JNP GROUP

CONSULTING ENGINEERS

Transport Statement

Project: Proposed New Cash and Carry Units
Commerce House
Manchester

Client: Kacoo Investments Ltd

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1 INTRODUCTION

1.1 Description

1.1.1 JNP Group have been appointed by Kacoo Investments Ltd to prepare a Transport Statement (TS) to support a planning for a commercial development on Land at Commerce House, Manchester. The site is located on Derby Street with access also available via Woolley Street.

1.1.2 The development proposals comprise the erection of a two-storey building comprising 3no. wholesale cash and carry units (954sqm - sui generis) with associated alterations to the on-site car parking layout.

1.1.3 This Transport Statement has been prepared to assess these changes and take account of national and local planning policy, including the National Planning Policy Framework (2021) and the Manchester Core Strategy 2012 to 2027 (2012).

1.1.4 Both the Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Manchester City Council (MCC).

1.2 Planning History

1.2.1 The site was granted full planning permission by Manchester City Council (MCC) in October 2016 for a change of use from a wholesale cash and carry / MOT centre within Commerce House to 21 wholesale cash and carry units, with associated alterations to the existing elevations (planning reference: 113282/FO/2016). The planning application was supported by a Transport Statement prepared by JNP Group. No objections were raised by the Local Highway Authority and the application was granted consent.

1.2.2 Through a Section 73 application (127009/FO/2020) the applicant sought to gain consent for amendments to the external layout of the development, in order to provide access through the car park to an adjacent use. As a result, the parking area was reconfigured, resulting in the total parking provision reducing from 66 spaces to 49 spaces. The planning application was again supported by a Transport Statement prepared by JNP Group.

1.2.3 No objections were raised by the Local Highway Authority and the application was granted consent and has since been built out.

1.3 Report Structure

1.3.1 The structure of the Transport Statement is listed below:

- **Section 2 – Policy and Best Practice:** This section summarises policy which is relevant to the Transport Statement;
- **Section 3 – Baseline Conditions:** This section describes the existing highway conditions in the vicinity of the site, including access by sustainable modes of transport;
- **Section 4 - Development Proposals:** This section describes the proposed residential development, with a focus on the access arrangements;

- **Section 5 – Vehicle Trip Generation and Trip Types:** This section sets out the methodology for calculating the proposed trip generation;
- **Section 6 – Summary and Conclusion:** This section concludes the report and summarises its findings.

2 POLICY AND BEST PRACTICE

2.1 Introduction

2.1.1 This section provides a summary of the transport policy context against which the proposals have been designed. These are contained within the national, regional and local policy documents relevant to the Site.

2.1.2 These include the following:

National Policy and Guidance

- National Planning Policy Framework (NPPF), 2021; and
- Planning Practice Guidance (PPG), 2014.

Local Policy and Guidance

- Manchester Core Strategy 2012 to 2027 (2012)

2.2 National Planning Policy Framework, September 2023

2.2.1 The Ministry of Housing, Communities and Local Government published the revised NPPF in September 2023, which replaces the previous versions of NPPF published in 2012, 2018, 2019 and 2021.

2.2.2 It revokes and replaces the previous system of Planning Policy Guidance Notes and Planning Policy Statements, all of which are superseded by NPPF except the Waste Policies. The NPPF should be consulted and considered when local plans are drawn up and it is also an important part of the planning decision making process. The revised versions of NPPF implement around 85 reforms, which were announced within the Housing White Paper and consultation regarding planning for the right homes in the right places.

2.2.3 The September 2023 revisions to the NPPF place a greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes. The revised Framework implores Local Authorities to provide maximum clarity about design expectations at an early stage, including through the preparation of design guides or codes. This reflects the principles set out within the National Design Guide and National Model Design Code.

2.2.4 National Planning Policy reflects and responds to growing concerns over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport. The NPPF also states that sustainable developments are more favourable, and this approach should be reflected by local planning authorities in their local plans and the decision-making process.

2.2.5 Paragraph 104 of the NPPF states that transport should be considered from the earliest stages of plan making so that:

- *'The potential impacts of development on transport networks can be addressed;*

- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.2.6 Paragraph 105 goes on to state that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health'.*

2.2.7 Paragraph 110 of NPPF provides information on the transport considerations that should be given in determining applications for development. These are as follows:

- *'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the development type 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.'*

2.2.8 Paragraph 111 states 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.'*

2.2.9 Paragraph 113 states that all developments which will generate significant amounts of movement must be supported by a Travel Plan and a Transport Statement / Transport Assessment so that the cumulative impacts of the proposal can be assessed.

2.3 Planning Practice Guidance, March 2014

2.3.1 Planning Practice Guidance provides advice on when Transport Assessments and Transport Statements are required, as well as the information they should contain.

2.3.2 Paragraph 15 of 'Planning Practice Guidance on Travel Plans, Transport Assessments and Statements' presents the level of detail that a Transport Assessment must go to and what must be included. The following criteria are necessary:

- Information about the proposed development, site layout (particularly proposed transport access and layout across all modes of transport);

- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- Data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and near the site;
- An assessment of trips from all directly relevant committed development in the area (i.e., development that there is a reasonable degree of certainty will proceed within the next three years);
- Data about current traffic flows on links and at junctions (including different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highway network;
- An analysis of the injury accident records on the public highway near the site access for the most recent three-year period, or five-year period if the proposed site has been identified as being within a high accident area;
- An assessment of the likely environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.4 Manchester Core Strategy 2012 to 2027 (2012)

2.4.1 The Manchester Core Strategy was adopted in 2012. It's fifth key objective pertains to Transport, with the Strategic Objective being:

- *"Improve the physical connectivity of the city, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*

2.4.2 There are three policies set out which sit underneath this Strategic Objective.

2.4.3 Policy T1 – Sustainable Transport – is as follows:

- *"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support*

the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *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."*

2.4.4 Policy T2 – Accessible areas of opportunity and need - is as follows:

- *"The Council will actively manage the pattern of development to ensure that new development: -*
    - *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*

- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
    - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
    - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
    - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
    - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
    - *Ensuring good links between Wythenshawe residents and the Airport and furth employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standardsare set for two different area types:*
    - *District Centres*
    - *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

2.4.5 Parking policy is set out in Table 15.1 Appendix B of the Core Strategy DPD document. While the development's land use classification is sui generis, the units themselves closely match the B8 storage and distribution land use within the parking standards. The maximum parking standards set out within Table 15.1 of the Core Strategy are 1 space per 100sqm for B8 land uses. It is noted this approach has been previously accepted.

2.4.6 Further information regarding the proposed parking provision in Section 4.5 of this Transport Statement.

2.5 Summary

2.5.1 The review sets out the policies and guidance that the proposed development will accord with, both at a national and local level. The Transport Statement seeks to identify the sustainable travel opportunities available to future users, which in turn assist in minimising the impact of the development on the surrounding highway network.

3 BASELINE CONDITIONS

3.1 Introduction

3.1.1 This section describes the existing site and highway conditions, providing a baseline against which the development proposals can be assessed. The proximity of the site to existing walking, cycling and public transport facilities is also considered within this section of the Transport Statement.

3.2 Site Location

3.2.1 The site is located on Derby Street with units also facing Sherborne Street. The MOT test centre is located adjacent to Woolley Street. The site is located approximately 1.3km north of Manchester Victoria rail station and 1.4km north of the Manchester central retail district. The location of the proposed development can be seen in Figure 3-1 below edged and filled orange.

Figure 3-1 – Site Location



3.3 Local Highway Network

3.3.1 Derby Street is situated between the A56 Bury New Road and the A665 Cheetham Hill Road. Both of these roads provide access to the city centre and to destinations outside of Manchester via the connections with Junction 17 and 19 of the M60.

3.3.2 Similarly, the M66 and the M62 are within 8km of the site and are easily accessible via the arterial roads that serve the city of Manchester. The site is located in a highly accessible area with the surrounding road network suitable for the proposed use.

3.3.3 There are no parking restrictions on any of the adjacent roads with the exception of the 15m immediately following a junction. Currently, additional parking is located within the MOT testing centre and shared with adjacent units towards the east of the site.

3.4 Public Transport – Bus

3.4.1 The CIHT's 'Buses in Urban Developments' (2018) publication considers 400m as a maximum walking distance to bus stops. It recognises that in some instances it may be appropriate to increase this distance to 500m in order to access services on core bus corridors. For bus stops served by lower frequency routes, the recommended maximum walking distance reduces to 300m.

3.4.2 The nearest bus stop is within 400m of the Site located on Cheetham Hill Road adjacent to Derby Street. Table 3-1 shows the services, routes and destinations accessible via stops as discussed.

