

Saleem Architects

Proposed Residential Development – Old Market Street, Blackley

Transport Statement

240266

SEPTEMBER 2024



SCP GENERAL NOTES

Project No.: 240266-TS (1.0)

Title: Proposed Residential Development – Old Market Street, Blackley, Transport Statement

Client: Saleem Architects

Date: 23 September 2024

Office: Manchester

Author	<u>Orla Proffitt</u>	Reviewer	<u>Mark Devenish</u>
Date:	<u>23.09.24</u>	Date:	<u>23.09.24</u>

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1	23.09.24	Planning	OP	MD

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Saleem Architects to provide transport consultancy services to support a planning application for the erection of 2no. four-storey buildings for residential use, Block A is proposed to consist of 19 apartments and Block B will consist of 23 apartments, a total of 42 dwellings, on land to the south of Old Market Street, Blackley.
- 1.2 Further details on the proposed development are provided later in this report.

Planning History

Application Site

- 1.3 An application (Application Reference 077553/FO/2005/N1) was submitted to Manchester City Council (MCC) in February 2006, for the erection of 2 four-storey residential buildings, comprising of 32 2no. bedroom apartments, with 32 ancillary car parking spaces, with vehicular access from Old Market Street on the application site. The decision was approved subject to a Section 106 agreement.
- 1.4 An application (Application Reference 100359/FO/2012/N1) was submitted to MCC in August 2012, for the erection of 9 residential dwellings, with a new access road. In January 2013 MCC approved the scheme.
- 1.5 A further application (Application Reference 109374/FO/2015/N1) was submitted to MCC in July 2015 for the a change of use to a cars wash / sales with the associated installation of a single storey modular office / waiting room building. This application was then withdrawn in March 2017.

Adjacent Site

- 1.6 An application (Application Reference 109373/FO/2015/N1) was submitted to MCC in January 2016 for the a change of use of the former Blakely Conservative Club to form 7 apartments and storage units. This application was subsequently approved in April 2016.

Purpose and Structure of Report

- 1.7 This Transport Statement (TS) has been produced as part of a planning application for the extension at the site and considers the proposals from a transport perspective.
- 1.8 This Transport Statement has been produced in accordance with the Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document (archived, but not fully replaced) and the National Planning Practice Guidance (NPPG) "*Transport Evidence in Plan Making*" document.
- 1.9 The structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the existing and proposed uses of the site along with a summary of impact of the development on the local network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

General

- 2.1 This chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

- 2.2 The application site is located on land south of Old Market Street, approximately 1.2km south of Blackley Village Centre and approximately 6.3km northeast of Manchester City Centre.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Wider Highway Network



- 2.5 The most recent use of the site is understood to be as a car sales garage; the former buildings have been cleared but the site has been observed to continue to accommodate cars.
- 2.6 There are two existing access points, one at the western end of the site frontage and the other some 40m to the east of this.

Local Highway Network

Old Market Street

- 2.7 Old Market Street is located along the northern boundary of the site and forms the minor arm of the T-junction with Middleton Old Road to the east.
- 2.8 Within the vicinity of the site, Old Market Street has carriageway width of approximately 6.5m with a wide footways (between 2m and 3m) on the either side of the carriageway.
- 2.9 Within the vicinity of the site, Old Market Street benefits from regularly spaced street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit. Both sides of the carriageway and T-junction are subject to a 'no waiting at between 8am – 6.30pm, Monday – Friday and 8am – 12.30pm on a Saturday, single yellow line traffic regulation order (TRO).

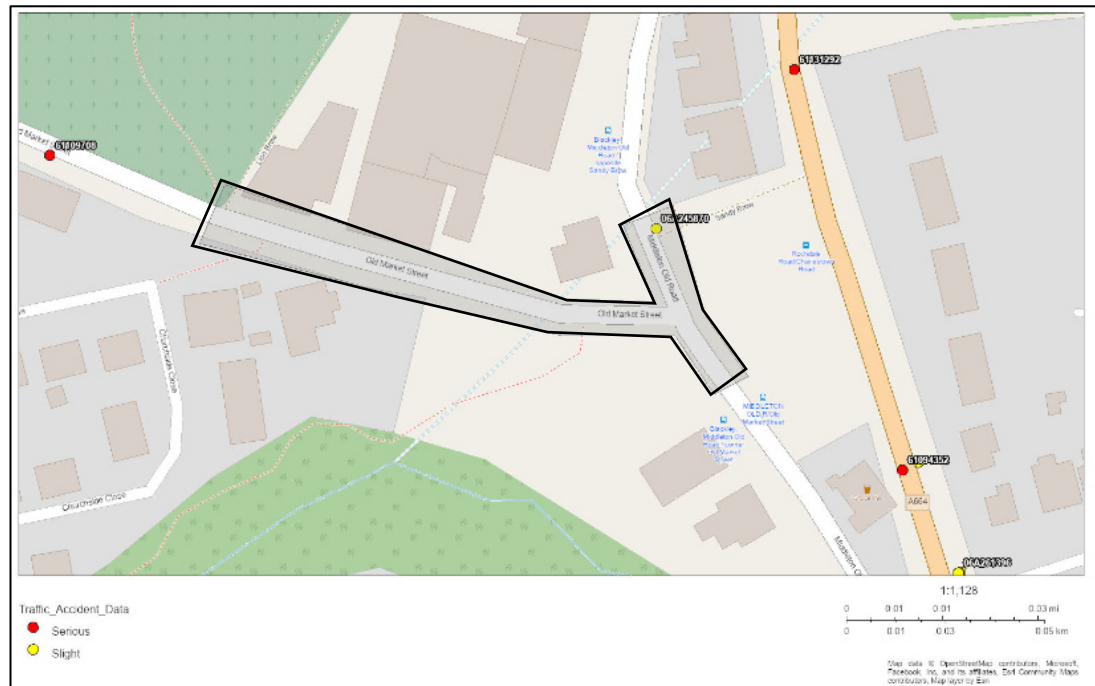
Middleton Old Road

- 2.10 Middleton Old Road is located to the east of the application site and links the application site to Rochdale Road and forms the major arm of the T-junction with Old Market Street.
- 2.11 Within the vicinity of the site, Middleton Old Road has a carriageway width of approximately 10.5m, with 2m wide footways on the southern side of the carriageway and a 1.5m wide footway on the northern edge of the carriageway that discontinues to the east.
- 2.12 Middleton Old Road benefits from regularly spaced street lighting columns on both sides of the carriageway and is subject to the same 'no waiting at between 8am – 6.30pm, Monday – Friday and 8am – 12.30pm on a Saturday, single yellow line TRO. Towards the junction with Rochdale Road, Middleton Old Road is subject to a 'no waiting at anytime' double yellow lines TRO.

Road Safety

- 2.13 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document 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*".
- 2.14 In order to identify any critical locations on the network with a poor accident record, Department for Transport (DfT) personal injury accident data has been obtained for the most recently available 5-year period ending 31st December 2022 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.15 **Figure 2.3** shows that there has been 1 accident recorded close to the site at the junction of Old Market Street and Middleton Old Road. This accident has a severity rating of 'slight'.
- 2.16 Having regard to the above analysis and relatively low number of accidents which have occurred over the five-year study period with no specific accident clusters, the existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposals include the erection of a 2, four-storey buildings for residential use, Block A with consist of 19 dwellings and Block B will consist of 23 dwellings, a total of 42 dwellings, on land to the south of Old Market Street, Blackley
- 3.2 The schedule of accommodation for Block A consists of apartments 6no. 1-bedroom apartments and 13no. 2-bedroom. Block B consists of 11no. 1-bedroom apartments and 12no. 2-bedroom apartments. The site layout plans are included in [Appendix A](#).
- 3.3 There will be cycle / refuse stores provided for each block.

Proposed Access Arrangements

- 3.4 Vehicular access will be provided from Old Market Street, with a right of access maintained to Blackley Conservative Club at 15-17 Middleton Old Road.
- 3.5 The proposed access would consolidate the two existing access points into a single access, being further west and away from the junction with 15-17 Middleton Old Road than the existing main access, which would represent a significant improvement.
- 3.6 A cycle and refuse store is proposed at ground floor level for each block.

