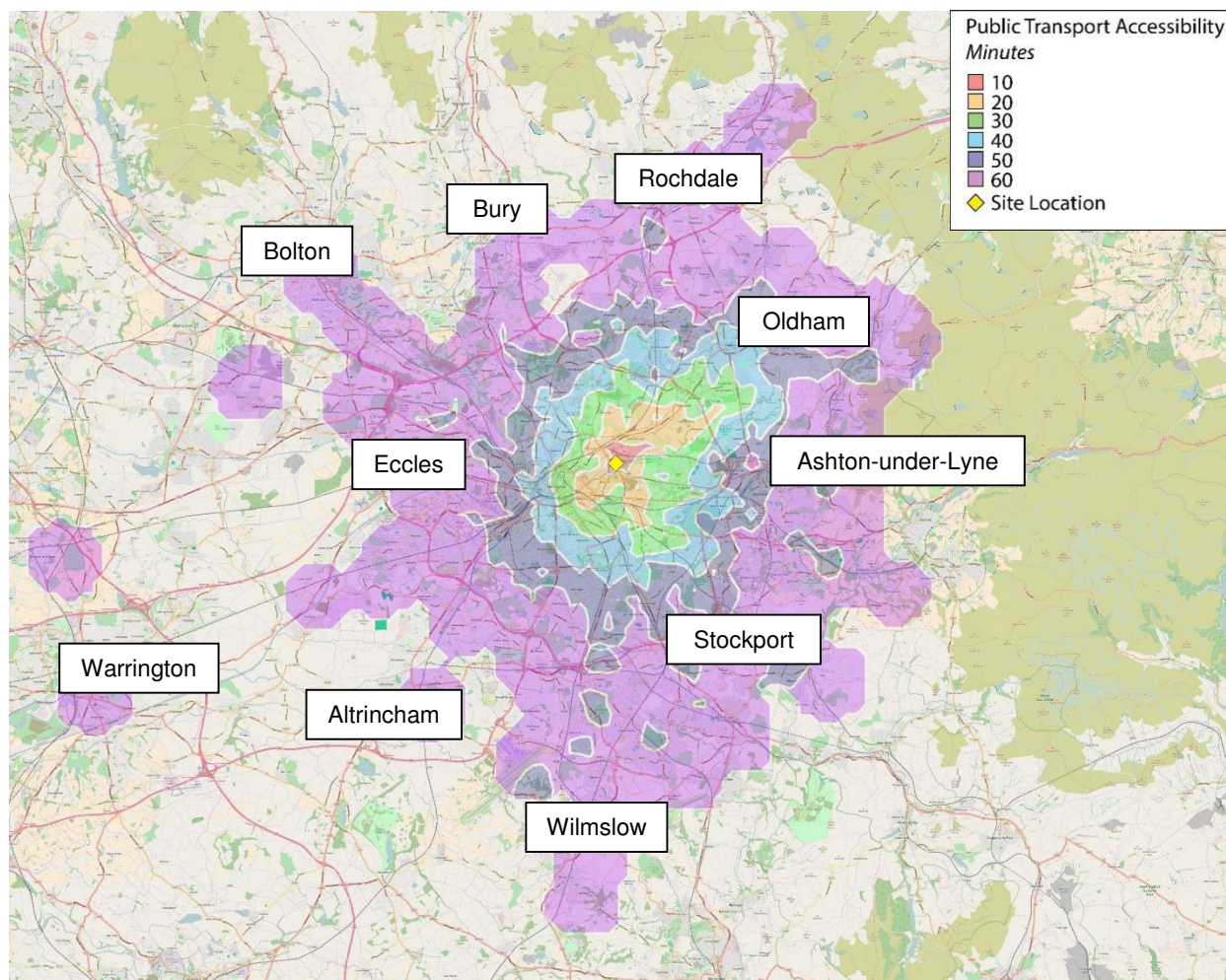
Figure 3.4 – Public Transport Map



Source: Transport for Greater Manchester

- 4.17 Trams run on the Metrolink network run between approximately 0600 to 0030 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 0700 to 2230.
- 4.18 **Figure 3.5** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stops on the A62 Oldham Road and the A6010, as well as the nearby Metrolink stops and rail stations in the City Centre. The analysis demonstrates that it is possible to reach most areas of the Greater Manchester region, as well as further afield including Warrington and Wilmslow, in an acceptable 60 minute commute time:-

Figure 3.5 – 60 Minute Public Transport / Walk Distance Isochrone



Conclusion

- 4.19 Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport.

