

Saleem Architects

Collingham Street
Cheetham, Manchester

Transport Statement



Control Sheet

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 Cheetham, Manchester
REPORT TITLE: Transport Statement
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	Checked by		Karen Smith				12/01/2023
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Acknowledgements

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

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

Extracts of 'Providing for journeys on foot' and Manchester City Council Cycle Map has been included in this report.

A Transport Statement produced by Vectos in support of planning application ref:128625/FO/2020 has been referenced in this report.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Low Cost Storage Ltd to provide highway consultancy services in relation to development proposals on Collingham Street, Manchester, M8 8RR.
- 1.2 The proposal comprises the removal of shipping containers that are currently occupying the site and the erection of 10 new units with a total of 1,372m² of internal floor space. 9 of these will have a gross floor area of 134m² whilst the 10th will be larger, with 166m². 3.1.2 The floor space use will be flexible and dependent on the occupier. As such it will be able to accommodate a range of planning land use classes. The most likely uses however are B8 – storage or distribution and E(a) display or retail sale of wholesale goods.
- 1.3 This site is similar to another planning application on the adjacent Honey Street. This application, ref:128625/FO/2020, has been approved and as such this report makes reference to it in order to justify the proposed development.
- 1.4 The National Planning Policy Framework (NPPF) paragraph 113 states that;
“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”
- 1.5 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the development proposal and contains;
 - information about neighbouring uses, amenity and character, and existing functional classification of the nearby road network;
 - an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
 - data about existing public transport provision, including provision/ frequency of services and ways of encouraging environmental sustainability by reducing the need to travel;
 - information about the proposed development, site layout, and means of access across all modes of transport;
 - a description of parking facilities in the area and the parking strategy of the development; and,
 - a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- 1.6 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network are not severe. As such, there are no transport reasons why planning should not be granted.
- 1.7 The views of the Council are sought on the content of this report.

2. Existing Situation

2.1 Site and Surrounding Area

- 2.1.1 The application site is located in the industrial area of Cheetham Hill, approximately 1.5km from Manchester City Centre, see **Figure 1**. The site is currently occupied by shipping containers which function as self-storage units. There is space for on-street parking on Collingham Street and some internal space is available for vehicles to park. Existing customers use the self-storage site which has approximately 60 containers.

Figure 1 – Site location

[GoogleMyMaps]



- 2.1.2 Collingham Street itself is a no through road which forms a minor arm of a priority controlled junction with Red Bank/ North Street at its western end.

