



Transport Statement

B&M Expansion, Harpurhey Shopping Centre

B&M Retail Ltd

Prepared by:

SLR (trading as Vectos (North) Limited)

4th Floor, Oxford Place, 61 Oxford Street,
Manchester, M1 6EQ

SLR Project No.: VN232836

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1	27/10/2023	Tom Pritchard	Phil Tilby	Phil Tilby
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Basis of Report

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1.0 Introduction

Background

- 1.1 This Transport Statement (TS) has been prepared by Vectos (part of SLR) on behalf of B&M Retail Ltd to consider highways and transport issues in support of an application to convert a bingo hall (Units 9A, 9B & 10) sui generis use to a retail unit (use class E(a)), in association with the extension of an existing B&M store (Unit 11) within Harpurhey Shopping Centre, Manchester.
- 1.2 The planning application has been submitted to Manchester City Council (MCC) (application ref: 137932/FO/2023), which sets out the proposals to increase the existing retail store by around 2,050sqm gross floor area, with a retail sales area increase of 1,449sqm. Following receipt of the application, MCC have issued a Highways Consultation Response on the 27th September 2023 that can be found in **Appendix A**, requesting further information with regards to highways matters.
- 1.3 This TS has been prepared to demonstrate to the Local Highway Authority that the scheme is acceptable in terms of highways and transportation, and will not significantly impact upon the surrounding network.

Site Location

- 1.4 The location of the development site is shown in **Plan 1**, with **Plan 2** presenting the site in a more local context.
- 1.5 The Harpurhey Shopping Centre along with some nearby buildings on Rochdale Road essentially form the District Centre for Harpurhey. The surrounding area is a mixture of retail, commercial, education and residential uses.

National Planning Policy Framework (2023)

- 1.6 The latest version of the National Planning Policy Framework (NPPF) was published on the 6th September 2023 and is the overarching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies and principles in relation to transport provision for new developments, and the importance of sustainable development.
- 1.7 The primary intent of the NPPF is one of encouraging sustainable patterns of growth. Local planning authorities should positively seek opportunities to meet the development needs of their area, and development proposals that accord with local development plans should be approved without delay.
- 1.8 In terms of the role of local authorities in decision making, the NPPF also goes on to state in paragraph 38 that they, "*should approach decisions on proposed development in a positive and creative way*" and, "*work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area*". Paragraph 38 goes on to say that, "*Decision-makers at every level should seek to approve applications for sustainable development where possible*".



1.9 With regard to promoting sustainable transport, paragraph 110 of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- Safe and suitable access to the site can be achieved for all users;*
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

1.10 Crucially, paragraph 111 goes on to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

1.11 In the following sections of this TS report, we have demonstrated that the proposed extension of the B&M store at Harpurhey Shopping Centre in Manchester accords with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Structure of the Report

1.12 Following this introductory chapter, the report provides the following information:

- **Section 2: Baseline Conditions & Site Accessibility** – discusses the existing site, describes the accessibility of the site by all modes of sustainable transport and recent accident records;
- **Section 3: Proposed Development** – provides a description of the development proposals;
- **Section 4: Trip Impact Assessment** – outlines the trip generation of the proposed scheme and a parking survey review; and
- **Section 5: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.



2.0 Baseline Conditions & Site Accessibility

Site Location

- 2.1 Harpurhey Shopping Centre is located at the intersection of Rochdale Road and Moston Lane. Rochdale Road runs in an approximate north-south alignment, along the western boundary of the site. Rochdale Road (the A664) is an arterial route serving the Manchester – Middleton – Oldham / Rochdale corridor.
- 2.2 The location of the site is shown below in Error! Reference source not found., which illustrates the development in the context of the surrounding highway and transport network.

Figure 2.1: Site Location



Source: Google Maps

- 2.3 Moston Lane runs in an approximate east-west alignment along the northern perimeter of the site. This road provides access to the residential streets in this area, and it is also an alternative route towards Middleton and Oldham to the east.



- 2.4 The eastern perimeter of the site is bounded by Upper Conran Street. Aside from its connection with the shopping centre, this road mainly facilitates access to the surrounding residential streets.
- 2.5 The southern edge of the shopping centre is bounded by Church Lane. There is pedestrian access to the site from this direction, though there is no public vehicle access to the site (albeit a service road access does exist).
- 2.6 The intersection of Rochdale Road and Moston Lane is a four-arm signalised junction with controlled crossing facilities. All other junctions in the immediate area are priority junctions.

Site Visit

- 2.7 In order to help inform our understanding of the operation of the shopping centre and baseline conditions in area, a site visit was undertaken on 13th October 2023 between 17:00 – 18:30.
- 2.8 Observations at the site during this time showed each of the car parks within Harpurhey Shopping Centre had adequate levels of parking available, as captured in the images shown below, taken on the day of the site visit.

Figure 2.2: Photographs of the Car Parks at Harpurhey Shopping Centre





- 2.9 As part of our observations a review of each of the site access points serving the shopping centre and local junctions in the vicinity of the site indicated that vehicles were not subject to delays and traffic was free flowing, which does not point to any concerns in relation to highway operation.

Vehicular Access Arrangements

- 2.10 The main vehicle access to Harpurhey Shopping Centre is from Moston Lane. This is a priority junction and a right turn pocket is provided to assist traffic turning into the site. This access leads to a mini roundabout within the shopping centre, which separates access to the petrol filling station and McDonalds (to the west) from the main car park (to the east).
- 2.11 There is also an access from Upper Conran Street to the main car park. This is immediately to the south of the leisure centre.
- 2.12 Upper Conran Street provides an access to additional car parking in the southeast corner of the site. This consists of a car park adjacent to the covered market, along with a car park for the Lidl store. These two areas of car parking are physically separate from the main shopping centre car park and are expected to be used mainly to access stores in this area of the local centre.
- 2.13 Rochdale Road has access to the main car park of the shopping centre, which is located immediately south of the McDonalds. It is considered that this access junction mainly serves the McDonalds and the petrol filling station, although it does provide an access route (one way only) through to the main car park.



Site Accessibility by Walking and Cycling

- 2.14 All local roads in the vicinity of the site are single carriageway and footways are provided on both sides. Street lighting is present throughout the area and pedestrian facilities are generally of a good standard on the roads around the site.
- 2.15 The junction of Rochdale Road and Moston Lane is a four-arm signalised junction. The junction features controlled pedestrian crossing facilities on all four arms.
- 2.16 On Moston Lane there is a signal-controlled pedestrian crossing (adjacent to Dalbeattie Street). This is associated with a pedestrian access to the shopping centre and from this access route there are marked footways through the car parking area to the main cluster of retail units.
- 2.17 An additional informal crossing route is also present on the site access arm of the Moston Lane junction, and this comprises dropped kerbs, tactile paving and a raised pedestrian island in the centre of the carriageway. There is also a zebra crossing on Moston Lane immediately to the east of the junction with Upper Conran Street, which provides pedestrian linkage to the east of the site.
- 2.18 Rochdale Road features a signalised pedestrian crossing adjacent to the main pedestrian access to the shopping centre on the western side. There is also a signalised pedestrian crossing just to the north of Church Lane approximately 90m south of the aforementioned pedestrian access.
- 2.19 Upper Conran Street has a signalised pedestrian crossing adjacent to the Lidl store in the shopping centre.
- 2.20 Church Lane, to the south of the retail park, has pedestrian access to the site via a ramp arrangement and two sets of steps. Adjacent to these pedestrian access points there is a raised table on Church Street that comprises of dropped kerbs, tactile paving and surface treatment features at two locations to cater for pedestrian crossing movements.
- 2.21 There are sections of on-carriageway cycle lanes along Rochdale Road in the vicinity of the site between its junctions with Walter Street and Harpurhey Road to the north and south respectively, and the Rochdale Road / Moston Lane signalised junction comprises of Advanced Stop Lines for cyclists on each arm.

Site Accessibility by Public Transport

- 2.22 The site is located on high frequency public transport routes and is well served by bus services. There are bus stops adjacent to the site on Rochdale Road, Upper Conran Street and Moston Lane.
- 2.23 The key bus services accessible through the above-mentioned bus stops are summarised in **Table 2.1**.



