



Transport Statement – Sleepdown House, Ten Acres Lane, Manchester, M40 2BH

December 2025

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This document has been prepared and checked in accordance with Citystruct's internal governing processes

Issue	Date	Prepared by	Checked by	Approved by
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Comments

Comments



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1. Introduction

Citystruct has been appointed by T & A Textiles and Hosiery Ltd (the 'applicant') to prepare a Transport Statement (TS) in respect of the proposed construction of a cash and carry warehouse unit and associated works ('the proposed development') at Sleepdown House, Ten Acres Lane, Manchester, M40 2BH ('the site'). The site is situated within the administrative boundaries of MCC as Local Planning Authority (LPA) and Local Highway Authority (LHA).

The site falls within the curtilage of the wider, longstanding T & A Textiles and Hosiery premises site and forms its western parking and servicing yard and an existing building at the southern part of the site. Access to the site is provided from the southern side of Bower Street.

The proposed development includes the reconfiguration of the site and construction of a cash and carry warehouse unit. Access to the site from the highway network would remain as existing. A total of 25 marked car parking spaces would be provided on the site as shared provision with the wider premises, plus 3 loading bays at the front of the proposed new cash and carry warehouse building.

This TS provides detail relating to the projected transport impacts associated with the proposed development, including the suitability of the site access arrangements, accessibility by non-car modes, and the projected classified volumes of vehicle movement associated with the development, including for the purposes of servicing.

Also included are swept path analysis drawings based on the largest vehicles that are anticipated to require access to the site, including those vehicles that currently use the site for the purposes of servicing the adjoining premises that fall under the control of the applicant.

Following this introduction, the remainder of this TS is formed of the following Chapters:

- i) Chapter 2: Site Context;
- ii) Chapter 3: Proposed Development;
- iii) Chapter 4: Traffic Generation; and,
- iv) Chapter 5: Summary and Conclusions.

2. Site Context

Site Location and Existing Use

The site is located to the east of Ten Acres Lane and to the south of Bower Street, approximately 3.5km north-east of the centre of Manchester. The roads locally to the site are lit, urban in character and incorporate footways on both sides. They are subject to a statutory 30mph speed limit.

A site location plan which identifies the red line application boundary and the wider land that falls under the control of the applicant (blue line) is included at **Appendix A**.

The location of the site is also shown at **Figure 1**.



Figure 1 Site Location Plan

The site falls within the curtilage of the wider, longstanding T & A Textiles and Hosiery premises site and forms part of its western parking and servicing yard, accommodating rigid servicing vehicles (panel vans / box vans / tail lift vans etc.) associated with these existing operations. Examples of such vehicles are identifiable at **Figure 1**.

It should be noted that larger HGV servicing activity associated with the T & A Textiles and Hosiery operations is undertaken from a separate service yard and dedicated access that is located east of the main T & A Textiles and Hosiery building, approximately 200 metres north-east of the site. As such, the site does not currently accommodate any articulated vehicles or any other large HGV activity.

A total of some 40 marked car parking spaces are currently provided on the site, although many of these parking spaces are currently obstructed by shipping containers that are positioned along the western part of the site and have been in-situ for five years or so, thereby reducing the effective number of marked car parking spaces on the site to in the order of 20 no. spaces.

The existing linear building at the southern part of the site features two loading bays at its western and eastern end respectively. The western loading bay (nearest the shipping containers) is not in use at the current time, meaning that only the eastern loading bay is operational at present in respect to the building at the southern part of the site. The eastern frontage of the site forms the western edge of the main warehouse building located to the east of the site (within the blue line) and features loading bays and pedestrian entrances.

Site Access

Access to the site from the highway network is provided by way of a longstanding simple priority junction on the southern side of Bower Street. The site access as existing is shown in the following image at **Figure 2**.



Figure 2 Site Access from Bower Street

The junction serves a gated bellmouth access at the north-eastern part of the site at a width of some 7.5 metres. The site internal area operates with a posted speed limit of 5mph.

The site access appears to operate satisfactorily at the current time. The wide footway (approximately 2.5 metres) on the southern side of Bower Street means that good levels of driver intervisibility are provided between drivers at the site access and those on Bower Street.

Furthermore, as detailed later in this chapter, no Personal Injury Collisions (PICs) have occurred at the site access in (at least) the latest available five-year period.

