

Proposed BattleKart Go Kart Facility, Briscoe Lane, Arkady Industrial Estate, Manchester

Transport Statement

Report Control

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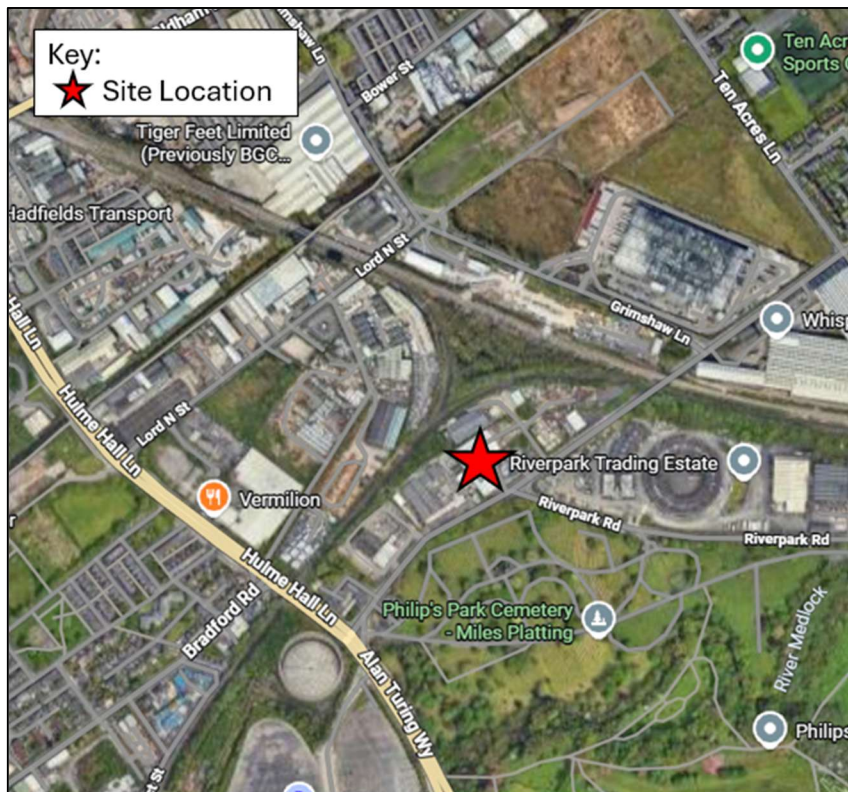
1. Introduction

- 1.1. Astute Transport Planning has been appointed by BattleKart St Albans Ltd (BattleKart) to provide highways and transportation advice in support of a change of use planning application of an existing industrial warehouse into an indoor electric go kart facility located within Arkady Industrial Estate in Manchester.
- 1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC) who act as the planning and local highway authority.
- 1.3. This Transport Statement (TS) has been prepared to assist in the determination of the planning application from a highways and transport perspective.

Development Site

- 1.4. The proposed development site is located in Arkady Industrial Estate, Briscoe Lane, Manchester. The site is located approximately 3km to the north east of Manchester City Centre, in a predominantly industrial area and is bound by other industrial land uses to the north, east and west and Briscoe Lane to the south. The site is currently an industrial warehouse with a floor area of 3,251 sqm.
- 1.5. An indicative location of the site is shown in **Figure 1.1**.

Figure 1.1: Proposed Development Site Location (Source: Google Maps)



Development Proposals

- 1.6. This planning application is for a change of use of the existing industrial warehouse into an indoor electric go kart facility with associated car parking. Vehicular access will all be taken from the existing access road into Arkady Industrial Estate that connects to Briscoe Lane. Pedestrians will be able to access the site directly from Briscoe Lane to the south of the site.
- 1.7. The proposed site plan is shown on **Drawing 01** by 2-4c Architects, included at the rear of this report in **Appendix A**.

Policy Context

National Planning Policy Framework (NPPF)

- 1.8. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023 and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.9. As part of promoting sustainable transport, paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:
 - *'sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'.*
- 1.10. Paragraph 116 goes on to state that, *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios'.*
- 1.11. In the following sections of this TS report, we have demonstrated that the development proposals will accord with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.



Local Planning Policy

- 1.12. In addition to National Planning Policy, local planning policy documents have been reviewed and taken into consideration where appropriate for the scale of development proposed.

Manchester City Council Core Strategy 2012-2027

- 1.13. The Manchester City Council Core Strategy was adopted by Manchester City Council in July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027.
- 1.14. The Core Strategy has 6 objectives. **Objective 5** relates to transport which has the aim to "improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
- 1.15. **Policy T2** within **Objective 5** states that:

"The Council will actively manage the pattern of development to ensure that new development-

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.
- Is easily accessible by walking, cycling, and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Scope of Report

- 1.16. This TS has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.17. Following this introduction, the report provides the following information:

- **Section 2: Baseline Conditions & Accessibility by Sustainable Modes** - provides a review of the baseline conditions in the vicinity of the proposed development site. This Section also provides an overview of the proposed site's accessibility by sustainable modes of transport.
- **Section 3: Development Proposals** - this Section provides details of the development proposals.
- **Section 4: Traffic Impact and Car Parking Demand** - deals with potential forecast of vehicle trip movements and car parking demand.
- **Section 5: Summary and Conclusions.**



2. Baseline Conditions & Accessibility by Sustainable Modes

- 2.1. Section 2 of this report discusses the existing site and its operations, describes the local highway network and reviews the injury accident record on the immediate highway network. It then goes on to review the site's accessibility by sustainable modes, including walking, cycling and public transport.

