

rappor



St Benedict's Church, Gorton

Transport Statement

Manchester Vineyard





Document Control

Job No.	251290
Project Name	St. Benedict's Church, Gorton
Document Title	Transport Statement
Status	P02
Client	Manchester Vineyard

	Name	Date
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Record of Revisions

Revision	Date	Details	Made By
P01	31/10/2025	S3 - Suitable for review and comment	NBR
P02	05/11/2025	Final	NBR

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1. Introduction

Overview

- 1.1 Rappor has been instructed by Manchester Vineyard to prepare a Transport Statement [TS] to support a planning application for the change of use of an existing Climbing Centre (Class E(d) use) to a Place of Worship (Class F1(f) use) at St Benedicts Church, Gorton, Manchester.
- 1.2 The church is Manchester-based and is currently located at William Hulme Grammar School and serves a community from across Greater Manchester.
- 1.3 The proposed site is located at St Benedict's Church and is accessed via St Benedict's Square. St Benedict's Square is located off Bennett Street in Gorton, Manchester within an existing residential / industrial area.
- 1.4 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



Source: Google ©



Structure of Report

- 1.5 This TS will consider the impact of the proposed development.
- 1.6 This report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by bicycle and by local public transport services.
- 1.7 The report comprises seven sections, including this introduction, and is set out as follows:
 - **Section Two** examines the site location, existing conditions, and accident analysis;
 - **Section Three** identifies policies
 - **Section Four** presents the accessibility of the site;
 - **Section Five** discusses the development proposals;
 - **Section Six** estimates the number of vehicle trips generated by the development; and
 - **Section Seven** sets out the summary and conclusions.



2. Existing Conditions

Site Description

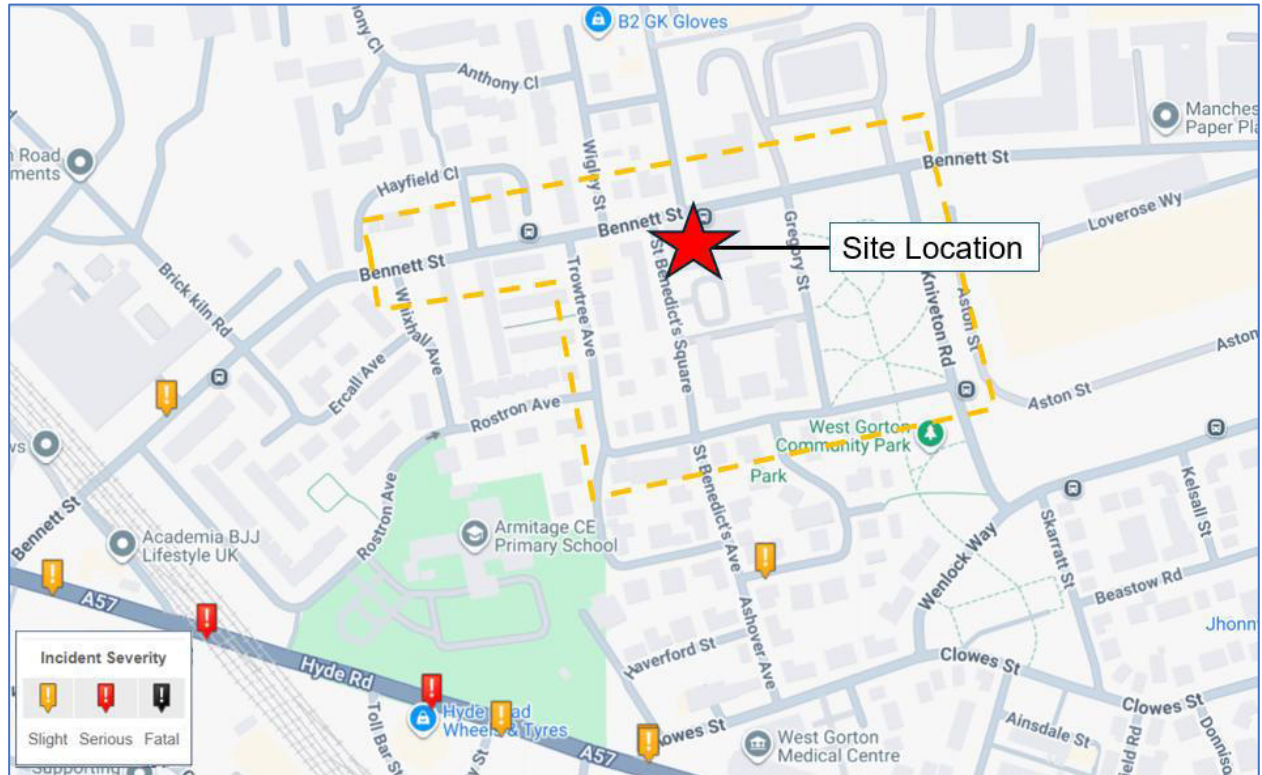
- 2.1 The site is located off St Benedict's Square in Gorton, Manchester within an existing residential / industrial area. The site is bounded to the north by Bennett Street, to the east by Gregory Street and adjacent public open space, to the south by housing on Reabrook Avenue, and to the west by residential properties along St Benedict's Square.
- 2.2 St Benedict's Square is an adopted road which runs north-south from Bennett Street to Reabrook Avenue. St Benedict's Square is circa 6.5m in width but narrows to circa 4.6m on the approach to Reabrook Avenue.
- 2.3 St Benedict's Square is subject to a 20-mph speed limit and includes speed reduction measures in the form of two raised tables. St Benedict's Square benefits from street lighting and footways along both sides and includes tactile paving and dropped crossings at all junctions.
- 2.4 The site benefits from an existing 44 space internal car park, accessed via St Benedict's Square. The car park fully surfaced and demarcated. There are currently no parking restrictions on surrounding roads.

