



Mr C Gee

Broughton Lane, Manchester

Transport Statement

March 2024



Mr C Gee

Broughton Lane, Manchester

Transport Statement

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APPENDICES

APPENDIX A Proposed Site Plan

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Mr C Gee

Broughton Lane, Manchester

Transport Statement



APPENDIX B Full TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Mr C Gee (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a new commercial development on Broughton Lane in Cheetham Hill, Manchester.
- 1.1.2 It is proposed to provide a new bin store for the existing commercial block in light of current over-spilling, fly tipping and littering issues. Due to the location of the proposed bin store creating a residual area, it is also proposed to provide an additional 30sqm of commercial land use (Use Class E, B8 Trade Counter or Sui Generis Cash and Carry Wholesaler).
- 1.1.3 The site location plan is shown in [Figure 1.1](#).

Figure 1.1 : Site Location Plan (source : Equilibrium Architects)



- 1.1.4 This Transport Statement (TS) has been prepared in support of the development proposals and considers the existing highway conditions, accessibility by sustainable modes of travel, servicing / delivery arrangements and expected trip generation.

1.2 Planning History

132963/FO/2022

- 1.2.1 The current proposals are similar to that recently approved under App Ref: 132963/FO/2022; the new proposals have an altered redline boundary.
- 1.2.2 Planning permission was granted on 3rd March 2022 by Manchester City Council (MCC) for the conversion of internal parking area into a bin store, to create a trade counter and cash and carry (sui generis), together with the installation of new shopfront, external roller shutters and new bin store access.

1.3 Methodology

- 1.3.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007).
- 1.3.2 Although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.4 Report Structure

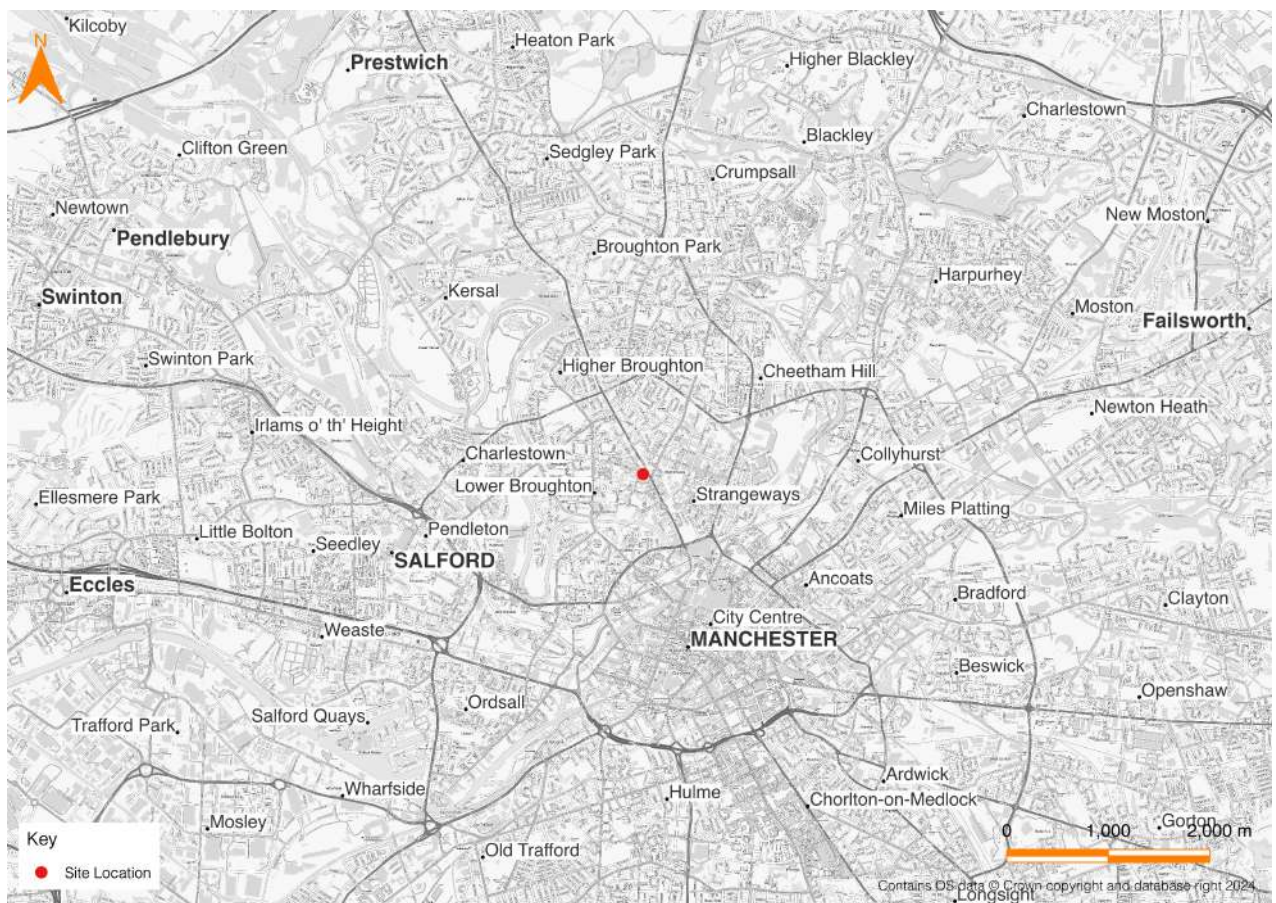
- 1.4.1 Following this introduction, the TS has been structured as follows:
 - Chapter 2 describes the site location, local highway network and collision data;
 - Chapter 3 outlines the development proposals, vehicular access, servicing and on-site parking;
 - Chapter 4 describes accessibility by non-car modes, including public transport, cycle and on foot;
 - Chapter 5 details the expected trip generation and traffic impact; and
 - Chapter 6 summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Site

2.1.1 As shown in [Figure 2.1](#), the development site is located in the Cheetham Hill area, c.1.5km north of Manchester City Centre and c.2.6km northeast of Salford.

