The Bridge Inn, Clayton Lane, Manchester

Transport Statement

Client: The Bridge Manchester LTD

i-Transport Ref: ML/dc/ITM200482-001

Date: 07 November 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITM200482-001	DRAFT	7th November 2024	Mike Lancaster	Mike Lancaster

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SECTION 1 Introduction

1.1 Overview

1.1.1 i-Transport LLP has been commissioned to prepare a Transport Statement in support of a planning application (reference 141276/FO/2024) for a change of use from residential use to a Class E restaurant use on the first floor of the existing public house (Bridge Inn). The site is located on Clayton Lane, Manchester City Council (MCC) are the Local Planning Authority (LPA) and the Local Highway Authority (LHA).

1.1.2 A planning application has been submitted to MCC for the change of use. In their role as LPA, MCC have provided a consultation response (dated 25th October 2024) which includes a request for:

> ***'A transport statement including the frequency of cars, car parking requirements and details of servicing etc.'***

1.1.3 This Transport Statement demonstrates that the site can be accessed safely, is accessible via a range of sustainable travel modes, the proposals will not have a detrimental impact upon the local road network and that car parking and servicing provisions are adequate for the proposed development.

1.2 Report Structure

1.2.1 Following this introductory section, the report is set out as follows:

- Section 2 describes the site location and development proposals, including the layout of the building, means of access and proposed parking provision and servicing requirements.
- Section 3 outlines the existing transport conditions including the accessibility by sustainable modes, a description of the local road network and a review of the road safety records.
- Section 4 sets out the impact of the development proposals on the local road network and presents a car parking accumulation assessment to determine the adequacy of the existing parking provision.
- The report summary and conclusions are drawn together in Section 5.

SECTION 2 Development Proposals

2.1.1 The site is located to on Clayton Lane between the areas of Openshaw and Clayton, directly east of Manchester City's Etihad Campus and adjacent to the Ashton Canal.

2.1.2 The site location is shown on Figure 2.1.

2.1.3 The building was previously used as a public house called Bridge Inn, albeit it has been vacant for a number of years.

2.2 Existing Use

2.2.1 The existing building comprises a total floor area 298sqm over three floors made up of:

- 109sqm storage / ancillary space within the basement;
- 108sqm bar / seating / kitchen / WC on the ground floor; and
- 81sqm apartment on the first floor.

2.2.2 The existing floor plans are contained in **Appendix 2.A**.

2.2.3 Access to the pub is from Clayton Lane with a small parking / turning area provided in front of the building as shown on Figure 2.2 below.

Figure 2.2: Existing Building and Parking



2.2.4 There is currently space for 3 vehicles on site with additional parking available on Clayton Lane for permit holders or for a maximum of 90 minutes without a permit with no return in 4 hours.

2.3 Development Proposals

2.3.1 The development proposals include the reconfiguration of the existing public house to form a restaurant on the ground floor and first floor with seating for up to 80 guests. The basement is to be used as ancillary office / storage for the restaurant.

2.3.2 The total gross floor area (GFA) will be the same as the existing. As shown on the site layout plans contained in **Appendix 2.A,** the proposed floor areas are broken down as follows:

- Basement:
  - Managers Office
  - Office
  - Staff Room
  - Customer Toilet
  - Storage
  - Access
- Ground Floor
  - Restaurant seating (84sqm)
  - Kitchen
  - Bar
  - Entrance Hall
  - Disabled Toilet
- First Floor
  - Restaurant Seating (64sqm)
  - Bar
  - Customer Toilets

2.3.3 A total of 148sqm public floorspace is provided across the ground floor and first floor.

2.3.4 As the existing public house land use falls under the same Class E land use as the proposed restaurant, the change of use applies solely to the first floor.

2.4 Parking

2.4.1 The parking arrangements for the proposed restaurant are to remain as per the existing with space for 3 vehicles within the site additional on-street parking available on Clayton Lane within the vicinity of the site. Based on Google and site observations, there is capacity for up to c.45 cars within the on-street parking bays on Clayton Lane within the vicinity of the site.

2.4.2 Drawing ITM200482-GA-001 contained in **Appendix 2.B** illustrates that there is space for three vehicles to park in the area to the front of the building. The drawing also includes swept paths of an estate care pulling into the site and using these parking areas.

2.4.3 The Manchester City Council adopted parking standards set out in Appendix B of the Core Strategy (adopted July 2012) provide **maximum** standards for vehicular parking for café / restaurant developments of 1 space per 5sqm of public floorspace, which in this case would equate to 30 spaces for the restaurant as a whole. The provision of 3 spaces on site falls below this maximum standard. It is also stated within the Core Strategy document that:

> ***'Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.'***

2.4.4 The accessibility of the site is set out in Section 3 and full details and adequacy of the parking provision is presented in Section 4.

2.4.5 It should be noted that 46 spaces are available on-street for permit holders or for a maximum of 90 minutes for non-permit holders, no return within 4 hours.

2.4.6 The parking standards also state that a minimum of 1 cycle parking space should be provided per 50sqm of floorspace. The occupier has confirmed that staff and visitors will be able to store bicycles in the outdoor garden to the rear of the property which is locked and not accessible directly from the street without a key. The garden is accessible directly from Clayton Lane to the east of the building and from the Ashton Canal Towpath.

2.5 Servicing

2.5.1 Servicing will take place outside of operating hours when the car park is empty, deliveries will be undertaken by a box van or smaller sized vehicles and will pull into the site and unload into the basement via the basement access to the west of the building as shown on the plans contained in **Appendix 2.A.** Drawing ITM200482-GA-002, in **Appendix 2.C,** illustrates the swept paths of a 7.5 tonne rigid van accessing and egressing the site in forward gear. Service vehicles will therefore not cause any disruption to vehicles travelling along Clayton Lane.

2.5.2 The bin store is located to the east of the building and it is likely that on collection days, refuse vehicles will collect the waste from Clayton Lane.

2.6 Opening Hours & Staffing Levels

2.6.1 The restaurant will be opening hours will be confined to the existing licensing laws imposed on the previous public house use which are 12:00 – 02:00. This restaurant will not open for breakfast.

2.6.2 Staffing levels are not yet known and are likely to be dependent upon demand, however the occupier has specified that local recruitment and sustainable travel to the site will be prioritised.

SECTION 3 Existing Transport Conditions

3.1 This section of the report sets out the existing transport conditions of the site including details of the accessibility by sustainable modes, details of the existing road network and road safety records.

3.2 Accessibility by Sustainable Modes

3.2.1 The site is well located to take advantage of existing sustainable transport networks including the greater Manchester Metrolink network, local bus routes and local walking and cycling routes.

3.2.2 As set out above, local recruitment will be prioritised with most staff trips anticipated to be made by sustainable modes.

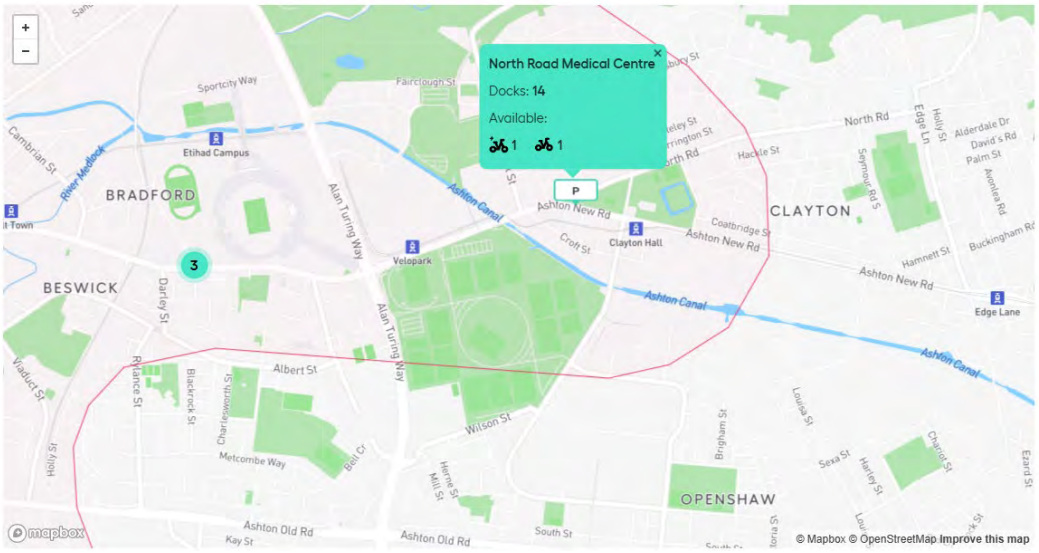
Walking & Cycling

3.2.3 Footways are provided along both sides of Clayton Lane connecting to Clayton in the north and Openshaw in the south. The site is also located directly adjacent to the Ashton canal providing walking and cycling connections to Manchester City Centre in the west and Droylsden in the east.

3.2.4 The Manchester cycle map contained in **Appendix 3.A** demonstrates that Clayton Lane is suitable for on carriageway cycling, whilst the Ashton Canal towpath forms part of National Cycle Route 60.

3.2.5 The site is also located within the Greater Manchester Bee Network Cycle Hire area with a cycle hire station located on North Road c.500m from the site, as shown in the extract of the Bee Network Cycle Hire Map shown in **Figure 3.1.**

Figure 3.1: Extract of the Bee Network Cycle Hire Map



Source: beryl.cc

Public Transport

3.2.6 Clayton Lane is served by the 171 and 172 services which route between East Disbury and Newton Heath via Burnage, Levenshulme and Gorton at an hourly frequency (half hourly when combined). The nearest bus stops to the site and c.230m south for buses travelling in the direction of Newton Heath and c.160m north west for buses travelling in the direction of Gorton, Levenshulme, Burnage and Didsbury.

3.2.7 In addition the bus stops on A663 Ashton New Road c.300m from the site are served by the 231 and 216 services operating at a10 minute frequency between Ashton-Under-Lyne and Picadilly.

3.2.8 The nearest tram stop to the site is Clayton Hall located just 250m or a 3 minute walk from the site. Clayton Hall is on the blue line which runs between Eccles and Ashton Under-Lyne via Manchester City Centre where passengers can change for all other lines.

3.2.9 The existing public transport networks within the vicinity of the site are illustrated on the site location plan at **Figure 2.1**.

3.2.10 It is therefore concluded that the site is highly accessible by sustainable modes of transport, providing the opportunity for both staff and customers to travel by non-car modes.

3.3 Existing Highway Network

3.3.1 As set out above, the site is accessed directly from Clayton Lane which is a c.8.5m wide single carriageway subject to a 30mph speed limit. To the north Clayton Lane meets A662 Ashton New Road at a priority controlled T-junction.

3.3.2 To the south the speed limit changes to 20mph just north of the access with the Manchester City Training Ground.

SECTION 4 Traffic Impacts

4.1.1 This section of the report quantifies the net change in trips to and from the site during the peak hours as a result of the development proposals and quantifies the likely parking demand once operational.

4.2 Trip Generation

Existing Use

4.2.1 The change of use applies solely to the first-floor apartment. Based on data from the TRICS database a privately owned flat would generate less than one vehicular trip during the network peak hours. Therefore, as a worst case no existing trips have been netted off the trip generation for the site.

Proposed Use

4.2.2 The number of vehicle trips generated by the development proposals has been calculated using data from the TRICS database for the Land use category 06B Restaurants using the following search parameters:

- Sites in England excluding Greater London;
- Sites with between 40 and 100 seats included
- Weekday surveys only

4.2.3 The search returns surveys of ten sites, of which three have parking on-site and the remaining seven are located close to off-site parking which was included within the counts. The TRICS output is included at **Appendix 4.A.**

4.2.4 As the site will not be open for Breakfast, the proposals will not generate any trips during the AM peak hour. The trip rates and resultant trip generation based on 40 seats on the first floor for the PM peak hour are presented in table 4.1 below.

Table 4.1: Proposed First Floor Vehicular Trip Generation

	PM Peak Hour		
	Arrivals	Departures	Two-Way
Trip Rate	0.071	0.025	0.096
Trip Generation	3	1	4

4.2.5 The table demonstrates that the development proposals would result in an additional 4 trips on the local road network during the weekday PM peak hour, equating to one additional trip every 15 minutes. The impact of this uplift would be negligible and therefore no further assessment is required.

4.3 Parking Demand

4.3.1 A parking accumulation exercise for the whole site has been undertaken using data from the TRICS database using the same search parameters as set out above albeit using surveys undertaken on a Saturday, which is likely to be the peak trading day.

4.3.2 Table 4.2 below presents the results of the parking accumulation exercise.

Table 4.2: Proposed Parking Accumulation (Saturday)

	Arrivals	Departures	Accumulation
12:00-13:00	9	1	8
13:00-14:00	6	4	10
14:00-15:00	0	0	10
15:00-16:00	1	1	10
16:00-17:00	1	1	10
17:00-18:00	14	5	19
18:00-19:00	18	14	23
19:00-20:00	21	19	25
20:00-21:00	5	10	20
21:00-22:00	5	9	16
22:00-23:00	3	14	5
23:00-24:00	0	0	5

4.3.3 The table demonstrates that the peak parking demand at the site could be for up to 25 vehicles.

4.3.4 To corroborate this a first principles exercise has been undertaken based on the following assumptions:

- Based on the number of potential covers, up to 80 customers could be on site during busy periods;
- Assuming 50% of these either walk, cycle, use public transport or arrive by taxi the remaining 40 customers are anticipated to arrive by car. This is considered robust given the sustainable location of the site.