Accident Analysis

- 2.5 The DfT document "Guidance on Transport Assessment" States that:
"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
- 2.6 A review of the Personal-Injury Accidents [PIAs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2020 - 31st December 2024) available from the DfT.
- 2.7 **Figure 2.1** illustrates the study area in yellow and the recorded findings.



Figure 2.1: Site Accident Analysis



Source: CrashMap©

- 2.8 Analysis of the PIA data shows that no accidents were recorded within the study area over the previous five years, indicating an excellent accident record within the vicinity of the site.



3. Transport Policy

Preamble

- 3.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

National Planning Policy Framework

- 3.3 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.4 The most recent NPPF report was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.5 Paragraph 109 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 110 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.6 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 117).
- 3.7 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.
- 3.8 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.9 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TS considers the accessibility of the site by all modes and proposes an indicative layout and access strategy that seeks to maximise the use of sustainable modes.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 3.10 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.



- 3.11 The advice reflects current Government policy promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets [MfS]

- 3.12 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 3.13 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:
- Place;
 - Movement;
 - Access;
 - Parking; and
 - Drainage and utilities.
- 3.14 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 3.15 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 3.16 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

Guidelines for Providing for Journeys on Foot

- 3.17 Various walking distances are quoted in the Chartered Institution of Highways and Transportation’s [CIHT’s] “Guidelines for Providing for Journeys on Foot”. Table 3.2 (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:



Table 3.2: Acceptable Walking Distances

Criteria	Town (m)	Centre School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Regional Plan - Greater Manchester Transport Strategy - Places For Everyone Joint Development Plan Document

- 3.18 The Places for Everyone [PfE] plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from this plan.
- 3.19 The nine Councils in Greater Manchester have now adopted PfE and will now form part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford. However, the Plan will not cover everything and Trafford Metropolitan Borough Council has produced a local plan.
- 3.20 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;
- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
 - Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
 - Align with wider Greater Manchester strategies for transport and other infrastructure investment.
- 3.21 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.
- 3.22 The PfE plan supports the presumption in favour of sustainable development set out with the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlines within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.



Greater Manchester Transport Strategy (2040)

3.23 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

3.24 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

The Bee Network

3.25 The Bee Network is Greater Manchester's vision for a fully integrated, London-style public transport system. The integration of bus services began in 2023, with plans to bring together buses, trams, cycling, walking, and rail under a single, coordinated network.

3.26 The Bee Network aims to provide seamless, sustainable connectivity across Greater Manchester, delivering a more affordable and efficient transport system for residents and visitors. Travel will be made easier through the Bee Network app, which supports contactless payment in a manner similar to Transport for London's system.

Bus

3.27 Following direct pressure from Greater Manchester [GM], the Bus Services Act 2017 was introduced and gave mayors of city-regions the power to introduce a bus franchising scheme in their local area. In March 2021, Greater Manchester Mayor Andy Burnham decided to introduce a franchised network as the best way to improve local bus services in Greater Manchester.

3.28 This has meant that bus services within Greater Manchester have begun to join the Bee Network, with the first buses coming under local control in Bolton and Wigan, as well as parts of Bury, Salford and Manchester. The aim is to bring all bus services within GM under local control by 2025 as part of the Bee Network, which ties in with other existing public transport. Routes and timetables will eventually be set by Transport for Greater Manchester for the entire city fleet of yellow buses.



Trains

- 3.29 At the time of writing, the Bee Network is primarily focused on bringing all local bus services under local control. In 2025, contactless payment trials will be introduced on selected local rail routes — specifically between Stalybridge and Manchester Victoria, and Glossop and Manchester Piccadilly.
- 3.30 These pilots represent the first step towards the integration of local train services into the Bee Network by 2030. This timeline will also coincide with the full integration of the cycle hire scheme, enabling more cohesive connections between cycling and rail travel, and supporting an increase in linked, multi-modal journeys across Greater Manchester.