Table 3-1: Bus Services and Frequencies

Service and Operator	Route	Frequency			Approx. Journey Times
		Weekday	Saturday	Sunday	
41- Go North West	Sale - Middleton	3 services per hour	3 services per hour	2 services per hour	Manchester – 20 minutes Middleton – 50 minutes Sale – 75 minutes
135 – Go North West	Manchester Piccadilly – Bury Interchange	7 services per hour	7 services per hour	6 services per hour	Bury Interchange – 30 minutes Manchester Piccadilly – 10 minutes

3.4.3 As shown in Table 3.1, routes 41 and 135 provide services between Manchester's outlying satellite towns (via the city centre itself). This may be suitable for both visitors to and employees of the units proposed as part of the development as many of these services run during the AM and PM peak periods. The above information was correct at the time of this report being prepared.

3.4.4 A further range of services operate from stops slightly further afield, but still within an 800m catchment area.

Table 3-2: Bus Services and Frequencies

Service and Operator	Route	Frequency			Approx. Journey Times
		Weekday	Saturday	Sunday	
59 – First Greater Manchester	Oldham, Mumps - Middleton - Manchester Piccadilly	5 services per hour	6 services per hour	3 services per hour	Manchester Piccadilly – 7 minutes Oldham – 40 minutes
X41 Red Express – The Blackburn Bus Company	Manchester Piccadilly – Bury Interchange	2 services per hour	1 service per hour	1 service per hour	St. Peter's Square – 12 minutes Accrington – 75 minutes
X43 The Witch Way – The Burnley Bus Company	Burnley - Rawtenstall - Prestwich - Manchester	3 services per hour	3 services per hour	2 services per hour	St. Peter's Square – 8 minutes Burnley – 75 minutes

3.5 Public Transport – Rail

3.5.1 The site benefits from being in relatively close proximity to Manchester's well-developed rail infrastructure, which can be used to access a range of destinations in the Greater Manchester area as well as further afield in the north of England.

3.5.2 The nearest railway station to the site is Manchester Victoria, which is approximately 1.5km to the south – accessible via a 15-minute walk, 4-minute cycle, 9-minute bus journey or 5-minute drive. The station is managed by Northern and is also served by Transpennine Express.

3.5.3 Victoria station serves destinations north of Manchester, while the larger Manchester Piccadilly station serves much of the south. The stations are linked by the Orsdall Chord bridge, ensuring that passengers are able to travel easily between Manchester Piccadilly, Manchester Victoria and Manchester Oxford Road.

3.5.4 The AM and PM peak frequencies to and from key destinations are given in Table 3-3.

Table 3-3: Rail Service Frequencies

Destination / Origin	AM Departure Frequency	PM Arrival Frequency
Leeds	6	6
Newcastle	1	1
Blackburn	3	3
Liverpool Lime Street	3	3
Stalybridge	2	2

3.5.5 Manchester Victoria rail station has secure cycle storage for 38 bicycles, which facilitates multi-modal travel to and from the proposed development.

3.5.6 Overall, the site is well situated with many viable transport options such as bus and rail services operating frequently and to a variety of destinations. The location of the site means that there is the opportunity to travel from the city centre or surrounding Manchester area by foot or by bicycle. This may form a likely method of commute for the employees of the individual units whilst visitors may also utilise public transport services.

3.6 Greater Manchester Accessibility Level

3.6.1 The public transport accessibility of the development site has been assessed using the Greater Manchester Accessibility Level (GMAL) tool used by Transport for Manchester (TfM) and covers the Greater Manchester region. GMAL is an important planning consideration that allows planners to understand the operation accessibility of the site.

3.6.2 Sites are graded from Level 1 to Level 8, with 8 representing the most accessible.

Table 3-4: Great Manchester Accessibility Levels

GMAL	Range of Index Scores
1 (Very Poor)	0, <=0.5
2	>0.5, <=2.5
3	>2.5, <=5.0
4	>5.0, <=7.5
5	>7.5, <=12.5
6	>12.5, <=17.5
7	>17.5, <=25.0
8 (Very High)	>25

3.6.3 GMAL is based on the volume of service and their proximity to a particular site. It therefore provides a helpful summary of a site's accessibility.

3.6.4 The GMAL assessment for the site can be identified by using the 'Transport for Greater Manchester Interactive map. Having queried the CSV database (available here) for the postcode in which the site is located, it has been established the site has a score of 20.08, and therefore site is classified as having a Level 7 GMAL rating indicating accessibility at this location is High/Very High.

3.7 Analysis of Personal Injury Collision Data

3.7.1 A review of the CrashMap database has been undertaken to determine the amount and frequency of collisions resulting in personal injury which have occurred in the vicinity of the site. Data has been reviewed for the latest available three-year period, which covers 2019 - 2021. An extract of the map is provided below as Figure 3-2.

Figure 3-2 Collisions within the vicinity of the proposed development



3.7.2 As shown in Figure 3-2, seven collisions have occurred in the vicinity of the site during the latest three-year period, all of which were classified as 'Slight'.

3.7.3 Four 'slight' collisions occurred at the junction of Sherborne Street and Broughton Street, all four of which involved collisions between two cars. No child, pedestrian, bicycle, or motorcycle casualties were recorded.

3.7.4 Two 'slight' collisions occurred at the junction of Derby Street and Woolley Street, both of which involved collisions between two cars. No child, pedestrian, bicycle, or motorcycle casualties were recorded.

3.7.5 One 'slight' collision occurred at the junction of Derby Street and Sherborne Street, involving two cars. No child, pedestrian, bicycle, or motorcycle casualties were recorded.

3.7.6 The frequency of collisions on the highway network surrounding the site just one collision throughout the examined period. It is noted that the precise contributory factors are unknown. There is therefore no existing pattern of highway safety issues in the vicinity of the site that the proposed development would be likely to exacerbate.

3.8 Walking and Cycling Facilities

Walking

3.8.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.

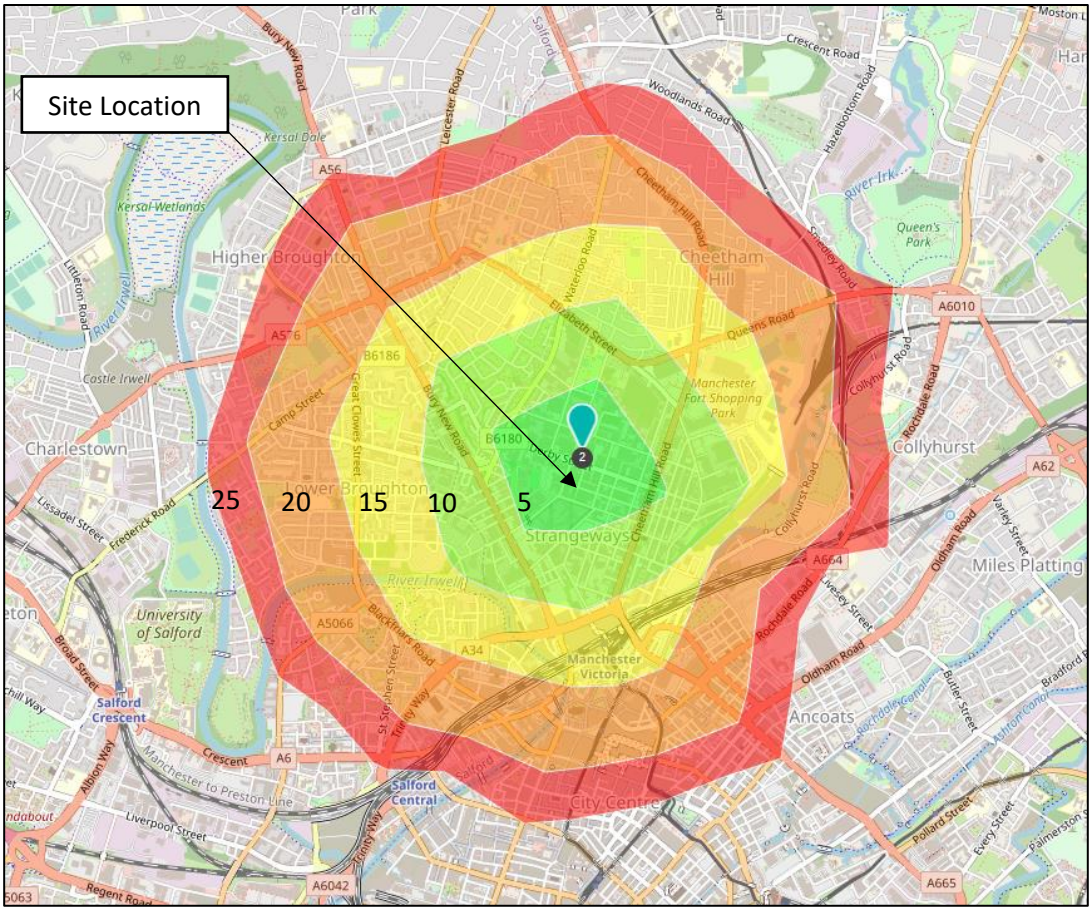
3.8.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.

