

Transport Statement

**Proposed Trade / Storage Units
Sherborne Street, Cheetham Hill, Manchester**

Prepared for Denhill Radnor Limited

May 2022

Doc Ref: LB/AM/210206/TS/02

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Document Revision Control

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01	10.09.2021	Issue	LB	MD
02	24.05.2022	Revised Layout	AM	MD

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SCP/210206/ATR01 REV A
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1.0 INTRODUCTION

Overview

- 1.1 SCP have been instructed by Denhill Radnor Limited to provide specialist transport planning and engineering advice in support of a planning application for a development on land located to the east of Sherborne Street, Cheetham Hill.
- 1.2 The development proposals comprise the construction of 10no. 3-storey trade/storage units. Further details of the development proposals are provided in Chapter 3 of this report.
- 1.3 This Transport Statement (TS) has been prepared to support the planning application and has been developed in accordance with the now archived (but not fully replaced) Department for Transport (DfT's) March 2007 "Guidance on Transport Assessment" document and National Planning Practice Guidance (NPPG).

Structure of Report

- 1.4 The structure of the report is summarised below:-
 - Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

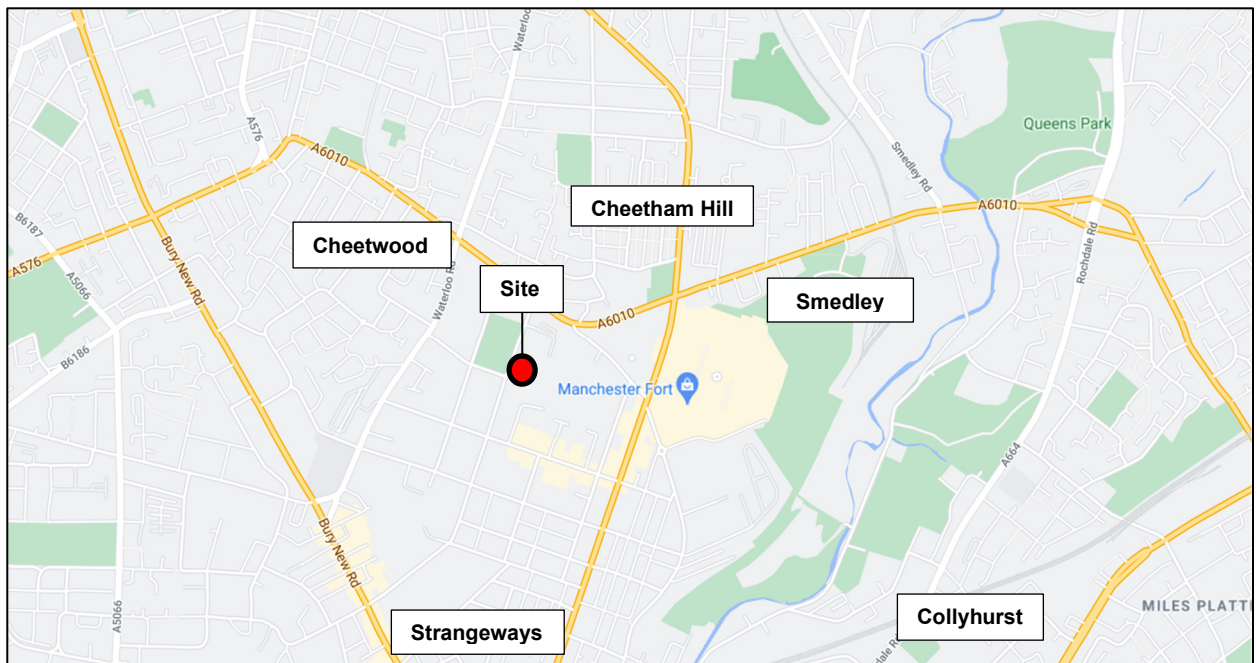
Overview

- 2.1 This chapter provides a detailed description of the location of the site and its composition, the local highway network and road safety record.

Site Location and Composition

- 2.2 The application site is located approximately 1.8km walking distance to the north of Manchester City Centre and is brownfield land which currently comprises hardstanding and grassland.
- 2.3 The site is located in Sherborne Trading Estate and therefore the local highway network has been designed to industrial estate standards with wide carriageways.
- 2.4 The application site is bounded by a multipurpose community centre to the north, industrial and commercial units to the east and south and Sherborne Street to the west.
- 2.5 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location Plan – Wider View



- 2.6 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



Local Highway Network

Sherborne Street

- 2.7 Sherborne Street fronts the western site boundary and links the site to the A6010 Elizabeth Street to the north and Empire Street to the south. Sherborne Street has a carriageway width of approximately 7m with wide footways on the either side of the carriageway.
- 2.8 Traffic Regulation Orders (TRO's) are present for the initial 150m of Sherborne Street from the junction with the A6010 Elizabeth Street in the form of double yellow lines.

Road Safety

- 2.9 The road safety record of the local highway network has been taken from Crashmap and examined within the most recently available 5 year period (Jan 2016 - Dec 2021), as shown on **Figure 2.3** below.

Figure 2.3 – Accident Locations in 5 Year Period



- 2.10 **Figure 2.3** highlights that no accidents have occurred within the vicinity of the site during the five year study period and therefore the existing accident record does not represent any material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The proposed development consists of 10no. 3-storey trade / storage units with a total GFA of 3,109sqm and includes associated parking.
- 3.2 The land use falls under sui generis planning use class but is anticipated be used as a mixture of trade counters and commercial storage.
- 3.3 The development proposals are shown on the site layout plan presented in [Appendix A](#).

Proposed Site Access Arrangements

- 3.4 Vehicular and pedestrian access to the site will be provided by a single access from Sherborne Street via a simple priority access that will be designed to include a 7.2m wide carriageway and 2m wide footways either side of the carriageway.
- 3.5 Junction visibility from the residential accesses conforms to the visibility requirements set out in Manual for Streets (MfS) for a 30mph road, providing visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both direction SCP/210206/F01 REV A, presented in [Appendix B](#).