5.0 PROPOSED DEVELOPMENT

General

- 5.1 The planning application is for the fit out to the ground floor area to mixed use ground floor. The proposed site layout plan is contained in **Appendix 3** and will also include the reconfiguration of some of the existing floor area, however the only significant addition to the building will be the external frontage addition of external seating area.

Trip Generation

Existing Car Park Trip Generation

- 5.2 As set out earlier, the application site currently features a car park that can accommodate up to 275 vehicles and currently operates well below capacity. (There is a separate application for further extra spaces in planning)

- 5.3 **Proposed Mixed Use Food Hall Trip Generation** In order to estimate the trip generating potential of the proposed restaurant extension, average trip rates from the industry-standard TRICS Database (V7.2.3) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

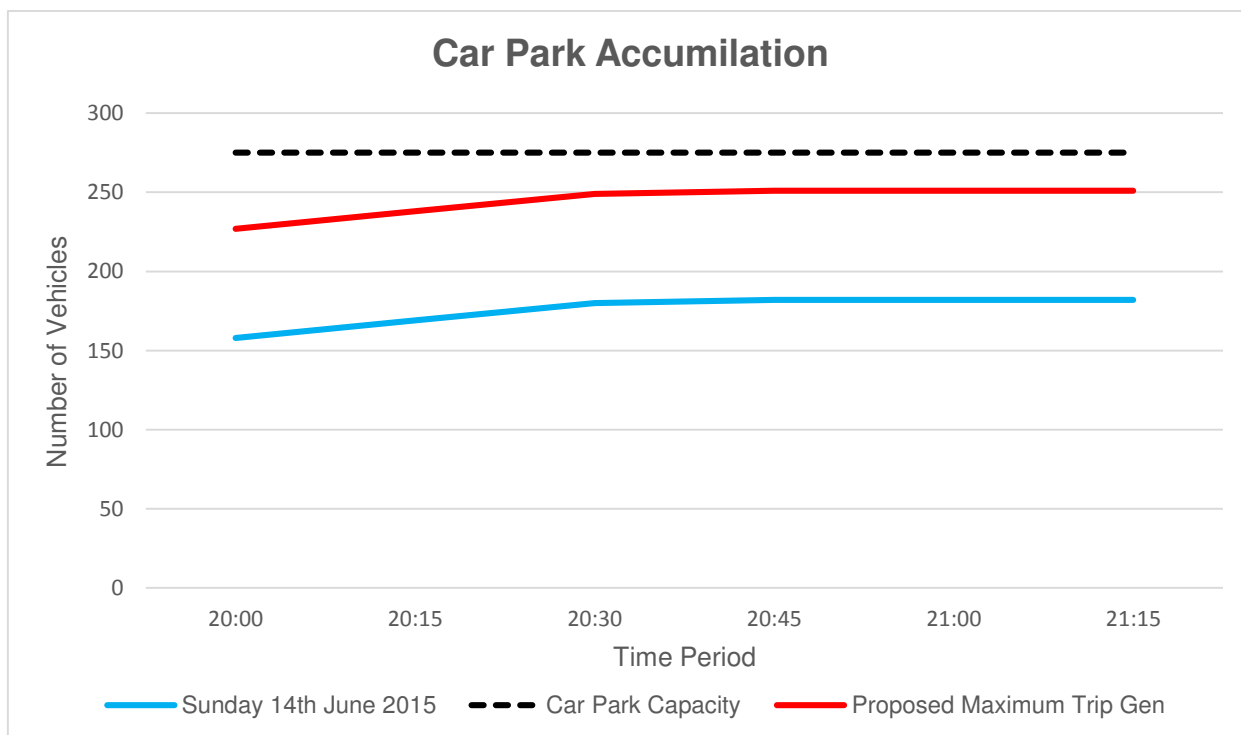
- i) Hotel, food and drink;
- ii) Restaurants;
- iii) Vehicles;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by gross floor area (GFA);
- vi) Weekend surveys only; and
- vii) Only sites in 'town centre' and 'edge of town centre' locations selected.

