



Transport Statement

1A Derby Street

JC Unique Wholesale

Prepared by:

SLR (trading as Vectos (North) Limited)

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

SLR Project No.: VN232801

14 September 2023

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	11 September 2023	Aalisha Sorathiya	Adam Smith	Adam Smith
2	14 September 2023	Aalisha Sorathiya	Adam Smith	Adam Smith

Basis of Report

This document has been prepared by Vectos North (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with JC Unique Wholesale (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	Planning Context.....	2
3.0	Existing Conditions.....	4
4.0	Accessibility by Sustainable Modes of Transport	7
5.0	Proposed Development	10
6.0	Traffic Impact Assessment.....	12
7.0	Summary & Conclusion	14

Appendices

Appendix A	Framework Servicing Plan
Appendix B	Framework Travel Plan
Appendix C	TRICS Files

Plans

Plan 1	Site Location (Local Context)
Plan 2	Site Location (Wider Context)
Plan 3	Walking Catchment Plan
Plan 4	Cycling Catchment Plan

Drawings

Drawing 1	Swept Path Analysis- Panel Van
Drawing 2	Swept Path Analysis- Sprinter Panel Van



1.0 Introduction

- 1.1 Vectos North (SLR) have been instructed by JC Unique Wholesale to advise on the traffic and transportation issues relating to a proposed warehouse redevelopment on Derby Street in Manchester.
- 1.2 The site is located on a block of land bounded by Derby Street, Red Bank and St Thomas' Place in a commercial area of Manchester. Manchester City Centre is located approximately 2 km south of the site.
- 1.3 This Transport Statement provides information on the traffic and transport planning aspects of the development proposal and forms supplementary information to assist in the determination of a planning application.

Development Proposals

- 1.4 The existing building is vacant. It was designed to operate as a warehouse unit on the ground floor and an office space on the first floor. The building historically has accommodated multiple tenants at a time.
- 1.5 The proposal comprises of redeveloping the site as a two-storey building with each floor functioning as a warehouse unit with associated office space. The development will also include an off-street loading bay which would be shared by the tenants.
- 1.6 The proposed development will result in an increase in the gross floor area (GFA) from 1064 Sqm to 1700 Sqm. The proposal is nearly identical to Planning Application (14765/FO/2016) which was granted planning permission in April 2017.

Scope of the Report

- 1.7 This Transport Statement has been prepared with reference to guidance provided in the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document. Following this introduction this report provides the following information:
 - Chapter 2 – discusses the planning policy in relation to the site;
 - Chapter 3 – provides a summary of the existing conditions of the site;
 - Chapter 4 – highlights the sustainable modes of transport available to new employees;
 - Chapter 5 – discusses the proposed development;
 - Chapter 6 – summarises the likely impact of traffic due the new development; and
 - Chapter 7 – provides the conclusions of the report



2.0 Planning Context

- 2.1 It is important to outline the National and Local Planning Policies to outline how the proposed development will accord with them.

National Planning Policy

- 2.2 The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the Government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and revised in July 2021. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, Paragraph 110 of the revised NPPF states that in assessing 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; 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.
- 2.4 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”*.

Local Planning Policy

Manchester Core Strategy

- 2.5 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city.
- 2.6 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- Improve choice by development alternatives to the private car;
 - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. Pedestrians and disabled people;
 2. Cyclists, public transport;
 3. Commercial access;
 4. General off-peak traffic; and



5. General peak time traffic.

- 2.7 Policy T2 states that the Council will actively manage the pattern of development to ensure that new development has good access to city's main economic drivers.

Places for Everyone Spatial Plan

- 2.8 The emerging spatial plan for nine of the authorities in Greater Manchester including Manchester is out for consultation and sets out a long-term plan for jobs, new homes, and sustainable growth. This is a Strategic Plan, and the Core Growth Area of the plan looks to, 'provide conditions to boost the role of Greater Manchester as a Global City...the growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas'.
- 2.9 The relevant Policy Objectives are as follows:
- Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
 - Objective 4: Maximise the potential arising from our national and internal assets;
 - Objective 5: Reduce inequalities and improve prosperity;
 - Objective 6: Promote the sustainable movement of people, goods and information; and
 - Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.



3.0 Existing Conditions

- 3.1 This section of the report considers the existing site and the highway network in the vicinity of the site.

Site Location

- 3.2 The site is located on a block of land bounded by Derby Street, Red Bank and St Thomas' Place in a commercial area of Manchester. The main land use surrounding the site is commercial, providing a mix of auto centres, cash and carry stores and warehouses.
- 3.3 The site's location in a local context is shown in **Plan 1** with the site's location in the wider area shown in **Plan 2**.
- 3.4 The aerial imagery of the site is shown in **Figure A**.

Figure A: Site Location



- 3.5 Manchester City Centre is located approximately 2 km south and Manchester Fort Shopping Centre is located to the north of the site. The A665 Cheetham Hill Road is located to the west of the site. It is a main strategic route into the city from the north and has a range of commercial properties along both sides of the carriageway.
- 3.6 Manchester Victoria Station is located approximately 1.5 km to the south of the site.



Current Development

- 3.7 The existing building is vacant. However, it was designed to operate as a warehouse unit on the ground floor and an office space on the first floor. The total floor area for the warehouse space is 712 Sqm and 352 Sqm for the office. Car parking for the site currently occurs along Derby Street, Red Bank, St Thomas' Place, North Street and Stanley Street. Deliveries occur on-street via Derby Street or St Thomas' Place.

Highway Provision

- 3.8 Derby Street is a two-way unclassified road. As a non-strategic route, it is of standard width and has a speed limit of 20 mph. There are no line markings along the road after the junction with the A665. There are wide footways along both sides of the carriageway and there is street lighting. Due the width of the carriageway, vehicles are required to park on the footway.
- 3.9 Red Bank turns into North Street at the junction with Derby Street and provides a strategic connection north towards the A665. It has a speed limit of 20 mph. Red Bank / North Street is a wide strategic road with enough space for vehicles to park along the carriageway without impeding the flow of traffic. There are wide footways along both sides of the carriageway and there is street lighting.
- 3.10 St Thomas' Place is a secondary road which serves as a back lane to the properties fronting onto Derby Street. It is a narrow road with a footway along both sides of the carriageway with minimal street lighting.
- 3.11 The A665 is a main strategic road leading into Manchester City Centre from the north. It has a speed limit of 30 mph. A single yellow line is present along both the northbound and southbound carriageway facilitating a dual carriageway road during peak commuting times.
- 3.12 The A665 also provides connections to the main strategic road network in Manchester including the M60 Manchester Outer Ring Road and the A6010. It acts as an important transport corridor for buses as well as for private motor vehicles.

Accident Data

- 3.13 Traffic collision data has been obtained from GMTU for the most recent five-year period (60 Months). The analysis has been undertaken to include Derby Road to the A665 junction, Red Bank and St Thomas' Place. An extract of the accident map is provided below in **Figure B**.



Figure B: Nearby Accident Records (2018- 2022)



- 3.14 The A665 route has registered six slight and two serious incidents in the recent five-years span. The A665/ Derby Junction has experienced two slight and one serious accident. Considering the nature of the A665 which caters to high traffic volumes, the accident records registered can be considered to be low.
- 3.15 In the immediate vicinity of the site only one accident has been reported which was at Derby Street/ Red Bank Road across five years' time frame.
- 3.16 Based on the review it would be safe to considered that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.



4.0 Accessibility by Sustainable Modes of Transport

- 4.1 This section considers the site's accessibility in relation to sustainable modes of transport including walking, cycling and public transport.
- 4.2 A Framework Travel Plan which aims to encourage the use of sustainable modes of transport is provided in **Appendix B**.

Walking

- 4.3 The site is in a predominantly commercial area to the north of Manchester City Centre with good footway connections available. It is possible to use the local footways to access other commercial premises near the site and public transport which is available on the A665.
- 4.4 While the junction with the Derby Street and the A665 is not signalised there is a signalised pedestrian crossing approximately 50 metres south of the junction which has tactile surfaces and a dropped kerb. There are also tactile surfaces provided at the junction of Derby Street and the A665.
- 4.5 To the south, it is possible to walk to Manchester's Green Quarter and Manchester Victoria Station via Red Bank, Scotland and a pedestrian walk-way and stair case linking to the A665.
- 4.6 The area which can be reached within a 1 km and 2 km walk is shown in **Plan 3**. This plan indicates that there is a range of services positioned close to the site promoting journeys to be made on foot. The pedestrian links to good public transport encourages journeys to be made on foot or as part of a combined journey.