Table 2.1: Bus Routes / Timetable at Harpurhey Shopping Centre

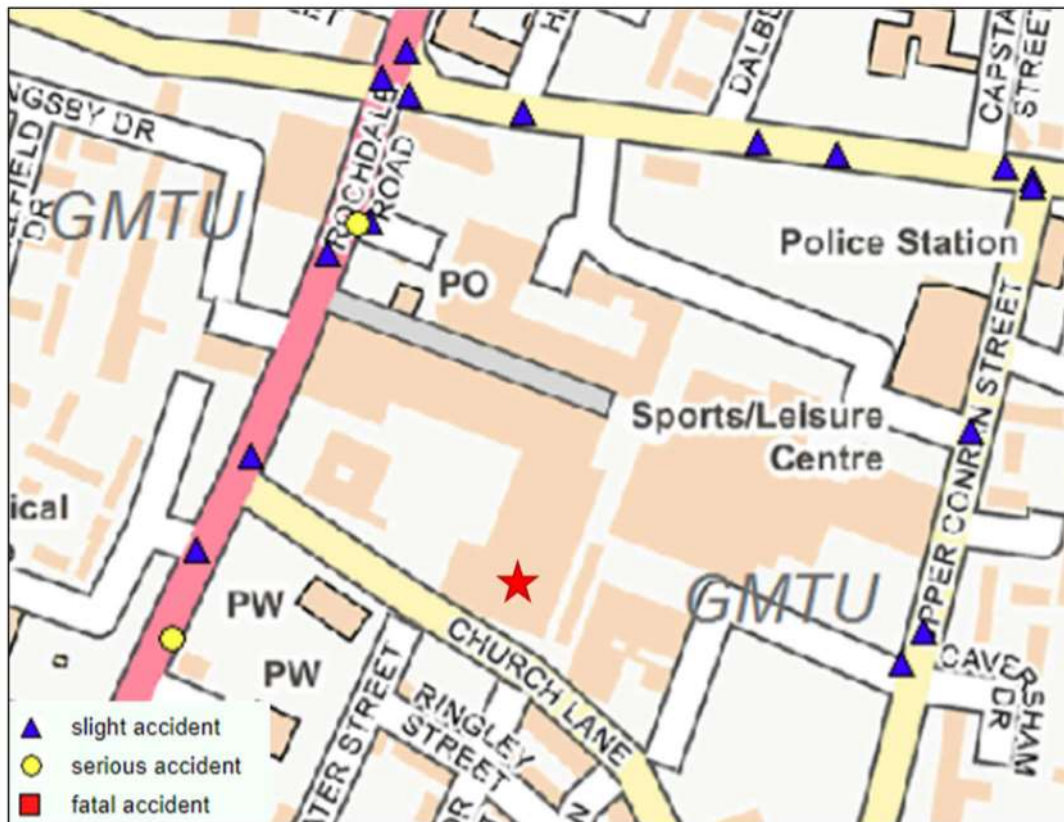
Service No.	Route Name	Frequency	
		Mon - Sat	Sun
17/ 17A	Manchester to Rochdale and Norden via Middleton	Every 15 Mins	Every 20 Mins
18	MRI to Langley via Manchester and Middleton	Every 15 Mins	Every 30 Mins
52 Orbits	Trafford Centre to Failsworth vis Eccles, Salford and Cheetham Hill	Every 30 Mins	Every 1 Hr
53 Orbits	Cheetham Hill to Salford via Harpurhey, Old Trafford and Salford Quays	Every 30 Mins	Every 1 Hr
81	Manchester - Oldham via Collyhurst and Middleton	Every 30 Mins	Every 1 Hr
112	Manchester - Middleton via Moston	Every 15 Mins	Every 30 Mins
117	Manchester - Greengate	Every 30 Mins	Every 1 Hr
118	Manchester - Higher Crumpsall	Every 15 Mins	Every 30 Mins
119	Manchester - High Blackley	Every 30 Mins	Every 1 Hr
151	Ashton - under - Lyne to Higher Crumpsall	Every 1 Hr	
163	Manchester - Bury	Every 12 Mins	Every 15 Mins

Road Safety Analysis

- 2.24 A review of collision records for the local highway network has been undertaken using data available on the Transport for Greater Manchester (TfGM) website. The analysis has been undertaken for the most recent available five years (between 2018 and 2022) and is presented in **Figure 2.3**.



Figure 2.3: Collision Search Area



Source: Transport for Greater Manchester

- 2.25 The data highlights that there have been four slight and two serious incidents recorded on Rochdale Road, whilst on Moston Lane there have been six slight incidents. As shown in Figure 2.3, there have been three slight incidents at the Rochdale Road / Moston Lane signalised junction during the five-year period reviewed.
- 2.26 Upper Conran Street has recorded three slight incidents. The immediate stretch of Church Lane in the vicinity of the site has reported no accidents over the five years.
- 2.27 A review of the access points serving the site indicates there have been minimal incidents that have occurred in the latest five-year period for traffic arriving / exiting the shopping centre.
- 2.28 Considering the busy nature of the nearby highway networks, the accident record in the vicinity of the site is not considered to be indicative of any underlying highway safety issues on the adjacent highway network. In summary, the accident record does not reveal any significant safety concerns that would need to be addressed in relation to the development proposals to extend the B&M store at Harpurhey Shopping Centre.

Summary

- 2.29 This section of the report has analysed the baseline conditions and site accessibility. It has demonstrated that the site is conveniently located to encourage travel by sustainable modes, and it benefits from a very good level of bus provision. The B&M store is well located in terms of access to the highway network and is served by multiple vehicle access points. The



review of accident data has not identified any significant safety concerns on the road network in the vicinity of the site.



3.0 Development Proposals

Summary of Proposed Development

- 3.1 The development proposals comprise the change of use of an existing bingo hall (Units 9A, 9B & 10) falling under a sui generis land use class to a class E (a) retail store, in order to accommodate an extension of the existing B&M store (Unit 11) within Harpurhey Shopping Centre.
- 3.2 The proposals seek to extend the existing gross floor area that would increase in size from 1,702sqm to 3,760sqm (increase of 2,058sqm), with a retail sales floor area increase of 1,449sqm in total. This increase in floor area would in turn provide employment for up to 25 additional staff members.
- 3.3 As detailed, the planning application for the scheme has been submitted to MCC (application ref: 137932/FO/2023), which sets out the proposals in detail. Following receipt of the application, MCC have issued a Highways Consultation Response requesting further information with regards to highways matters.

Access

- 3.4 The planning application does not propose any alterations to the existing vehicle and pedestrian access arrangements at Harpurhey Shopping Centre.

Parking Arrangements

- 3.5 The proposed development will make use of the existing car parking that serves the shopping centre. Based on the inventory as part of the parking survey undertaken in October 2023, this indicated the shopping centre provides a total of around 876 spaces across a number of parking areas, as follows:
- Main Car Park = 373 spaces;
 - Sports Centre = 47 spaces;
 - KFC = 68 spaces;
 - Lidl = 74 spaces;
 - Market Car Park = 314 spaces; and
 - **Total = 876 spaces.**
- 3.6 An assessment of the car parking requirements for the proposed development against the parking standards outlined within the Manchester Core Strategy Development Plan Document (July 2012) has been undertaken, considering the total floor area of the site under the existing and proposed scenarios. This is summarised in **Table 3.1**.



Table 3.1: Parking Standards and Provision

	Use	Floor Area (Sqm)	Parking Standard	Max no. of Spaces
Existing Use Floor Areas	Non-food retail	1,702	1 space per 22 sqm	77
	Other Leisure Facilities	2,058	1 space per 25 sqm	82
			Total	159
Proposed Retail Park Land Use Floor Areas	Non-food retail	3,760	1 space per 22 sqm	171
			Total	171

- 3.7 Table 3.1 illustrates that with the proposed change of use, the maximum number of car parking spaces permitted to serve the larger B&M store would increase by 12 spaces, and this is not a significant amount of additional parking demand given the existing operational characteristics of the Harpurhey Shopping Centre car parking, which is detailed in the following section of this TS. Therefore, it is not proposed to provide any additional spaces for the development scheme as the car parking areas are considered to have sufficient capacity to accommodate the predicted demand associated with the expansion of the B&M store.

Servicing and Deliveries

- 3.8 Servicing and deliveries will continue in line with the current arrangements with vehicles using the service yard to the rear of the development building that is accessed from the priority junction on Church Lane. With the integration of the new unit as part of the store extension, the amenity block and warehouse will be reconfigured internally to facilitate the delivery and storage of goods.
- 3.9 It is understood from B&M that the existing store is currently served by three deliveries a week that take place on a Sunday, Tuesday and Friday.
- 3.10 The occupier also confirmed that following the opening of the extended store, deliveries will take place seven days a week for around twelve to sixteen weeks. Following this period, the level of servicing will then be assessed and more than likely drop to six deliveries a week, depending on turnover. Based on this there is anticipated be an uplift of around three to four deliveries per week.
- 3.11 Therefore, factoring in deliveries / servicing from the existing site and the small uplift in these trips as a result of the proposed store extension, it is considered that there would be a minimal impact on the adjacent local highway network and there is sufficient capacity at the shopping centre to accommodate this level of servicing activity.



- 3.12 It has also been confirmed that refuse collection will continue in line with the current arrangements, with no changes required as part of the development proposals.

Cycle Parking

- 3.13 With regards to cycle parking, information was provided by the Operations Manager at Harpurhey Shopping Centre regarding the current provision provided at the site, and this is summarised below:

- A total of 15 Sheffield cycle stands in the shopping centre, which can accommodate approximately 24 bikes; and
- The locations are near the post office, near the main car park, and adjacent to the B&M store.

- 3.14 An assessment on the level of cycle parking provision against the parking standards outlined within the Manchester Core Strategy Development Plan Document (July 2012) has been undertaken, considering the total floor area of the site under the existing and proposed scenarios. This is summarised in **Table 3.2**.

Table 3.2: Cycle Parking Standards and Provision

	Use	Floor Area (Sqm)	Parking Standard	Max no. of Spaces
Existing Use Floor Areas	Non-food retail	1,702	1 space per 200 sqm	9
	Other Leisure Facilities	2,058	1 space per 140 sqm	15
			Total	24
Proposed Retail Park Land Use Floor Areas	Non-food retail	3,760	1 space per 200 sqm	19
			Total	19

- 3.15 Table 3.2 illustrates that with the proposed change of use, the cycle parking requirements associated with the development scheme would be reduced, and on this basis it is considered that the existing cycle parking provision at Harpurhey Shopping Centre is appropriate to serve the B&M store extension.



4.0 Site Impact Assessment

Introduction

- 4.1 This section of the report considers the trip generation associated with the existing and proposed development site to understand the likely impact on the surrounding highway network.
- 4.2 In addition, in this section of the report a review of the site has also been undertaken to understand the effect of the proposed development in terms of parking demand and supply.

Overview

- 4.3 As detailed, the scheme proposes the change of use of a bingo hall (sui generis use) to a retail unit (use class E (a)), to accommodate the extension of an existing B&M store.
- 4.4 To evaluate any potential impact on the highway network, a trip generation analysis has been undertaken to derive the vehicle movements associated with the existing bingo hall use, the proposed use of the site, and the resultant net impact.
- 4.5 In order to achieve this, the TRICS database was interrogated to derive the vehicular trip rates for a bingo hall (existing use) and mixed bargain retail unit (proposal).
- 4.6 TRICS is a database of trip generation from a wide variety of land uses (retail, employment, leisure etc.) across the UK. Traffic surveys are carried out to measure how many people travel to a site, by what mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to / from a land use, by comparing it with trip generation from existing comparative sites of the same land use.
- 4.7 A review of the TRICS database did not identify any bingo hall sites. Therefore, for the purposes of this assessment and in order to understand the impact of the proposals a previous planning application submitted and approved in Northumberland County Council (Ref: 22/00376/FUL) that Vectos advised on, has been utilised for relevant data. This application was for the "*Change of use from former bingo hall (sui generis) to Class E(a) retail*" and is therefore in line with the proposed development.
- 4.8 Based on the above, the approved methodology and associated trip rates from the 22/00376/FUL application have been utilised to enable a trip generation comparison (existing vs proposed) to be undertaken. It should be noted that for the purposes of this assessment the trip generation associated with the extension in sales floor area (1,449sqm) has been analysed.