Existing Site

- 2.2. The site is located within Arkady Industrial Estate located approximately 3km to the northeast of Manchester City Centre. The site is currently a light industrial and storage building. The site was subject to a planning application (planning reference: 123295/FO/2019) in March 2020 for the:

"Erection of a light industrial and storage/distribution building (Sui Generis) (3,251 sqm) with associated car parking and boundary treatment."

- 2.3. The planning application was approved in May 2020 with no objection from MCC Highways Officers.
- 2.4. The site is accessed via the industrial estate's access road from Briscoe Lane to the south of the site. The site is bound by other industrial units to the north, east and west and Briscoe Lane to the south.

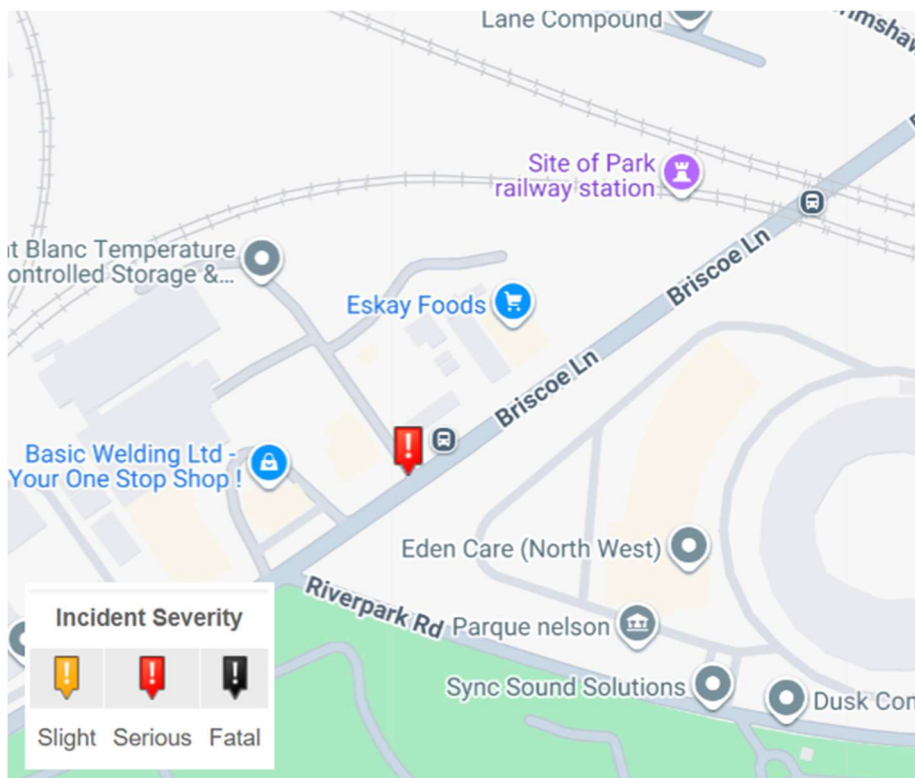
Local Highway Network

- 2.5. As previously detailed, the site is bound Briscoe Lane to the south. Briscoe Lane is a single carriageway subject to a 20mph speed limit and provides a link between the A6010 (the junction of Hulme Hall Lane and Alan Turing Way) approximately 280m to the west of the site and Culcheth Lane approximately 1.5km to the northeast of the site.
- 2.6. In the vicinity of the site, footways are provided on both sides of Briscoe Lane with street lighting also provided at regular intervals.

Injury Collision Record

- 2.7. A review of collision data for the most recent five-year period available (2020-2024) has been conducted for Briscoe Lane in the immediate vicinity of the proposed site.
- 2.8. This information has been sourced from online records of accident statistics made available by UK Local Authorities on CrashMap, a national database of collisions. An extract from the CrashMap website is shown in **Figure 2.1**.