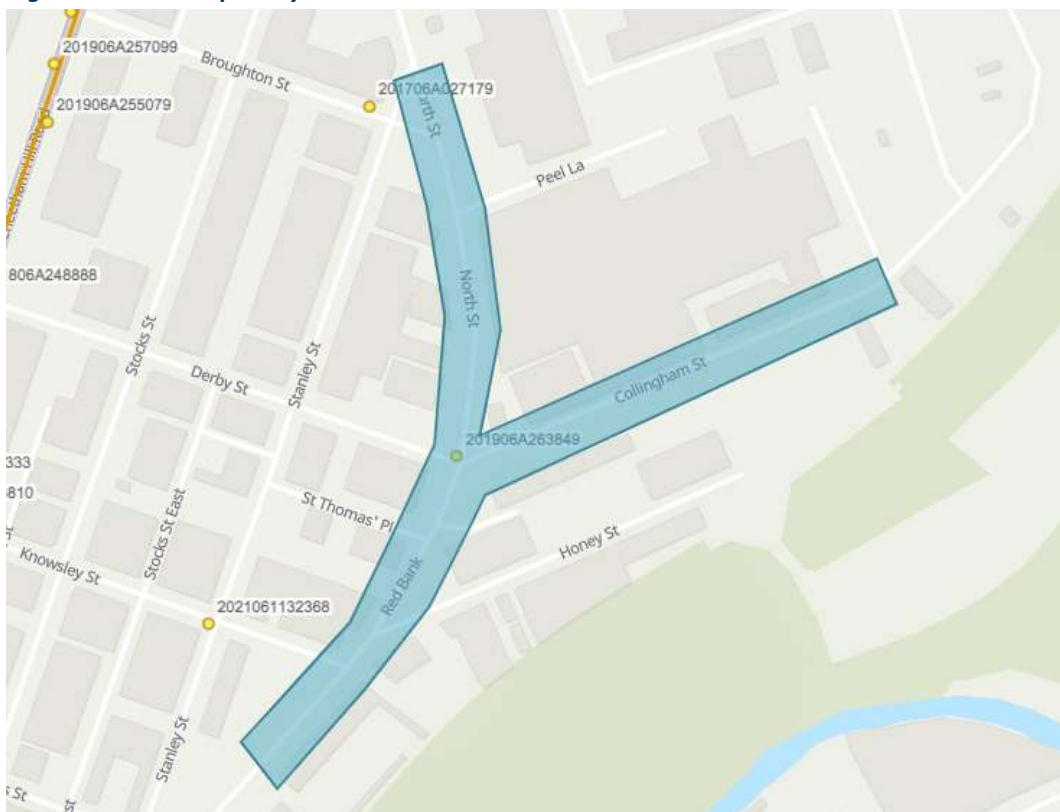
2.2 Local Highway Network

- 2.2.1 Collingham Street, which bounds the site to the north is subject to a 30mph speed limit. Footways are available on both sides of the road. The road has no parking restrictions and many vehicles can be viewed parking on the pavement on Google Street View.
- 2.2.2 Red Bank/ North Street to the west of the site and runs north where it meets Cheetham Hill Road at a signal controlled junction. To the south it crosses underneath the railway lines of Manchester Victoria Station. Red Bank/ North Street is street lit, with footways on each side of the road and is subject to a speed limit of 30mph.

2.3 Road Safety Review

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

Figure 2 – Crashmap Study Area



- 2.3.3 **Figure 2** is an extract from the Crashmap database, which shows the collisions that have occurred in the surrounding area. Only one incident has been recorded on the highway network in the vicinity of the site during the five year review period. Further details are as follows:

→ 'Slight' collision ref: 201906A263849 occurred on the 26th of October 2019 at 16.00 in daylight conditions. The weather was fine and the road surface was dry. The incident occurred on Red Bank/ North Street at its intersection with Derby Street and Collingham Street. Two vehicles were involved. Vehicle 1 was in the act of turning right when it was impacted at its front. Vehicle 2 was also in the act of turning right when it was impacted on its offside. Only one person was injured, they received slight injuries.

- 2.3.4 Whilst any sort of incident is regrettable, it is considered that the data available indicates that there are no significant accident trends or clusters which represent an accident problem on the local highway network.

2.4 Accessibility by Sustainable Travel

Overview

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

Active Travel

- 2.4.2 Walking is the most important mode of transport at the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

- 2.4.3 With respect to acceptable walking distances, the Manual for Streets is the latest national guidance on the design of residential roads and offers the following guidance in Section 4.4 "The walkable neighbourhood".

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

- 2.4.4 It is noted that PPG13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant.

