



PROPOSED CLASS E CAFÉ
454 – 456 CHEETHAM HILL ROAD,
MANCHESTER

TRANSPORT STATEMENT

AUGUST 2023

PROPOSED CLASS E CAFÉ 454 – 456 CHEETHAM HILL ROAD, MANCHESTER

TRANSPORT STATEMENT

Eskhanz Design

Draft Issue

Project no: 22322

Date: August 2023

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QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft Issue			
Date	15.08.23			
Prepared	MHT			
Checked	SK			
Authorised	SK			

PRODUCTION TEAM

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TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	OVERVIEW.....	1
1.2	REPORT STRUCTURE.....	2
2	EXISTING CONDITIONS	3
2.1	SITE LOCATION.....	3
2.2	LOCAL HIGHWAY NETWORK.....	3
2.3	PERSONAL INJURY COLLISION	3
3	EXISTING SUSTAINABLE TRANSPORT PROVISION	4
3.1	INTRODUCTION.....	4
3.2	PEDESTRIAN / CYCLE ACCESS	4
3.3	PUBLIC TRANSPORT	5
3.4	SUMMARY	6
4	PROPOSED DEVELOPMENT.....	7
4.1	DEVELOPMENT PROPOSAL AND SITE LAYOUT	7
4.2	SITE ACCESS DESIGN AND SERVICING ARRANGEMENTS	7
4.3	PARKING	7
4.4	DRIVE-THRU LANE OPERATION.....	Error! Bookmark not defined.
5	POTENTIAL DEVELOPMENT IMPACTS	7
5.1	INTRODUCTION.....	9
5.2	DEVELOPMENT TRAFFIC GENERATION	9
5.3	SUMMARY	9
6	SUMMARY.....	11
	APPENDICES	13

TABLES

Table 3-1 - Local Bus Services	5
Table 5-1 - Peak Hour Trip Rates and Trip Generation	9
Table 5-2 - Peak Hour 'New' Trip Generation.....	Error! Bookmark not defined.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Personal Injury Collision Data Plot

Figure 3 – 2km Walking Isochrone

Figure 4 – Pedestrian and Cycle Route Map

Figure 5 – 5km Cycling Isochrone

Figure 6 – Bus Stop Location Plan

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Parking Eye Parking Survey Data

Appendix C – TRICS

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Eskhanz Design to produce this Transport Statement (TS) in connection with the submission of a full planning application for the erection of a class E Café landscaping and all associated works, on land to the east of Cheetham Hill Road, Manchester. A copy of the site layout is attached at **Appendix A**.
- 1.1.2 The site is located on previously undeveloped land and is bound to the north by Woodlands Road; to the east by a car park; to the south by local businesses; and to the west by A665 Cheetham Hill Road. The location of the site is shown at **Figure 1**.
- 1.1.3 The site would be predominantly accessed by pedestrians given its surroundings within the local residential area of Cheetham Hill and the North Manchester Jamia Mosque which is across the road from the site on Woodland Road. Pedestrian access would be gained from two entrances to the northern and western extent of the site which would connect directly with the existing pedestrian footway network on both Woodlands Road and A665 Cheetham Hill Road.
- 1.1.4 The car park to the immediate east of the development site, is owned and operated as an overspill car park for the North Manchester Jamia Mosque. It has been agreed between the applicant and the Ibad Ur Rehman Trust (who run the Mosque) that the car park could be used to facilitate parking should customers or staff drive to the site. It is proposed that up to 15 parking spaces would be able to be used which has been agreed by the landowner. The car park is accessed from Woodland Street and has a pedestrian access onto Woodlands Road approximately 25m from the development's northern pedestrian access.
- 1.1.5 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Manchester City Council (MCC).
- 1.1.6 The purpose of this report is to review the local highway network, the sustainable accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.7 This TS demonstrates the site is in an accessible location with good access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

- ▶ **Section 2** – describes in detail the site location and the local highway network in the vicinity of the proposed development site;
- ▶ **Section 3** – describes existing and proposed sustainable transport infrastructure in and around the proposed development site;
- ▶ **Section 4** – sets out the development proposals including the proposed access / egress, servicing arrangements and car parking;
- ▶ **Section 5** – sets out the estimated traffic generation of the proposed development including an assessment of the estimated impact of the development on the local highway network; and
- ▶ **Section 6** – provides a summary of this TS derived from the review and analysis set out in the above sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is located on previously undeveloped land and is bound to the north by Woodlands Road; to the east by a car park; to the south by local businesses; and to the west by A665 Cheetham Hill Road. The location of the site is shown at **Figure 1**.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The site is bound to the west by the A665 Cheetham Hill Road which is a single carriageway two-way road subject to a 30mph speed restriction that runs in an approximate north-south alignment. The carriageway is equipped with pedestrian footways as well as street lighting as well as cyclist facilities assisting cycle travel, particularly with Advanced Stop Lines (ASL) at the traffic lights to provide a safe place for cyclists to stop ahead of traffic.
- 2.2.2 The A665 Cheetham Hill provides vehicular travel towards Manchester to the south before meeting with the ring road that provides vehicular travel around Manchester city centre. To the north, Cheetham Hill Road before meeting with the A576 at a traffic-signal controlled crossroads approximately 730m to the north of the site. From here, the A576 continues north, whilst the A665 continues north-west.
- 2.2.3 Adjacent to the site, Cheetham Hill Road meets Woodlands Road / Heath Street via a traffic-signal controlled crossroads. Heath Street and Woodlands Road are single carriageway roads which are subject to 30mph speed restrictions. The carriageways run in an approximate east – west alignment, both providing access to smaller residential roads within the local area. Heath Street crosses the A576 before continuing to meet the A56 Bury New Road approximately 1.3km west of the site.
- 2.2.4 The local road network therefore provides access to a number of key routes in and out of Manchester as well as access to a number the residential areas that surround the site. The road network is also conducive to pedestrians and cyclists, with a number of facilities such as controlled crossing points, pedestrian footways and ASL's.

2.3 PERSONAL INJURY COLLISION

- 2.3.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site has been obtained from CrashMap, providing the latest five years of collision data available. The study area includes the A665 Cheetham Hill Road and Woodlands Road within the vicinity of the site. The study area is set out in **Figure 2**.
- 2.3.2 The PIC data demonstrates that five collisions occurred in the study area; four of which were detailed as 'slight' in severity; and one of which was detailed as 'serious' in severity. The 'serious' collision occurred on Woodlands Road in September 2019 and involved a pedestrian.
- 2.3.3 One of the 'slight' collisions also involved a pedestrian as well as a goods vehicle; occurring on the northern side of the Cheetham Hill Road / Woodlands Road / Heath Street junction in August 2018.
- 2.3.4 The remaining 'slight' PICs did not involve any vulnerable road users; with one detailed as having involved a young driver, and a second involving a goods vehicle.
- 2.3.5 Given the infrequent nature of collisions within the vicinity of the site, it is considered that there are no existing road safety issues within close proximity to the site and no further analysis of collisions is required.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 The site has an excellent level of accessibility by sustainable modes of transport. Travel by non-car modes will be encouraged at the site and the development's access to the existing walking and cycling infrastructure on the local road network will further encourage sustainable modes movement and linked trips to the other surrounding and complimentary facilities and uses.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to residential areas, other retail uses and local facilities.