Figure 2.1 : Site Location Plan



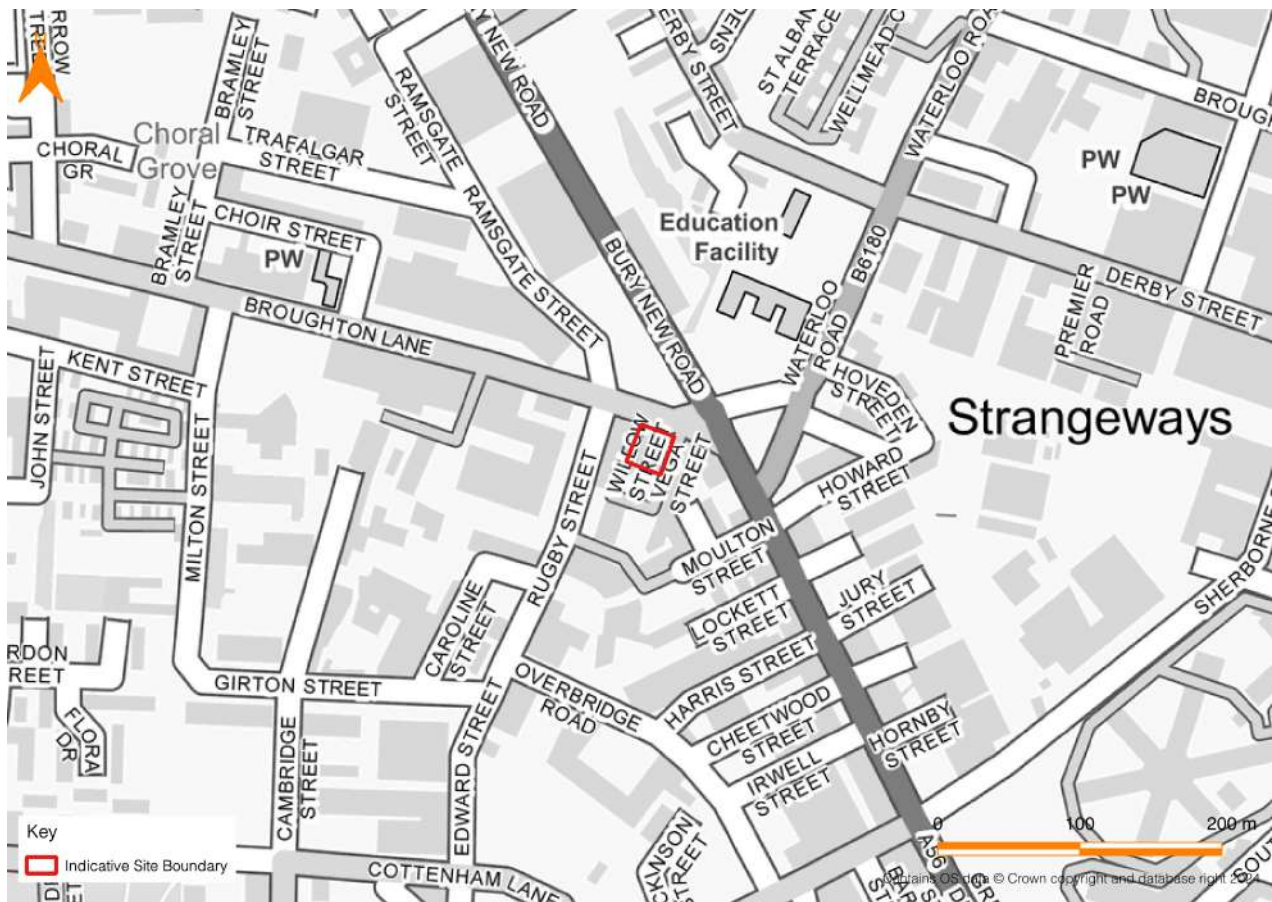
2.1.2 The development site consists of an existing commercial building comprising several commercial units. It is located within an existing employment area that comprises commercial and industrial land uses.

2.2 Local Highway Network

2.2.1 The development site is bound to the north by Broughton Lane, and by Willow Street to the east, west and south.

2.2.2 The location of the development site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



Broughton Lane

- 2.2.3 Broughton Lane runs in a broadly east-to-west alignment to the north of the site and provides access to Bury New Road (A56) to the east.
- 2.2.4 The existing conditions along Broughton Lane are summarised in [Table 2.1](#).

Table 2.1 : Broughton Lane – Existing Conditions

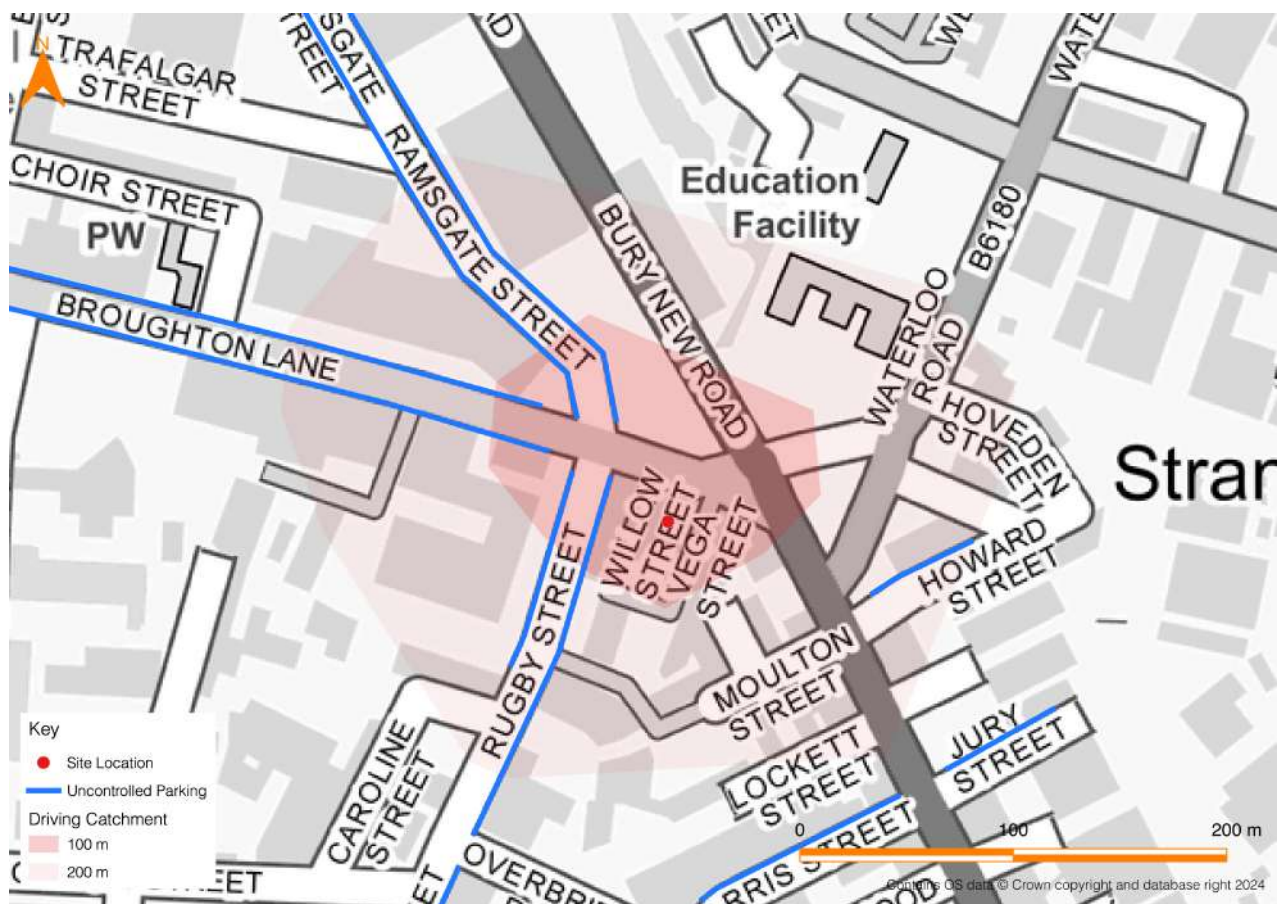
Road Classification	Unclassified	Footway Width	c.1.8 - 3.6m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pedestrian refuse islands available at junction with Bury New Road
Speed Limit	30 mph	Cycle Facilities	No
Carriageway Width	c.9.2m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