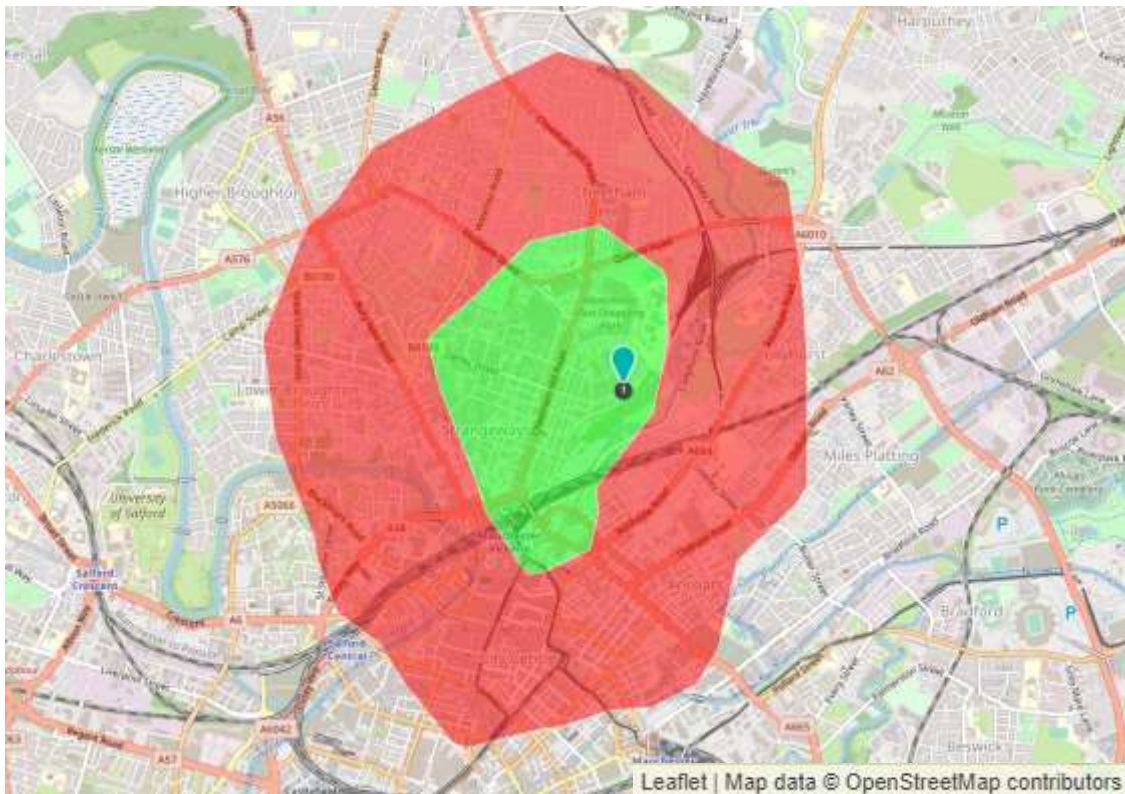
- 2.4.5 The IHT publication "Providing for Journeys on Foot" also identifies suggested acceptable walking distances for commuting, school and sightseeing as follows with times based on a walking speed of 1.4m/s.

- Desirable 500m – 6-minute walk
- Acceptable 1000m – 12-minute walk
- Preferred maximum 2000m – 24-minute walk

- 2.4.6 **Figure 3** identifies 1000m and 2000m walking isochrones around the site and indicates the extent to which the local area is accessible on foot to and from the site.

Figure 3 – Walking Catchment

[OpenRouteService]



2.4.7 **Figure 3** demonstrates that within 1km of the site all of the Manchester Fort Shopping Park is accessible, as is Manchester Victoria Station. Within 2km of the site is much of Manchester City Centre, Cheetham Hill, Ancoats and Salford.

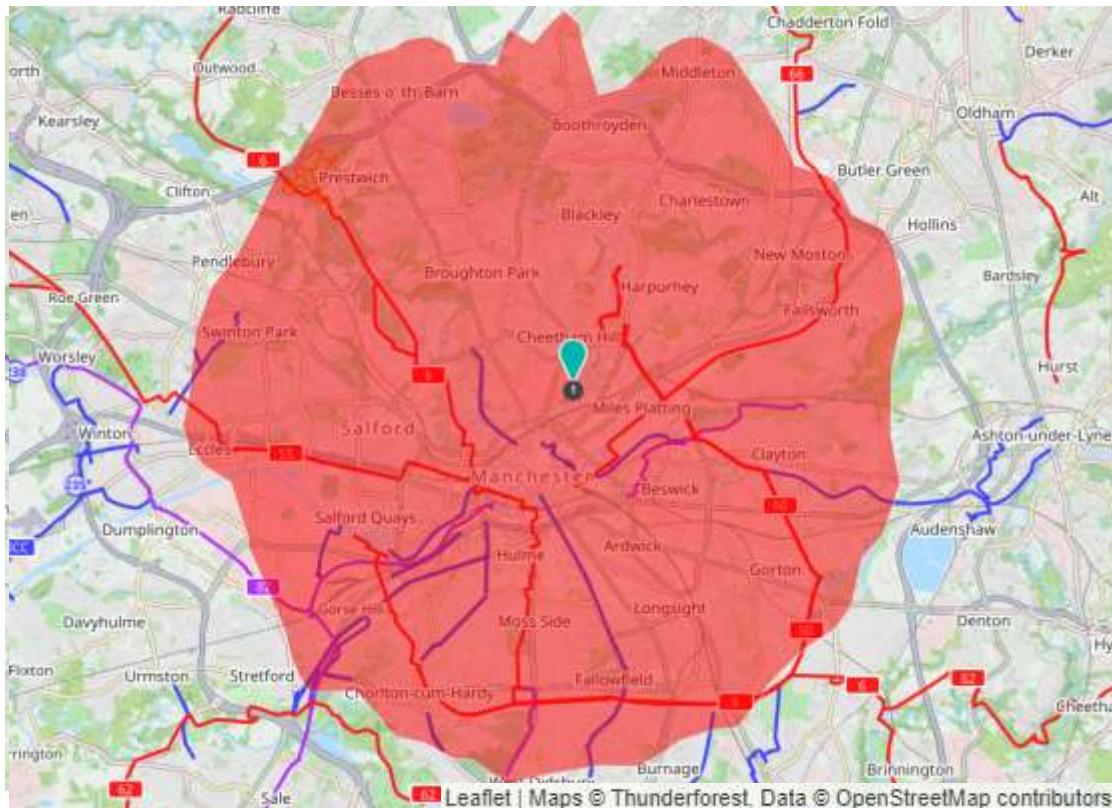
2.4.8 It is important to consider the routes that would be taken to reach the site as well as the distance. With this in mind, all roads surrounding the site have complete footways with street lighting on both sides of the road.