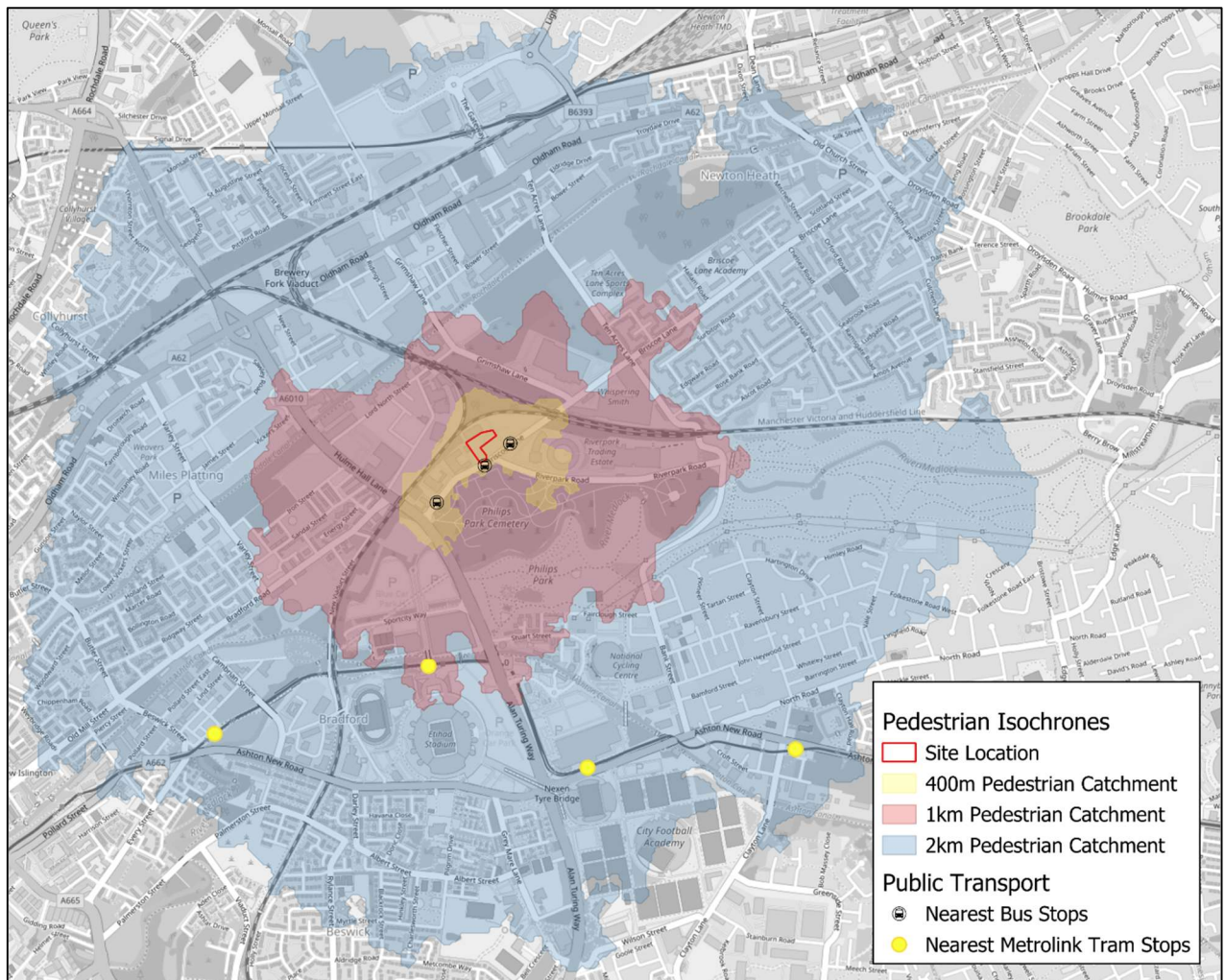
Figure 2.1: Injury Accident Data 2019-2024 (Source: CrashMap)

- 2.9. The CrashMap database demonstrates that there has been one collision in the vicinity of the site in the most recent five-year period available resulting in serious injury. The collision occurred at the junction of Arkady Industrial Estate and Briscoe Lane in May 2024 and involved a goods vehicle. No pedestrians or cyclists were involved in the collision.
- 2.10. Whilst any collision is regrettable, one collision in a five-year period indicates that there is no existing deficiency issue with the existing highway arrangement and therefore the proposed development is unlikely to have a negative impact on highway safety.

Walking Accessibility

- 2.11. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common journey purposes. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km. In addition, a 400m catchment area has been shown as this is the generally considered the maximum acceptable walking distance to a bus stop for most people. The nearest bus stops to the site are on Briscoe Lane located approximately 25m to the east (eastbound services) of the site access junction and 190m to the northeast (westbound services) of the site access junction.
- 2.12. **Figure 2.2** highlights areas within 400m, 1km and 2km walking catchments, which equates to approximately 5, 12 and 25-minute walks respectively.