3.2 PEDESTRIAN / CYCLE ACCESS

- 3.2.1 The site would predominantly be accessed by customers from the local area and the Mosque opposite; therefore, a number of trips would be by foot, including those made by staff. Both staff and customers will benefit from the site's location, with a wide residential catchment accessible by both foot and bicycle.
- 3.2.2 Walking offers the greatest potential to replace short car trips that staff / customers may have taken to the retail use at a local level, particularly those under two kilometres. **Figure 3** shows a 2.0km walking catchment from the centre of the site which includes the residential areas of Crumpsall; Cheetham Hill; Cheetham Wood; and Higher Broughton.
- 3.2.3 A network of footways and footpaths are present on the local highway network which will connect the proposed development to nearby residential areas. As detailed in the extract of the Transport for Greater Manchester pedestrian and cycle map at **Figure 4**, there are a number of pedestrian crossing points within the vicinity of the site, consisting of a mixture of pelican crossing points as well as dropped kerb and tactile paving uncontrolled crossings.
- 3.2.4 Whilst there are a limited number of specific Public Rights of Way within the vicinity of the site, the local road network provides extensive pedestrian facilities. This includes 2m footways bounding either side of the local roads as well as street lighting. There are also a number of controlled pedestrian crossing facilities; particularly on the Cheetham Hill Road carriageway which has a number of signal junctions.
- 3.2.5 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. **Figure 5** shows a 5.0km cycling catchment area from the centre of the site which includes Prestwich; Ancoats; Rainsough; Manchester city centre as well as extending to Salford. There is therefore an extensive catchment accessible within 5km of the site.
- 3.2.6 As detailed within **Figure 4**, Cheetham Hill Road forms an on-road cycle route, providing cycling facilities that connect directly with the site. To the east of the site, Woodlands Road is also equipped with a signed cycle route. As detailed on the map, there are a number of local roads that are subject to a 20mph speed restriction which also assist with the provision of safe road conditions for cyclists.

- 3.2.7 The site is therefore considered to be well located in terms of its access to cycling facilities and is considered to be conducive to cycling.

3.3 PUBLIC TRANSPORT

Buses

- 3.3.1 The proposed development site is well located in terms of its proximity to public transport services which provide services that stop along the A665 Cheetham Hill Road. Cheetham Hill Road forms a bus corridor providing services north and south towards Manchester and is equipped with a bus lane, meaning bus travel on the road is well established.
- 3.3.2 Within the recommended 400m walking distance of the proposed development there are ten bus stops. All ten of the bus stops are accessible via the existing pedestrian facilities that bound the local road network.
- 3.3.3 The closest bus stops are situated 60m to the north of the site and 80m to the south of the site. The stops are provided as simple flag and post stops with raised boarding kerbs and timetabling information.
- 3.3.4 The bus stops in the vicinity of the site are shown in the public transport map attached at **Figure 6** and details of the buses which serve them are provided in **Table 3-1**.

Table 3-1 – Local Bus Services

Service	Route	Weekday	Saturday	Sunday
41	Sale – Middleton	3 per hour	3 per hour	2 per hour
52 Orbits	Trafford Centre – Failsworth	6 per hour	6 per hour	2 per hour
53 Orbits	Cheetham Hill – Pendleton	2 per hour	2 per hour	1 per hour
59	Oldham – Manchester	5 per hour	6 per hour	3 per hour
94	Bury – North Manchester General Hospital	1 per hour	1 per hour	Every 2 hours
135	Manchester – Bury	6 per hour	6 per hour	6 per hour
151	North Manchester General Hospital – Ashton-under-Lyne	1 per hour	1 per hour	-

- 3.3.5 **Table 3-1** sets out that the bus stops within the vicinity of the site provide travel towards a number of destinations, including; Sale, Middleton, Bury, Manchester, Ashton-under-Lyne as well as a number of other residential areas on route. A number of these services are high frequency, combining to provide approximately twenty-four services per hour Monday – Saturday and fourteen services per hour on Sundays.

Trams

- 3.3.6 As detailed in **Figure 6**, the Abraham Moss tram stop is situated approximately 650m to the east of the site and is accessible via Woodlands Road before a short pedestrian footpath provides direct access to the tram stop. Abraham Moss is served by both the Green and Yellow Line, which combine to provide approximately ten services per hour each direction towards Altrincham; Bury; Piccadilly. The tram services therefore combine to provide services approximately every three minutes.

3.4 SUMMARY

- 3.4.1 The site is situated within walking and cycling distance of various residential areas and, providing potential for employees and customers to travel to and from the site on foot or by cycle.
- 3.4.2 The site is within a short walking distance of the nearest bus and tram stops which are serviced by frequent and direct services to multiple residential areas. In addition, the site is well located to provide employees with supporting goods and services within a short walking / cycling distance of the site.
- 3.4.3 Overall, the site is easily accessible to employees and customers by sustainable modes of transport. It is therefore considered that the site is consistent with national and local policy objectives.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 4.1.1 The proposed development is for the erection of a class E Café landscaping and all associated works, on land to the east of Cheetham Hill Road, Manchester. A copy of the site layout is attached at **Appendix A**.

4.2 SITE ACCESS DESIGN AND SERVICING ARRANGEMENTS

- 4.2.1 The site would be predominantly accessed by pedestrians given its surroundings within the local residential area of Cheetham Hill and the large North Manchester Jamia Mosque, across the road. Pedestrian access would be gained from two entrances to the northern and western extent of the site which would connect directly with the existing pedestrian footway network on both Woodlands Road and A665 Cheetham Hill Road.
- 4.2.1 The car park to the immediate east of the development site, is owned and operated as an overspill car park for the North Manchester Jamia Mosque. It has been agreed between the applicant and the Ibad Ur Rehman Trust (who run the Mosque) that the car park could be used to facilitate parking should customers or staff drive to the site. It is proposed that up to 15 parking spaces would be able to be used which has been agreed by the landowner. The car park is accessed from Woodland Street and has a pedestrian access onto Woodlands Road approximately 25m from the development's northern pedestrian access.
- 4.2.2 It is proposed that the site would be serviced from the roadside in accordance with the nearby residential dwellings and businesses. The bin store is located to the north-eastern extent of the site and is adjacent to the adopted highway. The proposals would therefore would not require any special considerations.

4.3 PARKING

Vehicular Parking

- 4.3.1 It is proposed that up to 15 parking spaces would be able to be used in the car park adjacent to the site which has been agreed with the landowner. The car park is accessed from Woodland Street and has a pedestrian access onto Woodlands Road approximately 25m from the development's northern pedestrian access.
- 4.3.2 The car park has a current capacity of 80 vehicles. To consider whether the car park has the capacity to accommodate up to 15 vehicles, the Parking Eye data which monitors the car park has been interrogated. To gain an understanding of the typical operation over one week. Data has been selected from Monday 5th June – Sunday 11th June 2023 which ensures a representative weeklong sample has been considered. The data detailing the level of occupancy and capacity of the car park is attached at **Appendix B**. The data is also summarised below in **Table 4-1** which sets out the highest level of occupancy recorded per day.

Table 4-1 – Car Park Capacity Survey

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Parking Accumulation	9	8	6	7	62	3	3
Occupancy	11.3%	10%	7.5%	8.8%	77.5%	3.8%	3.8%

- 4.3.3 As detailed within **Table 4-1**, the car park is largely very lightly used apart from Friday which experiences a peak parking accumulation of 62 vehicles between 14:00 – 15:00 which is during the Friday Holly Day prayer for Muslims so attracts a far greater visitor number. Assuming a worst-case scenario of 15 vehicles parking at the car park during the recorded car park peak period, the car park would still have spare capacity.
- 4.3.4 It is therefore considered that the proposals would more than cater for the developments parking demand as the site would predominantly be accessed by pedestrians.