Parking Arrangements

- 3.7 Recommended residential parking standards for MCC can be seen in the Manchester Residential Quality Guidance, which states that for new housing developments outside of the city centre 'new apartment developments will be expected to provide 100% parking provision as a starting point.
- 3.8 The proposed development is proposed to provide 27 car parking spaces, as can be seen on the site layout plans in [Appendix A](#), which equates to a provision of approximately 65% This is considered appropriate in this instance for the following reasons:-
 - As detailed in the following section, the site benefits from high levels of accessibility, being within easy access of local facilities, amenities and transport links;
 - 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. As detailed in the following chapter, the proposed development is highly accessible, and the reduced level of parking will help to encourage travel by sustainable modes;

- This is demonstrated by the nearby application at no.67 Old Market Street (ref: 126507/FO/2020) comprising 18no. apartments being approved with a 50% parking provision, which was deemed acceptable due to the accessible location.
- Any prospective purchaser or tenant of the apartments will be informed that the development being car free and will therefore decide whether to take up occupancy accordingly;
- The need to reduce the use of high emission vehicles is incorporated into the proposals by way of integrated secure cycle parking stores. MCC states that a reduced on site provision may be justified if secure cycle parking in excess of 50% provision relative to apartment numbers is provided. This equates to a provision of 21 cycle parking spaces and this will be provided as part of the proposed development;
- As detailed earlier, the highway in the vicinity of the site is protected by existing TROs including the junctions with Middleton Old Road, prohibiting on-street car parking in the vicinity of the development and further encouraging residents to rely on sustainable transport modes.
- Statistics show there is a reduction in the number of young people who are driving within the Greater Manchester Region (Presentation on Future of Travel Demand by TfGM, 4th September 2018) due to the costs associated with the maintenance of owning a private car. The use of ride-hailing apps such as Uber is growing rapidly, particularly for younger generations which is reducing the need for private car ownership and use;

Servicing

- 3.9 Refuse collection would take place from Old Market Street with bin stores proposed for both buildings, along with the cycle stores which can be seen on the site layout plan in [Appendix A](#).

4 ACCESSIBILITY

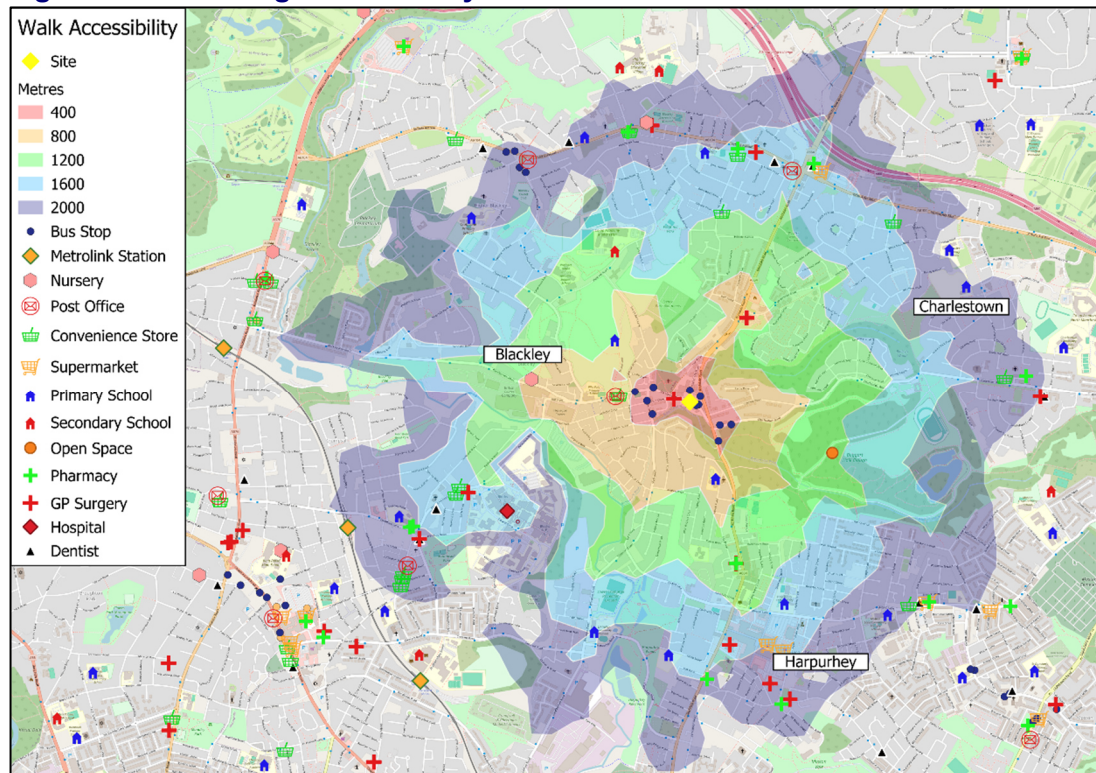
General

- 4.1 This section presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on foot

- 4.2 Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is within an acceptable walk distance of Blackley, Harpurhey and Charlestown, as well as an array of local facilities these areas have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, retail, education and healthcare.

Table 4.1 - Local Facilities

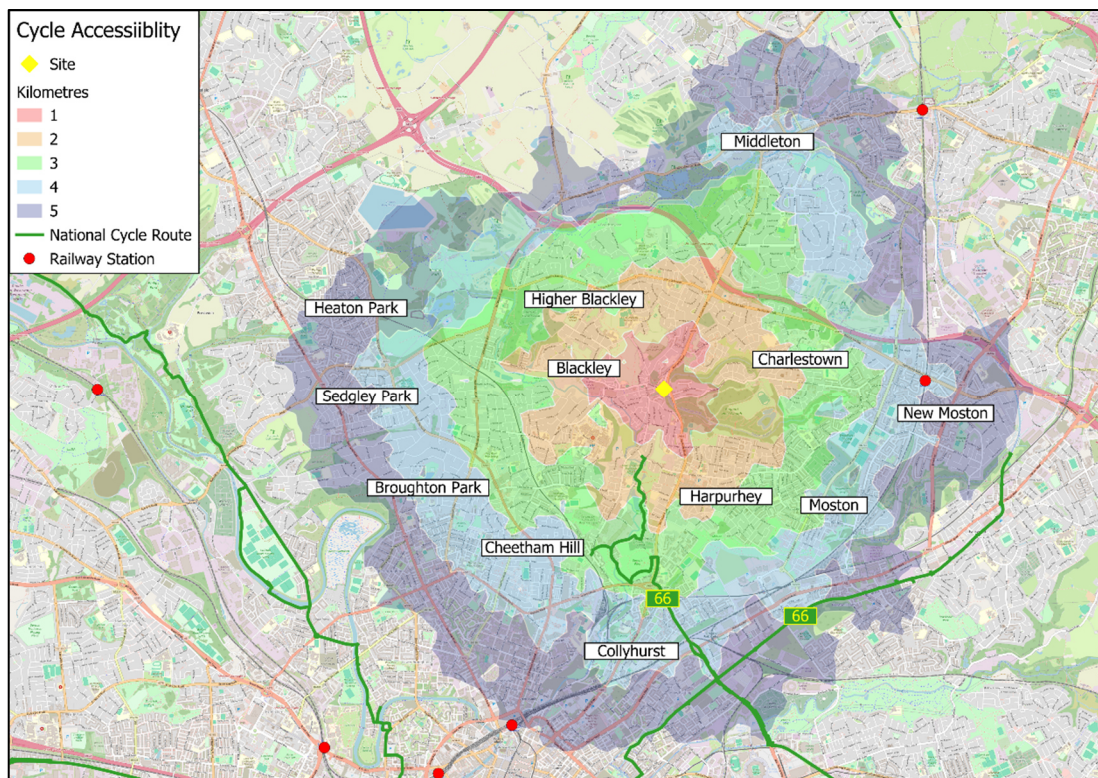
Facility	Details	Distance from Site
GP Surgery	The Village Surgery, Old Market Street	50m
Bus Stop	Old Market Street / Middleton Old Road	<60m
Convenience Store	A-Z Convenience Store, Old Market Street	<90m
Post Office	Old Market Street Post Office	<100m
Pharmacy	Blackley Pharmacy	100m
Bus Stop	Rochdale Road / Charlestown Road	120m
Leisure	Boggart Hole Clough	280m
Primary School	Pike Fold Primary School, Chapel Lane	300m
Nursery	Bear Necessities Childcare, Blackley New Road	500m
Primary School	Mount Carmel RC Primary School, Wilson Road	700m
Secondary School	Co-op Academy Manchester, Plant Hill Road	1km
Hospital	North Manchester General Hospital	1.2km
Dentist	The Dental Practice, Delaunays Road	1.2km
Supermarket	Iceland, Rochdale Road	1.4km
Supermarket	Asda Harpurhey, Harpurhey Shopping Centre	1.6km
Supermarket	Lidl, Upper Conran Street	1.8km
Metrolink Station	Crumpsall	2.1km

- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot, with Blackley, Harpurhey and Charlestown, as well as numerous local facilities only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents and employees.

