

Technical Note

Proposed Change of Use

9 Derby Street, Cheetham Hill

Reference: CT/250456/TN01

Author: Craig Thomson

Reviewed: Craig Thomson

Date: 02 May 2025

Introduction

1. SCP have been instructed by Knightswood Commercial Ltd to provide transport planning advice in relation to a change of use planning application for the conversion of a place of worship (use class F1) at 9 Derby Street in Cheetham Hill, Manchester, into a wholesale warehouse (use class Sui Generis) with ancillary office/storage.

Planning Background

2. A planning application (Application Reference: 142435/FO/2025) was submitted to Manchester City Council (MCC) for the aforementioned development proposal, which was validated on 17th March 2025. As part of the planning application, MCC Highways have requested details of the anticipated trip generation, parking demand, servicing arrangements and details of cycle storage provision.
3. This Technical Note has been prepared to provide the requested information and demonstrates that the proposed development is acceptable from a highways perspective.

Existing Conditions

4. The application site is located to the south of Derby Street in Cheetham Hill, approximately 1km north-east of Manchester city centre, although it is also bounded by Stocks Street to the west and Stocks Street East to the east.
5. The site boundary is shown in relation to the local highway network in red on **Figure 1** below.

Figure 1: Site Location



6. The application site currently comprises a 2-storey place of worship known as Manchester International Church of Christ, which has a GFA of 865.2m², and has no dedicated off-street parking provision.

Local Highway Network

7. Derby Street fronts the northern site boundary and links North Street to the east with the A665 Cheetham Hill Road to the west, albeit access to/from the A665 Cheetham Hill Road is not permitted for motor vehicles. Derby Street also serves several local roads including Stocks Street and Stocks Street East which front the western and eastern site boundary respectively and run in a north-east to south-west direction providing access to numerous commercial properties.

8. Derby Street, Stocks Street and Stocks Street East are all subject to a 30mph speed limit, benefit from regularly spaced street lighting columns as well as footways on both sides of the road. There are no Traffic Regulation Orders (TROs) on the roads surrounding the site which are subject to on-street parking, although the critical sections of highway including junctions off the A665 Cheetham Hill Road are protected by 'no waiting at any time' restrictions which helps to ensure that parking does not result in any road safety or operational issues.
9. It is evident that the area surrounding the site is characterised by existing employment/commercial uses which have limited or no off-street parking and there is a clear precedent for on-street parking in the local area which has not resulted in any highway safety issues, as detailed below.

Road Safety Record

10. The NPPG states that, "*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
11. In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2**.

Figure 2: 5-Year Road Safety Record



12. As can be seen from the above, no accidents were recorded in vicinity of the site during the 5-year study period.
13. The evidence presented above demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and the existing on-street parking in the vicinity of the site does not result in any highway safety issues for any road users.

Accessibility

14. The site benefits from high levels of accessibility by foot, being within an acceptable walk distance of the nearby residential areas of Cheetwood, Cheetham Hill, Ancoats and Manchester city centre which provide a large catchment for prospective staff members and customers. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective staff and customers to travel via sustainable modes including bus stops, Metrolink stops and railway stations, as detailed below.
15. There are bus stops located on both sides of the A665 Cheetham Hill Road, less than 200m west of the site. These bus stops are served by the number 41 and 135 buses which provide regular services, seven days a week, to numerous locations including Sale, West Didsbury, Rusholme, Manchester city centre, Higher Crumpsall, Middleton and Bury, amongst others. Therefore, prospective staff and customers of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
16. The site is also located less than 1km north-east of Manchester Victoria Metrolink stop, which is well within an acceptable walk and cycling distance and can also be accessed via the number 41 bus service which stops close to the site. Manchester Victoria Metrolink stop is served by the yellow, green, blue and pink lines which provide frequent direct services to Bury, Altrincham, Manchester city centre, Rochdale, East Didsbury, Oldham, Trafford, and Chorlton, amongst several others throughout Greater Manchester. Other destinations such as Eccles, MediaCityUK, Ashton-under-Lyme and Manchester Airport are all available with a connecting service.
17. In terms of rail services, Manchester Victoria Railway Station can be accessed in under a 13-minute walk time (or <1km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Rochdale, Southport, Clitheroe and Stalybridge, amongst others. In addition, Manchester Piccadilly Railway Station is located approximately 2.3km south-east of the site and is therefore located well within an acceptable cycle catchment from the site. Manchester Piccadilly Station is the primary railway station in Manchester and provides connections to locations both regionally and nationally. It is served by an array of train companies which run directly to Chester, Crewe, Buxton, Liverpool and London, amongst others, at a high frequency.
18. Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and it is clear that prospective staff and customers will not be reliant on the private car.