4. Accessibility

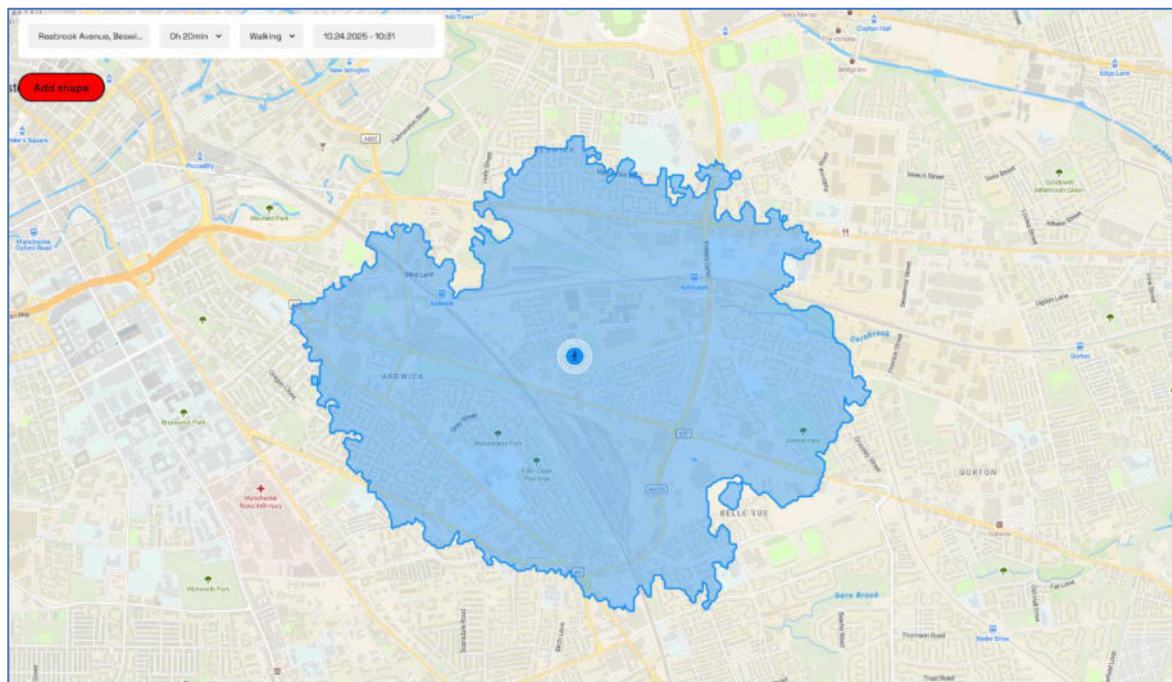
Introduction

- 4.1 This section will consider the context of the site in terms of accessibility via foot, bicycle and public transport.
- 4.2 The site is located within Gorton, Manchester, and provides convenient access to a wide range of amenities and services within a short walking distance. Current research supports the concept of '20-Minute Neighbourhoods', where commuters can access employment, retail, health, education, and leisure opportunities within a 20-minute sustainable journey from their home.
- 4.3 The 20-Minute Neighbourhood principles are being promoted by the Town and Country Planning Association [TCPA], Sport England, and Sustrans as a means of delivering healthy placemaking and encouraging more sustainable patterns of movement.

Walking

- 4.4 A 20 Minute walking catchment is presented in **Figure 4.1** below.

Figure 4.1: Walking Isochrone



Source: Travel Time

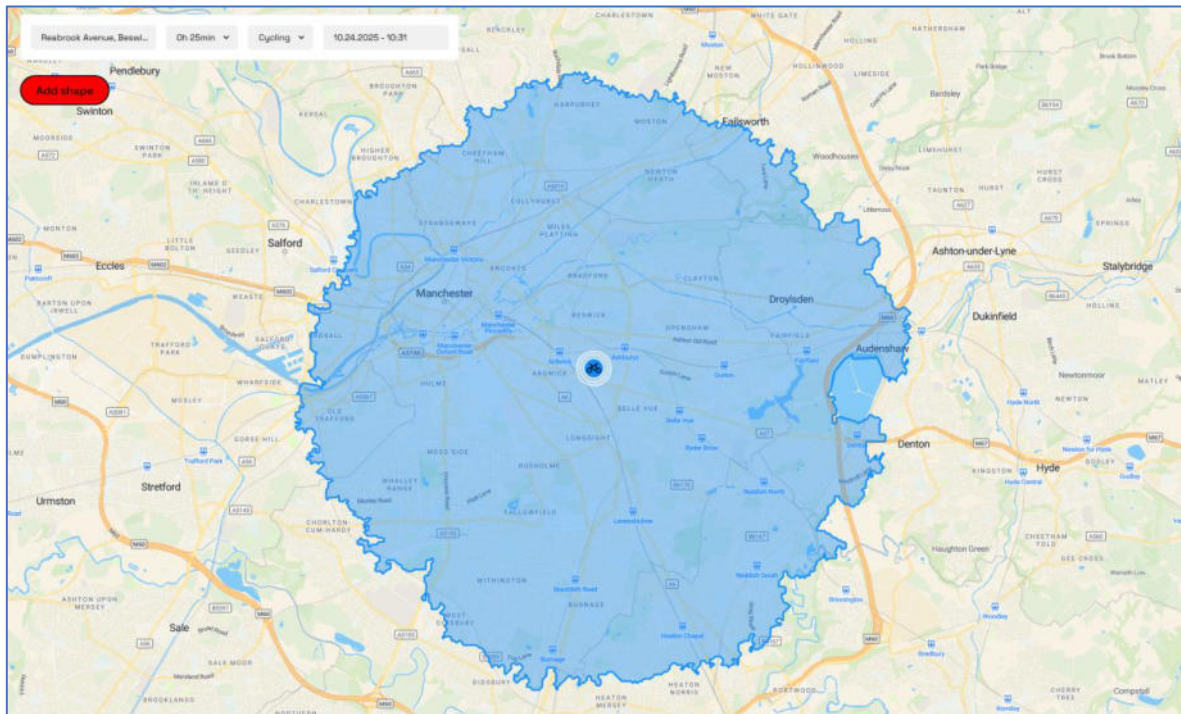


- 4.5 **Figure 4.1** demonstrates that a wide range of local areas including Beswick, Ardwick and Belle Vue are accessible within a 20-minute walk of the site. Walking would therefore be a viable mode of transport for employees / visitors of the development.
- 4.6 In summary, walking would be a viable mode of transport for those looking to visit the site from the neighbouring areas.

Cycling

- 4.7 A 25-minute cycling catchment is presented in **Figure 4.2** below.