Existing Use – Bingo Hall

- 4.9 The vehicular trip rates and corresponding vehicular trip generation for the weekday AM and PM peak periods, and the Saturday peak period is shown in **Table 4.1**. The trip rate for a bingo hall is per seat, and the bingo hall layout plan indicates that around 802 seats were provided within the hall. The existing layout plan of the bingo hall can be found in **Appendix B**, along with the proposed building plan and elevation. Therefore, this number of seats has



been applied to the trip rate to determine a trip generation associated with the existing bingo hall. The full TRICS outputs are contained within **Appendix C** of this report.

Table 4.1: TRICS Vehicular Trip Rates and Trip Generation 'Bingo Hall' Use

TIME PERIOD	TRICS TRIP RATE (PER SEAT)			TRIP GENERATION (802 SEATS)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak Period (08:00-09:00)	0	0	0	0	0	0
Weekday PM Peak Period (17:00-18:00)	0.013	0.014	0.027	10	11	21
Saturday Peak Period	0.001	0.022	0.023	1	18	19

- 4.10 Table 4.1 indicates that the existing site bingo hall use would generate 21 two-way vehicular trips in the weekday PM peak period. In the AM peak period the bingo hall is unlikely to be open and is therefore shown to generate no trips. As also shown, during the Saturday afternoon peak the bingo hall could generate up to 19 vehicle trips.

Proposed Use – B&M Store

- 4.11 For the B&M store extension (retail use class), the TRICS database was interrogated for 'Mixed Bargain Retail Unit'.
- 4.12 The vehicular trip rates are contained in **Table 4.2**, and the resultant trip generation is calculated using the proposed retail sales floor space extension of 1,449sqm. It should be noted that at the time of Northumberland application (Ref: 22/00376/FUL) the TRICS database did not include weekend data for a comparable Mixed Bargain Retail Unit and weekday trip rates were used as a proxy for Saturday peak periods, with the 13:00-14:00 trip rate used to represent the Saturday peak hour.
- 4.13 However, since the 22/00376/FUL application, TRICS has been updated with a comparable Mixed Bargain Retail Unit that was surveyed on a weekend. Therefore, in order to deliver a robust assessment this report has utilised the peak hour weekend trip rates from the site available. The full TRICS output is contained within **Appendix C** of this report.



Table 4.2: TRICS Vehicular Trip Rates and Trip Generation 'Mixed Bargain Retail' Use

TIME PERIOD	TRICS TRIP RATE (PER 100M ²)			TRIP GENERATION (1,449 ^{SQM})		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak Period (08:00-09:00)	1.473	0.728	2.201	21	11	32
Weekday PM Peak Period (17:00-18:00)	2.897	2.978	5.875	42	43	85
Saturday Peak Period	13.929	14.571	28.500	202	211	413

- 4.14 As shown in Table 4.2, the proposed development is likely to generate a maximum total of 413 two-way vehicular movements during the Saturday peak hour based on TRICS data. The trip generation in the weekday AM and PM peak periods is lower at 32 and 85 two-way vehicle movements respectively.

Trip Discounting for Proposed Store Extension – Retail Sales

- 4.15 Given the store has been in operation for a number of years and has an existing customer base from the local area, it is considered that a high proportion of trips to the extended store will already take place, rather than be 100% 'new trips' from Table 4.2.
- 4.16 Vectos have worked on a large number of store extensions for Sainsbury's across the country for a number of years. Therefore, for the purposes of this assessment the methodology used to calculate the anticipated customer / sales uplift as a result of a store extension have been utilised.
- 4.17 The data collected by Sainsbury's that at their stores a provision of increased retail sales area does not result in a pro-rata increase in customer numbers.
- 4.18 As part of the assessment, data was extracted from weekly customer numbers following store extensions at 15 sites across the county. The data is summarised in **Appendix D**, along with the percentage increase in retail sales area at each store and the percentage increase in customers expressed as a proportion of the retail sales area increase.
- 4.19 It can be seen from Appendix D that the change in customers as a proportion of retail sales area increase ranges from a small reduction in Bath, through unchanged customer levels at North Cheam, Cobham and Dulwich, to a maximum increase of 50% at Whitstable. The average value across all stores was 19%.
- 4.20 This methodology of predicting increases in trips based on the average value has been accepted by a number of Local Authorities where Sainsbury's store extensions have taken place. It is therefore considered that applying this factor to the permissible floor area of the



proposed B&M store extension is an accurate forecast of the likely vehicle trips that could be generated by the site.

- 4.21 The existing store has an existing sales area of 1,320sqm. The proposals are for an additional 1,449sqm of sales area equating to a total of 2,769sqm, an increase of 110% in trading area. Therefore, utilising the average percentage increase in customers as a proportion of retail sales area of 19%, the predicted increase in customer number is calculated as 20.86% (i.e 19% of 110%).
- 4.22 Therefore, the vehicle trips currently accessing the store have been increased by 20.86%. The increase in trip generation based on this average sales uplift factor have been shown in **Table 4.3** below.

Table 4.3: Discounted Trip Generation for Proposed Store Extension – Retail Sales

TIME PERIOD	TRIP GENERATION		
	Arrivals	Departures	Two-Way
Weekday AM Peak Period (08:00-09:00)	4	2	6
Weekday PM Peak Period (17:00-18:00)	9	9	18
Saturday Peak Period	42	44	86

- 4.23 As shown in Table 4.3, the proposed development is likely to generate a maximum total of 86 two-way vehicular movements during the Saturday peak hour based on the predicted uplift in customers as a result of the store extension. The trip generation in the weekday AM and PM peak periods is lower at 6 and 18 two-way vehicle movements respectively.

Trip Discounting for Proposed Store Extension – Pass-By, Diverted and Linked Trips

- 4.24 In addition, trips generated by the proposed store extension would not be entirely new trips on the highway network, rather a proportion of the trips would already be present on the local highway network and their trip to the store would simply represent a deviation of an existing trip.
- 4.25 It is considered that a high proportion of vehicular trips to the site will be 'pass-by, diverted or linked' trips, therefore not newly generated trips on the local highway network. The site is located within close proximity to a number of additional and established retail stores within Harpurhey Shopping Centre, providing the opportunity for customers to visit the proposed development and a number of other units whilst only making one trip.
- 4.26 The basis of this reduction of newly generated trips is substantiated by the widely accepted research into 'pass-by, diverted and linked' trips including that undertaken by Kamali and Crow (1989) and Maclver and Dickinson (1992). This research demonstrates that a



significant proportion of trips attracted to a new retail development are likely to visit the store as part of an existing trip. The research states that:

“If a development is located near to a strategic commuting route the major roads may be largely unaffected by the introduction of a store”.

- 4.27 Reference has also been made to TRICS Research Report 14/1, which provides the latest research on trip types for such a retail development scheme. This confirms that the vast majority of trips associated with new retail developments are not new, but are a secondary trip made as part of an existing journey.
- 4.28 The TRICS report references research on trip types which has been undertaken by a variety of parties. In relation to pass-by and diverted trip research, the report references the following two pertinent studies:
- Harries et al study which concluded 57-67% of trips are pass-by and diverted; and
 - Ghezawi et al study which concluded that 61–85% of trips are pass-by and diverted.
- 4.29 The general consensus from the research is that those stores located on commuter routes will experience higher levels of pass-by and linked trips. Taking into account the above research findings, it is considered that a large proportion of the trips to the proposed B&M store will comprise of pass-by, diverted or linked trips. Therefore, a 40% proportion has been applied to the development trips presented in Table 4.3 during both the weekday and Saturday peak periods, as shown in **Table 4.4**.

Table 4.4: Discounted Trip Generation for Proposed Store Extension – Trip Types

TIME PERIOD	TRIP GENERATION		
	Arrivals	Departures	Two-Way
Weekday AM Peak Period (08:00-09:00)	2	1	3
Weekday PM Peak Period (17:00-18:00)	4	4	8
Saturday Peak Period	17	18	35

- 4.30 Table 4.4 indicates that the B&M store extension proposals will result in a maximum of 35 new two-way trips generated in any peak hour.

Net Trip Generation

- 4.31 A net trip generation assessment has been undertaken to demonstrate a comparison between the existing use (Table 4.1) and proposed use for the site (Table 4.4). **Table 4.5** demonstrates the predicted net change in vehicle trips as a result of the proposed change of use to extend the B&M store.



Table 4.5: Vehicular Trip Generation Net Change

TIME PERIOD	NET TRIP GENERATION		
	Arrivals	Departures	Two-Way
Weekday AM Peak Period (08:00-09:00)	+2	+1	+3
Weekday PM Peak Period (17:00-18:00)	-6	-7	-13
Saturday Peak Period	+16	0	+16

