

V G Construction Mcr Ltd

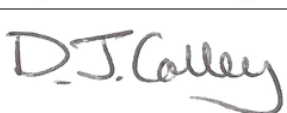
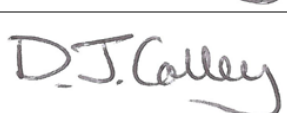
76 Sherborne Street
Manchester

Transport Statement



Control Sheet

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Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Crashmap Pro Collision Analysis System v1.28 has been utilised to carry out a road traffic incident review.

Extracts of Manchester City Council Cycle Map have been included in this report.

A Transport Statement produced by RSK in support of planning application ref: 111429/FO/2016/N1 has been referenced in this report.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report

The TRICS database v7.10.1 has been used in this report to calculate traffic generations.

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1. Introduction

1.1 Overview

- 1.1.1 Sanderson Associates Consulting Engineers has been appointed by V G Construction Mcr Ltd to provide highway consultancy services in relation to development proposals on Sherbourne Street, Manchester, M8 8NU.
- 1.1.2 The proposals comprise of the conversion and refurbishment of an existing two-story building together with a two storey extension into an existing off-street forecourt area. This will replace one vacant two story unit together with two units on the ground floor and first floor. The proposals will create space for three two-story units and two smaller units, one on the ground floor and one on the first floor with these two being essentially the same as existing. The floor space will be used for cash and carry units which will have no off-street parking with servicing provided from the street. The site may be seen indicatively in **Figure 1**.

Figure 1 – Site location



- 1.1.3 Similar sites exist adjacent to the site with three cash-and-carry units to the north and nine cash-and-carry units to the south.

1.2 Planning policy

1.2.1 The National Planning Policy Framework (NPPF) paragraph 113 states that;

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

1.2.2 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the development proposal and contains;

- information about neighbouring uses, amenities and character, and existing functional classification of the nearby road network;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- data about existing public transport provision, including provision/ frequency of services and ways of encouraging environmental sustainability by reducing the need to travel;
- information about the proposed development, site layout, and means of access across all modes of transport;
- a description of parking facilities in the area and the parking strategy of the development; and,
- a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;

1.2.3 The Manchester City Core Strategy sets out policies in relation to parking and transport.

“In all parts of the City proposals should have regard to the need for disabled and cycle parking”

“The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

There are no directly comparable standards for the existing / proposed use but the standards for A1: Shops Non-food Retail are set out below in **Table 1**.

Table 1 – Manchester City Council Parking Standards extract

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
A1: Shops					
Non-food Retail	1 space per 22sqm	1 space per 20sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200sqm minimum of 2 spaces

2. Existing Situation

2.1 Site and surrounding area

- 2.1.1 The application site is located in the industrial area of Cheetham Hill, approximately 1.8km north of Manchester City Centre, see **Figure 2**. The northern portion of the building is currently occupied by FZ Imports Ltd on the first floor and an un-named business on the ground floor. The rear portion of the building behind the forecourt is currently unoccupied. The applicant has stated that when operational the forecourt was used for loading/ servicing and not for parking. On-street parking is available on Sherborne Street and Alison Street adjacent to the property.

Figure 2 – Site context



2.2 Local Highway Network

- 2.2.1 Sherborne Street is located between the A56 Bury New Road and the A6010 Elizabeth Street. Both roads form part of the primary road network around Manchester. Sherborne Street ends north of the site at a priority junction with the A6010, to the south Sherborne Street intersects with the A56 at a priority junction.

- 2.2.2 Broughton Street, Waterloo Road and the A665 Cheetham Hill Road also form part of the relevant highway network in the area. The following descriptions are based on a RSK Transport Statement for an adjacent site on Sherborne Street that was consented for similar development uses.

Sherborne Street

- 2.2.3 Sherborne Street runs north to south past the application site. The street has a wide carriageway flanked by footways on both sides and serves multiple single and multi-use commercial premises located along the street. The street is subject to a 30mph speed limit and there are generally no parking restrictions.

A6010 Elizabeth Street

- 2.2.4 The A6010 forms a half-circle loop road around the northern suburbs of Manchester and provides connections to the primary road network surrounding Manchester city centre. The A6010 offers two lanes in each direction without a central reserve with associated traffic management measures for pedestrians and bus stops. Ghost islands and signalised junctions are utilised to provide right-hand turns at major intersections.
- 2.2.5 The A6010 intersects with Sherborne Street at a priority junction where there is a range of residential flat developments. Cheetham Children's Centre is located on the corner of Sherborne Street and the A6010. There is a zebra crossing across the A6010 at this junction with associated traffic calming measures implemented.

A56 Bury New Road

- 2.2.6 The A56 is part of the primary road network in Manchester and provides a connection from the Manchester Inner Ring Road directly to the M60 which forms the Outer Ring Road. To the south, the A56 connects to New Bridge Street at a large signalised junction. In the north, the A56 connects to the M60 at a grade-separated intersection.
- 2.2.7 The A56 also intersects with the A6010/A576. The A56 generally provides two lanes in each direction with some sections providing a single bus lane along the southbound carriageway.

Broughton Street

- 2.2.8 Broughton Street exhibits similar characteristics as Bradstone Road (to the east of Sherborne Street) with a variety of cash and carry and large commercial premises along both sides of the street.
- 2.2.9 To the east of the site, Broughton Street intersects with the A665 at a signalised junction. To the west Broughton Street intersects with Waterloo Road at a priority junction. The road is subject to a 30mph speed limit and there are generally no parking restrictions except around junctions with intersecting roads.

Waterloo Road

- 2.2.10 Waterloo Road is a single-carriageway road with setback residential properties along the northbound carriageway and commercial properties along the southbound carriageway. On the northern end of Waterloo Road, near the junction with the A6010, the road becomes residential on both sides with large apartment blocks.
- 2.2.11 Waterloo Road ends at a priority junction with the A56 Bury New Road to the south. To the north, Waterloo Road intersects with the A6010 at a signalised junction.
- 2.2.12 There is a school to the south of the junction with Broughton Street where the speed limit is reduced to 20 mph for a short section with the remainder of the road set at 30 mph.

A665 Cheetham Hill Road

- 2.2.13 The A665 is part of the primary road network in Manchester. Travelling south from Broughton Street the A665 connects to New Bridge Road at a large signalised junction and forms part of the Manchester Inner Ring Road. To the north, the A665 connects to the A6010 and the A576 which connects to the M60 further north.
- 2.2.14 The A665 offers two lanes in each direction without a central reserve with associated traffic management measures for pedestrians and bus stops. Ghost islands and signalised junctions are utilised to provide right-hand turns at major intersections.

2.3 Site visit

- 2.3.1 A site visit was conducted by Sanderson Associates on the 7th of June 2023 to assess the site and parking in the surrounding area. Images of the site may be seen in **Figures 3, 4 and 5**. The Forecourt was closed and appeared unused during the site visit although the unit behind the existing forecourt was available for let.

Figure 3 – Left - Site forecourt

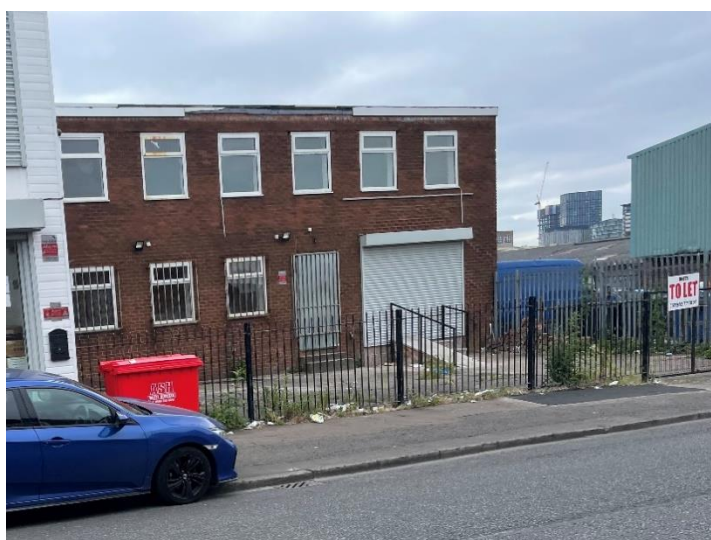


Figure 4 –Right - Site forecourt

- 2.3.2 Two existing businesses occupy the northern part of the building. These were both operational during the site visit and appeared to be using the available on-street parking.

Figure 5 – Existing business in the northern part of the building



- 2.3.3 A parking survey was conducted during the site visit between 09.30 and 10.30 in 20-minute intervals. In this survey, the areas surrounding the site were divided into sections in which vehicle counts were recorded. These areas are shown in **Figure 6**. **Table 2** details the vehicle occupancy of these zones over the period. Numbers with an “*” refer to learner drivers who stopped temporarily over the period before moving off.

Figure 6 – Parking Zones



Table 2 – Vehicle Occupancy

Parking Zone	Time			
	09.30	09.50	10.10	10.30
1	0	0	1*	1*
2	0	0	1*	1
3	0	0	0	0
4	2	2	2	3
5	1	1	1	1
6	1	1	6	5

2.4 Parking Capacity

- 2.4.1 Using an OS plan of the area and images from google earth, parking capacity around the site has been calculated in the 6 zones identified in **Figure 6**. Areas with dropped kerbs leading to site accesses and areas with double yellow lines have been excluded from the calculation. **Table 3** details the capacity in each zone and the maximum degree to which it was occupied during the site visit.