3.8.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:

- Town centres: 800m;
- Commuting/school/sightseeing: 2,000m; and
- Elsewhere: 1,200km.

3.8.4 Figure 3-3 shows the areas which fall within a 5, 10, 15, 20 and 25 - minute walk of the site.

Figure 3-3: Walking Isochrone – 5-minute intervals



3.8.5 The walking isochrone in Figure 3-3 above (as with the cycling isochrone in Figure 3-4) has been generated utilising the software available at https://maps.openrouteservice.org.

3.8.6 There are several local amenities and facilities located within a reasonable walk distance. As noted above, public transport is accessible from the site, providing connectivity to a wider range of amenities in nearby larger settlements. Facilities within walking distance include but are not limited to a Convenience Store, Post Office and Cafe.

3.8.7 A summary of the walk distances as measured along safe and suitable walking routes from the site and not 'as the crow flies', is provided in Table 3-5 overleaf.

Table 3-5: Walking Distances to Local Amenities

Facility	Walking Distance (m)	Walking Time (Minutes)
Bus Stops	300 / 800	4 / 10
Convenience Store	600	8
Public House	500	6
Chemist	150	2
Doctors Surgery	1000	13
Post Office	1200	15
Cafe	700	9

3.8.8 Walking times were calculated on the basis that it takes one minute to walk 80 metres, in line with CIHT guidance that an 800-metre catchment area represents approximately 10 minutes' walk. The walking times outlined in **Error! Reference source not found.** above have b een rounded to the nearest minute accordingly.

3.8.9 The above table indicates that employees and customers of the potentially forthcoming development have the potential to incorporate other amenities into the same 'linked trip'.

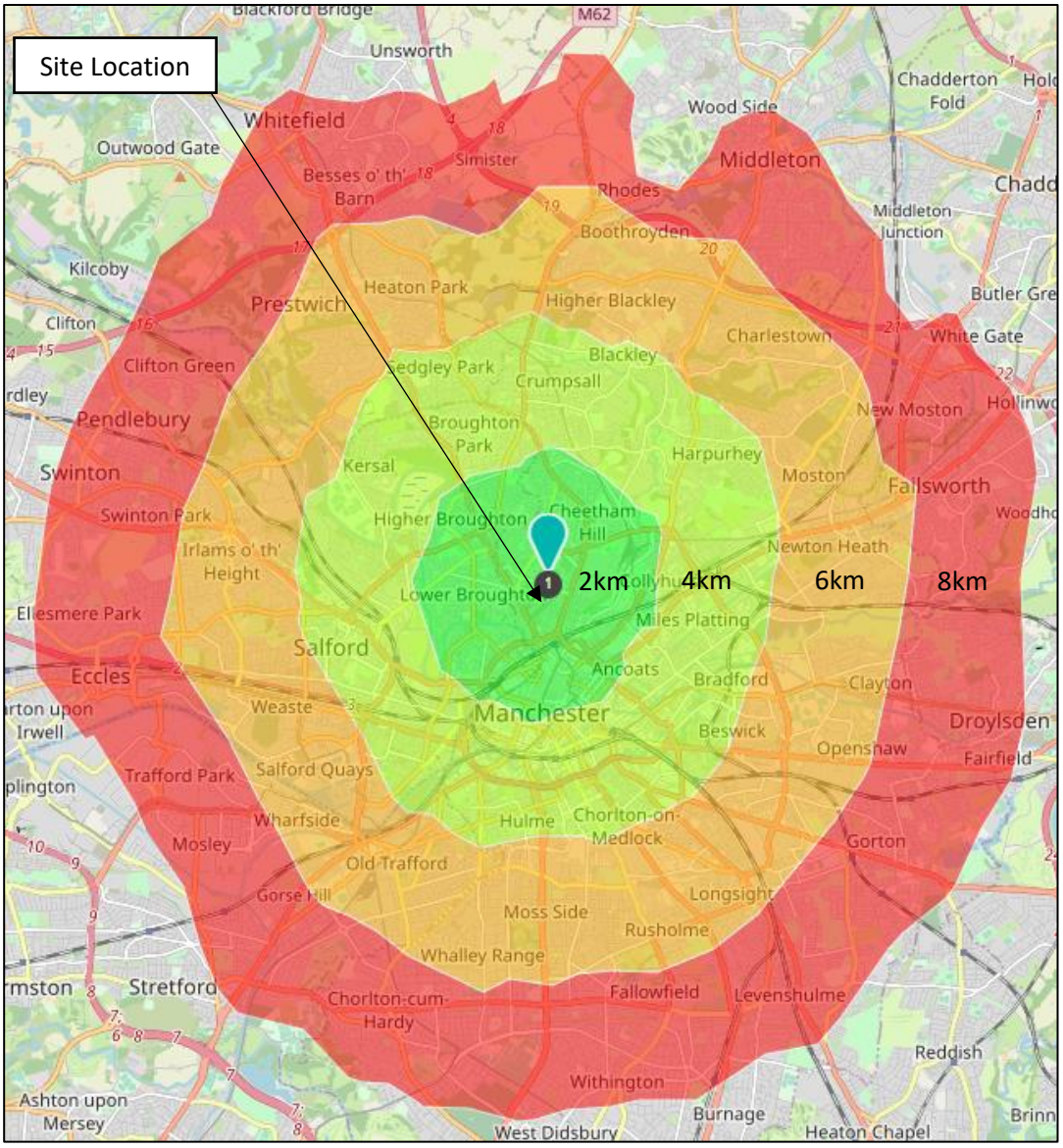
Cycling

3.8.10 CIHT's 'Planning for Cycling' (2014) guidance document states that the majority of cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.

3.8.11 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.

3.8.12 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 3-4 shows the destinations within an 8km cycling distance of the site.

Figure 3-4: 8km Cycling Isochrone



3.8.13 As shown in Figure 3-4 a range of destinations are accessible within an 8km cycling distance of the site. This includes the entirety of Manchester city centre as well as a number of outlying settlements.

3.8.14 Cycle lanes exist on Bury New Road approximately 500m southwest of the site encouraging the safe use of cycling as alternative means to car travel or as part of a longer journey to and from Manchester.

3.9 Summary

3.9.1 A review of the existing walking, cycling and public transport provision has confirmed that there are several opportunities to travel by sustainable modes in the vicinity of the proposed development.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section of the Transport Statement discusses the development proposals for the site, which will form part of an outline planning application. The proposed access and servicing arrangements will also be discussed in this section of the report.

4.2 Development Proposals

4.2.1 The development proposals comprise the erection of an additional two-storey building comprising 3no. wholesale cash and carry units (954sqm - sui generis) with associated alterations to site car parking layout.

4.2.2 The alterations to the car park will result in an increase from the current on – site provision of 49 parking spaces (an amount approved previously as part of planning application 127009/FO/2020), to a provision of 53 parking spaces.

4.2.3 An indicative site layout is attached at **Appendix A**.

4.3 Site Access

4.3.1 The site access arrangement is to remain the same as in the current situation, with one access from Derby Street to the south and another access provided onto Woolley Street to the east.

4.3.2 It is noted that the Woolley Street access is an 'alternative access' and can be utilised to suit by users of the site for access or egress. The access route and gate are within the applicant ownership and access provisions can arranged and managed to suit any requirements. The swept path analysis detailed below demonstrates that suitable space is available for the vehicle to turn within the site, thus entering and exiting in a forward gear via Woolley Street or Derby Street as required.

4.3.3 It is noted that the central area of car parking was previously labelled as a 'right of way' on drawings which was not technical correct.

4.3.4 This area is not a 'right of way' in the sense of public right of use or access nor it is a 'right of way' in other senses. This area is simply a 'shared access' area for No.54 and No.50 Derby Street. The applicant has access, loading and turning rights in this area for customers, staff and deliveries. The red hatch indicated in previous application drawings was approximate and would therefore like to clarify that this 'shared access area' excludes a perimeter zone along the existing building 54 Derby Street. This perimeter zone is adequately wide for footpath and parking bays. In conclusion, the applicant is therefore allowed to provide car parking spaces starting adjacent the entrance gate at Derby Street.

4.4 Servicing

4.4.1 Refuse vehicles currently service the businesses and industrial units along Derby Street through stopping on street. As discussed above, this currently creates no problems as the width of the road and the quiet nature of the Site allows vehicles to pass without issue.

4.4.2 The turning area at the centre of the site will facilitate deliveries to the new units. To assess the suitability of the proposed turning area, a swept path analysis has been prepared for a 7.5 tonne box van which has a length of 8 metres.