Servicing and Refuse Collection Arrangements

- 3.6 Refuse collection will take place along Sherborne Street. Bin stores will be provided in the centre of the site either side of the proposed access road and can be easily accessed on foot within 25m of Sherborne Street using the proposed footways.
- 3.7 In terms of deliveries, the largest vehicle to be accommodated internally within the site is a 7.5t box van and swept path analysis of this vehicle entering and leaving the site in forward gear is shown on drawing number SCP/210206/ATR01 REV A at [Appendix C](#).

Parking

- 3.8 Manchester City Council's (MCC) parking standards are outlined in MCC's Core Strategy (adopted July 2012) document. Given the proposed use of the site falls under sui generis, it is not considered suitable to apply specific parking standards to the proposals.

3.9 The proposed development provides 16 parking spaces (1 space per 194sqm) including 2 disabled spaces and 2 van parking spaces and this is considered acceptable for the following reasons:-

- To identify the typical demand associated with the proposed use of the site as a builders merchants (most comparable available land use in TRICS), car parking accumulations have been reviewed sites of similar land uses within the TRICS database and a copy of the TRICS Data and analysis is included at [Appendix D](#). This shows that the average demand for the proposed use would be 1 space per 234sqm of gross floor area and applying this to the proposed development would equate to a maximum car parking demand of 13 vehicles. It should be noted that the comparator sites used in the TRICS analysis are located in less accessible areas than the application site and therefore staff/visitors at these sites more likely to be reliant on the private car;
- As detailed in Chapter 4, the site benefits from excellent levels of accessibility, being within easy access (less than 2km walk) of numerous facilities, amenities including Manchester city centre which provides frequent bus, Metrolink and rail transport links throughout the region;
- The general thrust of national and local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates the location of developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and will help to reduce the reliance on the use of the private car and meet these policy objectives particularly given the provision of cycle parking with 8 cycle spaces provided in the secure cycle stores proposed within the site.
- Any prospective occupier of the development will be in no doubt as to the level of parking provided at the scheme and will therefore decide whether to take up occupancy accordingly.

4.0 ACCESSIBILITY

General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances:

Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

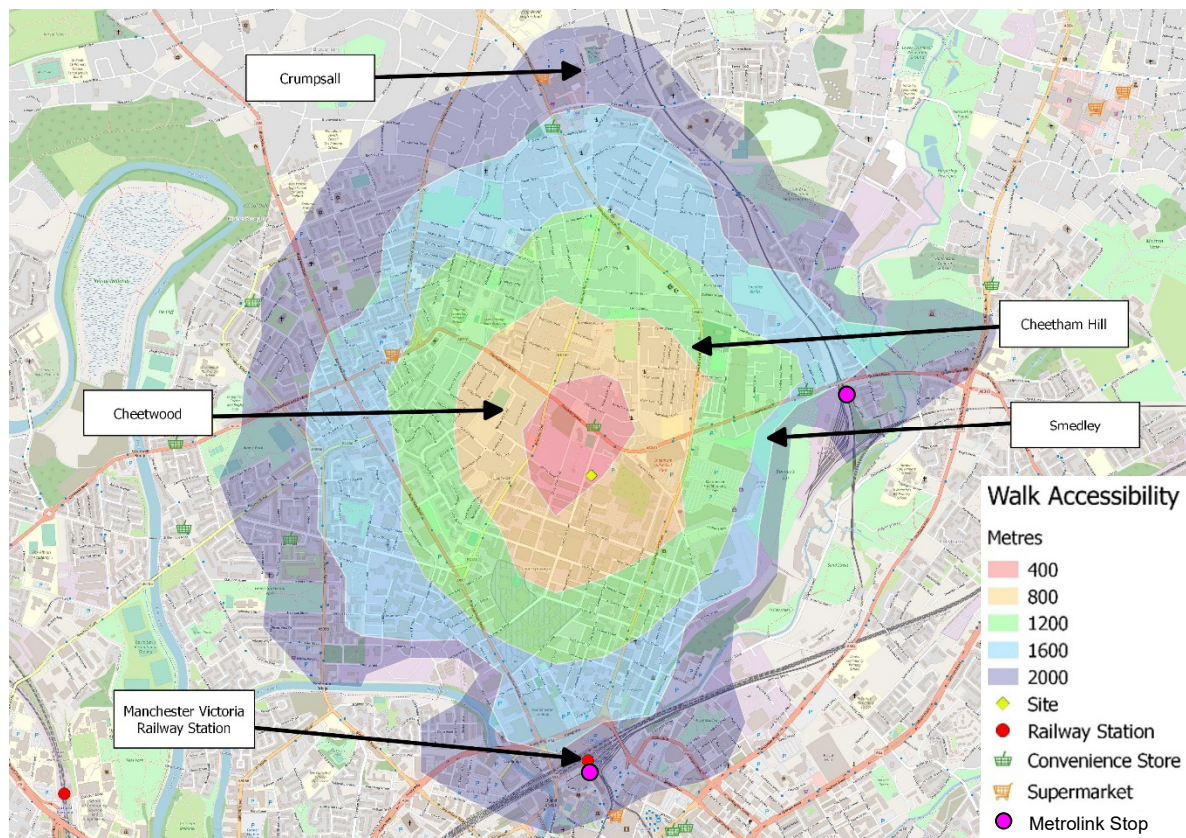
Pedestrian Accessibility

- 4.3 Pedestrian access to the residential development will be provided from Sherborne Street along the western boundary of the site.
- 4.4 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the commercial properties that abut all the main walk routes.

4.5 The site is located approximately 2.4km walking distance to the north of Manchester city centre and the vast array of amenities that area has on offer. The site also has a number of everyday facilities located very close to the site and these are set out in more detail below. The site is also within acceptable walking distance of numerous bus stops, Metrolink stops and Manchester Victoria Rail Station

4.6 **Figure 4.1** as follows shows the 2km catchment area of the site. It demonstrates that parts of Cheatham Hill and Crumpsall can be reached within a 2km walking distance of the site.

Figure 4.1 – 2km Walk Accessibility



Source: © TRACC 2020

4.7 **Table 4.1** shows the facilities that can be found within a 2km walking distance of the site.