- 5.4 The multi modal TRICS outputs for the proposed Mixed Use Food Hall with an area of 3377m² are presented in **Appendix 4** and are summarised in **Table 4.1** below:-

Table 4.1 - Estimated Vehicular Trip Generation (per 100m²) Associated With the Proposed m2 Mixed Use Food Hall		
	Weekend Peak Hour (19:00 to 20:00)	
	Arrivals	Departures
Trip Rate	2.057	1.714
Trip Gen	69	58
2-Way	127	

5.5 The maximum number of vehicular trips arising from the development will be 127 two-way trips during the peak hour. Volumetrically, this equates to roughly one additional vehicle movement every 30 seconds on the local highway network. This increase in traffic will be occur during off peak hours and will therefore not have significant impact on the operational safety of the local highway network.

5.6 In order to identify whether there is sufficient parking capacity at the site, the proposed trip generation has been added to the existing parking demand based on the survey results from the Asian wedding which took place on Saturday 7th Sunday 8th June 2024 in order to demonstrate the worst case scenario. The car park accumulation is summarised below in **Figure 4.1. Figure 4.1 – Proposed Car Park Accumulation**



5.7 The maximum parking demand with the mixed use proposals in place is forecast to be approximately 251 vehicles (91% of the car park's capacity) leaving around 24 empty spaces.

- 5.8 The existing parking levels are therefore considered to be appropriate for the scale and nature of the proposals.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Alayna Trading Ltd seek planning permission for the internal changes to the ground Floor area to the Sheridan Suite which is located to the north of the A62 Oldham Road, Manchester.
- 6.2 The Sheridan Suite is a venue for events such as parties, conferences and exhibitions and has a Gross Internal Area (GIA) of approximately 2,975m². The car park currently has 275 formal parking spaces including 4 disabled spaces. (Extra Parking and disabled spaces applied for)
- 6.3 In order to assess the operation of the existing car park and the highway network, daily traffic surveys were carried out on Saturday 8th and Sunday 9th December 2024 at the site access when . Over the 12 hour period from 10:00 – 01:00 there was a total of 426 vehicles who entered the site and 426 vehicles who left the site. There were approximately 600 people who attended the event giving an average car occupancy rate of around 2.5 persons per vehicle (including the taxi driver). The maximum parking demand on this survey was 164 vehicles which is 60% car park occupancy.
- 6.4 In addition, a parking-beat survey was carried out on Sunday 14th June between the hours of 20:00-21:15 for an wedding party. The results of the survey identified that of the total spaces available in the store car park, the maximum demand was 182 (66%) with an average occupancy level of 176 (64%).
- 6.5 The road safety record of the local highway network has been examined within the most recently available 3 year period . Given that the majority of the accidents were of slight severity, the road safety record does not present a material concern in the context of the proposed redevelopment.
- 6.6 All of the foot ways in the local area are relatively wide, well surfaced and street-lit. There are various pedestrian crossing points around the area to ensure that pedestrians can easily access the local amenities within Manchester City Centre. Overall, the site is considered to be well located in terms of its accessibility by all the major non-car modes of transport. The proposed development is also compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.
- 6.7 The planning application is for the internal fit out for mixed use to ground floor of the building to feature 1,956m² of mixed use plus 106m² external eating area use on the ground floor and will also include the reconfiguration of some of the existing floor area, however the only change addition to the building will be the open plan external seating area .