4.4.3 Recent comments received from the LHA stated that:

- *"Notwithstanding the previously submitted servicing plan, the swept path should demonstrate that the new car park layout can accommodate a 12m rigid HGV."*

4.4.4 Whilst not requested as part of the previous applications, this has nonetheless been given some consideration. A questionnaire has been circulated by the site owner and manager amongst 18 current tenants of the site to establish what sort of vehicles regularly access the site for the purpose of accessing their unit. The results are summarised in Table 4.1 below and attached at **Appendix B**.

Table 4-1 – Vehicle Type Survey Results

Type of Vehicle	Number of units these vehicles access
Car (including larger Estate Car or SUV)	18
Van (Ford Transit, Mercedes Sprinter or similar)	17
Box Van (7.5 Tonne Box Van / Cargo Van or similar)	2
Large HGV Lorry (12m Rigid HGV or similar)	0
Other Type of Vehicle (Please Specify)	0

4.4.5 The above results demonstrate that no units currently experience a demand for access by 12m rigid HGVs, and indeed only two units experience demand for access by the 7.5t Box Van. It is therefore considered that the 7.5t Box Van is the appropriate design vehicle for consideration in this instance (notwithstanding the precedent set in the previous application).

4.4.6 The swept path drawing for the Box Van **(S12087-JNP-66-XX-DR-T-7001 - 7.5t Box Van SPA)** is provided at the rear of this report.

4.4.7 While, as outlined above it is not considered that a 12m rigid vehicle is ever likely to access the site, swept path analysis has nonetheless been considered **(S12087-JNP-66-XX-DR-T-7002- 12m Rigid SPA)** and is provided at the rear of this report. This demonstrates that the new layout can accommodate a 12m rigid on the unlikely occasion that one seeks to access the site.

4.4.8 Space for trolleys to pass between cars has been provided in two separate locations to the west of the proposed new unit. This will ensure that goods can be moved between delivery vehicles and unit entrances safely and conveniently.

4.5 Parking Provision

4.5.1 Parking policy is set out in Table 15.1 Appendix B of the Core Strategy DPD document. While the development's land use classification is sui generis, the units themselves closely match the B8 storage and distribution land use within the parking standards.

4.5.2 The maximum parking standards set out within Table 15.1 of the Core Strategy are 1 space per 100sqm for B8 land uses. It is noted that applying this approach was previously accepted as part of planning application 127009/FO/2020.

4.5.3 The proposals for 954sqm of overall GFA would therefore attract a *maximum* of 10 additional parking spaces. The reconfiguration of the site will result in an increase from 49 overall spaces to 53 overall spaces, an increase of four. This is below the maximum stipulated provision and is therefore in accordance with the pertinent standards. This is considered wholly appropriate given the highly accessible nature of the site which means that a reasonable proportion of trips (particularly by staff) can be made by means other than the private car.

4.5.4 Following on from LHA comments, six enlarged spaces of 2.8m in width and 6m in length are now proposed, for estate or semi-commercial cars and vans.

4.5.5 Four disabled parking spaces are proposed, in excess of the minimum standard of either 2 bays or 5% of the overall number of bays (2.65).

4.5.6 1 new EV parking space is proposed, in line with the requirement for 10% of the new parking spaces to be EV – equipped.

4.5.7 The existing cycle parking provision is a secure covered unit for total 8no. cycles, as approved in app. CDN/20/0751. This cycle shelter is to be installed soon. In this current application it is proposed that another similar unit adjacent the existing approved (as described above) parking is implemented. This proposed unit will also be a covered unit to accommodate 4no. cycles.

5 VEHICLE TRIP GENERATION & TRIP TYPES

5.1 Introduction

5.1.1 This section of the Transport Statement outlines the trip generation associated with the proposed development. At the time of writing, trip rates for Wholesale / Cash and Carry sites have been removed from the TRICS database.

5.1.2 The trip rates from the previous application (ref: 127009/FO/2020) have therefore been re-utilised, and the 954sqm GFA applied to establish the forecast trip generation for the proposed development. The TRICS output report is provided at **Appendix C** for ease of reference.

5.2 Proposed Trip Generation

5.2.1 Table 5.1 below lists the TRICS sites used in calculating the trip rates for the wholesale units.

Table 5-1 - Selected Wholesale / Cash and Carry Sites (per previous application - (127009/FO/2020))

Reference	Date	Location	Description	GFA (sqm)
LE-01-B-01	05/11/12	Leicester	Booker	9500
NF-01-B-01	12/12/12	Great Yarmouth	Booker	2230
TW-01-B-01	14/02/13	Sunderland	Booker	3400
DS-01-B-01	12/07/18	Derbyshire	Cash and Carry	3976

5.2.2 The vehicular trip rates and resultant trip generation potential can be seen in Table 5-2 below.

Table 5-2 – Trip Rates and Trip Generation Potential – 954sqm Cash and Carry Facility

	Trip Rate (per 100sqm)		Trips		
	Arrivals	Departures	Arrivals	Departures	2-Way
Cash and Carry Units (954sqm total)					
AM (0800-0900)	0.325	0.251	3	2	5
PM (1700-1800)	0.154	0.184	1	2	3

5.2.3 Table 5-2 demonstrates that the proposed development is expected to generate 5 two-way vehicle trips in the AM Peak and 3 two-way vehicle trips in the PM Peak. This equates to an average of approximately one additional vehicle trip every twelve and twenty minutes in the AM and PM peak, respectively.

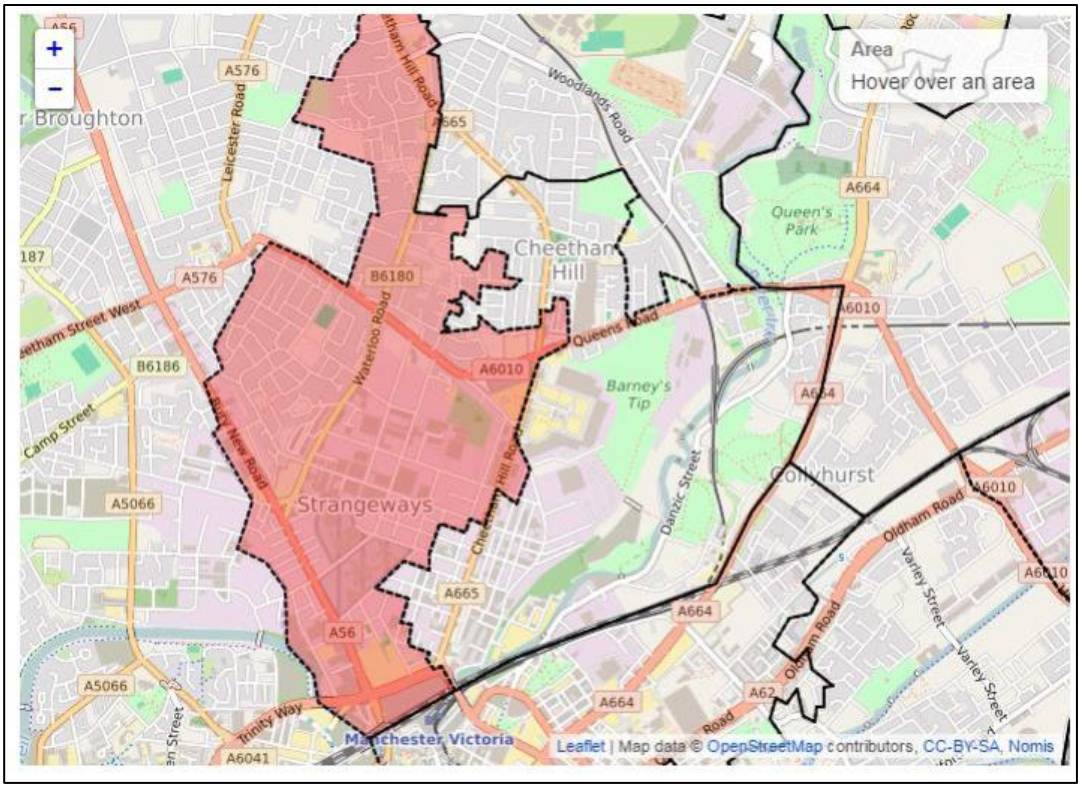
5.2.4 This is not expected to have any material impact upon highway safety, capacity or amenity on the surrounding highway network.

5.3 2021 Census Modal Split

5.3.1 The 2021 Census has been interrogated in order to provide a baseline modal split. Although it is possible to extract a mode split from the TRICS database, it is considered that a modal

split based on the E02006915 super output areas - middle layer is more appropriate. **Appendix D** contains the raw data extract for the 2021 Census.