2.2.5 Traffic Regulation Orders (TROs), restricting parking, are in place along Broughton Lane in the vicinity of the site.

2.3 Parking Provision

2.3.1 Whilst areas of the local highway network are subject to TROs to prevent inappropriate parking, sections are available for on-street parking as shown in Figure 2.3.

Figure 2.3 : Uncontrolled Parking Areas



2.3.2 These areas can be used by future employees and visitors at the site. As there is an existing commercial development at the site, this arrangement is already in place.

2.4 Public Rights of Way

2.4.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 It is proposed to provide a new bin store for the existing commercial block in light of current over-spilling, fly tipping and littering issues. This will result in 2no. existing under-croft car parking spaces being removed from the site.
- 3.1.2 The creation of the new bin store will create a residual area and it is therefore proposed to provide an additional 30 sqm of commercial land use (Use Class E, B8 Trade Counter or Sui Generis Cash and Carry Wholesaler).
- 3.1.3 The proposed site layout is shown in [Figure 3.1](#), with the full layout drawing attached in [Appendix A](#).

Figure 3.1 : Proposed Development Site Layout (source : Equilibrium Architects)



3.2 Site Access Arrangement

- 3.2.1 Parking will not be provided on site and therefore vehicle access is not required.
- 3.2.2 Pedestrian access to the units will be taken from Broughton Lane as per the existing arrangement.

3.3 Servicing Arrangements

3.3.1 Refuse collection and all deliveries will take place as existing from the kerbside on Broughton Lane. Delivery and servicing vehicles will therefore not be required to enter the site.

3.4 Parking Provision

3.4.1 The site will provide no on-site car parking. This approach was approved by MCC under App Ref: 132963/FO/2022.

3.4.2 MCC's adopted parking standards are outlined in Appendix B in the Core Strategy Development Plan Document of Manchester's Local Development Framework.

3.4.3 Their car parking standards for the relevant land uses are summarised in [Table 3.1](#).

Table 3.1 : MCC Maximum Car Parking Standards

Land Use	District Centres	Areas not within City Centre or District Centre
A1 Food Retail	1 space / 16 sqm	1 space / 14 sqm
A1 Non-Food Retail	1 space / 22 sqm	1 space / 20 sqm
B8 Storage and Distribution	1 space / 100 sqm	1 space / 100 sqm

3.4.4 The above land uses do not accurately represent the proposals and therefore it has been deemed more appropriate assess parking provision based on the requirements of the development.

3.4.5 The existing units at the site do not currently have access to any dedicated on or off-street parking; these units are served only by existing on-street bays on Broughton Lane and areas uncontrolled parking as detailed in [Section 2.3](#).

3.4.6 As the floor area of the unit is only increasing by a small amount, the site is expected to receive only minimal additional peak hour movements, as further outlined in [Chapter 5](#); therefore, parking demand is only expected to increase slightly, if at all. The presence of TROs on the local highway network will prevent any inappropriate parking from taking place.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 4.1.3 Paragraph 109 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

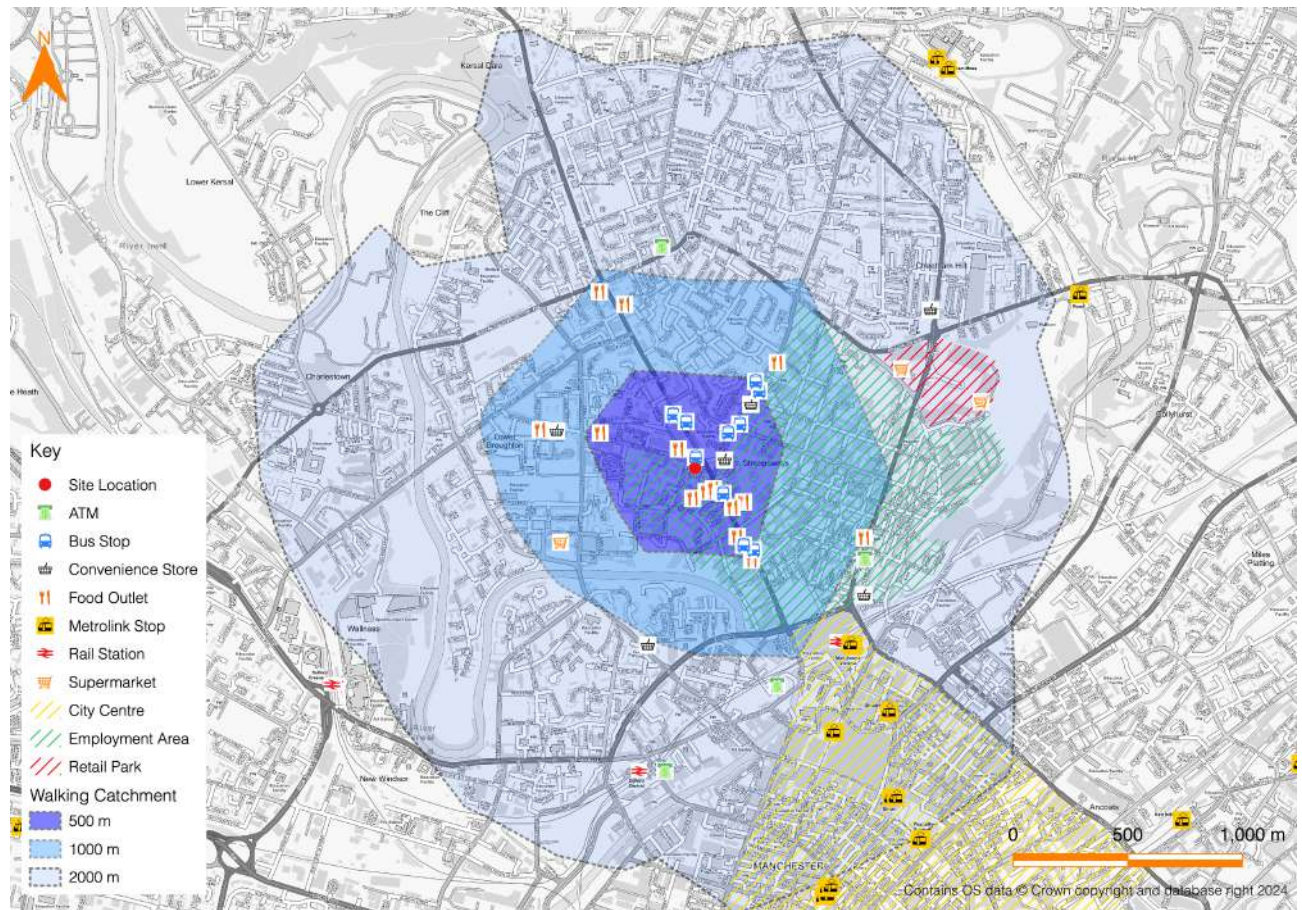
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, a network of existing footways is provided on the local highway network surrounding the site. The network of footways provide access for all users, accounting for age-related requirements and varying levels and types of disability, including visual impairment.