Cycle Parking

- 4.3.5 In line with the cycle parking standards set out within the MCC Core Strategy and the approximate developed area of the site of 100m², secure cycle parking for four bicycles would be provided. Cycle parking would be provided in the form of two 'Sheffield' style cycle stands.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

- 5.1.1 This section sets out the methodology and parameters used in assessing the proposed development and its potential impact on the highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

- 5.2.1 The proposals comprise approximately 100m² Class E café within a central location of the local residential area of Cheetham Hill. As set out previously in this report, the site would predominantly serve those visiting the North Manchester Jamia Mosque and visit the proposed site for a coffee either before or after prayers and residents within the local area resulting in the majority of trips being by foot.
- 5.2.2 Whilst this is the case and to ensure a robust assessment of the potential vehicular generation of the site, the TRICS database has been interrogated to obtain the trip rates for the development.
- 5.2.3 To ensure a robust assessment, both the AM and PM network peaks which represent the periods with the greatest traffic flow on the highway network have been assessed. Given the customer patterns of cafes, the midday peak period usually results in the busiest hours for customers, therefore the inter peak period has also been assessed.
- 5.2.4 Therefore, the time periods of 09:00 – 10:00 have been selected for the AM peak period; 10:00 – 11:00 for the inter peak period; and 15:00 – 16:00 for the PM peak period. A copy of the TRICS reports is attached at attached at **Appendix C**.
- 5.2.5 The trip rates and the potential traffic generations associated with the 100m² coffee shop are set out in **Table 5-1**:

Table 5-1 - Peak Hour Trip Rates and Trip Generation

	AM Peak		Inter Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rates	3.765	2.824	3.765	4.118	2.824	3.294
Trip Generation	4	3	4	4	3	3

- 5.2.6 **Table 5-1** demonstrates that the development proposals could generate the following vehicular trips during the network peak hours:
- ▶ AM Peak – 4 arrivals and 3 departures – 7 Two-Way Trips;
 - ▶ Inter Peak – 4 arrivals and 4 departures – 8 two-way trips;
 - ▶ PM Peak – 3 arrivals and 3 departures – 6 two-way trips; and

5.3 SUMMARY

- 5.3.1 On this basis the potential vehicular trip generation of the proposed scheme, it is considered to be negligible and would have no noticeable impact on the local highway network. This level of trip generation is also highly likely to be lower in reality as the site would predominantly be accessed on foot and linked trips with those visiting the Jamia Mosque.

- 5.3.2 The availability of off-street car parking at the adjacent site, will ensure no highway impact as a result of parking demand by the smaller proportion of visitors that will drive.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Eskhanz Design to produce this Transport Statement in connection with the submission of a full planning application for the erection of a class E Café landscaping and all associated works, on land to the east of Cheetham Hill Road, Manchester.
- 6.1.2 The site is located on previously undeveloped land and is bound to the north by Woodlands Road; to the east by a car park; to the south by local businesses; and to the west by A665 Cheetham Hill Road.
- 6.1.3 The site would be predominantly accessed by pedestrians given its surroundings with the Jamia Mosque opposite and within the local residential area of Cheetham Hill. Pedestrian access would be gained from two entrances to the northern and western extent of the site which would connect directly with the existing pedestrian footway network on both Woodlands Road and A665 Cheetham Hill Road.
- 6.1.4 In addition to the pedestrian access, it is proposed that the adjacent car park which is also under the landowners' control will be used to facilitate parking should customers or staff drive to the site. It is proposed that up to 15 parking spaces would be able to be used which has been agreed by the landowner Ibad Ur Rehman Trust who operate the Jamia Mosque. The car park is accessed from Woodland Street and has a pedestrian access onto Woodlands Road approximately 25m from the development's northern pedestrian access.
- 6.1.5 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian, cyclist and public transport facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling, with the potential for mixed modal trips facilitated by the nearby bus stops present in the surrounding area.
- 6.1.6 The development would be serviced from the roadside in accordance with the existing refuse collection and servicing operation on the local road network.
- 6.1.7 This TS has highlighted that the site is in an accessible location with good access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF).
- 6.1.8 The development proposals have the potential to generate a maximum of 8 'new' two-way vehicle movements during the Inter Peak period which represents the highest predicted additional movements on the network. This equates as a worst case of approximately one additional vehicle on the local highway network every ten minutes. As demonstrated throughout this TS, in reality, the number of trips by car are likely to be much less as the site would predominantly be accessed on foot.
- 6.1.9 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Personal Injury Collision Data Plot