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

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

Figure 4 – Cycling Catchment

[OpenRouteService]



2.4.10 **Figure 4** illustrates an 8km cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle. These areas represent a catchment from which occupiers may comfortably travel.

Figure 5 – Transport for Manchester Cycle Network Map



2.4.11 **Figure 4** demonstrates that Manchester Centre, Salford and many residential areas to the north, south, east and west are within the 8km (5 mile) journey from the site. **Figure 5** is an extract of Transport for Greater Manchester's Transport map. This map shows that within Manchester City Centre most roads have a speed limit of 20 mph. This makes cycling far more appealing and allows for safer navigation around the city centre. Leading away from the city centre are a number of cycle routes that link the city centre with neighbourhoods to the east, south and west. These are either completely separate from traffic or segregated physically from the road.

2.4.12 Cycle hire is available in Manchester. This service is operated in conjunction with Transport for Greater Manchester and Beryl. Bikes cost 50 pence to unlock and then 10 pence per minute to ride. The rental scheme can enable short linked journeys in the city and can enable easier journeys for occupiers. The nearest Beryl bike park to the site is 500m to the south on Red Bank.

Public Transport

2.4.13 The site offers access to a range of bus services which provide a sustainable alternative to driving, see **Figure 6**. The nearest are on Cheetham Hill Road, with both the north and southbound buses being approximately 400m from the site. Both stops have a bus shelter. The northbound stop provides two bus shelters one of which contains timetabling information. The southbound stop has a flag post with timetable information upon it. **Table 1**, describes the routes available from the stops.

Figure 6 – Location of Bus Stops in relation to the site.

[GoogleMyMaps]



Table 1 – Bus Services from Cheetham Hill Road

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
41	North Manchester General Hospital, Cheetham Hill, Cheetham Hill Road, Manchester Victoria, Manchester Piccadilly Gardens, Manchester Royal Infirmary, Rusholme, West Didsbury, Moor End	15 mins	30 mins	30 mins
135	Piccadilly Gardens, City Centre Cheetham Hill Road, Sedgley Park, Heaton Park, Whitefield, Blackford Bridge, Bury	10-25 mins	20 mins	10-20 mins

- 2.4.14 The closest train station is Manchester Victoria Railway Station which sits approximately 1km from the site. It can be easily accessed on foot site via footpath along Red Bank or on the road by cycle.
- 2.4.15 Rail services from Manchester Victoria Railway Station are operated by Transpennine Express and Northern. Both of these operators allow bicycles on their services free of charge, which enables linked journeys through the city.
- 2.4.16 Services out of the station travel to Rochdale, Liverpool Lime Street and Leeds every half hour, to Clitheroe, Stalybridge and Wigan every hour.
- 2.4.17 Additional services are available from Manchester Victoria from the tram line. The Yellow, Pink Navy and Green Lines all pass thorough the station allowing quick access to the wider Manchester area. These routes terminate at Piccadilly, East Didsbury, Rochdale, Manchester Airport, Bury, Altrincham and Shaw & Crompton.