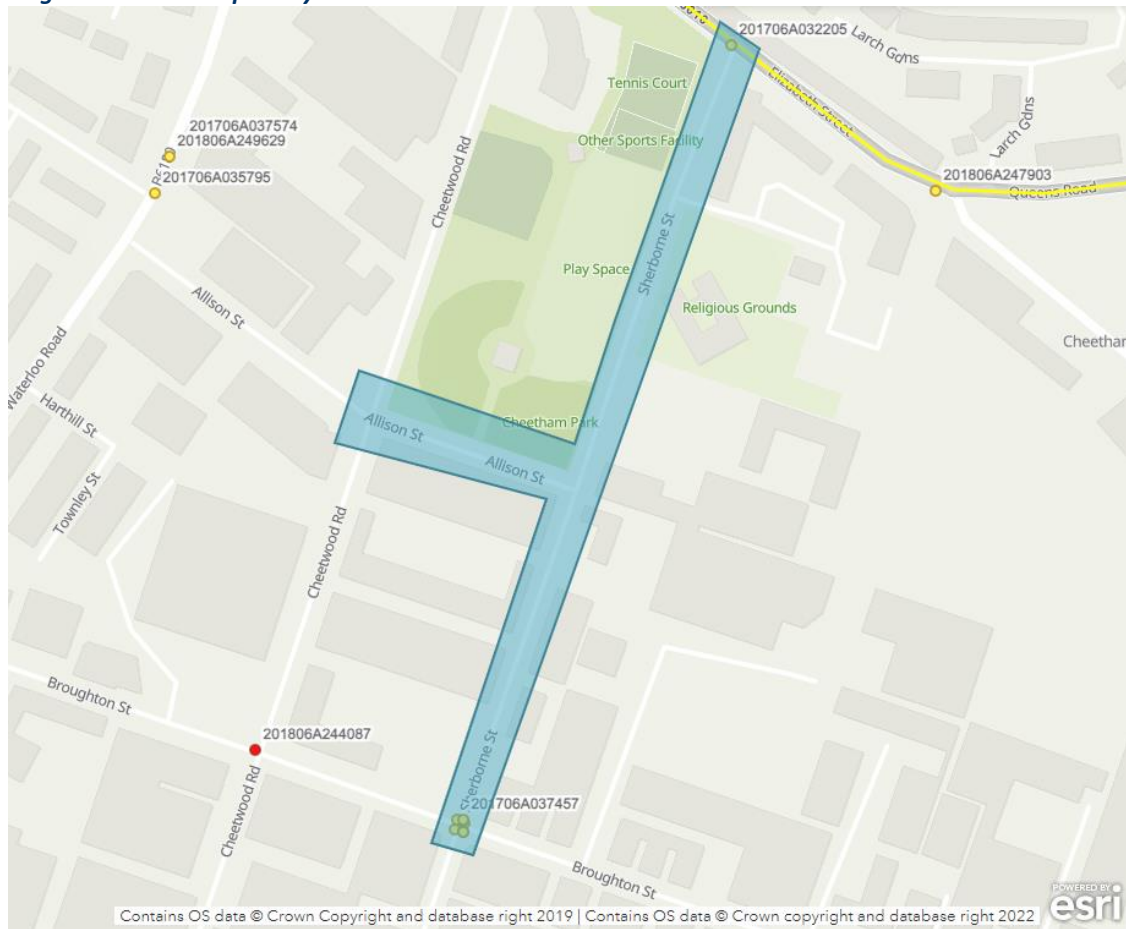
Table 3 – Vehicle capacity

Zone	Capacity	Maximum occupation during site visit
1	13	8%
2	15	7%
3	8	0%
4	4	75%
5	8	13%
6	11	55%
Total	59	

2.5 Road Safety Review

- 2.5.1 National guidance states that Transport Statements should include an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area. Whilst the local network is not considered to be a 'high accident area', in order to provide a robust assessment the most recent 5-year period has been considered.
- 2.5.2 The Crashmap database has been reviewed to provide an indication as to whether there are any existing accident issues on the local highway network, with particular concern given to vehicle movements in/out of the existing site access. Crashmap reports concerning the study area are attached in **Appendix A**.

Figure 7 – Crashmap Study Area



2.5.3 **Figure 7** is an extract from the Crashmap database which shows the collisions that have occurred in the surrounding highway. A total of eight incidents have occurred over this period, however, of these, none are in close proximity to the site. Further details of the incidents are as follows:

Table 4 – Crashmap incident summaries.

Reference	Location	Severity	Year	Incident
201706A032205	Sherborne Street/ A6010 T junction	Slight	2017	Collision as vehicles waiting to turn out of Sherborne Street. Two vehicles were impacted in the rear and one in the front.
202006A169867	Sherborne Street/ Broughton Street crossroads	Slight	2020	Vehicle 1 was proceeding normally along the carriageway when it was impacted at its front. Vehicle 2 was also proceeding normally along the carriageway when it was impacted on its nearside.
201806A241014	Sherborne Street/ Broughton Street crossroads	Slight	2018	Vehicle 1 was proceeding normally along the carriageway when it was impacted at the front. Vehicle 2 was also proceeding normally along the carriageway when it was first impacted at the front by the kerb.
201906A255745	Sherborne Street/ Broughton Street crossroads	Slight	2019	Vehicle 1 was moving off when it was impacted at the front. Vehicle 2 was proceeding normally along the carriageway when it was impacted on its offside.

201806A240670	Sherborne Street/ Broughton Street crossroads	Slight	2018	Vehicle 1 was proceeding normally along the carriageway when it was impacted at the front. Vehicle 2 was proceeding normally along the carriageway when it was impacted on its offside by the kerb.
201906A261506	Sherborne Street/ Broughton Street crossroads	Slight	2019	Vehicle 1 was proceeding normally along the carriageway when it was impacted on its offside. Vehicle 2 was proceeding normally along the carriageway when it was impacted at the front.
201906A164799	Sherborne Street/ Broughton Street crossroads	Slight	2019	Vehicle 1 was proceeding normally along the carriageway when it was impacted on its nearside. Vehicle 2 was proceeding normally along the carriageway when it was impacted at the front.
201706A037457	Sherborne Street/ Broughton Street crossroads	Slight	2017	Vehicle 1 was proceeding normally along the carriageway when it was impacted on its offside. Vehicle 2 was proceeding normally along the carriageway when it was impacted at the front.

2.5.4 Seven incidents are recorded at the Sherborne Street / Broughton Street cross road junction one occurred in 2017, two in 2018, three in 2019 and one in 2020. None are recorded for 2021. The incidents that have occurred in proximity to the site appear to have been caused by driver error and are not indicative of hazardous road design parameters that may have contributed to the accidents, acknowledging that this is a cross road junction.

3. Accessibility by Sustainable Travel

3.1 Overview

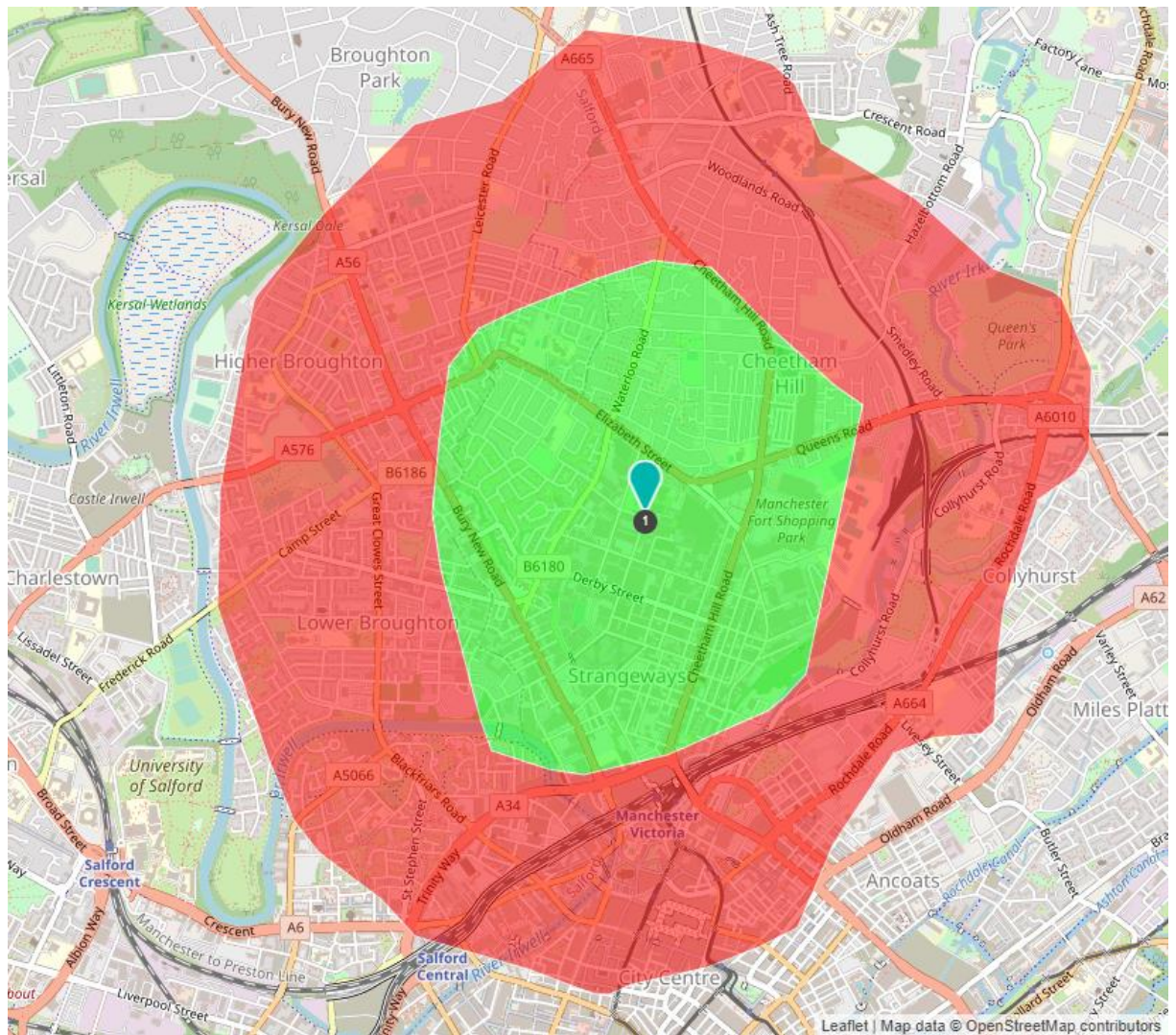
- 3.1.1 The following sections provide an assessment of the accessibility of the site by sustainable modes of transport, to review the opportunities that exist for occupiers and customers to access the site by both active (e.g. walking and cycling) and public transport modes (e.g. bus and rail).