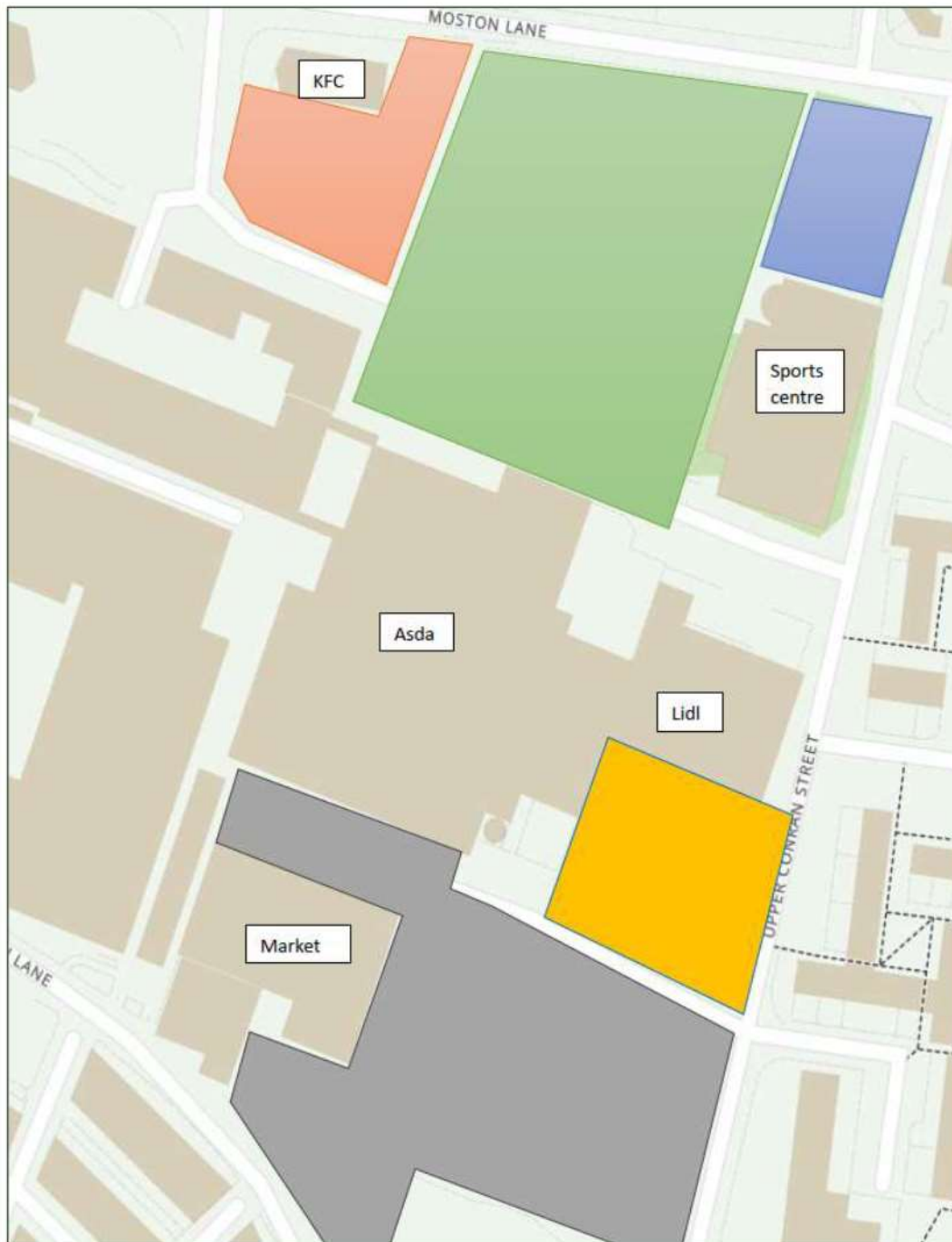
- 4.32 Based on the net trip generation exercise, Table 4.5 indicates that the proposed development would result in predicted increases of 3 and 16 two-way vehicle trips in the weekday AM and Saturday peak hours respectively, compared to the existing use. These uplifts in vehicle trips are considered to be immaterial and would have no impact on the internal operation of the car parks within Harpurhey Shopping Centre, the access points serving it or junctions on the local highway network in the vicinity of the site.
- 4.33 In the weekday PM peak the proposed development would result in a net decrease in 13 two-way vehicle movements.

Parking Assessment

- 4.34 A parking assessment has been undertaken to consider the number of spaces within Harpurhey Shopping Centre, in order to demonstrate that the current car parking provision is sufficient to meet the future demand as a result of the development proposals.
- 4.35 As detailed earlier in this report, Harpurhey Shopping Centre is served by 876 car parking spaces. **Figure 4.1** shows the assessed car parking areas within the wider shopping centre. It should be noted that customers visiting the site are permitted to park in any of the car park areas highlighted for up to 4 hours.



Figure 4.1: Harpurhey Shopping Centre Car Parking Plan



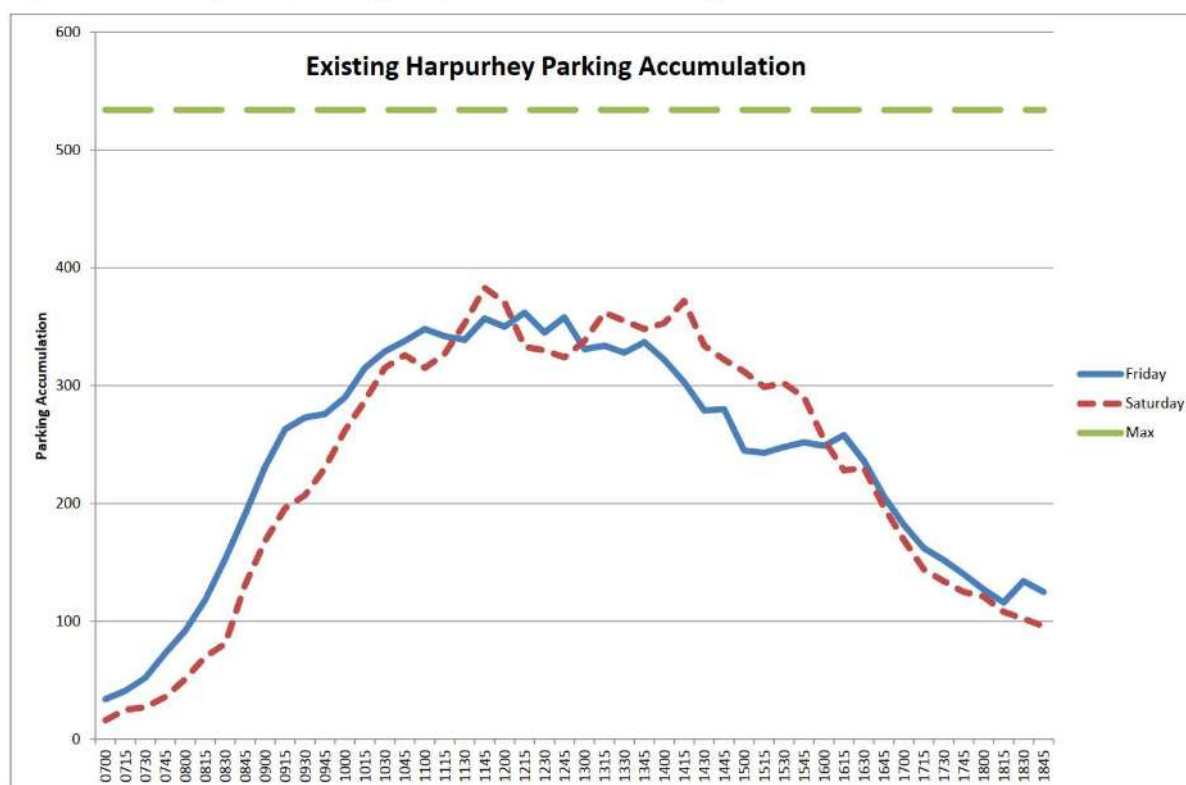
4.36 The parking areas highlighted in Figure 4.1 accommodate the following spaces:

- Main Car Park (Green) = 373 spaces;
- Sports Centre (Blue) = 47 spaces;
- KFC (Peach) = 68 spaces;
- Lidl (Yellow) = 74 spaces;
- Market Car Park (Grey) = 314 spaces; and
- **Total = 876 spaces.**



- 4.37 A car parking survey was undertaken on Friday 13th October and Saturday 14th October 2023 for all the areas shown in Figure 4.1.
- 4.38 It should be noted that at the time of the surveys there was a Manchester NHS Trust set of lorries taking up approximately 32 spaces within the market car park. Therefore, the 32 spaces have been subtracted from the total of 314 in order to be robust, hence 282 spaces are assumed for this assessment.
- 4.39 The periods to undertake a snapshot survey to record the parking levels within each car park was determined by analysing a previous parking survey undertaken at Harpurhey Shopping Centre, as well as a review of comparable retail park / shopping centre sites within the TRICS database.
- 4.40 The parking survey results taken from the 2015 application for the KFC restaurant within Harpurhey Shopping Centre (MCC application ref: 109947/FO/2015/N1) were utilised to determine the periods for the snapshot surveys, with a graph of the 2015 data shown in **Figure 4.2** below.

Figure 4.2: Harpurhey Shopping Centre Car Parking



- 4.41 Therefore, based on the comparable TRICS sites and the data shown in Figure 4.2, the following times were utilised to undertake the snapshot parking surveys in October 2023:
- Friday 13th October = 12:30; and
 - Saturday 14th October = 12:00.
- 4.42 The results of the 2023 parking surveys for the times shown above have been set out below. The full parking survey results are provided at **Appendix E**.



Friday 13th October

- 4.43 The results of the Friday 12:30 parking survey are shown in **Table 4.6** that summarise the occupancy of the car parking areas at Harpurhey Shopping Centre during the extent of the survey.

Table 4.6: Friday 13th October (12:30) Parking Survey Results

CAR PARK	NUMBER OF SPACES	NUMBER OF SPACES OCCUPIED	PARKING CAPACITY
KFC	68	60	88%
Main Car Park	373	147	39%
Sports Centre	47	28	60%
Lidl	74	31	42%
Market Car Park	282	125	44%
Total	844	391	46%

- 4.44 Table 4.6 shows the total occupancy of the car parks that provide parking for customers to the site was at 46% during the 12:30 snapshot parking survey undertaken on Friday 13th October, with a total of 453 car park spaces available.

Saturday 14th October

- 4.45 The results of the Saturday 12:00 parking survey are shown in **Table 4.7** that summarise the occupancy of the car parking areas during the extent of the survey.



Table 4.7: Saturday 14th October (12:00) Parking Survey Results

CAR PARK	NUMBER OF SPACES	NUMBER OF SPACES OCCUPIED	PARKING CAPACITY
KFC	68	56	82%
Main Car Park	373	159	43%
Sports Centre	47	20	43%
Lidl	74	76	100%
Market Car Park	282	168	60%
Total	844	479	57%

- 4.46 Table 4.7 shows the total occupancy of the car parks that provide parking for customers to the site was at 57% during the 12:00 snapshot for the survey undertaken on Saturday 14th October, with a total of 365 car park spaces available.
- 4.47 Based on the results of the parking surveys, it can be seen that there is a significant level of parking available within the car parking areas that serve Harpurhey Shopping Centre at peak periods for parking demand. It is therefore considered that the car parking areas are considered to have sufficient capacity to accommodate the predicted demand associated with the expansion of the B&M store.
- 4.48 In addition, a theoretical parking accumulation assessment using the TRICS outputs (Saturday data) for a worst-case scenario was undertaken. The assessment indicated that the proposed development is forecast to experience a maximum parking accumulation demand of around 36 spaces between the hours of 15:00 and 16:00. On this basis the car parking provision and the associated occupancy levels at Harpurhey Shopping Centre is considered appropriate to serve the proposed change of use development at this site.