4.2.5 Figure 4.1 presents the local amenities and areas within the 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops, and local amenities. The distances have been measured from the unit frontage and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Existing Local Amenities – Distance and Walking Times

Amenity	Approx. Distance	Average Walking Time
Northbound Bus Stop on Bury New Road	100m	1 minute
Premier Convenience Store	160m	2 minutes
Mughali Taste Restaurant	180m	2 minutes

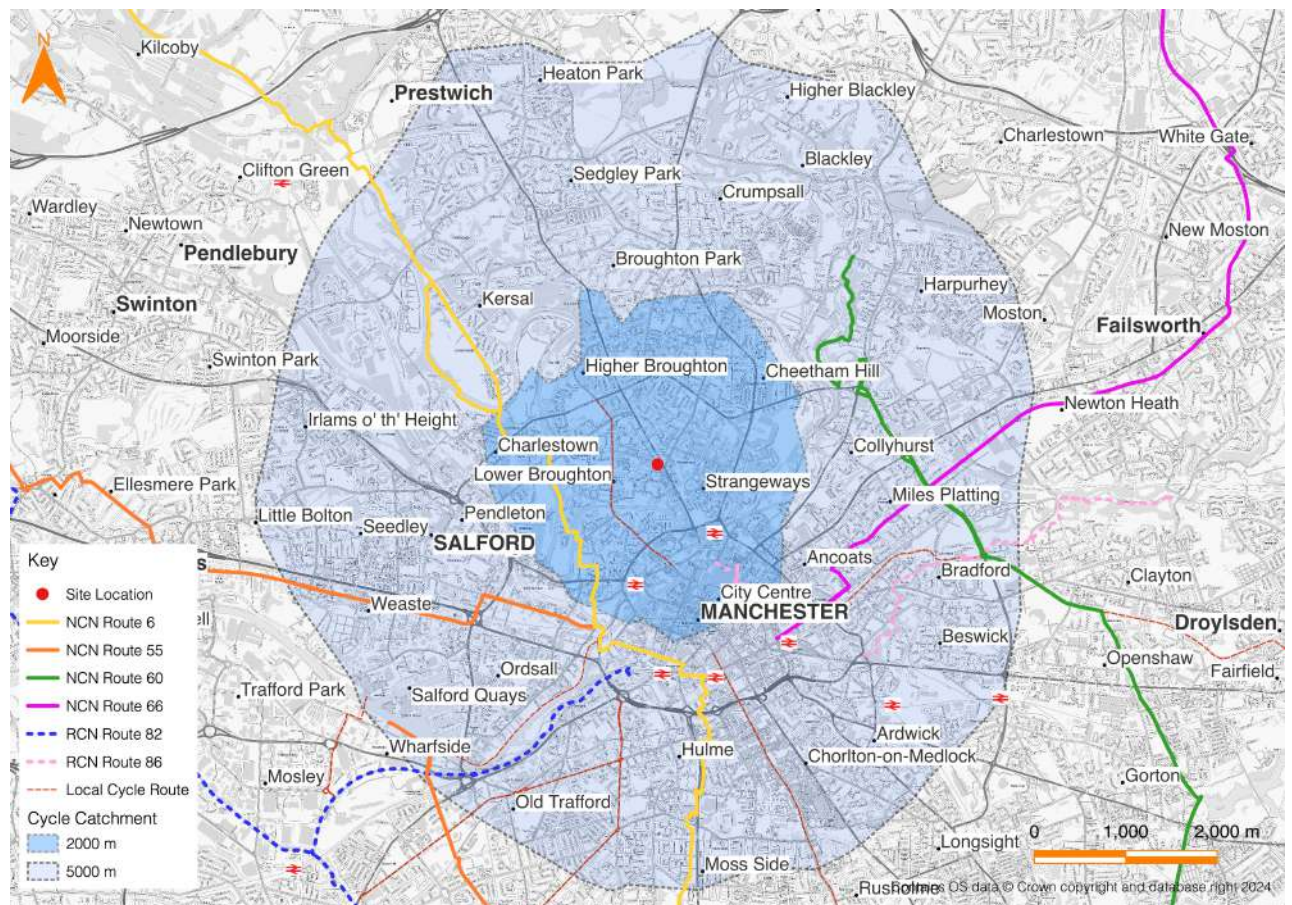
Amenity	Approx. Distance	Average Walking Time
Southbound Bus Stop on Bury New Road	210m	3 minutes
Lidl Supermarket	900m	11 minutes
Manchester Victoria Railway Station and Metrolink Stop	1.6km	19 minutes
Manchester Fort Retail Park	2.2km	26 minutes

- 4.2.7 As shown in Table 4.2, the site is well located in terms of access to local bus routes. A northbound bus stop is located on Bury New Road (A56) within c.100m (1-minute walk), and a southbound bus stop within c.210m (3-minute walk).
- 4.2.8 The site is also located within c.1.6km (19-minute walk) of Manchester Victoria Station, where both rail and Metrolink services can be accessed.
- 4.2.9 Several amenities are available along, or within the vicinity of, Bury New Road within a c.500m walking catchment of the site, including food outlets such as Mughali Taste within a 2-minute walk, as well as a Premier convenience store also within a 2-minute walk.
- 4.2.10 As described previously, the local highway network benefits from a network of good quality footways, providing access to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips for accessing the site.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, several routes on the National Cycle Network (NCN) and Regional Cycle Network (RCN) are available within the cycling catchment.