- Assuming an average vehicle occupancy of two people per car, results in a parking demand of 20 vehicles from the customers during peak times.
- Assuming an additional demand for 5 staff vehicles (which is robust considering the occupiers intention to prioritise local recruitment) then the total parking demand at peak times would be up to 25 vehicles.

4.3.5 As set out above a total of three spaces are available on site with a further 46 spaces available on Clayton Lane. Therefore, based on the peak demand set out above, up to 22 vehicles may need to use the on-street parking on Clayton Lane during peak demand. Albeit for the reasons set out above this is considered very much worst case.

4.3.6 This peak demand is only likely to occur on weekends and evenings. It has been observed during a site visit that the current demand for parking on Clayton Lane on a Saturday evening is low. Figure 4.1 below is an image of the available on street parking at 4pm on Saturday 2nd November 2024.

Figure 4.1: Observed Parking on Clayton Lane



4.3.7 As can be seen on the day of the site visit, no on-street parking was observed on Clayton Lane within the vicinity of the site. It is therefore unlikely that the demand generated by the proposals would exceed the available on-street provision.

4.3.8 It has therefore been demonstrated that the existing parking provision, both on-site and on Clayton Lane is sufficient to accommodate the anticipated peak parking demand.

SECTION 5 Summary & Conclusion

5.1 This Transport Statement has been prepared in support of a planning application for a change of use from a first floor apartment to a class E restaurant use. It has demonstrated that:

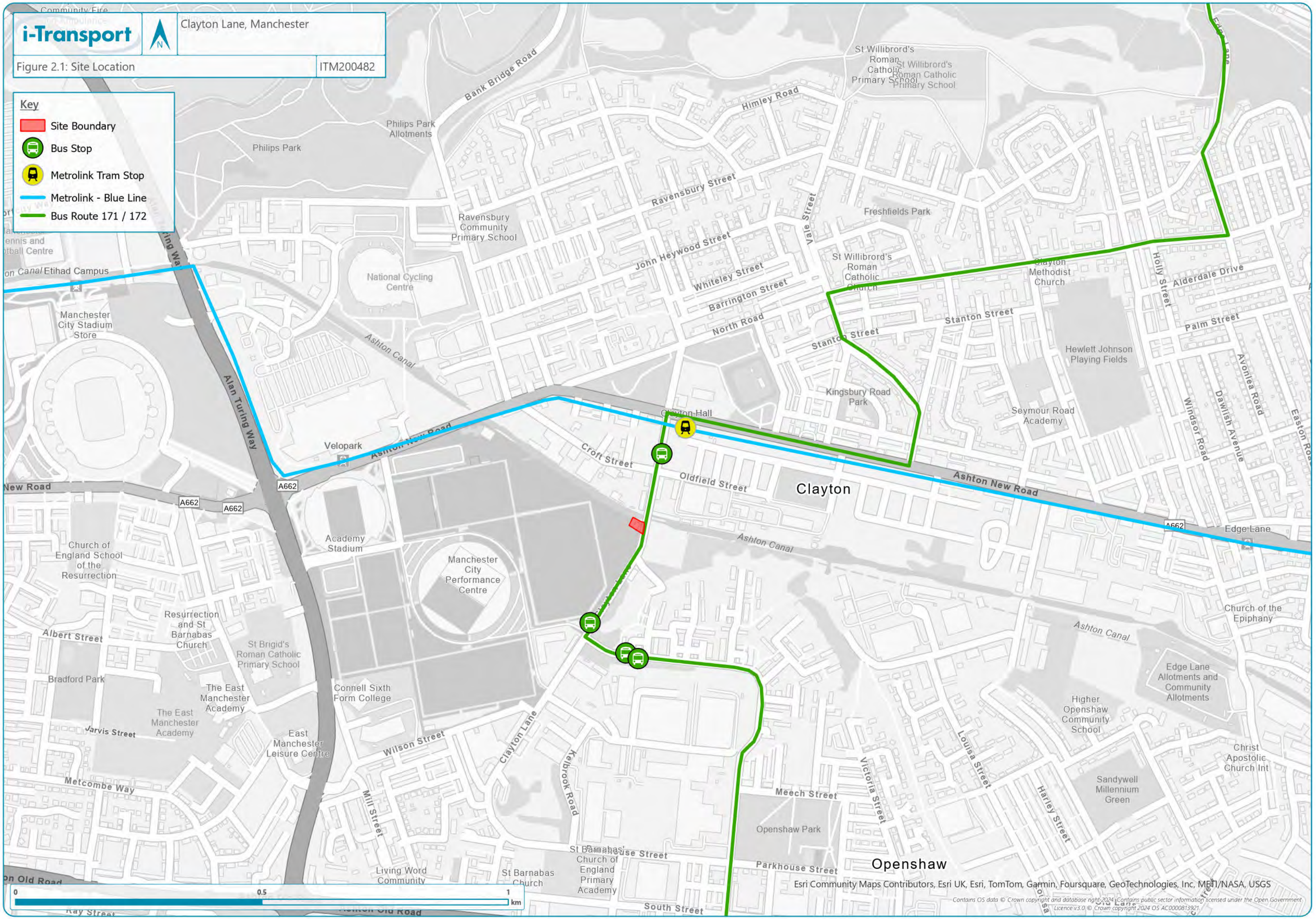
- The site is located in a sustainable location with access to local walking, cycling and public transport networks;
- The proposals would not have a discernible impact upon the existing road safety within the vicinity of the site;
- The number of vehicular trips during the peak hours would be negligible and not result in a severe impact;
- The servicing arrangements will not cause disruption to the traffic on Clayton Lane; and
- The existing parking arrangements are sufficient to accommodate demand generated by the proposals.

5.1.1 Therefore, there are no transport reasons why planning consent should not be granted.

FIGURES

i-Transport | Clayton Lane, Manchester

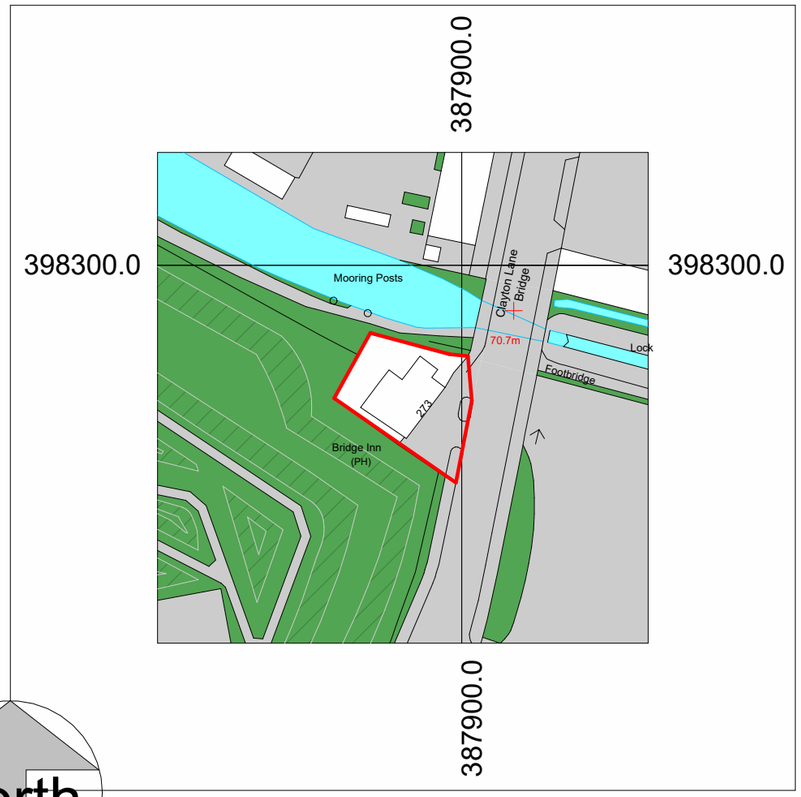
Figure 2.1: Site Location | ITM200482



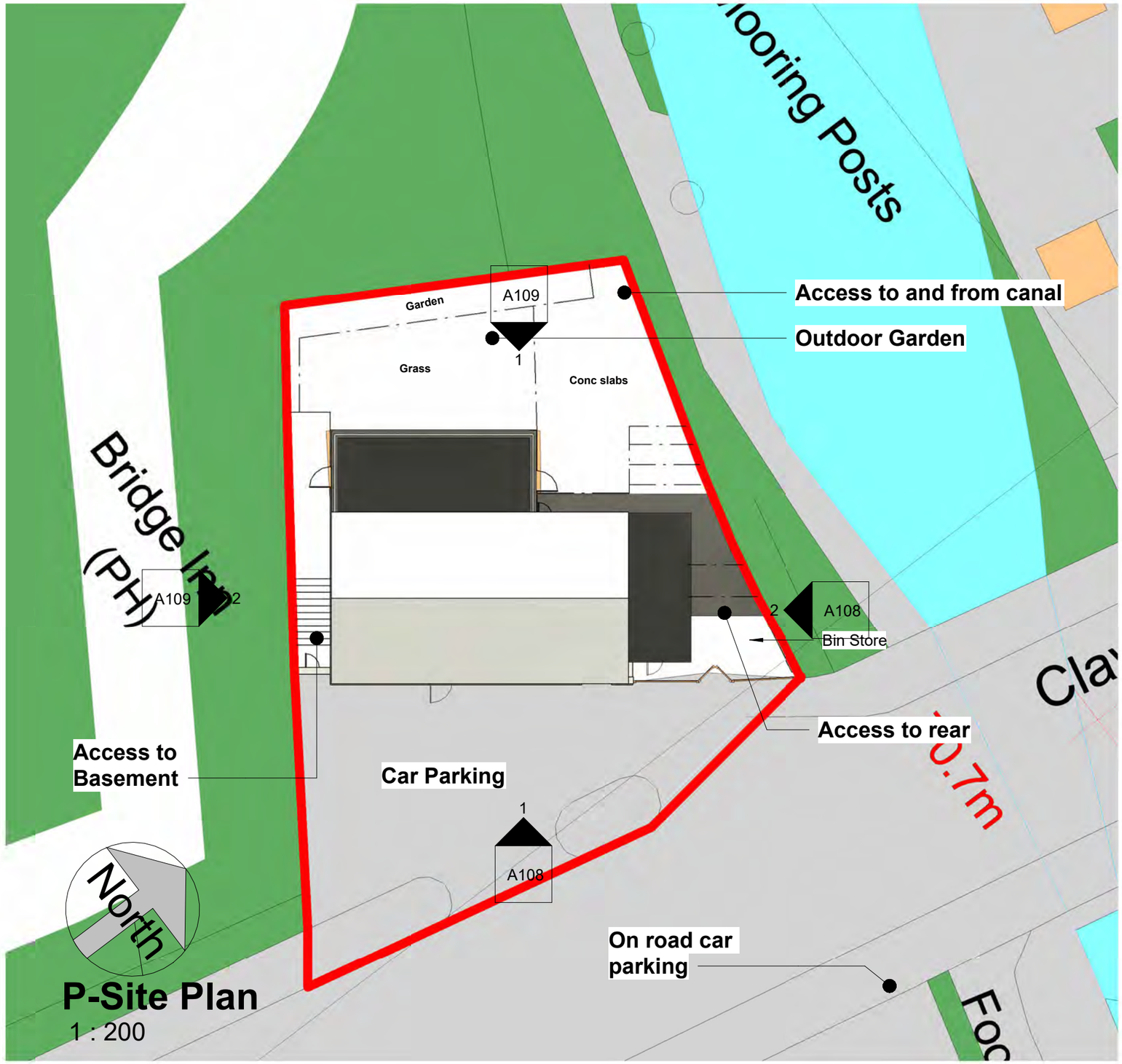
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Appendix 2.A Site Plans



Location Plan
1 : 1250



P-Site Plan
1 : 200

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No.	Description	Date
P1	Issue to Planning	12.10.2024

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

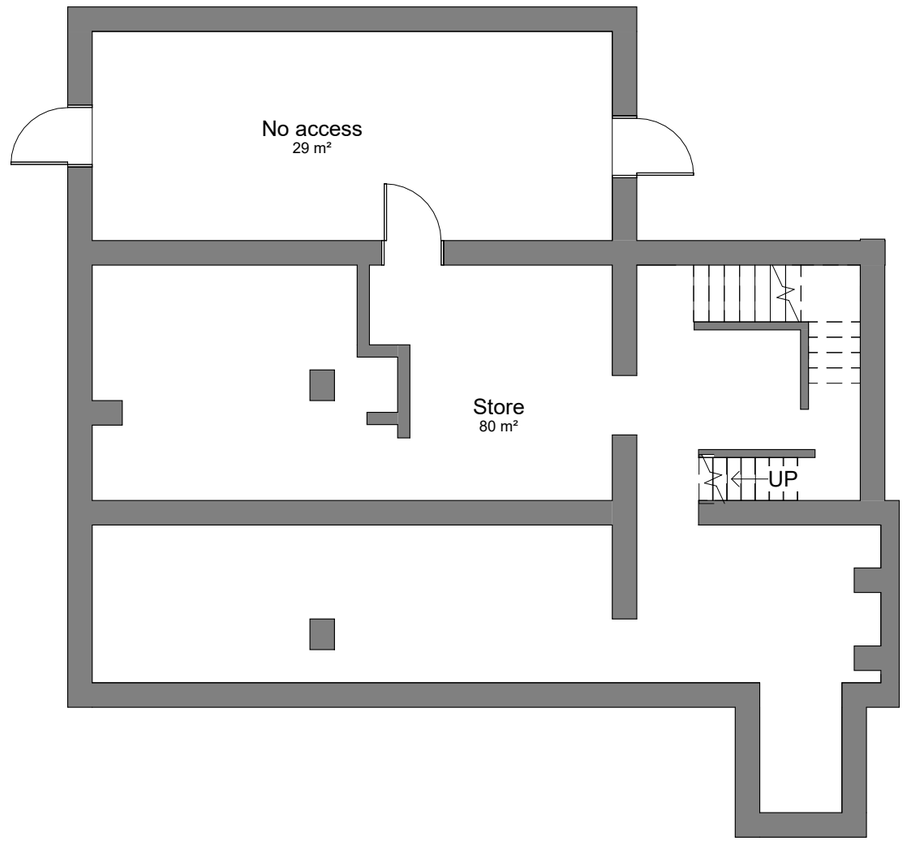
PURPOSE OF ISSUE
Planning

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET
Location and Site Plan

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	As indicated
Drawn by: VA	DRAWING NUMBER: A101	REV: P1
Checked by: VA		