Cycling

- 4.7 There are various options available for cycling to the site from the north and south. While there is no cycleway along the A665 between the A6010 and Manchester City Centre there are priority cycle wait spaces provided at all signalised junctions along the A665.
- 4.8 To the north of the site there is a separated on-road cycling lane which starts at the junction of the A665 and A6010 providing good cycle connections travelling north. To the south connections can be made to Manchester City Centre and various other on road local cycling routes.
- 4.9 The area which can be reached within a 5 km cycle of the site is shown in **Plan 4**. This plan indicates that there is a wide variety of services and amenities within an acceptable cycling distance of the site.

Bus

- 4.10 The closest bus stops are located on the A665. However, they are not located opposite each other. The northbound stop is located approximately 300 metres from the site to the north of the A665 / Derby Street junction. The southbound stop is located approximately 300 metres from the site to the south of the A665 / Derby Street junction.



- 4.11 A summary of the services available at these stops and their frequencies is summarised in **Table A** below.

Table A: Nearby Bus Services

Bus Service	Route	Frequency	
		Mon - Sat	Sun
41 Cross City	Sale to Middleton via Manchester	3 Services/ Hr	2 Services/ Hr
135	Manchester to Bury via Cheetham Hill and Whitefield	7 Services/ Hr	4 Services/ Hr

Rail

- 4.12 Manchester Victoria Mainline Railway Station is located approximately 2 km walk south from the site along Red Bank, Scotland and the A665. The 135 and 41 buses also make a stop at this station.
- 4.13 Manchester Victoria is the second largest station in Manchester. Operated by Northern Trains it is a major interchange hub for services travelling north west and north east. Due to its strategic location in the overall train network the station benefits from higher level connectivity to the other part of the region.
- 4.14 The major destinations which can be accessible through Victoria station is Liverpool, Leeds, Wigan, Bolton. Kirby, Blackpool, Huddersfield, Stalybridge, Rochdale, Newcastle and many more.
- 4.15 This highlights that there are excellent railway connections available for visitors or workers to the site with the possibility of linking rail with bus or walking to the site.

Tram

- 4.16 Manchester Victoria also serves as a major tram interchange located adjacent to the railway station. There are 5 lines which operate through the interchange. These services include;
- Altrincham to Bury
 - Piccadily to Bury
 - Manchester Airport – Victoria
 - East Didsbury – Shaw & Crompton
 - East Didsbury – Rochdale Town Centre
- 4.17 The Tram service operates from 06:00 AM till Midnight for Mon – Sat. While that for Sunday it operates between 07:00 – Midnight.



Summary

- 4.18 The site has good footway connections that provide access to a high frequency bus route along the A665. The footway connections or bus can then be used to access Manchester Victoria Station which provides rail and tram connections to a variety of destinations within Greater Manchester and further afield.
- 4.19 There are excellent facilities available for multi-modal journeys to be made to the site which provides an opportunity to swap short or long journeys from private vehicle to active travel.



5.0 Proposed Development

- 5.1 This section provides a summary of the proposed development of the site.

Development Proposals

- 5.2 The development proposal for the site involves redeveloping the existing building into two warehouse units with their respective office space. The overall proposal supports more warehouse space and less of office space. The building would also be equipped with a loading bay which would be shared among both the tenants, accessed from Red Bank Street.
- 5.3 The staff entrance for both the units would be obtained from Derby Street. The first floor would be accessible through a staircase proposed in the eastern area of the site.
- 5.4 The proposed development will result in an increase in the gross floor area (GFA) by 636 Sqm making it a total of 1700 Sqm. The proposal is nearly identical to Planning Application (14765/FO/2016) which was granted planning permission in April 2017.

Proposed Vehicular Access

- 5.5 The main vehicular access to the site is from the A665 Cheetham Hill Road via either Derby Street or Red Bank / North Street depending on the direction of travel.
- 5.6 Travelling north from the site vehicles can either continue down Derby Street or travel along Red Bank and North Street to access the A665. Vehicles would be required to turn right onto the A665. The North Street / A665 junction is signalised however the Derby Street / A665 junction is not, therefore turning right is easier at this junction. Travelling from the north the North Street / Red Bank route provides a more convenient route to the site.
- 5.7 Travelling south from the site vehicles can use Derby Street to access the A665 as this is the most direct route. Travelling from the south vehicles can use Derby Street however as discussed above this is not signalised.
- 5.8 It is also possible to use Derby Street to travel west as it continues over the A665. The route provides connections to the A56 Bury New Road and other locations west of the site.
- 5.9 From the A665 it is possible to make connections to the strategic road network within Greater Manchester providing a variety of possible routes for vehicles.

Proposed Servicing Access

- 5.10 There is one off-street loading bay proposed which would be shared by the two tenants. The location of the loading bay has been retained as per the existing building onto Red Bank. Vehicles can access the loading bay from either Red Bank or St. Thomas Place before reversing back into the site.
- 5.11 The proposed servicing access is discussed further in the Framework Servicing Plan provided in **Appendix A**.



- 5.12 The loading bay is proposed to accommodate Panel Van or Sprinter Panel Van type of vehicles. A Swept Path Analysis was conducted which concluded that the required turning manoeuvres could be undertaken satisfactorily. The swept path analysis using a Panel Van and Sprinter Panel Van is shown in **Drawing 1** and **Drawing 2** respectively.

Car Parking

- 5.13 As per the existing situation, there will be no parking provided on site with visitors and employees to the site required to use on-street parking. The roads surrounding the site have no parking restrictions so there will be no impediment to finding sufficient on-street parking.
- 5.14 From site inspection, there is usually space available to park on either Derby Street, Red Bank, North Street or Stanley Street.



6.0 Traffic Impact Assessment

6.1 Having described the existing site and local highway network, Section 6 provides a traffic impact assessment of the development proposals.

Current Traffic Generation

6.2 Although the site is currently vacant, it has been designed with two separate land uses and have been used by multiple tenants at a time. Trip rates for the current building have been calculated for the warehouse space on the ground floor and the office space on the first floor.

6.3 Similar sites in terms of scale and location were selected excluding the ones from Greater London and Northern Ireland. The analysis has been undertaken using the following land use categories:

- 02- Employment/F- Warehouse
- 02- Employment/A- Office

6.4 **Table B** below summarises the trip rate generated using the above criteria and combines the two to provide an overall number of potential trips to the site.

Table B: Existing Vehicular trip Generation

Time Frame	Trip Rate (100 Sqm)		Trip Generation		
	Arr	Dep	Arr	Dep	2-Way
Warehouse (712 Sqm)					
08:00 – 09:00	0.425	0.114	3	1	4
17:00 – 18:00	0.059	0.385	0	3	3
Office (352 Sqm)					
08:00 – 09:00	2.302	0.307	8	1	9
17:00 – 18:00	0.307	2.02	1	7	8
Total					
AM Peak (08:00 -09:00)			11	2	13
PM Peak (08:00 – 09:00)			1	10	11



Proposed Development Traffic Generation

- 6.5 To compare the current traffic generation to the proposed development traffic trip rates for the warehouse units was generated. Trip rates have been calculated using TRICS version 7.10.2.
- 6.6 **Table C** below summarises the trip rates generated, and the full TRICS output files are provided in **Appendix C**.

Table C: Proposed Development Traffic

Time Frame	Trip Rate		Trip Generation		
	Arr	Dep	Arr	Dep	2-Way
08:00 – 09:00	0.425	0.114	7	2	9
17:00 – 18:00	0.059	0.385	1	7	8

- 6.7 The table above indicates that the proposed development would generate 9 two-way movements during the AM Peak and 8 two-way movements during the PM Peak. As the overall proposal supports more warehouse space and less of ancillary office space. The trip generation for the proposed development is less than compared to that of the existing.
- 6.8 A total of 4 less two-way movements in the AM peak and 3 less movements in the PM peak is observed as compared to the existing trip generation.
- 6.9 This analysis indicates that there would be no material change to the trips to the site based on the proposed development.

Conclusions

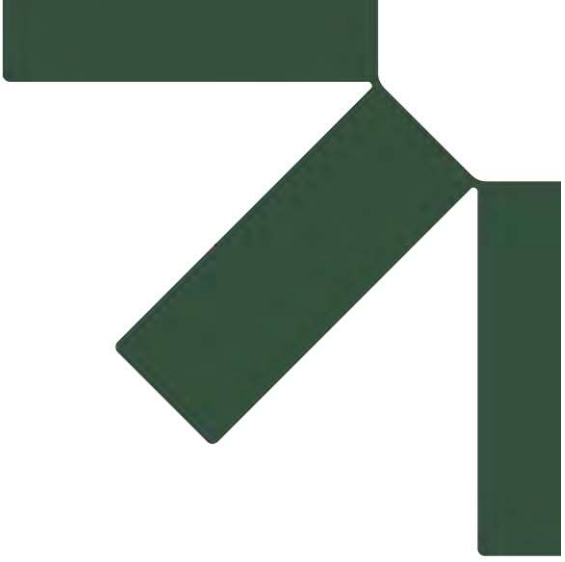
- 6.10 The comparison of trip rates indicates that the proposed development will involve marginally less trips to the site than the current land use categories therefore reducing the impact on the local highway network.
- 6.11 As the no. of trips are reduced the proposed development will generate less demand on nearby on-street parking provision.