Table 4.1 – Local Facilities

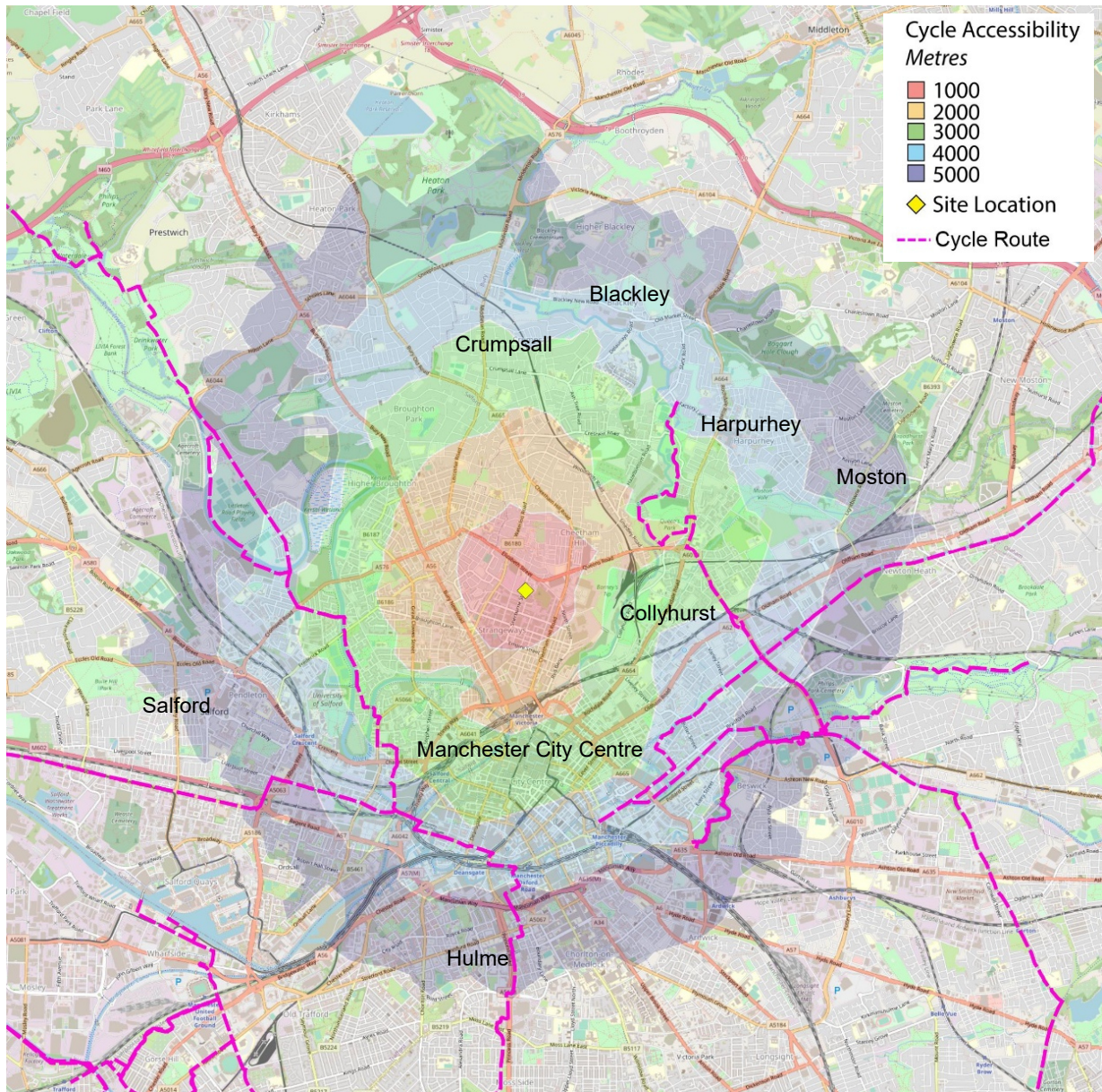
Facility	Details	Distance from Site (metres)
Takeaway	Burger Street	Opposite Site
Park / Open Space	Cheetham Park	Opposite Site
Bus Stop	Waterloo Road	350m
Retail Park	Manchester Fort	500m
Supermarket	Lidl, Manchester Fort	500m
Medical Centre	Cheetham Hill Medical Centre	700m
Dentist	Kissdental	950m
Metrolink Stop	Queens Road Metrolink Stop	1.3km
Rail Station and Metrolink Stop	Victoria Railway Station	1.6km
City Centre	Manchester City Centre	<2km

- 4.8 **Figure 4.1** and **Table 4.1** demonstrates that the site is within acceptable walking distance of a high number of facilities including Manchester Fort which is located approximately 500m / 6 minutes walk and includes various restaurants, departments stores and M&S and Lidl supermarkets, which staff can easily access during lunch breaks or before/after work.

Cycle Accessibility

- 4.9 **Figure 4.2** overleaf shows the 5km cycle catchment for the site. Numerous residential areas within parts of Salford and north Manchester, and areas including Manchester city centre, Crumpsall, Hulme and Harpurhey, amongst others, are within a 5km cycle distance from the site.