00-E-Basement

1 : 100

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ADDRESS
Former Bridge Inn,
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SHEET
Existing Basement Plan

CLIENT
The Bridge Manchester Ltd

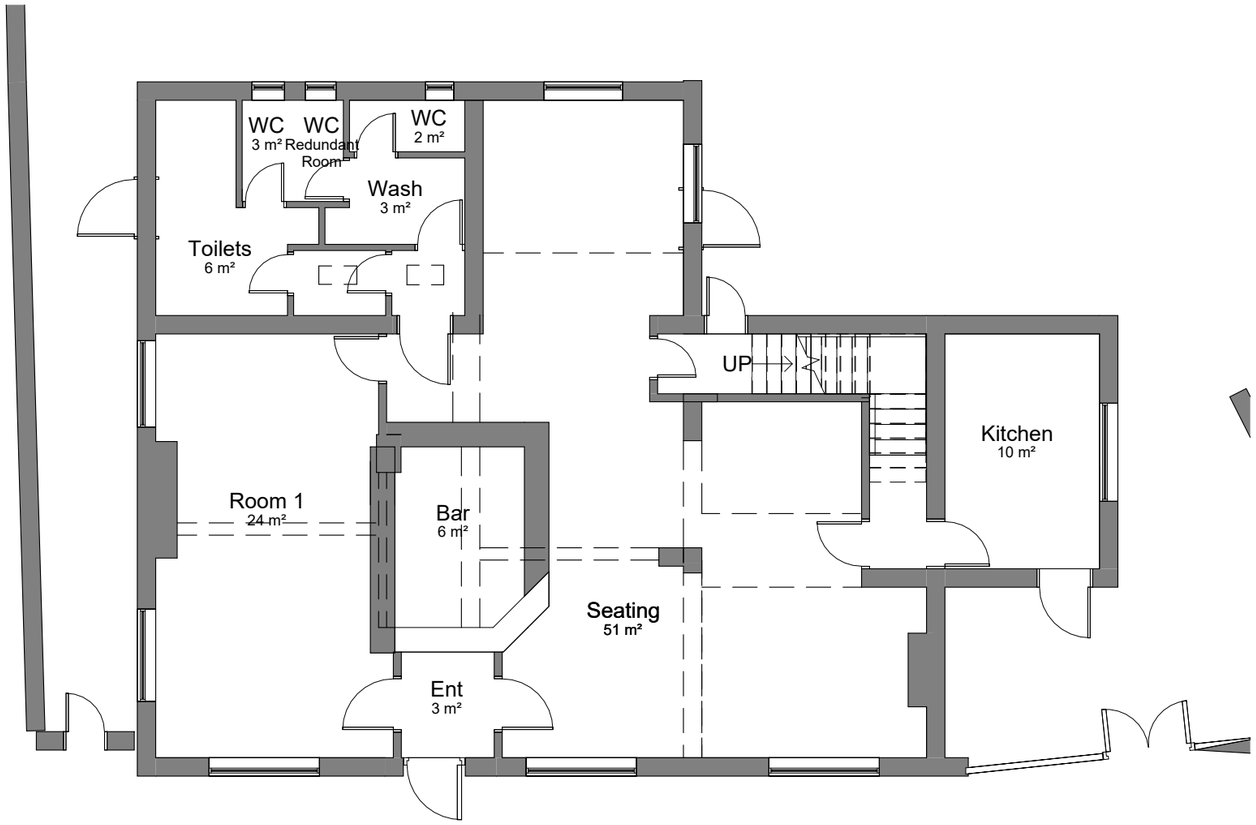
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Checked by
VA

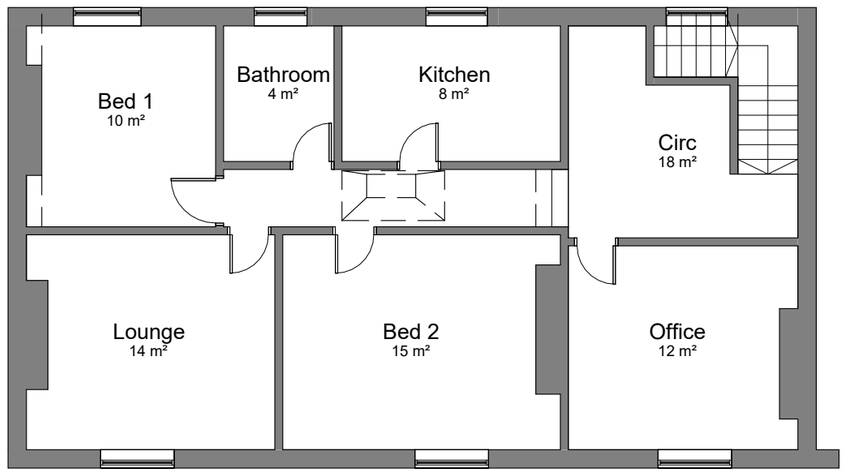
0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3



01-E-Ground Floor

1 : 100



02-E-First Floor

1 : 100

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CLIENT
The Bridge Manchester Ltd

Manchester City Council

PURPOSE OF ISSUE
Planning

SHEET
Existing Ground and First Floor Plans

Date	Project number	Scale (@ A3)
25.03.2024	1266	1 : 100
Drawn by: VA	DRAWING NUMBER: A103	REV: P1
Checked by: VA		



00-P-Basement

1 : 100

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Planning

ADDRESS
Former Bridge Inn,
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SHEET
Proposed Basement Plan

CLIENT
The Bridge Manchester Ltd

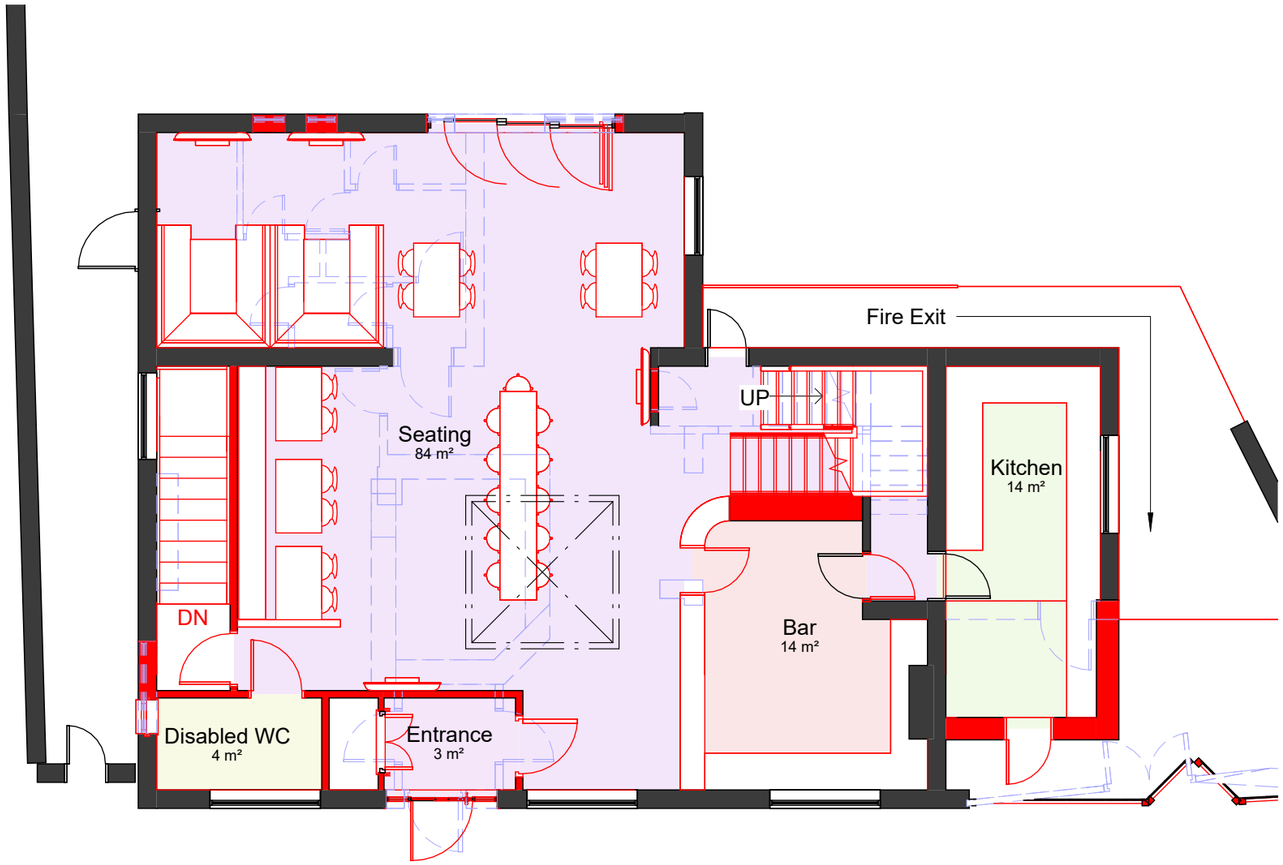
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Checked by
VA

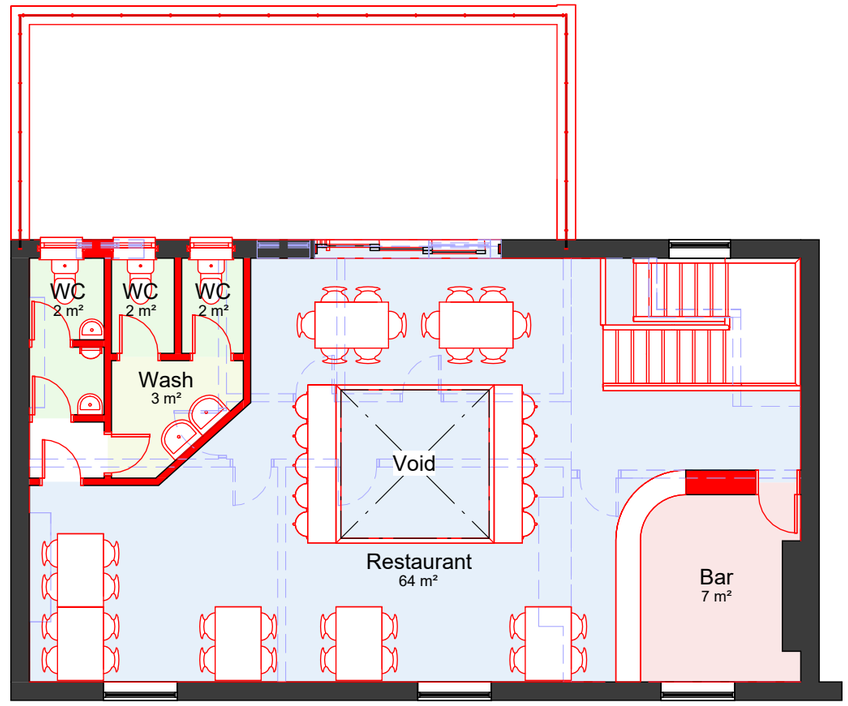
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VISUAL SCALE 1:100 @ A3



00-P-Ground Floor

1 : 100



02-P-First Floor

1 : 100

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ADDRESS
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SHEET
Proposed Ground and First Floor Plans

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	1 : 100
Drawn by: VA	DRAWING NUMBER: A105	REV: P1
Checked by: VA		