- 6.8 In order to estimate the trip generating potential of the proposed restaurant extension, average trip rates from the industry-standard TRICS Database (V7.2.3) have been obtained.
- 6.9 The maximum number of vehicular trips arising from the development will be 123 two-way trips during the weekend PM peak hour. Volumetrically, this equates to roughly one additional vehicle movement every 30 seconds on the local highway network. This increase in traffic will be occur during off peak hours and will not have significant impact on the operational safety of the local highway network.
- 6.10 The maximum parking demand with the restaurant proposals in place is forecast to be approximately 251 vehicles (91% of the car park's capacity) leaving around 24 empty spaces. The existing parking levels are therefore considered to be appropriate for the scale and nature of the proposals.
- 6.11 Having regard to the above, it is concluded that there are no highway-related reasons to withhold planning permission for the scheme and it is therefore commended to Manchester City Council for approval.

APPENDIX 1

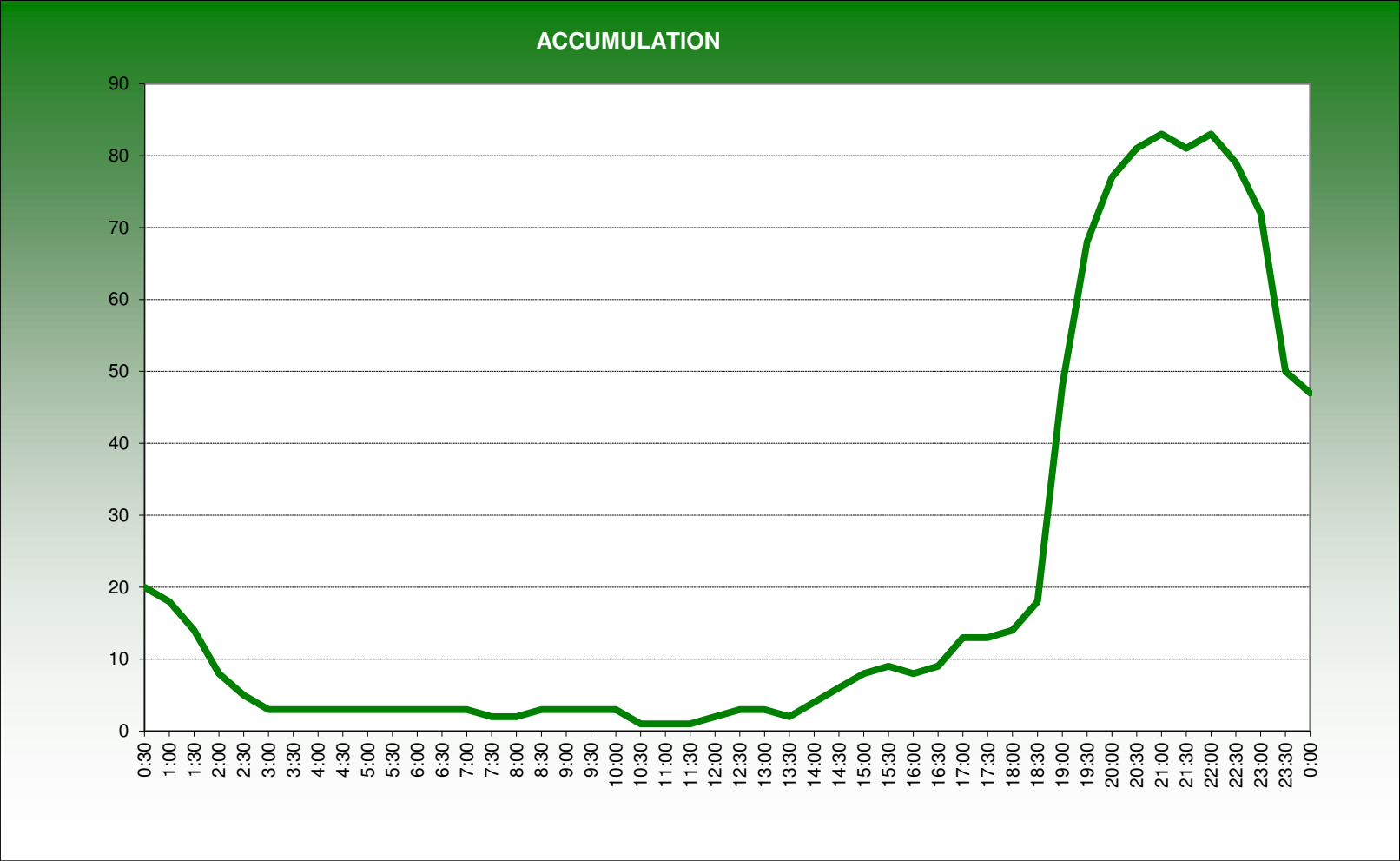
Accumulation, Sheridan Suite, Manchester

