



Town & Country Planning Act 1990 (As Amended)

Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN

Transport Statement

14th April 2023



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Transport Statement

1. Introduction

- 1.1. This Transport Statement (TS), has been prepared to accompany the planning application for Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN. The proposed development will provide 3 number proposed retail units of 149 sq m total floor space, with 218.2 sq m total office space. The proposed development will be on a site which is currently empty having formerly been used as a dwelling house.
- 1.2. During the preparation of the TS, the following investigations have been carried out :
 - i. an examination of the existing site and the local highway network,
 - ii. an examination of the road safety records for the existing highway network,
 - iii. an examination of the proposed development plans,
 - iv. an assessment of the traffic generation of the proposed development and the traffic impact on the existing highway network, and
 - v. consideration of the accessibility of the proposed extension by sustainable transport, as required by the National Planning Policy Framework (NPPF – Ref. 1) – walking, cycling and public transport.
- 1.3. The following sections describe these investigations.

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2. Site Location and Previous Use

- 2.1. The proposed development site is located on Old Church Street in Newton Heath, at the heart of Newton Heath village centre and 5 kilometers north east of Manchester city centre as shown in Figure 1.
- 2.2. Old Church Street is a two way mixed use street with a 20 mph speed limit in the vicinity of the site and serves as the local shopping centre.
- 2.3. The site is bounded by Old Church Street to the north east, Great Newton Street to the south east and May Street to the south west.
- 2.4. The site is currently vacant.

3. Existing Highway Network

- 3.1. Old Church Street is a two way street with a carriageway width of 6.4 meters, footways on both sides of the road and a good system of street lighting, as shown in Photograph 1. The road is built to modern standards using modern materials.



Photograph 1 - footpaths and street lighting on Old Church Street

- 3.2. Old Church Street is restricted by a 20 mph speed limit in the vicinity of the site and is governed by a double yellow line parking restriction.

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- 3.3. Access to Old Church Street is taken from Culcheth Lane to the south east and Oldham Road to the north west. The access to Culcheth Lane is via a simple priority junction and from Oldham Road via a signalized crossroads junction.
- 3.4. An examination of the road safety records that are held on CrashMap shows 2 injury accidents in the vicinity of the site on Old Church St in the most recent complete 5 year period 2016-2021 inclusive. Both of these injury accidents occurred at the junction of Old Church Street and Great Newton Street. Both of these injury accidents were classified as slight (Appendix 1).
- 3.5. The road safety data shows that the highway network in the vicinity of the site does not have any significant road safety problems.
- 3.6. 22 number parking spaces are available on May Street to the rear of the site and cycle parking is present in the area for staff and visitors.

4. Proposed Development

- 4.1. The proposed development is shown on the Proposed Site Floor Plan in Appendix 2. The proposed layout shows 3 number proposed retail units of 149 sq m total floor space, with 218.2 sq m office space.
- 4.2. The first of the retail units will be of 58 sq m, the second is to be 56 sq m and the third will be 35 sq m.
- 4.3. The office spaces will comprise 1 each of 58, 56, 35, 30, 18.6 and 20.6 sq m units.
- 4.4. 2 number off road parking spaces will be provided in conjunction with the development, below the level required by the Manchester City Council (MCC) Parking Standards.
- 4.5. Whilst this is below the level required by MCC, is not considered to be excessively so when regarded in conjunction with the public parking space which is prevalent in the area.
- 4.6. Servicing and refuse collection will take place from the rear of the property on May

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Street, consistent with the approach taken by neighbouring properties.

5. Traffic Impact of the Proposed Development

5.1. In order to predict the traffic generation for the proposed development, the Trip Rate Information Computer System (TRICS – Ref. 2), has been examined.

5.2. In order to satisfy the requirement to examine the effect of the current site on the highway network, the current site was examined under 2 categories –Retail – Shopping Centre – Local Shops and Employment - Office. These categories were chosen as the closest possible relationship to the proposed site land use. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 3 and summarised in Table 1.

Time Period	Traffic Generation Rate (Arrivals)		Traffic Generation Rate (Departures)		Total Traffic Generation Rate	
	Office	Retail	Office	Retail	Office	Retail
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	0.899	4.355	0.16	3.857	1.059	8.212
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	0.074	6.086	0.749	6.345	0.92	12.431
Weekday (0700 - 1900 hrs.) All Vehicles	3.098	65.447	3.796	65.084	7.704	130.531

Table 1 - Traffic Generation Rates for Proposed Land Use (per 100 sq m office space and per 100 sq m retail space)

Time Period	Vehicles In		Vehicles Out		Total
	Office	Retail	Office	Retail	
Weekday A.M. Peak (0800 - 0900 hrs) All Vehicles	2	6	0	6	14
Weekday P.M. Peak (1700 - 1800 hrs) All Vehicles	0	9	2	9	20
Weekday (0700 - 1900 hrs.) All Vehicles	9	98	8	97	212

Table 2 - Traffic Generation for Proposed Land Use (218.2 sq m office space + 149 sq m retail floor space)

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- 5.3. It can be seen from Table 2 that the proposed development is estimated to create up to 20 vehicle movements during each of the weekday peak hours and 201 vehicle movements during a typical weekday (7 a.m. – 7 p.m.). The former Department for Transport 'Guidance on Transport Assessment' (Ref. 3), quotes a threshold of 30 two-way trips in the peak hours below which a detailed traffic assessment of the highway network should not be required.
- 5.4. The predicted traffic generation during the weekday peak hours is, clearly, below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required. Therefore, the traffic generation during the weekday peak hours will have a low impact on the existing highway network which does not have any traffic capacity problems. The proposed development is unlikely to have a significant traffic impact on the existing highway network.