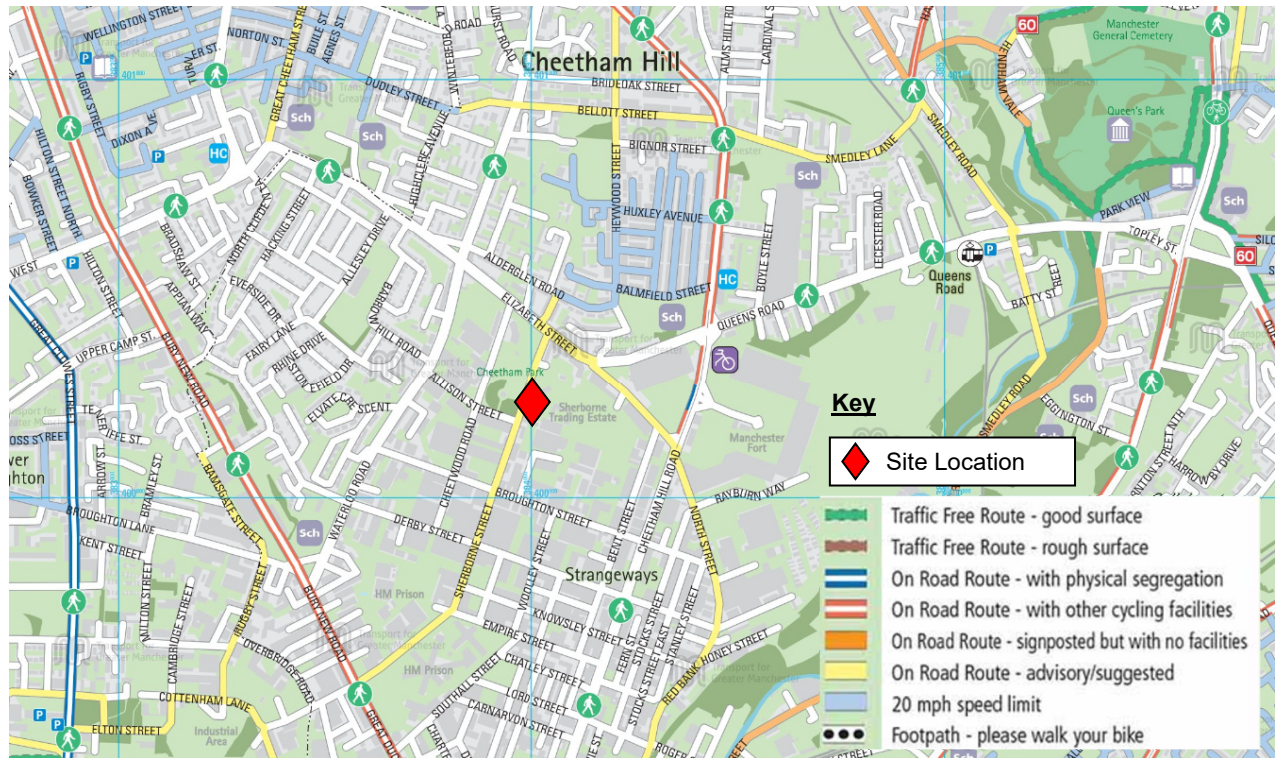
Figure 4.2 – 5km Cycle Catchment



Source: © TRACC 2020

- 4.10 To the west of the site, there is a cycle route which forms part of the National Cycle Network (NCN) Route 6. Locally this links Manchester to Bury and other local cycle routes. To the east of the site, there is NCN Route 60 and 66, Route 60 runs between north and east Manchester and Route 66 runs locally from central Manchester to Failsworth.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is a viable alternative to private car use for prospective residents.
- 4.12 Sherborne Street and Elizabeth Street are on-road advisory cycle routes which form part of a wider cycle network which connects to Manchester city centre, as shown on **Figure 4.2** below.

Figure 4.2 – Local Cycle Infrastructure



- 4.13 As mentioned previously, 14 secure cycle spaces will be provided in the bin store located in the centre of the site.

Public Transport

Buses

- 4.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m..."
- 4.15 The nearest bus stops to the site are located within 350m to the west of the site along Waterloo Road and are therefore within the recommended walking distance. Further bus stops are provided within 700m to the north-east of the site along the A665 Cheetham Hill Road, as shown in **Figure 4.3** below.

Figure 4.3 – TfGM Public Transport Map



Source: TfGM

4.16 A summary of the bus services which serve the nearby bus stops are outlined in [Table 4.2](#).

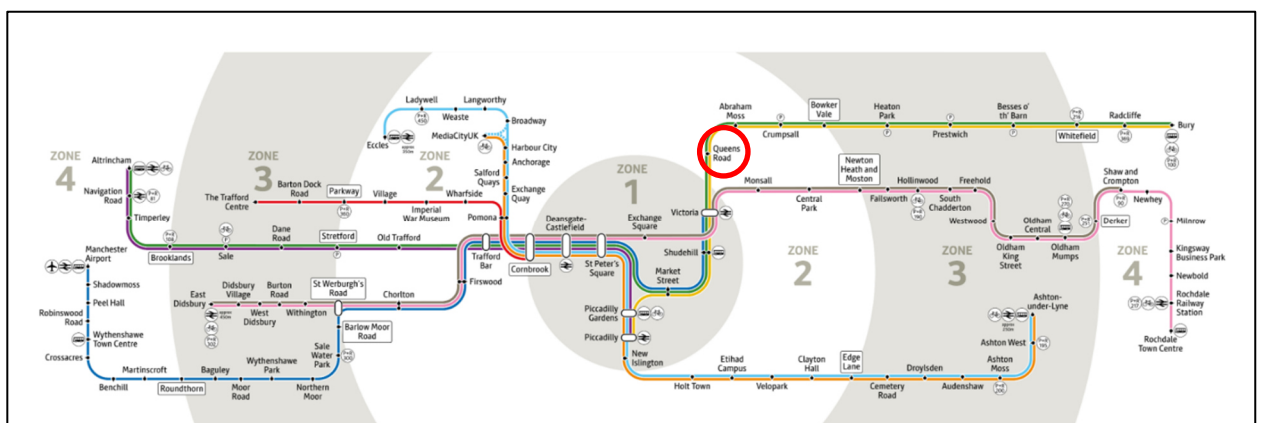
Table 4.2 - Bus Service Summary

Service No.	Bus Stop Location		Route	Average Service Headway (minutes)		
	Wareloo Rd	A665 Cheetham Hill Rd		Mon-Fri	Sat	Sun
41		X	Middleton - Higher Blackley - Bowker Vale - Didsbury - Sale	10	20	30
59	X		Oldham Mumps - Chadderton - Middleton - Piccadilly Gardens	<10	<10	20
135		X	Piccadilly Gardens - Cheetham Hill - Whitefield - Bury	<15	<15	<30

- 4.17 As **Table 4.2** shows, the site is suitably placed to take advantage of the local bus services, which run frequently throughout the day.
- 4.18 In summary, the nearby bus services provide connections to key destinations throughout the Greater Manchester region, including Middleton, Blackley, Didsbury, Sale, Bury, Oldham, Bury and Manchester city centre amongst others.