Access by cycle

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Middleton, New Moston, Moston, Harpurhey, Collyhurst, Cheetham Hill and Heaton Park, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to a number of National Cycle Route (NCR) 66.
- 4.11 NCR 66 is located to the south of the application site and locally links the site to Manchester City Centre, as well as connecting with a number of other NCR's.

- 4.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by public transport

Bus

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.14 The closest bus stops to the application site are located on Middleton Old Road, less than 60m walking distance to the south-east of the application site and is served by a number of bus services including numbers 53, 118, 149, 708 and 715. In addition to this a further bus stop is located on Rochdale Road, approximately 120m walking distance to the east of the application site, this bus stop is also served by a number of bus services including the 17, 17A, 18 and 163. Both these bus stops are located well within an acceptable walk distance.
- 4.15 A summary of bus services that operate within the area are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

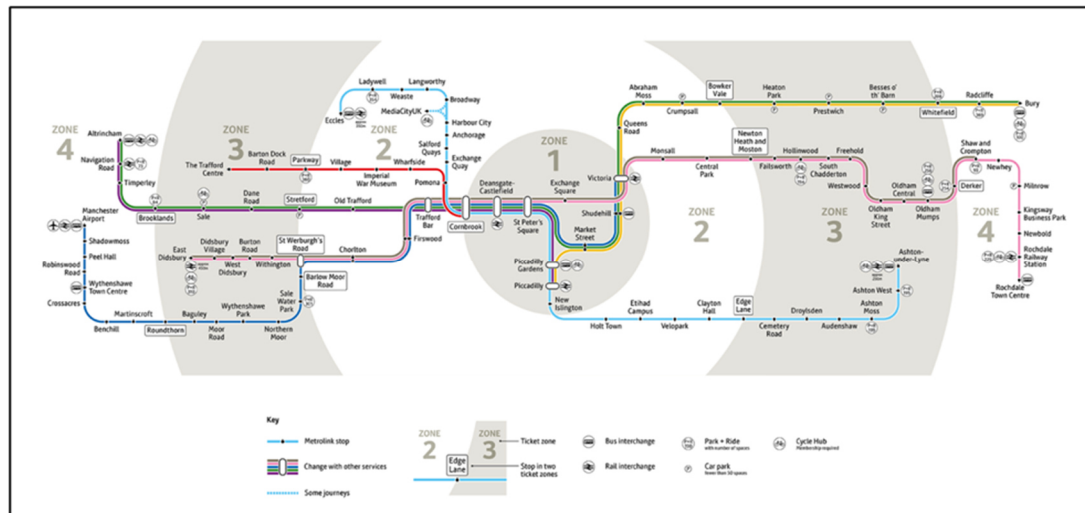
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
17	Manchester - Rochdale	10	10	15	15
17A	Manchester - Rochdale	05:05 & 06:29	-	-	-
18	MRI - Langley	10	10	15	15
53	Cheetham Hill - Salford	15	30	40	60
118	Piccadilly Gardens – Higher Crumpsall	15	15	20	30
149	North Manchester General Hospital – Royal Oldham Hospital	60	60	60	120
163	Manchester - Bury	12	12	12	15
708	New Moston – Moston – Harpurhey – Plant Hill	School Bus			
715	Strangeways – Higher Crumpsall - Blackley - Charlestown	School Bus			

- 4.16 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

Metrolink

- 4.17 In terms of Metrolink services, Crumpsall Metrolink stop is located 2.1km west of the application site, which is within a reasonable walking distance (28 minutes) and comfortably within an acceptable cycling (7 minute) distance. Crumpsall Metrolink Stop is part of the Greater Manchester Tram Network, located on the light green and yellow lines, located within Zone 2, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Bury and Piccadilly Trani Station, as well as Bury and Altrincham. Connecting routes can be made to Ashton-under-Lyne, The Trafford Centre, Rochdale Town Centre, Oldham, East Didsbury and Manchester Airport, amongst others.

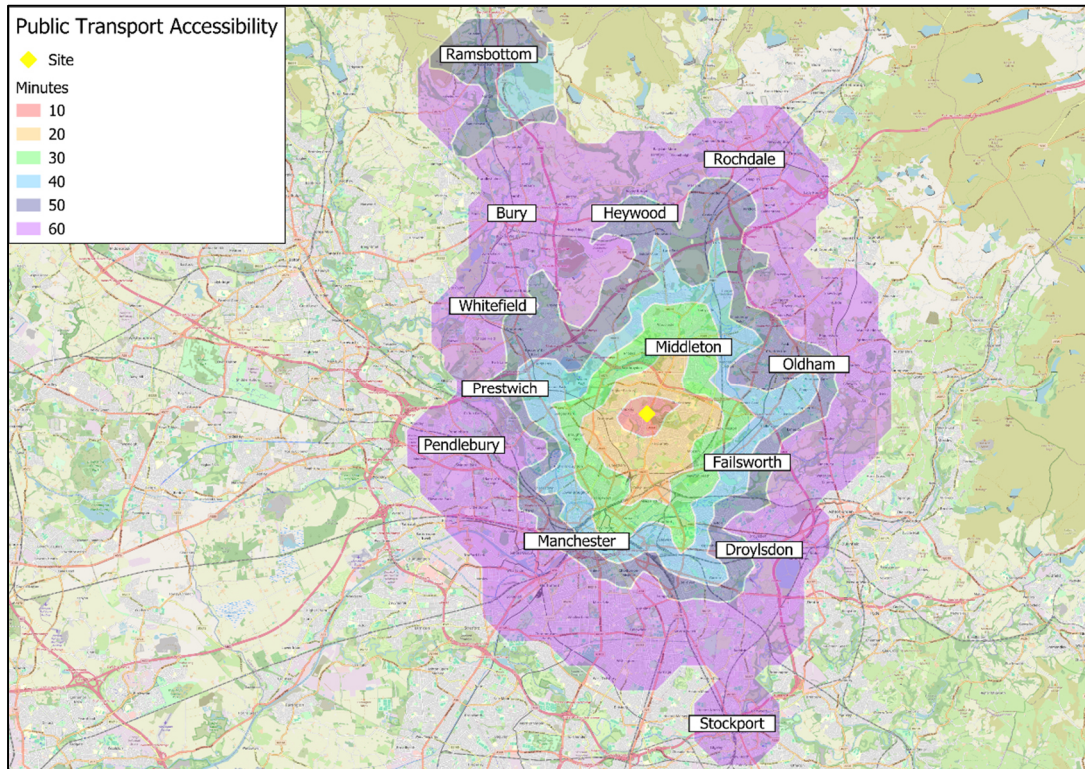
Figure 4.3 – Greater Manchester Tram Network Map



National rail

- 4.18 In terms of rail services, Moston Train Station is located approximately 3.4km east of the application site and is therefore within an acceptable cycling (12 minute) distance. Moston Train Station is managed by Northern and offers regular direct services throughout the week to Rochdale, Blackburn and Clitheroe, as well as other destinations. Services to these areas run every 30 minutes to every hour.
- 4.19 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.20 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Rochdale, Ramsbottom, Middleton, Oldham, Whitefield, Manchester and Stockport, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.21 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are bus and train services within close proximity providing access to a range of local destinations.
- 4.22 These findings demonstrate that prospective residents and staff will not be reliant on the private car.

5 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing and proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation - Existing Development

- 5.2 In order to estimate the trip generating potential of the existing 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) Car Show Rooms;
- ii) Car Show Rooms;
- iii) Multi modal surveys;
- iv) Selection by site area;
- v) Weekday surveys only; and
- vi) Only sites in 'Suburban area' locations have been selected.

- 5.3 The multi modal TRICS outputs for the existing development are presented in **Appendix B** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Ha) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	26.126	10.811	4.955	22.523
Cycles	0.901	0.000	0.000	0.901
Pedestrians	6.306	0.45	0.000	4.505
Pub. Trans.	2.703	0.000	0.000	3.604

- 5.4 The estimated trip generation associated with the existing site is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 0.2068 Ha				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	5	2	1	5
Cycles	0	0	0	0
Pedestrians	1	0	0	1
Pub. Trans.	1	0	0	1

Trip Generation - Proposed Development

5.5 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:

- vii) Residential;
- viii) Flats Privately Owned;
- ix) Multi modal surveys;
- x) Selection by number of dwellings (21 to 84);
- xi) Weekday surveys only; and
- xii) Only sites in 'Suburban Area' locations have been selected.