4.3.5 The site also benefits from a network of local cycle routes in the vicinity as shown in Figure 4.3.

Figure 4.3 : Local Cycle Network (source : TfGM)



4.3.6 As shown in Figure 4.3, Bury New Road features on road cycling routes, as well as Toucan crossings for both pedestrians and cyclists.

4.3.7 In consideration of the extensive cycle network within the vicinity of the development site that includes national and local routes, cycling is a realistic method of travel for future users, particularly as an alternative to private car trips.

4.4 Public Transport

4.4.1 A local public transport map in the vicinity of the site is shown in Figure 4.4.

Figure 4.4 : Public Transport Map (source: TfGM)



Local Bus Services

4.4.2 As described previously, bus stops are located within a short walking distance from the site. A northbound bus stop is located on Bury New Road (A56) within c.100m (1-minute walk), and a southbound bus stop within c.210m (3-minute walk).

4.4.3 The bus services available from Bury New Road in the vicinity of the site are summarised in Table 4.3.

Table 4.3 : Local Bus Services – Bury New Road (A56)

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
X41	Manchester City Centre - Accrington	1	1	1	1	1
59	Piccadilly Gardens - Oldham	5	5	5	4	3

- 4.4.4 As shown in Table 4.3, 2no. frequent public bus services are available from Bury New Road within a short walk from the site, providing services towards Accrington and Oldham, and also into Manchester City Centre.
- 4.4.5 Services are available every day of the week, with the 59no. service available up to every 12 minutes towards Manchester City Centre and Oldham.
- 4.4.6 It has therefore been demonstrated that the development site is well-placed in terms of bus connectivity, with journeys by bus representing a realistic alternative to car trips for accessing the site.

4.5 Summary

- 4.5.1 In summary, it has been shown that the site benefits from good levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to single occupancy car trips. This including the following:
- Good quality footways on the local highway network providing safe walking routes to bus stops and local amenities, particularly along Bury New Road;
 - A network of national, regional and local cycle routes are available from the site within the cycle catchment, including on-road routes and Toucan crossings along Bury New Road; and
 - Frequent public bus services are available from Bury New Road, providing services towards Accrington and Oldham, as well as Manchester City Centre.
- 4.5.2 The site is therefore compliant with the NPPF in paragraph 114 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location'.*
- 4.5.3 Furthermore, the proposals accord with paragraph 116 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 Introduction

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed development. Vehicle trip rates have been derived from the TRICS database (v7.10.4) using the '*Retail – Convenience Store*' land use category. Full TRICS outputs are attached in [Appendix B](#).
- 5.1.2 Whilst this land use category is not an exact representation of the proposals, it is considered to provide a robust estimation based on the intended land uses, as well as exiting units at the site.
- 5.1.3 TRICS surveys conducted during the COVID-19 pandemic were removed due to the impact of the pandemic on travel behaviour.
- 5.1.4 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. Therefore, the 'Suburban Area' and 'Neighbourhood Centre' land uses were selected.

5.2 Trip Generation

- 5.2.1 In order to assess the impact of the increase in floor area, only the additional 30 sqm will be assessed.
- 5.2.2 The vehicle TRICS trip rates during the AM and PM peaks for the proposed apartments on the site are summarised in [Table 5.1](#).

Table 5.1 : TRICS Trip Rates (Vehicles) – Convenience Store

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
<i>Retail – Convenience Store</i>	5.577	5.047	10.624	6.710	7.168	13.878
Proposed Apartments (30 sqm)	2	2	3	2	2	2

5.2.3 As shown in Table 5.1, as a worst-case scenario, the proposed development is expected to generate an additional **3** two-way trips during the AM peak hour and an additional **2** two-way trips during the PM peak hour.

5.3 Summary

5.3.1 In terms of traffic impact on the local highway network, the proposed development is expected to generate additional **3** two-way trips during the AM peak hour and an additional **2** two-way trips during the PM peak hour, which is the equivalent to approximately 1 trip every 20-30 minutes on the local highway network.

5.3.2 Overall, it can be concluded that the proposed development will have a very low traffic impact on the local highway network, and not have a severe impact, which is the threshold stated by NPPF (Paragraph 115) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Mr C Gee to provide transport planning and highways advice in relation to a planning application for a new commercial development on Broughton Lane in Cheetham Hill, Manchester.
- 6.1.2 It is proposed to provide a new bin store for the existing commercial block in light of current over-spilling, fly tipping and littering issues. Due to the location of the bin store creating a residual area, it is also proposed to provide an additional 30 sqm of commercial land use (Use Class E, B8 Trade Counter or Sui Generis Cash and Carry Wholesaler).
- 6.1.3 The proposals are similar to those approved by Manchester City Council on 3rd March 2022 at the site under App Ref: 132963/FO/2022. The main difference is an altered redline boundary.
- 6.1.4 The analysis in this Transport Statement has been carried in accordance with current policy and guidance. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, and bus services, providing a realistic alternative to car travel, particular for leisure/ amenity trips and commuting.
 - No on-site parking will be provided. This approach was agreed by Manchester City Council as part of App Ref: 132963/FO/2022.
 - Servicing and delivery vehicles will serve the site kerbside from Broughton Lane, as per the existing arrangements.
 - The proposed development is expected to generate 3 two-way trips during the AM peak hour and 2 two-way trips during the PM peak hour. In terms of traffic impact on the local highway network, the proposed development is expected to generate 1 trip every 20-30 minutes when averaged over the AM and PM peak hours.
 - Overall, it can be concluded that the proposed development will have a very low impact, and not a severe impact, on the local highway network, which is the threshold stated by NPPF (Paragraph 115) under which development should not be refused on highways grounds.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