Figure 5-1 - 2011 Census Output Area E02006915



5.3.2 Table 5-3 below shows the modal split as extracted from the E02006915 output area. Data for the output area has been adjusted to remove those who stated that they work from home. From calculating the likely number of vehicular trips, it is possible to derive the likely number of trips made by other methods using the 2021 census modal split.

Table 5-3 – 2021 Census Method of Travel to Work

Mode	Mode Split (%)
Underground, Metro, Light Rail, Tram	1.8%
Train	2.2%
Bus, Minibus or Coach	15.2%
Taxi	3.3%
Motorcycle, Scooter or Moped	0.2%
Driving a Car or Van	47.4%
Passenger in a Car or Van	4.8%
Bicycle	2.1%
On Foot	19.8%
Other Method of Travel to Work	3.2%

5.3.3 The travel characteristics of those residing in the local area have been calculated using data collected during the 2021 census. It is recognised that there are limitations to the validity of

this dataset, as Nomis have confirmed the following COVID-19 related matters which may have affected travel to work on the census day:

- A nationwide lockdown was still in place, requiring people to work from home wherever possible.
- Non-essential retail and businesses were closed.
- Around 7% of the population were self-isolating with symptoms consistent with COVID-19.
- Key workers who were working outside of their homes were encouraged to avoid public transport where possible.
- The Government's furlough scheme was in place and affected up to 5.6 million people in England and Wales. While guidance was issued with the census on how furloughed individuals should respond to the question, Nomis have stated they are unable to determine if people followed the guidance.

5.3.4 As such, the travel to work data from the 2021 census may not accurately reflect travel patterns throughout the period covered by the census.

5.3.5 Nevertheless, the dataset displays the method of travel to work for those working within this area of Manchester and is the best possible indication of how future employees at the Site will likely travel to work.

5.3.6 The results show that a significant proportion of journeys (21.9%) are made by active modes of travel, indicating that travel by walking and cycling is possible for people working in the area. Furthermore, 19.2% of people travel to work via public transport, which is further testament to the 'High / Very High' (as defined by the GMAL) quality of the public transport provision in the local area.

5.3.7 The surrounding area contains employment opportunities that mainly consist of industrial units where vehicles are used daily; this likely explains the above average figure of those who commute to work by car or van.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement has been prepared to support a planning application for 954sqm of additional Cash and Carry unit space at an existing Cash and Carry site on Land at Commerce House, Manchester.

6.1.2 The site was granted full planning permission by Manchester City Council (MCC) in October 2016 for a change of use from a wholesale cash and carry / MOT centre within Commerce House to 21 wholesale cash and carry units. No objections were raised by the Local Highway Authority and the application was granted consent and thereafter built out.

6.1.3 In 2020, the applicant sought permission to reconfigure the parking area, resulting in the total parking provision reducing from 66 spaces to 49 spaces. No objections were raised by the Local Highway Authority and the application was granted consent and thereafter built out.

6.1.4 This Transport Statement has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2021) and the Manchester Core Strategy 2012 to 2027 (2012).

6.1.5 A review of the baseline highway conditions for the area surrounding the site has been carried out within this Transport Statement. There are several amenities and services within a 2km walking distance of the proposed development within the immediate area and into the northern sector of Manchester City Centre. The nearest bus stops are approximately 300m metres walking distance from the site and provide regular services to and from the city centre, among other places. The sustainability of the site overall is confirmed by its achieving a GMAL score of 7 (High / Very High).

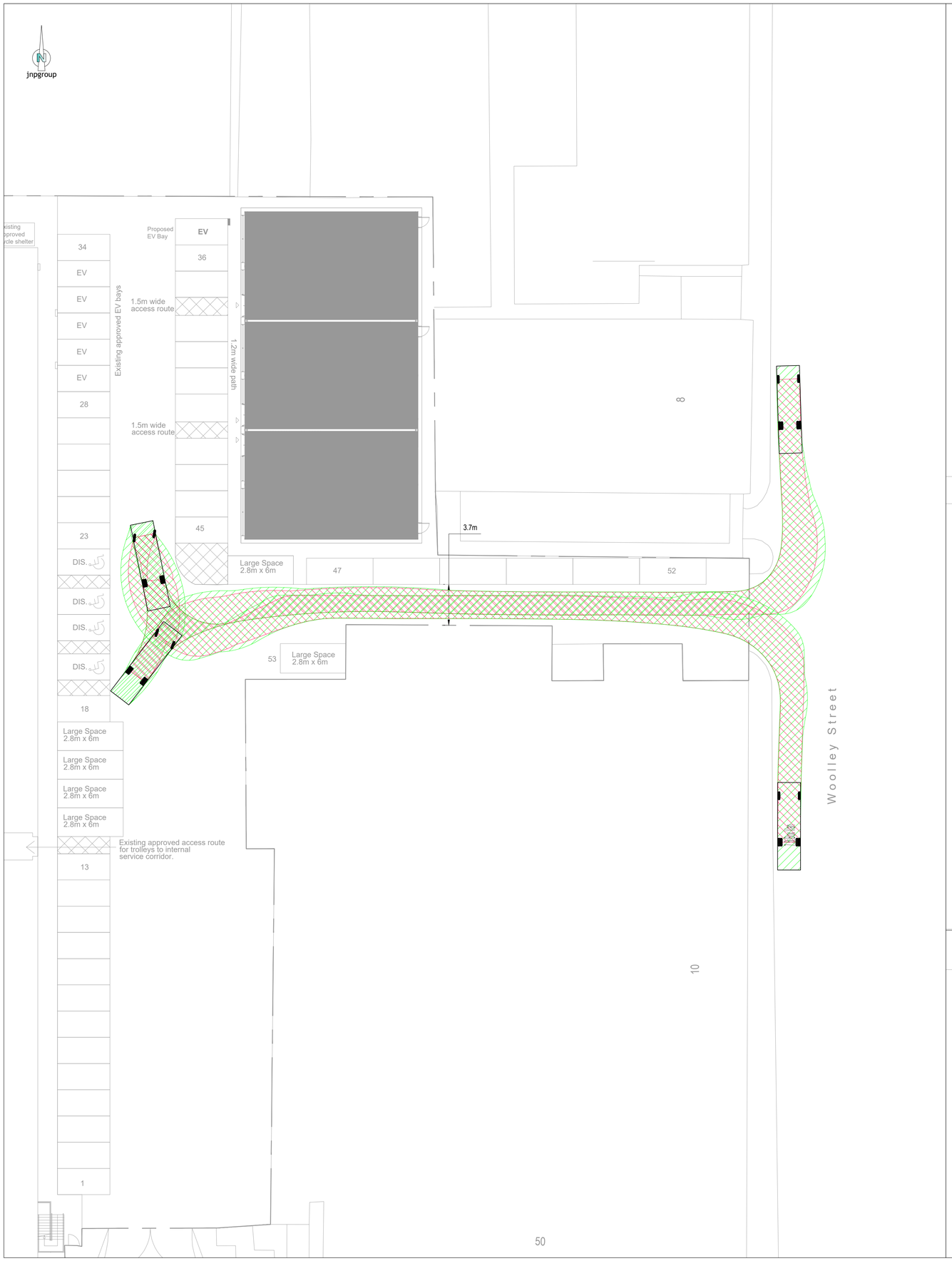
6.1.6 The site access arrangements are to remain the same as per the current scenario, with some car parking being reconfigured and a resultant increase from 49 to 53 total spaces across the site as a whole – in accordance with the maximum parking standards set out within the Manchester Core Strategy. Swept path analysis for central turning area has been carried out for a 7.5 tonne box van and 12m rigid HGV with the site layout able to appropriately accommodate both movements.