3.2 Accessibility by foot

- 3.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain, about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”
- 3.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example, rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 3.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 3.2.4 **Figure 8** identifies 1000m and 2000m walking isochrones around the site and indicates the extent to which the local area is accessible on foot to and from the site.

Figure 8 – Walking Catchment

[OpenRouteService]



3.2.5 **Figure 8** demonstrates that all of the Manchester Fort Shopping Park, a Lidl and a M&S are within 1km of the site. There are also a number of bars, restaurants and cafes along Cheetham Hill Road and in the Fort Shopping Park.

3.2.6 Within 2 km of the site is Manchester Victoria Station and Manchester City Centre.

3.2.7 It is important to consider the routes that would be taken to reach the site as well as the distance. With this in mind, all roads surrounding the site have complete footways with street lighting on both sides of the road.

3.3 Accessibility by Cycle

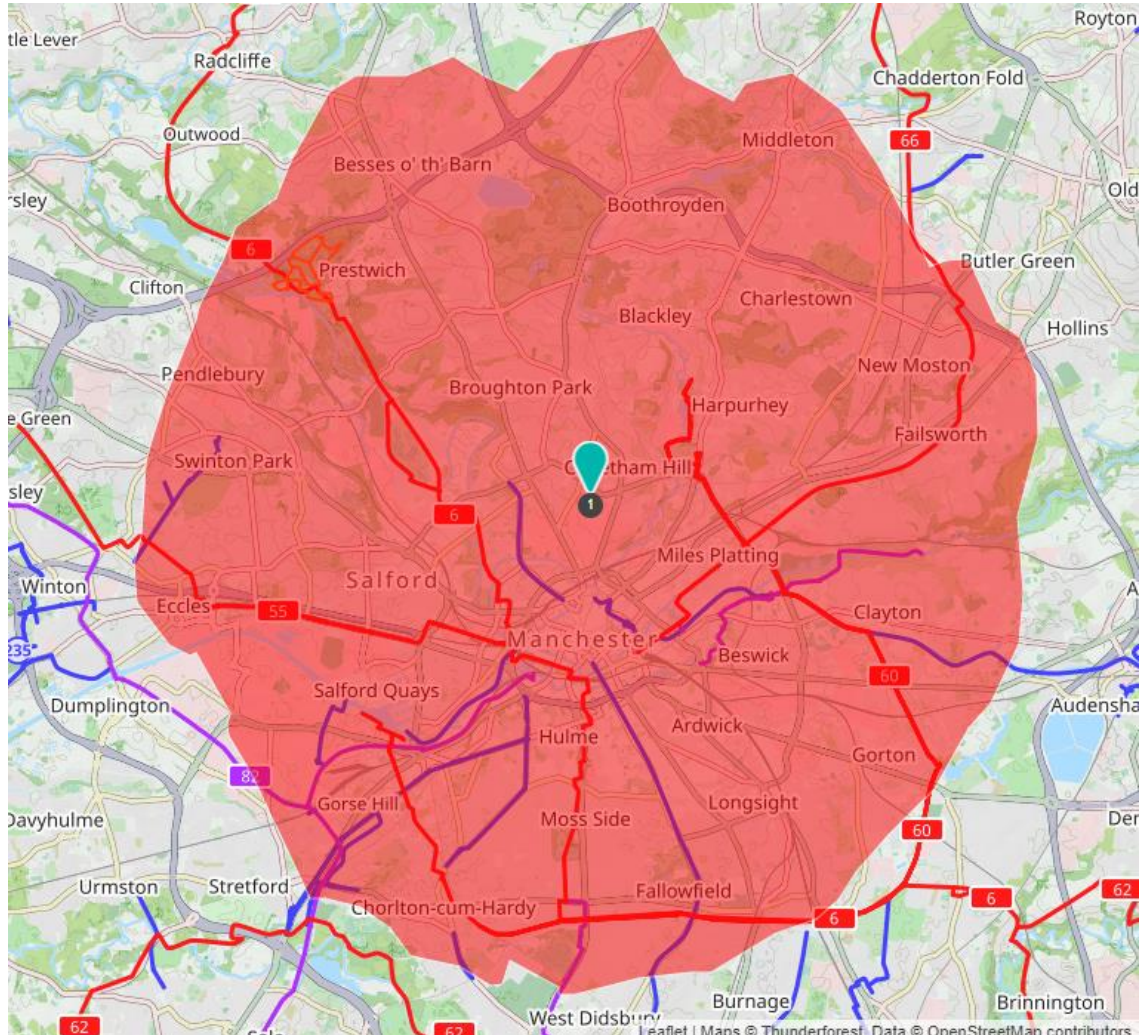
3.3.1 Like walking, cycling can play an important role in reducing congestion, improving accessibility and reducing pollution. CIHT's Planning for Cycling (2014) states that:

3.3.2 "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips."

3.3.3 **Figure 9** illustrates an 8km cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle. These areas represent a catchment from which potential employees and customers may comfortably travel.

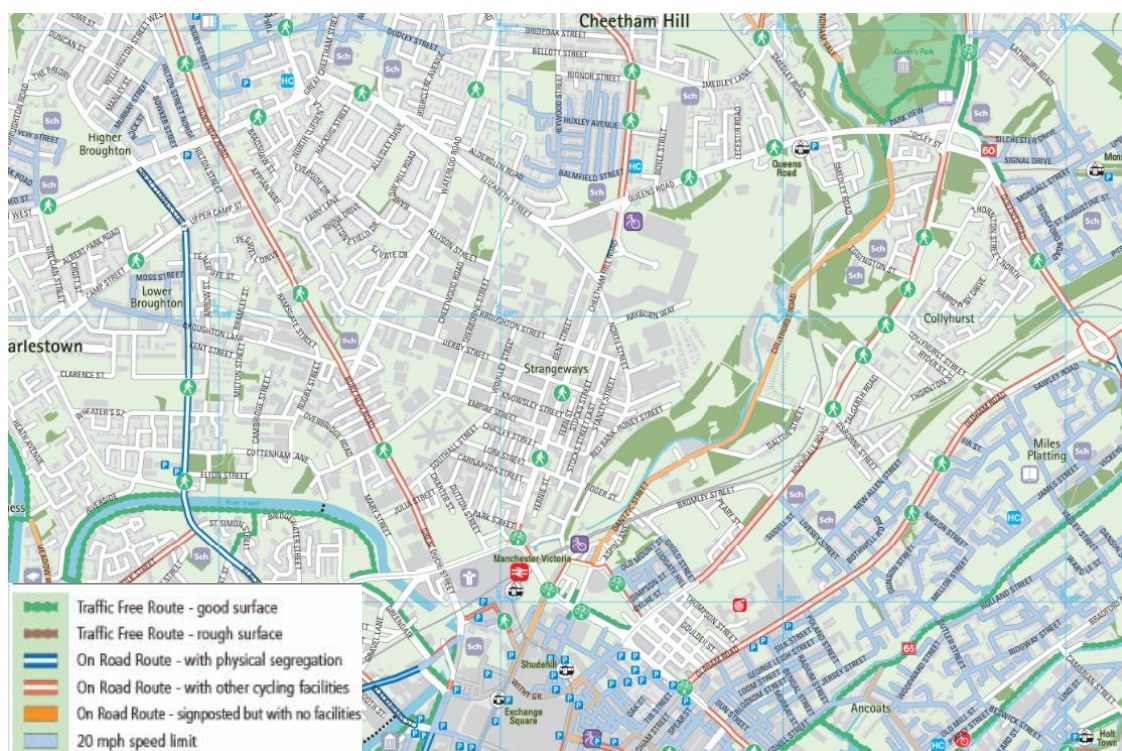
Figure 9 – Cycle Catchment

[OpenRouteService]



3.3.4 **Figure 9** demonstrates that Manchester Centre, Salford and many residential areas to the north, south, east and west are within the 8km (5 mile) journey from the site. **Figure 10** is an extract of Transport for Greater Manchester's Transport map. This map shows that within Manchester City Centre most roads have a speed limit of 20 mph. This makes cycling far more appealing and allows for safer navigation around the city centre. Leading away from the city centre are a number of cycle routes that link the city centre with neighbourhoods to the north, east, south and west. These are either completely separate from traffic or segregated physically from the road.

Figure 10 – Transport for Manchester Cycle Network Map



3.4 Accessibility by Bus

3.4.1 The document Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.” **Table 5**, an extract from the guidance outlines the maximum walking distance for different situations.

Table 5 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus Corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/ city centres	250m

3.4.2 A number of bus stops are accessible from the site. The nearest is along Waterloo Road to the West of the site, approximately 250m from the site. These stops both have a bus shelter and timetable information. 525m away are bus stops on Cheetham Hill Road which also provide shelter and timetable information.