Accessibility by Non-Car Modes

Lit footways are provided on both sides of Bower Street, including alongside the northern site frontage and continue throughout the wider area, including both sides of Ten Acres Lane west of the site.

The nearest bus stops to the site are the 'Ten Acres Lane' stops. Both stops are located within 300 metres walk of the site on A62 Oldham Road (a 4-minute walk or so). These bus stops serve bus routes 83, 84, 181 and 182 to destinations including Piccadilly Gardens, with a bus typically departing to City every 5-10 minutes or so. Services also operate to Oldham Mumps, Grotton, and Uppermill.

Signal controlled pedestrian crossings facilities are provided on A62 Oldham Road at The Gateway junction and enable safe and convenient access to / from eastbound bus services. Advanced Stop Lines (ASLs) are provided for cyclists on the A62 Oldham Road and The Gateway on all approaches to the junction.

A segregated foot / cycleway is provided on the western side of The Gateway, north of the A62 Oldham Road. An advisory cycle lane and a bus lane that permits cyclist usage is provided on the southern side of A62 Oldham Road.

Central Park Tram Stop is located some 450 metres north of the site (a 5-minute walk or so) and provides access to Pink Line Metrolink services between Rochdale Town Centre (via Oldham) and East Disbury (via Exchange Square). Services depart in each direction every 6-minutes or so.

On the basis of the above, it is evident that the site is very well located in respect to local non-car transport infrastructure.

Road Safety

In order to ascertain whether the local road network is subject to any underlying road safety issues that may be exacerbated by the proposed scheme, Personal Injury Collision (PIC) records for the latest available five-year period (up to 2024 inclusive) have been obtained from the CrashMap online resource. An extract of the PIC plot map is shown in **Figure 3**.

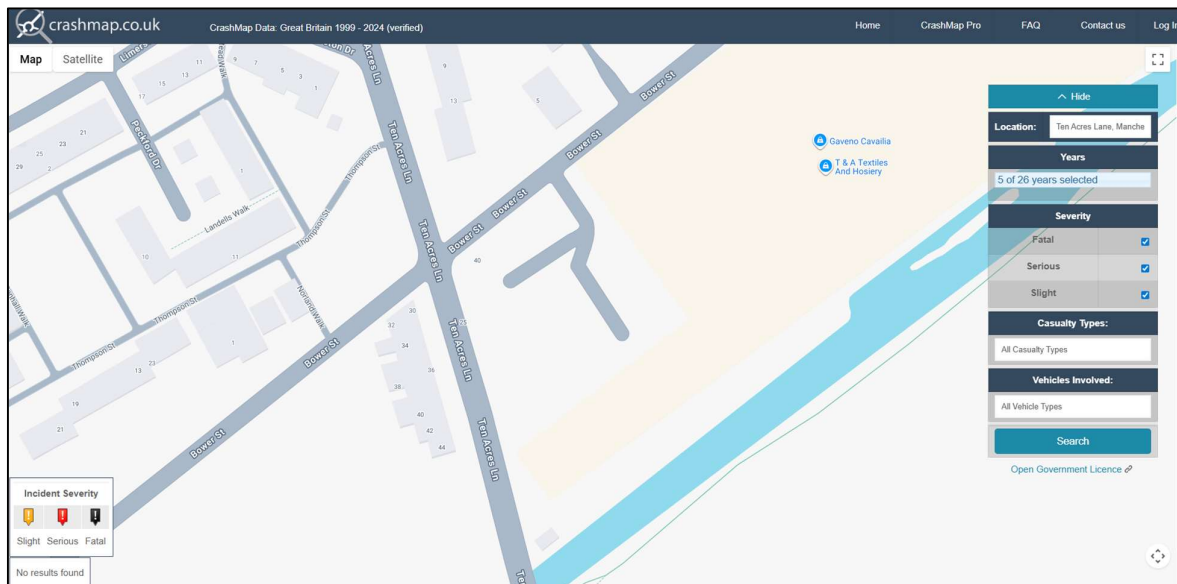


Figure 3 5-Year PIC Records (CrashMap)



As shown at **Figure 3** there have been no recorded PICs at the site access, or at the nearby junction of Ten Acres Lane / Bower Street, during the most recent available five-year period.

On the basis of the above it is evident that there are no underlying road safety issues on the local road network that may be exacerbated by the proposed development.

3. Proposed Development

The proposed development comprises the reconfiguration of the site and the construction of a cash and carry warehouse unit totalling 669 square metres.