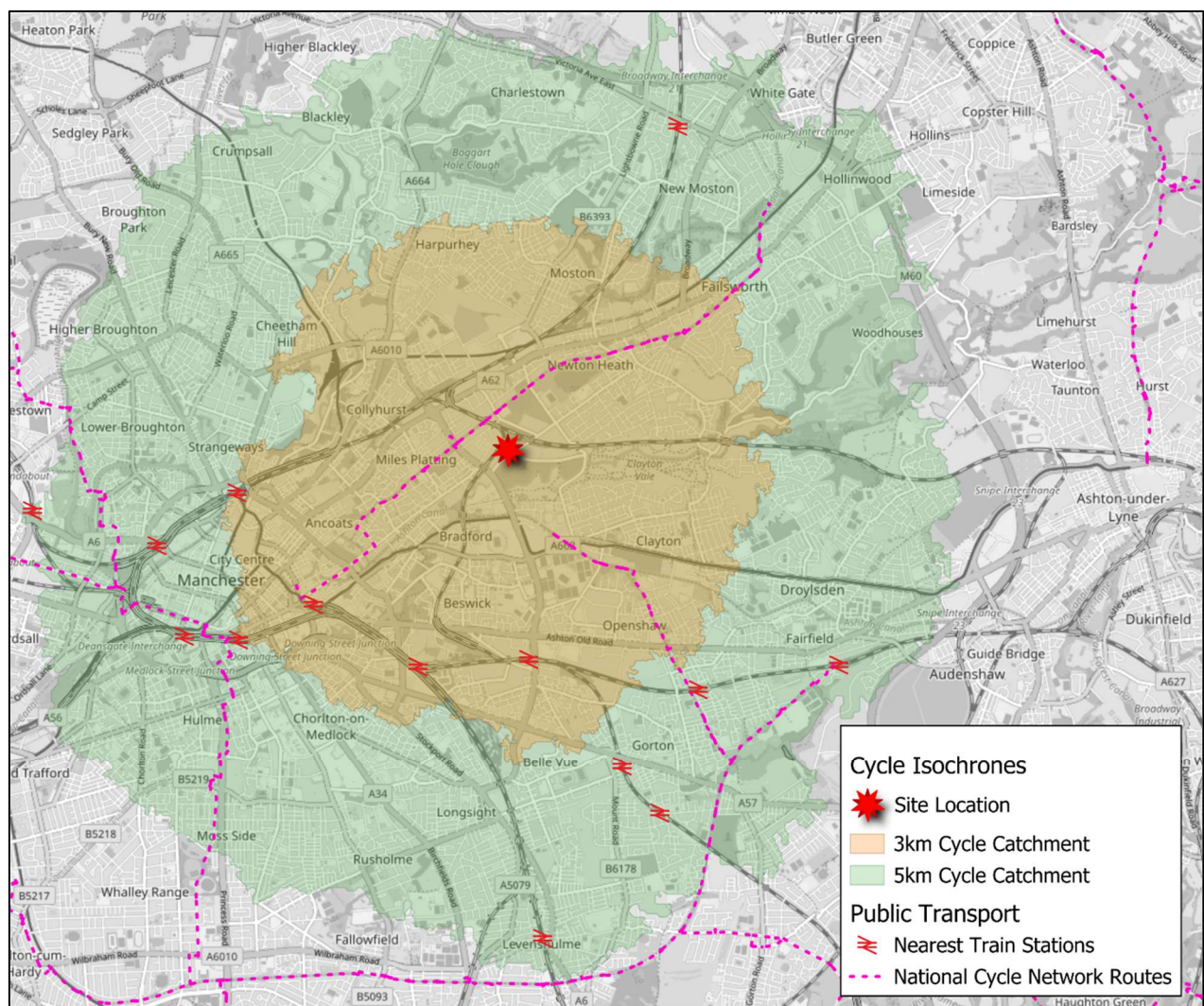
Figure 2.2: Walking Isochrones Catchment Plan

- 2.13. As shown, the 400m catchment includes the two nearby bus stops along Briscoe Lane, the 1km catchment reaches the Etihad Campus Metrolink tram stop, and the 2km catchment encompass a range of nearby residential and commercial areas as well as three other Metrolink tram stops travelling on the MediaCityUK / Eccles to Ashton-under-Lyne line.
- 2.14. The site is located within an established commercial area and benefits from a high level of accessibility to a range of local amenities. The roads in the vicinity of the site benefit from wide, good quality footways on both sides of carriageways, street lighting and the provision of dropped kerbs and tactile paving at crossing locations.
- 2.15. The site is therefore considered to be very well located to encourage and facilitate journeys on foot to various nearby residential areas where customers and staff could travel from, along with everyday amenities and facilities.

Cycling Accessibility

- 2.16. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 2.17. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 2.18. **Figure 2.3** shows the 3km and 5km cycling catchment area of the proposed site.

Figure 2.3: Cycling Isochrones Catchment Plan



- 2.19. The catchment covers the majority of northeast Manchester as well as Manchester City Centre demonstrating that cycling to the site is a viable mode for site users. The 5km catchment area includes large residential areas as well as a number of train stations and several connections to National Cycle Network (NCN) cycle routes.
- 2.20. The site is therefore deemed to be well-positioned to promote and support cycling as a viable mode of travel to surrounding residential areas, as well as to a range of everyday amenities and facilities.