Proposed Development

19. The development proposals involve the conversion of a place of worship (use class F1) into a wholesale warehouse (use class Sui Generis) with ancillary office/storage, at 9 Derby Street in Cheetham Hill, Manchester. It is envisaged that the proposed development will become a wholesale cash and carry.
20. The proposed site layout plan is contained in **Appendix A** which demonstrates that the warehouse is proposed to be a car free development, which is the case for the existing use of the site and the majority of the existing commercial properties in the area. On this basis, no vehicular access is proposed.
21. Pedestrian access will take place from Derby Street via the existing pedestrian entrance.

Servicing

22. As shown on the site layout presented in **Appendix A**, a bin store is proposed to the south of the building. The servicing arrangement will follow that of the existing servicing arrangement for the site and the existing commercial units whereby, on bin collection day, the bins are placed at the back of footway and collected from Stocks Street.

Parking

23. MCC's parking standards are set out in Appendix B of their Core Strategy document, although there are no specific parking standards for the proposed use (Sui Generis - wholesale cash and carry warehouse). On this basis, a parking accumulation exercise using the trip rates presented in **Appendix C** has been undertaken in order to estimate the anticipated parking demand associated with the proposed development. The parking accumulation results are presented in **Table 1** below which demonstrate that the proposed wholesale cash and carry warehouse is estimated to have a maximum parking demand of 10 spaces, which assumes 4 cars associated with the proposed development are parked prior to 07:00.

Table 1 – Parking Accumulation (865.2m² Cash and Carry)

Time Range	Arrive		Depart		Parking Accumulation
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	
07:00-08:00	0.647	6	0.261	2	7
08:00-09:00	0.522	5	0.443	4	8
09:00-10:00	0.783	7	0.715	6	9
10:00-11:00	0.828	7	0.738	6	9
11:00-12:00	0.862	7	0.806	7	10
12:00-13:00	0.601	5	0.669	6	9
13:00-14:00	0.624	5	0.715	6	8
14:00-15:00	0.93	8	0.987	9	8
15:00-16:00	0.919	8	0.896	8	8
16:00-17:00	0.386	3	0.692	6	6
17:00-18:00	0.243	2	0.258	2	5
18:00-19:00	0.235	2	0.588	5	2
19:00-20:00	0	0	0.294	3	0

24. As detailed earlier, there are no TROs on the roads surrounding the site which should comfortably be able to accommodate a parking demand of just 10 spaces, particularly when considering the reduction in parking demand associated with the existing use which is estimated to generate more traffic when compared to the proposed development, as detailed later.
25. MCC's parking standards do not outline specific parking standards for places of worship, although a review of neighbouring authority Salford City Council's parking standards which are outlined in Annex C of their Local Plan, identifies a maximum parking standard of 1 space per 5m² for 'halls/places of worship'. Applying this to the existing use equates to a maximum parking provision of 173 spaces which significantly exceeds the estimated 10-space parking demand associated with the proposed development.
26. It should also be noted that whilst the site currently accommodates Manchester International Church of Christ, there is nothing to stop the site from accommodating other religious places of worship without the need for planning permission. Based on information from other, albeit much smaller religious places of worship, peak worship times can attract 200-300 people which will inevitably result in a parking demand well in excess of 10 spaces. Such religious places of worship accommodate prayers 5 times per day, 7 days per week, as well as both child and adult classes/activities 7 days per week which can attract up to 150 attendees per class. This will also result in a parking demand well in excess of 10 spaces.