Figure 4.2: Cycling 25 Minute Isochrone



Source: Travel Time

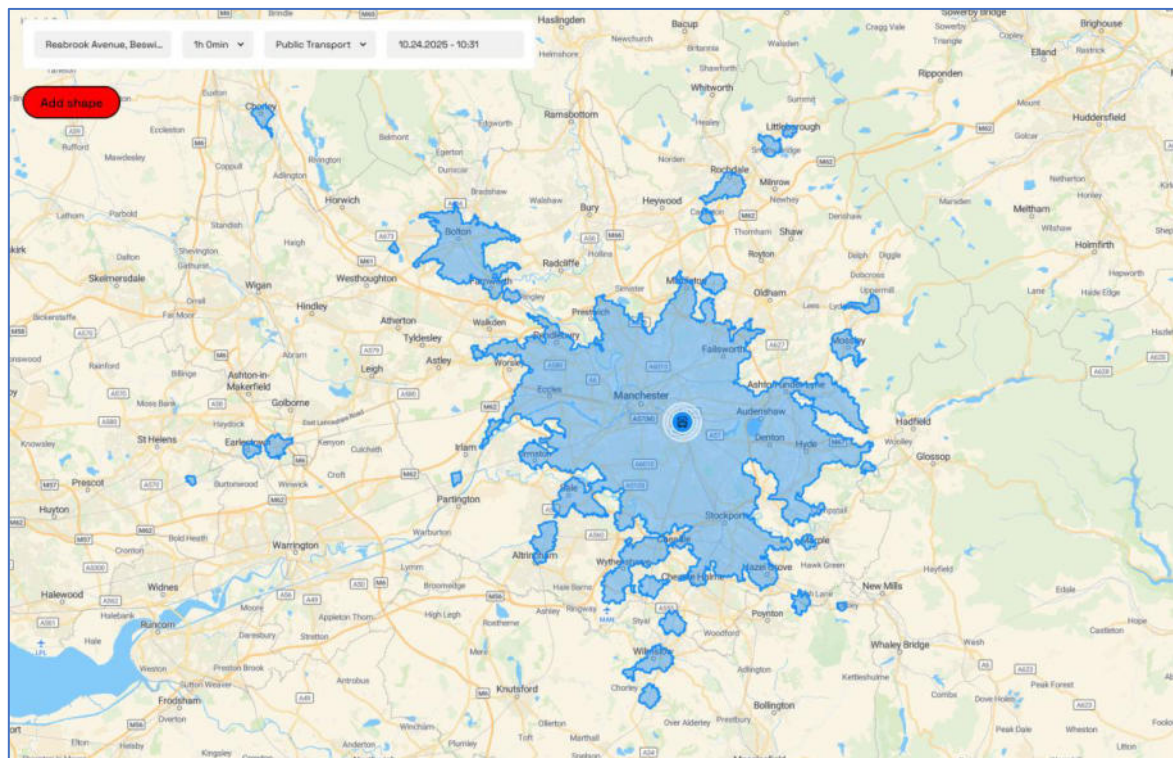
- 4.8 By bicycle, the site is connected to an extensive network of Bee Network routes, allowing access to wider areas including Manchester City Centre, Burnage, Hulme, and Newton Heath within 25 minutes.

Public Transport

- 4.9 A 60-minute public transport catchment is presented in **Figure 4.3** below.



Figure 4.3: Public Transport 60 Minute Isochrone



Source: Travel Time

- 4.10 Public transport accessibility is also strong, with bus stops located within a 5 minute walking distance of the site via Bennett Street, Clowes Street and also Hyde Road, which provides frequent services to Manchester City Centre and other destinations.
- 4.11 Ashburys Rail Station is also located within a 10-minute walk. Providing direct access to Manchester City Centre and onward rail connections across Greater Manchester.
- 4.12 Numerous bus stops are located within the immediate vicinity of the site on Plough Lane and surrounding streets, enabling staff to easily commute to and from the site.
- 4.13 A 60-minute public transport catchment provides access to a wide range of destinations across Greater Manchester. To the north, areas such as Failsforth and Prestwich are reachable, while to the south, areas including Stockport and Manchester Airport can be accessed. The catchment also extends eastwards to Stretford and Salford and westwards to Hyde and Stalybridge.
- 4.14 This connectivity is enabled through a combination of bus and rail services, allowing commuters to reach the site across the wider city region within an hour.

Conclusion

- 4.15 Overall, the site's location supports the delivery of sustainable, multi-modal travel, consistent with 20-Minute Neighbourhood principles, and encourages reduced reliance on private vehicles.