Public Transport Accessibility

Bus

- 2.21. The nearest bus stops to the site are located on Briscoe Lane. The nearest eastbound bus stop (Riverpark Road) is located approximately 25m to the east of the site access junction with Briscoe Lane. The nearest westbound bus stop (Grimshaw Lane) is located approximately 190m to the northeast of the site access junction with Briscoe Lane.
- 2.22. Therefore, these bus stops are easily accessible based on the maximum acceptable walking distance of 400m. Both of the bus stops are served by the same services.
- 2.23. **Table 2.1** provides a summary of the services available from the nearest bus stops to the development, as well as highlighting the frequency of these services.

Table 2.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)	Saturday (per hour)	Sunday (per hour)
76	Manchester to Oldham	Approximately 4 services an hour between 0535 and 1901 then 2 services an hour until 0000	Approximately 3 services an hour between 0802 and 0931 then 4 services an hour until 1905 then 2 services an hour until 0000	Approximately 2 services an hour between 0800 and 1900 then 1 service an hour until 2300
	Oldham to Manchester	Approximately 4 services an hour between 0605 and 1931 then 2 services an hour until 2331	Approximately 4 services an hour between 0714 and 2001 then 2 services an hour until 2331	Approximately 1 service an hour between 0629 and 0930 then 1 service an hour until 1931 then 1 service an hour until 2231

- 2.24. On the basis of the above, and the short walking distance between the site and the nearest bus stops (well within the 400m considered to be acceptable), the proposed site is extremely well located to encourage and facilitate journeys by bus.

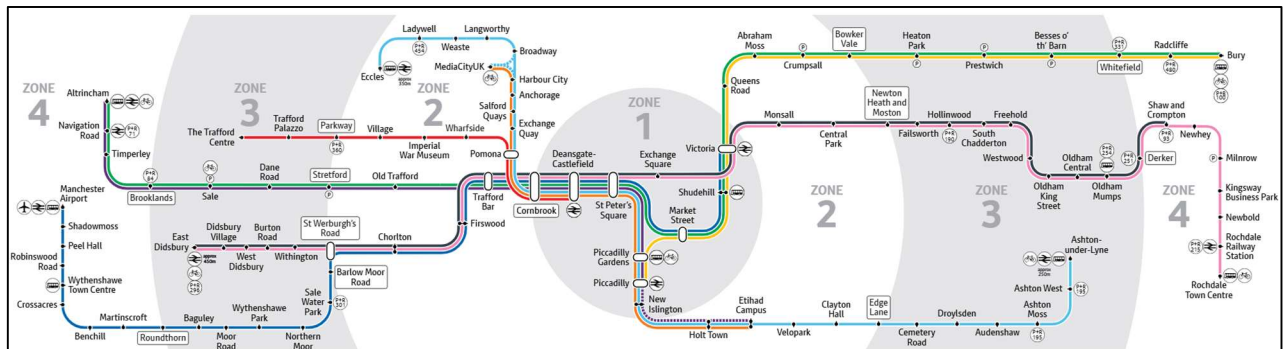
Tram / Metrolink

- 2.25. The site is located approximately 1km from the Etihad Campus Metrolink stop which is around a 13-minute walk and is accessible via the existing footway networks.



- 2.26. Between Monday to Thursday Metrolink tram services operate from 06:00-00:00 every 12 minutes. On a Friday and Saturday Metrolink tram services operate from 06:00-01:00 every 12 minutes up to 00:00 and every 24 minutes from 00:00-01:00. Metrolink tram services operate from 07:00-00:00 every 15 minutes on a Sunday.
- 2.27. To assist in illustrating the available destinations across Manchester, Salford, and Greater Manchester, a map of the Metrolink network is presented in **Figure 2.4**.

Figure 2.4: TfGM Metrolink Tram Map (Source: tfgm.com)



- 2.28. As is shown in **Figure 2.4**, staff and participants will be able to use the nearby tram stop at Etihad Campus to travel to, or from, various areas across Greater Manchester including Ashton-under-Lyne, Piccadilly, Deansgate-Castlefield, Eccles, MediaCity UK, and the Trafford Centre.

Summary

- 2.29. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. It has also demonstrated that the proposed development site is located in an area with accessibility to a range of sustainable modes to a variety of useful destinations.
- 2.30. Having outlined the baseline conditions and accessibility of the site, the next Section of this report provides detailed information on the development proposal.



3. Development Proposals

- 3.1. This Section of the report provides a description of the proposed development, including access arrangements, servicing and other measures to encourage sustainable travel.

Proposed Development

- 3.2. As previously discussed, the development proposals are for a change of use from the existing light industrial (land use B2) into an indoor electric go kart facility with associated car parking. The proposed facility will comprise the following:

- 1 x Adult track area;
- 2 x Kids track area;
- Go kart parking and repair area ;
- Viewing area;
- 2 x briefing rooms; and
- Male, Female and Accessible toilets.