27. Therefore, the proposed car-free development is considered acceptable in this instance for the following reasons:

- As detailed above, the parking requirement for the proposed development is materially less than that of the existing place of worship use, which is also a car-free site;
- As detailed earlier, the site benefits from high levels of accessibility by sustainable modes and it is clear that prospective staff and customers will not be reliant on the private car;
- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car-free development, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging staff and customers to travel via sustainable modes;
- It should also be noted that 2 secure and covered cycle parking spaces are proposed for prospective staff to encourage travel via bicycle; and,
- The existing on-street parking in this location has not resulted in any highway safety issues, with no accidents recorded over the most recently available 5-year period as detailed earlier.

28. Having regard to the above, the impact of the anticipated parking demand associated with the development, which is materially less than that of the existing use, cannot be viewed as 'severe' in accordance with paragraph 116 of the NPPF.

Trip Generation – Existing Use of the Site

29. As detailed earlier, the application site currently comprises a 2-storey place of worship known as Manchester International Church of Christ, which has a GFA of 865.2m². Therefore, the existing use has the potential to attract traffic to and from the site using the local highway network.

30. In order to estimate the trip generating potential of the existing use of the site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Leisure;

- ii) Place of Worship;
- iii) Vehicle surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by GFA;
- vi) Weekday surveys only; and
- vii) Only sites in 'Town Centre' and 'Edge of Town Centre' locations have been selected.

31. The vehicular TRICS outputs associated with the existing use are presented in **Appendix B** and are summarised in **Table 2** below.

Table 2 - Estimated Trip Rates Associated with the Existing Use						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.292	0.234	1.228	0.760	9.376	12.685

32. The estimated trip generation associated with the existing use is therefore summarised in **Table 3** below.

Table 3 - Estimated Trip Generation Associated with the Existing Use						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	3	2	11	7	81	110

Trip Generation – Proposed Development

33. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Retail;
- ii) Cash and Carry – Wholesale and Clubs;
- iii) Vehicle surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by GFA;
- vi) Weekday surveys only; and
- vii) Only sites in 'Edge of Town Centre' locations have been selected.

34. The vehicular TRICS outputs associated with the proposed development are presented in **Appendix C** and are summarised in **Table 4** below.

Table 4 - Estimated Trip Rates Associated with the Proposed Development						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0.522	0.443	0.243	0.258	7.580	8.062

35. The estimated trip generation associated with the proposed use is therefore summarised in **Table 5** below.

Table 5 - Estimated Trip Generation Associated with the Proposed Development						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	5	4	2	2	66	70

Net Trip Generation

36. The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the number of trips that could be generated by the existing use, as summarised in **Table 6** below.

Table 6 – Net Trip Generation						
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	2	2	-9	-4	-16	-40