Accessibility Summary

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

3. Proposed Development

3.1 Overview

- 3.1.1 The plans involve the removal of existing structures and storage containers from the site and the erection of 10 units which will have a total of 1,372m² of floor space. 9 of the 10 units shall have 134m² of floor space whilst 1 shall have 166m². The site plan is attached in **Appendix B**.
- 3.1.2 The floor space use will be flexible and dependent on the occupier. As such it will be able to accommodate a range of planning land use classes. The most likely uses however are B8 – storage or distribution and E(a) display or retail sale of wholesale goods.

3.2 Access and Parking

- 3.2.1 Access will continue to be taken from Collingham Street for pedestrians, cycles and vehicles. Each unit shall have a separate door and roller-shutter entrance. Within each unit, there will be a space for bicycle parking.
- 3.2.2 The roller shutters will provide access for deliveries of goods as well as providing sufficient space for vehicles to enter and exit the unit when required. The existing kerbs along the site frontage will be altered to create drop kerbs to enable easy access into the units that will not damage the paving or the vehicle.
- 3.2.3 The development will not provide any additional car parking, with occupiers and visitors parking on street along Collingham Street. This is in keeping with other existing businesses on Collingham Street and Honey Street.

3.3 Servicing

- 3.3.1 Service vehicles will continue to access Collingham Street from the west. As with the accepted site on Honey Street, it is expected that these vehicles will be either long wheelbase panel vans or rigid box vans. Both of these types of vehicles can be observed using the road on Google Street View.
- 3.3.2 When accessing the site it is proposed that the delivery vehicles will turn around on Collingham Street or will turn around within the curtilage of one of the proposed units. Vehicle tracking of turning on the site has been conducted and can be found in **Appendix C**. This exercise demonstrates that either manoeuvre can be completed successfully.
- 3.3.3 Bins will be stored within each unit and taken outside on bin days where they can be collected from the kerb.

4. Traffic Impact

- 4.1 The TRICS database was analysed in the Transport Statement for 128625/FO/2020 to assess the potential traffic generations from their site. These have been approved and as such have been reused in this report given the similarity of the two sites.
- 4.2 In the assessment, the land use classification wholesale cash and carry land use was selected. This has been selected as the highest traffic-generating land use that could be adopted in the proposed units and as such represents a worst case scenario. **Table 2** describes the trip rate selection criteria that were used to generate the TRICS data.

Table 2 – Trip Rate Criteria

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

- 4.3 The TRICS report returned six surveys. The subsequent trip rates and trips are detailed in **Table 3**. The full TRICS output can be found in **Appendix D**.

Table 3 – Honey Street TRICS Trip Generations

Time Period	Trip Rates			Generations			Parking
	Arrivals	Departures	Total	Arrivals	Departures	Total	Demand
06:00-07:00	0.658	0.11	0.768	9	2	11	7
07:00-08:00	0.409	0.198	0.607	6	3	9	10
08:00-09:00	0.386	0.332	0.718	5	5	10	10
09:00-10:00	0.513	0.423	0.936	7	6	13	11
10:00-11:00	0.54	0.483	1.023	8	7	14	12
11:00-12:00	0.533	0.564	1.097	7	8	15	11
12:00-13:00	0.433	0.5	0.933	6	7	13	10
13:00-14:00	0.449	0.57	1.019	6	8	14	8
14:00-15:00	0.493	0.506	0.999	7	7	14	8
15:00-16:00	0.496	0.483	0.979	7	7	14	8
16:00-17:00	0.278	0.456	0.734	4	6	10	6
17:00-18:00	0.16	0.225	0.385	2	3	5	5
18:00-19:00	0.14	0.269	0.409	2	4	6	3
19:00-20:00	0.006	0.146	0.152	0	2	2	1
20:00-21:00	0	0	0	0	0	0	1
Daily	5.494	5.265	10.759	77	74	151	

- 4.4 **Table 3** shows that the peak generating hour is expected to be between 11:00-12:00 when 15 movements are expected. This equates to one movement every 4 minutes, which will not have any impact on the operation of the highway network. During the standard morning and evening peak hours a total of only 5 movements are predicted between both 08:00 to 09:00 and 17:00 to 18:00.
- 4.5 The TRICS assessment has therefore demonstrated that the proposals will not give rise to any material impact upon the operation of the highway network, including during the traditional weekday morning and evening peak hours.
- 4.6 Concerning car parking demand, the TRICS data has been used to estimate a parking accumulation over a weekday. This has been achieved by simply taking the departures away from the arrivals each hour in order to establish how many cars will remain in the vicinity of the site. This highlights that a maximum parking demand of 12 vehicles will be generated by the site, although demand will reduce to below 10 vehicles each afternoon.
- 4.7 When considering the impact of the development it should be considered that the site is already generating trips to the site and that when the development is operational some vehicles are likely to park within the curtilage of the unit when loading and unloading. There is also sufficient space on both Collingham Street and surrounding roads to absorb any increased demand for on-street parking. **Figure 7** is an example image of Red Bank and Derby Street from Google Street View. The image highlights the space that may cater for the additional demand for on-street parking that would be generated by the current development proposals.