0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3



01-E-Elevation

1 : 100



02-E-Elevation

1 : 100

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SHEET

Existing Elevations 1

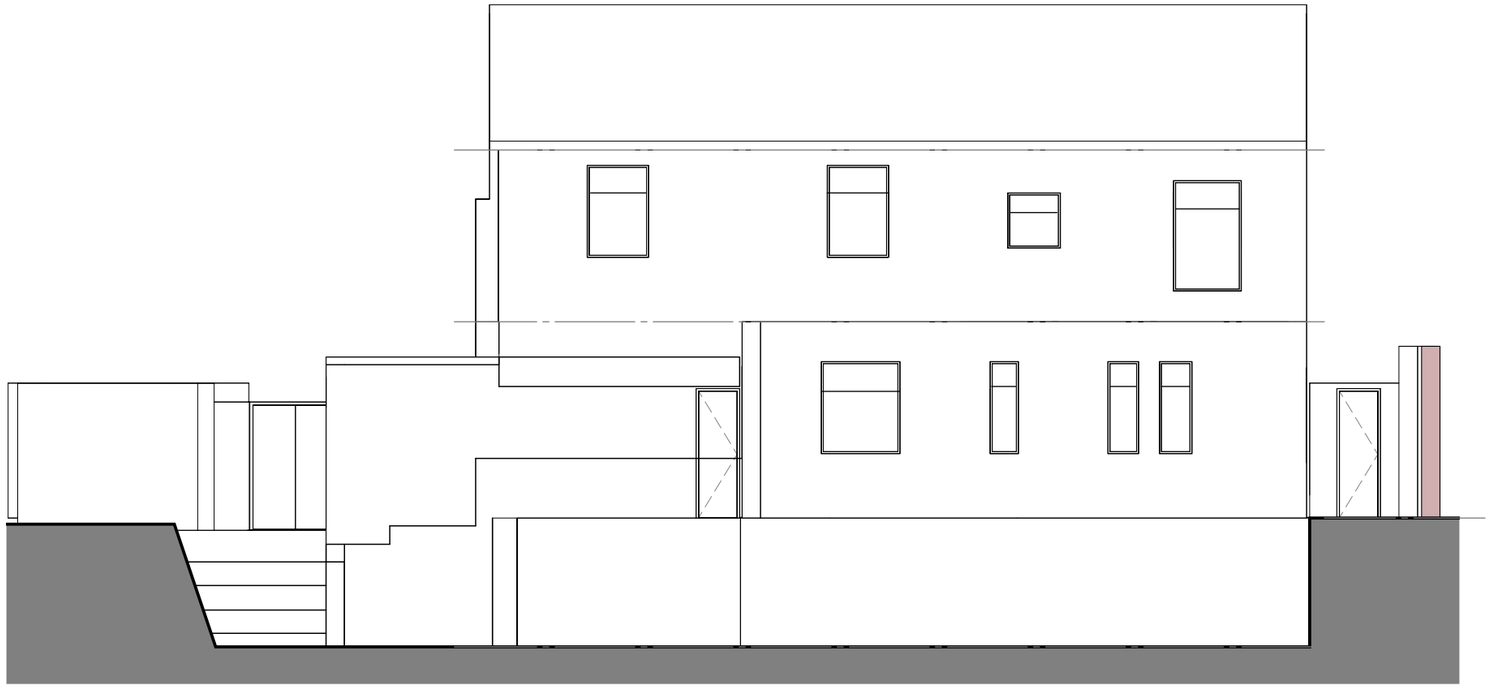
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The Bridge Manchester Ltd

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Checked by: VA		

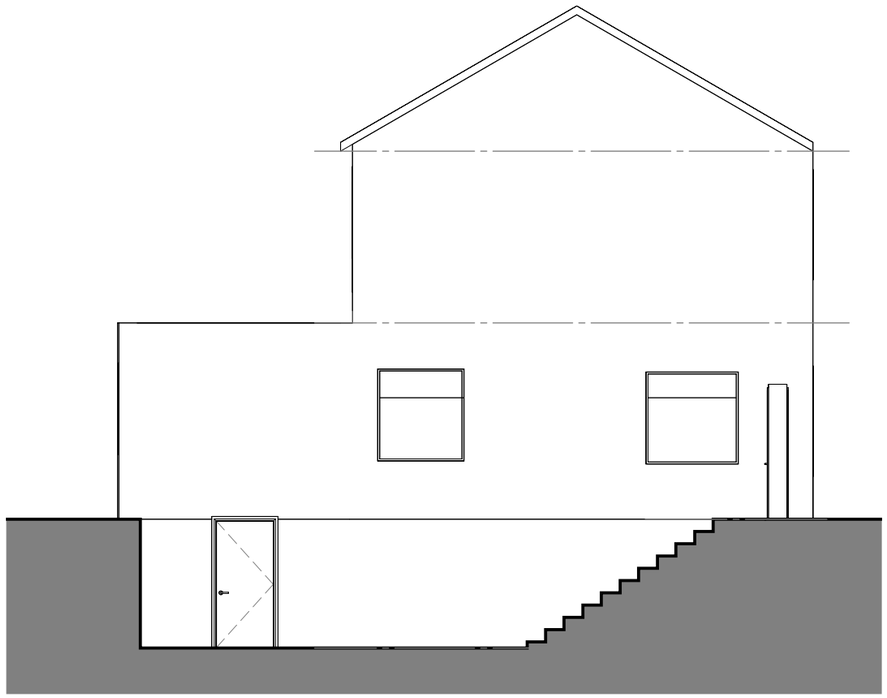
0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3



03-E-Elevation

1 : 100



04-E-Elevation

1 : 100

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Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET

Existing Elevations 2

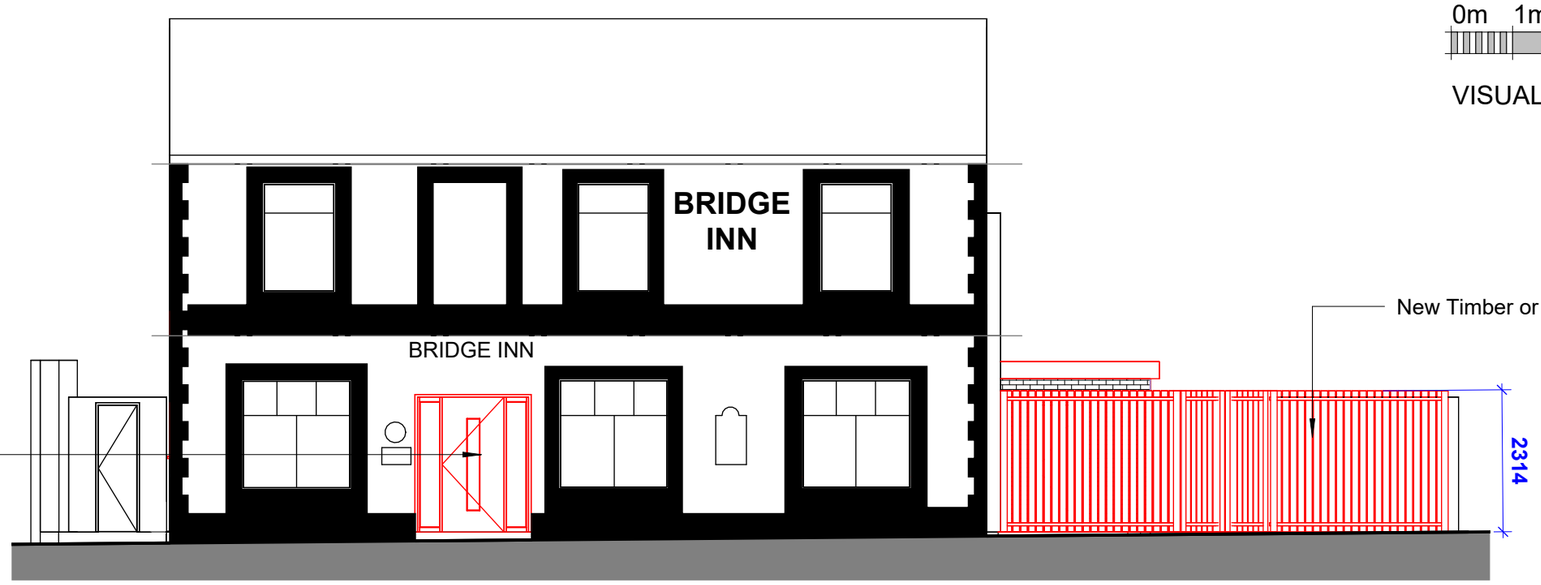
CLIENT

The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
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Checked by: VA		

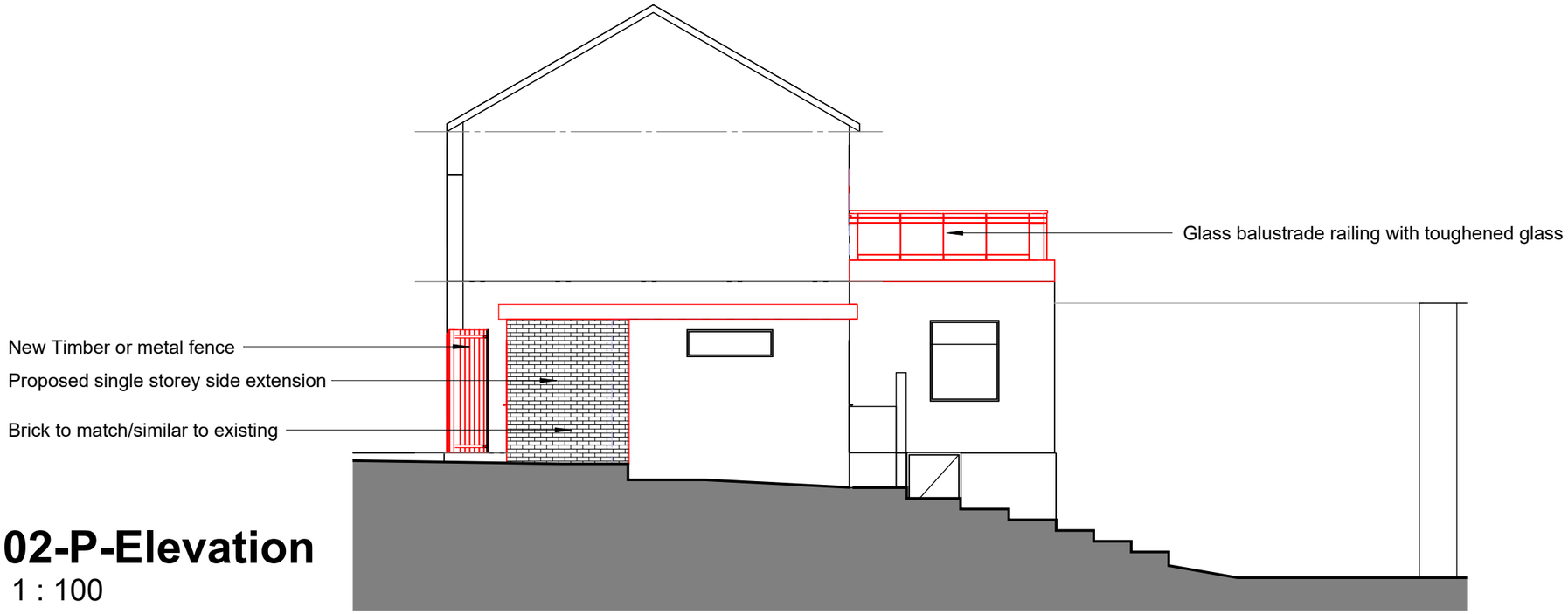
0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3



01-P-Elevation

1 : 100



02-P-Elevation

1 : 100

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ARCHITEK
BUILDING DESIGN CONSULTANCY
0161 511 8479
vikas@architek.uk
916 Stockport Road, Levenshulme, Manchester, M19 3AB

No.	Description	Date
P1	Issue to Planning	12.10.2024

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

PURPOSE OF ISSUE
Planning

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET
Proposed Elevations 1

CLIENT
The Bridge Manchester Ltd

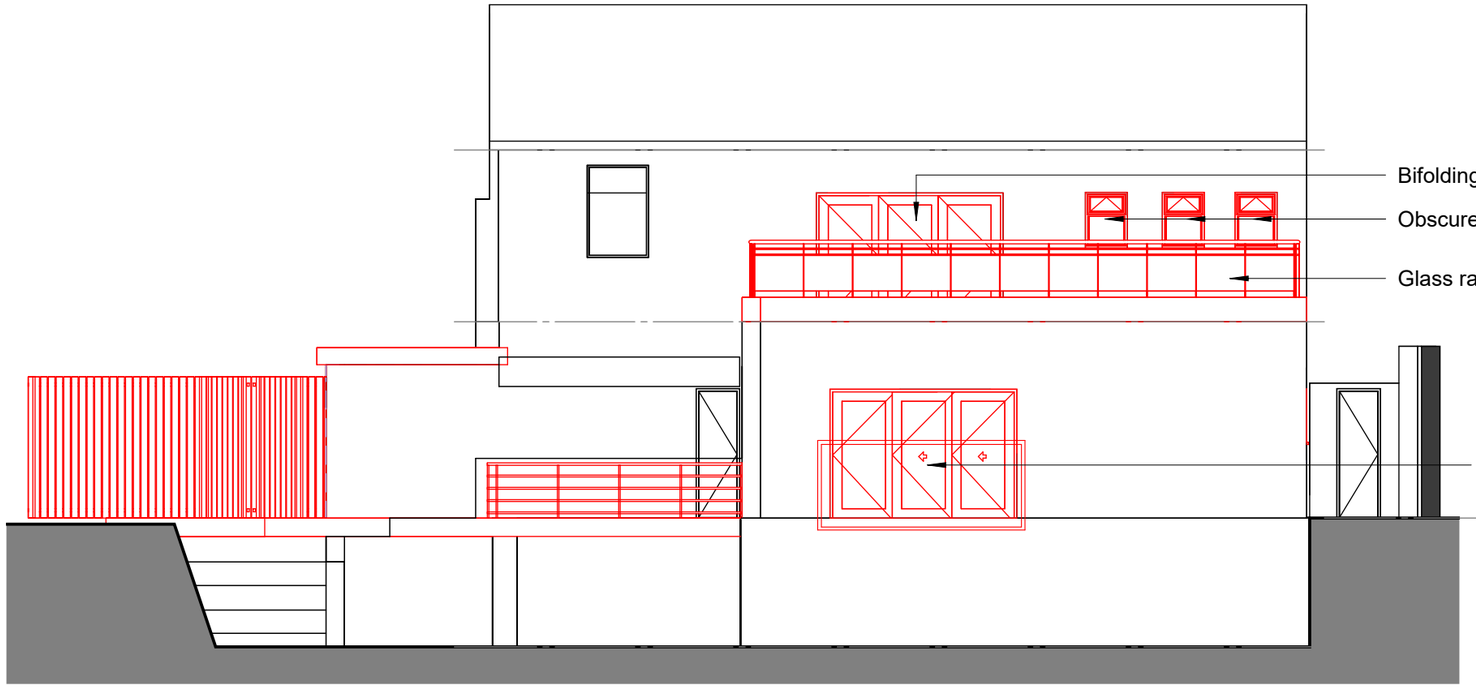
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Drawn by	DRAWING NUMBER	REV
VA	A108	P1