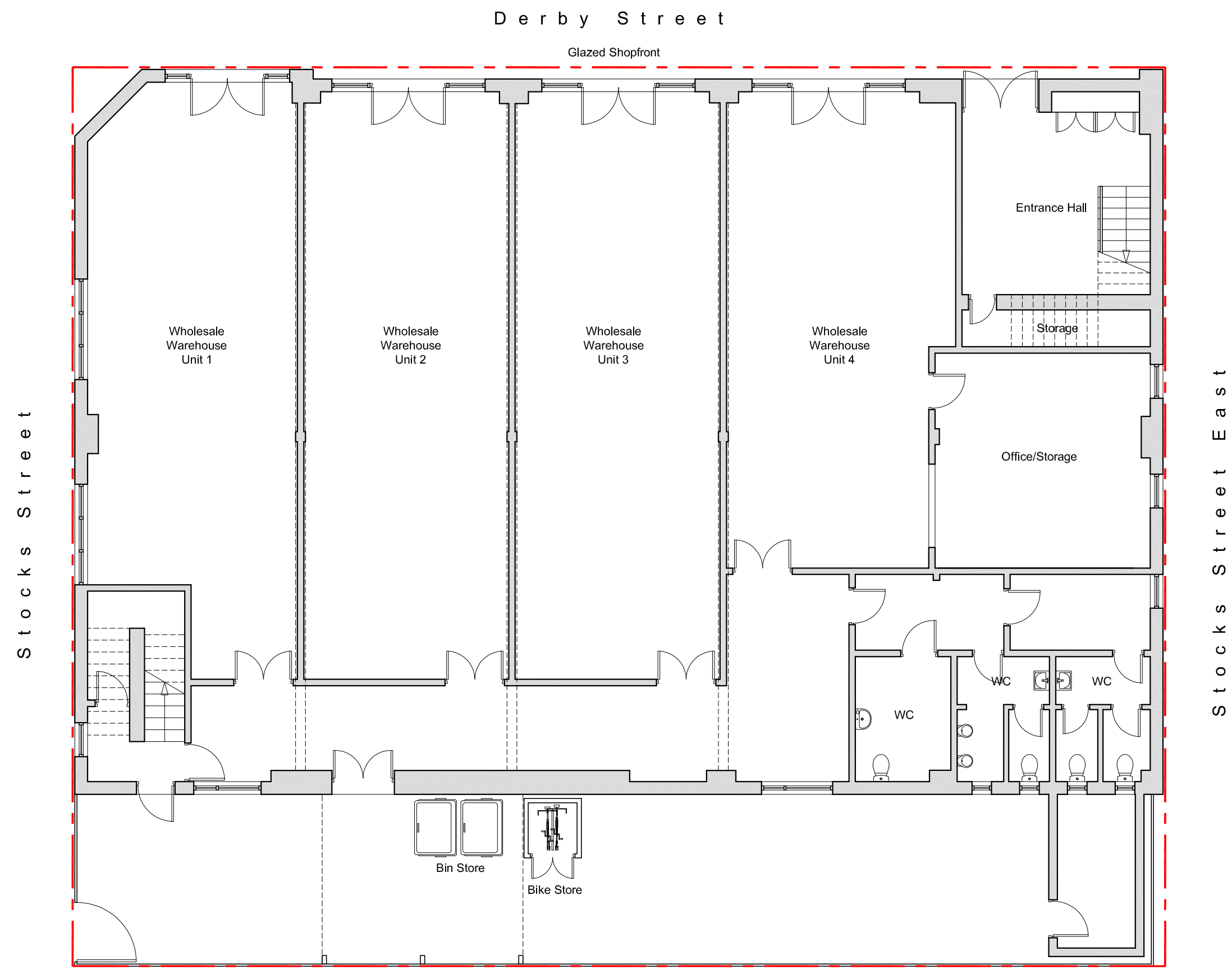
37. As detailed above, it is estimated that the scheme will result in an increase of 4 two-way vehicles during the AM peak hour and a material reduction in two-way vehicle movements in the PM peak hour as well as across a full day when compared to the level of traffic which could be generated by the existing use.
38. An increase of 4 two-way vehicles during the AM peak hour equates to just 1 additional vehicle movement every 15 minutes and the effect of this additional traffic on the local highway network will not be perceptible.
39. Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