DATE: SATURDAY 8h Sunday 9th DECEMBER 2024

LOCATION: SHERIDAN SUITE



TIME / VOLUME	IN	OUT	ACCUMULATION
0:00 - 0:30	14	21	20
0:30 - 1:00	18	20	18
1:00 - 1:30	11	15	14
1:30 - 2:00	13	19	8
2:00 - 2:30	5	8	5
2:30 - 3:00	1	3	3
3:00 - 3:30	0	0	3
3:30 - 4:00	3	3	3
4:00 - 4:30	0	0	3
4:30 - 5:00	0	0	3
5:00 - 5:30	0	0	3
5:30 - 6:00	0	0	3
6:00 - 6:30	0	0	3
6:30 - 7:00	0	0	3
7:00 - 7:30	0	1	2
7:30 - 8:00	0	0	2
8:00 - 8:30	2	1	3
8:30 - 9:00	0	0	3
9:00 - 9:30	0	0	3
9:30 - 10:00	0	0	3
10:00 - 10:30	1	3	1
10:30 - 11:00	0	0	1
11:00 - 11:30	0	0	1
11:30 - 12:00	3	2	2
12:00 - 12:30	1	0	3
12:30 - 13:00	0	0	3
13:00 - 13:30	0	1	2
13:30 - 14:00	2	0	4
14:00 - 14:30	4	2	6
14:30 - 15:00	5	3	8
15:00 - 15:30	4	3	9
15:30 - 16:00	2	3	8
16:00 - 16:30	2	1	9
16:30 - 17:00	5	1	13
17:00 - 17:30	2	2	13
17:30 - 18:00	1	0	14
18:00 - 18:30	4	0	18
18:30 - 19:00	55	25	48
19:00 - 19:30	106	86	68
19:30 - 20:00	46	37	77
20:00 - 20:30	10	6	81
20:30 - 21:00	4	2	83
21:00 - 21:30	0	2	81
21:30 - 22:00	4	2	83
22:00 - 22:30	6	10	79
22:30 - 23:00	12	19	72
23:00 - 23:30	11	33	50
23:30 - 0:00	18	21	47