7.0 Summary & Conclusion

- 7.1 Vectos North have been instructed by JC Unique Wholesale to advise on the traffic and transportation issues relating to a proposed commercial development on Derby Street in Manchester. The site is located on a block of land bounded by Derby Street, Red Bank and St Thomas' Place in a commercial area of Manchester.
- 7.2 The existing building is vacant however, it was designed to operate as a warehouse unit on the ground floor and an office space on the first floor.
- 7.3 The proposal comprises redeveloping the site as two storeys building with each floor functioning as warehousing with its associated office space. The proposed development will result in an increase in the gross floor area (GFA) from 1064 Sqm to 1700 Sqm.
- 7.4 Several conclusions can be drawn from the Report, namely;
- The proposals seek to address the national and local planning policies by providing a well-designed development in a sustainable location, which contributes towards local growth and development. By providing commercial premises in a sustainable location, close to Manchester City Centre, the development makes use of currently underutilised land close to the city.
 - The site is in a sustainable location with excellent facilities available for multi-modal journeys to be made to the site providing an opportunity to swap short or long journeys from private vehicle to active travel.
 - The comparison of trip rates indicates that the proposed development will involve slightly less trips to the site than the current land use. The change in use will also result in less demand for on-street parking. Therefore, no major impact on the local highway network.
 - Deliveries will also occur in a safe manner and slightly mirror what currently occurs on site.
- 7.5 In conclusion, this report has demonstrated that there should be no objections to the planning application on highways or transportation grounds.





Appendix A Framework Servicing Plan

Transport Statement

1A Derby Street

JC Unique Wholesale

SLR Project No.: VN232801

A.1.1 Introduction

Vectos North have been instructed by JC Unique Wholesale to advise on the traffic and transportation issues relating to a proposed warehouse development on Debry Street in Manchester. The site is located on a block of land bounded by Derby Street, Red Bank and St Thomas' Place. Manchester City Centre is located approximately 2 km south of the site.

This Framework Service Strategy has been prepared to support the application. It details the current highway network surrounding the site, indicates the proposed route of delivery vehicles and provides a summary of the delivery schedule.

A.1.2 Existing Situation

The existing building is vacant. However, it has been designed to operate as a warehouse unit on the ground floor and an office space on the first floor. Therefore, the site would have generated frequent HGV movements for street deliveries on Derby Street and St Thomas' Place.

A.1.3 Proposed Routes

A loading bay will be located on Red Bank. The loading bay is designed to accommodate Sprinter/ LWB Transit type vehicle.

The vehicles travelling from the north will use the North Street / Red Bank route to access the site as this provides the most direct route. The North Street intersection with the A665 and Elizabeth Street is designed to better accommodate vehicles turning left from the A665.

The entrance to North Street is flared out with the corner rounded off to facilitate a left-hand turn without the need to overrun the kerb or turn into the opposite carriageway.

Deliveries coming from the north, east or west can access North Street using the A665 or Elizabeth Street. As these roads are strategic routes into and around Manchester, they currently serve the commercial premises surrounding the site and have been designed to accommodate delivery vehicles.

Delivery vehicles travelling from the south have the possibility of using Derby Street to access the site. However, drivers may also use North Street to access the site from the south. While this involves vehicles travelling past Derby Street the wide design of the A665 / North Street junction provides a wider turning head for vehicles.

As the A665 continues directly into Manchester City Centre to the south of the site, it is assumed most vehicles would leave the site to the north thus limiting the effect of the restricted left-hand turn at North Street. If delivery vehicles were travelling south, they would be required to use Debry Street. The signalised pedestrian crossing south of the junction with the A665 would provide a break in traffic to facilitate this movement.

The recommended primary route to the site is shown in green in **Figure A.1** below and the secondary route in red.



Figure A.1: Potential Delivery Routes



A.1.4 Delivery Schedule

As the potential tenants are yet to be confirmed, the frequencies of the deliveries can't be determined. Although the deliveries will be co-ordinated by the management of the site to ensure schedules of both the tenants don't overlap each other.

A Swept Path Analysis was conducted which concluded that the required turning manoeuvres could be undertaken satisfactorily. The swept path analysis using a Panel Van and Sprinter Panel Van is shown in **Drawing 1** and **Drawing 2** respectively.

A.1.5 Refuse Collection

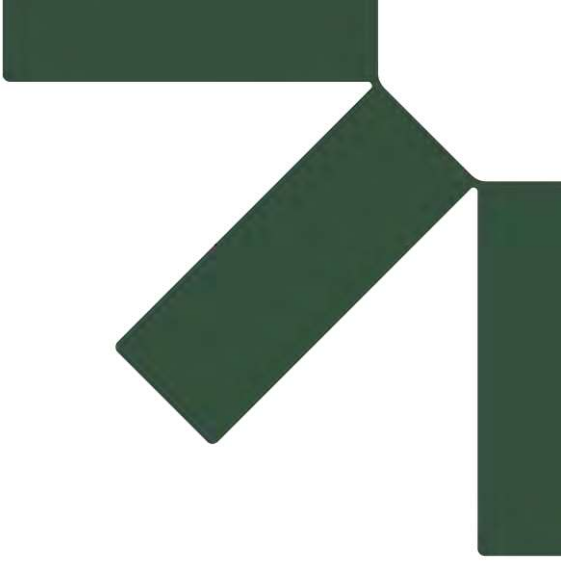
The bin store areas are located on the ground floor which could be accessed through a ramp that further leads to Derby Street. Refuse collection will follow the current schedule for the other commercial properties within the local area with collections taken from Derby Street.

A.1.6 Summary

The site is in a good location for access to the strategic road network within Greater Manchester which provides various routes for delivery vehicles to take to access the site.

Delivery vehicles will be encouraged to use the A665 / Elizabeth Street / North Street junction to access the site as it has been designed supports the required turning movements. North Street / Red Bank has also been designed to accommodate delivery vehicles so this provides a better route to the site than through Derby Street.





Appendix B Framework Travel Plan

Transport Statement

1A Derby Street

JC Unique Wholesale

SLR Project No.: VN232801



Framework Travel Plan

1A Derby Street

JC Unique Wholesale Ltd.

Prepared by:

SLR (trading as Vectos (North) Limited)

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

SLR Project No.: VN232801

14 September 2023

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	11 September 2023	Aalisha Sorathiya	Adam Smith	Adam Smith
02	14 September 2023	Aalisha Sorathiya	Adam Smith	Adam Smith

Basis of Report

This document has been prepared by Vectos North (SLR) with reasonable skill, care, and diligence, and taking account of the timescales and resources devoted to it by agreement with JC Unique Wholesale (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	Existing Highway Network.....	2
3.0	Accessibility by Sustainable Modes of Transport	3
4.0	Travel Plan.....	6



1.0 Introduction

- 1.1 Vectos North (SLR) have been instructed by JC Unique Wholesale to advise on the traffic and transportation issues relating to a proposed commercial development on Derby Street in Manchester.
- 1.2 The existing building is vacant. However, it was designed to operate as a warehouse unit on the ground floor and an office space on the first floor. The proposal comprises of redeveloping the site as a two-storey building with each floor functioning as warehouse unit with associated office space. The development will also include an off-street loading bay which would be shared by the tenants.
- 1.3 The proposed development will result in an increase in the gross floor area (GFA) from 1064 Sqm to 1700 Sqm.

Site Location

- 1.4 The site is located on a block of land bounded by Derby Street, Red Bank and St Thomas' Place in a commercial area of Manchester. The main land use surrounding the site is commercial, providing a mix of auto centres, cash and carry stores and warehouses.
- 1.5 The site's location in a local context is shown in **Plan 1** with the site's location within the wider area shown in **Plan 2**.
- 1.6 Manchester City Centre is located approximately 2 km south and Manchester Fort Shopping Centre is located directly to the north of the site. The A665 Cheetham Hill Road is located to the west of the site, it is a main strategic route into the city from the north and has a range of commercial properties along both sides of the carriageway.
- 1.7 Manchester Victoria Station is located approximately 1.5 km to the south of the site.