5.6 The multi modal TRICS outputs for the proposed development are presented in **Appendix B** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.062	0.225	0.197	0.087
Cycles	0.000	0.023	0.011	0.009
Pedestrians	0.037	0.202	0.172	0.073
Pub. Trans.	0.000	0.112	0.080	0.009

5.7 The estimated trip generation associated with the proposed development is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – 42 Apartments				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	9	8	4
Cycles	0	1	0	0
Pedestrians	2	8	7	3
Pub. Trans.	0	5	3	0

Net Trip Generation

- 5.8 The net traffic generation is equal to the total estimated traffic generated via the potential residential uses of the site, minus the total estimated traffic generated by the existing car show room use, if fully operational. The net traffic generation is summarised in **Table 5.5** below.

Table 5.5 - Net Trip Generation				
Mode	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	-3	7	7	-1

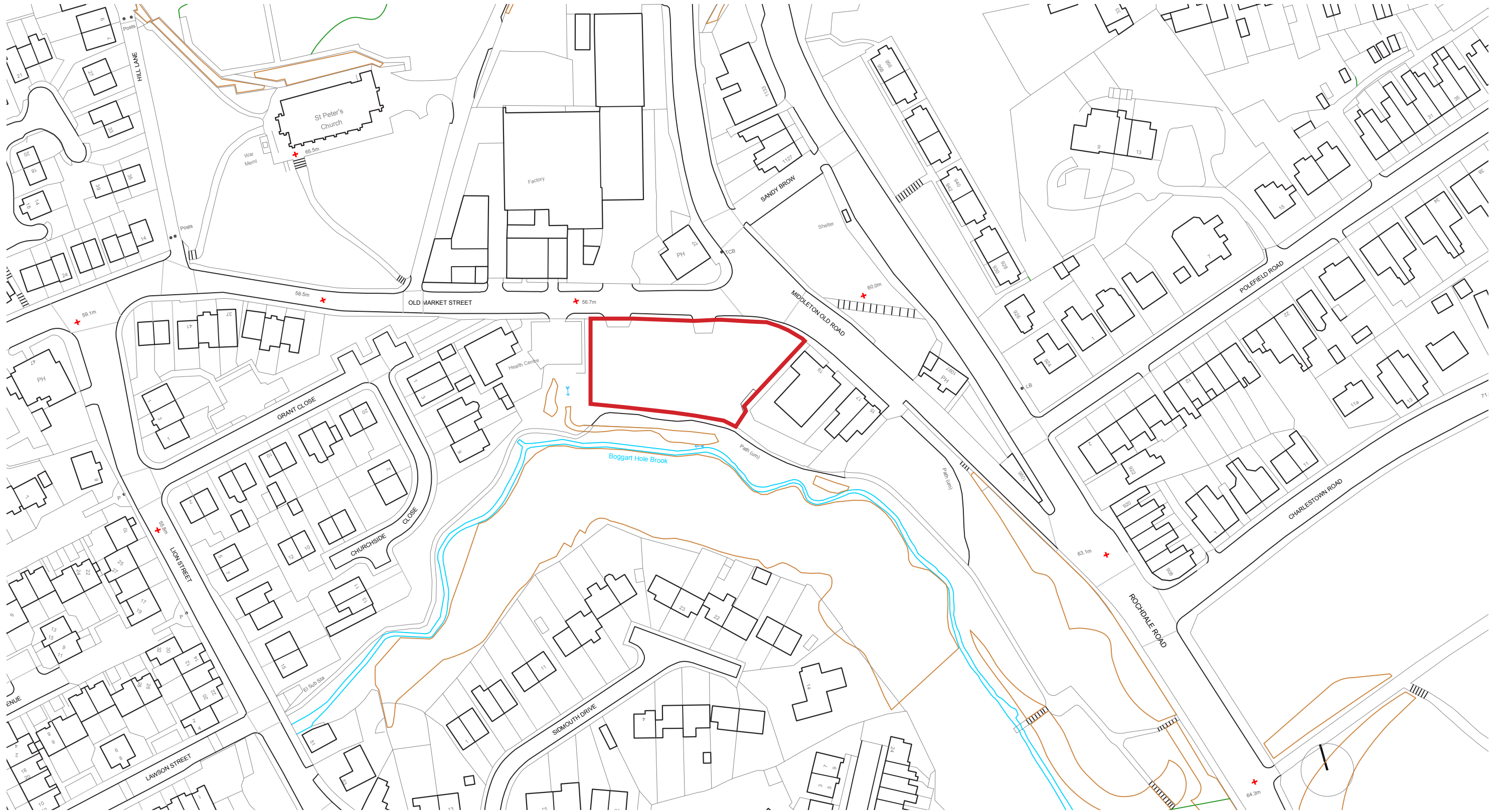
- 5.9 As detailed above, it is estimated that the scheme will generate 4 two-way vehicle movements in the AM peak hour and 6 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 15 minutes in the AM peak hour and 1 additional two-way vehicle movement every 10 minutes PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.10 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.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Saleem Architects to provide transport consultancy services to support a planning application for the erection of a 2, four-storey buildings for residential use, on land to the south of Old Market Street, Blackley.
- 6.2 The development will be accessed from Old Market Street. A cycle store for each block is proposed at ground floor level.
- 6.3 The proposed access would consolidate the two existing access points into a single access, being further west and away from the junction with 15-17 Middleton Old Road than the existing main access, which would represent a significant improvement.
- 6.4 27 car parking spaces are proposed, which is considered appropriate in the context of the site location and application proposals.
- 6.5 Refuse collection would take place from Old Market Street with bin stores proposed for both buildings. The site benefits from high levels of accessibility by sustainable modes and has a large range of local facilities and amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are bus services within close proximity providing access to a range of local destinations.
- 6.6 Analysis of accident data reveals that no accidents have been recorded along the site frontage, and there is no highway safety concern in the context of the proposed development.
- 6.7 It is estimated that the scheme will generate 4 two-way vehicle movements in the AM peak hour and 6 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 15 minutes in the AM peak hour and 1 additional two-way vehicle movement every 10 minutes PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.8 It is therefore concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A



LOCATION PLAN
1:1250 @ A3

Dimensioning

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

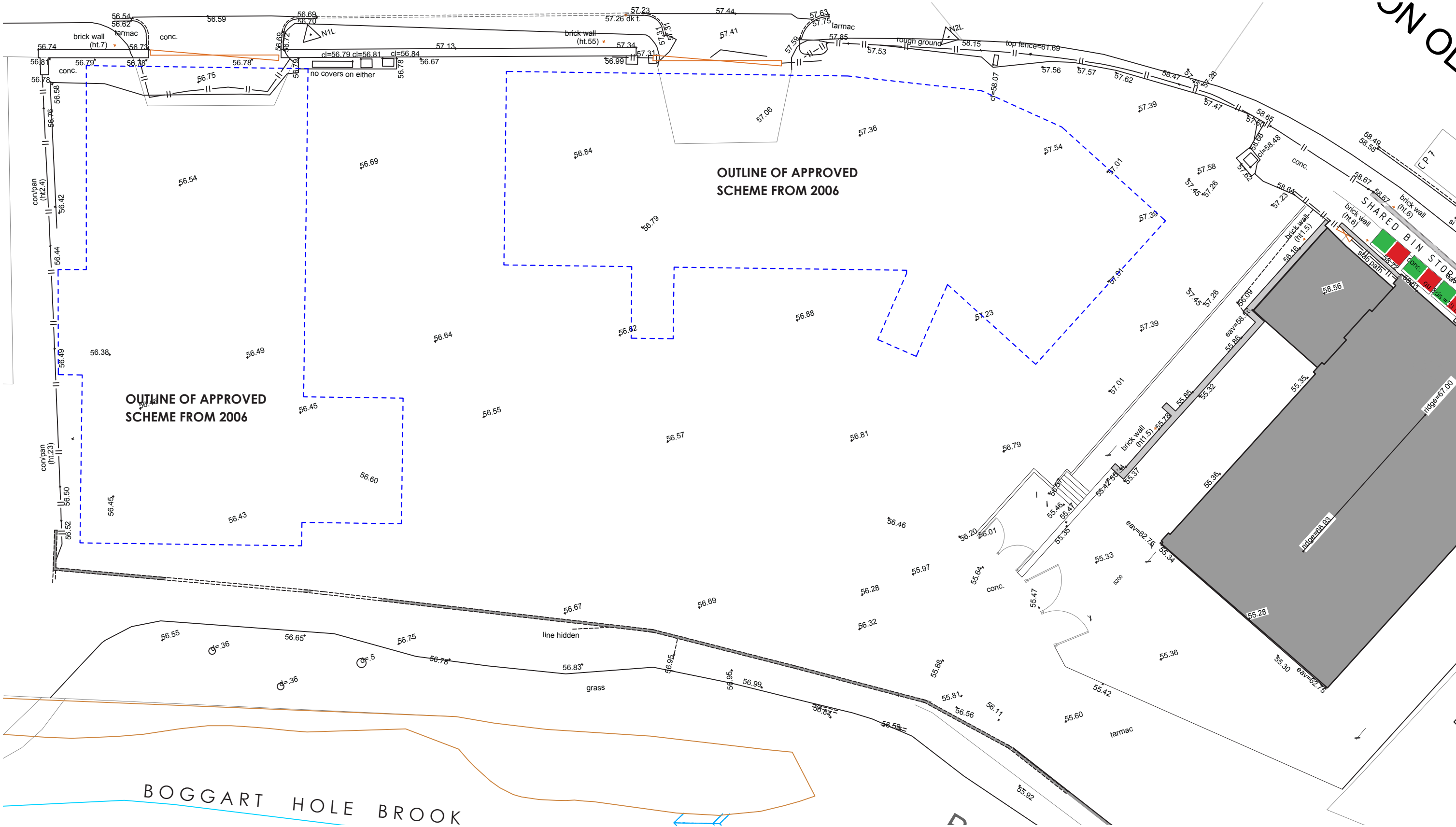
STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:
-
PROJECT:
Land @ Old Market Street
Crumpsall
TITLE:
Location Plan
SCALE:
1:1250 @ A3
DRAWING NO.
A100