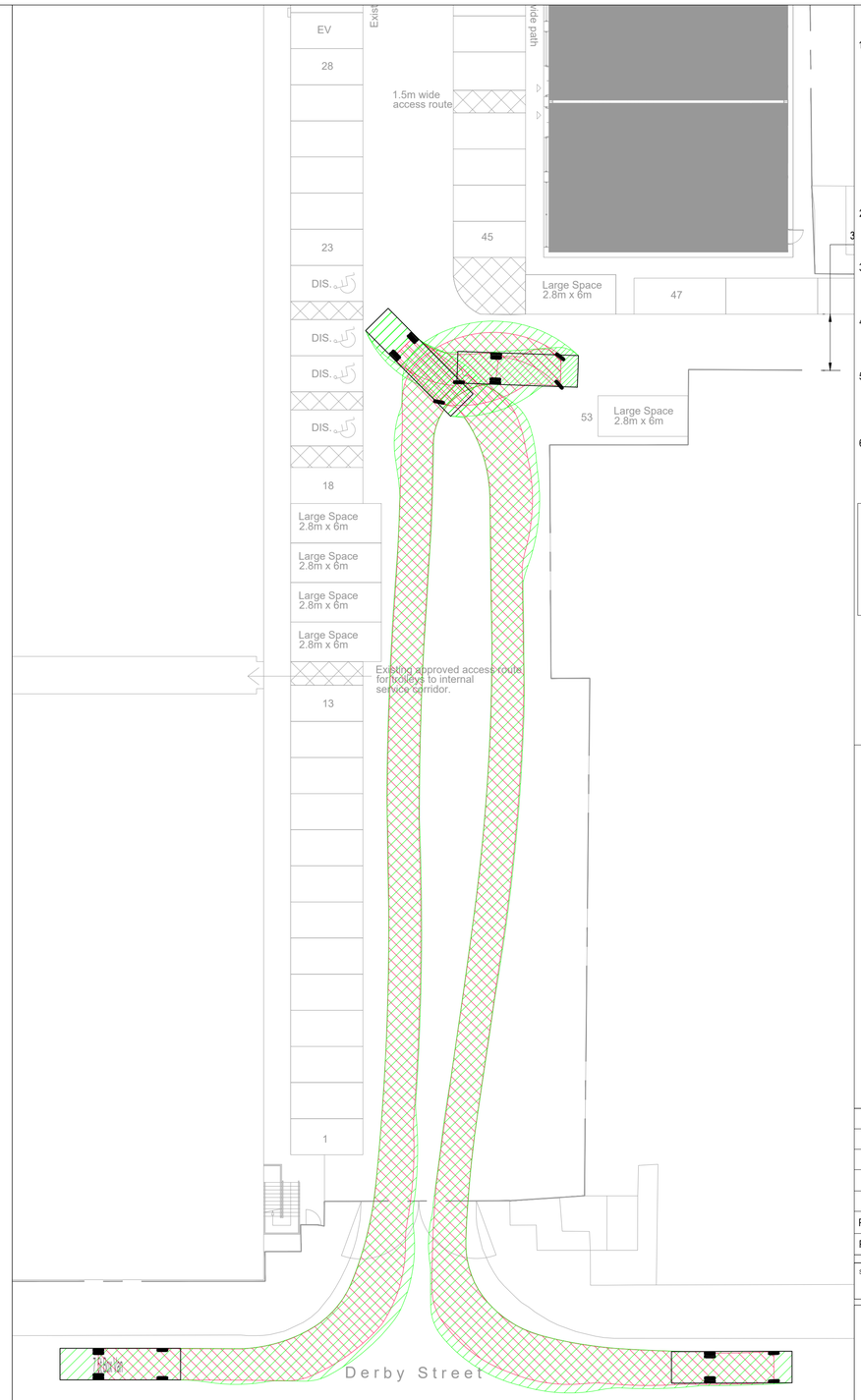
6.1.7 The TRICS database has been used to obtain vehicle trip rates for the proposed development, based on a sample of comparable sites in England. The proposed development is expected to generate 5 two-way vehicle trips in the AM Peak and 3 two-way vehicle trips in the PM Peak, which is not expected to have a detrimental impact on the safety and operation of the surrounding highway network.

6.2 Conclusion

6.2.1 In view of the above it is considered that the proposals will not generate unacceptable impacts on highways safety or capacity, the two grounds for which a recommendation for refusal is warranted under paragraph 111 of the NPPF (2023).

FIGURES AND DRAWINGS





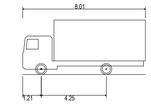
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HAZARD IDENTIFICATION BOX			
This table is provided to assist the Principal Contractor to fulfil their obligations under the CDM Regulations 2015			
Hazard Ref	Hazard Type (Construction/Maintenance/ Cleaning/Demolition/Adaptation)	Hazard Description	Mitigation Measures/ Residual Risk
1			



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev.	Date	Description	Drn / Chk'd / App'd
P02	20.09.2023	Second Issue - incorporating LHA comments and layout updates	MD/JW/JW
P01	03.05.2023	First Issue	MD/EL/JW

Suitability:

S2 - Suitable for Information

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Client:

Kacoo Investments Limited

Job:

Commerce House, Manchester

Title:

7.5t Box Van -
Swept Path Analysis

Classification: FI_60_20

Scale @ A1: 1:200

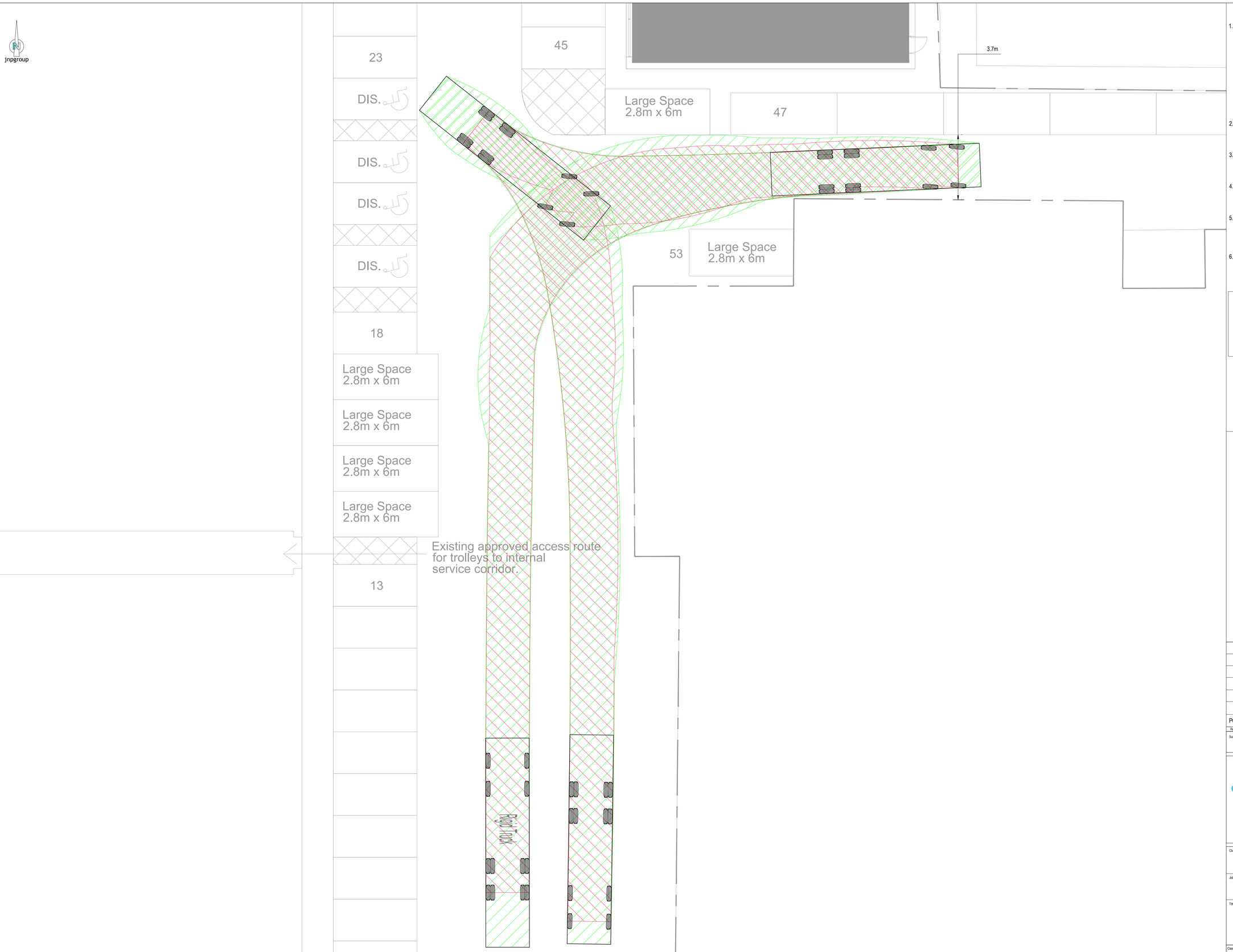
Project - Originator - Volume/System - Level/Location - Type - Discipline - Number: S12087 - JNP - 66 - XX - DR - T - 7001

Document/Drawing Number

Revision: P02

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HAZARD IDENTIFICATION BOX

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Hazard Ref	Hazard Type (Construction/Maintenance/ Cleaning/Demolition/Adaptation)	Hazard Description	Mitigation Measures/ Residual Risk
1			

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.926m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev.	Date	Description	Drn / Chk'd / App'd
P01	28.09.2023	First Issue	MD/JW/JW

Suitability:

S2 - Suitable for Information

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Client:

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Job:

Commerce House, Manchester

Title:

7.5t Box Van -
Swept Path Analysis

Classification: FI_60_20

Scale @ A1: 1:100

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number: S12087 - JNP - 66 - XX - DR - T - 7002