Checked by
VA

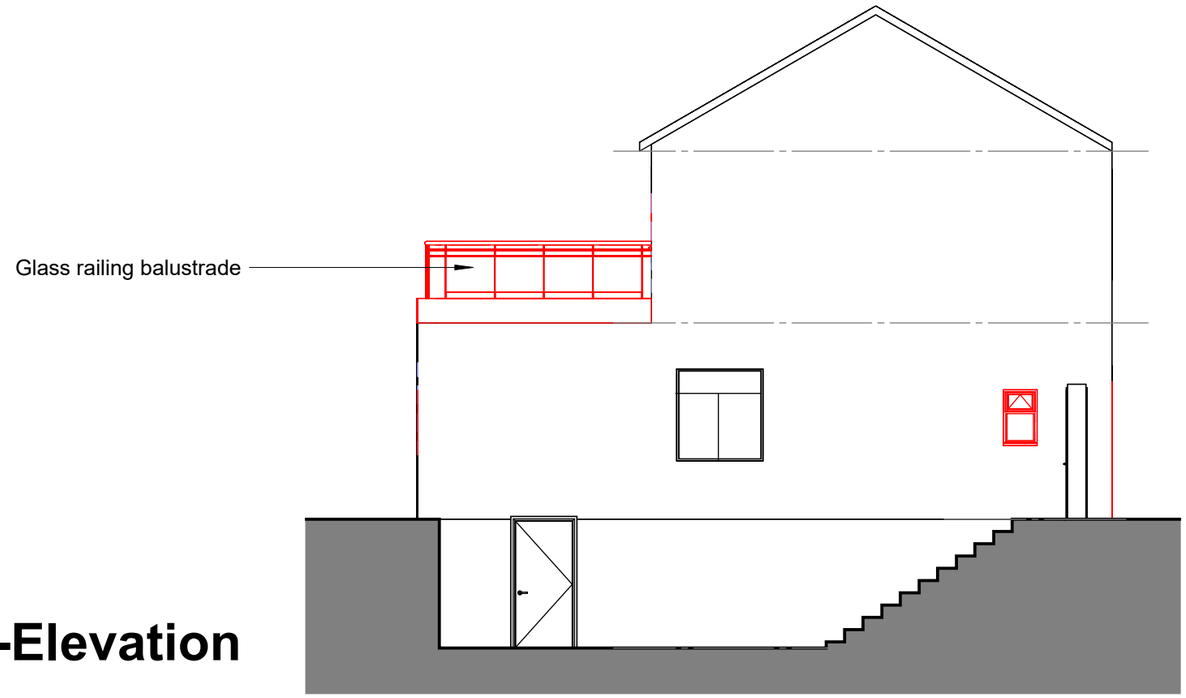
0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3



03-P-Elevation

1 : 100



04-P-Elevation

1 : 100

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No.	Description	Date
P1	Issue to Planning	12.10.2024

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

PURPOSE OF ISSUE
Planning

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET
Proposed Elevations 2

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	1 : 100
Drawn by: VA	DRAWING NUMBER: A109	REV: P1
Checked by: VA		

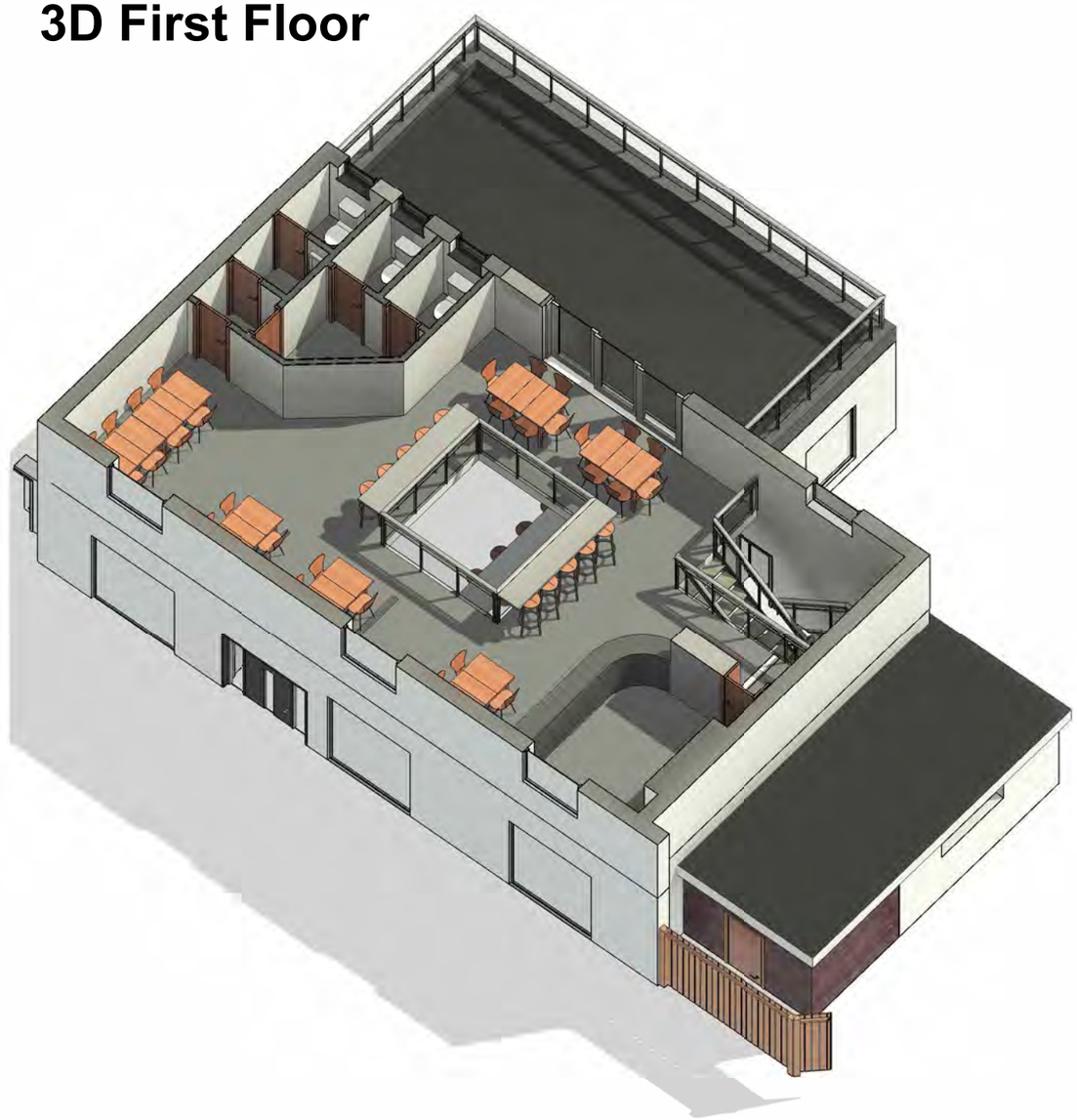
0m 1m 2m 3m 4m 5m

VISUAL SCALE 1:100 @ A3

3D Ground Floor



3D First Floor



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916 Stockport Road, Levenshulme, Manchester, M19 3AB

No.	Description	Date
P1	Issue to Planning	12.10.2024

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

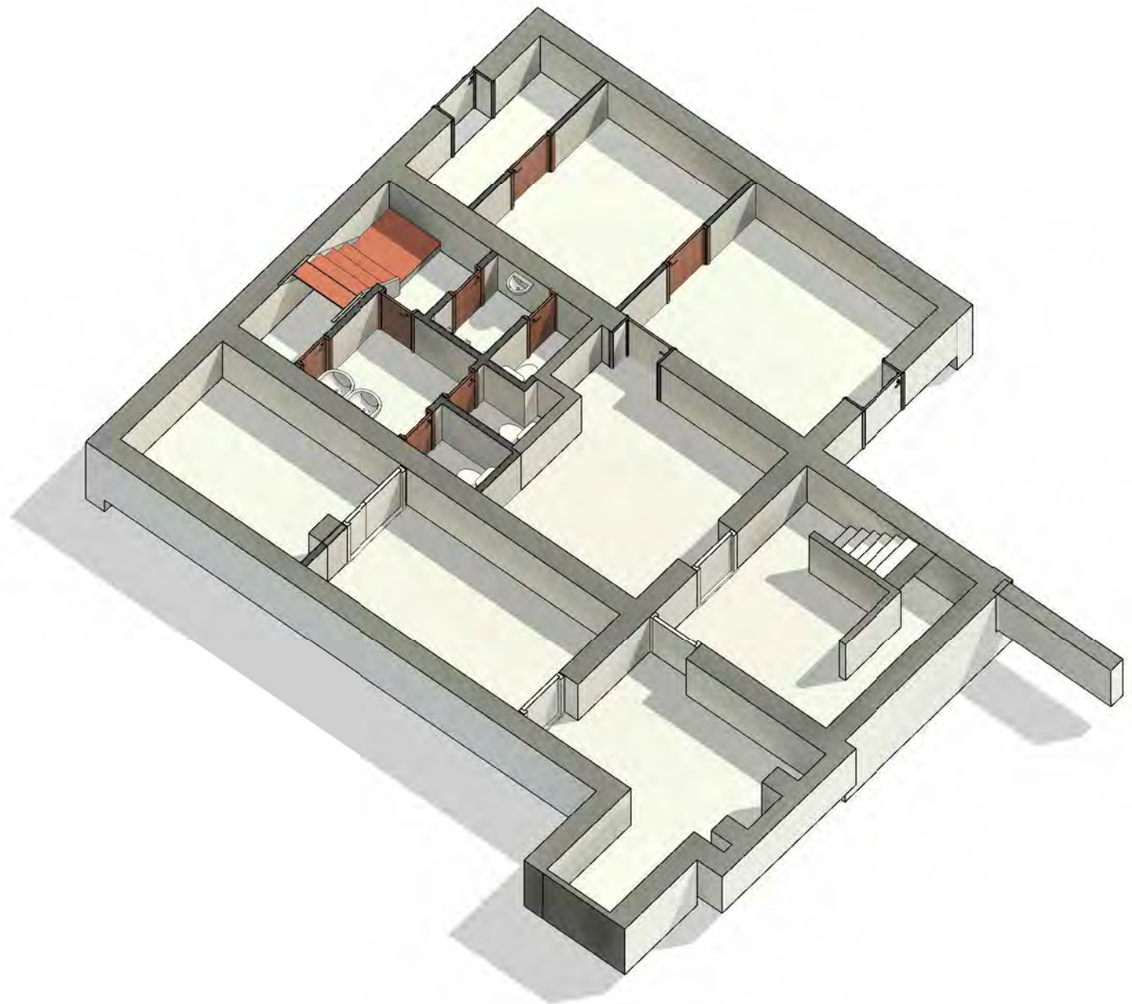
PURPOSE OF ISSUE
Planning

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET
3D Ground and First Floor

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	
Drawn by: VA	DRAWING NUMBER: A110	REV: P1
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3D Basement

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916 Stockport Road, Levenshulme, Manchester, M19 3AB