3.4.3 A summary of the services available from these stops is summarised in **Table 6**.

Table 6 – Bus Services accessible within 1km

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
41	North Manchester General Hospital, Cheetham Hill, Cheetham Hill Road, Manchester Victoria, Manchester Piccadilly Gardens, Manchester Royal Infirmary, Rusholme, West Didsbury, Moor End	15 mins	30 mins	30 mins
59	Piccadilly Gardens, Strangeways, Cheetham Hill, Middleton Bus Station, Mills Hill Station, Chadderton Town Hall, Oldham Bus Station, Oldham Mumps Interchange	12 mins	20 mins	20 mins
135	Piccadilly Gardens, City Centre Cheetham Hill Road, Sedgley Park, Heaton Park, Whitefield, Blackford Bridge, Bury	10-25 mins	20 mins	10-20 mins
X41	Accrington, Haslingden, Edenfield, Ramsbottom Market Place, Higher Blackley Victoria Avenue, Shudehill Hanover Street, Higher Broughton Great Cheetham Street East, Strangeways, Manchester Chorlton Street Coach Station	40 min	60 mins	60 mins
X43	Nelson Bus Station, Burnley, Rawtenstall, Higher Blackley Victoria Avenue, Shudehill Hanover Street, Prestwich Longfield Centre, Strangeways, Manchester Chorlton Street Coach Station	20 mins	30 mins	30 mins

- 3.4.4 The closest train station is Manchester Victoria Railway Station which sits approximately 1.6km from the site. It can be accessed on foot from the site via the footpath along Cheetham Hill Road or on the road by cycle.
- 3.4.5 Rail services from Manchester Victoria Railway Station are operated by Transpennine Express and Northern. Both of these operators allow bicycles on their services free of charge, which enables linked journeys through the city.
- 3.4.6 Services out of the station travel to Rochdale, Liverpool Lime Street and Leeds every half hour, and to Clitheroe, Stalybridge and Wigan every hour.
- 3.4.7 Additional services are available from Manchester Victoria from the tram line. The Yellow, Pink Navy and Green Lines all pass through the station allowing quick access to the wider Manchester area. These routes terminate at Piccadilly, East Didsbury, Rochdale, Manchester Airport, Bury, Altrincham and Shaw & Crompton.

3.5 Accessibility Summary

- 3.5.1 In summary, it is considered that the site is accessible by both active and public transport, providing occupiers and visitors with the opportunity to travel by sustainable modes and reduce reliance on the private car.

4. Proposed Development

4.1 Overview

- 4.1.1 The application proposals involve the conversion and refurbishment of an existing two-story building together with a two storey extension into an existing off-street forecourt area. This infilled area and the existing building will then be used as space for 5 businesses. Three of these will occupy two storey units on the southern part of the building, whilst the remaining two will each occupy a different floor to the north of the building (these two units are essentially the same as existing). The site plan is included in **Appendix B**.
- 4.1.2 The floor space will be used as cash and carry stores, E(a) display or retail sale of wholesale goods.

4.2 Access and Parking

- 4.2.1 Access will continue to be taken from Sherborne Street for pedestrians, cycles and vehicles. Each unit will have access at the front facing the road.
- 4.2.2 Secure cycle parking will be provided within the curtilage of the site with a total of 4 spaces provided.
- 4.2.3 The development will not provide any off-street car parking with occupiers and customers able to use the extensive on-street parking on Sherborne Street and Allison Street. Existing on-street parking is assessed in section 2.4.

4.3 Servicing

- 4.3.1 Bin stores will be kept within the curtilage of the site as opposed to on street which is the current practice. On bin days bins will be taken outside to be collected from the kerb side. A dropped kerb already exists to enable this.
- 4.3.2 Goods delivered to the site will be taken directly into units from their entrances on Sherborne Street. This appears to be how goods are already delivered at existing units to the south and in the business that already occupies the site.

5. Traffic Impact

- 5.1 In order to assess the potential impact of the proposed development the number of vehicle generations has been calculated using the TRICS database.
- 5.2 In the assessment, the land use classification wholesale cash and carry land use was selected. **Table 7** describes the trip rate selection criteria that were used to generate the TRICS data.

Table 7 – Trip Rate Criteria

Land Use	Trip Rate Selection Criteria
Cash and Carry – Wholesale and Clubs	→ Land Use Category: Land Use Archive, 01/B Cash and Carry – Wholesale and Clubs → Vehicle trip rate surveys; → Date range; 01/01/2000 – 12/07/2018 → Gross floor area; 2240sqm to 10,000sqm → The regions of Greater London, Northern Ireland and the Republic of Ireland were excluded; → Saturday and Sunday surveys were excluded.

- 5.3 The TRICS report returned seven surveys. The trip rates and subsequent trip generations are detailed in **Table 8**. The full TRICS output can be found in **Appendix C**.
- 5.4 The Gross floor area used to calculate the generations for the development are based on the new area of development which infills the forecourt area. This area is 309m² over two floors. The remainder of the building has or is operating successfully without causing any disruption to the existing highway network and as such has not been included.

Table 8 – Trip generations and parking accumulation for infilled development.

Time Period	Trip Rates			Generations			Parking
	Arrivals	Departures	Total	Arrivals	Departures	Total	Demand
06:00-07:00	0.252	0.176	0.428	1	1	1	0
07:00-08:00	0.514	0.186	0.7	2	1	2	1
08:00-09:00	0.404	0.214	0.618	1	1	2	1
09:00-10:00	0.365	0.324	0.689	1	1	2	1
10:00-11:00	0.517	0.434	0.951	2	1	3	2
11:00-12:00	0.508	0.46	0.968	2	1	3	3
12:00-13:00	0.481	0.523	1.004	1	2	3	2
13:00-14:00	0.392	0.457	0.849	1	1	3	2
14:00-15:00	0.401	0.511	0.912	1	2	3	1
15:00-16:00	0.446	0.454	0.9	1	1	3	1
16:00-17:00	0.44	0.428	0.868	1	1	3	1
17:00-18:00	0.247	0.407	0.654	1	1	2	1
18:00-19:00	0.143	0.2	0.343	0	1	1	0
19:00-20:00	0.114	0.218	0.332	0	1	1	-1
20:00-21:00	0.005	0.123	0.128	0	0	0	-1
Daily	5.236	5.122	10.358	15	16	32	

- 5.5 **Table 8** shows that movements through the day are all low with a maximum of 2 arrivals and 2 departures in an hour. Generations are so low that there is no identifiable peak hour. Over the course of the day the maximum number of new two-way movements in an hour is 3, which equates to one movement every 20 minutes.
- 5.6 **Table 8** also assesses the potential parking demand for the extension with the highest hourly value being 3 vehicles. In comparison the parking capacity calculated in section 2.3 is 59 spaces with a maximum observed occupancy of 6 vehicles in one 20 minute beat. It is therefore considered that the modest increase in parking demand could be accommodated on street without giving rise to any material impact upon the operation of the highway network.

6. Summary and Conclusions

- 6.1 Sanderson Associates Consulting Engineers has been appointed by V G Construction Mcr Ltd to provide highway consultancy services to support a proposed commercial development on Sherborne Street, Manchester.
- 6.2 The proposed development will infill the existing forecourt area adjacent to an existing building, expanding it and allowing 3 units to increase to 5. The floor area increase of the extension is 309m². The units will all be used as cash-and-carry stores.
- 6.3 Based on calculations from the TRICS database the proposals are predicted to increase the maximum number of movements to / from the site in an hour by 3. This is very low and it is considered that the parking demand from these movements can easily be accommodated on-street.
- 6.4 The development proposals include a suitable access strategy. All vehicular access is to be provided from Sherborne Street with deliveries made from the carriageway. This is already the case for the two existing units in the northern portion of the building.
- 6.5 The site is accessible by foot and cycle, with cycle parking available for the proposed units. The site is able to take advantage of both frequent bus services along Cheetham Hill Road and of rail and tram services operating out of Manchester Victoria Railway Station to the south of the site.
- 6.6 This Transport Statement has demonstrated that the residual cumulative impacts of the planning application proposals in transport terms are not severe and therefore, in the context of NPPF paragraph 111, the development should not be refused on transport grounds.



Appendix A

Crashmap reports

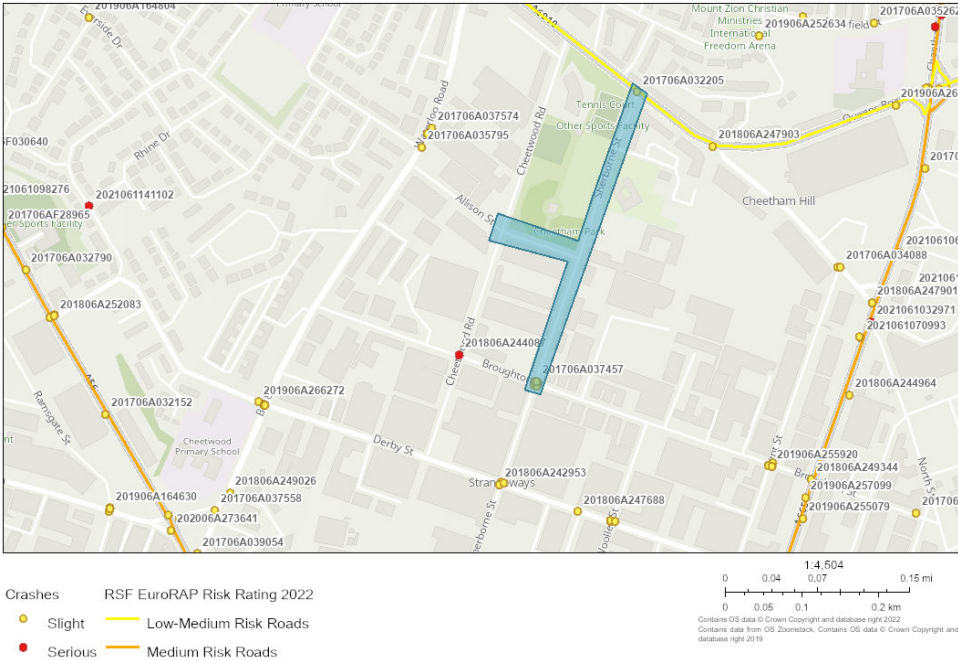


Crash Report

Area of Interest (AOI) Information

Area : 12,930.35 m²

Jun 6 2023 13:36:10 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	8	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	June 29, 2017	2017	3	1	384040
2	None	Slight	Police officer attended crash scene	February 25, 2020	2020	2	2	383905
3	None	Slight	Police officer attended crash scene	February 20, 2018	2018	2	1	383909
4	None	Slight	Police officer attended crash scene	April 11, 2019	2019	2	3	383909
5	None	Slight	No officer attended crash scene	February 10, 2018	2018	2	1	383906
6	None	Slight	Police officer attended crash scene	September 13, 2019	2019	2	2	383910
7	None	Slight	Police officer attended crash scene	November 23, 2019	2019	2	1	383909
8	None	Slight	Police officer attended crash scene	November 20, 2017	2017	2	1	383909