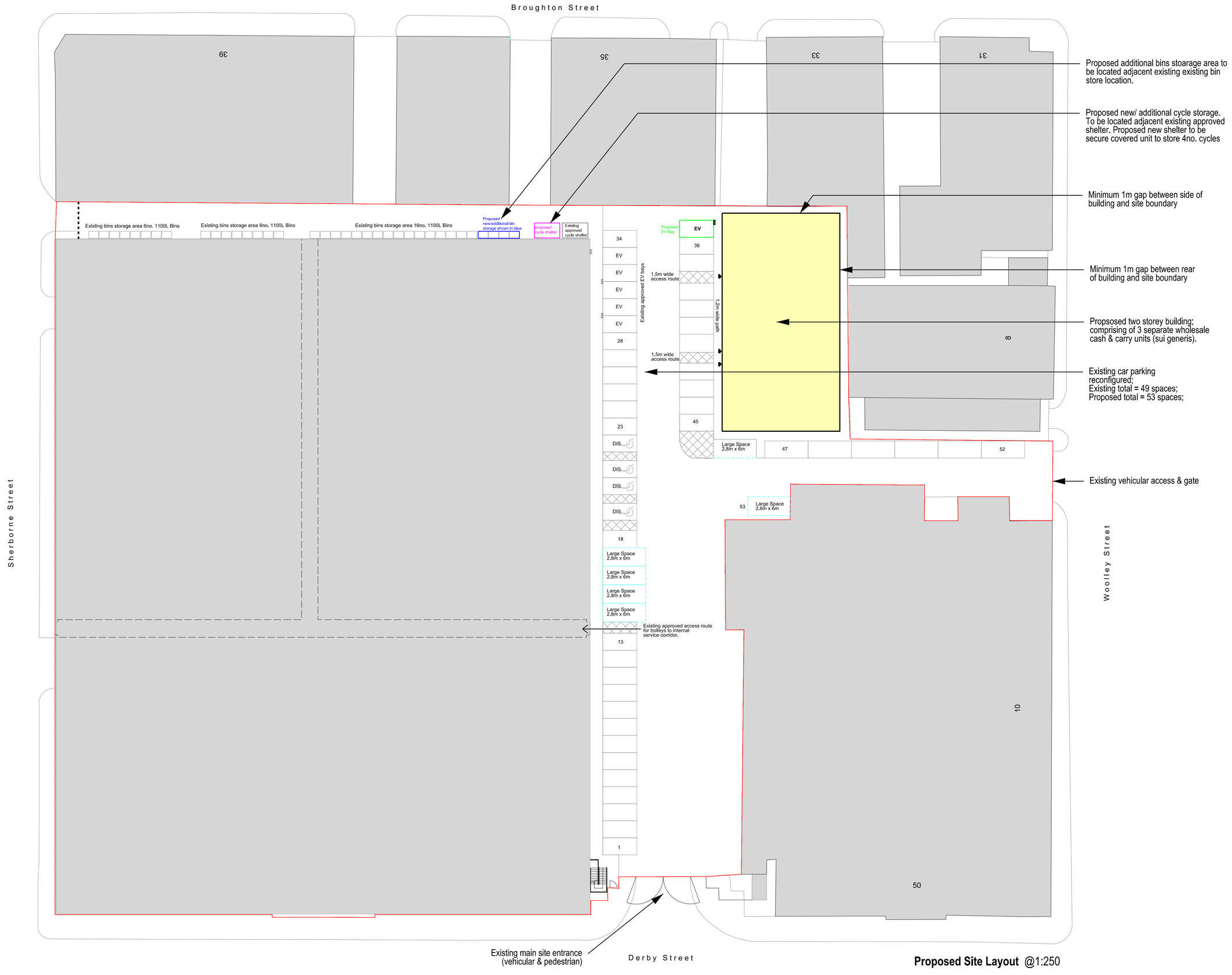
Document/Drawing Number

Revision: P01

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JNP Group Internal Project Number: S12087

APPENDIX A: INDICATIVE SITE LAYOUT



Proposed Site Layout @1:250

Key:

- Application site boundary
- Existing buildings
- Proposed building
- Proposed new bin storage area
- Proposed new cycle store
- Proposed new EV charging point
- Proposed parking spaces for larger vehicles (bay size 2.8 x 6m)

North

0m 10m 20m

Scale Bar (Meters)

No	Amendments	Prep	Date

Do not scale this drawing
All given dimensions are in millimetres
Architect to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site

This drawing is copyright and is for use on this site only

Project

Proposed New Unit
54 Derby Street
Manchester

Title

Proposed Site Layout

Job No. 2301 Drawing No. PL.05A

Amendment: Scale @A1. as shown

Status For Planning Approval

Auth. CL Date. March 2023

100mm @A1-

APPENDIX B: EXISTING TENANT QUESTIONNAIRE RESULTS

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: Unit 25 - 27

Business / Company Name: Ecommerce Transhipment Solution LTD

Full Name of Person Completing Survey: Una Zha

Date Survey Completed: 08. 08. 2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car** (including larger Estate Car or SUV)*
- [X] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 12. 14. 16. 18, 20. 22

Business / Company Name: SR MAILING LTD

Full Name of Person Completing Survey: KUN FENG

Date Survey Completed: 08-08-2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [X] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 10

Business / Company Name: Just Traders Ltd.

Full Name of Person Completing Survey: ABDUL S. KHAN

Date Survey Completed: 08.08.2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

[X]	***Car** (including larger Estate Car or SUV)*
[X]	***Van** (Ford Transit, Mercedes Sprinter, or similar)*
[X]	***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
[ ]	***Large HGV Lorry** (12m Rigid HGV or similar)*
[ ]	***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: Unit 8B - 8F

Business / Company Name: CA packaging ltd

Full Name of Person Completing Survey: R.H Kiran TAHIR

Date Survey Completed: 8th Aug 2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 6 , 8A

Business / Company Name: Yoko's Trading LTD.

Full Name of Person Completing Survey: LIANG BANG

Date Survey Completed: 08 – 08 – 2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

[X]	***Car** (including larger Estate Car or SUV)*
[X]	***Van** (Ford Transit, Mercedes Sprinter, or similar)*
[ ]	***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
[ ]	***Large HGV Lorry** (12m Rigid HGV or similar)*
[ ]	***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 4 , 54

Business / Company Name: Justmae.

Full Name of Person Completing Survey: Mandy Su

Date Survey Completed: 08/08/2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [x] ***Car** (including larger Estate Car or SUV)*
- [x] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 2

Business / Company Name: Captain

Full Name of Person Completing Survey: Mohammad Hosseini

Date Survey Completed: 08.08.2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [x] ***Car** (including larger Estate Car or SUV)*
- [x] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 9

Business / Company Name: Sashion LTd

Full Name of Person Completing Survey: Navdeep Sarna

Date Survey Completed: 08/08/2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car** (including larger Estate Car or SUV)*
- [X] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 7

Business / Company Name: SUSEN FASHION LTD.

Full Name of Person Completing Survey: Hakan YAZAR.

Date Survey Completed: 8-8-23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 5

Business / Company Name: South Coast

Full Name of Person Completing Survey: Ali Ahmed Aziz

Date Survey Completed: 8-8-23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 3.

Business / Company Name: IN MY DREAMS LTD

Full Name of Person Completing Survey: AJAY . SIDANA

Date Survey Completed: 08/08/23.

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [x] ***Car*** *(including larger Estate Car or SUV)*
- [x] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 1A

Business / Company Name: PAMER TRADING LTD

Full Name of Person Completing Survey: Ghiraz Khan

Date Survey Completed: 8/8/23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car** (including larger Estate Car or SUV)*
- [X] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: Unit 1B

Business / Company Name: Sangria.

Full Name of Person Completing Survey: YONG LI

Date Survey Completed: 8/8/23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car** (including larger Estate Car or SUV)*
- [ ] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 11

Business / Company Name: Genius Tex UK Limited

Full Name of Person Completing Survey: Tajammal Hussain

Date Survey Completed: 08/08/2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

[X]	***Car** (including larger Estate Car or SUV)*
[X]	***Van** (Ford Transit, Mercedes Sprinter, or similar)*
[ ]	***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
[ ]	***Large HGV Lorry** (12m Rigid HGV or similar)*
[ ]	***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 13

Business / Company Name: AAHO LIMITED

Full Name of Person Completing Survey: SARAM IQBAL

Date Survey Completed: 08/08/2023

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car** (including larger Estate Car or SUV)*
- [X] ***Van** (Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van** (7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry** (12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)** – please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 15, 17, 19

Business / Company Name: International Bargain

Full Name of Person Completing Survey: W. Kamal

Date Survey Completed: 8-8-23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [x] ***Car*** *(including larger Estate Car or SUV)*
- [x] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 21

Business / Company Name: UBER PLEASURE

Full Name of Person Completing Survey: DENIS SUTHERLAND

Date Survey Completed: 08-08-23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

QUESTIONNAIRE - QR-01

Prepared By: Kacoo Investments Ltd

To be completed by: Businesses at Commerce House, 54 Derby Street, Manchester M8 8

This questionnaire has been prepared by David Shen on behalf of Kacoo Investments Ltd to gather data on the types of delivery vehicles that attend the site in relation to your business. Authorised employees are kindly requested to complete the below which should take less than 10 minutes to complete. Thanking you in advance for completing this survey.