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6. Accessibility of the Proposed Development by Sustainable Transport (Walking, Cycling & Public Transport)

6.1. The proposed development will be located within a convenient walking, and cycling, distance of a range of services, shops and facilities including Newton Heath and Moston Metrolink Station, Iceland, Asda and a variety of shops and businesses on Old Church Road. Regular bus route is available less than 100 meters from the site on Old Church Street offering a variety of services of 10-15 minute intervals. Services along this route include the 151 between Higher Crumpsall and Ashton-Under-Lyne, 171 between Newton Heath and East Didsbury, 172 between Newton Heath and Chorlton and 52 Orbits between Eccles and Failsworth.

6.2. The 15 minute and 30 minute walking, cycling and public transport isochrones from the site are shown in Appendix 4. These show that the site is in sustainable travel distance from Newton Heath and Manchester City Centre. It is, therefore, considered that the site is in a sustainable transport location.

6.3. The site has excellent connections with the National Cycle Network, with National Cycle Route 66 running 130 meters from the site.

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7. Conclusions and Recommendations

- 7.1. This Transport Statement (TS), has been prepared to accompany the planning application for the Proposed development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN.
- 7.2. The report shows that the proposed development will have a low traffic impact on the existing highway network and will not have a material impact on the operation, or safety, of the local highway network. The TS shows that the existing highway network that serves the site does not have any significant road safety problems.
- 7.3. The proposed development will be located close to the existing bus routes on Old Church Street and 600 meters from Newton Heath and Moston Metrolink Station. The proposed development will also be within a walking and cycling distance of local facilities and residencies. Therefore, the proposed development will be sustainable in transport terms.
- 7.4. Overall, the proposed extension will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

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REFERENCES :

1. National Planning Policy Framework (NPPF)

Ministry of Housing, Communities & Local Government February, 2019

ISBN : 978 1 5286 1033 9

2. Trip Rate Information Computer System (TRICS)

JMP Consultants, London (on behalf of the TRICS Consortium)