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	400395	Manchester	A6010	Unknown	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	400013	Manchester	U0	Fine without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
3	400017	Manchester	U0	Other	Single carriageway	Dry	30	Darkness: street lighting unknown
4	400012	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Darkness: street lighting unknown
5	400018	Manchester	U0	Fine without high winds	Single carriageway	Wet or Damp	30	Darkness: street lighting unknown
6	400016	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	400012	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
8	400018	Manchester	U0	Raining without high winds	Single carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cyclenuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	Zebra crossing	0	0	0	0	0	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
5	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
8	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201706A032205	1
2	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=202006A169867	1
3	1	1	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201806A241014	1
4	1	0	0	1	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201906A255745	1
5	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201806A240670	1
6	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201906A261506	1
7	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201906A164799	1
8	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=201706A037457	1

Report produced from CrashMap Pro

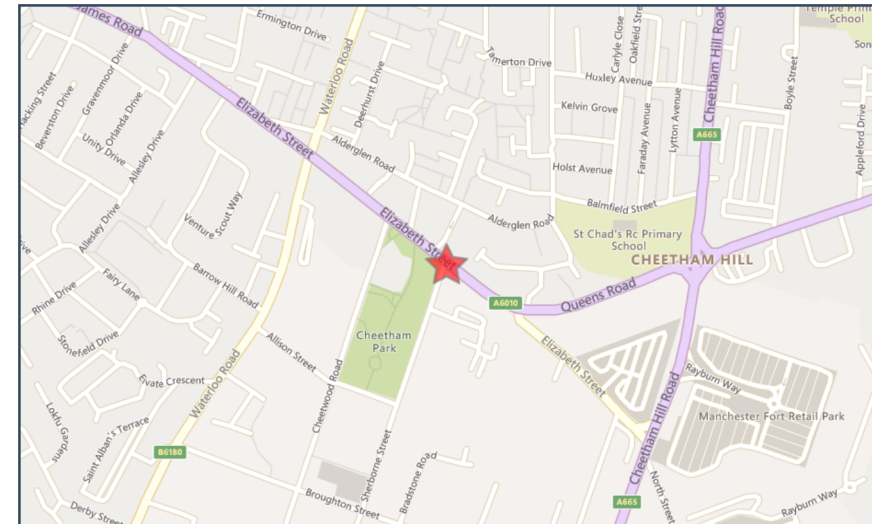


crashmap.co.uk

Validated Data

Crash Date: Thursday, June 29, 2017 **Time of Crash:** 2:54:00 PM **Crash Reference:** 201706A032205

Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	3	OS Grid Reference:	384040 400395
Local Authority:	Manchester City				
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
2	Car (excluding private hire)	0	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is moving off	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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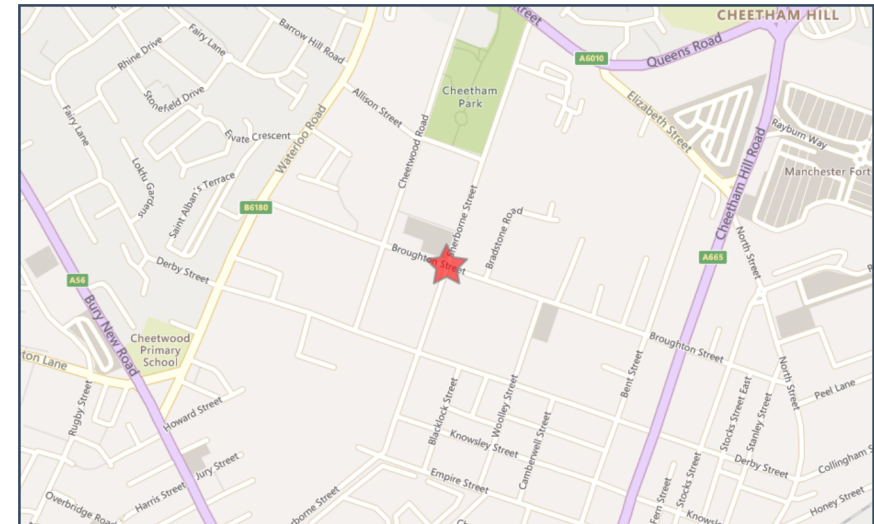


crashmap.co.uk

Validated Data

Crash Date: Tuesday, February 25, 2020 **Time of Crash:** 8:30:00 PM **Crash Reference:** 202006A169867

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383905 400013
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

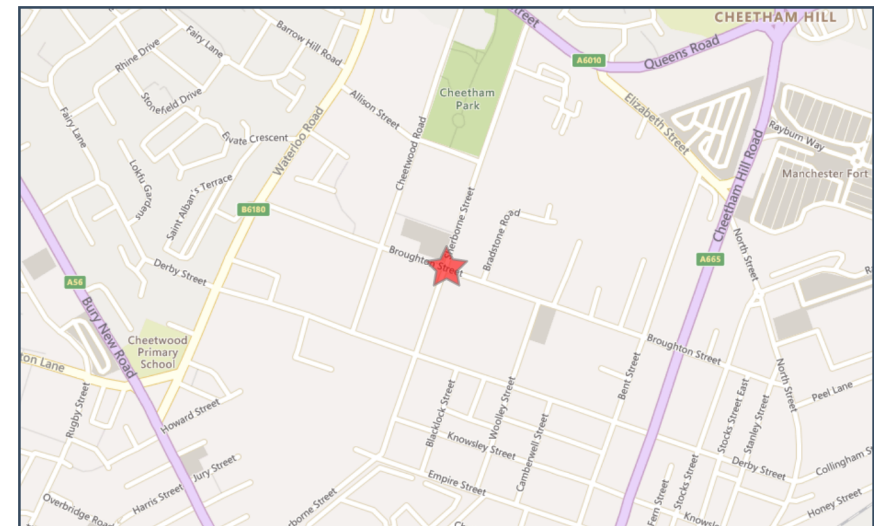
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Tuesday, February 20, 2018	Time of Crash:	5:00:00 PM	Crash Reference:	201806A241014
--------------------	----------------------------	-----------------------	------------	-------------------------	----------------------

Road Number:	U0	Number of Casualties:	1	
		Number of Vehicles:	2	
		OS Grid Reference:	383909	400017



Page 1 of 2 06/06/2023 01:32 PM



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

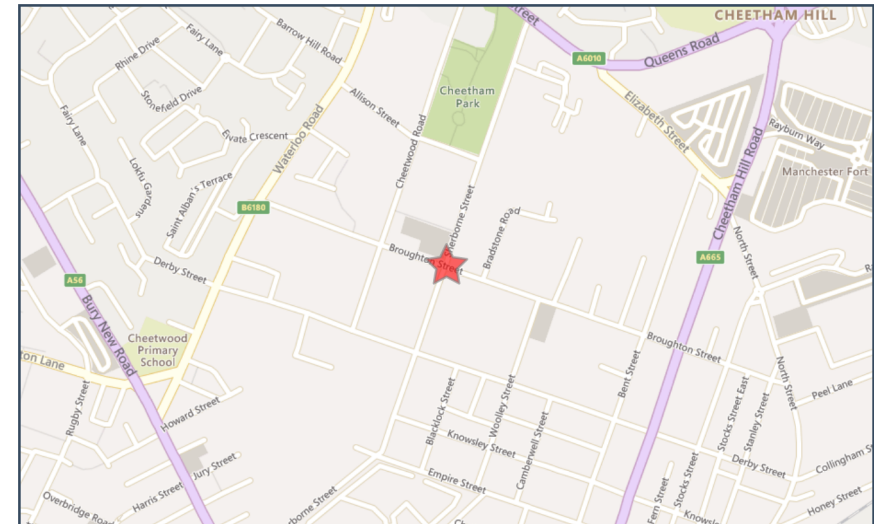
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Thursday, April 11, 2019	Time of Crash:	8:36:00 PM	Crash Reference:	201906A255745
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	3
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	383909 400012
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

A map of the area around Cheetham Hill in Manchester. A red star marks the crash location at the intersection of Broughton Street and Cheetham Hill Road. The map shows various streets including Rhine Drive, Stonefield Drive, Private Crescent, Waterloo Road, Allison Street, Cheetham Park, Broughton Street, Bradstone Road, Broughton Street East, Peel Lane, Collingham Street, Derby Street, Stanley Street, Socks Street East, Bent Street, Broughton Street, Elizabeth Street, Queens Road, and Cheetham Hill Road. Road numbers A56, A6010, and A605 are visible.