Summary and Conclusions

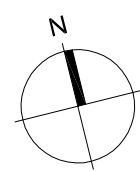
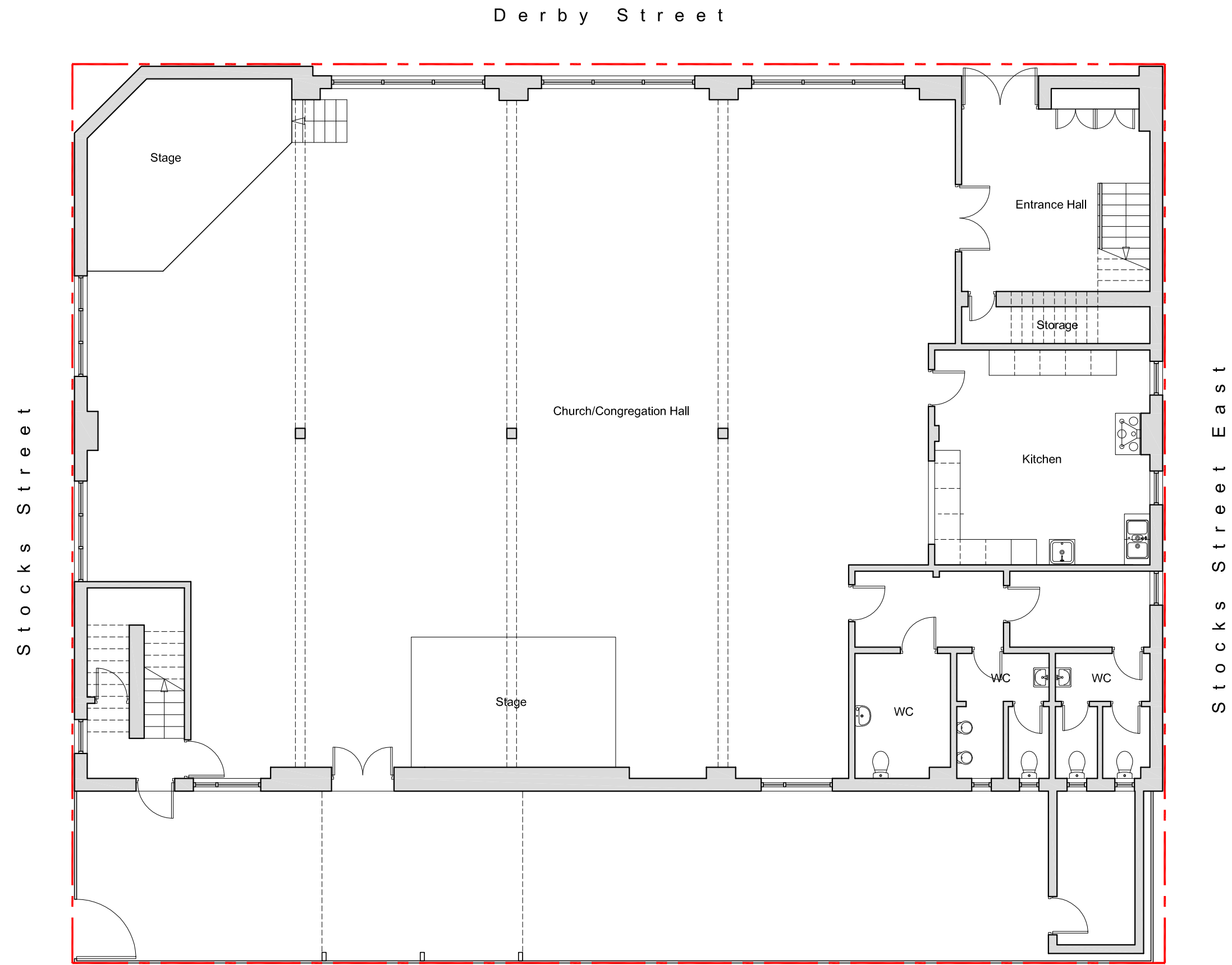
40. Having regard to the evidence presented in this Technical Note, it is concluded that a car-free development in this location should be acceptable, particularly when considering the existing use of the site.

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APPENDIX A



Proposed G/F Plan 1:100



Existing G/F Plan 1:100

Scale Bar 1:100

0 5 10m

All dimensions are to be checked on site, any discrepancies are to be reported to the Architect before work commences.

This drawing is to be read in conjunction with all relevant consultants and specialists drawings / documents, any discrepancies are to be reported to the Architect before the affected work commences.

All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

This drawing is copyright.

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Client:
Knightswood Commercial Ltd

Project:
9 Derby Street, Cheetham hill, Manchester M8 8QE

Drawing Title:
Existing & Proposed G/F Plans

Scale: 1:100 @ A1 Date: March 2025

Drawing No: 9894/111 Revision: A

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APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Calculation Reference: AUDIT-726001-250501-0514

SCP York Street Manchester

Licence No: 726001

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: 360 to 900 (units: sqm)
Range Selected by User: 240 to 1300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 19/11/23

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:

Wednesday 1 days
Thursday 1 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
Edge of Town 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:

Built-Up Zone 1
High Street 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F1(f) 3 days