3. Guidance on Transport Assessment Department for Transport, 2007

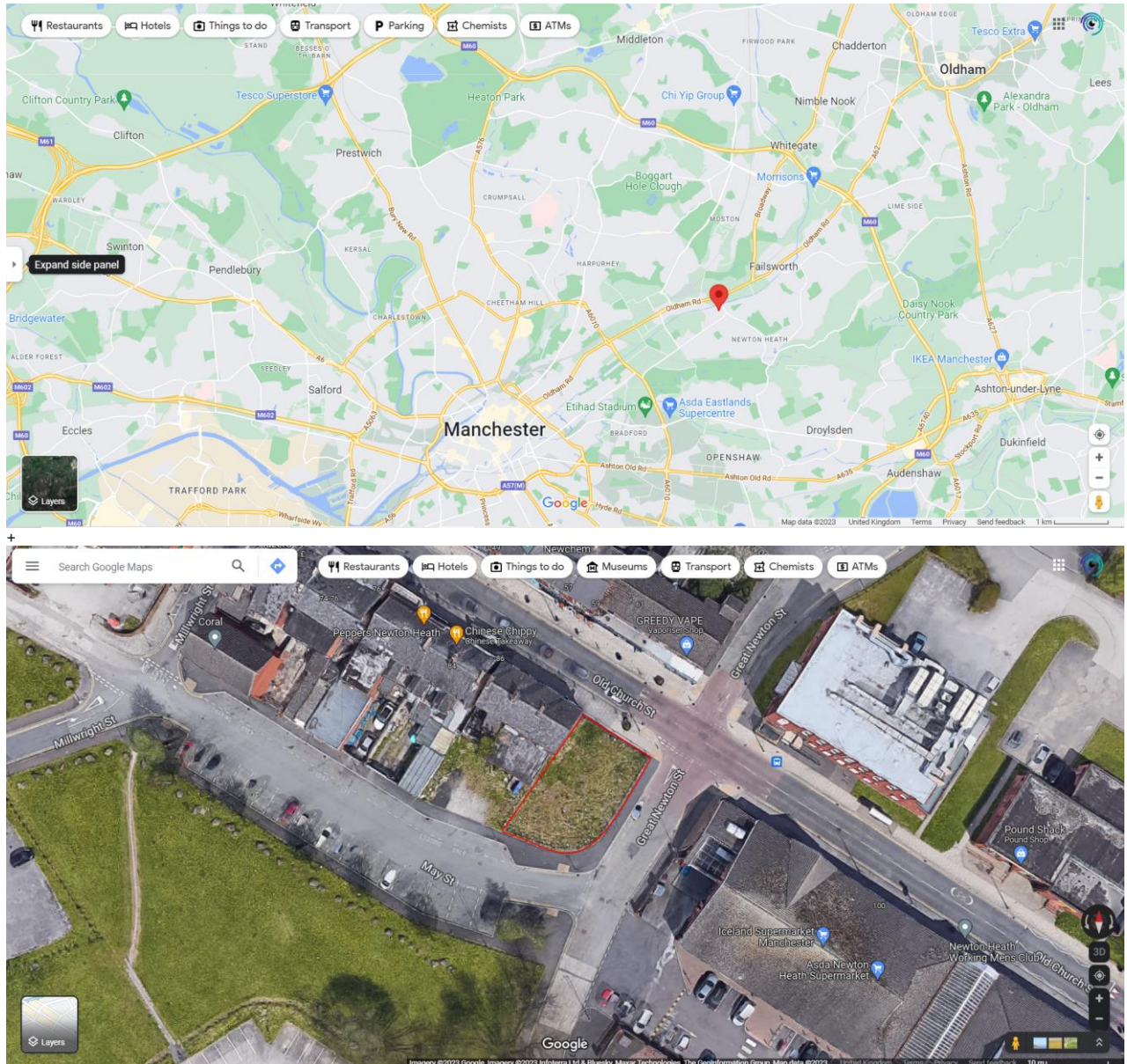
ISBN : 978 0 11 552856 9

(withdrawn in 2015 but still considered to be a suitable reference for this type and scale of development)

Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN

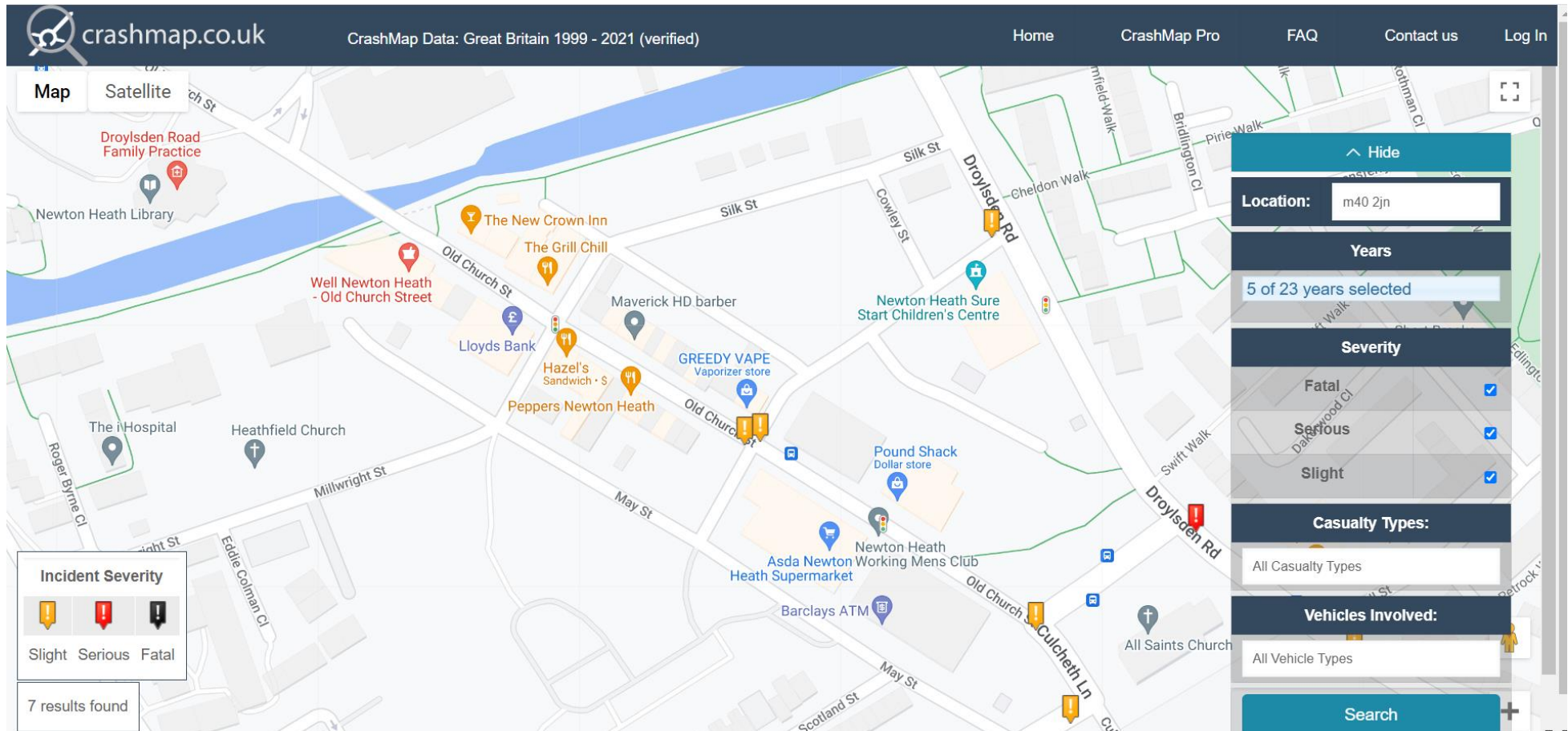
Transport Statement

Figure 1



Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices,
Newton Heath, Manchester, M40 2JN
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Appendix 1 – Road Safety Information