Mr C Gee

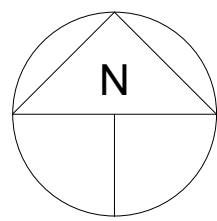
Broughton Lane, Manchester

Transport Statement



APPENDIX A

Proposed Site Plan



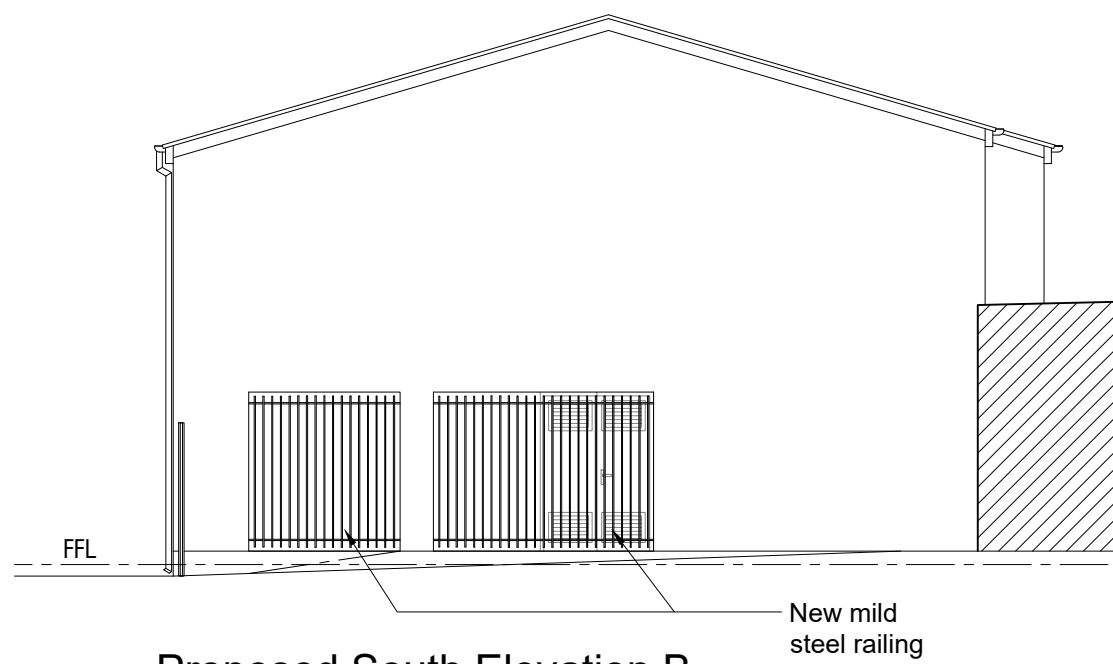
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projects the CDM 2015 regulations apply and the work on this project may require both the issue of a notification to the HSE (because of the duration of the works on site) and the client may also need to appoint a Principal Designer because there may be more than one contractor working on site. The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties. The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in The Party Wall Act 1996. The Building Contactor is to verify the thickness of the party walls prior to commencement of the proposed works.