Trams

- 4.19 The nearest Metrolink stop is Queens Road Metrolink Stop which is located approximately 1.3km to the north-east of the site.
- 4.20 The Queens Road Metrolink Stop serves the yellow line and green line which connect Bury to Piccadilly and Bury to Altrincham, respectively. A plan of the Metrolink network is provided below.

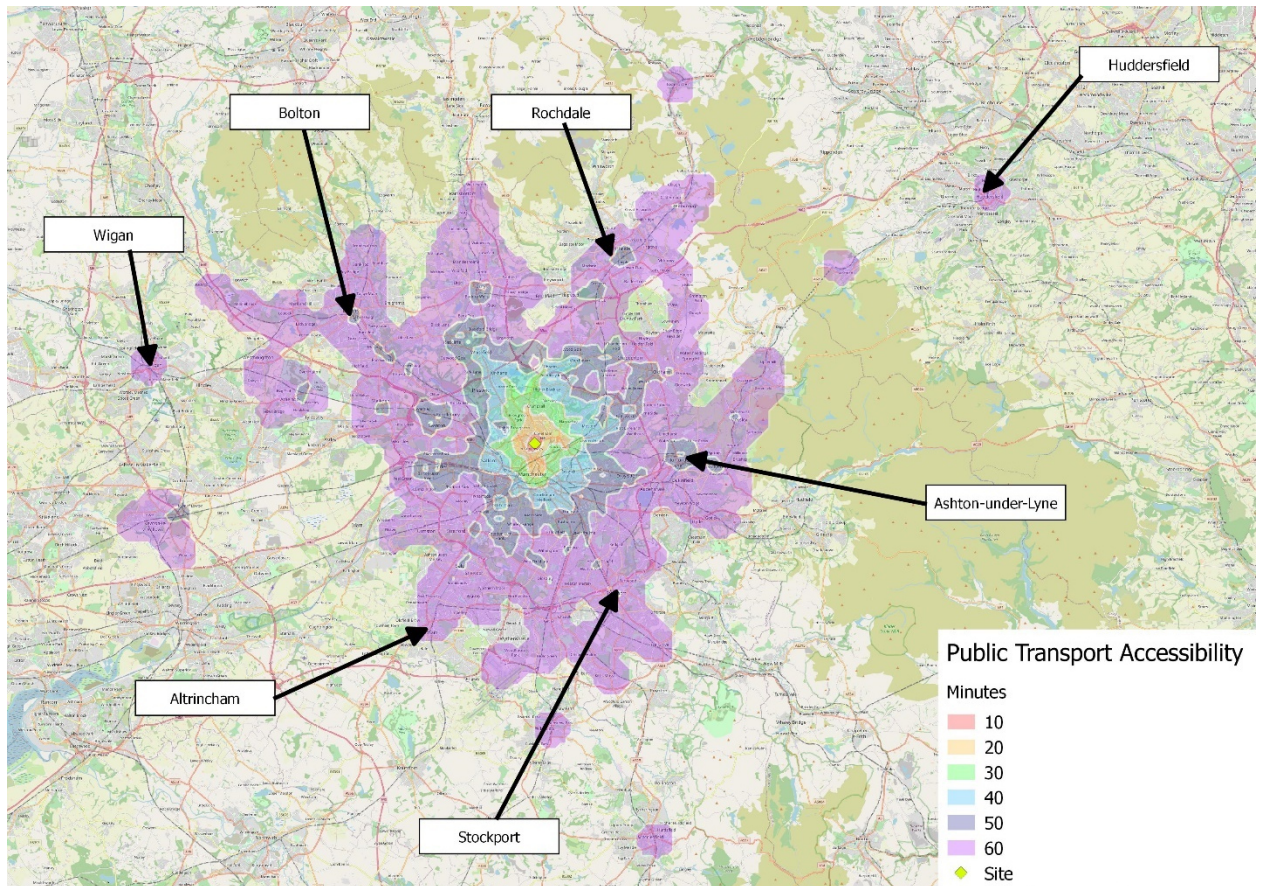


- 4.21 Trams run on the Metrolink network between approximately 06:00 and 00:30 Monday to Thursday, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 07:00 to 22:30. Trams run up to every 10 minutes in each direction through this station.

Trains

- 4.22 Manchester Victoria Railway Station is the nearest railway station and is located approximately 1.6km walking distance to the south of the site. Manchester Victoria Railway Station provides a high frequency of services throughout the week to destinations including, Liverpool, Leeds and Newcastle amongst others.
- 4.23 **Figure 4.3** below indicates a number of locations which are within a 60 minute public transport (bus, tram and rail) commute from the proposed site. The time includes the walk to the bus stops / Metrolink stop / railway station and demonstrates that key areas of Bolton, Bury, Stretford, Rochdale, Altrincham, Stockport and Manchester city centre amongst others, are within an acceptable 60 minute public transport commute. The site provides wide opportunities to access passenger transport for residents.

Figure 4.3 – 60 minute Public Transport Accessibility



Source: © TRACC 2020

Conclusion

- 4.24 Overall, the site is considered to be extremely well located in terms of its accessibility by all the major non-car modes of transport. Prospective staff of the site will be able to commute to without having to rely upon car ownership.

5.0 TRIP GENERATION

5.1 To estimate the trip generating potential of the proposed development, the TRICS 7.8.2 Database has been interrogated for surveys of residential developments similar to that existing.

5.2 The selection criteria for the TRICS-based trip rates is as follows:-

- Retail – Builders Merchants;
- London and Ireland sites excluded;
- Town Centre and Free Standing Sites excluded; and
- Selection by GFA.

5.3 **Table 5.1** below provides the multi-modal peak hour trip rates for the existing use for the weekday AM and PM peak periods. The full TRICS outputs are included in **Appendix D**.