No.	Description	Date
P1	Issue to Planning	12.10.2024

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

PURPOSE OF ISSUE
Planning

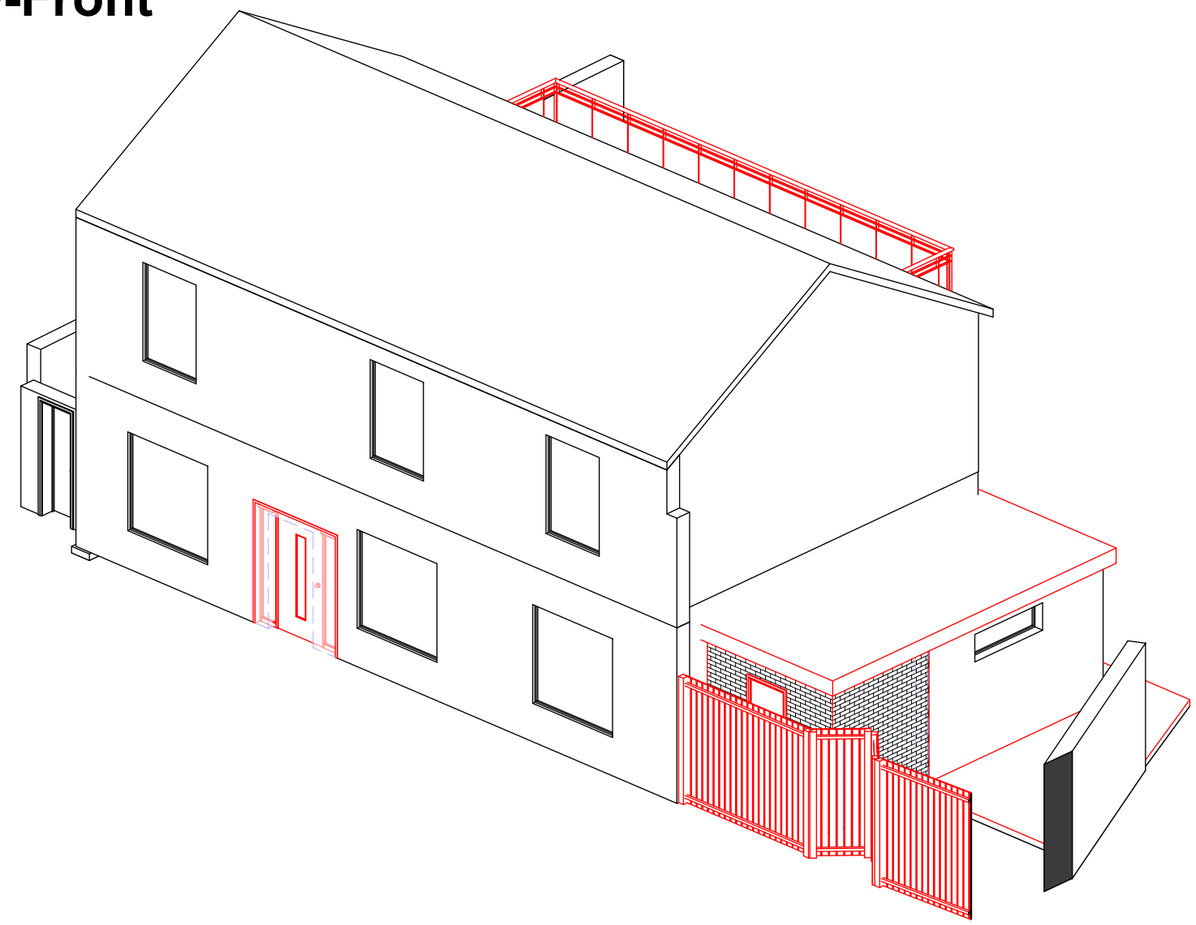
ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

SHEET
3D Basement

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	
Drawn by: VA	DRAWING NUMBER: A111	REV: P1
Checked by: VA		

P-3D-Front





E-3D-Front

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vikas@architek.uk
916 Stockport Road, Levenshulme, Manchester, M19 3AB

No.	Description	Date

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

Manchester City Council

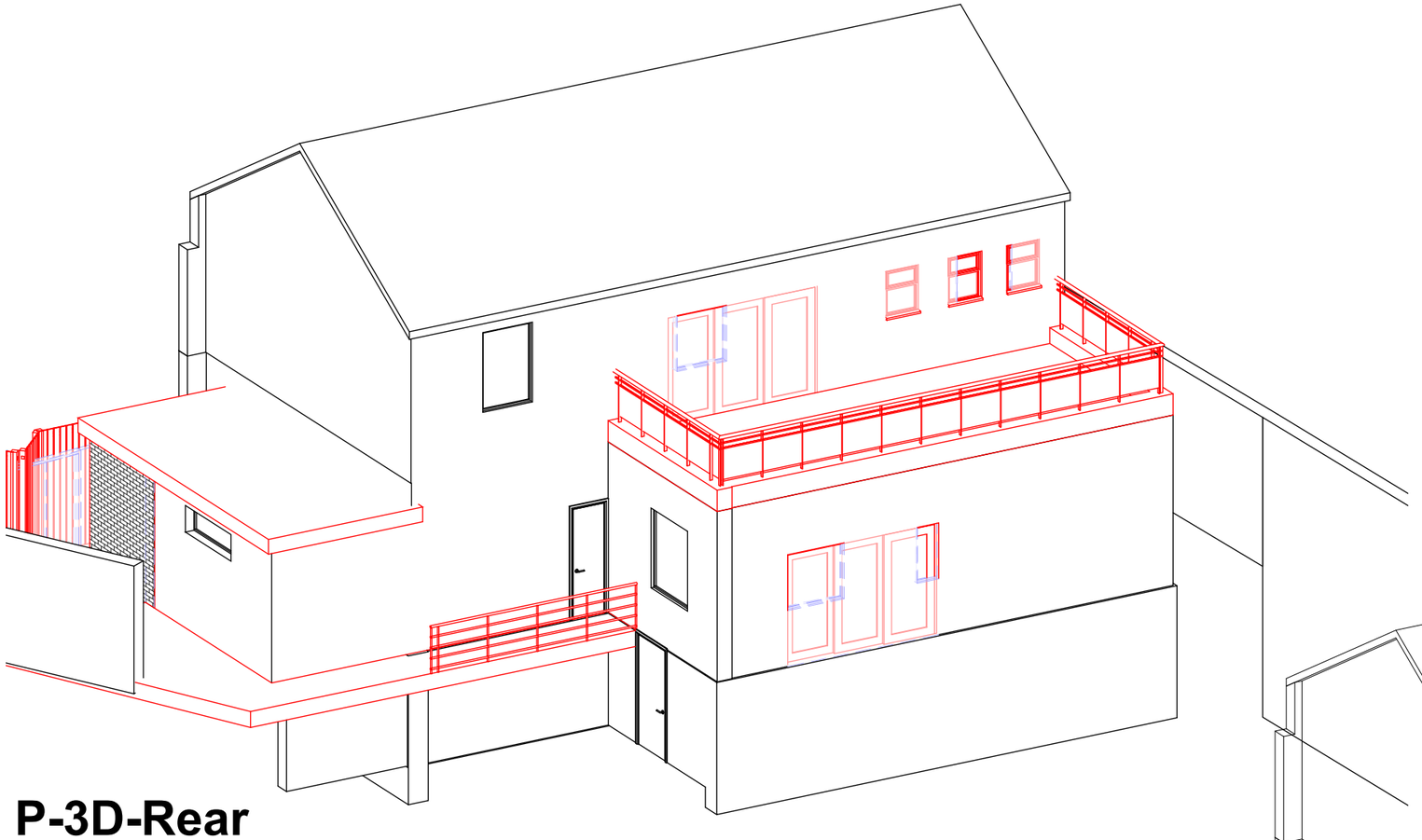
PURPOSE OF ISSUE
Planning

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

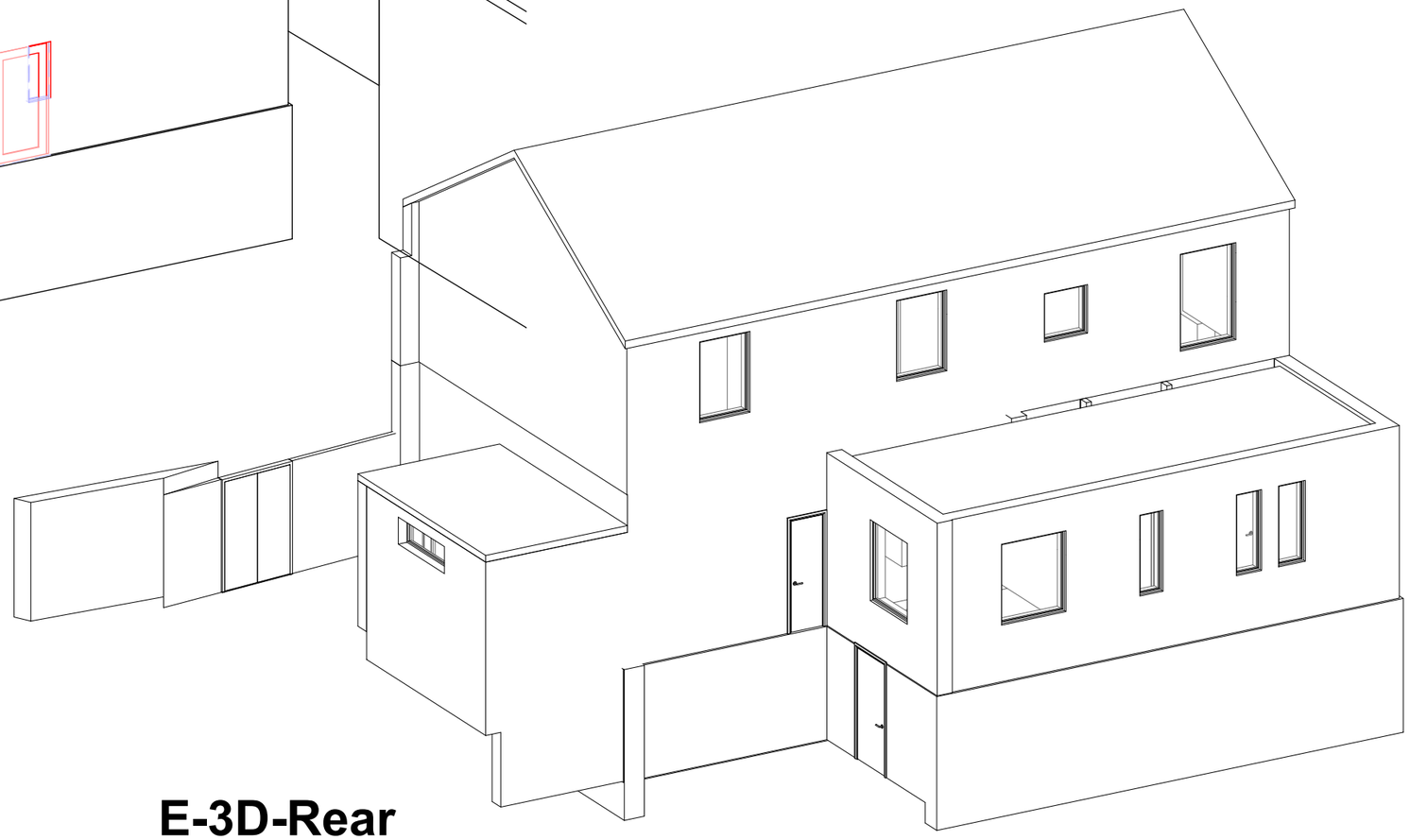
SHEET
Existing & Proposed 3D Impression Front

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	
Drawn by: VA	DRAWING NUMBER: A112	REV
Checked by: VA		



P-3D-Rear



E-3D-Rear

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ARCHITEK
BUILDING DESIGN CONSULTANCY
0161 511 8479
vikas@architek.uk
916 Stockport Road, Levenshulme, Manchester, M19 3AB

No.	Description	Date

PROJECT
Change of Use of first floor flat to restaurant and side extension and rear roof terrace

ADDRESS
Former Bridge Inn,
273 Clayton Lane, M11 4SS

Manchester City Council

PURPOSE OF ISSUE
Planning

SHEET
Existing & Proposed 3D Impression Rear

CLIENT
The Bridge Manchester Ltd

Date	Project number	Scale (@ A3)
25.03.2024	1266	
Drawn by: VA	DRAWING NUMBER: A113	REV
Checked by: VA		

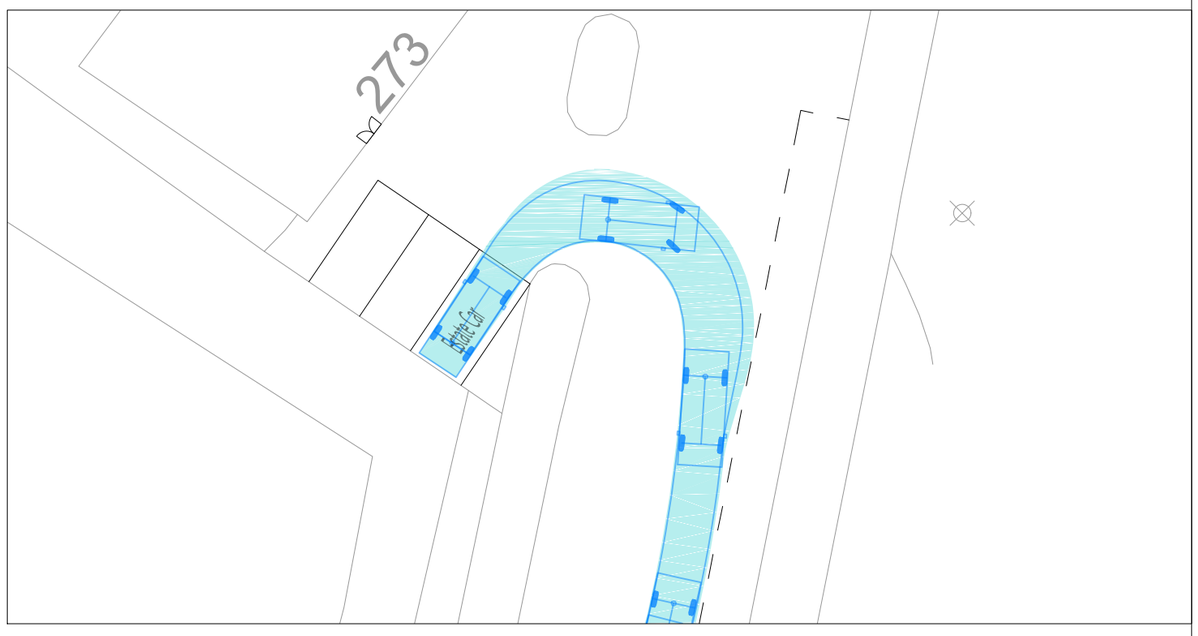
APPENDIX 2.B Drawing ITM200482-GA-001 (car parking swept paths)