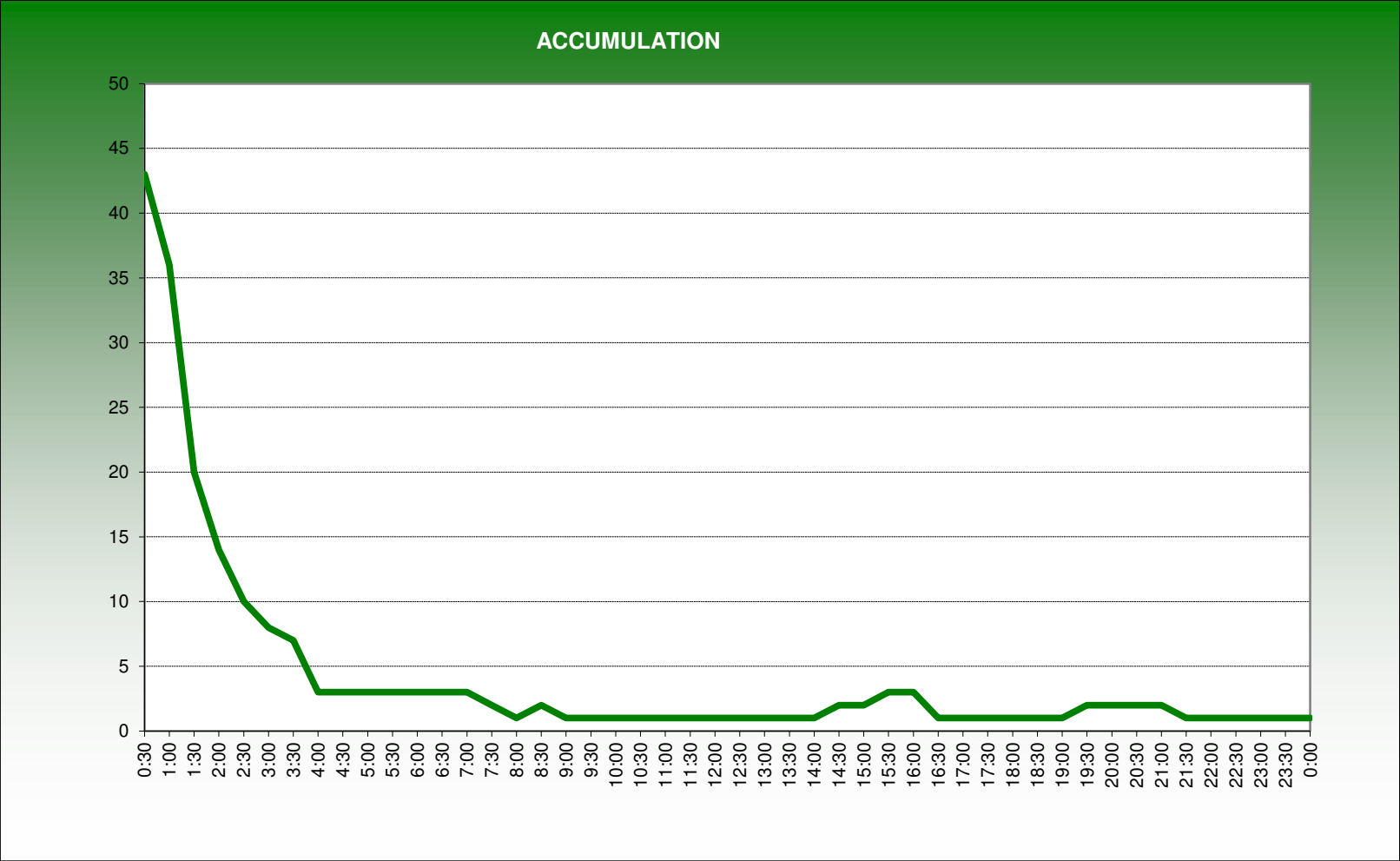
Accumulation, Sheridan Suite, Manchester

DATE: SUNDAY 8th Sunday 9th DECEMBER 2024

LOCATION: SHERIDAN SUITE



TIME / VOLUME	IN	OUT	ACCUMULATION
0:00 - 0:30	24	28	43
0:30 - 1:00	26	33	36
1:00 - 1:30	27	43	20
1:30 - 2:00	26	32	14
2:00 - 2:30	8	12	10
2:30 - 3:00	0	2	8
3:00 - 3:30	1	2	7
3:30 - 4:00	6	10	3
4:00 - 4:30	1	1	3
4:30 - 5:00	0	0	3
5:00 - 5:30	0	0	3
5:30 - 6:00	0	0	3
6:00 - 6:30	0	0	3
6:30 - 7:00	0	0	3
7:00 - 7:30	0	1	2
7:30 - 8:00	0	1	1
8:00 - 8:30	1	0	2
8:30 - 9:00	1	2	1
9:00 - 9:30	0	0	1
9:30 - 10:00	0	0	1
10:00 - 10:30	0	0	1
10:30 - 11:00	0	0	1
11:00 - 11:30	1	1	1
11:30 - 12:00	0	0	1
12:00 - 12:30	0	0	1
12:30 - 13:00	0	0	1
13:00 - 13:30	0	0	1
13:30 - 14:00	0	0	1
14:00 - 14:30	1	0	2
14:30 - 15:00	3	3	2
15:00 - 15:30	1	0	3
15:30 - 16:00	0	0	3
16:00 - 16:30	1	3	1
16:30 - 17:00	0	0	1
17:00 - 17:30	0	0	1
17:30 - 18:00	0	0	1
18:00 - 18:30	2	2	1
18:30 - 19:00	0	0	1
19:00 - 19:30	2	1	2
19:30 - 20:00	0	0	2
20:00 - 20:30	1	1	2
20:30 - 21:00	0	0	2
21:00 - 21:30	1	2	1
21:30 - 22:00	0	0	1
22:00 - 22:30	0	0	1
22:30 - 23:00	0	0	1
23:00 - 23:30	0	0	1
23:30 - 0:00	0	0	1