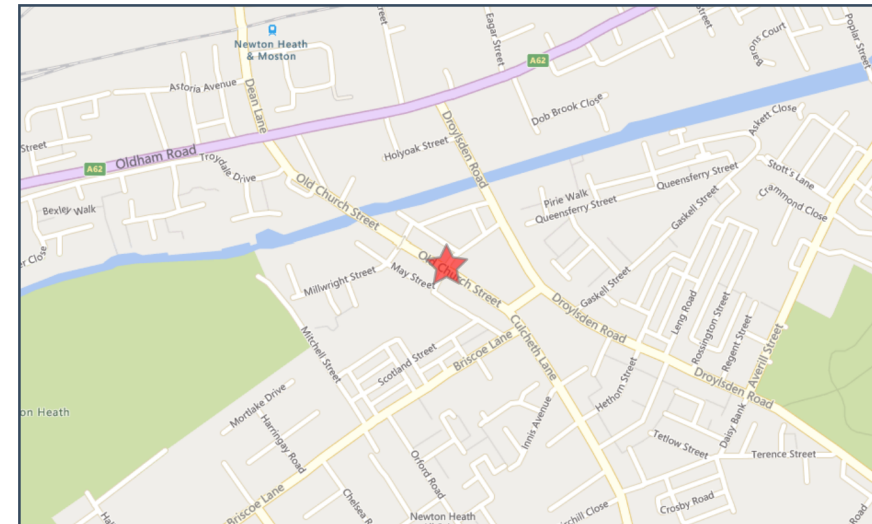


crashmap.co.uk

Validated Data

Crash Date: Monday, May 13, 2019 **Time of Crash:** 2:18:00 PM **Crash Reference:** 201906A357163

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	388168 400464
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

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

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

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

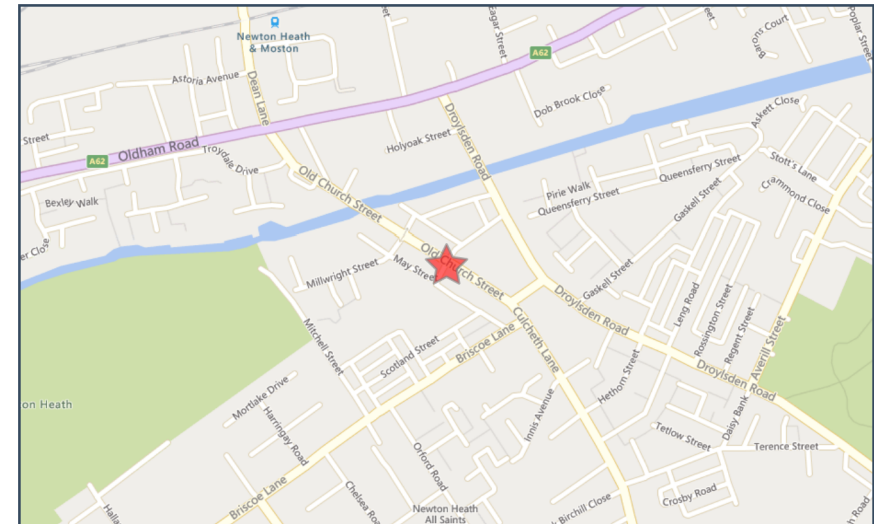


crashmap.co.uk

Validated Data

Crash Date: Wednesday, May 23, 2018 **Time of Crash:** 12:00:00 PM **Crash Reference:** 201806A344046

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	388163 400463
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	21	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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