Page 1 of 2 06/06/2023 01:32 PM



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		1 Male	21 - 25	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire)		4 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, February 10, 2018 **Time of Crash:** 4:40:00 PM **Crash Reference:** 201806A240670

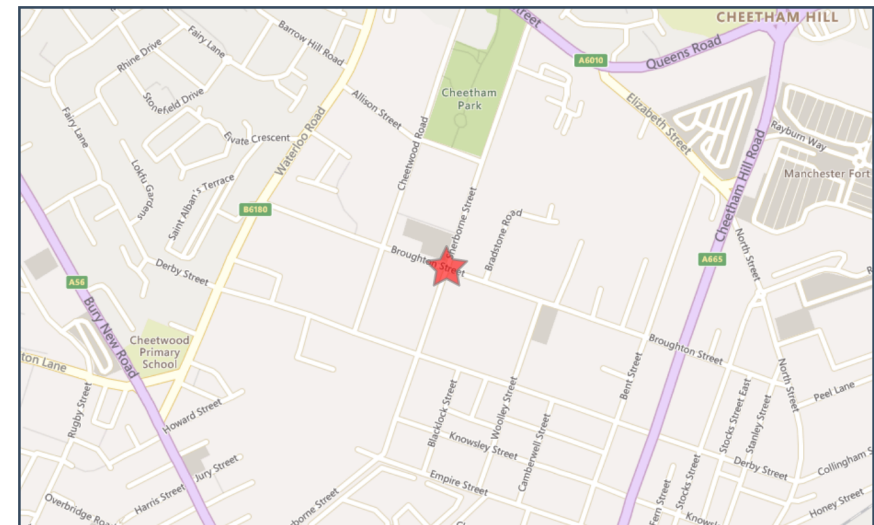
Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lighting unknown
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 383906 400018



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	4	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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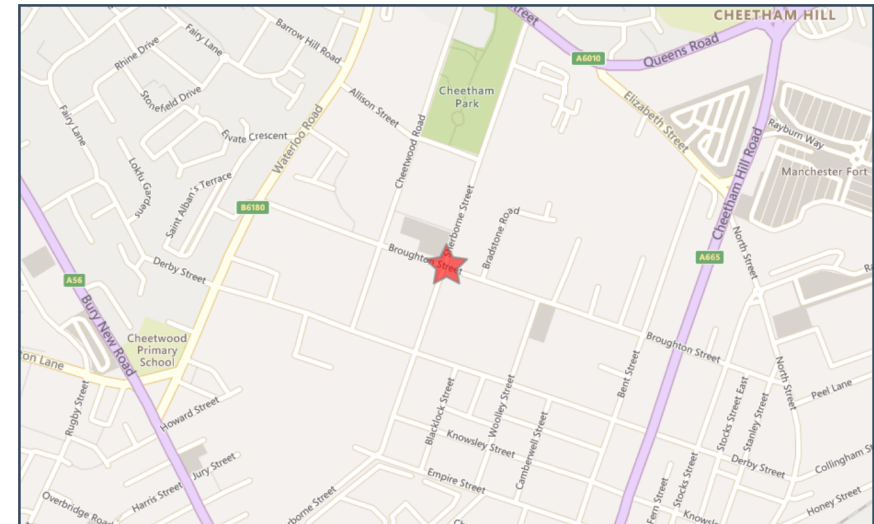


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Validated Data

Crash Date: Friday, September 13, 2019 **Time of Crash:** 8:34:00 AM **Crash Reference:** 201906A261506

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383910 400016
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	0	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

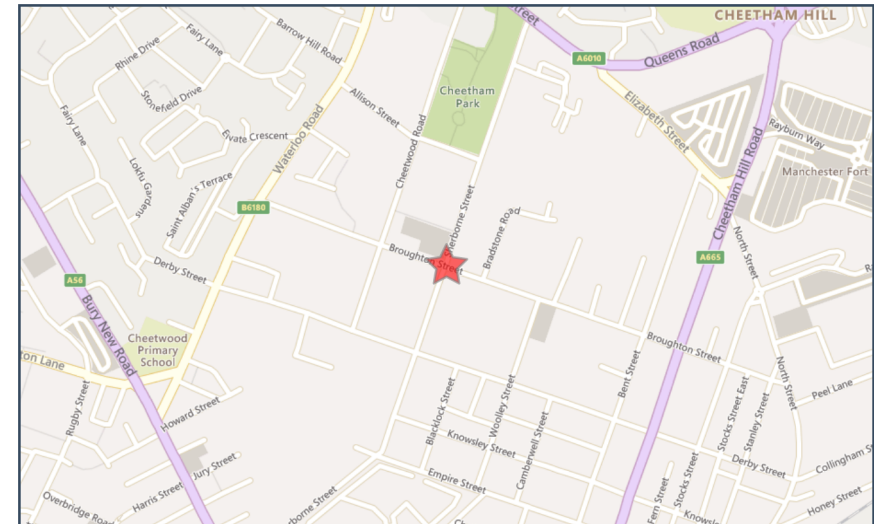
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Saturday, November 23, 2019	Time of Crash:	2:20:00 PM	Crash Reference:	201906A164799
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	383909 400012
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

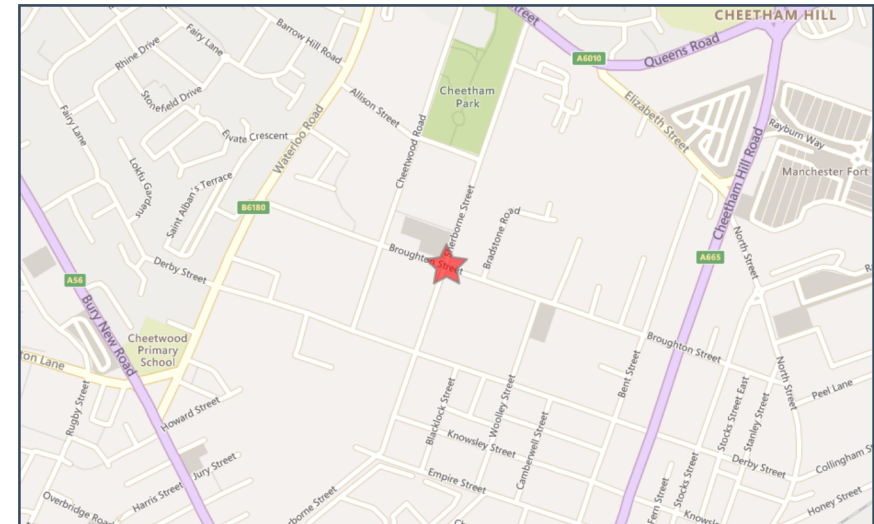


crashmap.co.uk

Validated Data

Crash Date: Monday, November 20, 2017 **Time of Crash:** 8:10:00 AM **Crash Reference:** 201706A037457

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383909 400018
Local Authority:	Manchester City				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	Kerb	Other permanent object
2	Car (excluding private hire)		8 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix B

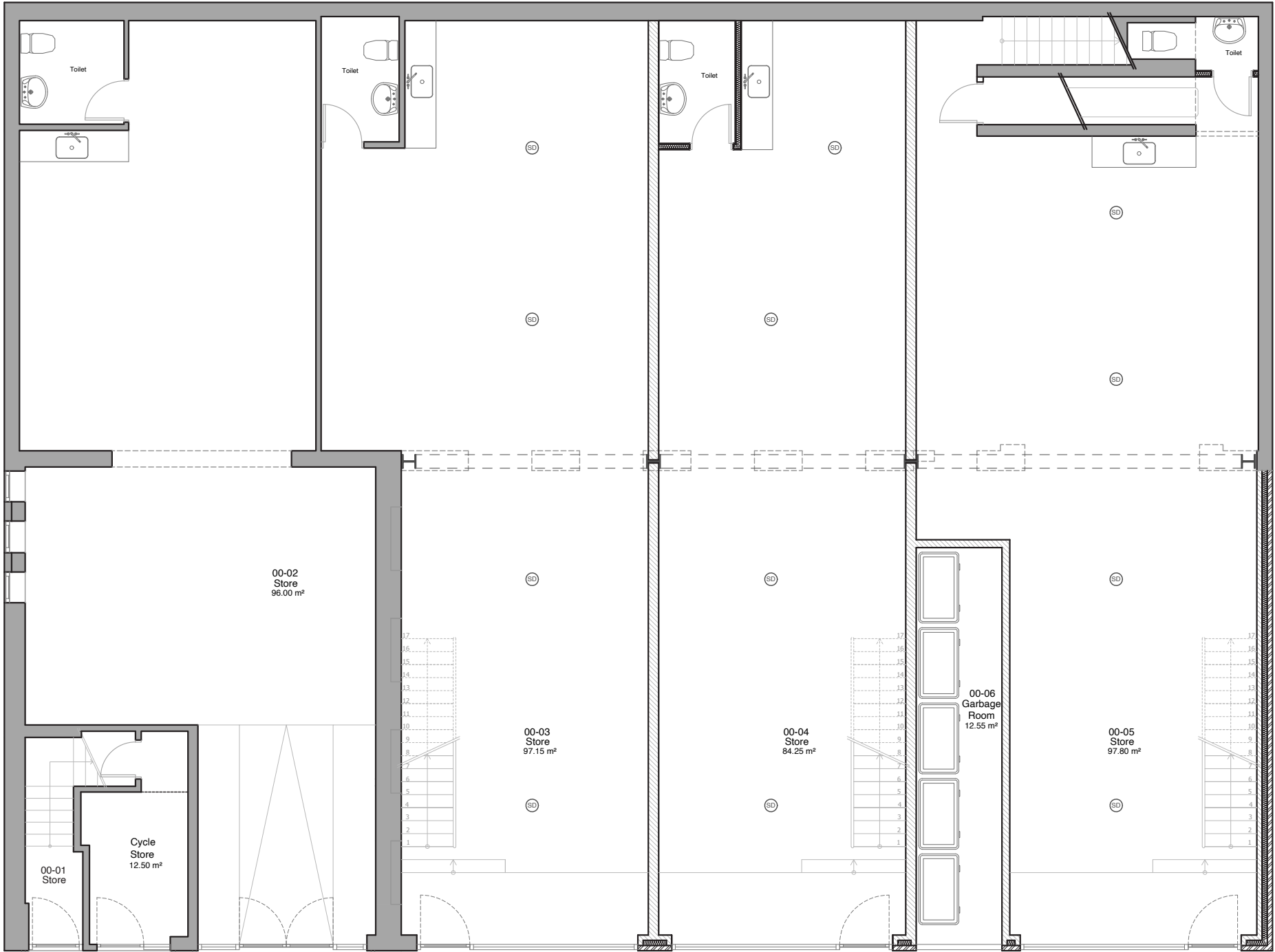
Site Plan

Dimensioning

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

NOTE

All architectural drawings produced by Miel Architecture. Saleem Architects is acting as planning consultant/agent.