Figure 3 – 2km Walking Isochrone

Figure 4 – Pedestrian and Cycle Route Map

Figure 5 – 5km Cycling Isochrone

Figure 6 – Bus Stop Location Plan



Indicative Site location Plan
Cheetham Hill Road

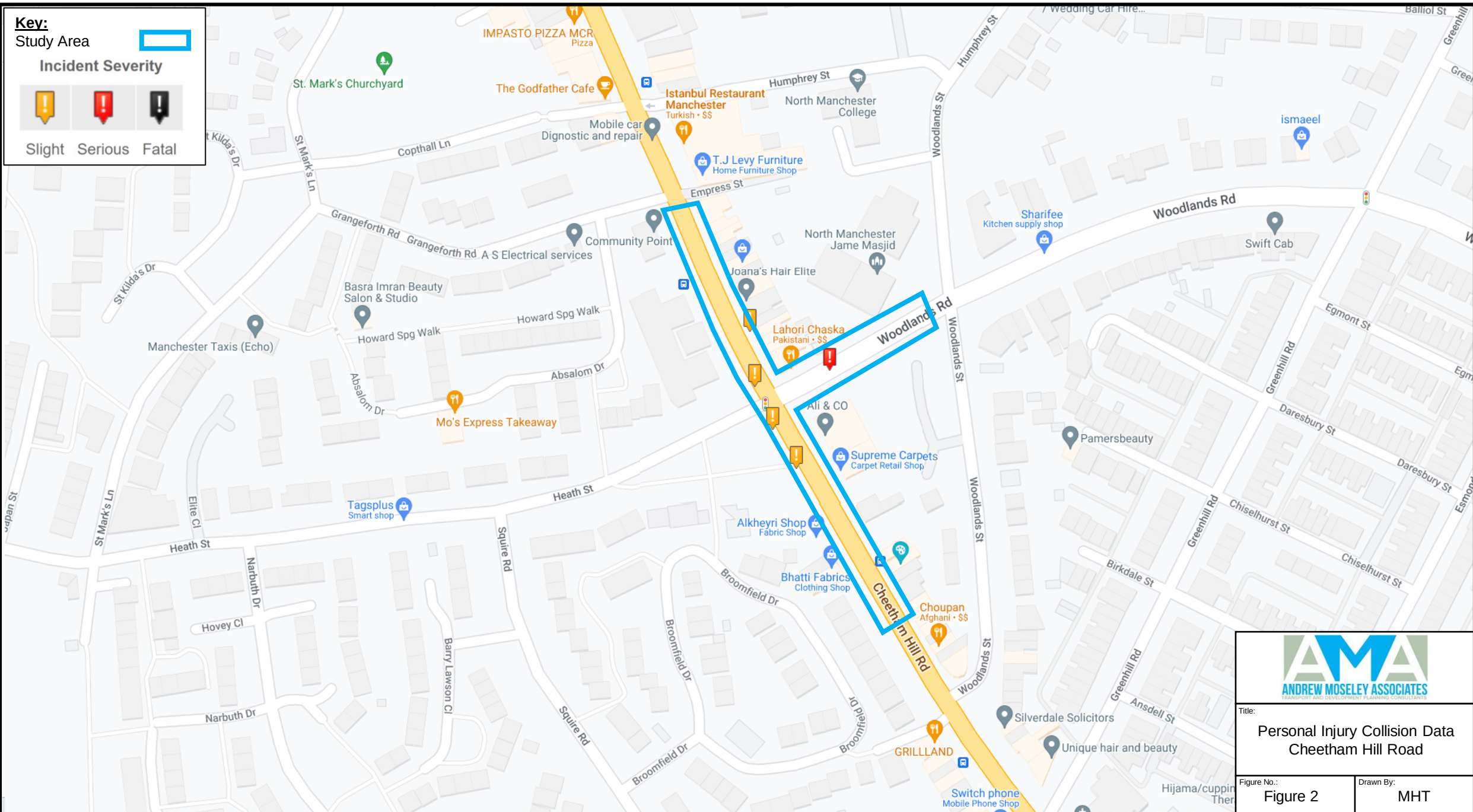
Figure 1

IJT

Key:
Study Area

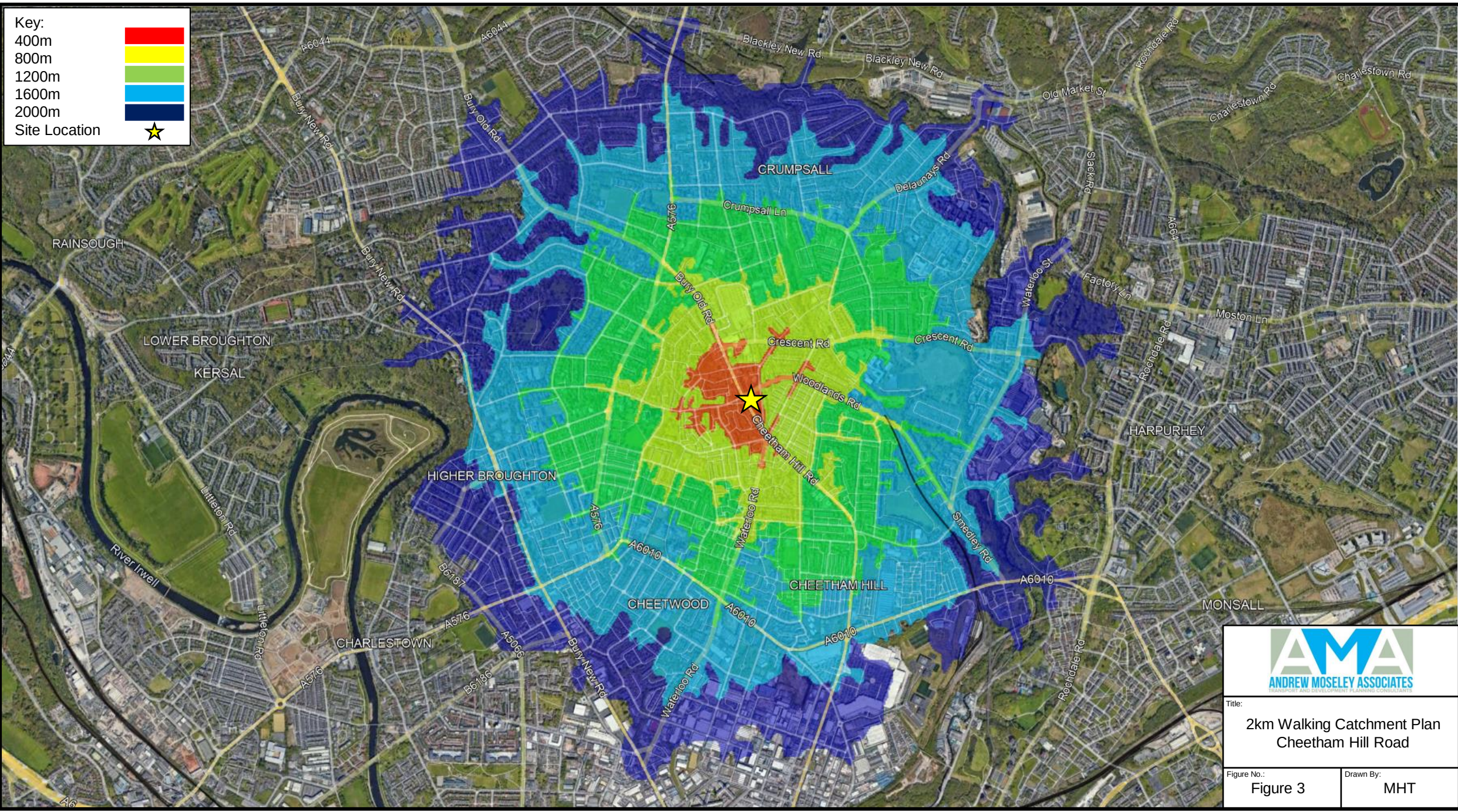
Incident Severity

Slight Serious Fatal



Title:
**Personal Injury Collision Data
Cheetham Hill Road**

Figure No.: Figure 2	Drawn By: MHT
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Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location

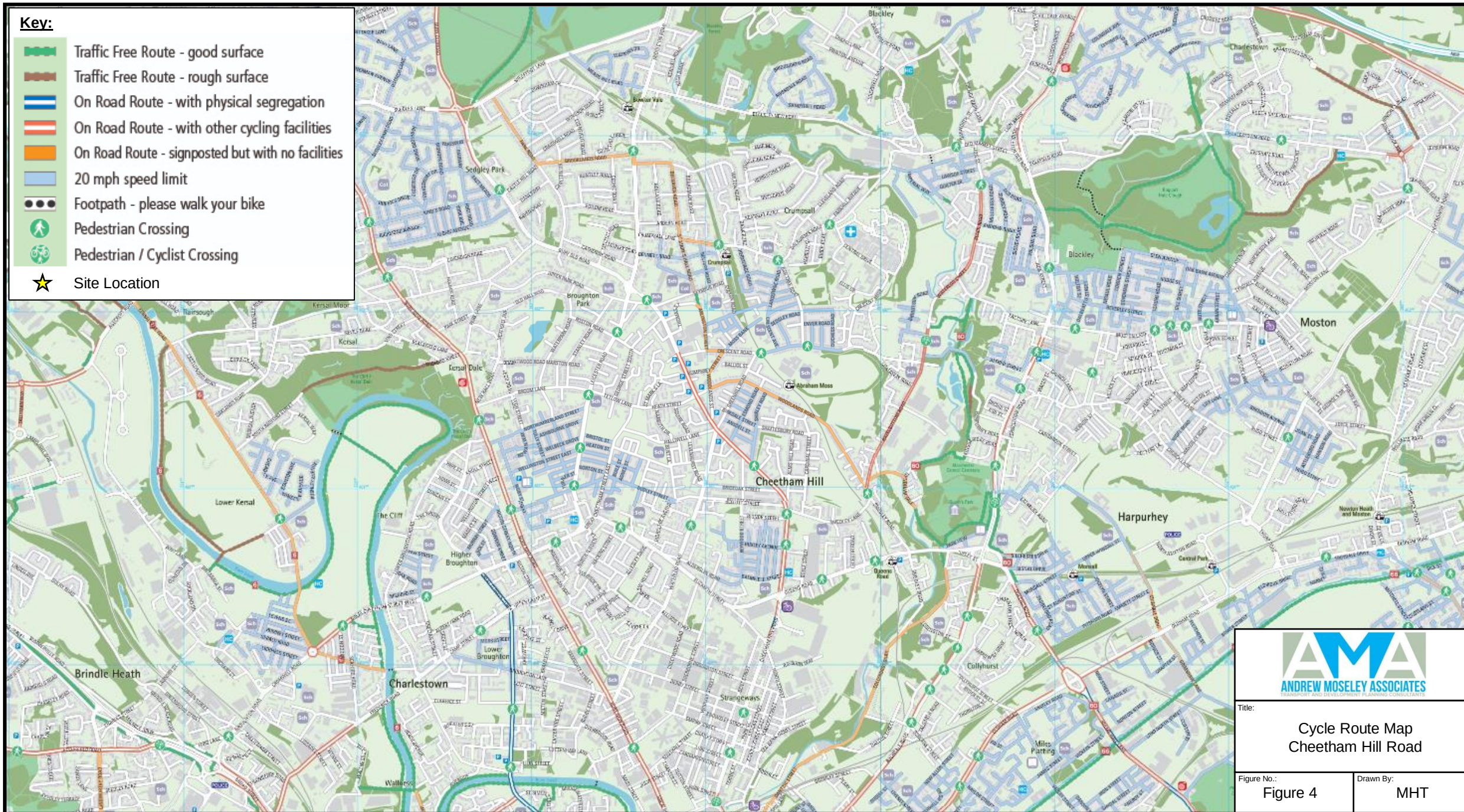


Title:
2km Walking Catchment Plan
Cheetham Hill Road

Figure No.: Figure 3	Drawn By: MHT
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Key:

-  Traffic Free Route - good surface
-  Traffic Free Route - rough surface
-  On Road Route - with physical segregation
-  On Road Route - with other cycling facilities
-  On Road Route - signposted but with no facilities
-  20 mph speed limit
-  Footpath - please walk your bike
-  Pedestrian Crossing
-  Pedestrian / Cyclist Crossing
-  Site Location



Title:

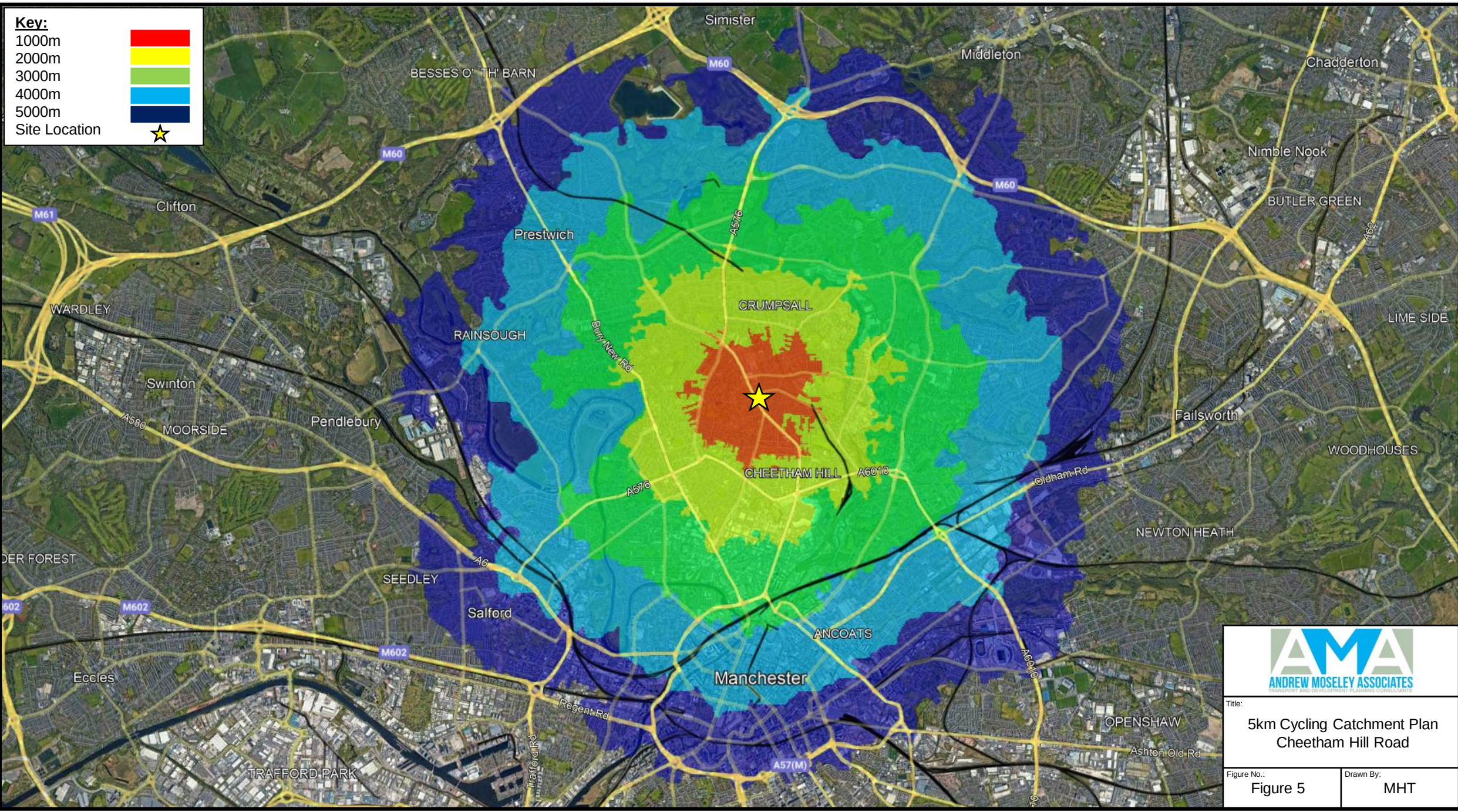
Cycle Route Map
Cheetham Hill Road

Figure No.:

Figure 4

Drawn By:

MHT



Title:
5km Cycling Catchment Plan
Cheetham Hill Road

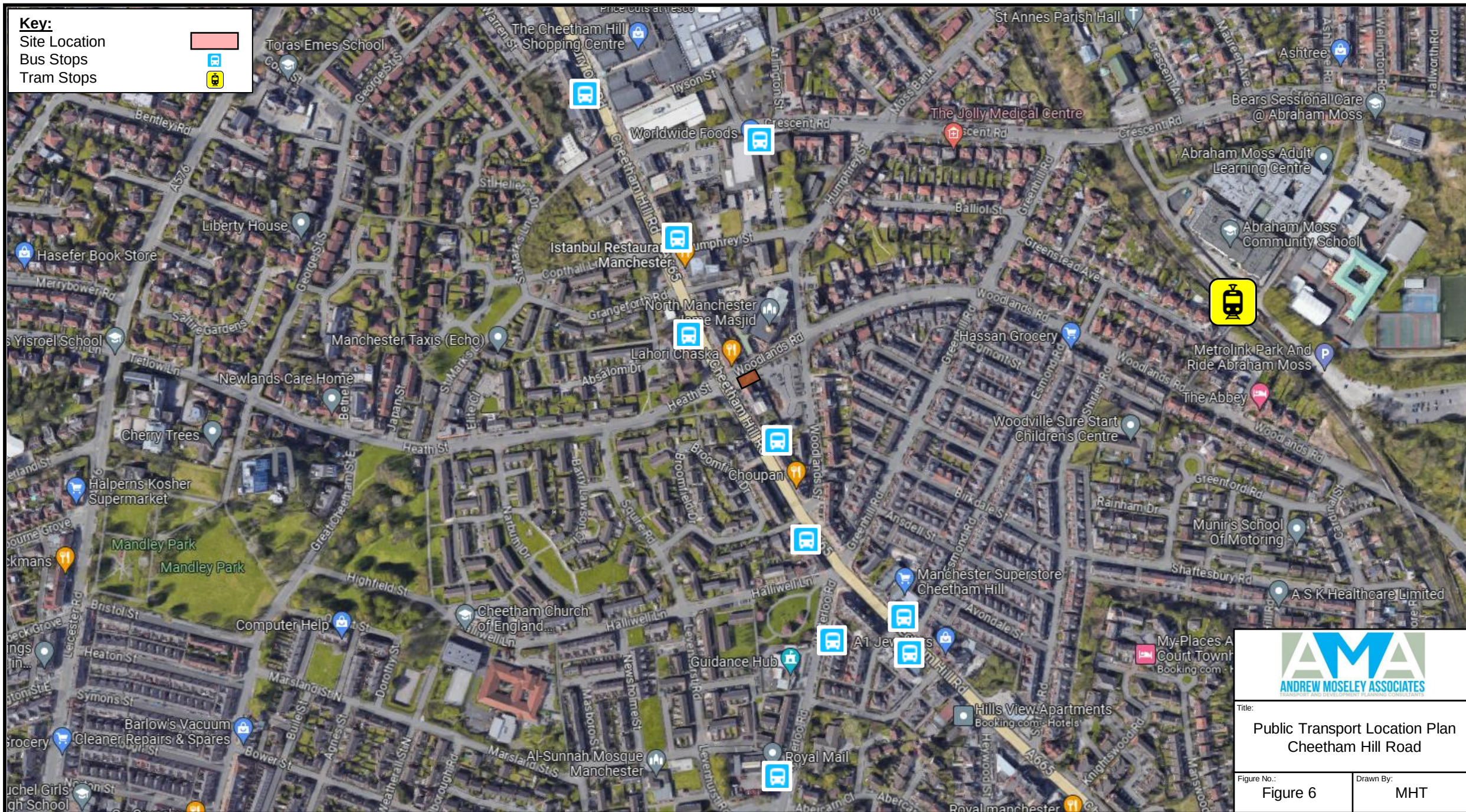
Figure No.: Figure 5
Drawn By: MHT

Key:

Site Location

Bus Stops

Tram Stops



Title:

Public Transport Location Plan
Cheetham Hill Road

Figure No.:

Figure 6

Drawn By:

MHT

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Parking Eye Parking Survey Data

Appendix C – TRICS

Appendix A

PROPOSED SITE LAYOUT

Do Not Scale



IMAGE OF SIMILAR SETUP

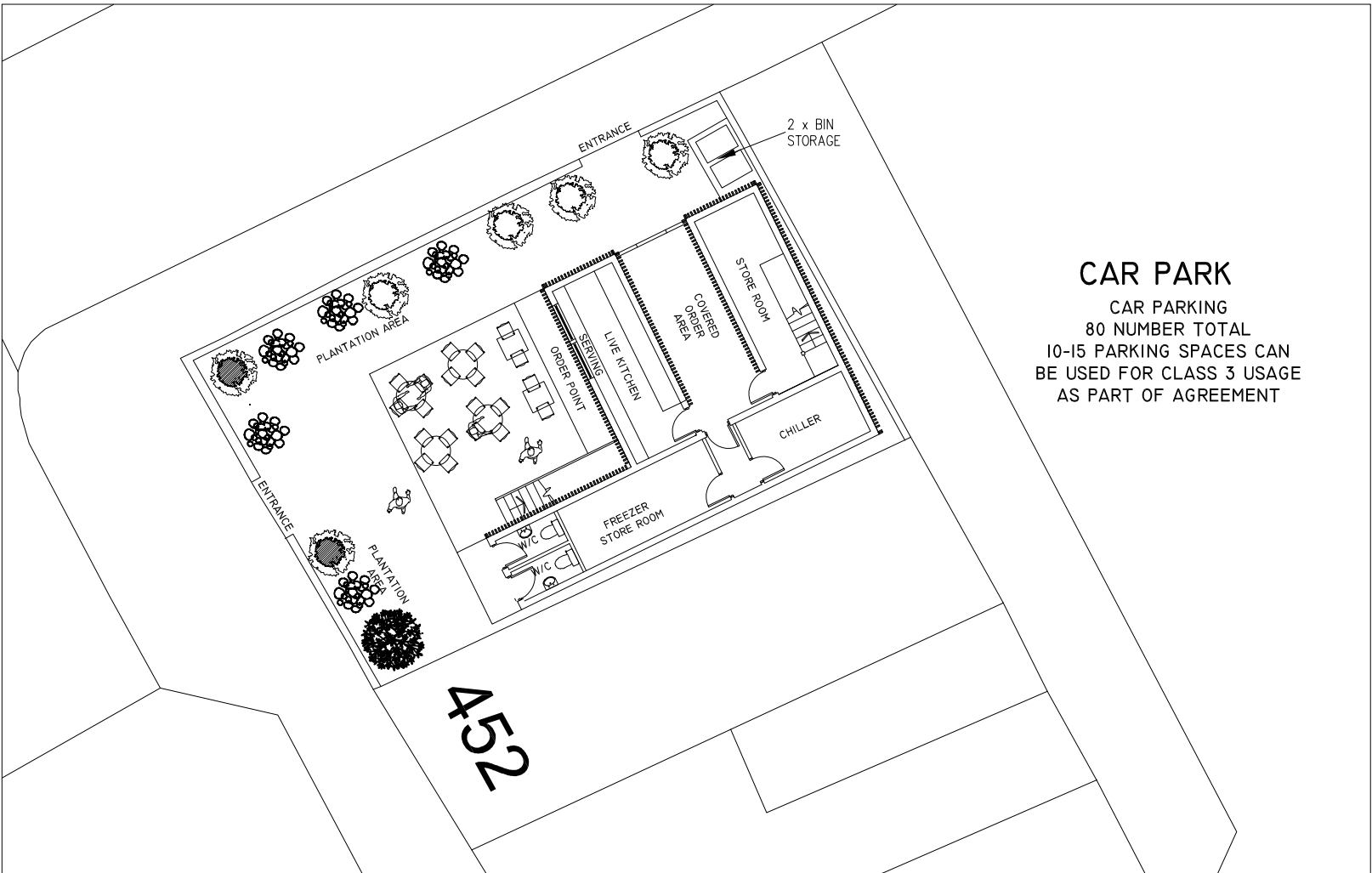


2 STOREY CONCEPT ELSEWHERE BY ANOTHER

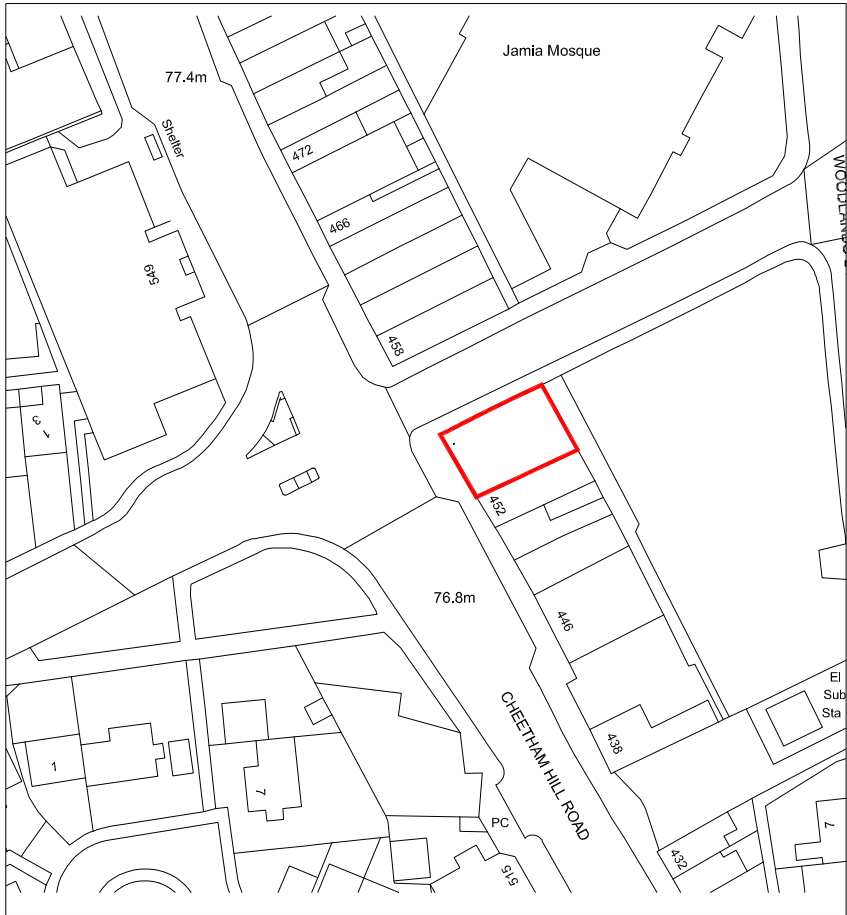


VIEW FROM WOODLANDS GROVE & CHEETAM HILL JUNCTION

GENERAL NOTES



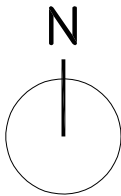
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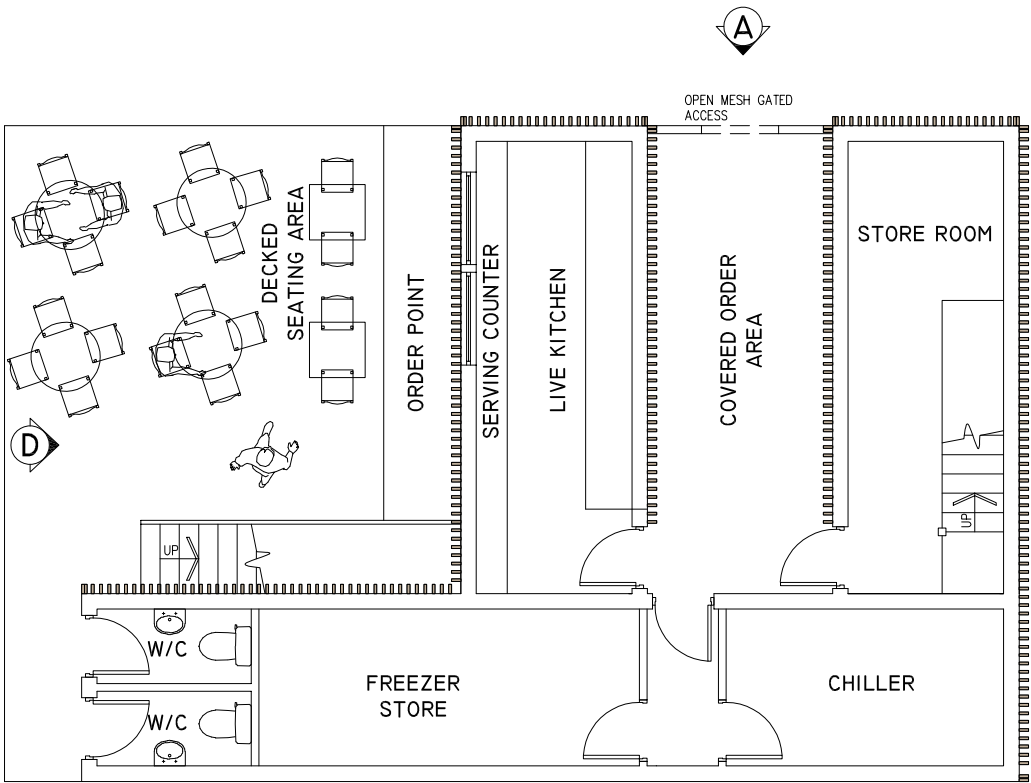