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SCALE BAR @ 1:250

0 1 2 5 10 25



Estate Car including wing mirrors	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

i-Transport

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

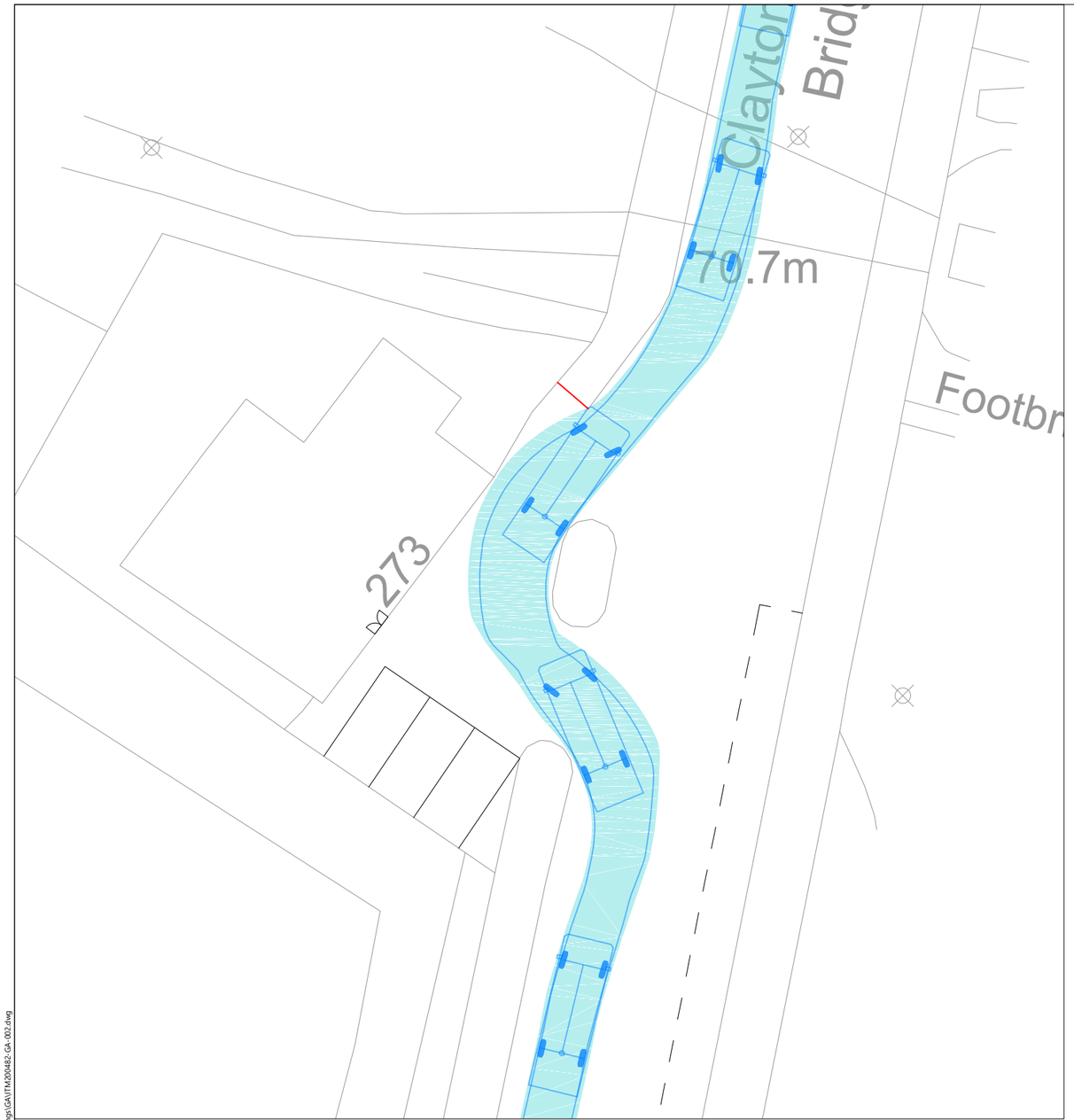
PROJECT: CLAYTON LANE, MANCHESTER

CLIENT:

DRAWN:	CHECKED:	APPROVED:
JB	ML	ML
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITM200482	1:250	05.11.24
DRAWING No:		**REV:**
ITM200482-GA-001		-

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APPENDIX 2.C ITM200482-GA-002 (7.5 Tonne Rigid Van Swept Paths)

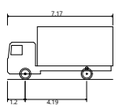




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SCALE BAR @ 1:250

0 1 2 5 10 25



FTA Design 7.5 Tonne Rigid Vehicle (2016) - including wing mirrors

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

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Manchester, M3 3WR

Tel: 0161 830 2172

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - 7.5T BOX VAN

PROJECT: CLAYTON LANE, MANCHESTER

CLIENT:

DRAWN:	CHECKED:	APPROVED:
JB	ML	ML
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITM200482	1:250	05.11.24

DRAWING No: ITM200482-GA-002 REV: -

Z:\Projects\200482\ITM - Clayton Lane, Manchester\Tech\Acad\-Transport Drawings\Working Drawings\GA\ITM200482-GA-002.dwg

Appendix 3.A Manchester Cycle Map

Why cycle?

- **To save money**
  Cycling costs 85% less than driving.
- **To save time**
  For journeys from 3 to 5 km cycling is often the quickest form of transport.
- **For health and fitness**
  Cycling can improve and maintain physical and emotional health.
- **For enjoyment**
  Cycling is an easy and enjoyable activity with friends and family.
- **For the environment**
  Cycling produces virtually no atmospheric pollution or noise.

Helping more people cycle

Cycle training and practical support

Whatever your level, we can help you get the best from riding your bike. We offer a range of courses, led by expert instructors, to get you up-to-speed whether that be learning to ride, building skills and confidence, looking after your bike or becoming a ride leader.

Visit the website **tfgm.com/cycling** to find out more about cycle training, lots of useful information and practical support, plus details of cycle parking facilities around Greater Manchester.

Please note that this mapping shows location and type of infrastructure. It is not an indication of any particular standard of infrastructure, or for whom the infrastructure may be suitable (beginner cyclist, experienced cyclist etc). In Greater Manchester we have now adopted a clear standard of route provision for which all new active travel infrastructure in GM must comply, as articulated through our Design Guide. This standard is intended that it is suitable for an unaccompanied 12 year old, following completion of level 2 Bikeability, which is offered in most Greater Manchester schools during Year 6. Future versions of this mapping, to be published during 2023, will include an indication of where infrastructure comes up to this adopted standard.

Useful Contacts

For public transport information
0161 244 1000
7am – 8pm Monday to Friday
8am – 8pm Saturday, Sunday & public holidays.
tfgm.com

British Cycling
The governing body for cycle sport in the UK.
britishcycling.org.uk

Trans Pennine Trail
A multi-user route, coast-to-coast across the north of England.
transpennineтrail.org.uk

Canal and River Trust
The charity entrusted with the care of 2000 miles of inland waterway network in England.
canalrivertrust.org.uk

Cycling UK
The national cycling charity.
cyclinguk.org

Sustrans
The charity enabling people to travel on foot, by bike or public transport for more everyday journeys.
sustrans.org.uk

Details of other local groups, forums and organisations that support cycling initiatives can be found at:
tfgm.com/cycling

Highway defects

To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority
0161 234 5000 / contact@manchester.gov.uk

Map 8: Manchester

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
- On Road Route - advisory/suggested
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Toucan Crossing
- Tiger Crossing
- Cycle Hub
- Cycle Parking
- Cycle Shop
- Rail Station
- Metrolink Stop
- National Cycle Network (NCN) - National and Regional
- Cycle Access Point
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Walking time 0 1 2 3 4 5 6 7 8 9 10 minutes (0 – 50 calories)
Cycling time 0 1 2 3 minutes (0 – 30 calories)
Scale 1:16,000 — 0 200m 400m 600m 800m 1km (0 – 1/4 mile – 1/2 mile)

Every care has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey date. © Crown copyright and database right 2016.

October 2022

One of a series of 10 maps covering the whole of Greater Manchester



City Centre, Chorlton, Didsbury, Harpurhey, Hulme, Northenden

Manchester

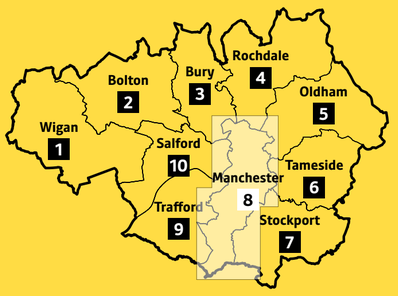
Cycle network map

MAP 8

Transport for Greater Manchester

Transport for Greater Manchester

Cycle network maps



Transport for Greater Manchester's cycle network is divided into 10 areas with a map for each.

All maps available to download from **tfgm.com/cycling** or collect from your local Travelshop

The Bee Network
Transport for Greater Manchester and Greater Manchester's ten local authorities are working together to build a world class cycling and walking network for the future.
To find out more visit **tfgm.com/bee**

Map 8: Manchester

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
- On Road Route - advisory/suggested
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Toucan Crossing
- Tiger Crossing
- Cycle Hub
- Cycle Parking
- Cycle Shop
- Rail Station
- Metrolink Stop
- National Cycle Network (NCN) - National and Regional
- Cycle Access Point
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Walking time: 0 1 2 3 4 5 6 7 8 9 10 minutes / 0 50 calories

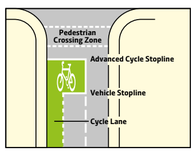
Cycling time: 0 1 2 3minutes / 0 30 calories

Scale 1:16,000: 0 200m 400m 600m 800m 1km / 0 1/4 mile 1/2 mile

Every care has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

Road signs

- Route for cycles only
- Route shared with pedestrians (no separation)
- Route shared with pedestrians (cycle track & footpath are separate)
- Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
- Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
- Bus and cycle lane
- Tram and cycles only
- Marton 3 — Directions on recommended route
- National Cycle Network (NCN) Route number
- National Cycle Network Regional Route number
- Cycle parking
- No motor vehicles (cycling permitted)
- No cycling
- Advanced stop lines



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The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.

see over

APPENDIX 4.A TRICS Reports

i-Transport LLP Deansgate Manchester Licence No: 236602

Calculation Reference: AUDIT-236602-241106-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WM	WEST MIDLANDS	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:	Number of seats
Actual Range:	40 to 100 (units:)
Range Selected by User:	34 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/23

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:

Tuesday	3 days
Wednesday	1 days
Thursday	4 days
Friday	2 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:

Town Centre	5
Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	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:

Development Zone	1
Residential Zone	1
Out of Town	1
High Street	7

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:

E(b)	10 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:

1,000 or Less	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 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	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	4 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	5 days
1.1 to 1.5	4 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	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 CA-06-B-01 INDIAN RESTAURANT CAMBRIDGESHIRE
OLD GREAT NORTH ROAD
NEAR SAWTRY

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of seats: 100
Survey date: FRIDAY *30/09/22* *Survey Type: MANUAL*

2 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Number of seats: 60
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

3 DY-06-B-03 BRITISH RESTAURANT DERBY
THORNHILL ROAD
DERBY
LITTLEOVER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of seats: 40
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

4 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Number of seats: 82
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

5 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Number of seats: 100
Survey date: TUESDAY *10/10/17* *Survey Type: MANUAL*

6 NF-06-B-01 INDIAN RESTAURANT NORFOLK
KING STREET
GREAT YARMOUTH

Town Centre
High Street
Total Number of seats: 60
Survey date: THURSDAY *14/09/17* *Survey Type: MANUAL*

7 SH-06-B-01 THE BEEFY BOYS SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Number of seats: 100
Survey date: THURSDAY *15/06/23* *Survey Type: MANUAL*

8 SH-06-B-02 ASK ITALIAN SHROPSHIRE
HIGH STREET
SHREWSBURY

Town Centre
High Street
Total Number of seats: 76
Survey date: TUESDAY *20/06/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WM-06-B-06 ITALIAN RESTAURANT WEST MIDLANDS
EARLSDON STREET
COVENTRY

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Number of seats: 50
Survey date: THURSDAY *24/11/16* *Survey Type: MANUAL*

10 WM-06-B-07 INDIAN RESTAURANT WEST MIDLANDS
AUDNAM
STOURBRIDGE
AUDNAM
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Number of seats: 50
Survey date: TUESDAY *28/11/17* *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
TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.020	1	50	0.020	1	50	0.040
10:00 - 11:00	4	53	0.024	4	53	0.014	4	53	0.038
11:00 - 12:00	9	74	0.036	9	74	0.007	9	74	0.043
12:00 - 13:00	9	74	0.081	9	74	0.022	9	74	0.103
13:00 - 14:00	9	74	0.085	9	74	0.060	9	74	0.145
14:00 - 15:00	9	74	0.037	9	74	0.063	9	74	0.100
15:00 - 16:00	10	72	0.015	10	72	0.032	10	72	0.047
16:00 - 17:00	10	72	0.017	10	72	0.013	10	72	0.030
17:00 - 18:00	10	72	0.071	10	72	0.025	10	72	0.096
18:00 - 19:00	10	72	0.131	10	72	0.078	10	72	0.209
19:00 - 20:00	10	72	0.114	10	72	0.096	10	72	0.210
20:00 - 21:00	10	72	0.038	10	72	0.096	10	72	0.134
21:00 - 22:00	10	72	0.031	10	72	0.079	10	72	0.110
22:00 - 23:00	8	68	0.009	8	68	0.077	8	68	0.086
23:00 - 24:00	5	60	0.000	5	60	0.053	5	60	0.053
Total Rates:			0.709			0.735			1.444