REV:
A
DATE:
April 2024



Dimensioning

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

STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:	-
PROJECT:	Land @ Old Market Street Crumpsall
TITLE:	Existing Site Plan
SCALE:	1:200 @ A3
DRAWING NO.	A101
REV:	A
DATE:	April 2024



PROPOSED SITE PLAN
1:200 @ A3



Dimensioning

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

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STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:

PROJECT:
Land @ Old Market Street
Crumpsall

TITLE:
Proposed Site Plan

SCALE:
1:200 @ A3

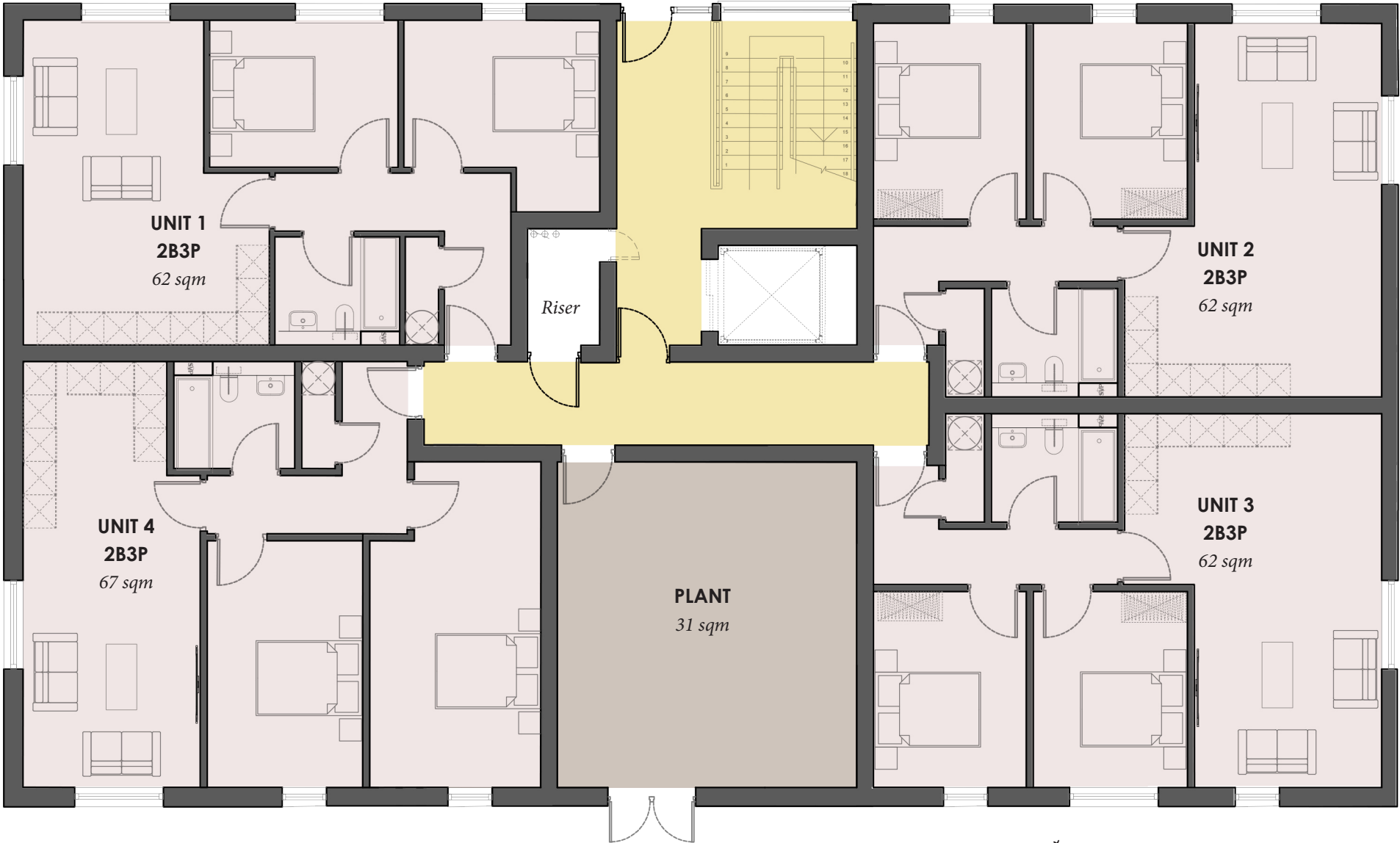
DRAWING NO.
A102

REV:
A

DATE:
April 2024

INTERNAL PARKING SIDE

OLD MARKET STREET



BLOCK A
GROUND FLOOR PLAN

1:100 @ A3



4 x TWO BEDROOMS FLAT

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

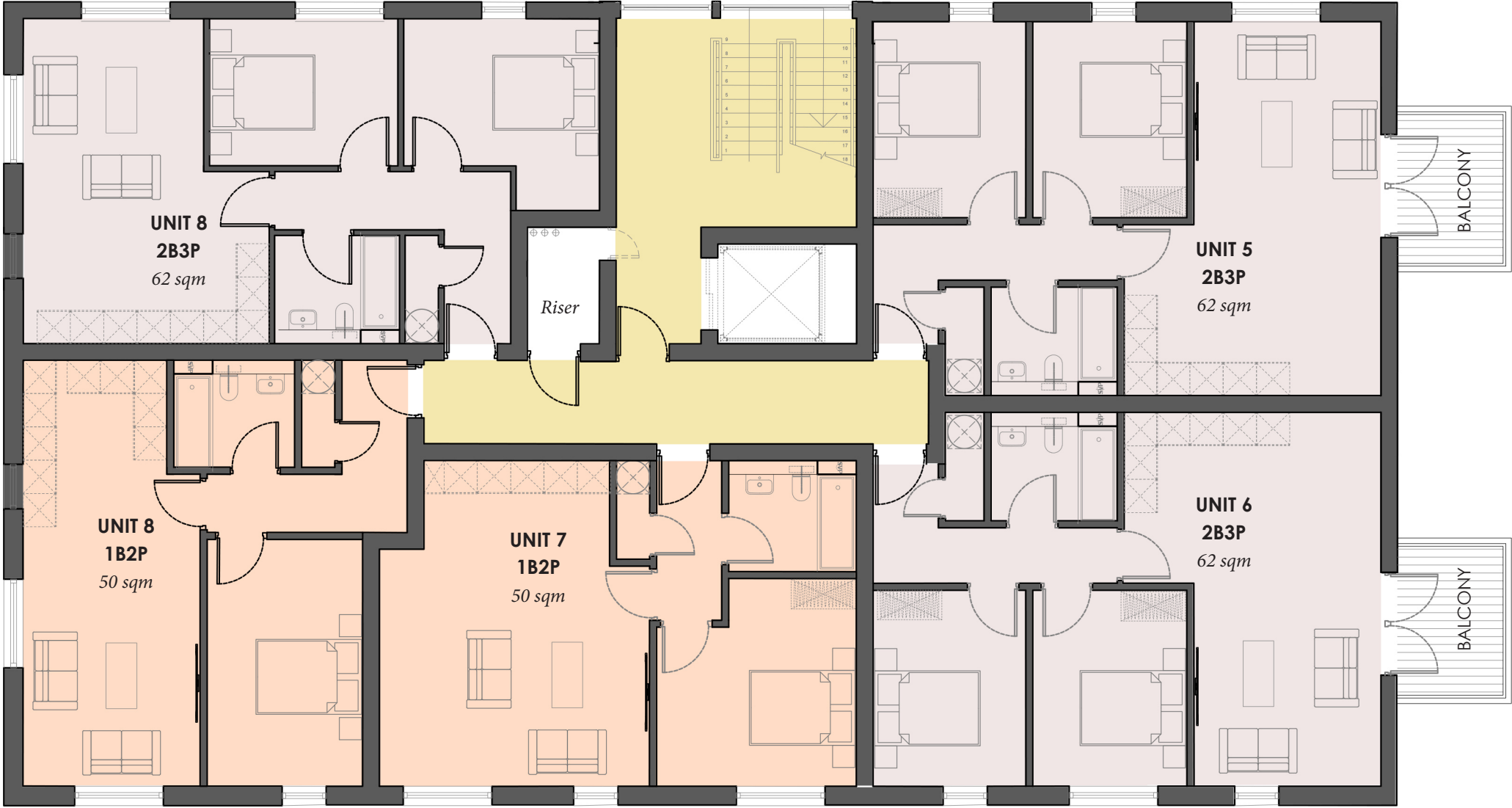
STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:	-
PROJECT:	Land @ Old Market Street Crumpsall
TITLE:	Block A - 00 GA
SCALE:	1:100 @ A3
DRAWING NO.	A200
REV:	A
DATE:	April 2024