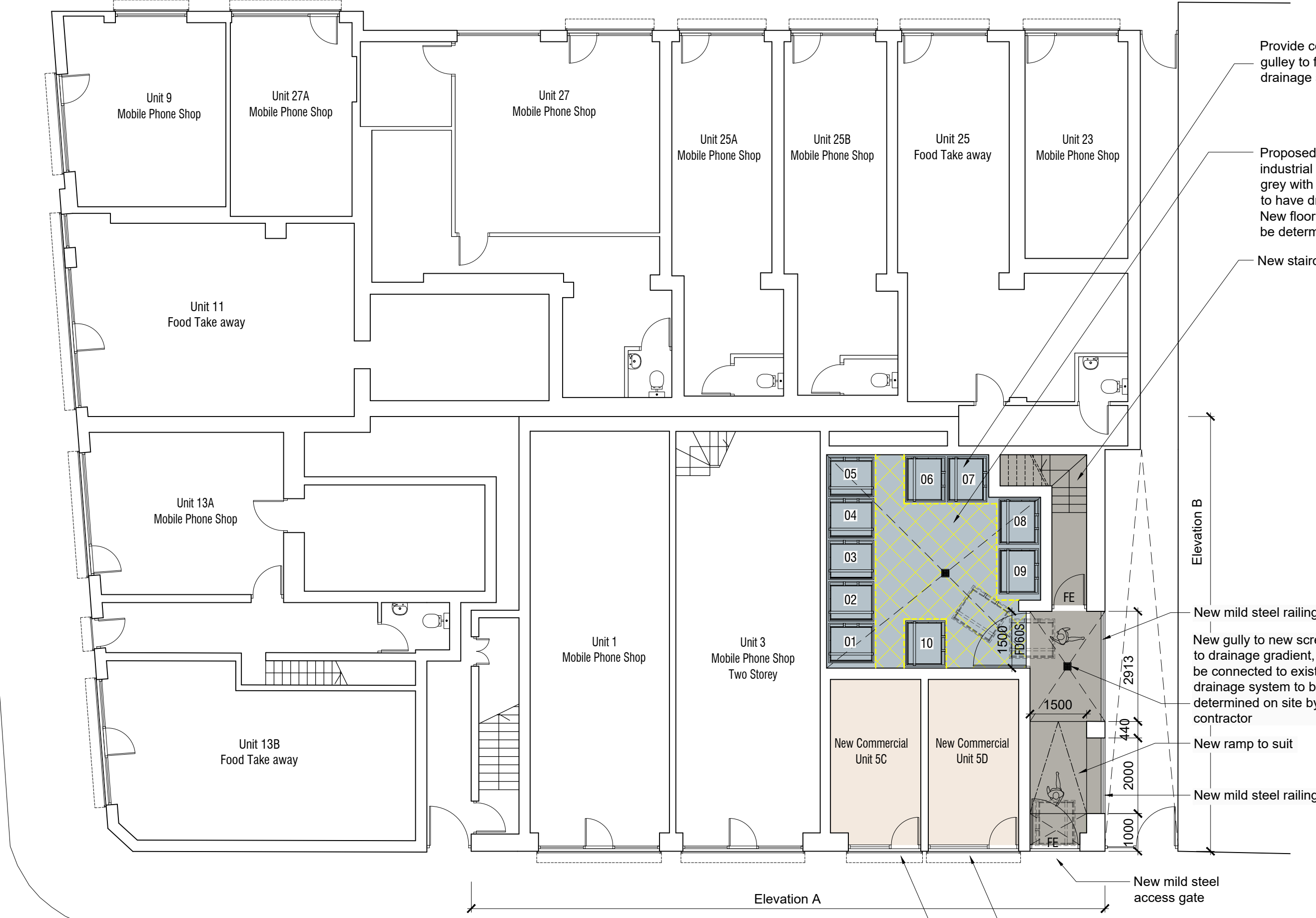
Proposed Site Plan
Scale 1:200

0m 5m 10m 15m 20m



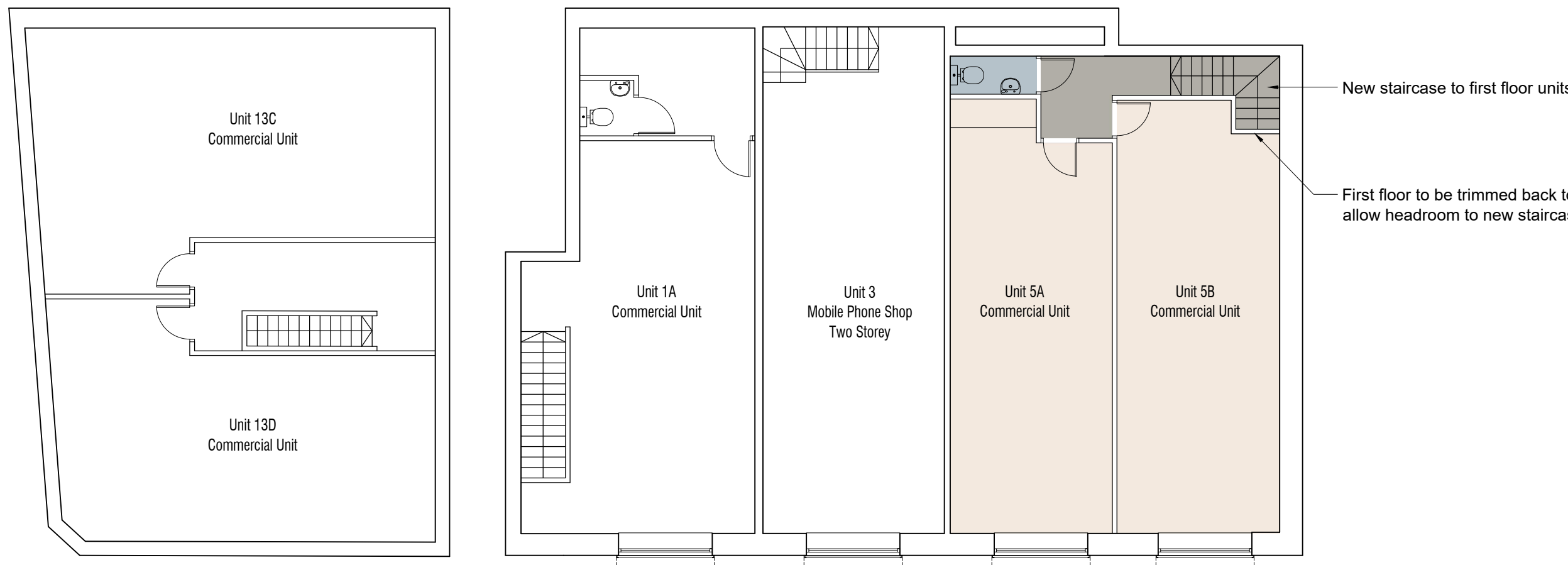
Proposed South Elevation B
Scale 1:100

0m 1m 2m 3m 4m 5m 10m



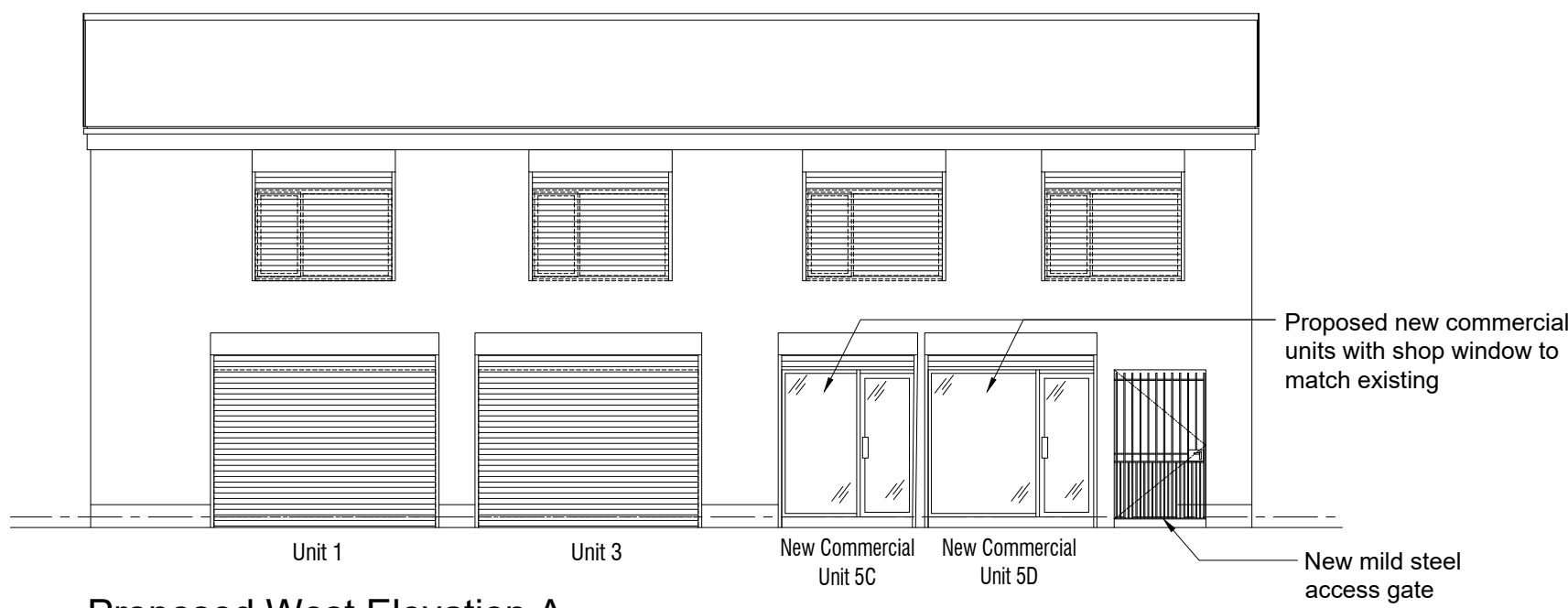
Proposed Ground Floor Plan
Scale 1:100

0m 1m 2m 3m 4m 5m 10m



Existing First Floor Plan
Scale 1:100

0m 1m 2m 3m 4m 5m 10m



Proposed West Elevation A
Scale 1:100

0m 1m 2m 3m 4m 5m 10m

Provide cold water tap for floor washing facility and new gulley to floor centrally located to be connected to existing drainage system to be determined on site by contractor.

Proposed Bin Store. Floor level to be increased with industrial grade screed finished with epoxy paint, colour grey with white demarcation lines for bin spaces. Screed to have drainage gradient to centrally located new gulley. New floor level and access ramp for bins to suit levels, to be determined on site by contractor.