Travel Plan

- 1.8 The National Planning Policy Framework (NPPF) highlights that plans for new developments should exploit and protect opportunities available for the use of sustainable transport modes for the movement of goods or people.
- 1.9 The NPPF highlights that priority should be given to pedestrian and cycle movements with new developments providing access to high quality public transport facilities.
- 1.10 The NPPF continues that a key tool to achieve this goal is the development of a travel plan. All developments which generate significant amounts of movement should provide a travel plan.
- 1.11 This framework travel plan has been prepared to highlight the sustainable nature of the site. It has been prepared to provide information to new employees on the opportunities available for journeys to be made to the site by walking, cycling and public transport.



2.0 Existing Highway Network

- 2.1 This section of the travel plan considers the current highway network surrounding the site.

Derby Street

- 2.2 Derby Street is a two-way unclassified road. As a non-strategic route it is of standard width and has a speed limit of 20 mph. There are no line markings along the road after the junction with the A665. There are wide footways along both sides of the carriageway and there is street lighting. Due the width of the carriageway vehicles are required to park on the footway.

Red Bank

- 2.3 Red Bank turns into North Street at the junction with Derby Street, and provides a strategic connection north towards the A665. It has a speed limit of 20 mph. Red Bank / North Street is a wide strategic road with enough space for vehicles to park along the carriageway without impeding the flow of traffic. There are wide footways along both sides of the carriageway and there is street lighting.

St Thomas' Place

- 2.4 St Thomas' Place is a secondary road which serves as a back lane to the properties fronting onto Derby Street. It is a narrow road with a footway along both sides of the carriageway with minimal street lighting.

A665 Cheetham Hill Road

- 2.5 The A665 is a main strategic road leading into Manchester City Centre from the north. It has a speed limit of 30 mph. A single yellow line is present along both the northbound and southbound carriageway facilitating a dual carriageway road during peak commuting times.
- 2.6 The A665 also provides connections to the main strategic road network in Manchester including the M60 Manchester Outer Ring Road and the A6010. It is an important transport corridor for buses as well as private motor vehicles.



3.0 Accessibility by Sustainable Modes of Transport

- 3.1 This section considers the site's accessibility in relation to sustainable modes of transport including walking, cycling and public transport.

Walking

- 3.2 The site is in a predominantly commercial area to the north of Manchester City Centre with good footway connections available. It is possible to use the local footways to access other commercial premises near the site and public transport which is available on the A665.
- 3.3 To the south, it is possible to walk to Manchester's Green Quarter and Manchester Victoria Station via Red Bank, Scotland and a pedestrian walk way and stair case linking to the A665.
- 3.4 The Chartered Institute for Highways and Transportation (CIHT) provides guidance on the appropriate walking distances to local amenities and for commuting purposes. CIHT guidance suggests that 400 metres is the preferred distance to bus stops and 2 kilometres for commuting purposes.
- 3.5 The area which can be reached within a 400 metre and 2 km walk is shown in **Plan 3**. This plan indicates that there are a range of services positioned close to the site promoting journeys to be made on foot. The pedestrian links to good public transport encourages journeys to be made on foot or as part of a combined journey.

Cycling

- 3.6 There are various options available for cycling to the site from the north and south. While there is no cycleway along the A665 past the site. There is priority cycle wait spaces provided at all signalised junctions along the A665.
- 3.7 To the north of the site there is a separated on-road cycling lane which starts at the junction of the A665 and A6010, providing good cycle connections travelling north. To the south, connections can be made to Manchester City Centre and various other on road local cycling routes.
- 3.8 The area which can be reached within a 5 km cycle of the site is shown in **Plan 4**. This plan indicates that there are a wide variety of services and amenities within a good cycling distance of the site.

Bus

- 3.9 The closest bus stops are located on the A665. However, they are not located opposite each other. The northbound stop is located approximately 300 metres from the site to the north of the A665 / Derby Street junction. The southbound stop is located approximately 300 metres from the site to the south of the A665 / Derby Street junction.
- 3.10 A summary of the services available at these stops and their frequencies is summarised in **Table A** below.



Table A: Nearby Bus Services

Bus Service	Route	Frequency	
		Mon - Sat	Sun
41 Cross City	Sale to Middleton via Manchester	3 Services/ Hr	2 Services/ Hr
135	Manchester to Bury via Cheetham Hill and Whitefield	7 Services/ Hr	4 Services/ Hr

Rail

- 3.11 Manchester Victoria Mainline Railway Station is located approximately 2 km walk south from the site along Red Bank, Scotland and the A665. The 135 and 41 buses also make a stop at this station.
- 3.12 Manchester Victoria is the second largest station in Manchester. Operated by Northern Trains it is a major interchange hub for services travelling north west and north east. Due to its strategic location in the overall train network the station benefits from higher level connectivity to the other part of the region.
- 3.13 The major destinations which can be accessible through Victoria station is Liverpool, Leeds, Wigan, Bolton. Kirby, Blackpool, Huddersfield, Stalybridge, Rochdale, Newcastle and many more.
- 3.14 This highlights that there are excellent railway connections available for visitors or workers to the site with the possibility of linking rail with bus or walking to the site.

Tram

- 3.15 Manchester Victoria also serves as a major tram interchange located adjacent to the railway station. There are 5 lines which operate through the interchange. These services include;
- Altrincham to Bury
 - Piccadilly to Bury
 - Manchester Airport – Victoria
 - East Didsbury – Shaw & Crompton
 - East Didsbury – Rochdale Town Centre
- 3.16 The Tram service operates from 06:00 AM till Midnight for Mon – Sat. While that for Sunday it operates between 07:00 – Midnight.

Summary

- 3.17 The site has good footway connections that provide access to a high frequency bus route along the A665. The footway connections or bus can be used to access Manchester Victoria



Station which provides rail and tram connections to a variety of destinations within Greater Manchester and further afield.

- 3.18 There are excellent facilities available for multi-modal journeys to be made to the site which provides an opportunity to swap short or long journeys from private vehicle to active travel.



4.0 Travel Plan

- 4.1 This section of the Framework Travel Plan outlines the management measures which will be undertaken to encourage and promote sustainable travel to new occupants of the site.
- 4.2 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan.
- 4.3 As this is a Framework Travel Plan for commercial premises with a limited number of staff, no specific measurements will be implemented. However, information will be provided to employees in the form of a 'Welcome Pack' and noticeboard announcements which promote sustainable travel to the site.
- 4.4 The following measures will be delivered through the Travel Plan by the Travel Plan Coordinator:
- Car Sharing
 - Travel Awareness
 - Cycle Measures
 - Public Transport Measures

Car Sharing

- 4.5 The Travel Plan Coordinator will promote the benefits of car sharing to staff. Car sharing may allow members of staff to benefit from the convenience of the car whilst saving money by reducing mileage and petrol costs, alleviating parking problems, congestion and pollution.
- 4.6 The Travel Plan Coordinator will set up a Car Sharing scheme that will involve establishing a car sharing database. The database will enable staff to search for potential matches in regard to their home location and car share more easily.
- 4.7 As an alternative, the Liftshare.com groups are completely free to join and use. More information on Liftshare can be accessed via <https://liftshare.com/uk>

Cycle Measures

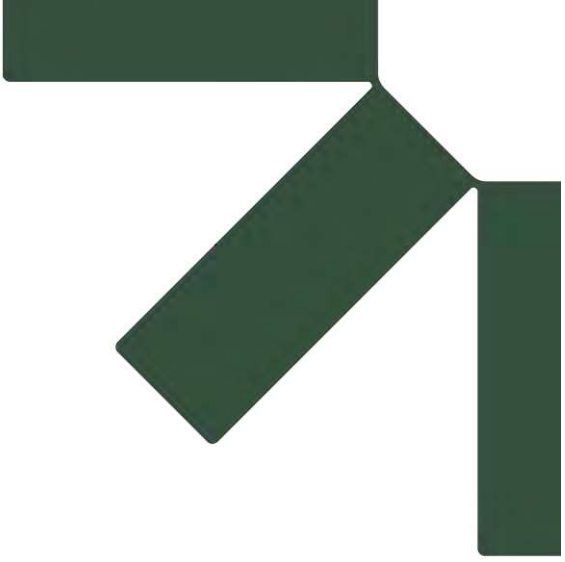
- 4.8 The setting up of a cycle to work scheme will be provided, which assists employees to purchase bicycles and other cycling equipment tax free. Details of this government supported scheme can be found on <https://www.cyclescheme.co.uk/>
- 4.9 The uptake of this scheme will be monitored. Information relating to local bicycle shops will be provided on the Travel Plan notice boards that will be positioned around the site.
- 4.10 Information on suitable cycling routes in the area will be included on the noticeboards. Staff will also be informed of the following links which will provide further information on <http://www.sustrans.org.uk> ; <http://ctc.org.uk>



‘Welcome Pack’

- 4.11 Public transport information will be made available to staff by the Travel Plan Coordinator.
- 4.12 A ‘Welcome Pack’ will be provided to all new employees, and it will include information on the possibilities for walking, cycling and public transport which were outlined in the accessibility section of this plan.