INTERNAL PARKING SIDE

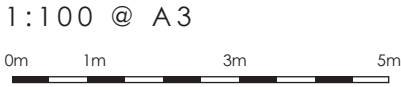


OLD MARKET STREET

BROOK SIDE

BLOCK A
PROPOSED FIRST - THIRD FLOOR PLAN

3 x TWO BEDROOMS FLAT
2 x ONE BEDROOM FLAT



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

STATUS:
PLANNING

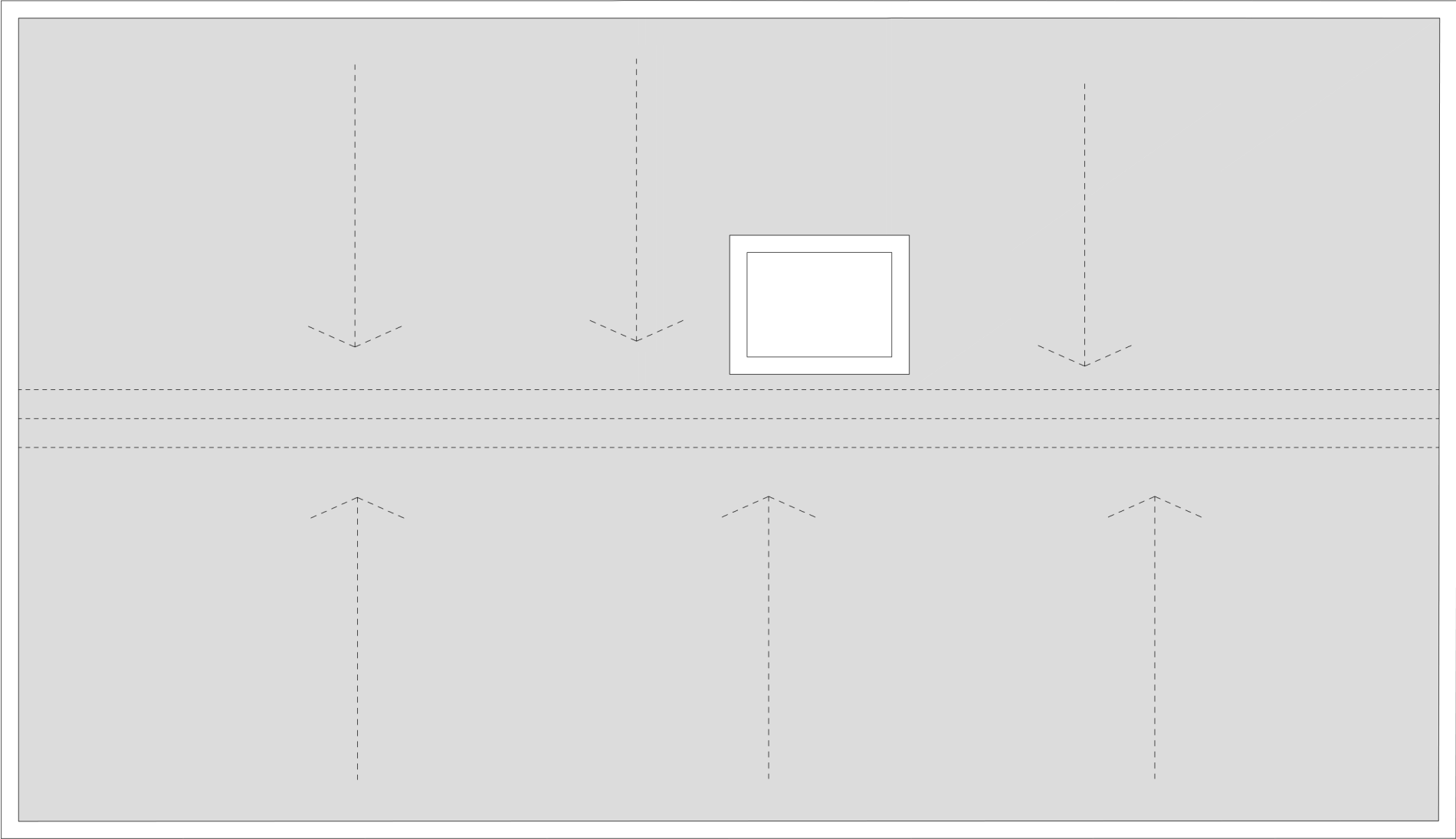


Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:	-
PROJECT:	Land @ Old Market Street Crumpsall
TITLE:	Block A - 01-03 GA
SCALE:	1:100 @ A3
DRAWING NO.	A201
REV:	A
DATE:	April 2024

INTERNAL PARKING SIDE

OLD MARKET STREET



BLOCK A
ROOF PLAN

1:100 @ A3



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

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STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:
-
PROJECT:
Land @ Old Market Street
Crumpsall