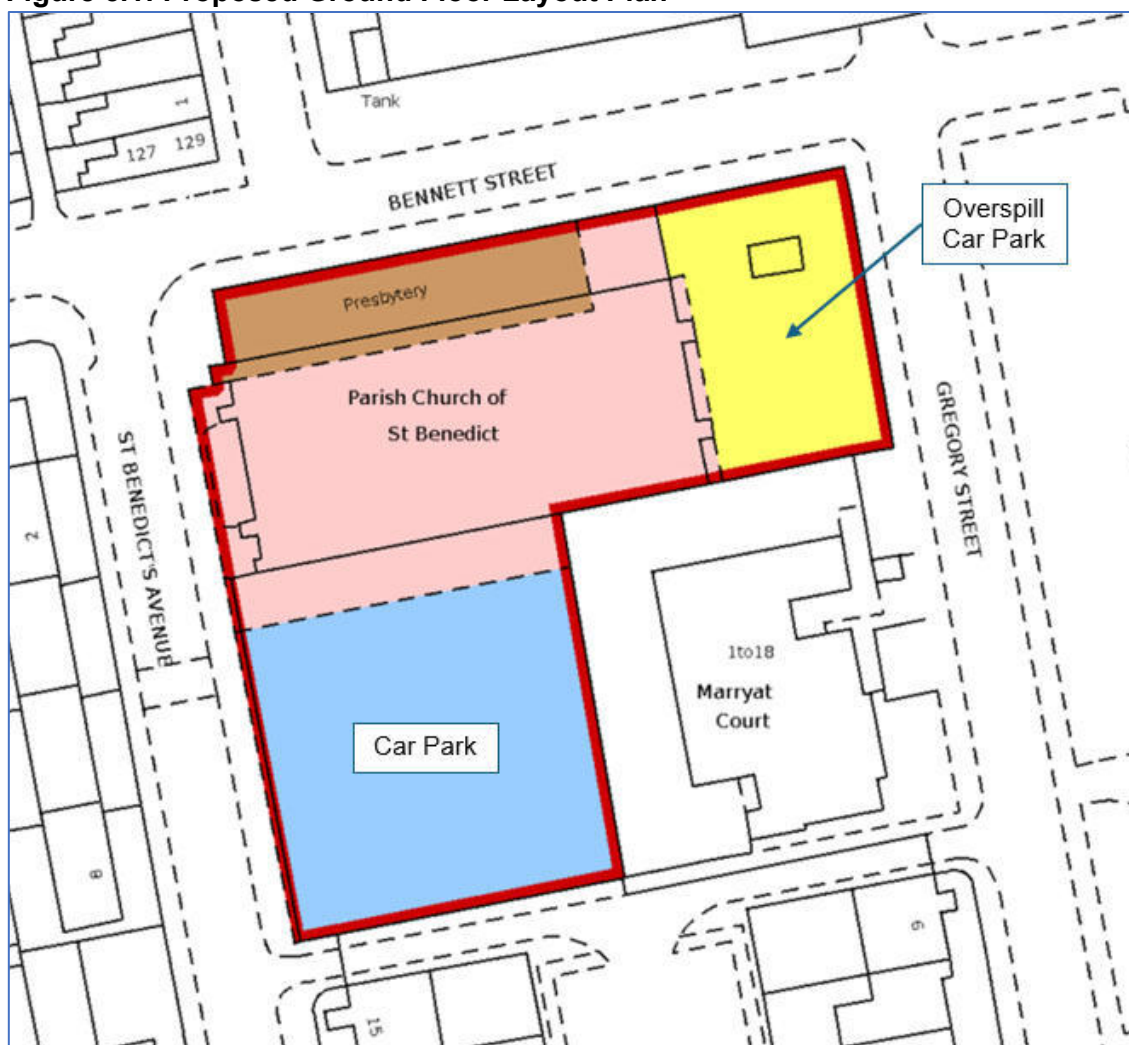


5. Development Proposal

Overview

- 5.1 The development proposal is for the change of use of an existing Climbing Centre (Class E(d) use) to a Place of Worship (Class F1(f) use) at St Benedict's Church, Gorton. A maximum capacity of 300 visitors is proposed, which will be for Sunday morning events.
- 5.2 The church is Manchester-based and is currently located at William Hulme Grammar School and serves a community from across Greater Manchester.
- 5.3 The proposed site is accessed via St Benedict's Square. St Benedict's Square is located off Bennett Street in Gorton, Manchester within an existing residential / industrial area.
- 5.4 The site is approximately 1,579 sqm and also accommodates an existing 44 space, fully demarcated car park, including one accessible bay. A 20 space overspill car park is also available to the east of the site.
- 5.5 The proposed site layout is illustrated in **Figure 5.1**.

Figure 5.1: Proposed Ground Floor Layout Plan





Site Layout and Access Arrangements

- 5.6 As illustrated on the indicative layout plan in **Appendix A**, access to the site will be from the east via St Benedicts Square through a gated access.
- 5.7 The change of use application will not alter the existing car park access arrangements. There are no concerns regarding vehicle access or visibility of vehicles accessing / egressing the car park. **Figure 5.2** below illustrates the existing car park access via St Benedicts Square.

Figure 5.2 – Existing Car Park Access



Source: Google ©

- 5.8 St Benedict's Square is an adopted road which runs north–south from Bennett Street to Reabrook Avenue. St Benedict's Square is circa 6.5m in width but narrows to circa 4.6m on the approach to Reabrook Avenue. There are currently no parking restrictions on surrounding roads.
- 5.9 St Benedict's Square is subject to a 20-mph speed limit and includes speed reduction measures in the form of two raised tables. St Benedict's Square benefits from street lighting and footways along both sides and includes tactile paving and dropped crossings at all junctions.
- 5.10 The site benefits from an existing 44 space internal car park, accessed via St Benedict's Square. The car park is fully surfaced and demarcated and includes one accessible bay. An additional 20 space overspill car park is also provided to the east of the site.
- 5.11 Pedestrian access to the site for staff and visitors is provided from St Benedicts Square via the car park layout.
- 5.12 All required servicing arrangements will take place outside of event times to ensure the car park remains clear.



Car Park Strategy

Existing Site

- 5.13 The Church has provided details of existing congregation numbers, including postcode data and modal split data for visitors to the William Hulme Grammar School site in Whalley Range. This information is provided at **Appendix B**.
- 5.14 The Church actively promotes car sharing, and the majority of the congregation comprises families who typically travel together, with an average car occupancy of four to five people per vehicle. The congregation also includes students and young professionals who similarly engage in car sharing.
- 5.15 The existing congregation numbers and existing modal split data is summarised in **Table 5.1** below.

Table 5.1: Existing Capacity / Modal Split

Existing - William Hulme Grammar Site		
Maximum Sunday Congregation: 230 Visitors		
Mode	Percentage	Approx. People
Car (driver/passenger)	70%	161
Public Transport	16%	37
Cycling / Walking	14%	32
Total	100%	230

Proposed Site

- 5.16 The new St Benedicts Church site proposes a maximum congregation of 300 visitors.
- 5.17 To ensure a robust assessment, a car occupancy rate of three occupants per vehicle has been adopted. This reflects a realistic assumption, given that a significant proportion of the congregation comprises families who typically travel together and engage in car sharing.
- 5.18 The below **Table 5.2** provides a summary of the proposed modal split based on the increase in congregation at the new site.