Table 5.1 - Estimated Weekday AM and PM Peak Hour Multi Modal Trip Rates (Per 100sqm)

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.658	0.539	0.148	0.255
Cyclists	0.000	0.000	0.000	0.000
Pedestrians	0.000	0.000	0.006	0.018
Public Transport	0.036	0.006	0.000	0.006

5.4 The above trip rates have been applied to the 3,109sqm to determine the multi-modal trip generation for the development, as summarised in **Table 5.2**.

Table 5.2 – Proposed Trip Generation (Trip Rate per 100sqm)

	Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1700 – 1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	20	17	5	8
Cyclists	0	0	0	0
Pedestrians	0	0	0	1
Public Transport	1	0	0	0

5.5 **Table 5.2** shows that the proposed development would generate approximately 37 vehicle trips two-way during the AM peak period and 13 vehicle trips two way during the PM peak period. Volumetrically, this would equate to approximately 1 vehicle trip every 1-2 minutes during in the AM peak period and 1 vehicle trip every 5 minutes in the PM peak period which is not considered to represent a material traffic impact. Once distributed on the surrounding highway network, the proposed trip generation will have a minimal impact on nearby junctions.

5.6 In addition, the above vehicle trip generation is considered robust given the trip generation analysis doesn't take into account the trip generation associated with the previous land uses of the site, whilst some of the sites included in the TRICS search are located in less accessible locations and are therefore more likely to be reliant on vehicle trips.

6.0 SUMMARY AND CONCLUSIONS

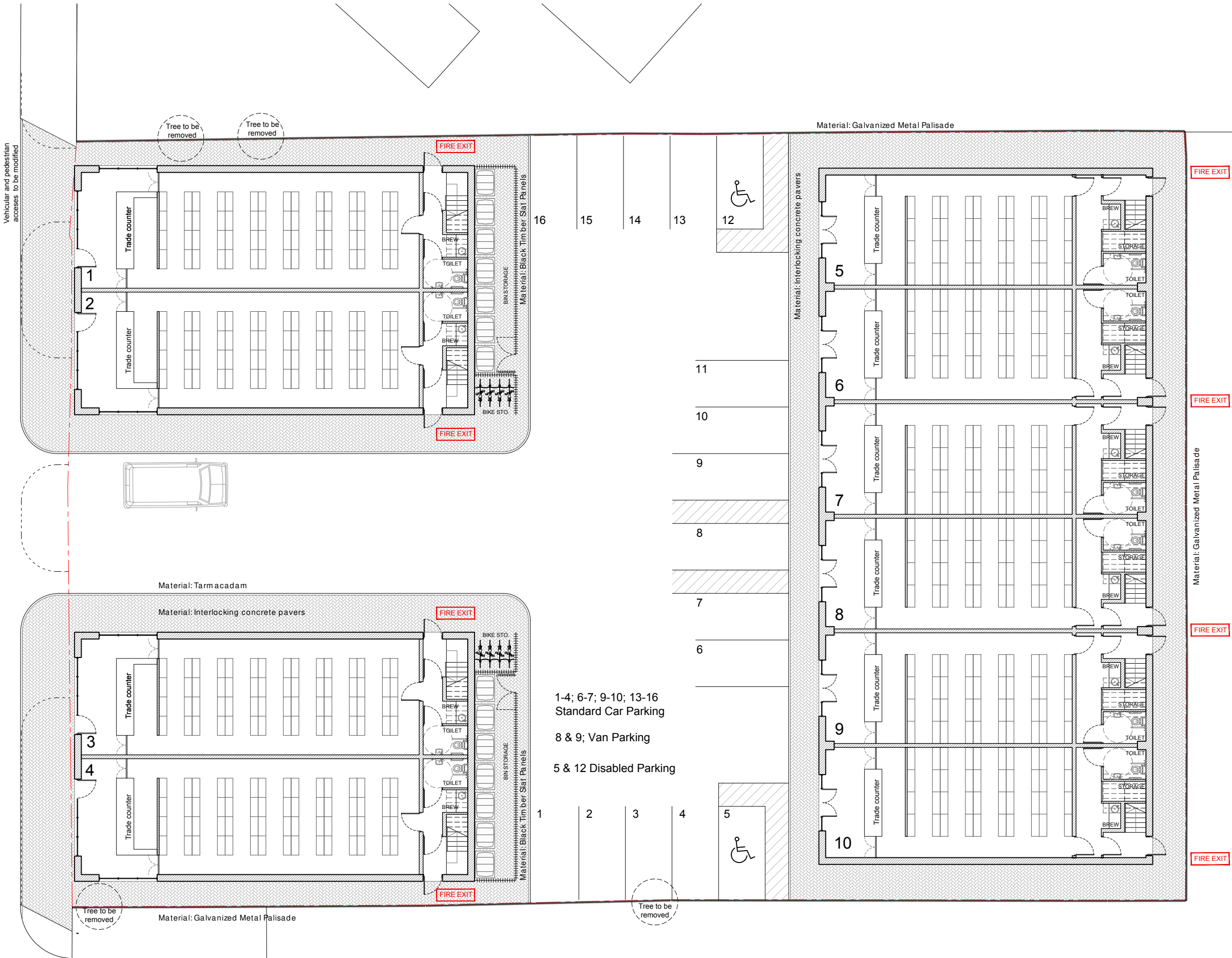
- 6.1 SCP have been instructed by Denhill Radnor Limited to provide specialist transport planning and engineering advice in support of a planning application for a development on land located to the east of Sherborne Street, Cheetham Hill.
- 6.2 The proposed development consists of 10no. 3-storey warehouse units with a total GFA of 3,109sqm and includes associated parking. The land use falls under sui generis but is anticipated be used as trade counters and storage.
- 6.3 The personal injury accident data for the most recently available five-year period has been reviewed and no accidents have been recorded in the vicinity of the application site.
- 6.4 Vehicular and pedestrian access to the site will be provided via a single access from Sherborne Street via a simple priority junction.
- 6.5 The accessibility of the site has been assessed by foot, cycle, bus, tram and train modes. Overall, the site is considered to be extremely well located in terms of its accessibility by all these major non-car modes of transport. As such the level of car parking is considered to be suitable given the availability of alternative modes of transport as well as the proximity of everyday facilities to the site.
- 6.6 It is anticipated that the proposed development would generate approximately 37 vehicle trips two-way during the AM peak period and 13 vehicle trips two way during the PM peak period. Volumetrically, this would equate to approximately 1 vehicle trip every 1-2 minutes during in the AM peak period and 1 vehicle trip every 5 minutes in the PM peak period which is not considered to represent a material traffic impact. Once distributed on the surrounding highway network, the proposed trip generation will have a minimal impact on nearby junctions.
- 6.7 In addition, the above vehicle trip generation is considered robust given the trip generation analysis doesn't take into account the trip generation associated with the previous land uses of the site, whilst some of the sites included in the TRICS search are located in less accessible locations and are therefore more likely to be reliant on vehicle trips.
- 6.8 Having regard to the analysis presented in this report, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to MCC for approval.