Appendix C TRICS Files

Transport Statement

1A Derby Street

JC Unique Wholesale

SLR Project No.: VN232801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
HC HAMPSHIRE	1 days
03 SOUTH WEST	
TB TORBAY	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
KS KIRKLEES	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: 190 to 6560 (units: sqm)
 Range Selected by User: 190 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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 3 days
 Friday 3 days

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

Selected survey types:

Manual count 6 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 5

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
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:Use Class:

n/a	2 days
B8	4 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
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:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	KS-02-F-01	ELECTRONICS DISTRIBUTION	KIRKLEES
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
5	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
6	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-01	Not Comparable (Scale)
BO-02-F-01	Surveyed during Covid
DR-02-F-01	Not Comparable (Scale)
HC-02-F-02	Not Comparable (Scale)
LO-02-F-02	Surveyed during Covid
MW-02-F-02	Not Comparable (Scale)
NW-02-F-02	Surveyed during Covid
TW-02-F-01	Not Comparable (Scale)

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	6	3375	0.198	6	3375	0.064	6	3375	0.262
08:00 - 09:00	6	3375	0.425	6	3375	0.114	6	3375	0.539
09:00 - 10:00	6	3375	0.257	6	3375	0.059	6	3375	0.316
10:00 - 11:00	6	3375	0.237	6	3375	0.173	6	3375	0.410
11:00 - 12:00	6	3375	0.227	6	3375	0.217	6	3375	0.444
12:00 - 13:00	6	3375	0.252	6	3375	0.227	6	3375	0.479
13:00 - 14:00	6	3375	0.272	6	3375	0.202	6	3375	0.474
14:00 - 15:00	6	3375	0.212	6	3375	0.257	6	3375	0.469
15:00 - 16:00	6	3375	0.133	6	3375	0.341	6	3375	0.474
16:00 - 17:00	6	3375	0.099	6	3375	0.202	6	3375	0.301
17:00 - 18:00	6	3375	0.059	6	3375	0.385	6	3375	0.444
18:00 - 19:00	5	3748	0.043	5	3748	0.245	5	3748	0.288
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.414			2.486			4.900

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	190 - 6560 (units: sqm)
Survey date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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 for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS**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	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	6	3375	0.030	6	3375	0.040	6	3375	0.070
08:00 - 09:00	6	3375	0.044	6	3375	0.044	6	3375	0.088
09:00 - 10:00	6	3375	0.040	6	3375	0.010	6	3375	0.050
10:00 - 11:00	6	3375	0.084	6	3375	0.069	6	3375	0.153
11:00 - 12:00	6	3375	0.074	6	3375	0.084	6	3375	0.158
12:00 - 13:00	6	3375	0.094	6	3375	0.049	6	3375	0.143
13:00 - 14:00	6	3375	0.069	6	3375	0.040	6	3375	0.109
14:00 - 15:00	6	3375	0.069	6	3375	0.035	6	3375	0.104
15:00 - 16:00	6	3375	0.064	6	3375	0.044	6	3375	0.108
16:00 - 17:00	6	3375	0.035	6	3375	0.054	6	3375	0.089
17:00 - 18:00	6	3375	0.005	6	3375	0.059	6	3375	0.064
18:00 - 19:00	5	3748	0.016	5	3748	0.027	5	3748	0.043
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.624			0.555			1.179

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
WS WEST SUSSEX	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
04 EAST ANGLIA	
NF NORFOLK	2 days
05 EAST MIDLANDS	
DY DERBY	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	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: 118 to 894 (units: sqm)
 Range Selected by User: 118 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 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:

Town Centre	1
Edge of Town Centre	4
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Built-Up Zone	3
No Sub Category	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:

Not Known

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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
100,001 to 125,000	2 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:

0.6 to 1.0	4 days
1.1 to 1.5	3 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

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	BR-02-A-03	ARCHITECTS	BRISTOL CITY
	COLSTON STREET		
	BRISTOL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	118 sqm	
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL
2	DY-02-A-02	REAL ESTATE DEVELOPERS	DERBY
	PRIME PARKWAY		
	DERBY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	594 sqm	
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL
3	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
4	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
5	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
6	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	Survey Type: MANUAL
7	WS-02-A-05	SOCIAL HOUSING COMPANY	WEST SUSSEX
	NORTH STREET		
	WORTHING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AK-02-A-01	Not Comparable (Scale)
BC-02-A-08	Not Comparable (Scale)
BG-02-A-01	Surveyed during Covid
CO-02-A-01	Not Comparable (Scale)
CP-02-A-02	Not Comparable (Scale)
CU-02-A-02	Not Comparable (Scale)
DA-02-A-02	Not Comparable (Scale)

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
DU-02-A-01	Not Comparable (Scale)
EB-02-A-06	Not Comparable (Scale)
EC-02-A-04	Surveyed during Covid
ES-02-A-12	Not Comparable (Scale)
GM-02-A-08	Not Comparable (Scale)
GM-02-A-09	Not Comparable (Scale)
GM-02-A-11	Not Comparable (Scale)
GS-02-A-01	Surveyed during Covid
LE-02-A-04	Not Comparable (Scale)
MS-02-A-02	Not Comparable (Scale)
MS-02-A-03	Surveyed during Covid
MS-02-A-04	Not Comparable (Scale)
NF-02-A-03	Not Comparable (Scale)
NM-02-A-01	Surveyed during Covid
NY-02-A-03	Not Comparable (Scale)
PB-02-A-04	Not Comparable (Scale)
PO-02-A-02	Not Comparable (Scale)
PS-02-A-01	Not Comparable (Scale)
SF-02-A-03	Surveyed during Covid
SR-02-A-02	Surveyed during Covid
TW-02-A-07	Not Comparable (Scale)
WL-02-A-01	Not Comparable (Scale)
WO-02-A-02	Not Comparable (Scale)
WO-02-A-03	Surveyed during Covid
WS-02-A-06	Not Comparable (Scale)
WS-02-A-07	Not Comparable (Scale)

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	6	622	1.018	6	622	0.027	6	622	1.045
08:00 - 09:00	7	559	2.302	7	559	0.307	7	559	2.609
09:00 - 10:00	7	559	1.662	7	559	0.946	7	559	2.608
10:00 - 11:00	7	559	0.512	7	559	0.486	7	559	0.998
11:00 - 12:00	7	559	0.460	7	559	0.614	7	559	1.074
12:00 - 13:00	7	559	0.563	7	559	1.049	7	559	1.612
13:00 - 14:00	7	559	0.818	7	559	0.614	7	559	1.432
14:00 - 15:00	7	559	0.460	7	559	0.435	7	559	0.895
15:00 - 16:00	7	559	0.307	7	559	0.639	7	559	0.946
16:00 - 17:00	7	559	0.256	7	559	0.946	7	559	1.202
17:00 - 18:00	7	559	0.307	7	559	2.020	7	559	2.327
18:00 - 19:00	6	622	0.107	6	622	0.616	6	622	0.723
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.772			8.699			17.471

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.

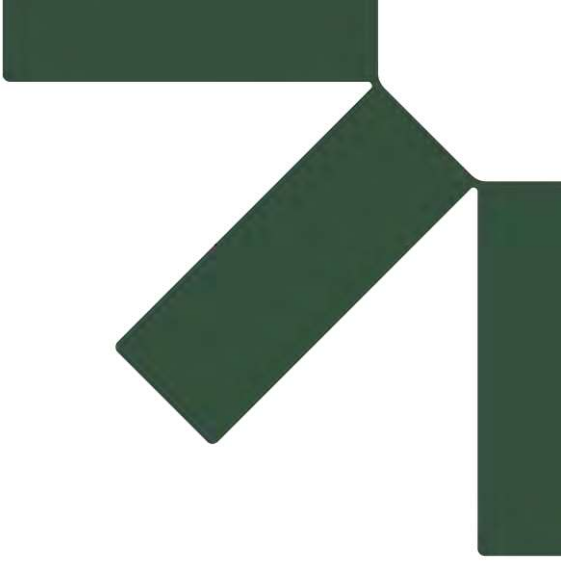
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	118 - 894 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	33

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.