Table 5.2: Proposed Modal Split

Proposed - St Benedict's Church Site		
Maximum Sunday Congregation: 300 Visitors		
Mode	Percentage	Approx. People
Car (driver/passenger)	70%	210
Public Transport	16%	48
Cycling / Walking	14%	42
Total	100%	300

- 5.19 As previously stated, the development benefits from an existing 44 space car park and an overspill car park which accommodates 20 vehicles. This results in a total of 64 parking spaces being available for use by the church for all events.
- 5.20 At peak attendance of 300 people, with 70% travelling by car and an average occupancy of three occupants per vehicle, approximately 70 cars are expected.
- 5.21 Notwithstanding the above, to demonstrate the existing travel patterns of the site area (E02001062: Manchester 018) Rappor have obtained the 2011 Census: Method of Travel to Work data for the Manchester 018 (E02001062) area to demonstrate the current percentage of travel by each mode. This evidence is provided in **Table 5.3** below:

Table 5.3: Manchester 018 - 2011 Census, Method of Travel to Work

Mode	Percentage
Work mainly at or from home	8%
Underground, metro, light rail, tram	1%
Train	2%
Bus, minibus or coach	29%
Taxi	1%
Motorcycle, scooter or moped	0%
Driving a car or van	28%
Passenger in a car or van	3%
Bicycle	3%
On foot	24%
Other method of travel to work	1%
Total	100%

Source: nomisweb.co.uk

- 5.22 Given the above, in addition to the good levels of public transport, and promotion of sustainable methods of travel to and from the facilities, Rappor anticipate that in reality the method of travel to and from the site should resemble something much closer to the data shown in **Table 5.3**, with car (driver / passenger) equating to 31%, public transport 32%, cycling / walking 27% , and other 10%.
- 5.23 For robustness we have included the 10% other modes of travel within the car (driver / passenger – 31%) percentage, bringing the total to 41% with the results of the modal split for car (driver / passenger) shown in **Table 5.4** below.



Table 5.4: Proposed Modal Split (based on Census 2011 data)

Proposed - St Benedict's Church Site		
Maximum Sunday Congregation: 300 Visitors		
Mode	Percentage	Approx. People
Car (driver/passenger) 31% + Other 10%	41%	123
Public Transport	32%	96
Cycling / Walking	27%	81
Total	100%	300

5.24 The above results in 41% travelling by car, and with an average occupancy of three occupants per vehicle, approximately 41 cars are expected. With 64 car park spaces available, including the overflow area, all parking demand can be contained within the site, ensuring no overspill onto surrounding streets.

Other Events

5.25 Other activities will occur throughout the week and at various times of the year, as summarised below. These events will attract lower attendance levels; therefore, the Sunday service is expected to represent the peak event in terms of both attendance and parking demand.

- Weekday (Daytime): Small groups of up to 20 people;
- Weekday (Evening): Meetings or courses of up to 50 attendees;
- Occasional Weekday Training: Up to 100 attendees, infrequent (3 times a year) and managed by stewards.
- Saturday (Occasional Events): 30–60 attendees.

5.26 The church does not plan to hold weddings or such events from the church building.

Car Park Stewarding

5.27 Trained stewards will manage parking during all Sunday services and events with expected attendance exceeding 50 people.

5.28 Stewards will direct vehicles to ensure full use of all on-site and overflow car park spaces.

Car Sharing

5.29 Car sharing is already common, with many family groups arriving 4–5 people per vehicle and students or young professionals travelling together.

5.30 Continued promotion of shared travel will further limit vehicle numbers relative to attendance.

5.31 The church has no existing or proposed minibus services.



Encouragement of Sustainable Travel

- 5.32 The church will continue to promote access by public transport and walking / cycling, consistent with the current travel habits of the congregation, with the aim to discourage journeys by car.
- 5.33 Information on bus routes, cycling facilities, and walking connections will also be distributed via the church.



6. Trip Generation and Traffic Impact

Overview

- 6.1 Given the nature of the change of use to proposed Place of Worship (Class F1(f) use), vehicle movements to and from the site will be minimal during the weekday, especially when compared to the existing Climbing Centre (Class E(d) use). Therefore, the weekend periods have been used to compare the extant against the proposed to present the most onerous / robust assessment.
- 6.2 Notwithstanding the above, the site is also located in sustainable location in terms of walking, cycling and public transport provision which again will reduce the number of car journeys to the site.

Trip Generation

- 6.3 This section considers the trip generation levels associated with the extant land use, against the development proposal and the associated 'NET' impacts on the highway network.

Trip Generation - Extant

- 6.4 The Trip Rate Information Computer System [TRICS] version 8.25.6 has been used to derive the predicted vehicle trip generation for the extant Climbing Centre (Class E(d) use), for the weekend peak hours deemed to be 10:00-11:00 for the extant use and the proposed use.
- 6.5 The TRICS database is an industry accepted tool for predicting the likely number of trips from a proposed development by comparing the site with existing developments of a similar size and characteristic within the UK.
- 6.6 To determine the total vehicle trip generation associated with the extant site, the Leisure > Leisure Centre type was selected for the existing climbing centre site, with the resultant trip rates being applied to the GFA for the extant land use (1,579sqm).
- 6.7 The results of this TRICS interrogation are shown in **Table 6.1**, whilst the full TRICS outputs for presented in **Appendix C**.

Table 6.1: Extant Land Use Trip Rates & Trip Generation (per 100sqm)

Weekend Peak (10:00-11:00)		
	Arrivals	Departure
Trip Rates	2.732	3.395
Trip Gen	43	54



6.8 It can be seen from the above table that the extant land use generates the following two-way vehicular trips:

- 97 in the weekend peak;

Trip Generation - Proposed Development

6.9 To determine the total vehicle trip generation associated with the extant site, the Leisure > Place of Worship type was selected for the existing climbing centre site, with the resultant trip rates being applied to the GFA for the extant land use (1,579sqm).

6.10 The results of this TRICS interrogation are shown in **Table 6.2**, whilst the full TRICS outputs for presented in **Appendix C**.