S|C|P

APPENDIX A

SHERBORNE STREET

Proposed GA Ground Floor
Scale 1200 @ A3



General Notes:

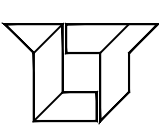
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-	First Issue		ET	MK



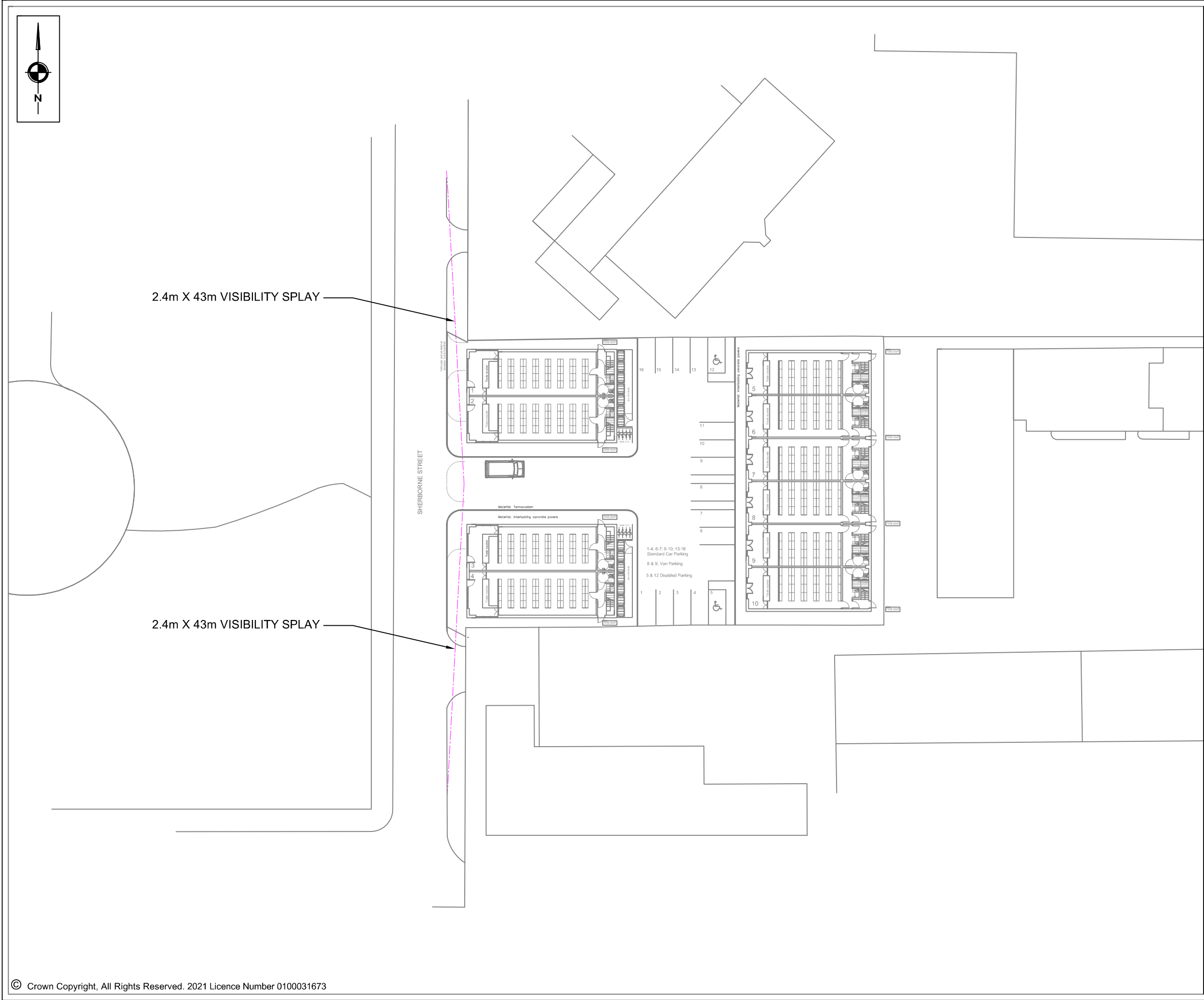
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client name		
World Metal Recycling Ltd		
project		
Sherborne Street – Wearhouses		
drawing		
GA Proposed Ground Floor		
project number		scale
ENQ1701504		1/200 @ A3
drawing number	rev	issue status
001	-	PLANNING
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APPENDIX B



NOTES			
REVISIONS			
REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	20.05.2022	AM
SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk			
Client Name:			
DENHILL RADNOR LIMITED			
Project Title:			
SHERBOURNE STREET, CHEETHAM HILL			
Drawing Title:			
VISIBILITY SPLAYS			
Drawn By:		Date:	
BH		09.09.2021	
Checked:		Scale:	
LB		1:500 @ A3	
Status:		Approved/Unapproved:	
PLANNING		-	
Drawing No.			Rev.
SCP/210206/F01			A

S|C|P

APPENDIX C



NOTES

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

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE PLAN	20.05.2022	AM

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

DENHILL RADNOR LIMITED

Project Title:

SHERBOURNE STREET, CHEETHAM HILL

Drawing Title:

SWEPT PATH ANALYSIS - 7.5t BOX VAN

Drawn By:

BH

Date:

09.09.2021

Checked:

LB

Scale:

1:500 @ A3 UNLESS SHOWN

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/210206/ATR01

Rev.