Rev	Date	Description
-	12/04/23	Issued to client for comments
A	13/04/23	Issued for Planning



SALEEM

ARCHITECTS

Architecture | Masterplanning | Graphics

CLIENT:
Property Owner

PROJECT:
76 Sherborne Street,
Cheetham
M8 8HT

TITLE:
Proposed Ground Floor Plan

REV:
A

SCALE:
1:100 @ A3

DATE:
Apr 2023

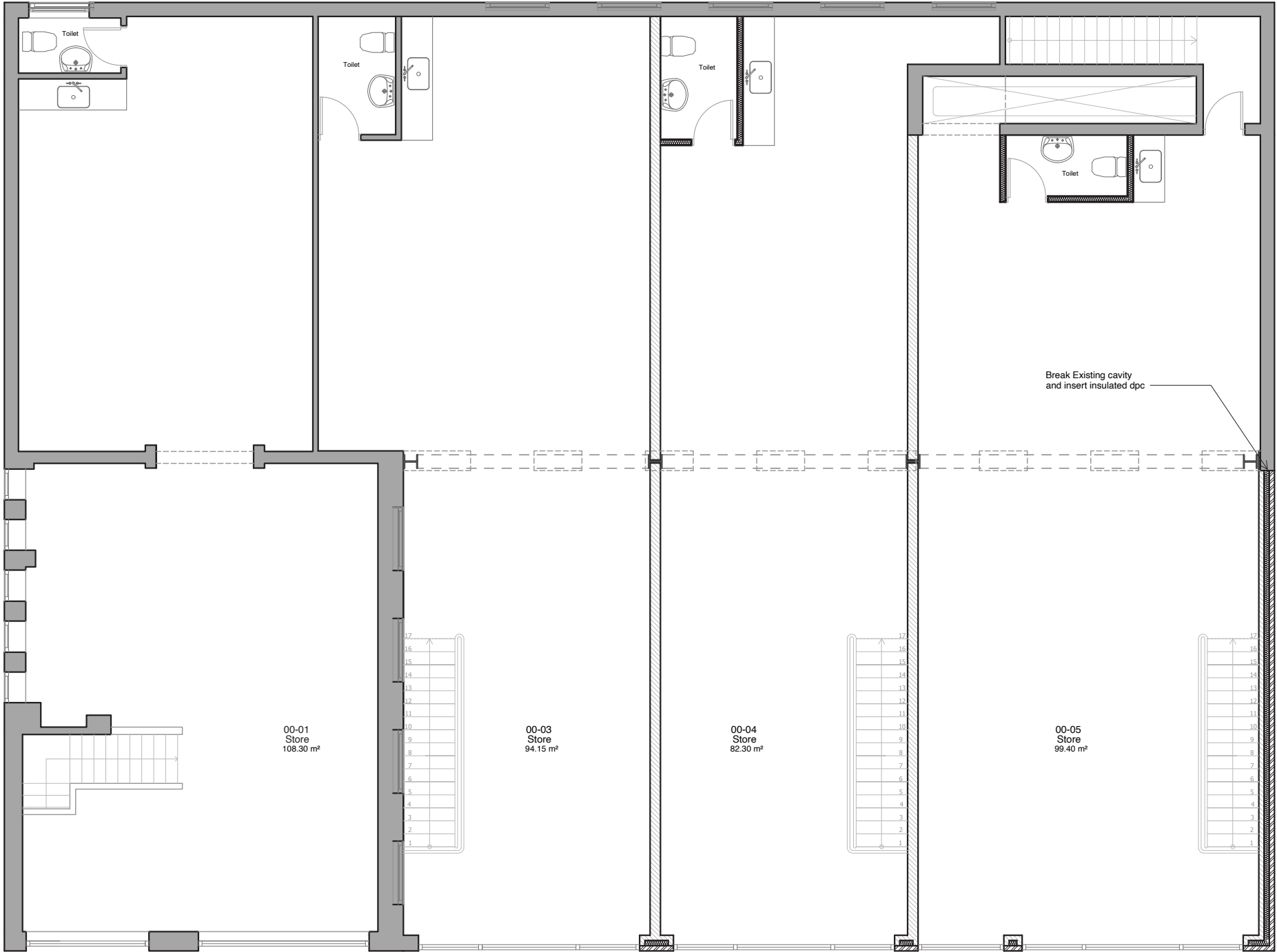
DRAWING NO.
Sheet 6

Dimensioning

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

NOTE

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PROPOSED FIRST FLOOR PLAN
1:100 @ A3



Rev	Date	Description
-	12/04/23	Issued to client for comments
A	13/04/23	Issued for Planning