Access and Car Parking Arrangements

- 3.3. Pedestrian access will be provided directly from Briscoe Lane via the primary building entrance. Vehicle, and cycle access will be provided from the existing Arkady Industrial Estate access road off of Briscoe Lane that leads to the proposals new dedicated car park, and secondary building entrance.
- 3.4. The proposed development will provide a total of 33 dedicated car parking spaces, including 3 accessibility bays. A total of 3 Sheffield type stands will also be provided with capacity for up to 6 bicycles. The proposed parking area is shown in **Appendix A**.



4. Traffic Impact and Car Parking Demand

- 4.1. This Section of the report provides an analysis of the likely impact of the proposed development on the operation of the local highway network, and the proposed development's approach to considering the level of parking provision that is required.

Existing Industrial Trip Generation

- 4.2. The site currently accommodates 3,251sqm of light industrial space. The traffic generation associated with this represents a baseline against which the traffic generation of the proposed scheme should be compared.
- 4.3. In order to establish the trip generation of the existing site, the TRICS database has been interrogated. To obtain representative results, trip rates for industrial zone sites in a similar location and of similar size have been collated. The average trip rates for the typical weekday morning and evening peak periods, together with the resultant trip generations are provided in **Table 4.1**, with full TRICS outputs provided in **Appendix B**.

Table 4.1: Existing Light Industrial Trip Generation

Weekday Time Period	Trip Rates (per 100sqm)			Traffic Generation (3,251sqm)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.648	0.231	0.879	21	8	29
PM Peak (17:00-18:00)	0.131	0.462	0.593	4	15	19

- 4.4. As presented in **Table 4.1**, the TRICS trip rate analysis suggests that the site's existing use is predicted to generate 29 two-way vehicle movements in the morning peak period, with 19 two-way vehicle movements generated in the evening peak period.

Proposed Development Trip Generation

- 4.5. In order to establish the trip generation of the proposed development a first principles assessment has been undertaken based on information provided by the intended operator, who have existing operational sites. To provide a robust assessment, the worst-case scenario, based on the information provided has been used.
- 4.6. The operating hours of the proposed development are expected to be 11:00 to 23:00 Monday to Thursday, 10:00 to 00:00 Friday to Saturday, and 10:00 to 23:00 on a Sunday. Peak times for participants are expected to be in the evenings between 17:00 - 23:00 in the week, and afternoons/evenings between 12:00 - 23:00 on the weekend. Given that the site will not be operational during the typical weekday morning peak hours, the assessment has focussed on the weekday evening peak hour only.



- 4.7. The venue operates on a pre-booking system, with participants allocated a specific time slot. Participants are requested to arrive approximately 15 minutes prior to their booked session to allow for briefing and preparation.
- 4.8. In consultation with the applicant, it is expected that a maximum of 6 members of staff will be on site at any one time.
- 4.9. The adult racetrack area accommodates a maximum of 12 participants per session, and the two dedicated children track areas accommodate up to 6 child participants per session; the children must be accompanied by a parent or guardian. This would equate to a maximum attendance of 24 individuals across the racetrack areas. Furthermore, accounting for the required overlap between the booked sessions, a maximum of 48 participants could be expected to be on site at any one time during peak periods.
- 4.10. It is considered then that a maximum of 54 individuals, comprising of both staff and participants, could be on site at any one time. In this worst-case scenario it would require every racetrack to be fully booked, for the maximum number of staff to be onsite, and for all participants have travelled separately.

Modal Split and Car Parking Demand

- 4.11. Following on from the worst-case scenario exercise for maximum trip generation, this will be applied against the modal split for the local area to assess the proportion of those travelling to the site that will require a car parking space. The number of trips by each mode was calculated using the 'Method of travel to work' dataset (QS701EW) from the 2011 Census hosted and published by the Office for National Statistics.
- 4.12. It is acknowledged that not all journeys to the proposed development will solely be individuals travelling to or from work, but it is considered this dataset gives a good indication of people's propensity to use sustainable travel methods to access the site.
- 4.13. The site is located in the Middle Super Output Area (MSOA) Manchester 011 (E02001055) and the data from this MSA has been used. The results from the modal split data derived from the 'Method of travel to work' dataset (QS701EW) are included at the rear of this report in **Appendix C**.
- 4.14. A summary of the total trips by mode, based on a maximum of 54 participants is presented in **Table 4.2**.



Table 4.2 Proposed Mode Share and Subsequent Trips

	Foot	Bicycle	Bus	Train	Motorcycle / Moped	Driver	Passenger	Other	Total
Modal Split	11%	3%	24%	1%	1%	51%	8%	1%	100%
Customer Trip Gen	5	1	12	1	1	24	4	0	48
Staff Trip Gen	1	0	1	0	0	3	1	0	6
Total Trip Gen	6	1	13	1	1	27	5	0	54