-

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-210909-0949

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : L - BUILDER'S MERCHANTS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
KC KENT	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
WO WORCESTERSHIRE	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: 5000 to 6275 (units: sqm)
 Range Selected by User: 5000 to 6275 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/11

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

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

Selected survey types:

Manual count	3 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)	1
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Residential 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:

E(a) 3 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:

10,001 to 15,000 1 days

15,001 to 20,000 1 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:

50,001 to 75,000 1 days

100,001 to 125,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 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 3 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 3 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 3 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	KC-01-L-01	TRAVIS PERKINS	KENT
	ENTERPRISE WAY		
	MARGATE		
	WESTWOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6275 sqm	
	Survey date: MONDAY	07/12/09	Survey Type: MANUAL
2	WM-01-L-02	SELCO	WEST MIDLANDS
	CHARLOTTE ROAD		
	BIRMINGHAM		
	STIRCHLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5600 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
3	WO-01-L-02	JEWSON	WORCESTERSHIRE
	NAVIGATION ROAD		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: MONDAY	15/06/09	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.375	1	5600	0.036	1	5600	0.411
07:00 - 08:00	3	5625	0.350	3	5625	0.219	3	5625	0.569
08:00 - 09:00	3	5625	0.658	3	5625	0.539	3	5625	1.197
09:00 - 10:00	3	5625	0.735	3	5625	0.747	3	5625	1.482
10:00 - 11:00	3	5625	0.640	3	5625	0.604	3	5625	1.244
11:00 - 12:00	3	5625	0.681	3	5625	0.575	3	5625	1.256
12:00 - 13:00	3	5625	0.527	3	5625	0.604	3	5625	1.131
13:00 - 14:00	3	5625	0.527	3	5625	0.658	3	5625	1.185
14:00 - 15:00	3	5625	0.468	3	5625	0.468	3	5625	0.936
15:00 - 16:00	3	5625	0.439	3	5625	0.427	3	5625	0.866
16:00 - 17:00	3	5625	0.296	3	5625	0.421	3	5625	0.717
17:00 - 18:00	3	5625	0.148	3	5625	0.255	3	5625	0.403
18:00 - 19:00	2	5300	0.245	2	5300	0.255	2	5300	0.500
19:00 - 20:00	1	5600	0.214	1	5600	0.357	1	5600	0.571
20:00 - 21:00	1	5600	0.000	1	5600	0.036	1	5600	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.303			6.201			12.504

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:	5000 - 6275 (units: sqm)
Survey date range:	01/01/08 - 19/10/11
Number of weekdays (Monday-Friday):	3
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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

MULTI-MODAL 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	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
07:00 - 08:00	3	5625	0.006	3	5625	0.006	3	5625	0.012
08:00 - 09:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
09:00 - 10:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
10:00 - 11:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
11:00 - 12:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
12:00 - 13:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
13:00 - 14:00	3	5625	0.012	3	5625	0.006	3	5625	0.018
14:00 - 15:00	3	5625	0.000	3	5625	0.006	3	5625	0.006
15:00 - 16:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
16:00 - 17:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
17:00 - 18:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
18:00 - 19:00	2	5300	0.000	2	5300	0.000	2	5300	0.000
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.018	1	5600	0.000	1	5600	0.018
07:00 - 08:00	3	5625	0.024	3	5625	0.000	3	5625	0.024
08:00 - 09:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
09:00 - 10:00	3	5625	0.018	3	5625	0.012	3	5625	0.030
10:00 - 11:00	3	5625	0.012	3	5625	0.006	3	5625	0.018
11:00 - 12:00	3	5625	0.018	3	5625	0.012	3	5625	0.030
12:00 - 13:00	3	5625	0.024	3	5625	0.018	3	5625	0.042
13:00 - 14:00	3	5625	0.006	3	5625	0.012	3	5625	0.018
14:00 - 15:00	3	5625	0.012	3	5625	0.018	3	5625	0.030
15:00 - 16:00	3	5625	0.018	3	5625	0.012	3	5625	0.030
16:00 - 17:00	3	5625	0.000	3	5625	0.024	3	5625	0.024
17:00 - 18:00	3	5625	0.006	3	5625	0.018	3	5625	0.024
18:00 - 19:00	2	5300	0.000	2	5300	0.009	2	5300	0.009
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.018	1	5600	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.159			0.315

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
07:00 - 08:00	3	5625	0.012	3	5625	0.000	3	5625	0.012
08:00 - 09:00	3	5625	0.036	3	5625	0.006	3	5625	0.042
09:00 - 10:00	3	5625	0.012	3	5625	0.006	3	5625	0.018
10:00 - 11:00	3	5625	0.000	3	5625	0.006	3	5625	0.006
11:00 - 12:00	3	5625	0.006	3	5625	0.018	3	5625	0.024
12:00 - 13:00	3	5625	0.006	3	5625	0.000	3	5625	0.006
13:00 - 14:00	3	5625	0.006	3	5625	0.006	3	5625	0.012
14:00 - 15:00	3	5625	0.006	3	5625	0.006	3	5625	0.012
15:00 - 16:00	3	5625	0.000	3	5625	0.000	3	5625	0.000
16:00 - 17:00	3	5625	0.000	3	5625	0.012	3	5625	0.012
17:00 - 18:00	3	5625	0.000	3	5625	0.006	3	5625	0.006
18:00 - 19:00	2	5300	0.000	2	5300	0.000	2	5300	0.000
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.054	1	5600	0.054
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.120			0.204

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.

	1	2	3	Average
Site Ref	KC-01-L-01	WM-01-L-02	WO-01-L-02	
GFA (sqm)	6275	5600	5000	5625
Total Parking Spaces (incl Disabled, not incl OGV)	47	72	29	
Disabled	1	2		
OGV	3	0	3	
Max Accumilation (Spaces)	19	60	18	1 space per
Accumilation / GFA (sqm)	330	93	278	234