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

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-07-T-02 HIGH STREET CAMBOURNE	CATHOLIC CHURCH		CAMBRIDGESHIRE
	Edge of Town Centre High Street			
	Total Gross floor area:	360	sqm	
	Survey date:	THURSDAY	07/06/18	Survey Type: MANUAL
2	DC-07-T-02 HIGH WEST STREET DORCHESTER	CHURCH		DORSET
	Town Centre High Street			
	Total Gross floor area:	450	sqm	
	Survey date:	WEDNESDAY	26/03/14	Survey Type: MANUAL
3	TW-07-T-01 STANHOPE STREET NEWCASTLE UPON TYNE	EVANGELICAL CHURCH		TYNE & WEAR
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	900	sqm	
	Survey date:	FRIDAY	10/11/06	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	570	0.058	3	570	1.111	3	570	1.169
08:00 - 09:00	3	570	0.292	3	570	0.234	3	570	0.526
09:00 - 10:00	3	570	0.643	3	570	0.585	3	570	1.228
10:00 - 11:00	3	570	0.877	3	570	0.702	3	570	1.579
11:00 - 12:00	3	570	0.468	3	570	0.526	3	570	0.994
12:00 - 13:00	3	570	0.234	3	570	0.234	3	570	0.468
13:00 - 14:00	3	570	0.117	3	570	0.058	3	570	0.175
14:00 - 15:00	3	570	0.292	3	570	0.409	3	570	0.701
15:00 - 16:00	3	570	0.702	3	570	0.760	3	570	1.462
16:00 - 17:00	3	570	1.053	3	570	0.877	3	570	1.930
17:00 - 18:00	3	570	1.228	3	570	0.760	3	570	1.988
18:00 - 19:00	2	630	1.190	2	630	1.429	2	630	2.619
19:00 - 20:00	1	360	2.222	1	360	3.611	1	360	5.833
20:00 - 21:00	1	360	0.000	1	360	1.389	1	360	1.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.376			12.685			22.061

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:	360 - 900 (units: sqm)
Survey date range:	01/01/06 - 19/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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APPENDIX C

Calculation Reference: AUDIT-726001-250501-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : B - CASH AND CARRY - WHOLESALE AND CLUBS
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	PK PERTH & KINROSS	1 days

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

SCP York Street Manchester

Licence No: 726001

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: 2230 to 3400 (units: sqm)
Range Selected by User: 2230 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/89 to 12/07/18

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:

Thursday 2 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3

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

Selected Location Sub Categories:

Commercial Zone 1
Residential 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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

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

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-01-B-01	BOOKER	NORFOLK
	ST NICHOLAS ROAD		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2230 sqm	
	Survey date: FRIDAY	19/10/12	Survey Type: MANUAL
2	PK-01-B-01	BOOKER WHOLESALE	PERTH & KINROSS
	GLOVER STREET		
	PERTH		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	3183 sqm	
	Survey date: THURSDAY	12/05/11	Survey Type: MANUAL
3	TW-01-B-01	BOOKER	TYNE & WEAR
	ADDISON STREET		
	SUNDERLAND		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	3400 sqm	
	Survey date: THURSDAY	29/11/12	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	2938	0.647	3	2938	0.261	3	2938	0.908
08:00 - 09:00	3	2938	0.522	3	2938	0.443	3	2938	0.965
09:00 - 10:00	3	2938	0.783	3	2938	0.715	3	2938	1.498
10:00 - 11:00	3	2938	0.828	3	2938	0.738	3	2938	1.566
11:00 - 12:00	3	2938	0.862	3	2938	0.806	3	2938	1.668
12:00 - 13:00	3	2938	0.601	3	2938	0.669	3	2938	1.270
13:00 - 14:00	3	2938	0.624	3	2938	0.715	3	2938	1.339
14:00 - 15:00	3	2938	0.930	3	2938	0.987	3	2938	1.917
15:00 - 16:00	3	2938	0.919	3	2938	0.896	3	2938	1.815
16:00 - 17:00	3	2938	0.386	3	2938	0.692	3	2938	1.078
17:00 - 18:00	2	3292	0.243	2	3292	0.258	2	3292	0.501
18:00 - 19:00	1	3400	0.235	1	3400	0.588	1	3400	0.823
19:00 - 20:00	1	3400	0.000	1	3400	0.294	1	3400	0.294
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.580			8.062			15.642

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: 2230 - 3400 (units: sqm)
 Survey date range: 01/01/89 - 12/07/18
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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