Figure 7 – Photo of parking availability on Red Bank and Derby Street

[GoogleStreetView]



5. Summary and Conclusions

- 5.1 Sanderson Associates Consulting Engineers has been appointed by Low Cost Storage Ltd to provide highway consultancy services to support a proposed commercial development on Collingham Street, Manchester.
- 5.2 The proposed development will comprise 1,372m² of internal floor space split between 10 units. 9 of these shall be 134m² and one shall be 166m². The floor space use will be flexible and dependent on the occupier. As such it will be able to accommodate a range of planning land use classes. The most likely uses however are B8 – storage or distribution and E(a) display or retail sale of wholesale goods.
- 5.3 The site is accessible by foot and cycle, with cycle parking available within each unit. The site is able to take advantage of both frequent bus services along Cheetham Hill Road and of rail and tram services operating out of Manchester Victoria Railway Station to the south of the site.
- 5.4 The development proposals include a suitable and appropriate access strategy. All vehicular access is provided from Collingham Street, with deliveries either being made from the carriageway or internally to each unit. The movement of 10m delivery vehicles has been assessed, demonstrating that vehicles can turn about safely within the unit's curtilage.
- 5.5 A predicted maximum of 15 vehicle movements may be generated in one hour, in the worst-case scenario, it has been demonstrated however that these would not have a material impact on the safety or operation of the surrounding highway network. Additionally, the on-street parking on Collingham Street is sufficient to manage the increased demand brought about by this development.
- 5.6 This Transport Statement has demonstrated that the residual cumulative impacts of the new building in transport terms are not severe and therefore, in the context of NPPF paragraph 111, the development should not be refused on transport grounds.



Appendix A

Crashmap Report



Crash Report

Area of Interest (AOI) Information

Area : 14,020.09 m²

Dec 15 2022 15:56:34 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	October 26, 2019	2019	2	1	384445

#	Northings	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	399686	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Manchester City	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A263849	1

Report produced from CrashMap Pro

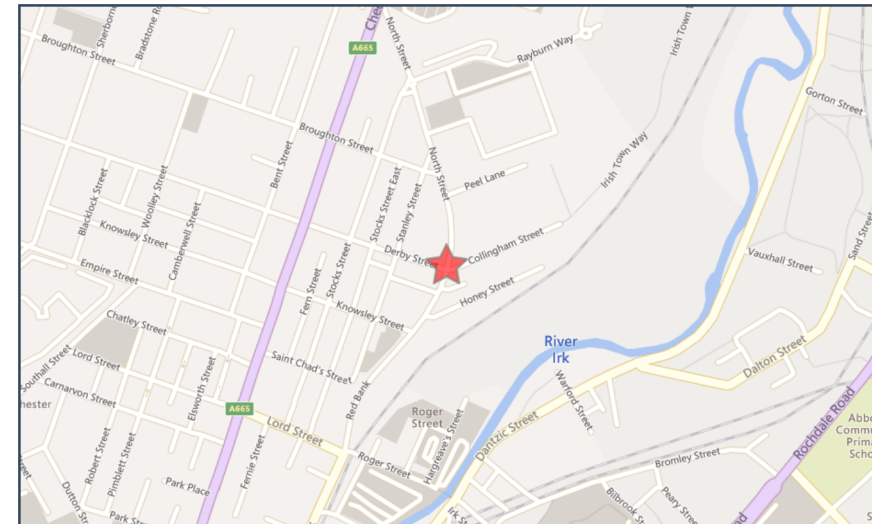


crashmap.co.uk

Validated Data

Crash Date: Saturday, October 26, 2019 **Time of Crash:** 3:00:00 PM **Crash Reference:** 201906A263849