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

Project
92-96 OLD CHURCH STREET
MANCHESTER

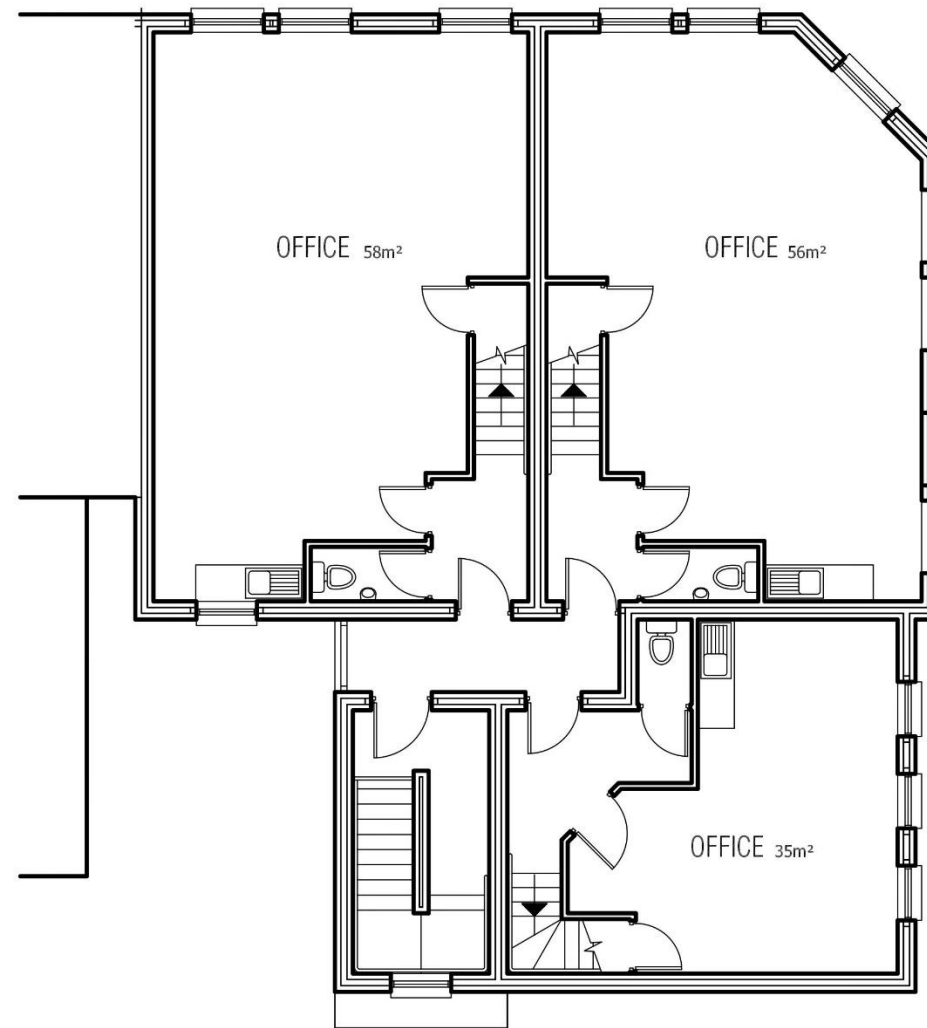
Drawing Title
PROPOSED GROUND FLOOR PLAN