SALEEM

ARCHITECTS

Architecture | Masterplanning | Graphics

CLIENT:
Property Owner

PROJECT:
76 Sherborne Street,
Cheetham
M8 8HT

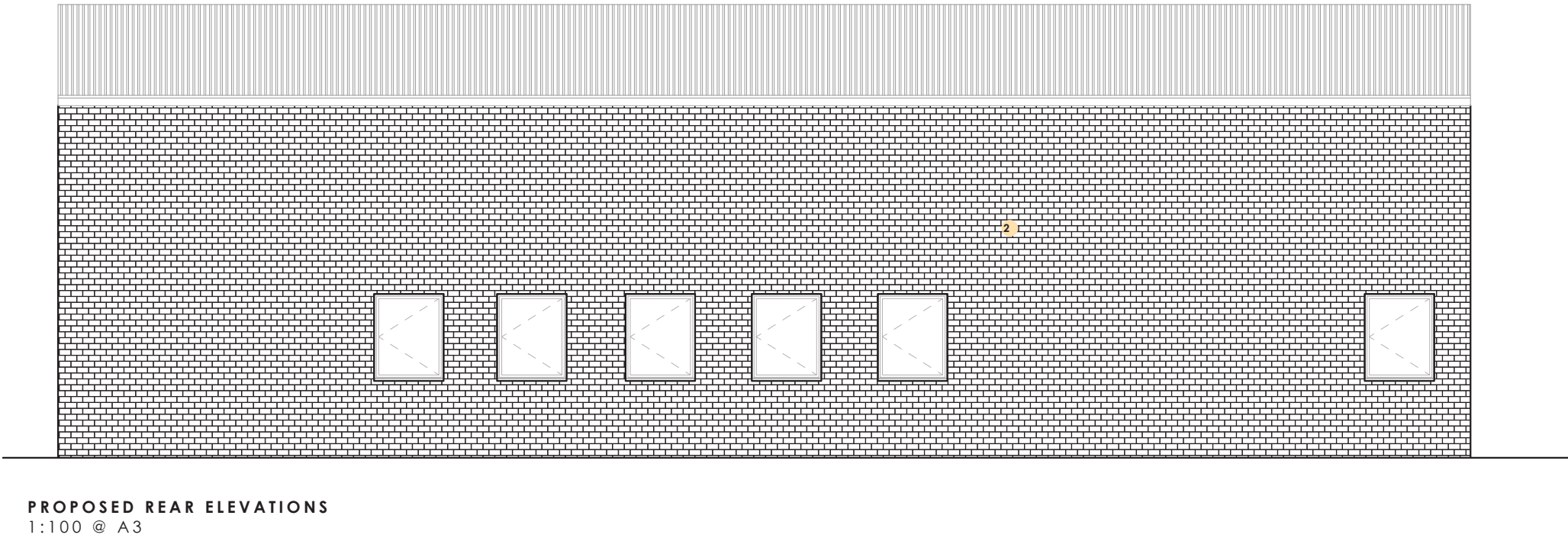
TITLE:
Proposed First Floor Plan

REV:
A

SCALE:
1:100 @ A3

DATE:
Apr 2023

DRAWING NO.
Sheet 7



Dimensioning

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

NOTE

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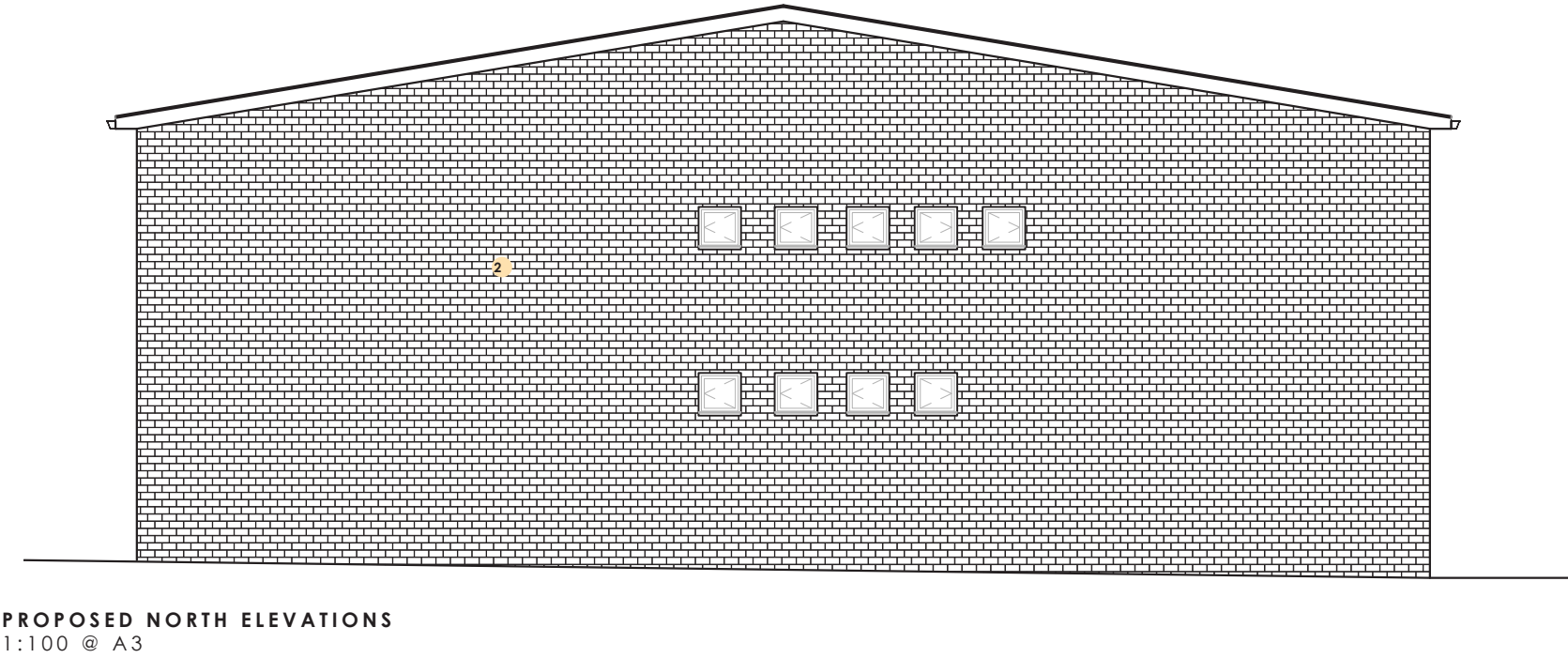
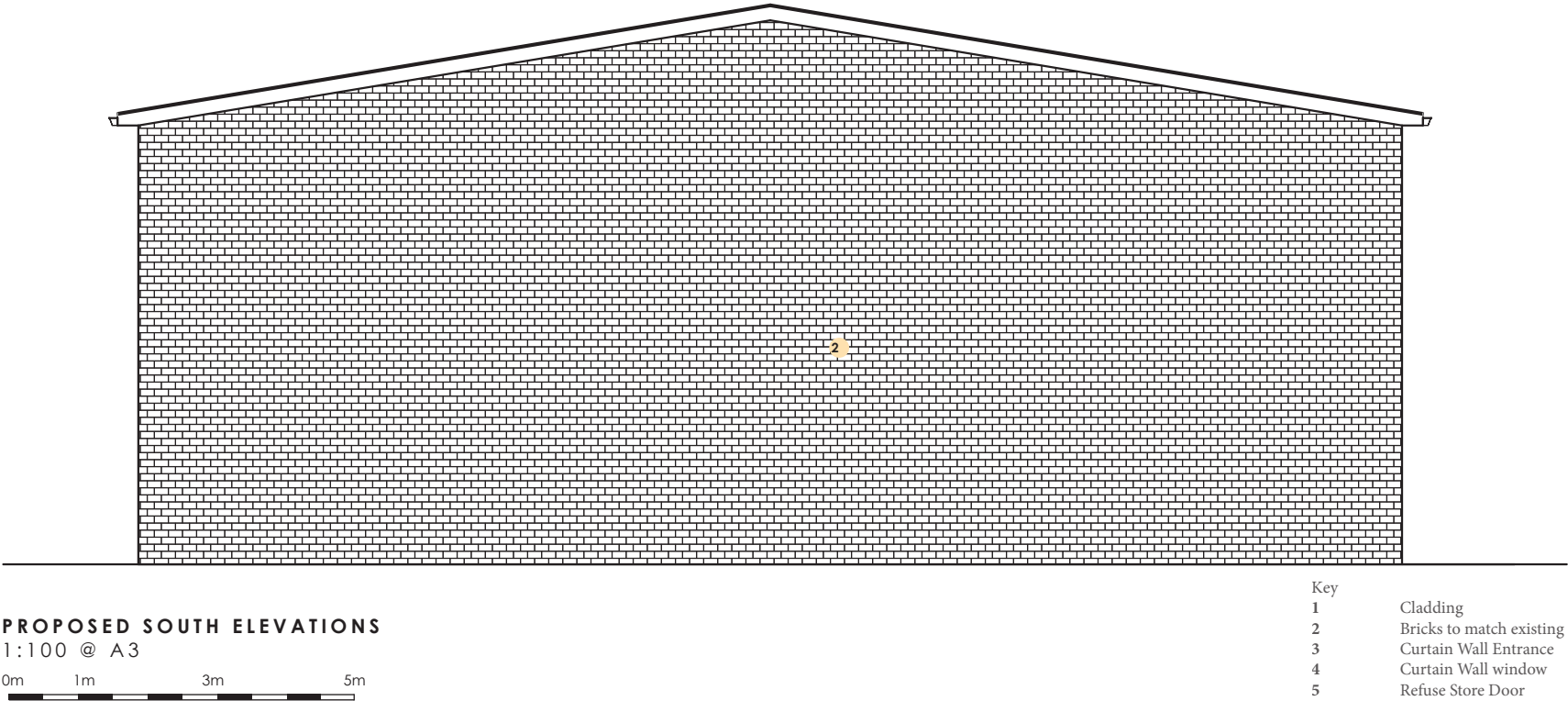
Rev	Date	Description
-	12/04/23	Issued to client for comments
A	13/04/23	Issued for Planning



SALEEM
ARCHITECTS

Architecture | Masterplanning | Graphics

CLIENT:	Property Owner
PROJECT:	76 Sherborne Street, Cheetham M8 8HT
TITLE:	Proposed Elevations
SCALE:	1:100 @ A3
DRAWING NO.	Sheet 8



Dimensioning

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

NOTE

All architectural drawings produced by Miel Architecture. Saleem Architects is acting as planning consultant/agent.

Rev	Date	Description
-	12/04/23	Issued to client for comments
A	13/04/23	Issued for Planning



S A L E E M
ARCHITECTS

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CLIENT:	Property Owner
PROJECT:	76 Sherborne Street, Cheetham M8 8HT
TITLE:	Proposed Elevations
SCALE:	1:100 @ A3
DRAWING NO.	Sheet 5



Appendix C

TRICS output

Calculation Reference: AUDIT-109307-230606-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	PK PERTH & KINROSS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2230 to 9500 (units: sqm)
 Range Selected by User: 2230 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 12/07/18

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

Selected survey days:

Thursday 4 days
 Friday 3 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 4
 Commercial Zone 1
 Residential Zone 1
 Built-Up Zone 1

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

Secondary Filtering selection:Use Class:

Sui Generis 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	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	7 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 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	DY-01-B-01	CASH & CARRY	DERBY
	ASCOT DRIVE		
	DERBY		
	WILMORTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3976 sqm	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
2	LE-01-B-01	BOOKER	LEICESTERSHIRE
	MURRAYFIELD ROAD		
	LEICESTER		
	BRAUNSTONE FRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
3	NF-01-B-01	BOOKER	NORFOLK
	ST NICHOLAS ROAD		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2230 sqm	
	Survey date: FRIDAY	19/10/12	Survey Type: MANUAL
4	PK-01-B-01	BOOKER WHOLESALE	PERTH & KINROSS
	GLOVER STREET		
	PERTH		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	3183 sqm	
	Survey date: THURSDAY	12/05/11	Survey Type: MANUAL
5	SY-01-B-01	BATLEYS	SOUTH YORKSHIRE
	BAWTRY ROAD		
	SHEFFIELD		
	TINSLEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7300 sqm	
	Survey date: FRIDAY	28/03/03	Survey Type: MANUAL
6	TW-01-B-01	BOOKER	TYNE & WEAR
	ADDISON STREET		
	SUNDERLAND		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	3400 sqm	
	Survey date: THURSDAY	29/11/12	Survey Type: MANUAL
7	WR-01-B-01	BOOKER	WREXHAM
	RUABON ROAD		
	WREXHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: FRIDAY	26/09/03	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/B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 771.85 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	3976	0.252	1.941	1	3976	0.176	1.359	1	3976	0.428	3.300
06:00 - 07:00	2	5638	0.514	3.970	2	5638	0.186	1.437	2	5638	0.700	5.407
07:00 - 08:00	7	4810	0.404	3.118	7	4810	0.214	1.651	7	4810	0.618	4.769
08:00 - 09:00	7	4810	0.365	2.820	7	4810	0.324	2.499	7	4810	0.689	5.319
09:00 - 10:00	7	4810	0.517	3.989	7	4810	0.434	3.347	7	4810	0.951	7.336
10:00 - 11:00	7	4810	0.508	3.920	7	4810	0.460	3.553	7	4810	0.968	7.473
11:00 - 12:00	7	4810	0.481	3.714	7	4810	0.523	4.035	7	4810	1.004	7.749
12:00 - 13:00	7	4810	0.392	3.026	7	4810	0.457	3.531	7	4810	0.849	6.557
13:00 - 14:00	7	4810	0.401	3.095	7	4810	0.511	3.943	7	4810	0.912	7.038
14:00 - 15:00	7	4810	0.446	3.439	7	4810	0.454	3.508	7	4810	0.900	6.947
15:00 - 16:00	7	4810	0.440	3.393	7	4810	0.428	3.301	7	4810	0.868	6.694
16:00 - 17:00	7	4810	0.247	1.903	7	4810	0.407	3.141	7	4810	0.654	5.044
17:00 - 18:00	6	5240	0.143	1.105	6	5240	0.200	1.547	6	5240	0.343	2.652
18:00 - 19:00	4	5269	0.114	0.879	4	5269	0.218	1.685	4	5269	0.332	2.564
19:00 - 20:00	4	5269	0.005	0.037	4	5269	0.123	0.952	4	5269	0.128	0.989
20:00 - 21:00	2	6738	0.007	0.057	2	6738	0.007	0.057	2	6738	0.014	0.114
21:00 - 22:00	1	3976	0.000	0.000	1	3976	0.000	0.000	1	3976	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			5.236	40.406			5.122	39.546			10.358	79.952

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2230 - 9500 (units: sqm)
Survey date range:	01/01/00 - 12/07/18
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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