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	384445 399686
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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)	12	Unknown	Unknown	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	4	Male	26 - 35	Vehicle is in the act of turning right	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	Male	26 - 35	Unknown or other	Unknown or other

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

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

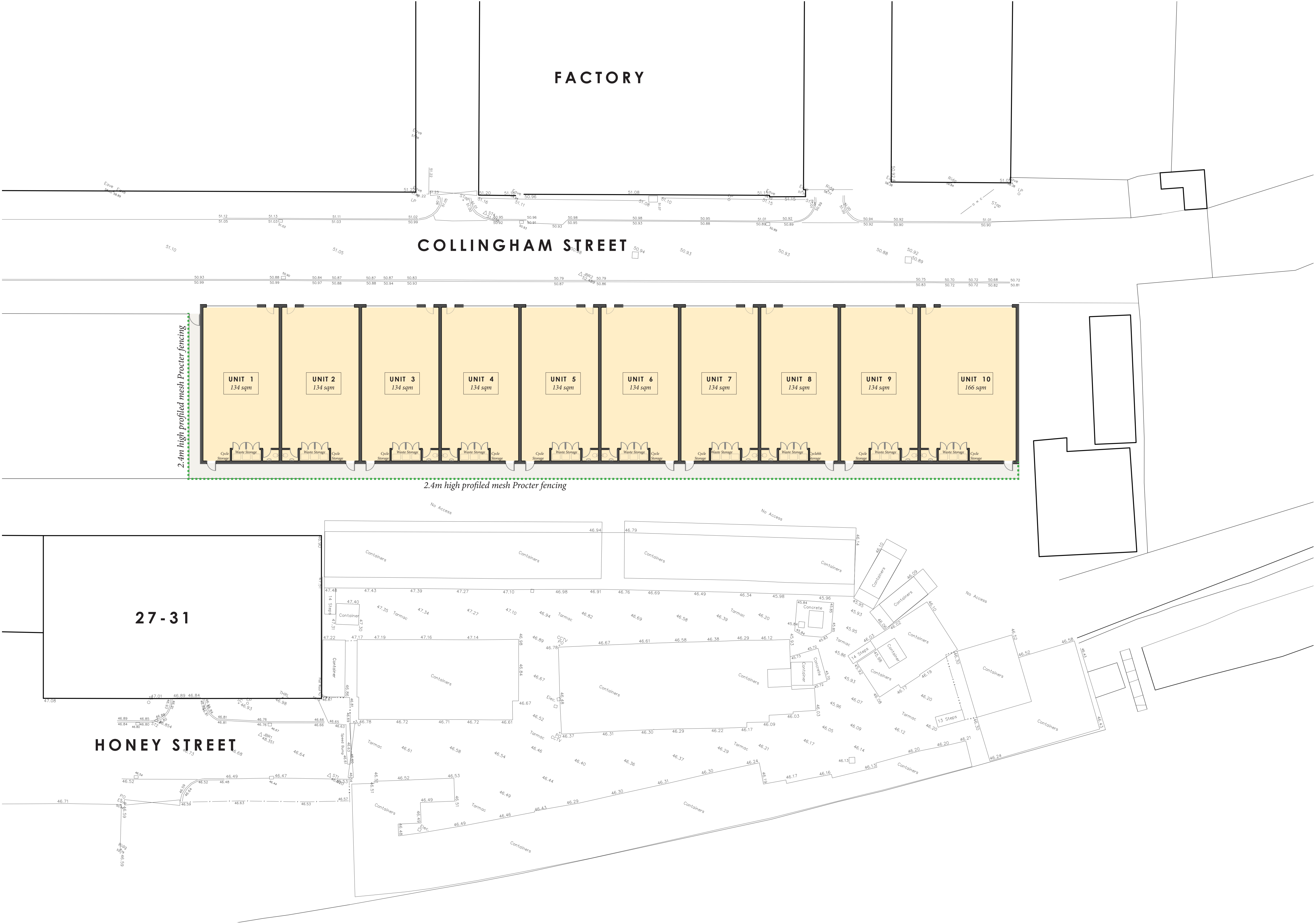


Appendix B

Site Plan

Dimensioning

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



Rev	Description	Date
-	Issued to client for comments	04/04/22
A	Issued for Planning	14/06/22
B	Mezzanine Removed	04/09/22
C	Revised Drawing	03/01/23