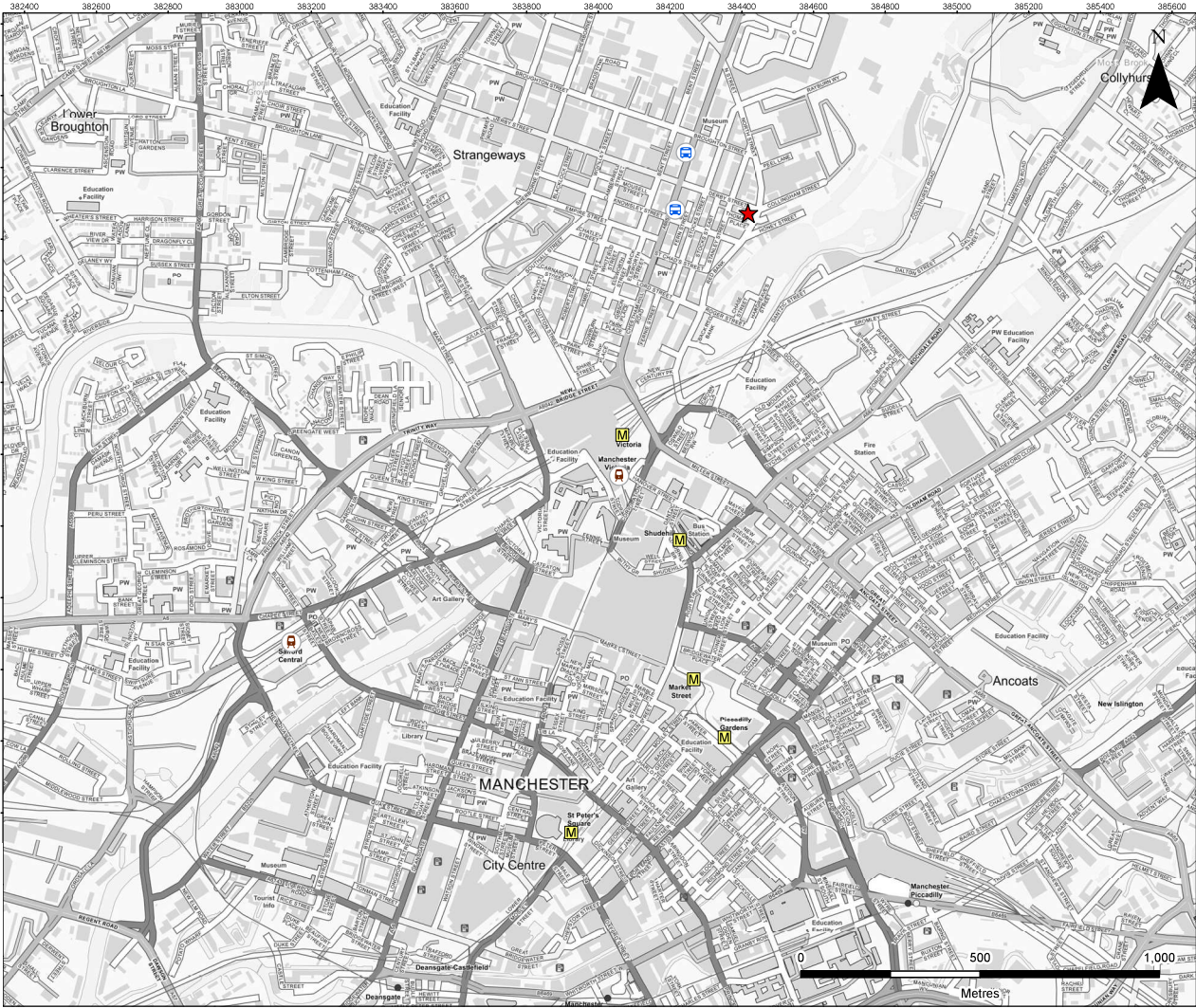
Plans

Transport Statement

1A Derby Street

JC Unique Wholesale

SLR Project No.: VN232801



LEGEND

- ★ Site Location
- Bus Stop
- M Metrolink
- Railway Station

JC Unique Wholesale

SLR

4TH FLOOR OXFORD PLACE
ST OXFORD STREET
MANCHESTER
M1 5EC

T: +44 (0)151 335 6830
www.slrconsulting.com

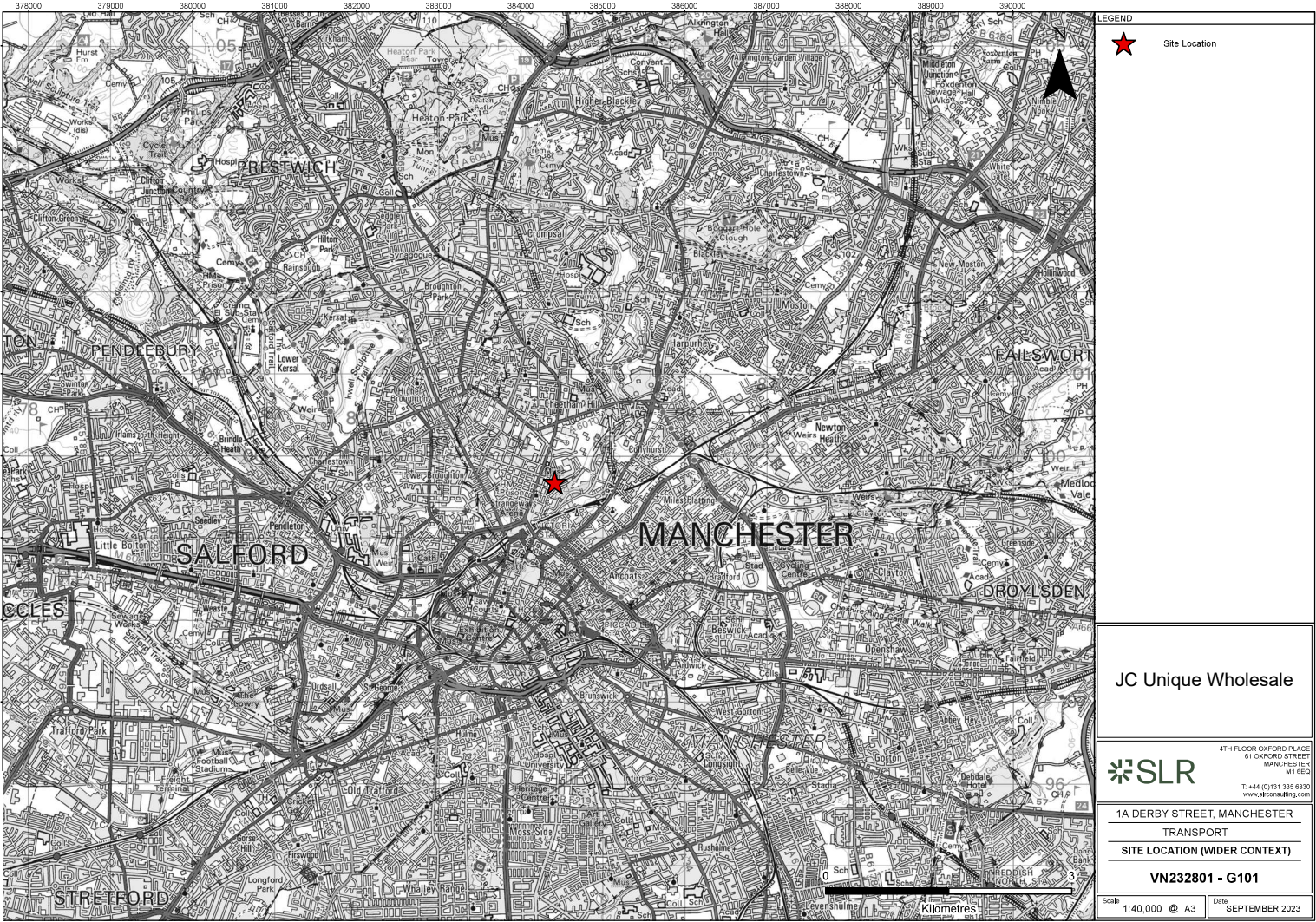
1A DERBY STREET, MANCHESTER

TRANSPORT

SITE LOCATION (LOCAL CONTEXT)