APPENDIX 2

Date of survey: Saturday 8th Sunday 9th December 2024

Weather: Overcast and Cloudy chance of rain

Number of attendees at event: 700

Car Park Capacity: 275 Spaces (including 4 disabled) Front Area - 112 spaces
Back Area - 163 spaces

Parking Survey

		Number of Vehicles Parked
Start Time:	20:00	158
	20:15	169
	20:30	180
	20:45	182
	21:00	182
End Time:	21:15	182

Number of staff cars parked: 5

Drawing No.

-

Drawing Title

CAR PARK SURVEY

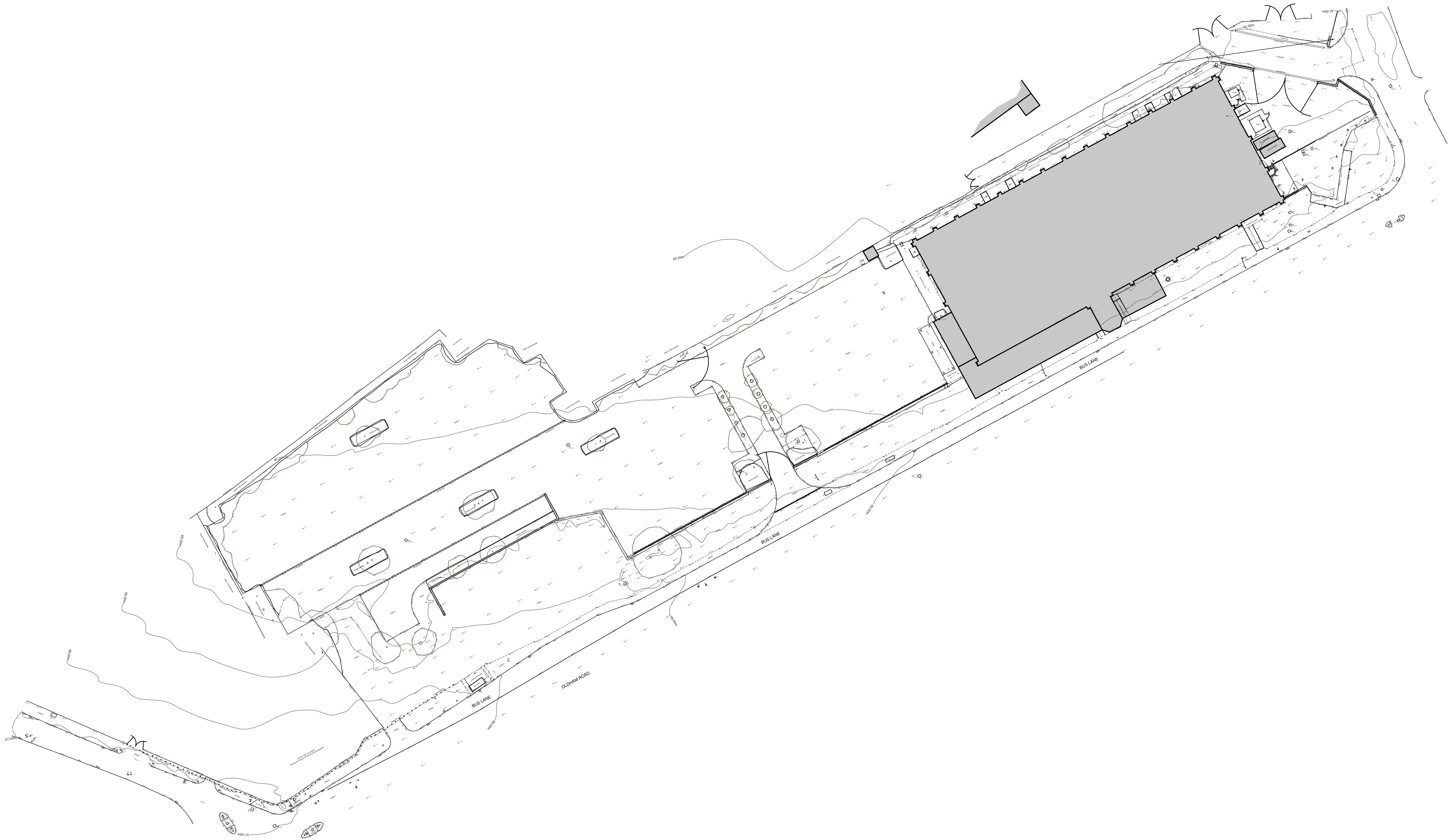
Date

19.12.2024

Project Title

SHERIDAN SUITE, OLDHAM

APPENDIX 3



AMENDMENTS
NOTE: Do not scale off this drawing. All dimensions to be verified/ checked before commencement of construction/ fabrication.

FASCIATO • ARCHITECTS

www.fasciato.co.uk, 17 Storey Lane, Wilmslow, Cheshire, SK9 6LG
Tel: 01625 356622 Fax: 01625 444862 email: architects@fasciato.co.uk

Project: THE SHERIDAN SUITE
MANCHESTER

Title: PROPOSED
SITE PLAN

SCALE AS INDICATED ONLY WHEN PRINTED A1

Scale: 1:500
Date: 03.16

Dwg No.: **1513.01**

APPENDIX 4

Calculation Reference: AUDIT-726001-160226-0222

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS

VEHICLESSelected regions and areas:**05 EAST MIDLANDS**

DS	DERBYSHIRE	1 days
LE	LEICESTERSHIRE	1 days

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

Filtering Stage 2 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: 425 to 450 (units: sqm)
 Range Selected by User: 130 to 2400 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 19/10/14

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 2 days

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

Selected survey types:

Manual count	2 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
Edge of 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:

Commercial Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:Use Class:

A3

2 days