LOCATION PLAN SCALE 1:1250

CAR PARK

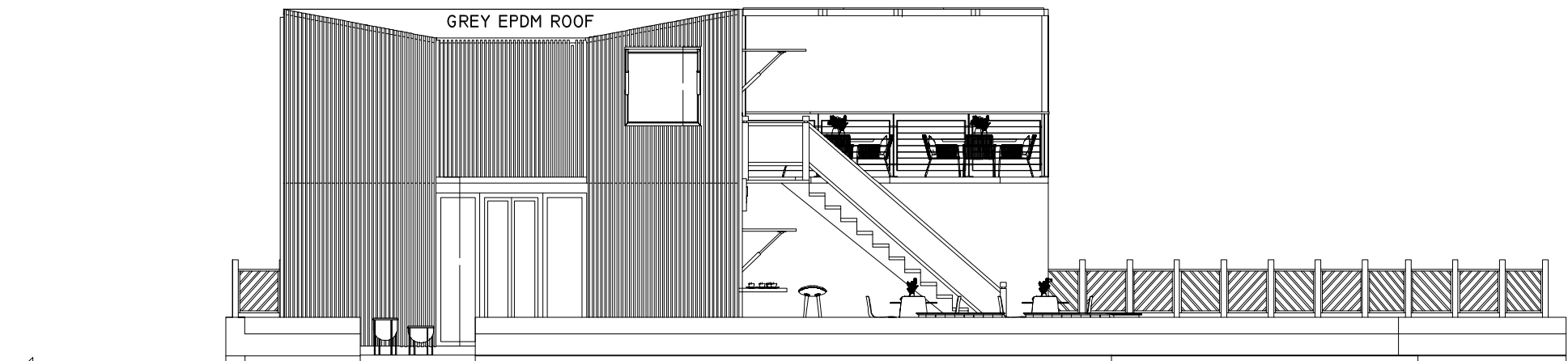
CAR PARKING
80 NUMBER TOTAL
10-15 PARKING SPACES CAN
BE USED FOR CLASS 3 USAGE
AS PART OF AGREEMENT



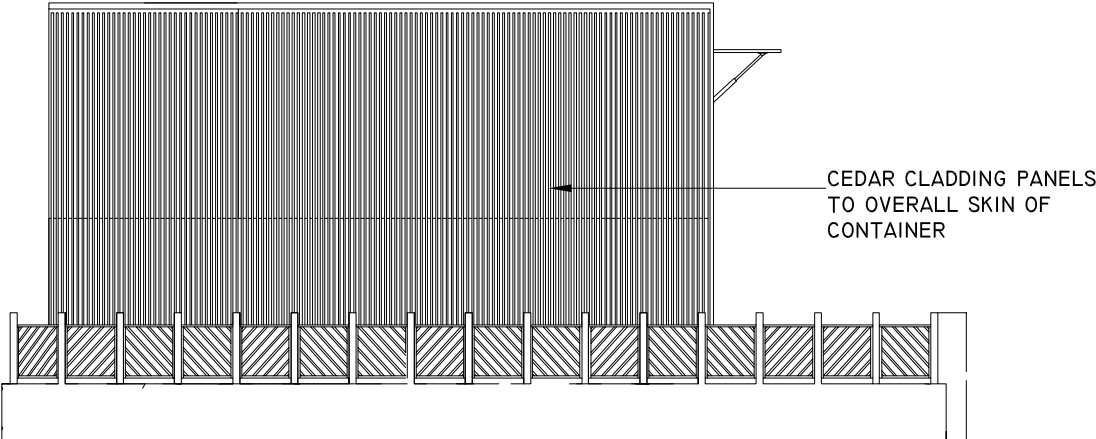
PLANNING		
Date	Revision	Ref
E K D ESKHANZ DESIGN planning design project management 61 Princesville St. Bradford West Yorkshire, BD7 2AG T. 07967 979977		
Project PROPOSED PARATHA ROYALE UNIT FOR CLASS E EXPRESS CAFE AT 454-456 CHEETHAM HILL ROAD, MANCHESTER M8 9LE		
Title LOCATION & BUILT UP PLAN		
Scale 1:100 @ A3	Drawn	Checked
Date JUNE 23	Status PLANNING	
Drg. No.	23-029-01	Rev.