Summary

- 4.49 The trip forecast assessment has shown that there could be a maximum of 16 net additional two-way trips generated by the development in any of the peak periods, averaging around one extra trip every 4 minutes. A review of the local highway network concludes that this level of vehicle trip generation will have no impact upon the safe and efficient operation of the local highway network.
- 4.50 A parking survey undertaken in October 2023 at Harpurhey Shopping Centre has showed that there were approximately 453 and 365 car parking spaces available during peak periods for parking demand on Friday and Saturday respectively. The car parking assessment demonstrates that there are adequate levels of parking serving the shopping centre to accommodate the scheme proposals to expand the B&M store.



5.0 Summary and Conclusion

Summary

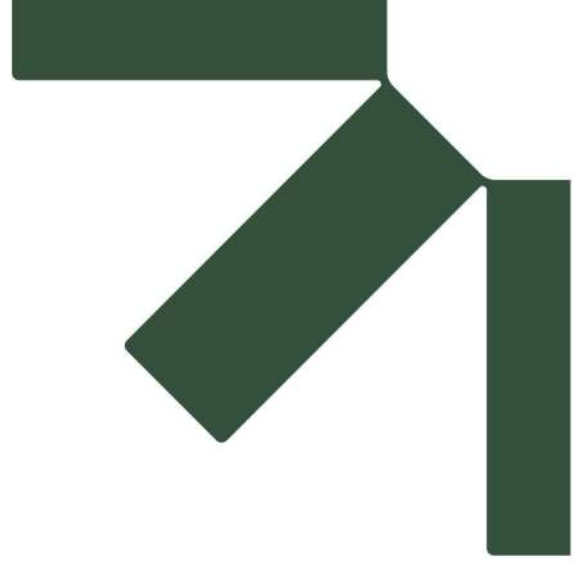
- 5.1 Vectos (part of SLR) has been appointed on behalf of B&M Retail Ltd to consider highways and transport issues in support of an application to convert a bingo hall (Units 9A, 9B & 10) sui generis use to a retail unit (use class E(a)), in association with the extension of an existing B&M store (Unit 11) within Harpurhey Shopping Centre, Manchester.
- 5.2 The proposals seek to extend the existing gross floor area that would increase in size from 1,702sqm to 3,760sqm (increase of 2,058sqm), with a retail sales floor area increase of 1,449sqm in total. This increase in floor area would in turn provide employment for up to 25 additional staff members.
- 5.3 Following receipt of the planning application for the proposed B&M store extension (MCC ref: 137932/FO/2023), the Local Highway Authority issued a Consultation Response requesting further information with regards to highways matters.
- 5.4 The TS report has been prepared in accordance industry best practice guidance and the comments received from MCC Highways. The following conclusions can be drawn from the report:
- The development proposals are in keeping with the principles of the NPPF;
 - The site is conveniently located to encourage travel by sustainable modes, and it benefits from a very good level of bus provision;
 - There is good access to the highway network and Harpurhey Shopping Centre is served by multiple vehicle access points. The review of accident data has not identified any significant safety concerns on the road network in the vicinity of the site;
 - There is appropriate car and cycle parking provision at the shopping centre taking into consideration policy requirements, and the site can be serviced in line with existing arrangements for the B&M store;
 - The trip generation assessment has shown that the proposed development would result in predicted increases of 3 and 16 two-way vehicle trips in the weekday AM and Saturday peak hours respectively, compared to the existing use. These uplifts in vehicle trips are considered to be immaterial and would have no impact on the internal operation of the car parks within Harpurhey Shopping Centre, the access points serving it or junctions on the local highway network in the vicinity of the site. In the weekday PM peak the proposed development would result in a net decrease in 13 vehicle movements; and
 - A parking survey undertaken in October 2023 at Harpurhey Shopping Centre has showed that there were approximately 453 and 365 car parking spaces available during peak periods for parking demand on Friday and Saturday respectively. The car parking assessment demonstrates that there are adequate levels of parking serving the shopping centre to accommodate the scheme proposals to expand the B&M store.