TITLE:
Block A - Roof Plan

SCALE:
1:100 @ A3
DRAWING NO.
A202

REV:
A

DATE:
April 2024



BLOCK B
GROUND FLOOR PLAN

1:100 @ A3

0m 1m 3m 5m

3 x TWO BEDROOMS FLAT
2 x ONE BEDROOM FLAT

Dimensioning

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

STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:
-

PROJECT:
Land @ Old Market Street
Crumpsall

TITLE:
Block b - 00 GA

SCALE:
1:100 @ A3
DRAWING NO.
A203

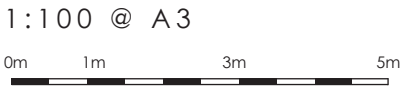
REV:
A

DATE:
April 2024

OLD MARKET STREET



BLOCK B
PROPOSED FIRST - THIRD FLOOR PLAN



INTERNAL PARKING SIDE

3 x TWO BEDROOMS FLAT
3 x ONE BEDROOM FLAT

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

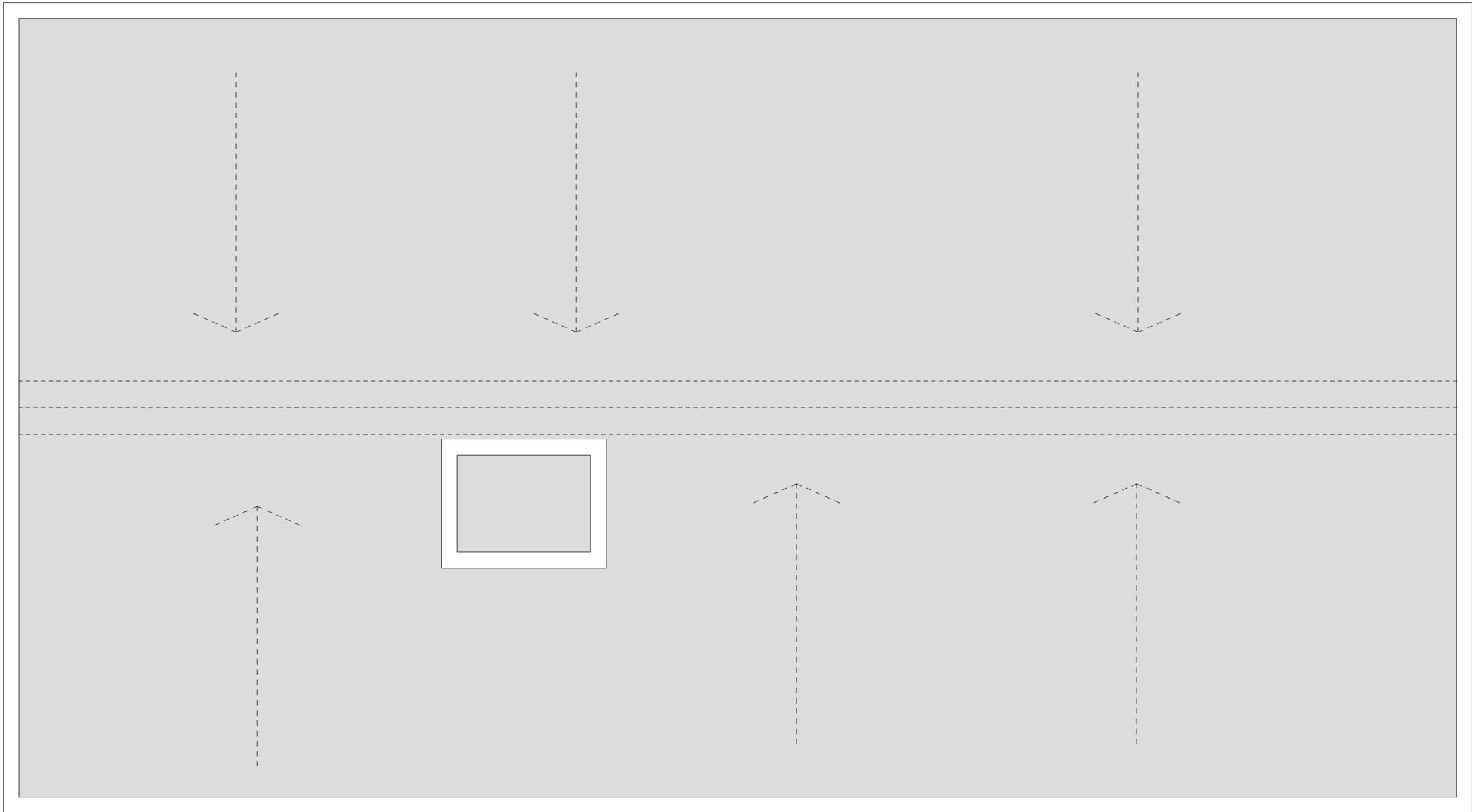
STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:	-
PROJECT:	Land @ Old Market Street Crumpsall
TITLE:	Block A - 01-03 GA
SCALE:	1:100 @ A3
DRAWING NO.	A204
REV:	A
DATE:	April 2024

OLD MARKET STREET



BLOCK B
ROOF PLAN
1:100 @ A3



INTERNAL PARKING SIDE

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

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STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:
-
PROJECT:
Land @ Old Market Street
Crumpsall

TITLE:
Block A - Roof Plan

SCALE:
1:100 @ A3
DRAWING NO.
A205

REV:
A

DATE:
April 2024



OLD MARKET STREET ELEVATION

1:200 @ A3

Dimensioning

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

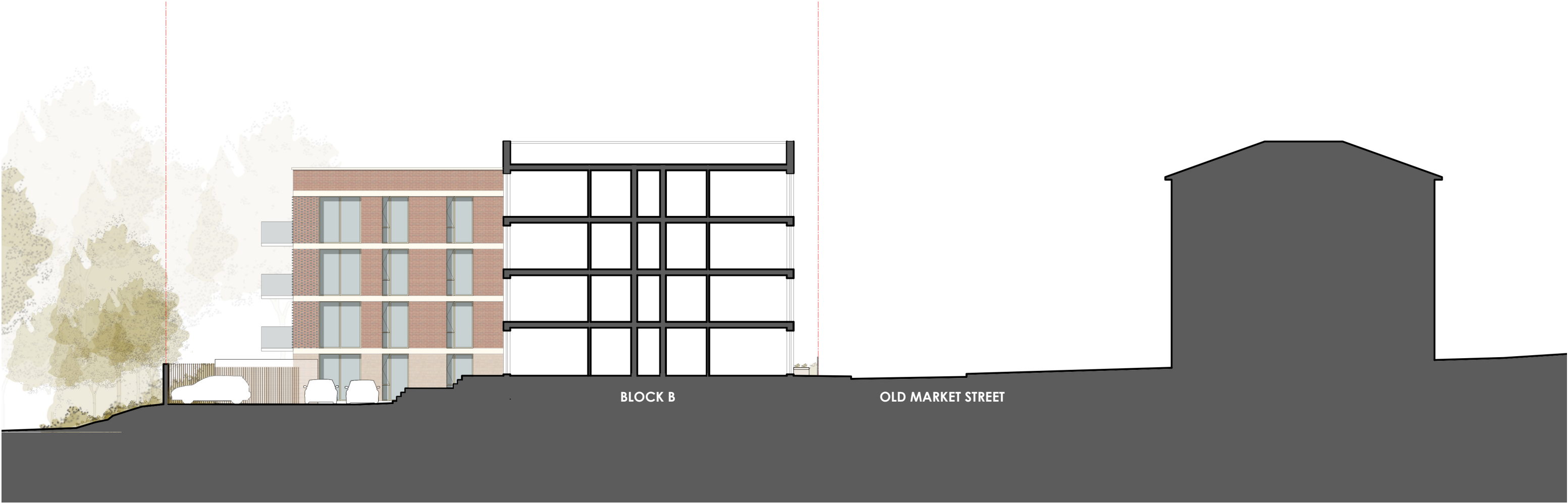
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STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:	-
PROJECT:	Land @ Old Market Street Crumpsall
TITLE:	Proposed Street Elevation
SCALE:	1:100 @ A3
DRAWING NO.	A206
REV:	A
DATE:	April 2024



SECTION THROUGH COURTYARD & BLOCK B

1:200 @ A3

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

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STATUS:
PLANNING



Rev	Date	Description
-	01/07/24	Issued to client for comments
A	08/07/24	Issued for Planning

CLIENT:
-
PROJECT:
Land @ Old Market Street
Crumpsall
TITLE:
Proposed Street Elevation ii
REV:
A
SCALE:
1:100 @ A3
DATE:
April 2024
DRAWING NO.
A207

S|C|P

APPENDIX B

Calculation Reference: AUDIT-726001-240730-0738

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

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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: Site area
 Actual Range: 1.04 to 1.18 (units: hect)
 Range Selected by User: 1.04 to 1.18 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 09/07/18

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:

Monday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of 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:

Industrial 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:

Sui Generis 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:

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

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

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Secondary Filtering selection (Cont.):Population within 5 miles:

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

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

Car ownership within 5 miles:

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	SO-14-A-01	JAGUAR LAND ROVER	SLOUGH
	LEIGH ROAD		
	SLOUGH		
	SLOUGH TRADING ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	1.18 hect	
	Survey date: MONDAY	09/07/18	Survey Type: MANUAL
2	WM-14-A-04	VOLKSWAGEN	WEST MIDLANDS
	LAWLEY MIDDLEWAY		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	1.04 hect	
	Survey date: THURSDAY	25/10/12	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.

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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	1.11	15.766	2	1.11	2.252	2	1.11	18.018
08:00 - 09:00	2	1.11	26.126	2	1.11	10.811	2	1.11	36.937
09:00 - 10:00	2	1.11	21.171	2	1.11	14.865	2	1.11	36.036
10:00 - 11:00	2	1.11	20.721	2	1.11	13.514	2	1.11	34.235
11:00 - 12:00	2	1.11	15.315	2	1.11	13.063	2	1.11	28.378
12:00 - 13:00	2	1.11	16.216	2	1.11	15.766	2	1.11	31.982
13:00 - 14:00	2	1.11	18.018	2	1.11	15.315	2	1.11	33.333
14:00 - 15:00	2	1.11	16.667	2	1.11	15.766	2	1.11	32.433
15:00 - 16:00	2	1.11	13.063	2	1.11	14.865	2	1.11	27.928
16:00 - 17:00	2	1.11	8.559	2	1.11	18.018	2	1.11	26.577
17:00 - 18:00	2	1.11	4.955	2	1.11	22.523	2	1.11	27.478
18:00 - 19:00	2	1.11	1.802	2	1.11	20.721	2	1.11	22.523
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			178.379			177.479			355.858