The proposed new building would be located at the western part of the site in the vicinity of the existing shipping containers, which would be removed. The proposed new building would cover a similar overall footprint to the current shipping containers, thereby resulting in broadly the same residual space for parking and servicing activities to the existing situation.

Access

Access to the site would broadly remain as per the existing arrangements set out at Chapter 2, with access retained from Bower Street. As set out previously at Chapter 2, there are no road safety issues associated with the existing site access arrangements and the retention of the access from Bower Street is therefore considered to remain fully appropriate.

An additional demarcated pedestrian route from the southern side of the site access would however be provided as part of the proposed development in order to provide enhanced safety for pedestrians accessing and egressing the site.

Car Parking

The existing on-site car parking and servicing area that is shared by the adjoining premises will be reconfigured as part of the proposed development to provide a grand total of 25 car parking spaces. As set out previously, there are currently in the order of 20 usable marked car parking spaces on the site (with a further 20 or so being covered by the shipping containers) and as such the proposed development would result in a net increase of some 5 car parking spaces, which is considered suitable to accommodate the additional demands that may be generated by the new unit.

Fifteen of the car parking spaces would be located along the southern part of the site (in front of the existing building at the south of the site) in a broadly commensurate arrangement to existing. The remaining 10 spaces would be located at the front of the new building.

Servicing

The proposed development would provide 3 dedicated loading bays along the front of the new building. A dedicated bin store would be provided at the northern part of the site for the new building.

Servicing activity associated with the wider site, including the existing building at the southern part of the site, would continue as per the existing arrangements. The existing westernmost loading bay of the existing building at the south of the site would continue to remain non-operational, with the existing easternmost loading bay continuing to serve as the main loading bay for that building.

Swept Path Analysis

Swept path analysis of the site has been undertaken based on car movements and the movements of the largest vehicles associated with the proposed development and the site as existing, comprising a 7.5T rigid vehicle and a refuse vehicle.

As shown by way of the swept path analysis drawings at **Appendix A**, the proposed site layout affords suitable manoeuvrability for the abovementioned vehicle types, including for the retained building at the south of the site.



As set out previously, there is no requirement for articulated HGV access to the site. Larger HGVs, including articulated vehicles, service the wider premises by way of a separate service yard some 200 metres east of the site.

4. Traffic Generation and Impact

This chapter sets out the anticipated traffic generation, and associated impact associated with the proposed development.

In order to establish the likely level of trips generated by the proposed scheme, an interrogation of the industry standard TRICS database has been undertaken in respect to existing cash and carry warehouse sites. Whilst the TRICS sites are considerably larger than the unit being sought, the below assessment provides an indication of the potential level of traffic that may be generated.

The TRICS outputs are included at **Appendix B. Table 1** summarises the trip rates per 100sqm for the traditional highway network peak hours (0800-0900 hours / 1700-1800 hours) and across the course of a typical day. All values are two-way (i.e. arrivals and departures combined).

Time Period	Arrivals	Departures	Two-Way
AM Peak (08:00 – 09:00)	0.422	0.383	0.805
PM Peak (17:00 - 18:00)	0.161	0.170	0.331
Daily	6.186	6.450	12.636

Table 1 Vehicular Trip Rates (Per 100sqm GFA)

The above trip rates have been applied to the Gross Floor Area of the proposed scheme (669 square metres). The subsequent two-way vehicular trip generation is presented at **Table 2**.

Time Period	Arrivals	Departures	Two-Way
AM Peak (08:00 – 09:00)	3	3	6
PM Peak (17:00 - 18:00)	1	1	2
Daily	41	43	84

Table 2 Vehicular Trip Generation: Proposed Development (669sqm GFA)

It is apparent that the proposed development could generate in the order of between 2 and 6 two-way vehicle movements during each of the highway network peak hours and up to 84 two-way vehicle movements over the course of a typical day.

This is not a significant level of traffic and would not have a material impact upon the operation of the local highway network. It is noteworthy that the vast majority of vehicle movements would occur at off-peak times, outside of the highway network peak periods.

In terms of servicing trips, the TRICS outputs (Appendix B) suggest two-way servicing (OGV) trip rates of 0.039 (AM peak) / 0.000 (PM peak) / 0.344 (daily). Applied to the GFA of the building (669 square metres), this equates to 2 two-way vehicle movements daily, a negligible level of vehicle movements. In practice, a slightly greater level of servicing trips is expected.