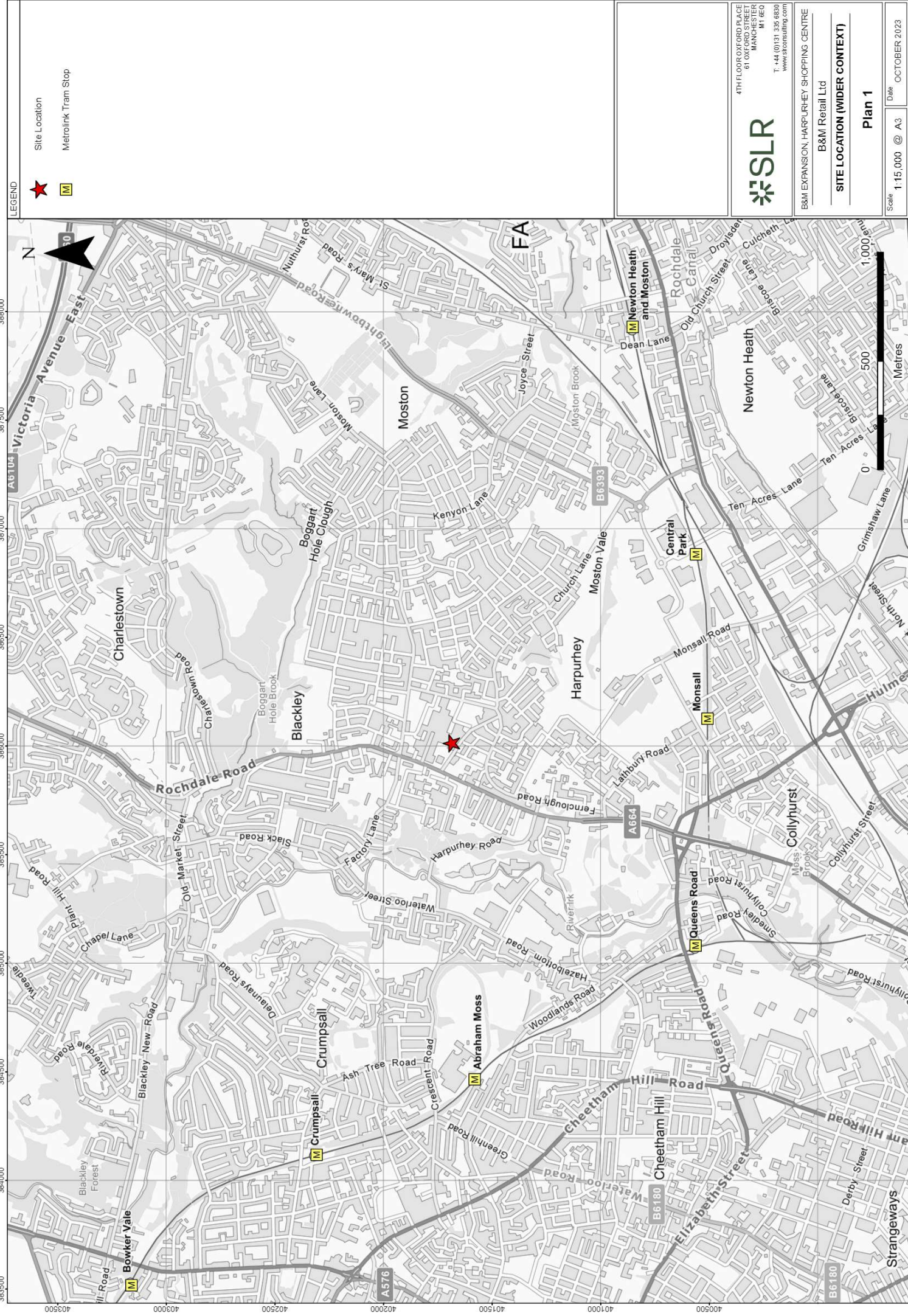
Conclusion

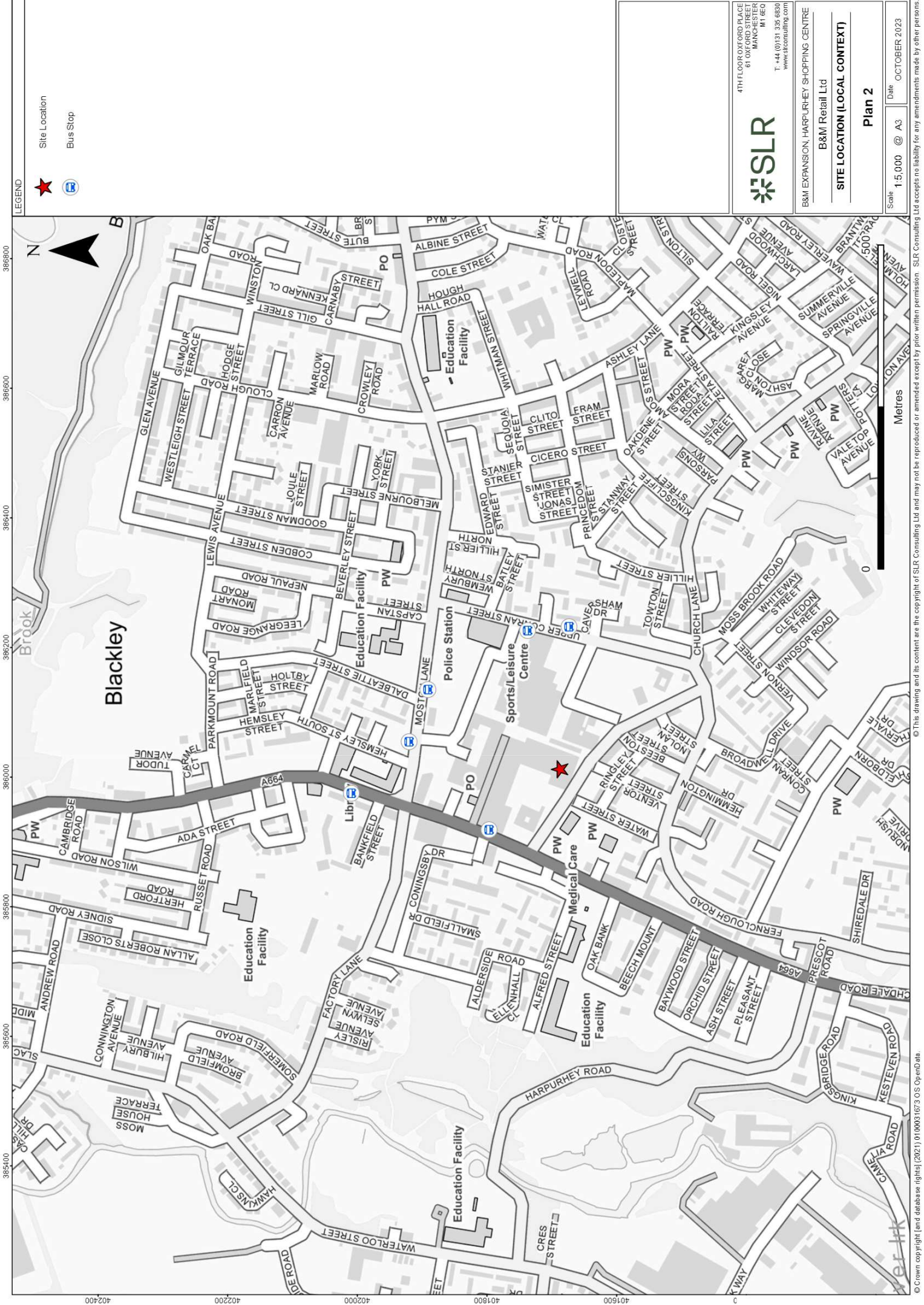
- 5.5 As outlined in Section 1, the NPPF states that, “*development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network would be severe*”. This report has demonstrated that the residual cumulative impact of development would not be severe, and on this basis, there are no material reasons why the proposed development should not be granted planning consent on highways and transportation grounds.





Plans





- LEGEND
- Site Location
 - Bus Stop



4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EO
T: +44 (0)131 335 6800
www.slrconsulting.com

B&M EXPANSION, HARPURHEY SHOPPING CENTRE
B&M Retail Ltd
SITE LOCATION (LOCAL CONTEXT)

Plan 2

Scale 1:5,000 @ A3
Date OCTOBER 2023

Appendix A MCC Consultation Response

From: Steven Mccoombe <steven.mccoombe@manchester.gov.uk>
Sent: Wednesday, September 27, 2023 9:44 AM
To: mark.c.wood@lineone.net
Subject: Unit 16 & 18, Harpurhey Shopping Centre 137932/FO/2023

Mr Wood

**Change of use from bingo hall (sui generis) to retail (Class E) in association with enlarged store, together with associated elevational alterations.
Unit 16 & 18, Harpurhey Shopping Centre
137932/FO/2023**

I have received the consultation comments from Highways with respect to the above application.

No vehicle trip generation information has been provided as part of the submission. Given that the proposals will increase the existing retail store floor area by more than 2,000sqm with 25no. additional staff, Highways request the submission of a trip generation assessment as part of a Highways Technical Note (TN), in order to understand whether the proposals are likely to impact upon local highway operations and safety.

The assessment should consider any additional weekday AM/PM and Saturday peak-hour trips associated with the proposed retail store extension and removal of the bingo hall.

Further, the submitted Design and Access Statement states that there will be no change to car parking associated with the shopping centre. However, Highways request further details on parking provision and associated parking demand (to be provided within the TN), in order to ensure that any addition parking demand does not impact upon the surrounding local highway network. Additionally, no details on cycle parking provision have been provided and this is required.

Highways also request further details on the anticipated uplift in delivery frequencies/vehicle types, along with further information on how additional deliveries/servicing vehicles would be coordinated with adjacent retail units in order to demonstrate that all deliveries/servicing can be undertaken within the existing service yard.

I would be grateful if the above information could be submitted within 21 days of the date of this e-mail.

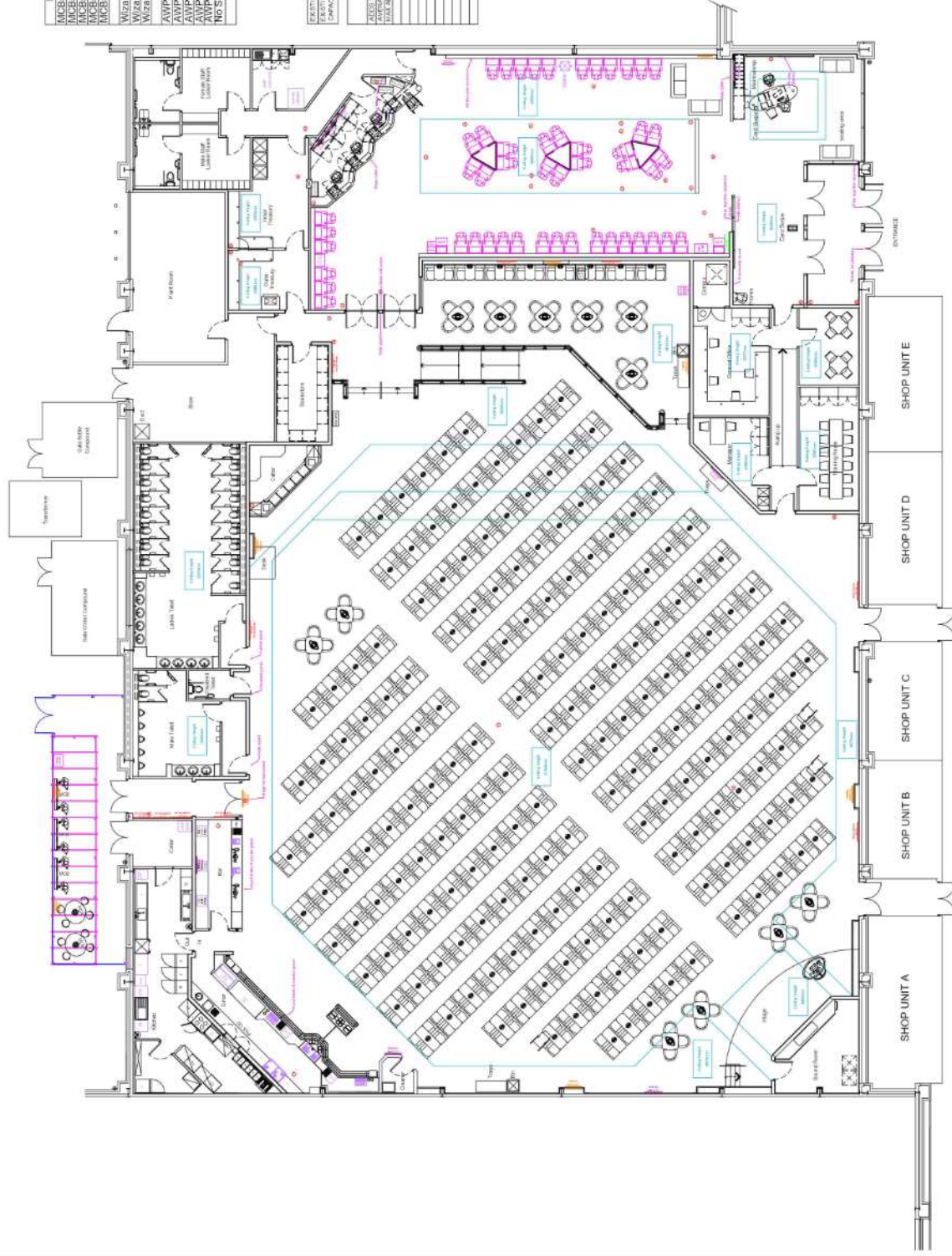
Regards

Steve McCoombe
Senior Planner
Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk
www.manchester.gov.uk

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Appendix B Existing Bingo Hall Layout



Equipment Numbers	
MCBs Main Hall	798
MCBs Foyer	0
MCBs Lounge	0
MCBs Mezzanine	0
MCBs Smoking Terrace	20
Wizards Main Hall	0
Wizards Mezzanine	0
Wizards Lounge	0
AVPs Arcade	50
AVPs Main Hall	0
AVPs Mezzanine	0
AVPs Lobby	0
AVPs Smoking Terrace	0
No Seating	802

	SQ.FT AREAS	SQ.FT
Lobby		975
Arcade		2024
Lounge		0
Mezzanine		13830
Main Hall		131
Back of House		4136
Not In Use		0
Inc FF / SF / Basement		
Internal Total		22706
Smoking Terrace		578
Total Inc. Terrace		23284
Our Park Spaces		0
Comments: (date of comment)		
Retail - Shared		

EXISTING SEATING	B02	PROPOSED SEATING	0
EXISTING COMFORT	501	PROPOSED COMFORT	0
EXISTING CAPACITY		PROPOSED CAPACITY	

ADU18S (80% MAXIMUM)	
ADU18S PER WEEK	1487
AVERAGE ADU18S PER SECTION	117
MAX ADU18S	287
	1-100
	101-150
	151-200
	201-250
	251-300
	301-400
	401-500
	501-600
	601-700
	701-800
	801-900
	901-1000
	1001-1100
	1101-1200
	1201-1300
	1301-1400
	1401-1500
	1501-1600
	1601-1700
	1701-1800
	1801-1900
	1901-2000
	2001-2100
	2101-2200
	2201-2300
	2301-2400
	2401-2500
	2501-2600
	2601-2700
	2701-2800
	2801-2900
	2901-3000
	3001-3100
	3101-3200
	3201-3300
	3301-3400
	3401-3500
	3501-3600
	3601-3700
	3701-3800
	3801-3900
	3901-4000
	4001-4100
	4101-4200
	4201-4300
	4301-4400
	4401-4500
	4501-4600
	4601-4700
	4701-4800
	4801-4900
	4901-5000
	5001-5100
	5101-5200
	5201-5300
	5301-5400
	5401-5500
	5501-5600
	5601-5700
	5701-5800
	5801-5900
	5901-6000
	6001-6100
	6101-6200
	6201-6300
	6301-6400
	6401-6500
	6501-6600
	6601-6700
	6701-6800
	6801-6900
	6901-7000
	7001-7100
	7101-7200
	7201-7300
	7301-7400
	7401-7500
	7501-7600
	7601-7700
	7701-7800
	7801-7900
	7901-8000
	8001-8100
	8101-8200
	8201-8300
	8301-8400
	8401-8500
	8501-8600
	8601-8700
	8701-8800
	8801-8900
	8901-9000
	9001-9100
	9101-9200
	9201-9300
	9301-9400
	9401-9500
	9501-9600
	9601-9700
	9701-9800
	9801-9900
	9901-10000