- 4.15. Reviewing 2011 Census 'Method of travel to work' mode share data for usual residents of MSOA Manchester 011 (E02001055) confirms a mode share of 51% for car drivers. Applying that mode share to the worst-case scenario of 54 maximum individuals to be on site would equate to 27 travelling by car; the proposed car park of 33 parking spaces would accommodate that demand. The 27 two-way vehicle trips would be imperceptible to other road users and have no material impact on the operation of the local highway network.
- 4.16. It is worth noting it is quite likely that a number of the participants will travel together as BattleKart is primarily a group-based activity. Based on operational experience from the applicants existing BattleKart sites, participants typically arrive together as part of the same booking. This reduces individual trip generation when compared to non-group leisure uses.
- 4.17. On the basis of the facility offering a group-based leisure activity, a robust approach could be applied with the assumption that staff will travel to the site individually, and that participants will have an average car occupancy rate of 1.5 persons per vehicle. This would result in a reduction in car trips from 27 to 19 and therefore the proposed car park of 33 parking spaces would comfortably accommodate that demand. Moreover, the 19 projected car trips are the same as the evening peak hour trip generation associated with the existing light industrial land use (as shown in **Table 4.1**). The 19 vehicles would be imperceptible to other road users and have no material impact on the operation of the local highway network.

Summary and Conclusion

- 4.18. The site is located with a highly accessible area for public transport and active travel modes. The parking provision at the site is more than adequate to accommodate any car parking demand that might arise from the proposed development.
- 4.19. It has been presented that the proposed dedicated car park will be sufficient to support the anticipated parking demand for a site with excellent accessibility to public transport and active travel connections.
- 4.20. On the basis of the above, the site will be able to provide appropriate car parking to meet the demand of the proposed development, and traffic generated will not result in an unacceptable or severe impact on the local highway network.



5. Summary and Conclusions

- 5.1. Astute Transport Planning has been appointed by BattleKart St Albans Ltd (BattleKart) to provide highways and transportation advice in support of a change of use planning application of an existing industrial warehouse into an indoor electric go kart facility located within Arkady Industrial Estate in Manchester.
- 5.2. This Transport Statement includes the following principal findings:
- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be accessible on foot, by bicycle and by public transport.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots on Briscoe Lane in the immediate vicinity of the proposed site.
 - The proposed development is forecast to result in minimal levels of additional vehicle trips, which could not reasonably be considered severe in the context of NPPF.
 - The proposed development will provide sufficient levels of car and cycle parking.
- 5.3. The NPPF states that, 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 5.4. This report has demonstrated that the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such the impact of the development cannot be concluded to be severe.
- 5.5. The site therefore accords with relevant guidance and there are no reasons why the planning application should be refused on highway or transportation grounds.