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:	40 - 100 (units:)
Survey date date range:	01/01/16 - 20/06/23
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	4	53	0.000	4	53	0.000	4	53	0.000
11:00 - 12:00	9	74	0.000	9	74	0.000	9	74	0.000
12:00 - 13:00	9	74	0.006	9	74	0.006	9	74	0.012
13:00 - 14:00	9	74	0.004	9	74	0.004	9	74	0.008
14:00 - 15:00	9	74	0.004	9	74	0.004	9	74	0.008
15:00 - 16:00	10	72	0.000	10	72	0.000	10	72	0.000
16:00 - 17:00	10	72	0.000	10	72	0.000	10	72	0.000
17:00 - 18:00	10	72	0.007	10	72	0.004	10	72	0.011
18:00 - 19:00	10	72	0.014	10	72	0.017	10	72	0.031
19:00 - 20:00	10	72	0.017	10	72	0.017	10	72	0.034
20:00 - 21:00	10	72	0.004	10	72	0.004	10	72	0.008
21:00 - 22:00	10	72	0.000	10	72	0.000	10	72	0.000
22:00 - 23:00	8	68	0.002	8	68	0.002	8	68	0.004
23:00 - 24:00	5	60	0.000	5	60	0.000	5	60	0.000
Total Rates:			0.058			0.058			0.116

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
PSVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	4	53	0.000	4	53	0.000	4	53	0.000
11:00 - 12:00	9	74	0.000	9	74	0.000	9	74	0.000
12:00 - 13:00	9	74	0.000	9	74	0.000	9	74	0.000
13:00 - 14:00	9	74	0.000	9	74	0.000	9	74	0.000
14:00 - 15:00	9	74	0.000	9	74	0.000	9	74	0.000
15:00 - 16:00	10	72	0.000	10	72	0.000	10	72	0.000
16:00 - 17:00	10	72	0.000	10	72	0.000	10	72	0.000
17:00 - 18:00	10	72	0.000	10	72	0.000	10	72	0.000
18:00 - 19:00	10	72	0.001	10	72	0.001	10	72	0.002
19:00 - 20:00	10	72	0.000	10	72	0.000	10	72	0.000
20:00 - 21:00	10	72	0.000	10	72	0.000	10	72	0.000
21:00 - 22:00	10	72	0.000	10	72	0.000	10	72	0.000
22:00 - 23:00	8	68	0.000	8	68	0.000	8	68	0.000
23:00 - 24:00	5	60	0.000	5	60	0.000	5	60	0.000
Total Rates:			0.001			0.001			0.002

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	4	53	0.000	4	53	0.000	4	53	0.000
11:00 - 12:00	9	74	0.000	9	74	0.000	9	74	0.000
12:00 - 13:00	9	74	0.000	9	74	0.000	9	74	0.000
13:00 - 14:00	9	74	0.000	9	74	0.000	9	74	0.000
14:00 - 15:00	9	74	0.000	9	74	0.000	9	74	0.000
15:00 - 16:00	10	72	0.000	10	72	0.000	10	72	0.000
16:00 - 17:00	10	72	0.001	10	72	0.000	10	72	0.001
17:00 - 18:00	10	72	0.001	10	72	0.000	10	72	0.001
18:00 - 19:00	10	72	0.003	10	72	0.001	10	72	0.004
19:00 - 20:00	10	72	0.001	10	72	0.006	10	72	0.007
20:00 - 21:00	10	72	0.003	10	72	0.001	10	72	0.004
21:00 - 22:00	10	72	0.000	10	72	0.001	10	72	0.001
22:00 - 23:00	8	68	0.000	8	68	0.000	8	68	0.000
23:00 - 24:00	5	60	0.000	5	60	0.000	5	60	0.000
Total Rates:			0.009			0.009			0.018

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.020	1	50	0.020	1	50	0.040
10:00 - 11:00	4	53	0.019	4	53	0.014	4	53	0.033
11:00 - 12:00	9	74	0.034	9	74	0.004	9	74	0.038
12:00 - 13:00	9	74	0.073	9	74	0.018	9	74	0.091
13:00 - 14:00	9	74	0.073	9	74	0.049	9	74	0.122
14:00 - 15:00	9	74	0.027	9	74	0.055	9	74	0.082
15:00 - 16:00	10	72	0.014	10	72	0.028	10	72	0.042
16:00 - 17:00	10	72	0.017	10	72	0.013	10	72	0.030
17:00 - 18:00	10	72	0.060	10	72	0.021	10	72	0.081
18:00 - 19:00	10	72	0.113	10	72	0.060	10	72	0.173
19:00 - 20:00	10	72	0.099	10	72	0.078	10	72	0.177
20:00 - 21:00	10	72	0.033	10	72	0.089	10	72	0.122
21:00 - 22:00	10	72	0.029	10	72	0.078	10	72	0.107
22:00 - 23:00	8	68	0.007	8	68	0.070	8	68	0.077
23:00 - 24:00	5	60	0.000	5	60	0.050	5	60	0.050
Total Rates:			0.618			0.647			1.265

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
LGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	4	53	0.005	4	53	0.000	4	53	0.005
11:00 - 12:00	9	74	0.001	9	74	0.003	9	74	0.004
12:00 - 13:00	9	74	0.001	9	74	0.000	9	74	0.001
13:00 - 14:00	9	74	0.007	9	74	0.006	9	74	0.013
14:00 - 15:00	9	74	0.006	9	74	0.003	9	74	0.009
15:00 - 16:00	10	72	0.001	10	72	0.004	10	72	0.005
16:00 - 17:00	10	72	0.000	10	72	0.000	10	72	0.000
17:00 - 18:00	10	72	0.006	10	72	0.001	10	72	0.007
18:00 - 19:00	10	72	0.001	10	72	0.001	10	72	0.002
19:00 - 20:00	10	72	0.000	10	72	0.001	10	72	0.001
20:00 - 21:00	10	72	0.000	10	72	0.001	10	72	0.001
21:00 - 22:00	10	72	0.001	10	72	0.001	10	72	0.002
22:00 - 23:00	8	68	0.000	8	68	0.004	8	68	0.004
23:00 - 24:00	5	60	0.000	5	60	0.003	5	60	0.003
Total Rates:			0.029			0.028			0.057

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MOTOR CYCLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	50	0.000	1	50	0.000	1	50	0.000
10:00 - 11:00	4	53	0.000	4	53	0.000	4	53	0.000
11:00 - 12:00	9	74	0.000	9	74	0.000	9	74	0.000
12:00 - 13:00	9	74	0.001	9	74	0.000	9	74	0.001
13:00 - 14:00	9	74	0.000	9	74	0.000	9	74	0.000
14:00 - 15:00	9	74	0.000	9	74	0.000	9	74	0.000
15:00 - 16:00	10	72	0.000	10	72	0.000	10	72	0.000
16:00 - 17:00	10	72	0.000	10	72	0.000	10	72	0.000
17:00 - 18:00	10	72	0.000	10	72	0.000	10	72	0.000
18:00 - 19:00	10	72	0.003	10	72	0.000	10	72	0.003
19:00 - 20:00	10	72	0.000	10	72	0.001	10	72	0.001
20:00 - 21:00	10	72	0.000	10	72	0.001	10	72	0.001
21:00 - 22:00	10	72	0.000	10	72	0.000	10	72	0.000
22:00 - 23:00	8	68	0.000	8	68	0.002	8	68	0.002
23:00 - 24:00	5	60	0.000	5	60	0.000	5	60	0.000
Total Rates:			0.004			0.004			0.008

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.*

Calculation Reference: AUDIT-236602-241105-1107

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	CU	CUMBERLAND	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: Number of seats
Actual Range: 34 to 78 (units:)
Range Selected by User: 34 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/23

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:
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 undertaking using machines.

Selected Locations:
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 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 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
E(b) 2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	2 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	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	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.

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 CU-06-B-01 ITALIAN RESTAURANT CUMBERLAND
MARKET STREET
CARLISLE

Town Centre
Built-Up Zone
Total Number of seats: 78
Survey date: SATURDAY *25/06/16* *Survey Type: MANUAL*

2 EC-06-B-01 ITALIAN RESTAURANT CHESHIRE EAST
MILL STREET
MACCLESFIELD

Town Centre
Built-Up Zone
Total Number of seats: 34
Survey date: SATURDAY *17/09/16* *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
TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
10:00 - 11:00	2	56	0.009	2	56	0.009	2	56	0.018
11:00 - 12:00	2	56	0.009	2	56	0.009	2	56	0.018
12:00 - 13:00	2	56	0.107	2	56	0.009	2	56	0.116
13:00 - 14:00	2	56	0.080	2	56	0.054	2	56	0.134
14:00 - 15:00	2	56	0.000	2	56	0.000	2	56	0.000
15:00 - 16:00	2	56	0.009	2	56	0.009	2	56	0.018
16:00 - 17:00	2	56	0.018	2	56	0.009	2	56	0.027
17:00 - 18:00	2	56	0.179	2	56	0.063	2	56	0.241
18:00 - 19:00	2	56	0.223	2	56	0.179	2	56	0.402
19:00 - 20:00	2	56	0.259	2	56	0.232	2	56	0.491
20:00 - 21:00	2	56	0.063	2	56	0.125	2	56	0.187
21:00 - 22:00	2	56	0.063	2	56	0.116	2	56	0.178
22:00 - 23:00	2	56	0.036	2	56	0.179	2	56	0.215
23:00 - 24:00	1	34	0.000	1	34	0.000	1	34	0.000
Total Rates:			1.053			0.992			2.045

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:	34 - 78 (units:)
Survey date date range:	01/01/16 - 20/06/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
10:00 - 11:00	2	56	0.000	2	56	0.000	2	56	0.000
11:00 - 12:00	2	56	0.000	2	56	0.000	2	56	0.000
12:00 - 13:00	2	56	0.000	2	56	0.000	2	56	0.000
13:00 - 14:00	2	56	0.009	2	56	0.009	2	56	0.018
14:00 - 15:00	2	56	0.000	2	56	0.000	2	56	0.000
15:00 - 16:00	2	56	0.000	2	56	0.000	2	56	0.000
16:00 - 17:00	2	56	0.000	2	56	0.000	2	56	0.000
17:00 - 18:00	2	56	0.000	2	56	0.000	2	56	0.000
18:00 - 19:00	2	56	0.000	2	56	0.000	2	56	0.000
19:00 - 20:00	2	56	0.027	2	56	0.027	2	56	0.054
20:00 - 21:00	2	56	0.000	2	56	0.000	2	56	0.000
21:00 - 22:00	2	56	0.009	2	56	0.009	2	56	0.018
22:00 - 23:00	2	56	0.018	2	56	0.018	2	56	0.036
23:00 - 24:00	1	34	0.000	1	34	0.000	1	34	0.000
Total Rates:			0.063			0.063			0.126

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
CARS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
10:00 - 11:00	2	56	0.000	2	56	0.000	2	56	0.000
11:00 - 12:00	2	56	0.009	2	56	0.009	2	56	0.018
12:00 - 13:00	2	56	0.098	2	56	0.009	2	56	0.107
13:00 - 14:00	2	56	0.071	2	56	0.036	2	56	0.107
14:00 - 15:00	2	56	0.000	2	56	0.000	2	56	0.000
15:00 - 16:00	2	56	0.009	2	56	0.009	2	56	0.018
16:00 - 17:00	2	56	0.018	2	56	0.009	2	56	0.027
17:00 - 18:00	2	56	0.179	2	56	0.063	2	56	0.241
18:00 - 19:00	2	56	0.223	2	56	0.179	2	56	0.402
19:00 - 20:00	2	56	0.232	2	56	0.205	2	56	0.437
20:00 - 21:00	2	56	0.063	2	56	0.125	2	56	0.187
21:00 - 22:00	2	56	0.054	2	56	0.107	2	56	0.161
22:00 - 23:00	2	56	0.018	2	56	0.161	2	56	0.179
23:00 - 24:00	1	34	0.000	1	34	0.000	1	34	0.000
Total Rates:			0.973			0.911			1.884

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
LGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
10:00 - 11:00	2	56	0.009	2	56	0.009	2	56	0.018
11:00 - 12:00	2	56	0.000	2	56	0.000	2	56	0.000
12:00 - 13:00	2	56	0.009	2	56	0.000	2	56	0.009
13:00 - 14:00	2	56	0.000	2	56	0.009	2	56	0.009
14:00 - 15:00	2	56	0.000	2	56	0.000	2	56	0.000
15:00 - 16:00	2	56	0.000	2	56	0.000	2	56	0.000
16:00 - 17:00	2	56	0.000	2	56	0.000	2	56	0.000
17:00 - 18:00	2	56	0.000	2	56	0.000	2	56	0.000
18:00 - 19:00	2	56	0.000	2	56	0.000	2	56	0.000
19:00 - 20:00	2	56	0.000	2	56	0.000	2	56	0.000
20:00 - 21:00	2	56	0.000	2	56	0.000	2	56	0.000
21:00 - 22:00	2	56	0.000	2	56	0.000	2	56	0.000
22:00 - 23:00	2	56	0.000	2	56	0.000	2	56	0.000
23:00 - 24:00	1	34	0.000	1	34	0.000	1	34	0.000
Total Rates:			0.018			0.018			0.036

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.

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