Drawing No.
102

Drawn: ZU **Status:** Planning **Date:** 31.03.2023

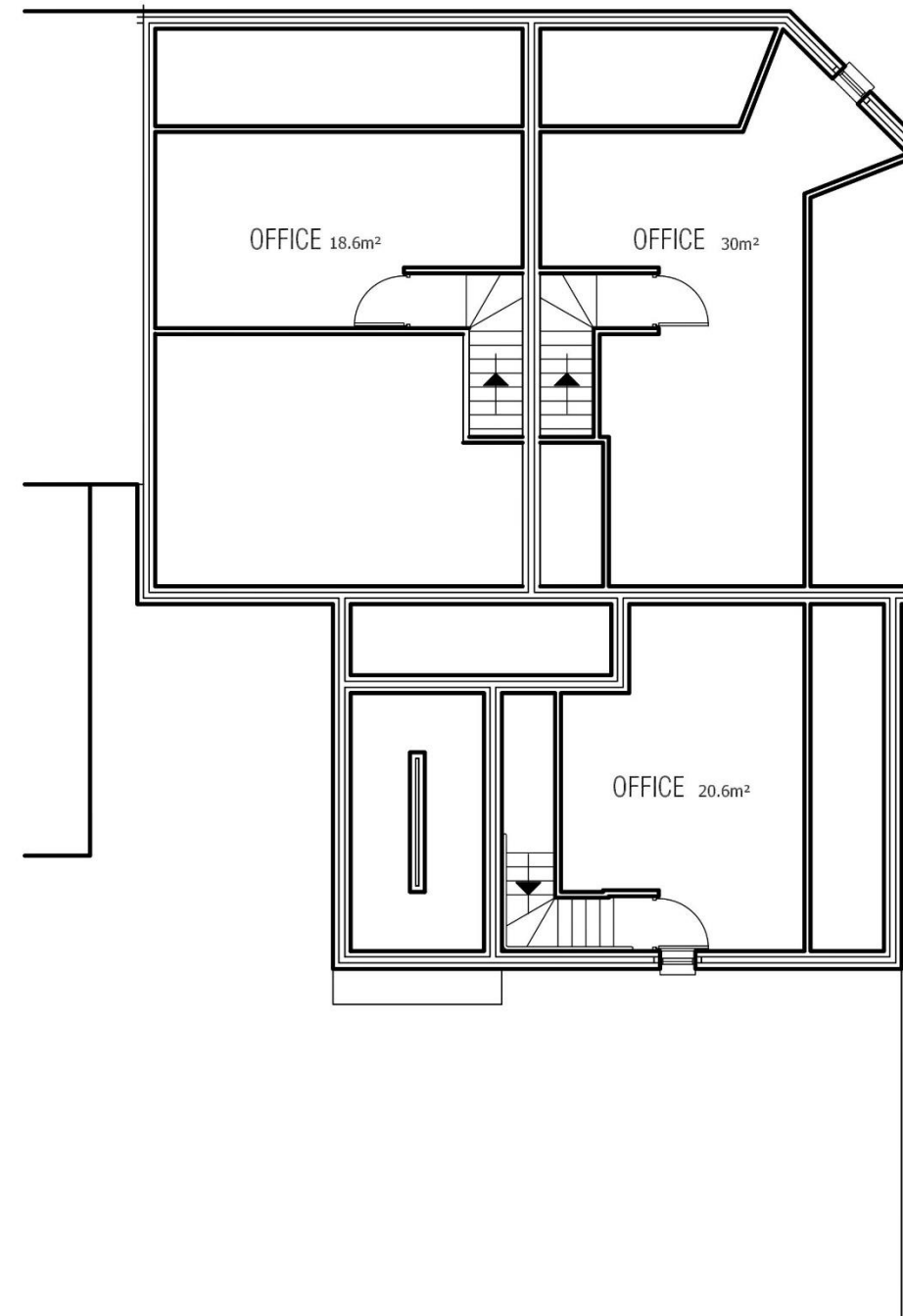
Scale @ A3 1:100

XHAN Consulting
129 Centurion House
Deansgate M3 3WR
T: 7400012759



FIRST FLOOR PLAN

Project 92-96 OLD CHURCH STREET MANCHESTER		
Drawing Title PROPOSED FIRST FLOOR PLAN		
Drawing No. 103		
Drawn: ZU	Status: Planning	Date 31.03.2023
Scale @ A3 		1:100
XHAN Consulting 129 Centurion House Deansgate M3 3WR T: 7400012759 		



SECOND FLOOR PLAN

Project 92-96 OLD CHURCH STREET MANCHESTER		
Drawing Title PROPOSED SECOND FLOOR PLAN		
Drawing No. 104		
Drawn: ZU	Status: Planning	Date 31.03.2023
Scale @ A3  1:100		
XHAN Consulting 129 Centurion House Deansgate M3 3WR T: 7400012759 		

Appendix 3 - Traffic Generation Information (TRICS)

Calculation Reference: AUDIT-756701-230113-0102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	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: 375 to 3837 (units: sqm)
 Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

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

Selected survey days:

Tuesday	3 days
Thursday	1 days
Friday	5 days
Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	11 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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Residential Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

n/a	11 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:

1,001 to 5,000	1 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	7 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	11 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	11 days
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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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BR-01-I-01 BELLAND DRIVE BRISTOL WHITCHURCH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 770 sqm Survey date: TUESDAY 22/09/15	LOCAL SHOPS BRISTOL CITY	Survey Type: MANUAL
2	CB-01-I-01 CENTRAL AVENUE CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1325 sqm Survey date: FRIDAY 15/10/21	LOCAL SHOPS CUMBRIA	Survey Type: MANUAL
3	EX-01-I-02 QUEENS ROAD BRAintree Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 375 sqm Survey date: FRIDAY 08/07/16	LOCAL SHOPS ESSEX	Survey Type: MANUAL
4	HF-01-I-02 BROADWATER CRESCENT STEVENAGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1115 sqm Survey date: FRIDAY 28/06/19	LOCAL SHOPS HERTFORDSHIRE	Survey Type: MANUAL
5	LR-01-I-02 RYDER ROAD LEICESTER Edge of Town Residential Zone Total Gross floor area: 550 sqm Survey date: TUESDAY 28/10/14	LOCAL SHOPS LEICESTER	Survey Type: MANUAL
6	MS-01-I-02 PAGE MOSS LANE LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1230 sqm Survey date: SUNDAY 25/04/21	LOCAL SHOPS MERSEYSIDE	Survey Type: MANUAL
7	SY-01-I-01 EVERINGHAM ROAD DONCASTER CANTLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1645 sqm Survey date: FRIDAY 17/09/21	LOCAL SHOPS SOUTH YORKSHIRE	Survey Type: MANUAL
8	TW-01-I-03 VICTORIA ROAD WASHINGTON CONCORD Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 2700 sqm Survey date: FRIDAY 24/05/19	LOCAL SHOPS TYNE & WEAR	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-01-I-03	LOCAL SHOPS		WEST MIDLANDS
	BRISTOL ROAD SOUTH BIRMINGHAM			
	Edge of Town Retail Zone			
	Total Gross floor area:		450 sqm	
	Survey date: TUESDAY		10/11/15	Survey Type: MANUAL
10	WO-01-I-02	LOCAL SHOPS		WORCESTERSHIRE
	CRANHAM DRIVE WORCESTER			
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:		4052 sqm	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
11	WY-01-I-01	LOCAL SHOPS		WEST YORKSHIRE
	DENHOLME ROAD NEAR HALIFAX LIGHTCLIFFE			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:		676 sqm	
	Survey date: SATURDAY		03/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