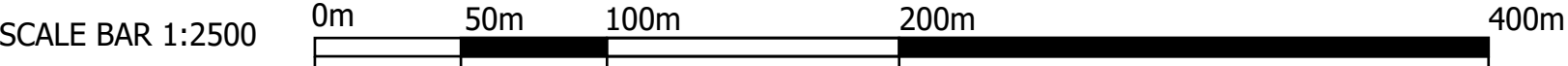
Appendix A

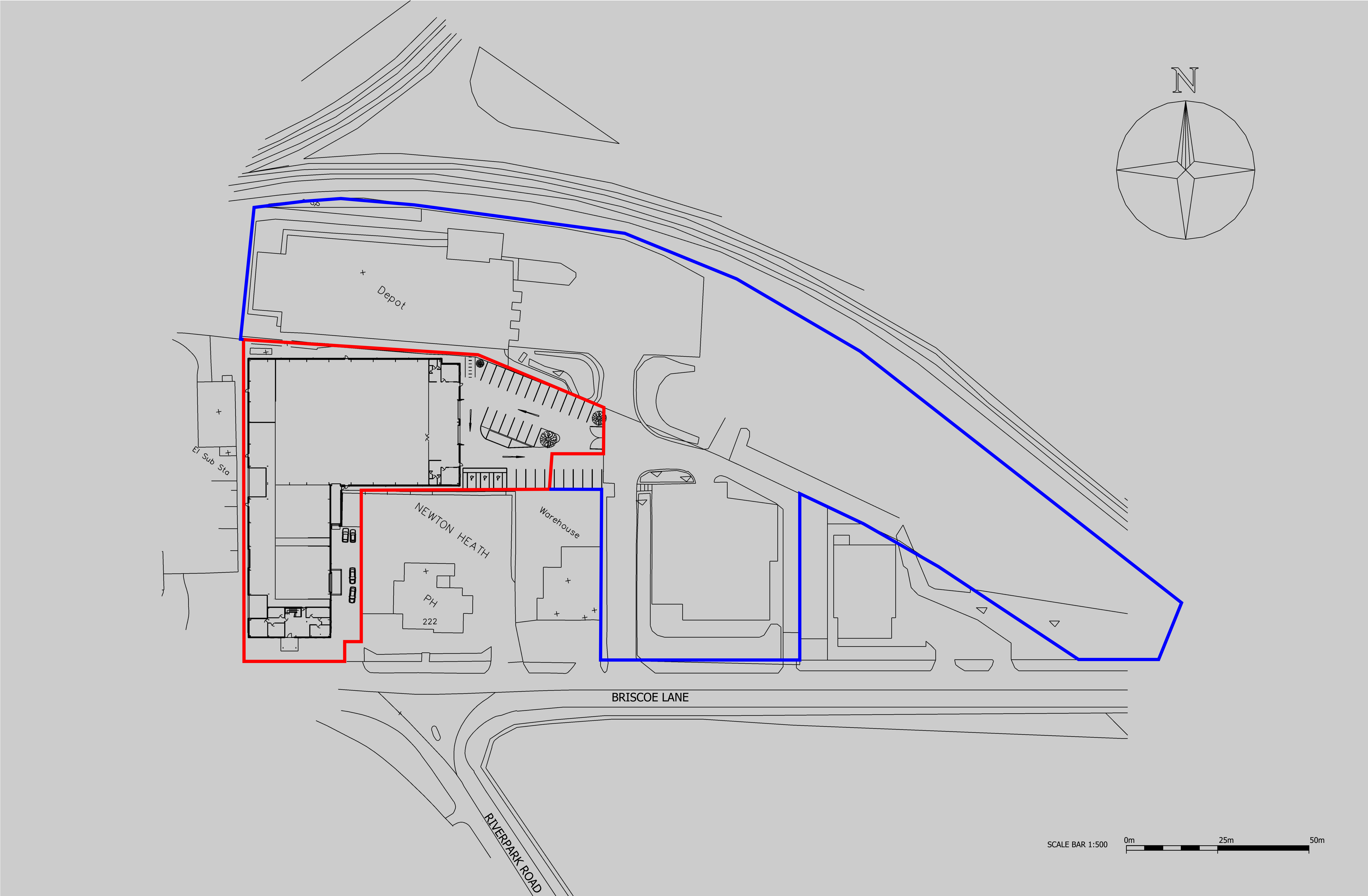
Proposed Site Plan





FLOOR PLAN





SITE PLAN

Appendix B

TRICS Output



Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD	HILLINGDON
		1 day
02	SOUTH EAST	
	HC	HAMPSHIRE
		1 day
03	SOUTH WEST	
	DC	DORSET
		1 day
05	EAST MIDLANDS	
	DY	DERBY
		1 day

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

Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e

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:	GFA
Actual Range:	2600 to 3912 (units:sqm)
Range Selected by User:	2500 to 4000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:

Friday	1 days
Thursday	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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	2 days
Suburban Area	2 days

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	4 days
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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 Vehicle Counts:

Servicing vehicles Unknown	4 days
----------------------------	--------

Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e**Secondary Filtering Selection:****Use Class:**

Not Known

4 surveys

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:**0 - 4459****Population within 1 mile:**

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys

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 surveys
0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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.

COVID-19 Restrictions:

No

Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e

1	DC-02-C-02	NEWSPAPER HQ	DORSET
HAMPSHIRE ROAD WEYMOUTH CHICKERELL Edge of Town Industrial Zone Site area: 1.190000057220459 hect Survey date: Tuesday 04/07/2000			
			Survey Type: Manual
2	DY-02-C-01	ENGINEERED PRODUCTS	DERBY
PONTEFRAC STREET DERBY Suburban Area Industrial Zone Site area: 0.20999999344348907 hect Survey date: Thursday 25/06/2015			
			Survey Type: Manual
3	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.1200000047683716 hect Survey date: Thursday 16/06/2016			
			Survey Type: Manual
4	HD-02-C-01	TARMAC PRODUCTION	HILLINGDON
PUMP LANE HAYES Suburban Area Industrial Zone Site area: 2.799999952316284 hect Survey date: Friday 11/05/2012			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WA-02-C-01	18-11-2008	Public Transport Accessibility Unrepresentative

Audit Code: f0bc7bfc-6582-4a68-8ee2-7dede499264e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	3137	0.622	0.287	0.909
08:00-09:00	4	3137	0.861	0.231	1.092
09:00-10:00	4	3137	0.414	0.255	0.669
10:00-11:00	4	3137	0.470	0.462	0.932
11:00-12:00	4	3137	0.446	0.406	0.852
12:00-13:00	4	3137	0.414	0.582	0.996
13:00-14:00	4	3137	0.606	0.502	1.108
14:00-15:00	4	3137	0.367	0.438	0.805
15:00-16:00	4	3137	0.375	0.391	0.766
16:00-17:00	4	3137	0.255	0.566	0.821
17:00-18:00	4	3137	0.175	0.669	0.844
18:00-19:00	4	3137	0.080	0.375	0.455
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.085	5.164	10.249

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	2500 - 4000 (units: sqm)
Survey date date range:	04/07/2000 - 16/06/2016
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Appendix C

Census 2011 - Method of Travel to Work Data Output



QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02001055 : Manchester 011
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	6,248
Work mainly at or from home	82
Underground, metro, light rail, tram	12
Train	36
Bus, minibus or coach	770
Taxi	33
Motorcycle, scooter or moped	16
Driving a car or van	1,615
Passenger in a car or van	251
Bicycle	107
On foot	340
Other method of travel to work	11
Not in employment	2,975

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