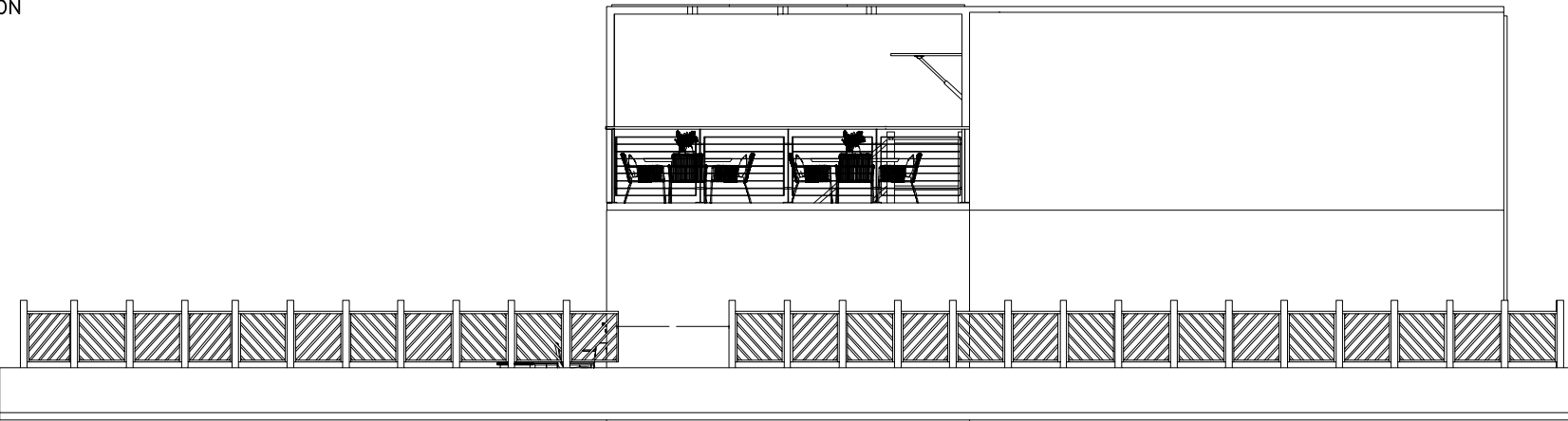
PROPOSED GROUND FLOOR PLAN



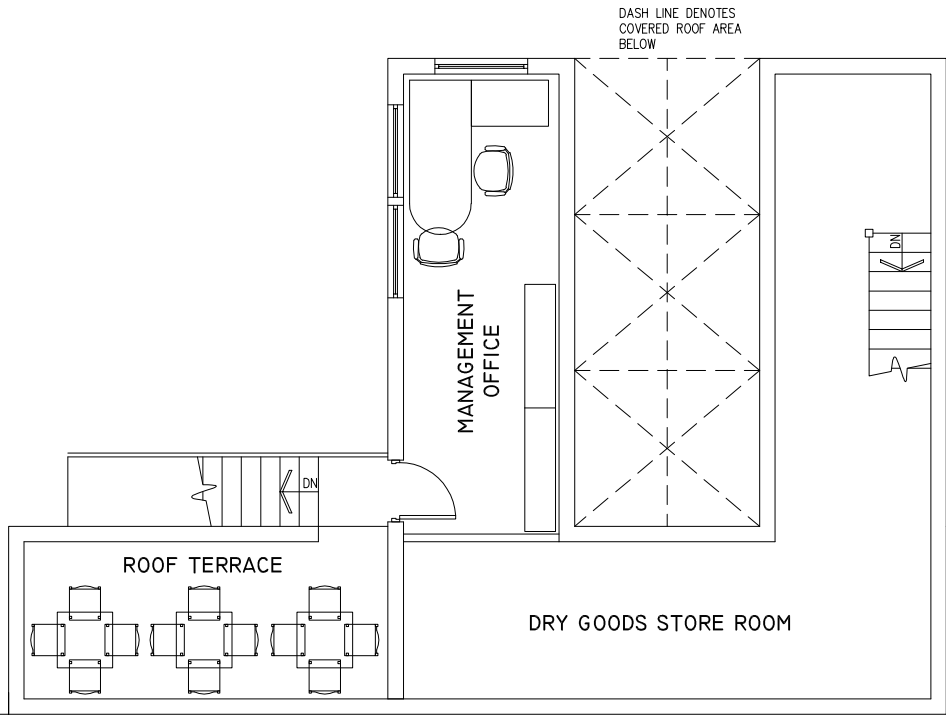
PROPOSED FRONT ELEVATION A
WOODLANDS ROAD



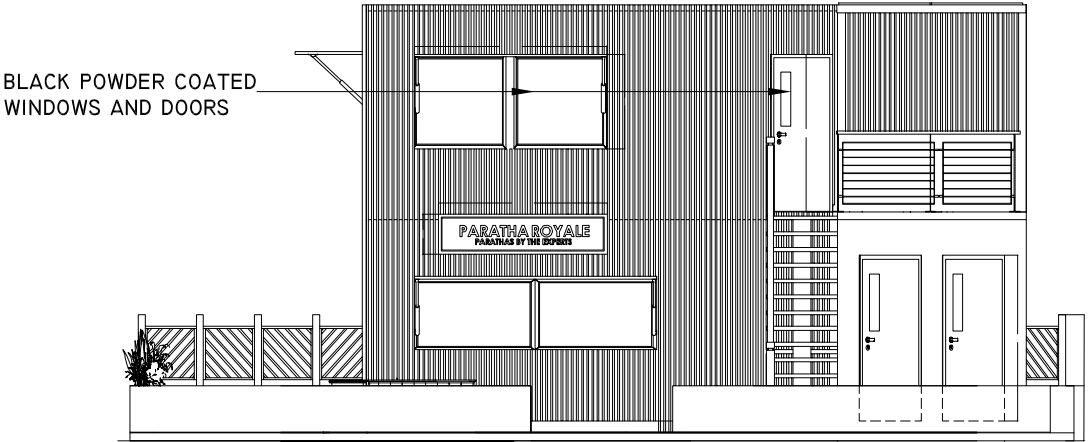
PROPOSED SIDE ELEVATION B
CAR PARK SIDE ELEVATION



PROPOSED REAR ELEVATION C



PROPOSED FIRST FLOOR PLAN



PROPOSED SIDE ELEVATION D
CHEETHAM HILL ROAD

PLANNING		
Date	Revision	Ref
E K D ESKHAZ DESIGN planning design project management 61 Princesville St. Bradford West Yorkshire, BD7 2AG T. 07967 979977		
Project PROPOSED PARATHA ROYALE UNIT FOR CLASS E EXPRESS CAFE AT 454-456 CHEETHAM HILL ROAD, MANCHESTER M8 9LE		
Title PROPOSED PLANS AND ELEVATIONS		
Scale 1:100 @ A3	Drawn	Checked
Date JUNE 23	Status PLANNING	
Drg. No.	23-029-02	Rev.

Appendix B

PARKING EYE PARKIGN SURVEY DATA

Appendix C

TRICS DATA

Calculation Reference: AUDIT-710001-230815-0825

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
14	LEINSTER	
	WC WICKLOW	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: 58 to 320 (units: sqm)
Range Selected by User: 58 to 320 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/11/22

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:

Tuesday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	5
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3
High Street	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b) 5 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
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	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
50,001 to 75,000	1 days
125,001 to 250,000	1 days
500,001 or More	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	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No 5 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	4 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANS GATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL	
2	HG-06-K-01	CAFÉ		HARINGEY
	MUSWELL HILL BROADWAY			
	MUSWELL HILL			
	Town Centre			
	High Street			
	Total Gross floor area:	58 sqm		
	Survey date: FRIDAY	10/06/22	Survey Type: MANUAL	
3	LN-06-K-01	CAFÉ & TEA ROOM		LINCOLNSHIRE
	RED LION SQUARE			
	STAMFORD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	190 sqm		
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL	
4	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	82 sqm		
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL	
5	WC-06-K-01	CAFÉ		WICKLOW
	FITZWILLIAM SQUARE			
	WICKLOW			
	Town Centre			
	High Street			
	Total Gross floor area:	320 sqm		
	Survey date: WEDNESDAY	16/11/22	Survey Type: MANUAL	

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	189	2.381	2	189	1.587	2	189	3.968
08:00 - 09:00	5	170	1.647	5	170	1.176	5	170	2.823
09:00 - 10:00	5	170	3.765	5	170	2.824	5	170	6.589
10:00 - 11:00	5	170	3.765	5	170	4.118	5	170	7.883
11:00 - 12:00	5	170	3.765	5	170	3.529	5	170	7.294
12:00 - 13:00	5	170	3.647	5	170	3.765	5	170	7.412
13:00 - 14:00	5	170	3.882	5	170	4.000	5	170	7.882
14:00 - 15:00	5	170	3.647	5	170	3.882	5	170	7.529
15:00 - 16:00	5	170	2.824	5	170	3.294	5	170	6.118
16:00 - 17:00	4	192	1.953	4	192	2.083	4	192	4.036
17:00 - 18:00	3	193	1.557	3	193	1.903	3	193	3.460
18:00 - 19:00	1	58	0.000	1	58	1.724	1	58	1.724
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.833			33.885			66.718

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:	58 - 320 (units: sqm)
Survey date range:	01/01/15 - 25/11/22
Number of weekdays (Monday-Friday):	5
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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