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

Population within 1 mile:

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:

125,001 to 250,000

1 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:

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.

Travel Plan:

No

2 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.

LIST OF SITES relevant to selection parameters

1	DS-06-B-01	LITTLE FRANKIES	DERBYSHIRE
	CORN MARKET		
	DERBY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	425 sqm	
	Survey date: SATURDAY	20/06/09	Survey Type: MANUAL
2	LE-06-B-01	THAI RESTAURANT	LEICESTERSHIRE
	BRAUNSTONE GATE		
	LEICESTER		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	450 sqm	
	Survey date: SATURDAY	19/05/07	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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	2	438	0.000	2	438	0.000	2	438	0.000
11:00 - 12:00	2	438	0.343	2	438	0.114	2	438	0.457
12:00 - 13:00	2	438	1.257	2	438	0.571	2	438	1.828
13:00 - 14:00	2	438	1.486	2	438	1.257	2	438	2.743
14:00 - 15:00	2	438	1.143	2	438	1.714	2	438	2.857
15:00 - 16:00	2	438	0.457	2	438	0.800	2	438	1.257
16:00 - 17:00	2	438	0.800	2	438	0.457	2	438	1.257
17:00 - 18:00	2	438	0.686	2	438	0.343	2	438	1.029
18:00 - 19:00	2	438	0.571	2	438	0.914	2	438	1.485
19:00 - 20:00	2	438	1.486	2	438	1.600	2	438	3.086
20:00 - 21:00	2	438	1.029	2	438	0.686	2	438	1.715
21:00 - 22:00	2	438	2.057	2	438	1.714	2	438	3.771
22:00 - 23:00	2	438	0.343	2	438	0.686	2	438	1.029
23:00 - 24:00	2	438	0.000	2	438	0.914	2	438	0.914
Total Rates:			11.658			11.770			23.428

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.

Parameter summary

Trip rate parameter range selected: 425 - 450 (units: sqm)
Survey date range: 01/01/07 - 19/10/14
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 2
Number of Sundays: 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.