New staircase & entrance to first floor units

Elevation B

New mild steel railing
New gully to new screed to drainage gradient, to be connected to existing drainage system to be determined on site by contractor
New ramp to suit
New mild steel railing

Elevation A

Proposed new commercial units with shop window to match existing

Proposed Schedule of Accommodation

Ground Floor	GIA m2
Existing Unit 23	16
New Unit 25	43
Existing Unit 25B	25
Existing Unit 25A	25
Existing Unit 27	57
Existing Unit 27A	17
Existing Unit 9	20
Existing Unit 11	51
Existing Unit 13A	35
Existing Access to Units 13C & 13D and WC	16
Existing Unit 13B	34
Existing Access to Unit 1A	1
Existing Unit 1	40
Existing Unit 3	41
New Unit 5C	10
New Unit 5D	10
New Bin Store	29
New Access Corridor	11
New Entrance to 1F Units	4

Total Ground Floor 485

First Floor

Existing Unit 13C	41
Existing Access Stair & Corridor	11
Existing Unit 13D	34
Existing Unit 1A	46
Existing Unit 3	40
Existing Unit 5A	29
New Unit 5B	30
New Corridor & Staircase	6
Existing WC	1

Total First Floor 238

Total Ground & First Floor 723

Please note all areas are approximative

Drawing Status: PLANNING

G	Update layout to Client's request	07.02.2024
F	Update bin store to Planning Consultant comments	05.07.2022
E	Update bin store & new unit 5 to Client's request	23.08.2022
D	Waste strategy update	11.04.2021
C	Updated notes	17.11.2021
B	Updated to Client's comments	08.11.2021
A	Updated to Client's comments	03.11.2021

REV DESCRIPTION CHECK DATE

CLIENT

Colin Gee

PROJECT

9 - 11 Broughton Lane, Manchester, M8 9TY.

Proposed garage conversion to bin store and small unit

DRAWING

Proposed Plans

SCALE	DATE	DRAWN	CHECKED
1:100 @ A1	June 2021	PB	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
C-0472-10		G	



APPENDIX B

Full TRICS Outputs

Calculation Reference: AUDIT-754101-240305-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	BT BRENT	1 days
	EG EALING	1 days
	EN ENFIELD	2 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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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: Gross floor area
Actual Range: 245 to 795 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/04/23

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	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	5 days
Friday	3 days
Sunday	2 days

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

Selected survey types:

Manual count	17 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)	7
Neighbourhood Centre (PPS6 Local Centre)	10

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	10
High Street	6

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	6 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	1 days
E(a)	16 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:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	9 days
50,001 to 100,000	2 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
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	7 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	11 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	17 days

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

Travel Plan:

Yes	1 days
No	16 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	11 days
1b Very poor	1 days
2 Poor	1 days
3 Moderate	3 days
5 Very Good	1 days

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

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LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	BN-01-O-02	TESCO EXPRESS	BARNET
	FRIERN BARNET LANE		
	FRIERN BARNET		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	481 sqm	
	Survey date: TUESDAY	06/09/22	Survey Type: MANUAL
3	BT-01-O-01	TESCO EXPRESS	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	310 sqm	
	Survey date: THURSDAY	14/05/15	Survey Type: MANUAL
4	CF-01-O-02	CO-OPERATIVE	CARDIFF
	HEOL-Y-DERI		
	CARDIFF		
	RHIWBINA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
5	EG-01-O-01	TESCO EXPRESS	EALING
	LADY MARGARET ROAD		
	SOUTHALL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	370 sqm	
	Survey date: MONDAY	16/11/15	Survey Type: MANUAL
6	EN-01-O-01	CO-OPERATIVE	ENFIELD
	LANCASTER ROAD		
	ENFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	375 sqm	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
7	EN-01-O-02	LITTLE WAITROSE	ENFIELD
	WINDMILL HILL		
	ENFIELD		
	ENFIELD CHASE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	795 sqm	
	Survey date: THURSDAY	09/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	GC-01-O-01	CO-OP	GLASGOW CITY
	GREAT WESTERN ROAD		
	GLASGOW		
	WEST END		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	332 sqm	
	Survey date: TUESDAY	25/04/23	Survey Type: MANUAL
9	KI-01-O-01	THE CO-OPERATIVE	KINGSTON
	KINGS ROAD		
	KINGSTON UPON THAMES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	257 sqm	
	Survey date: THURSDAY	16/11/17	Survey Type: MANUAL
10	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
11	MS-01-O-01	SAINSBURY'S LOCAL	MERSEYSIDE
	MILLFIELDS COURT		
	SAINT HELENS		
	ECCLESTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	535 sqm	
	Survey date: SUNDAY	24/04/22	Survey Type: MANUAL
12	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
13	SD-01-O-01	ONE STOP	SWINDON
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
14	TV-01-O-01	SAINSBURY'S LOCAL	TEES VALLEY
	CLIFTON AVENUE		
	BILLINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	245 sqm	
	Survey date: SUNDAY	22/05/22	Survey Type: MANUAL
15	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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Licence No: 754101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	362	0.898	4	362	0.346	4	362	1.244
06:00 - 07:00	11	420	1.885	11	420	1.625	11	420	3.510
07:00 - 08:00	17	410	4.215	17	410	4.043	17	410	8.258
08:00 - 09:00	17	410	5.577	17	410	5.047	17	410	10.624
09:00 - 10:00	17	410	5.663	17	410	4.817	17	410	10.480
10:00 - 11:00	17	410	4.989	17	410	4.789	17	410	9.778
11:00 - 12:00	17	410	5.864	17	410	5.649	17	410	11.513
12:00 - 13:00	17	410	6.022	17	410	5.993	17	410	12.015
13:00 - 14:00	17	410	5.806	17	410	5.462	17	410	11.268
14:00 - 15:00	17	410	5.591	17	410	6.237	17	410	11.828
15:00 - 16:00	17	410	6.036	17	410	5.864	17	410	11.900
16:00 - 17:00	17	410	6.380	17	410	6.151	17	410	12.531
17:00 - 18:00	17	410	6.710	17	410	7.168	17	410	13.878
18:00 - 19:00	17	410	7.082	17	410	7.154	17	410	14.236
19:00 - 20:00	17	410	6.194	17	410	6.394	17	410	12.588
20:00 - 21:00	16	418	4.145	16	418	4.713	16	418	8.858
21:00 - 22:00	16	418	2.589	16	418	3.067	16	418	5.656
22:00 - 23:00	8	428	1.607	8	428	1.724	8	428	3.331
23:00 - 24:00	6	438	0.990	6	438	1.104	6	438	2.094
Total Rates:			88.243				87.347		
							175.590		

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: 245 - 795 (units: sqm)
 Survey date range: 01/01/15 - 25/04/23
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 2
 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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