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:	1.04 to 1.18 (units: hect)
Survey date date range:	01/01/12 - 09/07/18
Number of weekdays (Monday-Friday):	2
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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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	1.11	1.802	2	1.11	0.450	2	1.11	2.252
08:00 - 09:00	2	1.11	0.901	2	1.11	0.000	2	1.11	0.901
09:00 - 10:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
10:00 - 11:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
11:00 - 12:00	2	1.11	0.450	2	1.11	0.000	2	1.11	0.450
12:00 - 13:00	2	1.11	0.450	2	1.11	0.901	2	1.11	1.351
13:00 - 14:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
14:00 - 15:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
15:00 - 16:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
16:00 - 17:00	2	1.11	0.000	2	1.11	0.901	2	1.11	0.901
17:00 - 18:00	2	1.11	0.000	2	1.11	0.901	2	1.11	0.901
18:00 - 19:00	2	1.11	0.000	2	1.11	0.450	2	1.11	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.603			3.603			7.206

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	1.11	4.505	2	1.11	0.450	2	1.11	4.955
08:00 - 09:00	2	1.11	6.306	2	1.11	0.450	2	1.11	6.756
09:00 - 10:00	2	1.11	1.802	2	1.11	1.802	2	1.11	3.604
10:00 - 11:00	2	1.11	3.153	2	1.11	1.802	2	1.11	4.955
11:00 - 12:00	2	1.11	1.351	2	1.11	0.000	2	1.11	1.351
12:00 - 13:00	2	1.11	2.703	2	1.11	4.955	2	1.11	7.658
13:00 - 14:00	2	1.11	2.703	2	1.11	3.153	2	1.11	5.856
14:00 - 15:00	2	1.11	2.252	2	1.11	0.450	2	1.11	2.702
15:00 - 16:00	2	1.11	1.802	2	1.11	2.252	2	1.11	4.054
16:00 - 17:00	2	1.11	2.252	2	1.11	0.901	2	1.11	3.153
17:00 - 18:00	2	1.11	0.000	2	1.11	4.505	2	1.11	4.505
18:00 - 19:00	2	1.11	0.000	2	1.11	8.108	2	1.11	8.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.829			28.828			57.657

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2	1.11	3.153	2	1.11	0.000	2	1.11	3.153
08:00 - 09:00	2	1.11	2.703	2	1.11	0.000	2	1.11	2.703
09:00 - 10:00	2	1.11	1.351	2	1.11	0.000	2	1.11	1.351
10:00 - 11:00	2	1.11	0.000	2	1.11	0.450	2	1.11	0.450
11:00 - 12:00	2	1.11	1.351	2	1.11	0.450	2	1.11	1.801
12:00 - 13:00	2	1.11	0.901	2	1.11	1.351	2	1.11	2.252
13:00 - 14:00	2	1.11	0.450	2	1.11	0.450	2	1.11	0.900
14:00 - 15:00	2	1.11	0.450	2	1.11	0.901	2	1.11	1.351
15:00 - 16:00	2	1.11	0.000	2	1.11	0.000	2	1.11	0.000
16:00 - 17:00	2	1.11	0.000	2	1.11	1.351	2	1.11	1.351
17:00 - 18:00	2	1.11	0.000	2	1.11	3.604	2	1.11	3.604
18:00 - 19:00	2	1.11	0.000	2	1.11	2.703	2	1.11	2.703
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.359			11.260			21.619

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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Calculation Reference: AUDIT-726001-240730-0725

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
	PB	PETERBOROUGH
05	EAST MIDLANDS	
	DY	DERBY
	NG	NOTTINGHAM
	SH	SHROPSHIRE
06	WEST MIDLANDS	
	FU	WESTMORLAND & FURNESS
09	NORTH	
	EB	CITY OF EDINBURGH
11	SCOTLAND	

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

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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: No of Dwellings
 Actual Range: 30 to 82 (units:)
 Range Selected by User: 21 to 84 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 02/10/23

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:

Monday 4 days
 Tuesday 3 days
 Wednesday 2 days

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

Selected survey types:

Manual count 9 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:

Suburban Area (PPS6 Out of Centre) 9

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

Selected Location Sub Categories:

Residential Zone 6
 No Sub Category 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:Use Class:

C3 9 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

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 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	9 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
2	DY-03-C-03	BLOCKS OF FLATS	DERBY
	CAESAR STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	EB-03-C-01	BLOCKS OF FLATS	CITY OF EDINBURGH
	MYRESIDE ROAD EDINBURGH CRAIGLOCKHART		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
4	FU-03-C-02	FLATS & BUNGALOWS	WESTMORLAND & FURNESS
	LOUND STREET KENDAL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
5	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
6	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
7	PB-03-C-02	BLOCK OF FLATS	PETERBOROUGH
	WESTFIELD ROAD PETERBOROUGH NETHERTON		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	44	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
8	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBAY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	48	0.057	9	48	0.142	9	48	0.199
08:00 - 09:00	9	48	0.062	9	48	0.225	9	48	0.287
09:00 - 10:00	9	48	0.096	9	48	0.144	9	48	0.240
10:00 - 11:00	9	48	0.092	9	48	0.108	9	48	0.200
11:00 - 12:00	9	48	0.078	9	48	0.085	9	48	0.163
12:00 - 13:00	9	48	0.071	9	48	0.057	9	48	0.128
13:00 - 14:00	9	48	0.057	9	48	0.089	9	48	0.146
14:00 - 15:00	9	48	0.106	9	48	0.108	9	48	0.214
15:00 - 16:00	9	48	0.133	9	48	0.076	9	48	0.209
16:00 - 17:00	9	48	0.126	9	48	0.087	9	48	0.213
17:00 - 18:00	9	48	0.197	9	48	0.087	9	48	0.284
18:00 - 19:00	9	48	0.135	9	48	0.064	9	48	0.199
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.210			1.272			2.482

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:	30 - 82 (units:)
Survey date date range:	01/01/10 - 02/10/23
Number of weekdays (Monday-Friday):	9
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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	48	0.005	9	48	0.011	9	48	0.016
08:00 - 09:00	9	48	0.000	9	48	0.023	9	48	0.023
09:00 - 10:00	9	48	0.005	9	48	0.009	9	48	0.014
10:00 - 11:00	9	48	0.002	9	48	0.002	9	48	0.004
11:00 - 12:00	9	48	0.007	9	48	0.000	9	48	0.007
12:00 - 13:00	9	48	0.000	9	48	0.002	9	48	0.002
13:00 - 14:00	9	48	0.000	9	48	0.002	9	48	0.002
14:00 - 15:00	9	48	0.009	9	48	0.007	9	48	0.016
15:00 - 16:00	9	48	0.007	9	48	0.000	9	48	0.007
16:00 - 17:00	9	48	0.011	9	48	0.002	9	48	0.013
17:00 - 18:00	9	48	0.011	9	48	0.009	9	48	0.020
18:00 - 19:00	9	48	0.009	9	48	0.002	9	48	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.069			0.135

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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	48	0.014	9	48	0.126	9	48	0.140
08:00 - 09:00	9	48	0.037	9	48	0.202	9	48	0.239
09:00 - 10:00	9	48	0.064	9	48	0.133	9	48	0.197
10:00 - 11:00	9	48	0.046	9	48	0.076	9	48	0.122
11:00 - 12:00	9	48	0.055	9	48	0.060	9	48	0.115
12:00 - 13:00	9	48	0.083	9	48	0.069	9	48	0.152
13:00 - 14:00	9	48	0.062	9	48	0.067	9	48	0.129
14:00 - 15:00	9	48	0.073	9	48	0.083	9	48	0.156
15:00 - 16:00	9	48	0.110	9	48	0.057	9	48	0.167
16:00 - 17:00	9	48	0.115	9	48	0.053	9	48	0.168
17:00 - 18:00	9	48	0.172	9	48	0.073	9	48	0.245
18:00 - 19:00	9	48	0.103	9	48	0.048	9	48	0.151
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.934			1.047			1.981

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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	48	0.000	9	48	0.050	9	48	0.050
08:00 - 09:00	9	48	0.000	9	48	0.112	9	48	0.112
09:00 - 10:00	9	48	0.009	9	48	0.032	9	48	0.041
10:00 - 11:00	9	48	0.009	9	48	0.025	9	48	0.034
11:00 - 12:00	9	48	0.011	9	48	0.030	9	48	0.041
12:00 - 13:00	9	48	0.014	9	48	0.018	9	48	0.032
13:00 - 14:00	9	48	0.014	9	48	0.009	9	48	0.023
14:00 - 15:00	9	48	0.021	9	48	0.023	9	48	0.044
15:00 - 16:00	9	48	0.034	9	48	0.016	9	48	0.050
16:00 - 17:00	9	48	0.025	9	48	0.000	9	48	0.025
17:00 - 18:00	9	48	0.080	9	48	0.009	9	48	0.089
18:00 - 19:00	9	48	0.062	9	48	0.009	9	48	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.333			0.612

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.