5. Summary and Conclusions

Citystruct has been appointed by T & A Textiles and Hosiery Ltd (the 'applicant') to prepare a Transport Statement (TS) in respect of the proposed construction of a cash and carry warehouse unit and associated works ('the proposed development') at Sleepdown House, Ten Acres Lane, Manchester, M40 2BH ('the site').

The site falls within the curtilage of the wider, longstanding T & A Textiles and Hosiery premises site and forms part of its western parking and servicing yard. Access to the site is provided from the southern side of Bower Street.

The proposed development includes the reconfiguration of the site and construction of a cash and carry warehouse unit. Access to the site from the highway network would remain as existing. A total of 25 marked car parking spaces would be provided on the site as shared provision with the wider premises, plus 3 loading bays at the front of the proposed new cash and carry warehouse building.

This Transport Statement (TS) sets out transport matters associated with the proposed development, including the site access arrangements, accessibility by non-car modes, parking, servicing and the projected vehicular trip generation and impact.

In summary:

- a) The site is very well located in relation to local non-car transport opportunities;
- b) The local highway network, including the existing site access from Bower Street, is not subject to any underlying road safety issues;
- c) The site access arrangements would broadly remain as existing as part of the proposed scheme, although enhancements to pedestrian access would be made;
- d) The retained service yard area would be appropriate to accommodate the movements of the largest vehicles associated with the proposed development and the retained building at the south of the site;
- e) There is no requirement for articulated HGV access to the site. Larger HGVs, including articulated vehicles, service the wider premises by way of a separate service yard some 200 metres east of the site;
- f) The proposed development would provide an additional 5 no. car parking space on the site (25 total) when considered against the existing in-practice provision (20 no.). The additional provision is considered suitable to accommodate the likely demands associated with the proposed development;
- g) Three dedicated loading bays would be provided at the front of the new building; and,
- h) The proposed development would not generate a significant level of vehicle movements and would not have a significant impact on the operation of the local transport network.

On the basis of the above, it is considered that the proposed scheme accords well with relevant local and national transport planning policies. The proposed scheme would not have a 'severe' impact on the local transport network, as outlined at paragraph 116 of the NPPF (December 2024).

It is therefore considered that there are no impediments on highway or transportation grounds that should prevent the granting of planning permission.



APPENDIX A

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Filtering Summary:

Land Use: 01/B RETAIL/CASH & CARRY - WHOLESALE & CLUBS
Selected Trip Rate Calculation Parameter Range: 250 - 4000 sqm GFA
Actual Trip Rate Calculation Parameter Range: 2230 - 3976 sqm GFA
Date Range: Minimum: 14/11/1989 Maximum: 12/07/2018
Parking Spaces Range: All Surveys Selected
Population Within 500m Range: 989 2658

Days of the week selected:

Friday	1
Thursday	3

Main Location Types selected:

Edge of Town Centre	3
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
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Population <1 Mile ranges selected:

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



Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Population <5 Mile ranges selected:

125,001 to 250,000	1
25,001 to 50,000	1
250,001 to 500,000	1
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	2
1.1 to 1.5	1

PTAL Rating:

No PTAL Present	4
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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: B - CASH & CARRY - WHOLESALE & CLUBS

Selected Vehicle Type: OGVs

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
11	SCOTLAND		
	PK	PERTH & KINROSS	1 day

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

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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:	2230 to 3976 (units:sqm)
Range Selected by User:	250 to 4000 (units:sqm)
Parking Spaces Range:	25 - 248

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	14/11/89 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:

Friday	1 days
Thursday	3 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 Centre	3 days
Suburban Area	1 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:

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

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
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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Secondary Filtering Selection:

Use Class:

Sui Generis

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:

989 - 2658

Population within 1 mile:

10,001 to 15,000

1 surveys

15,001 to 20,000

2 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:

125,001 to 250,000

1 surveys

25,001 to 50,000

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

2 surveys

1.1 to 1.5

1 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.

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Petrol filling station:

PFS is present at the site but is excluded from the count 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.