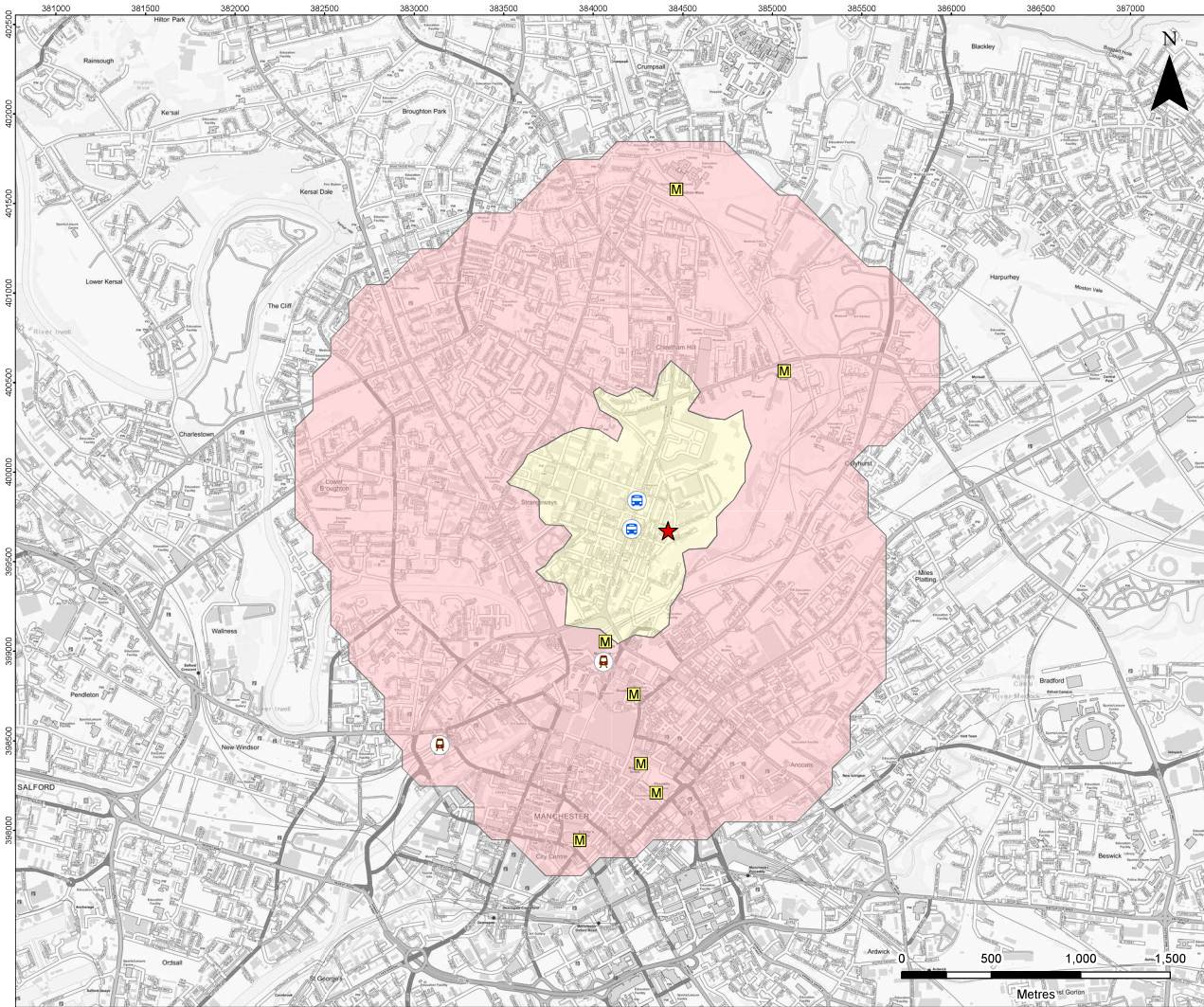
VN232801 - G100

Scale: 1:10,000 @ A3 Date: SEPTEMBER 2023



© Crown copyright (and database rights) (2021) 0100031673 OS OpenData.

© This drawing and its content are the copyright of SLR Consulting Ltd and may not be reproduced or amended except by prior written permission. SLR Consulting Ltd accepts no liability for any amendments made by other persons.



LEGEND

Site Location

Bus Stop

Metrolink

Railway Station

Walking Catchment:

0m - 1000m

1000m - 2000m

JC Unique Wholesale

SLR

4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 5EQ
T: +44 (0)151 335 6830
www.slrconsulting.com

1A DERBY STREET, MANCHESTER

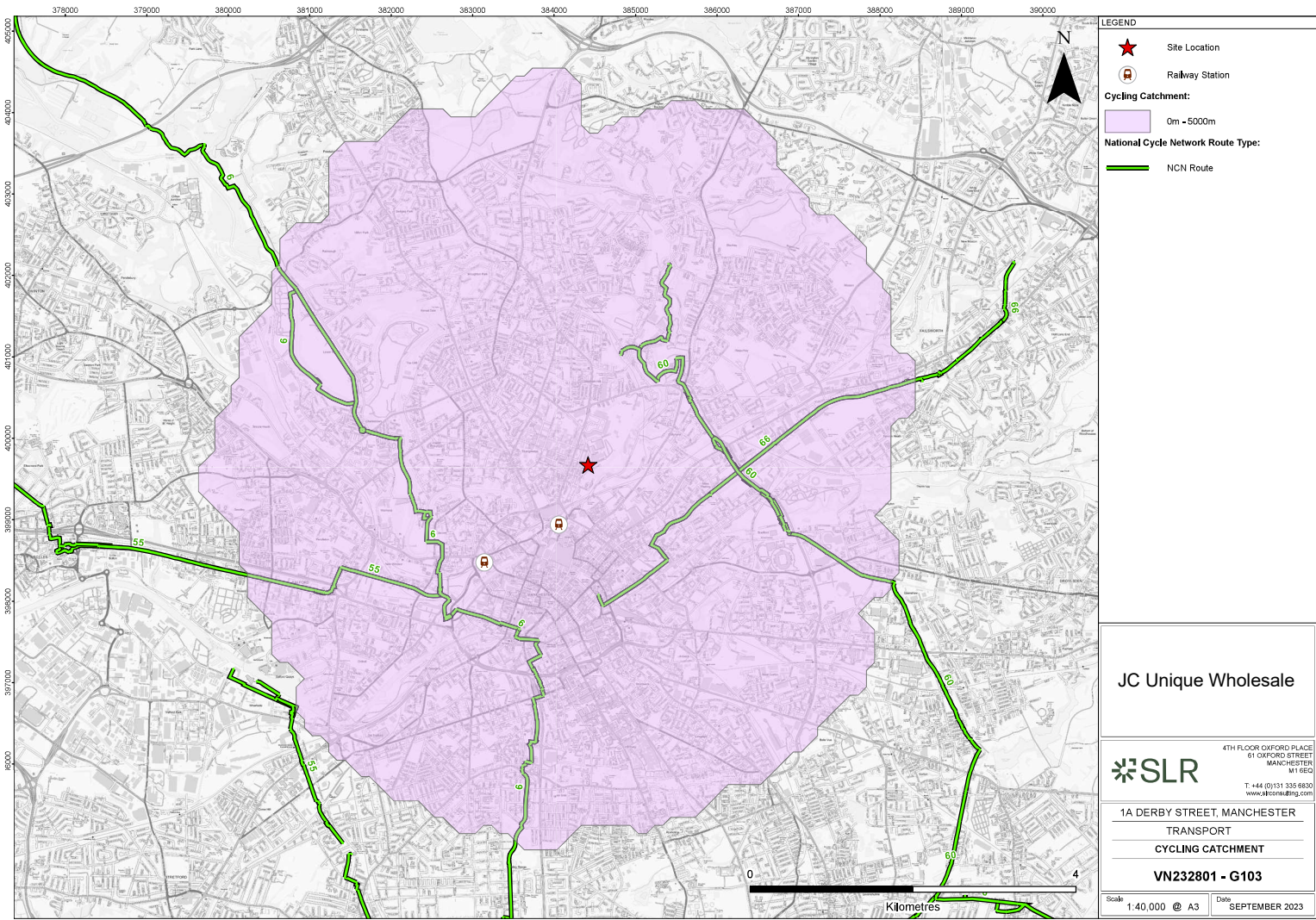
TRANSPORT

WALKING CATCHMENT

VN232801 - G102

Scale: 1:20,000 @ A3

Date: SEPTEMBER 2023



© Crown copyright [and database rights] (2021) 0100031673 OS OpenData. © This drawing and its content are the copyright of SLR Consulting Ltd and may not be reproduced or amended except by prior written permission. SLR Consulting Ltd accepts no liability for any amendments made by other persons.