Table 6.2: Proposed Development Land Use Trip Rates & Trip Generation (per 100sqm)

Weekend Peak (10:00-11:00)		
	Arrivals	Departure
Trip Rates	3.349	0.856
Trip Gen	53	14

6.11 It can be seen from the above table that the proposed land use generates the following two-way vehicular trips:

- 66 in the weekend peak.

6.12 In terms of the net number of vehicle trips these are presented in **Table 3.5** below.

Table 3.5: Net Vehicle Trips

Weekend Peak (10:00-11:00)		
	Arrivals	Departure
Trip Gen	10	-40

**Note: Results subject to rounding*

6.13 As shown above, the Net two-way trips during the weekend peak are anticipated to be -30, with net negative trips anticipated overall when compared to the existing use.



7. Summary and Conclusion

Summary

- 7.1 This TS has been prepared by Rappor on behalf of Manchester Vineyard to support a planning application for the change of use of an existing Climbing Centre (Class E(d) use) to a Place of Worship (Class F1(f) use) at St Benedicts Church, Gorton, Manchester.
- 7.2 The assessment has reviewed the existing transport conditions, accessibility, relevant planning policy, and the potential traffic impact, including parking demand, associated with the proposed development. The findings can be summarised as follows:
- » The site is located in a sustainable area of Gorton, within a short walking distance of local bus services on Bennett Street and Hyde Road and rail via Ashburys Station.
 - » The local highway network operates effectively, with low accident rates and no identified safety concerns.
 - » The proposed on-site car park (44 spaces) and overspill car park (20 spaces) provides sufficient parking capacity for the sites parking demands during a full capacity event.
 - » The predicted traffic generation from the development is minimal, equating to fewer than 6 vehicle movements in the peak network hours and 12 vehicle movements in the development peak hour (12:00 – 13:00). This level of activity will have a negligible effect on the operational capacity of the surrounding road network.
 - » the Net two-way trips during the weekend peak are anticipated to be -30, with net negative trips anticipated overall when compared to the existing use.
 - » The proposals are fully consistent with national and local transport policy objectives, including the National Planning Policy Framework and the Greater Manchester Transport Strategy, which encourage developments that reduce car dependency and support walking, cycling, and public transport use.
- 7.3 In conclusion, the proposed development can be safely and efficiently accommodated within the existing transport network without detriment to highway capacity or safety.
- 7.4 The site is well connected by sustainable transport modes and fully supports the wider objectives of promoting sustainable employment.
- 7.5 Accordingly, there are no transport-related reasons why planning permission should not be granted.

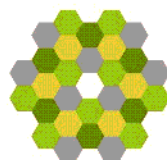


Appendix A – Indicative Site Layout

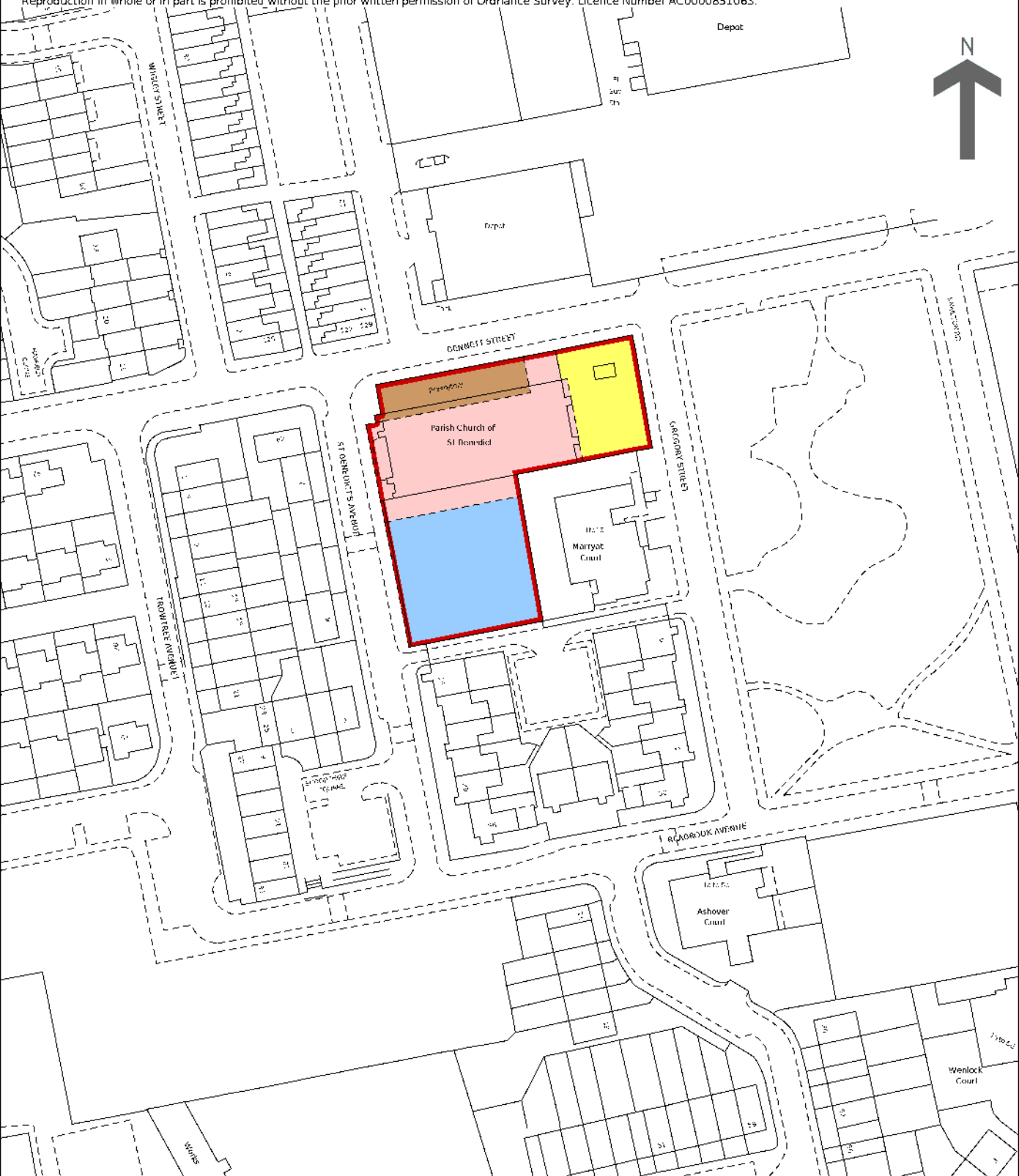
HM Land Registry

Current title plan

Title number **MAN3694**
Ordnance Survey map reference **SJ8696NE**
Scale **1:1250**
Administrative area **Greater Manchester : Manchester**