PLANNING



SALEEM
ARCHITECTS

Client
Miss Ezra White

Project
Collingham Street,
Cheetham
Manchester

Drawing Title
Proposed Ground
Floor Plan

Scale
1:200 @ A1

Drawing No. :
Sheet 3

Revision
C

Date
Mar 2022



Appendix C

Vehicle Tracking



Appendix D

TRICS output from 128625/FO/2020

Calculation Reference: AUDIT-715001-201123-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

A1

6 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

2 days

25,001 to 50,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

1 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

4 days

1.1 to 1.5

1 days

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

Petrol filling station:

Included in the survey count

0 days

Excluded from count or no filling station

6 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

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	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
2	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
3	PK-01-B-01	BOOKER WHOLESALE	PERTH & KINROSS
	GLOVER STREET		
	PERTH		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	3183 sqm	
	Survey date: THURSDAY	12/05/11	Survey Type: MANUAL
4	SY-01-B-01	BATLEYS	SOUTH YORKSHIRE
	BAWTRY ROAD		
	SHEFFIELD		
	TINSLEY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7300 sqm	
	Survey date: FRIDAY	28/03/03	Survey Type: MANUAL
5	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
6	WR-01-B-01	BOOKER	WREXHAM
	RUABON ROAD		
	WREXHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: FRIDAY	26/09/03	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/B - CASH AND CARRY - WHOLESALE AND CLUBS

TOTAL VEHICLES

Calculation factor: 100 sqm

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	1	7300	0.658	1	7300	0.110	1	7300	0.768
07:00 - 08:00	6	4969	0.409	6	4969	0.198	6	4969	0.607
08:00 - 09:00	6	4969	0.386	6	4969	0.332	6	4969	0.718
09:00 - 10:00	6	4969	0.513	6	4969	0.423	6	4969	0.936
10:00 - 11:00	6	4969	0.540	6	4969	0.483	6	4969	1.023
11:00 - 12:00	6	4969	0.533	6	4969	0.564	6	4969	1.097
12:00 - 13:00	6	4969	0.433	6	4969	0.500	6	4969	0.933
13:00 - 14:00	6	4969	0.449	6	4969	0.570	6	4969	1.019
14:00 - 15:00	6	4969	0.493	6	4969	0.506	6	4969	0.999
15:00 - 16:00	6	4969	0.496	6	4969	0.483	6	4969	0.979
16:00 - 17:00	6	4969	0.278	6	4969	0.456	6	4969	0.734
17:00 - 18:00	5	5517	0.160	5	5517	0.225	5	5517	0.385
18:00 - 19:00	3	5700	0.140	3	5700	0.269	3	5700	0.409
19:00 - 20:00	3	5700	0.006	3	5700	0.146	3	5700	0.152
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.494			5.265			10.759	

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

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

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Parameter summary

Trip rate parameter range selected:	2230 - 9500 (units: sqm)
Survey date range:	01/01/00 - 12/07/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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	1	7300	0.027	1	7300	0.000	1	7300	0.027
07:00 - 08:00	6	4969	0.013	6	4969	0.000	6	4969	0.013
08:00 - 09:00	6	4969	0.007	6	4969	0.000	6	4969	0.007
09:00 - 10:00	6	4969	0.007	6	4969	0.003	6	4969	0.010
10:00 - 11:00	6	4969	0.003	6	4969	0.000	6	4969	0.003
11:00 - 12:00	6	4969	0.000	6	4969	0.003	6	4969	0.003
12:00 - 13:00	6	4969	0.000	6	4969	0.000	6	4969	0.000
13:00 - 14:00	6	4969	0.000	6	4969	0.000	6	4969	0.000
14:00 - 15:00	6	4969	0.000	6	4969	0.000	6	4969	0.000
15:00 - 16:00	6	4969	0.000	6	4969	0.007	6	4969	0.007
16:00 - 17:00	6	4969	0.000	6	4969	0.007	6	4969	0.007
17:00 - 18:00	5	5517	0.000	5	5517	0.007	5	5517	0.007
18:00 - 19:00	3	5700	0.000	3	5700	0.000	3	5700	0.000
19:00 - 20:00	3	5700	0.000	3	5700	0.018	3	5700	0.018
20:00 - 21:00	1	9500	0.000	1	9500	0.000	1	9500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.045			0.102

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.



FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

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