1	Work bench
2	Fryer
3	Chip skittle
4	Giddle
5	4 ring oven
6	Double stacked ovens
7	Freezer
8	Fridge
9	2 ring oven
10	Work bench with fridge under
11	Tail fridge
12	Dishwasher
13	Oven on stand
14	6 Ring oven
15	Microwave on stand
16	Kitchen pass

☐	EXTENT OF PREMISES
☐	SALE OF ALCOHOL
☐	CONSUMPTION OF LIQUOR
☒	EXTENT OF LICENCED
☐	PROVISION OF LATE NIGHT

REVISIONS

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[illegible]

1924	THE NEW YORK PUBLIC	DATE

CLIENT
BUZZ GROUP LIMITED
PROPERTY DEPARTMENT
NEW CASTLE HOUSE
CASTLE BOULEVARD
NOTTINGHAM
NG7 1FT

PROJECT

BUZZ BINGO HAGBURNEY
NORTH CITY SHOPPING CENTRE
LEE ROAD
MANCHESTER
M8 4DH

TITLE	EXISTING LAYOUT
-------	-----------------

DRAWN BY	CHRIS OLIVER
DATE	JANUARY 2019
SCALE	NTS
DRAWING NUMBER	HARPIREY - EXISTING LAYOUT - JAN 19



Appendix C TRICS Outputs

Calculation Reference: AUDIT-152303-220323-0312

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : H - BINGO HALLS

TOTAL VEHICLESSelected regions and areas:

04 EAST ANGLIA
 SF SUFFOLK 1 days
09 NORTH
 DH DURHAM 1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of seats
 Actual Range: 320 to 880 (units:)
 Range Selected by User: 320 to 2140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 23/11/12

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:

Friday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 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:

High Street 2

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

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 2005 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:

20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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	DH-07-H-01	BINGO	DURHAM
	YORK ROAD		
	HARTLEPOOL		
	Town Centre		
	High Street		
	Total Number of seats:	320	
	Survey date: FRIDAY	23/11/12	Survey Type: MANUAL
2	SF-07-H-01	MECCA BINGO	SUFFOLK
	LLOYDS AVENUE		
	IPSWICH		
	Town Centre		
	High Street		
	Total Number of seats:	880	
	Survey date: FRIDAY	01/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/H - BINGO HALLS

TOTAL VEHICLES**Calculation factor: 1 SEATS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	600	0.021	2	600	0.012	2	600	0.033
11:00 - 12:00	2	600	0.011	2	600	0.010	2	600	0.021
12:00 - 13:00	2	600	0.016	2	600	0.012	2	600	0.028
13:00 - 14:00	2	600	0.013	2	600	0.008	2	600	0.021
14:00 - 15:00	2	600	0.008	2	600	0.010	2	600	0.018
15:00 - 16:00	2	600	0.027	2	600	0.041	2	600	0.068
16:00 - 17:00	2	600	0.003	2	600	0.000	2	600	0.003
17:00 - 18:00	2	600	0.013	2	600	0.014	2	600	0.027
18:00 - 19:00	2	600	0.068	2	600	0.029	2	600	0.097
19:00 - 20:00	2	600	0.011	2	600	0.003	2	600	0.014
20:00 - 21:00	2	600	0.019	2	600	0.031	2	600	0.050
21:00 - 22:00	2	600	0.015	2	600	0.053	2	600	0.068
22:00 - 23:00	2	600	0.003	2	600	0.004	2	600	0.007
23:00 - 24:00	1	320	0.000	1	320	0.000	1	320	0.000
Total Rates:			0.228			0.227			0.455

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: 320 - 880 (units:)
 Survey date range: 01/01/05 - 23/11/12
 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.

Calculation Reference: AUDIT-152303-220323-0354

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : H - BINGO HALLS

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

NR NORTHAMPTONSHIRE

1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of seats
 Actual Range: 1293 to 1293 (units:)
 Range Selected by User: 320 to 2140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 23/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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.

Secondary Filtering selection:Use Class:

Sui Generis 1 days

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

Population within 500m Range:

All Surveys Included

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

25,001 to 50,000

1 days

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

Population within 5 miles:

75,001 to 100,000

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	NR-07-H-01	GALA	NORTHAMPTONSHIRE
	HIGH STREET		
	KETTERING		
	Town Centre		
	Built-Up Zone		
	Total Number of seats:	1293	
	Survey date: SATURDAY	07/05/05	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.

Vectos (South) Ltd Colston Avenue Bristol

Licence No: 152303

TRIP RATE for Land Use 07 - LEISURE/H - BINGO HALLS

TOTAL VEHICLES**Calculation factor: 1 SEATS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	1293	0.001	1	1293	0.001	1	1293	0.002
10:00 - 11:00	1	1293	0.004	1	1293	0.002	1	1293	0.006
11:00 - 12:00	1	1293	0.005	1	1293	0.002	1	1293	0.007
12:00 - 13:00	1	1293	0.005	1	1293	0.001	1	1293	0.006
13:00 - 14:00	1	1293	0.007	1	1293	0.000	1	1293	0.007
14:00 - 15:00	1	1293	0.000	1	1293	0.003	1	1293	0.003
15:00 - 16:00	1	1293	0.001	1	1293	0.022	1	1293	0.023
16:00 - 17:00	1	1293	0.003	1	1293	0.001	1	1293	0.004
17:00 - 18:00	1	1293	0.028	1	1293	0.002	1	1293	0.030
18:00 - 19:00	1	1293	0.048	1	1293	0.009	1	1293	0.057
19:00 - 20:00	1	1293	0.013	1	1293	0.002	1	1293	0.015
20:00 - 21:00	1	1293	0.001	1	1293	0.001	1	1293	0.002
21:00 - 22:00	1	1293	0.008	1	1293	0.071	1	1293	0.079
22:00 - 23:00	1	1293	0.000	1	1293	0.000	1	1293	0.000
23:00 - 24:00	1	1293	0.000	1	1293	0.000	1	1293	0.000
Total Rates:			0.124			0.117			0.241

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:	1293 - 1293 (units:)
Survey date range:	01/01/05 - 23/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : S - MIXED BARGAIN RETAIL UNIT

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
 NY NORTH YORKSHIRE 1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2229 to 3950 (units: sqm)
 Range Selected by User: 2229 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/10/21

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
 Tuesday 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:

Edge of Town Centre 1
 Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 1
 Retail Zone 1

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

Secondary Filtering selection:Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 1 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

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

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

Travel Plan:

No 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	HC-01-S-01	B&M HOME STORE	HAMPSHIRE
	NEWGATE LANE FAREHAM		
	Edge of Town Retail Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: MONDAY	25/10/21	Survey Type: MANUAL
2	NY-01-S-01	HOME BARGAINS	NORTH YORKSHIRE
	BAWTRY ROAD SELBY		
	Edge of Town Centre Industrial Zone		
	Total Gross floor area:	2229 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3090	0.129	2	3090	0.049	2	3090	0.178
08:00 - 09:00	2	3090	1.473	2	3090	0.728	2	3090	2.201
09:00 - 10:00	2	3090	2.897	2	3090	2.266	2	3090	5.163
10:00 - 11:00	2	3090	3.496	2	3090	3.107	2	3090	6.603
11:00 - 12:00	2	3090	4.370	2	3090	4.224	2	3090	8.594
12:00 - 13:00	2	3090	3.981	2	3090	4.305	2	3090	8.286
13:00 - 14:00	2	3090	4.078	2	3090	3.496	2	3090	7.574
14:00 - 15:00	2	3090	4.920	2	3090	4.661	2	3090	9.581
15:00 - 16:00	2	3090	4.062	2	3090	4.596	2	3090	8.658
16:00 - 17:00	2	3090	3.204	2	3090	4.014	2	3090	7.218
17:00 - 18:00	2	3090	2.897	2	3090	2.978	2	3090	5.875
18:00 - 19:00	2	3090	1.780	2	3090	1.991	2	3090	3.771
19:00 - 20:00	2	3090	0.550	2	3090	1.246	2	3090	1.796
20:00 - 21:00	2	3090	0.097	2	3090	0.275	2	3090	0.372
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			37.934			37.936			75.870

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:	2229 - 3950 (units: sqm)
Survey date range:	01/01/00 - 25/10/21
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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Calculation Reference: AUDIT-152301-231027-1026

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : S - MIXED BARGAIN RETAIL UNIT
TOTAL VEHICLES

Selected regions and areas:

15 GREATER DUBLIN
DL DUBLIN 1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1400 to 1400 (units: sqm)
Range Selected by User: 624 to 3950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 26/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 1 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:

15,001 to 20,000 1 days

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

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

500,001 or More 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	DL-01-S-01	DEALZ	DUBLIN
	MALAHIDE ROAD		
	DUBLIN		
	NORTHERN CROSS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	26/11/22	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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 01 - RETAIL/S - MIXED BARGAIN RETAIL UNIT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
08:00 - 09:00	1	1400	1.929	1	1400	1.286	1	1400	3.215
09:00 - 10:00	1	1400	4.571	1	1400	3.714	1	1400	8.285
10:00 - 11:00	1	1400	6.000	1	1400	5.786	1	1400	11.786
11:00 - 12:00	1	1400	8.929	1	1400	8.643	1	1400	17.572
12:00 - 13:00	1	1400	12.000	1	1400	12.571	1	1400	24.571
13:00 - 14:00	1	1400	11.643	1	1400	11.071	1	1400	22.714
14:00 - 15:00	1	1400	13.929	1	1400	14.571	1	1400	28.500
15:00 - 16:00	1	1400	12.500	1	1400	11.357	1	1400	23.857
16:00 - 17:00	1	1400	13.500	1	1400	14.286	1	1400	27.786
17:00 - 18:00	1	1400	10.000	1	1400	10.429	1	1400	20.429
18:00 - 19:00	1	1400	7.071	1	1400	7.214	1	1400	14.285
19:00 - 20:00	1	1400	0.643	1	1400	1.714	1	1400	2.357
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			102.786			102.713			205.499

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:	1400 - 1400 (units: sqm)
Survey date range:	01/01/15 - 26/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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.