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	2	1485	1.582	2	1485	1.313	2	1485	2.895
07:00 - 08:00	11	1334	3.135	11	1334	3.006	11	1334	6.141
08:00 - 09:00	11	1334	4.355	11	1334	3.857	11	1334	8.212
09:00 - 10:00	11	1334	4.491	11	1334	4.389	11	1334	8.880
10:00 - 11:00	11	1334	4.880	11	1334	4.818	11	1334	9.698
11:00 - 12:00	11	1334	4.607	11	1334	4.648	11	1334	9.255
12:00 - 13:00	11	1334	5.616	11	1334	5.520	11	1334	11.136
13:00 - 14:00	11	1334	5.738	11	1334	5.861	11	1334	11.599
14:00 - 15:00	11	1334	5.173	11	1334	5.111	11	1334	10.284
15:00 - 16:00	11	1334	5.207	11	1334	5.370	11	1334	10.577
16:00 - 17:00	11	1334	5.800	11	1334	5.582	11	1334	11.382
17:00 - 18:00	11	1334	6.086	11	1334	6.345	11	1334	12.431
18:00 - 19:00	11	1334	5.507	11	1334	5.738	11	1334	11.245
19:00 - 20:00	11	1334	4.852	11	1334	4.839	11	1334	9.691
20:00 - 21:00	11	1334	3.190	11	1334	3.278	11	1334	6.468
21:00 - 22:00	9	1129	2.500	9	1129	2.825	9	1129	5.325
22:00 - 23:00	3	1223	1.199	3	1223	1.226	3	1223	2.425
23:00 - 24:00	1	1230	0.244	1	1230	0.650	1	1230	0.894
Total Rates:			74.162			74.376			148.538

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: 375 - 3837 (units: sqm)
 Survey date range: 01/01/14 - 15/10/21
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-756701-230412-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: 178 to 3981 (units: sqm)
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	6

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

Not Known	7 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-A-02	OFFICE		CUMBRIA
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
2	LE-02-A-04	COUNCIL OFFICES		LEICESTERSHIRE
	BURTON STREET			
	MELTON MOWBRAY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	3981 sqm		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
3	NY-02-A-01	SOLICITORS		NORTH YORKSHIRE
	NORTH PARK ROAD			
	HARROGATE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	
4	NY-02-A-03	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	STATION ROAD			
	RICHMOND			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1590 sqm		
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL	
5	WK-02-A-02	OFFICES		WARWICKSHIRE
	WHITEHALL ROAD			
	RUGBY			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	540 sqm		
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL	
6	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET			
	WORCESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL	
7	WY-02-A-04	INSURANCE COMPANY		WEST YORKSHIRE
	BRADFORD ROAD			
	CLECKHEATON			
	Town Centre			
	High Street			
	Total Gross floor area:	442 sqm		
	Survey date: FRIDAY	23/09/16	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 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	1745	0.057	5	1745	0.000	5	1745	0.057
07:30 - 08:00	5	1745	0.183	5	1745	0.046	5	1745	0.229
08:00 - 08:30	7	1335	0.460	7	1335	0.032	7	1335	0.492
08:30 - 09:00	7	1335	0.439	7	1335	0.128	7	1335	0.567
09:00 - 09:30	7	1335	0.310	7	1335	0.139	7	1335	0.449
09:30 - 10:00	7	1335	0.278	7	1335	0.203	7	1335	0.481
10:00 - 10:30	7	1335	0.267	7	1335	0.214	7	1335	0.481
10:30 - 11:00	7	1335	0.160	7	1335	0.128	7	1335	0.288
11:00 - 11:30	7	1335	0.107	7	1335	0.107	7	1335	0.214
11:30 - 12:00	7	1335	0.139	7	1335	0.107	7	1335	0.246
12:00 - 12:30	7	1335	0.128	7	1335	0.300	7	1335	0.428
12:30 - 13:00	7	1335	0.171	7	1335	0.193	7	1335	0.364
13:00 - 13:30	7	1335	0.182	7	1335	0.203	7	1335	0.385
13:30 - 14:00	7	1335	0.193	7	1335	0.128	7	1335	0.321
14:00 - 14:30	7	1335	0.193	7	1335	0.182	7	1335	0.375
14:30 - 15:00	7	1335	0.139	7	1335	0.203	7	1335	0.342
15:00 - 15:30	7	1335	0.096	7	1335	0.160	7	1335	0.256
15:30 - 16:00	7	1335	0.096	7	1335	0.193	7	1335	0.289
16:00 - 16:30	7	1335	0.096	7	1335	0.203	7	1335	0.299
16:30 - 17:00	7	1335	0.118	7	1335	0.203	7	1335	0.321
17:00 - 17:30	7	1335	0.053	7	1335	0.546	7	1335	0.599
17:30 - 18:00	7	1335	0.021	7	1335	0.086	7	1335	0.107
18:00 - 18:30	5	1745	0.011	5	1745	0.069	5	1745	0.080
18:30 - 19:00	5	1745	0.011	5	1745	0.023	5	1745	0.034
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.908			3.796			7.704