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: d226a572-843e-4086-84b0-3843ff9f0b7f

LIST OF SITES relevant to selection parameters:

Site 1:	DY-01-B-01	Gross floor area:	3976 sqm
Development Name:	CASH & CARRY	Retail floor area:	3180 sqm
Location:	DERBY	Parking Spaces:	25.00
Postcode:	DE24 8ST	Number of employees:	18.00
Main Location Type:	Suburban Area	Survey Date:	12/07/2018
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	NF-01-B-01	Gross floor area:	2230 sqm
Development Name:	BOOKER	Retail floor area:	2230 sqm
Location:	GREAT YARMOUTH	Parking Spaces:	86.00
Postcode:	NR30 1NN	Number of employees:	43.00
Main Location Type:	Edge of Town Centre	Survey Date:	19/10/2012
Sub Location Type:	Built-Up Zone	Survey Day:	Friday
PTAL:	n/a		
Site 3:	PK-01-B-01	Gross floor area:	3183 sqm
Development Name:	BOOKER WHOLESALE	Retail floor area:	2480 sqm
Location:	PERTH	Parking Spaces:	42.00
Postcode:	PH2 0JD	Number of employees:	60.00
Main Location Type:	Edge of Town Centre	Survey Date:	12/05/2011
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	TW-01-B-01	Gross floor area:	3400 sqm
Development Name:	BOOKER	Retail floor area:	2160 sqm
Location:	SUNDERLAND	Parking Spaces:	100.00
Postcode:	SR2 8BL	Number of employees:	41.00
Main Location Type:	Edge of Town Centre	Survey Date:	29/11/2012
Sub Location Type:	Commercial Zone	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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

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	1	3976	0.252	0.176	0.428
06:00-07:00	1	3976	0.252	0.327	0.579
07:00-08:00	4	3197	0.555	0.281	0.836
08:00-09:00	4	3197	0.422	0.383	0.805
09:00-10:00	4	3197	0.704	0.649	1.353
10:00-11:00	4	3197	0.649	0.594	1.243
11:00-12:00	4	3197	0.618	0.618	1.236
12:00-13:00	4	3197	0.438	0.500	0.938
13:00-14:00	4	3197	0.438	0.508	0.946
14:00-15:00	4	3197	0.665	0.696	1.361
15:00-16:00	4	3197	0.633	0.618	1.251
16:00-17:00	4	3197	0.266	0.485	0.751
17:00-18:00	3	3520	0.161	0.170	0.331
18:00-19:00	2	3688	0.108	0.271	0.379
19:00-20:00	2	3688	0.000	0.149	0.149
20:00-21:00	1	3976	0.025	0.025	0.050
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			6.186	6.450	12.636

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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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Parameter Summary:

Trip rate parameter range selected:	250 - 4000 (units: sqm)
Survey date date range:	12/05/2011 - 12/07/2018
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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

Cyclists

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.023	0.000	0.023
08:00-09:00	4	3197	0.023	0.008	0.031
09:00-10:00	4	3197	0.008	0.008	0.016
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.000	0.008	0.008
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.000	0.000	0.000
14:00-15:00	4	3197	0.000	0.000	0.000
15:00-16:00	4	3197	0.000	0.016	0.016
16:00-17:00	4	3197	0.000	0.016	0.016
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.064	0.118

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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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Parameter Summary:

Trip rate parameter range selected:	250 - 4000 (units: sqm)
Survey date date range:	19/10/2012 - 12/07/2018
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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

PSVs

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.000	0.000	0.000
08:00-09:00	4	3197	0.000	0.000	0.000
09:00-10:00	4	3197	0.000	0.000	0.000
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.000	0.000	0.000
12:00-13:00	4	3197	0.008	0.008	0.016
13:00-14:00	4	3197	0.000	0.000	0.000
14:00-15:00	4	3197	0.000	0.000	0.000
15:00-16:00	4	3197	0.000	0.000	0.000
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.008	0.008	0.016

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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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Parameter Summary:

Trip rate parameter range selected:	250 - 4000 (units: sqm)
Survey date date range:	19/10/2012 - 19/10/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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

OGVs

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	1	3976	0.025	0.025	0.050
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.031	0.023	0.054
08:00-09:00	4	3197	0.031	0.008	0.039
09:00-10:00	4	3197	0.000	0.023	0.023
10:00-11:00	4	3197	0.047	0.031	0.078
11:00-12:00	4	3197	0.008	0.016	0.024
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.008	0.000	0.008
14:00-15:00	4	3197	0.000	0.008	0.008
15:00-16:00	4	3197	0.008	0.016	0.024
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.014	0.014	0.028
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.172	0.172	0.344

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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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

Parameter Summary:

Trip rate parameter range selected:	250 - 4000 (units: sqm)
Survey date date range:	19/10/2012 - 12/07/2018
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

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

Taxis

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	1	3976	0.000	0.000	0.000
06:00-07:00	1	3976	0.000	0.000	0.000
07:00-08:00	4	3197	0.008	0.008	0.016
08:00-09:00	4	3197	0.000	0.000	0.000
09:00-10:00	4	3197	0.000	0.000	0.000
10:00-11:00	4	3197	0.000	0.000	0.000
11:00-12:00	4	3197	0.008	0.008	0.016
12:00-13:00	4	3197	0.000	0.008	0.008
13:00-14:00	4	3197	0.008	0.008	0.016
14:00-15:00	4	3197	0.016	0.008	0.024
15:00-16:00	4	3197	0.000	0.000	0.000
16:00-17:00	4	3197	0.000	0.000	0.000
17:00-18:00	3	3520	0.000	0.000	0.000
18:00-19:00	2	3688	0.000	0.000	0.000
19:00-20:00	2	3688	0.000	0.000	0.000
20:00-21:00	1	3976	0.000	0.000	0.000
21:00-22:00	1	3976	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.040	0.040	0.080

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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Audit Code: d226a572-843e-4086-84b0-3843ff9f0b7f

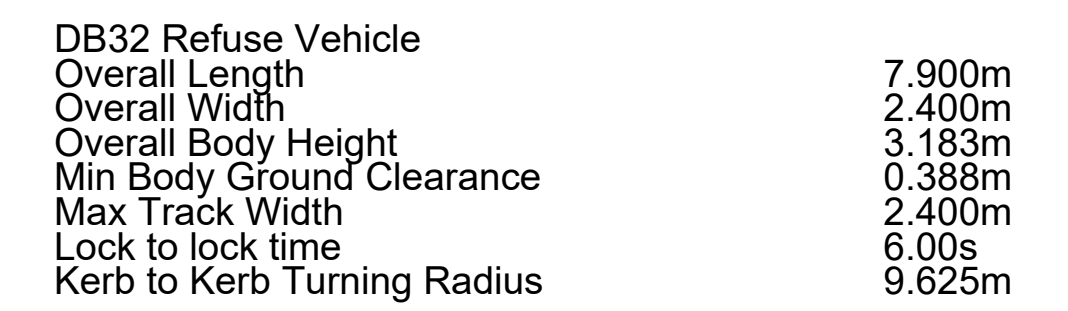
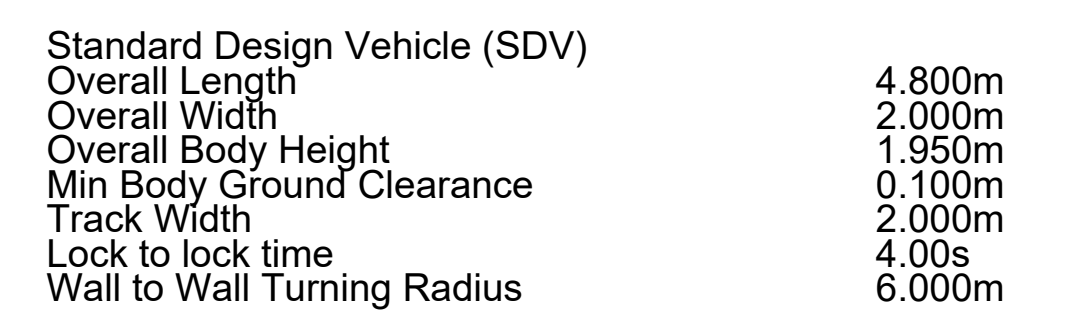
Parameter Summary:

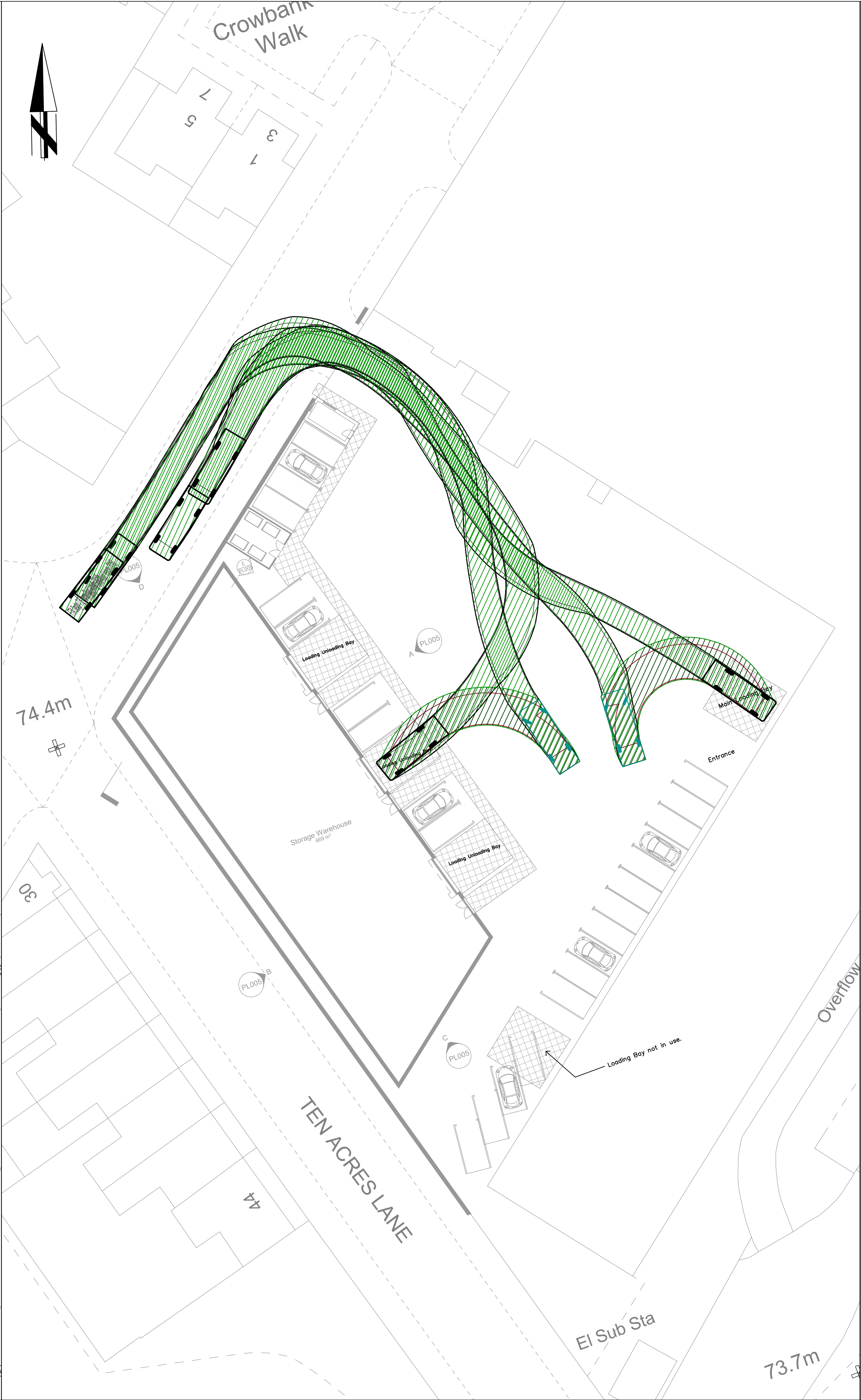
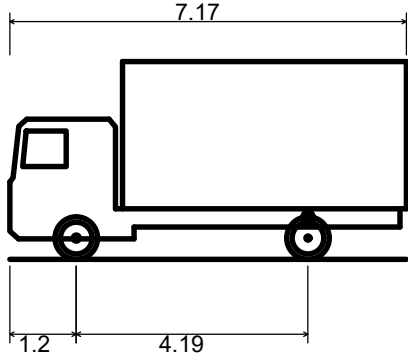
Trip rate parameter range selected:	250 - 4000 (units: sqm)
Survey date date range:	12/05/2011 - 29/11/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



APPENDIX B





FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



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DRAWING TITLE

Sleepdown House
Swept Path Analysis
Series 000

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
P01	Sleepdown House - Autotrack	UZ	MB	08.12.25

SURVEYED BY	INITIALS	DATE	DRAWING No.
DESIGNED BY	UZ	08.12.25	TSH13-CTY-HGN-ZZ-DR-D-0001
DRAWN BY	UZ	08.12.25	PROJECT TITLE
CHECKED BY	MB	08.12.25	Sleepdown House Manchester
			SCALE 1:250 @ A1
			FILE No. TSH13