LEGEND

★ Site Location

Ⓜ Railway Station

Cycling Catchment:

0m - 5000m

National Cycle Network Route Type:

NCN Route

JC Unique Wholesale

4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 5EC

T: +44 (0)151 335 6830
www.slrconsulting.com

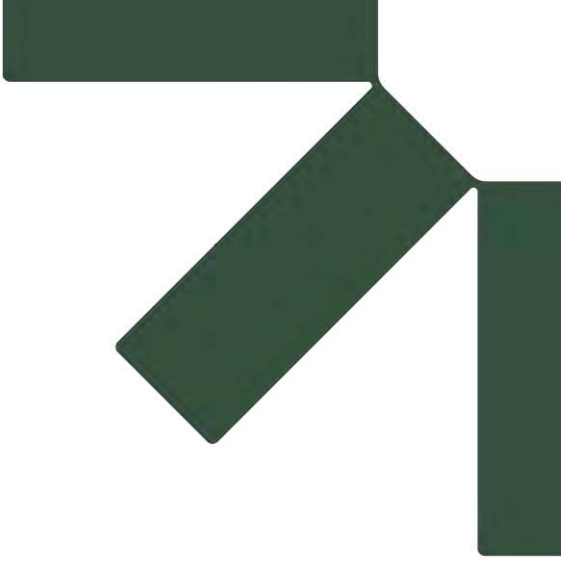
1A DERBY STREET, MANCHESTER

TRANSPORT

CYCLING CATCHMENT

VN232801 - G103

Scale: 1:40,000 @ A3 Date: SEPTEMBER 2023



Drawings

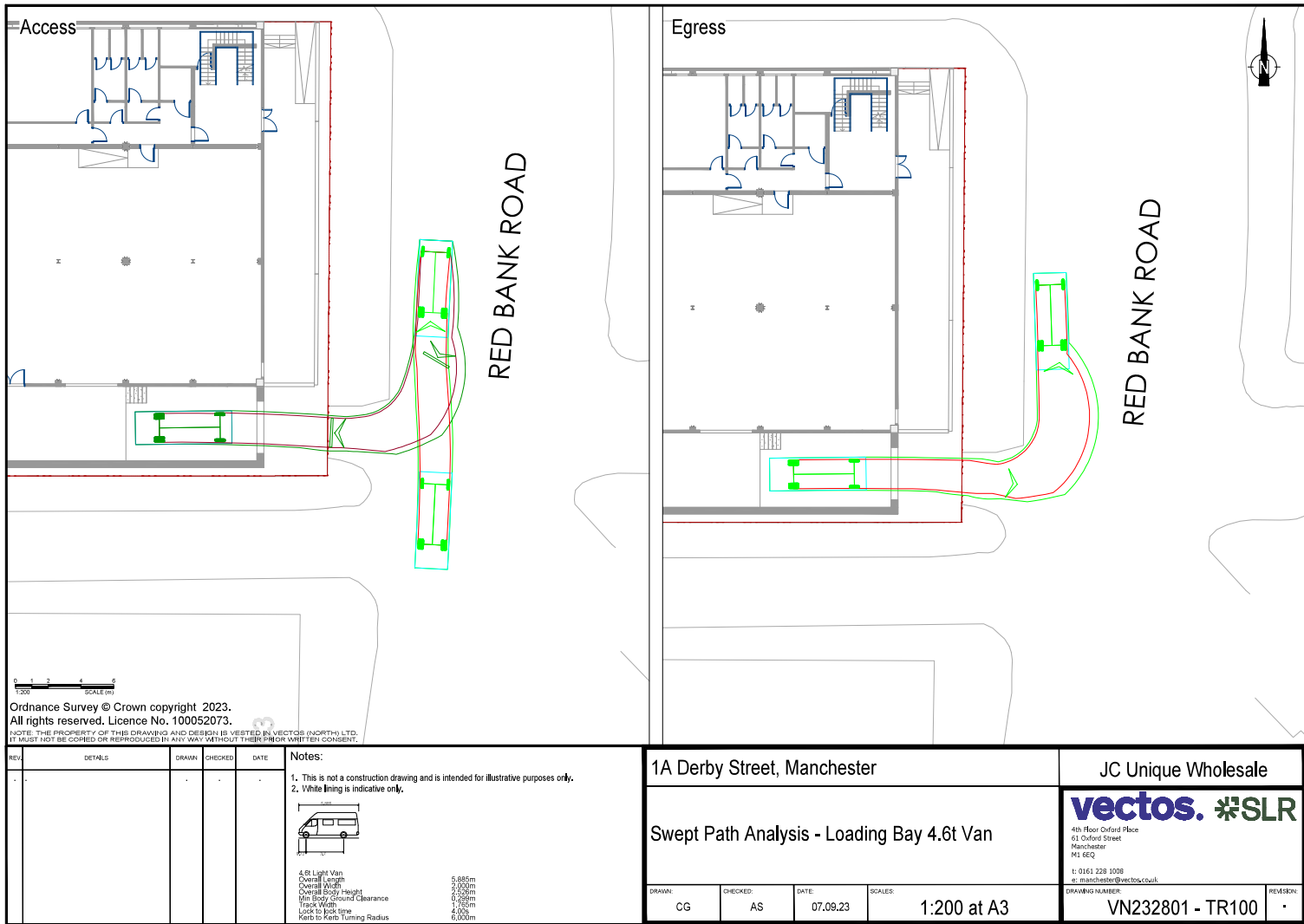
Swept Path Analysis

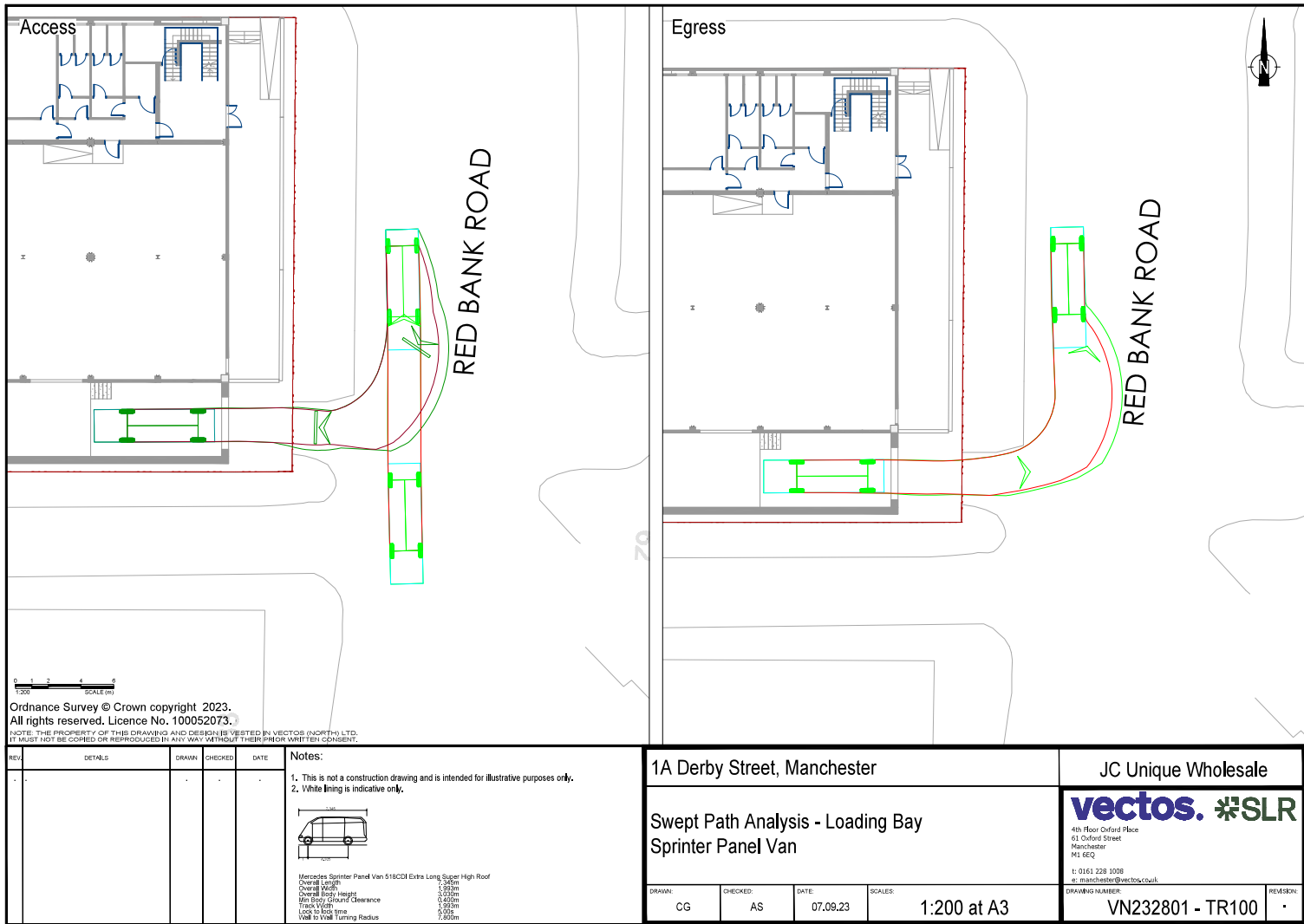
Transport Statement

1A Derby Street

JC Unique Wholesale

SLR Project No.: VN232801







Making Sustainability Happen