Appendix D Sainsburys Store Extension Data

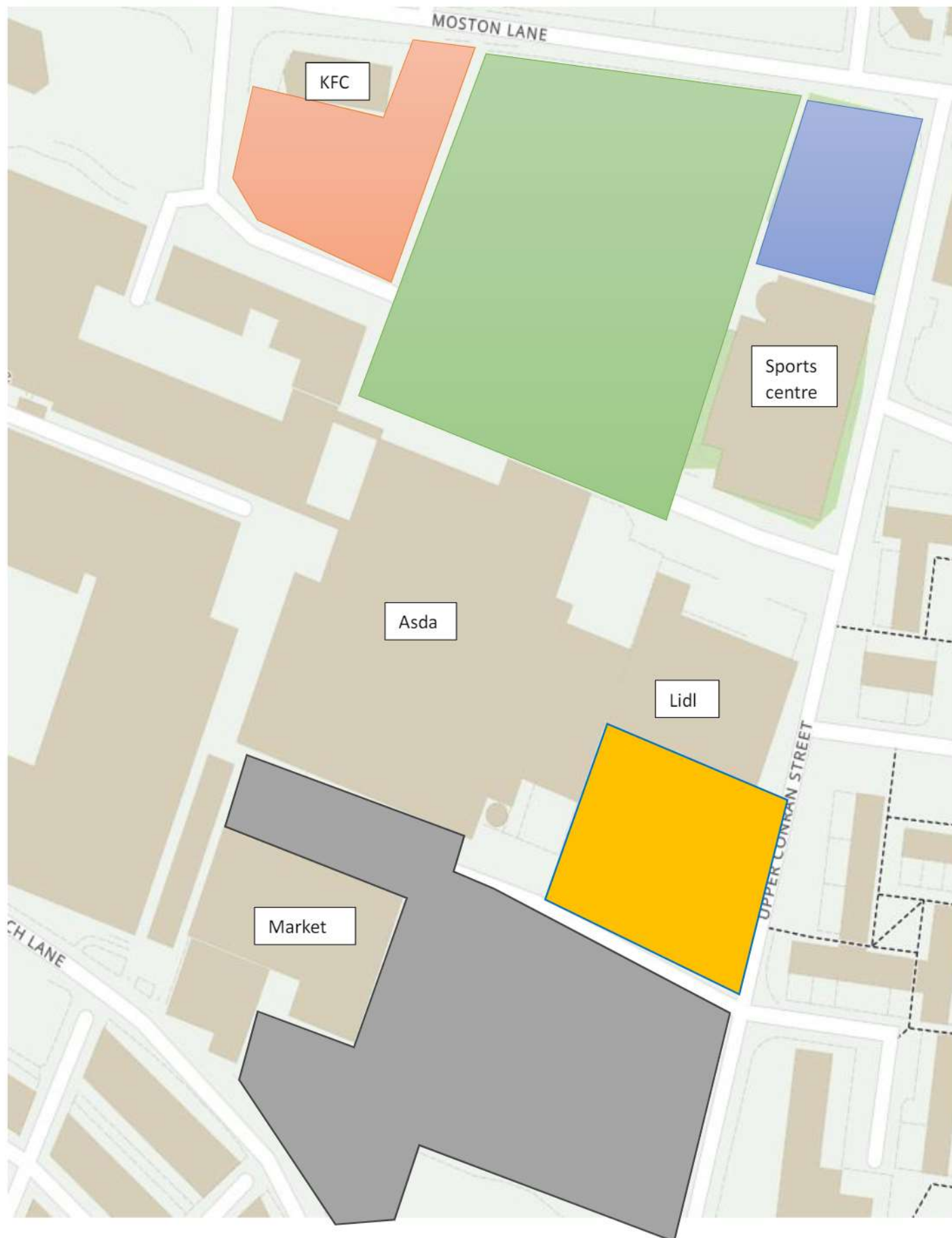
Store	Original RFA (sq m)	Extended RFA (sq m)	Increase in RFA (%)	Increase in Customers (%)	Increase in Customers/ Increase in RFA
Bath	2090	2579	23.4	-2	-0.09
Cobham	3279	3697	12.7	0	0.00
Dulwich	3344	3716	11.1	0	0.00
North Cheam	1700	2006	18.0	0	0.00
Selly Oak	2508	2824	12.6	2	0.16
Tunbridge Wells	3168	3530	11.4	2	0.18
Huddersfield	1719	2517	46.4	4.1	0.09
East Grinstead	2137	2797	30.9	6	0.19
Tonbridge	1876	2415	28.7	6.5	0.23
Loughborough	2304	2834	23.0	7	0.30
Weston-Super-Mare	1616	2471	52.9	7.2	0.14
Cambridge	2099	2787	32.8	12.1	0.37
Hornchurch	2248	3047	35.5	13.5	0.38
Whitstable	2146	2787	29.9	15	0.50
Bridgend	2044	2852	39.5	16	0.40
Average (all values)					0.19

Change in Trade at Existing JS Store Extensions

Appendix E Parking Survey Results

Harpurhey Shopping Centre Parking Beats – TTS-1630-Oct

Friday 13th October 2023 @ 1230



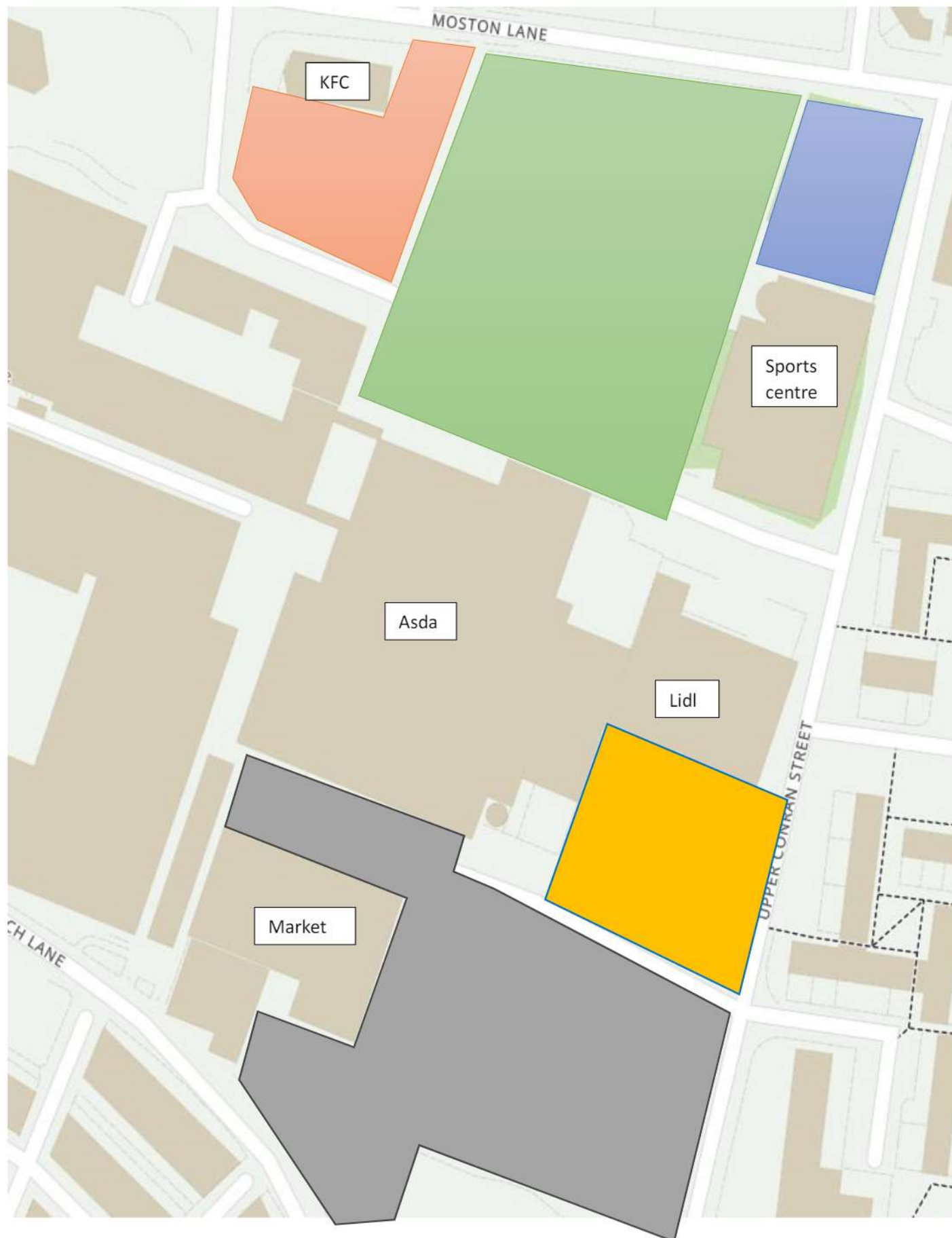
Area	Spaces	Beat	Parking stress
KFC	68	60	88%
Main Car park	373	147	39%
Sports Centre	47	28	60%
Total	488	235	48%

Area	Spaces	Beat	Parking stress
Lidl	74	31	42%

Area	Spaces	Beat	Parking stress
Market Car park	314 (-32)	125	44%

Harpurhey Shopping Centre Parking Beats – TTS-1630-Oct

Saturday 14th October 2023 @ 1200



Area	Spaces	Beat	Parking stress
KFC	68	56	82%
Main Car park	373	159	43%
Sports Centre	47	20	43%
Total	488	235	48%

Area	Spaces	Beat	Parking stress
Lidl	74	76	103%

Area	Spaces	Beat	Parking stress
Market Car park	314 (-32)	168	60%