Unit No: 23

Business / Company Name: Wholesale Connections

Full Name of Person Completing Survey: Jen McAndrew

Date Survey Completed: 8/8/23

Please put a cross (X) in the box or boxes confirming the type(s) of delivery vehicles that attend the site in relation to your business.

- [X] ***Car*** *(including larger Estate Car or SUV)*
- [X] ***Van*** *(Ford Transit, Mercedes Sprinter, or similar)*
- [ ] ***Box Van*** *(7.5 Tonne Box/ Cargo Van or similar)*
- [ ] ***Large HGV Lorry*** *(12m Rigid HGV or similar)*
- [ ] ***(other type of vehicle)*** *– please specify* _____

APPENDIX C: TRICS DATA

Calculation Reference: AUDIT-730701-190829-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2230 to 9500 (units: sqm)
Range Selected by User: 2230 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 12/07/18

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

Selected survey days:

Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	2
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.

Secondary Filtering selection:

Use Class:

A1	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 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:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 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

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

LIST OF SITES relevant to selection parameters

1	DS-01-B-01	CASH & CARRY		DERBYSHIRE
	ASCOT DRIVE			
	DERBY			
	WILMORTON			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		3976 sqm	
	Survey date: THURSDAY		*12/07/18*	*Survey Type: MANUAL*
2	LE-01-B-01	BOOKER		LEICESTERSHIRE
	MURRAYFIELD ROAD			
	LEICESTER			
	BRAUNSTONE FRITH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		9500 sqm	
	Survey date: THURSDAY		*27/09/12*	*Survey Type: MANUAL*
3	NF-01-B-01	BOOKER		NORFOLK
	ST NICHOLAS ROAD			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2230 sqm	
	Survey date: FRIDAY		*19/10/12*	*Survey Type: MANUAL*
4	TW-01-B-01	BOOKER		TYNE & WEAR
	ADDISON STREET			
	SUNDERLAND			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		3400 sqm	
	Survey date: THURSDAY		*29/11/12*	*Survey Type: MANUAL*

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 Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	0.325	0.251	0.576
1700-1800	0.154	0.184	0.338

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3976	0.252	1	3976	0.176	1	3976	0.428
06:00 - 07:00	1	3976	0.252	1	3976	0.327	1	3976	0.579
07:00 - 08:00	4	4777	0.413	4	4777	0.204	4	4777	0.617
08:00 - 09:00	4	4777	0.325	4	4777	0.251	4	4777	0.576
09:00 - 10:00	4	4777	0.461	4	4777	0.387	4	4777	0.848
10:00 - 11:00	4	4777	0.455	4	4777	0.466	4	4777	0.921
11:00 - 12:00	4	4777	0.450	4	4777	0.482	4	4777	0.932
12:00 - 13:00	4	4777	0.319	4	4777	0.372	4	4777	0.691
13:00 - 14:00	4	4777	0.304	4	4777	0.356	4	4777	0.660
14:00 - 15:00	4	4777	0.398	4	4777	0.377	4	4777	0.775
15:00 - 16:00	4	4777	0.382	4	4777	0.382	4	4777	0.764
16:00 - 17:00	4	4777	0.230	4	4777	0.351	4	4777	0.581
17:00 - 18:00	3	5625	0.154	3	5625	0.184	3	5625	0.338
18:00 - 19:00	3	5625	0.101	3	5625	0.207	3	5625	0.308
19:00 - 20:00	3	5625	0.000	3	5625	0.107	3	5625	0.107
20:00 - 21:00	2	6738	0.007	2	6738	0.007	2	6738	0.014
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.503			4.636			9.139

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

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

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Parameter summary

Trip rate parameter range selected:	2230 - 9500 (units: sqm)
Survey date date range:	01/01/11 - 12/07/18
Number of weekdays (Monday-Friday):	4
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 show. 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 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3976	0.000	1	3976	0.000	1	3976	0.000
06:00 - 07:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
07:00 - 08:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
08:00 - 09:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
09:00 - 10:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
10:00 - 11:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
11:00 - 12:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
12:00 - 13:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
13:00 - 14:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
14:00 - 15:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
15:00 - 16:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
16:00 - 17:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
17:00 - 18:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
18:00 - 19:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
19:00 - 20:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
20:00 - 21:00	2	6738	0.000	2	6738	0.000	2	6738	0.000
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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 for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3976	0.025	1	3976	0.025	1	3976	0.050
06:00 - 07:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
07:00 - 08:00	4	4777	0.031	4	4777	0.021	4	4777	0.052
08:00 - 09:00	4	4777	0.021	4	4777	0.005	4	4777	0.026
09:00 - 10:00	4	4777	0.000	4	4777	0.016	4	4777	0.016
10:00 - 11:00	4	4777	0.037	4	4777	0.026	4	4777	0.063
11:00 - 12:00	4	4777	0.005	4	4777	0.016	4	4777	0.021
12:00 - 13:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
13:00 - 14:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
14:00 - 15:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
15:00 - 16:00	4	4777	0.005	4	4777	0.016	4	4777	0.021
16:00 - 17:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
17:00 - 18:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
18:00 - 19:00	3	5625	0.006	3	5625	0.006	3	5625	0.012
19:00 - 20:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
20:00 - 21:00	2	6738	0.000	2	6738	0.000	2	6738	0.000
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.146			0.291

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 for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3976	0.000	1	3976	0.000	1	3976	0.000
06:00 - 07:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
07:00 - 08:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
08:00 - 09:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
09:00 - 10:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
10:00 - 11:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
11:00 - 12:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
12:00 - 13:00	4	4777	0.005	4	4777	0.005	4	4777	0.010
13:00 - 14:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
14:00 - 15:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
15:00 - 16:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
16:00 - 17:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
17:00 - 18:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
18:00 - 19:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
19:00 - 20:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
20:00 - 21:00	2	6738	0.000	2	6738	0.000	2	6738	0.000
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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 for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3976	0.000	1	3976	0.000	1	3976	0.000
06:00 - 07:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
07:00 - 08:00	4	4777	0.016	4	4777	0.000	4	4777	0.016
08:00 - 09:00	4	4777	0.016	4	4777	0.005	4	4777	0.021
09:00 - 10:00	4	4777	0.010	4	4777	0.005	4	4777	0.015
10:00 - 11:00	4	4777	0.005	4	4777	0.000	4	4777	0.005
11:00 - 12:00	4	4777	0.000	4	4777	0.005	4	4777	0.005
12:00 - 13:00	4	4777	0.000	4	4777	0.005	4	4777	0.005
13:00 - 14:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
14:00 - 15:00	4	4777	0.000	4	4777	0.000	4	4777	0.000
15:00 - 16:00	4	4777	0.000	4	4777	0.010	4	4777	0.010
16:00 - 17:00	4	4777	0.000	4	4777	0.010	4	4777	0.010
17:00 - 18:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
18:00 - 19:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
19:00 - 20:00	3	5625	0.000	3	5625	0.012	3	5625	0.012
20:00 - 21:00	2	6738	0.000	2	6738	0.000	2	6738	0.000
21:00 - 22:00	1	3976	0.000	1	3976	0.000	1	3976	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.052			0.099

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.*

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA

TS061 - Method used to travel to work

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population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - middle layer
area name	E02006915 : Manchester 058

Method of travel to workplace	2021			
	Total	%	Total excl. WFH	% excl. WFH
Total: All usual residents aged 16 years and over in employment the week bef	3,251	100.0	2,447	100.0%
Work mainly at or from home	804	24.7	0	0.0%
Underground, metro, light rail, tram	44	1.4	44	1.8%
Train	53	1.6	53	2.2%
Bus, minibus or coach	372	11.4	372	15.2%
Taxi	80	2.5	80	3.3%
Motorcycle, scooter or moped	6	0.2	6	0.2%
Driving a car or van	1,160	35.7	1,160	47.4%
Passenger in a car or van	117	3.6	117	4.8%
Bicycle	52	1.6	52	2.1%
On foot	485	14.9	485	19.8%
Other method of travel to work	78	2.4	78	3.2%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.



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