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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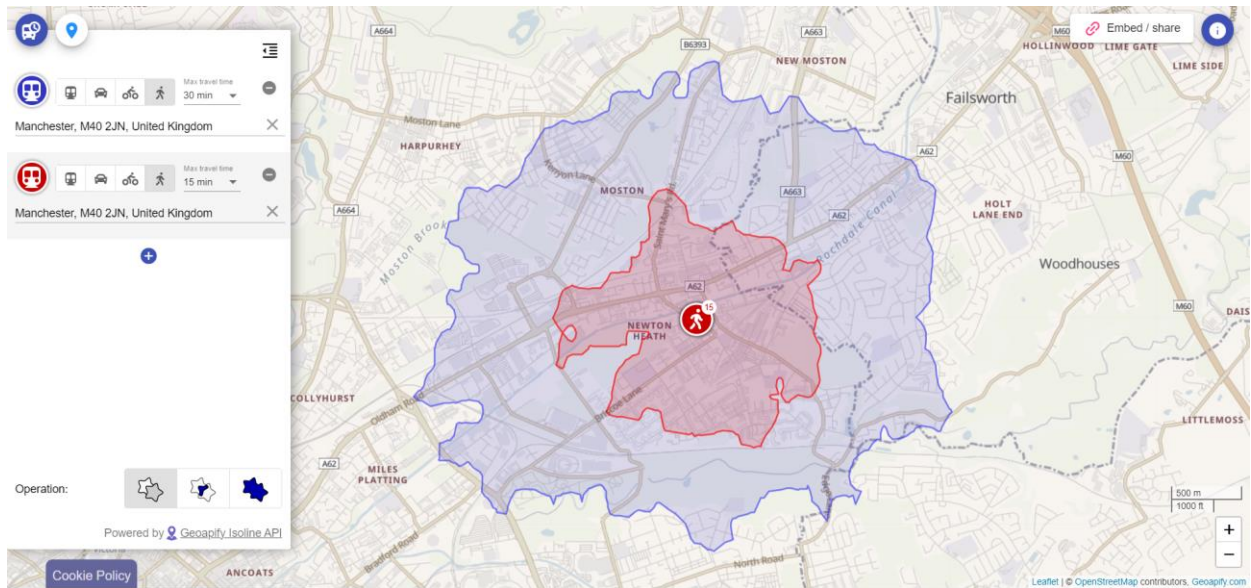
Parameter summary

Trip rate parameter range selected:	178 - 3981 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Appendix 4 – 15 and 30 Minute Sustainable Transport Isochrones

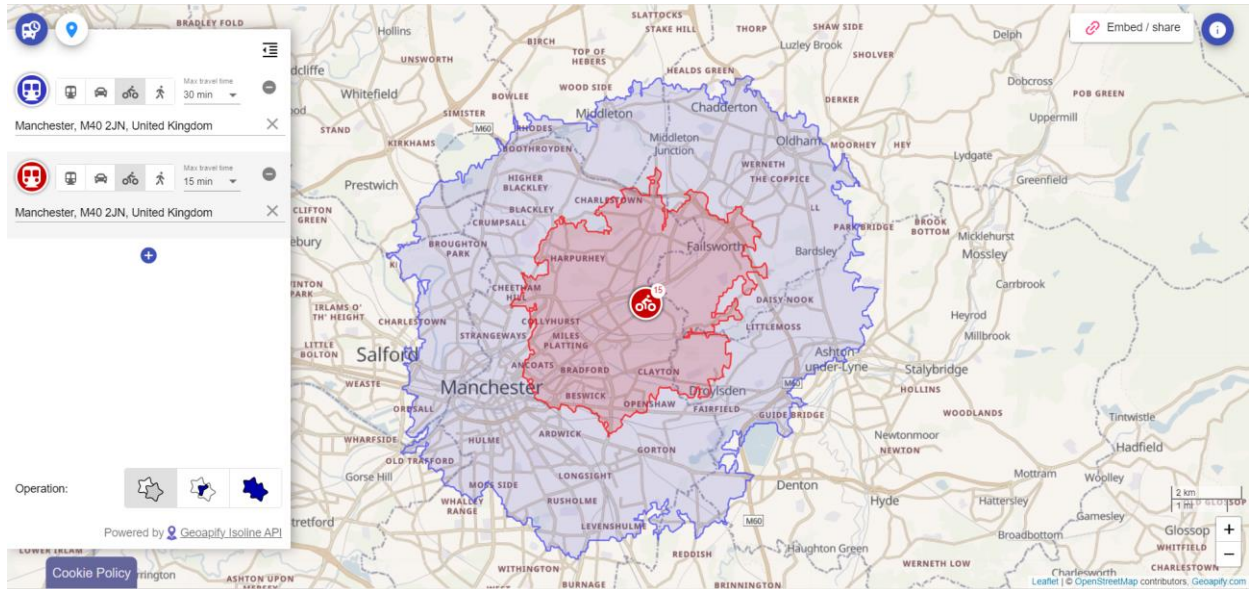
Walking



Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN

Transport Statement

Cycling



Proposed Development of 92-96 Old Church Street to 3 number retail units and 6 number offices, Newton Heath, Manchester, M40 2JN

Transport Statement

Public Transport