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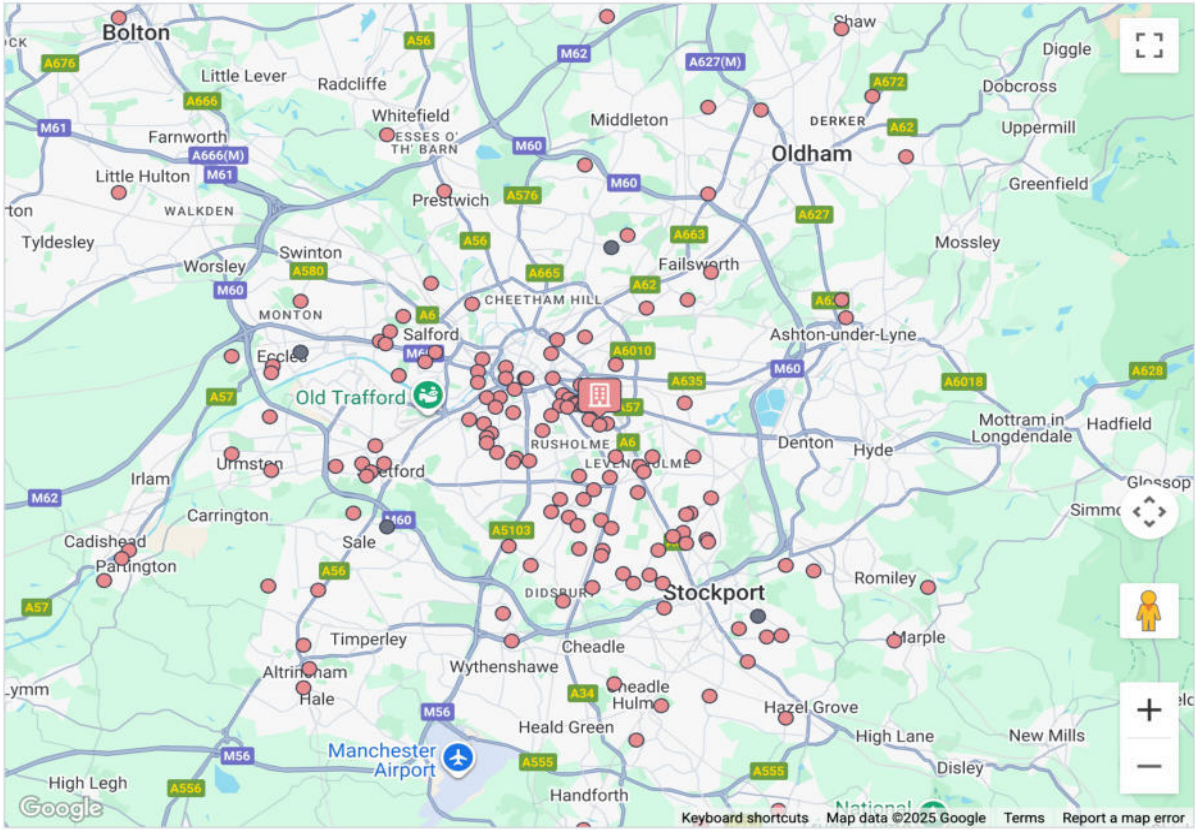
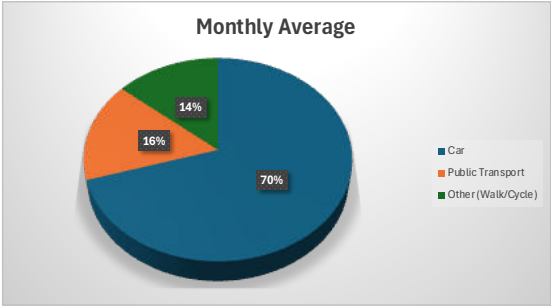
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This title is dealt with by HM Land Registry, Fylde Office.

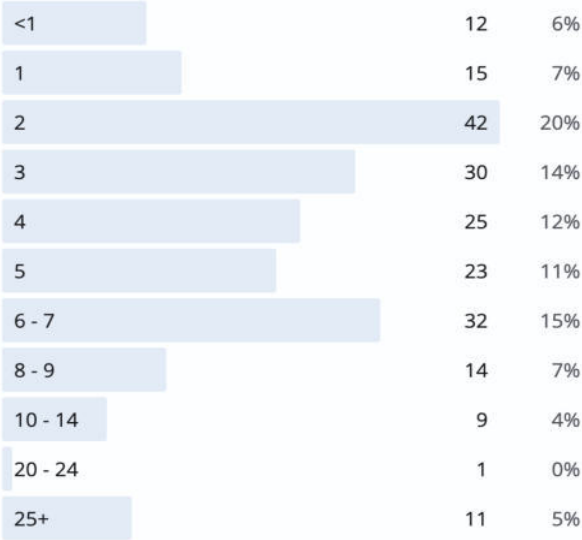


Appendix B – Existing Congregation Data

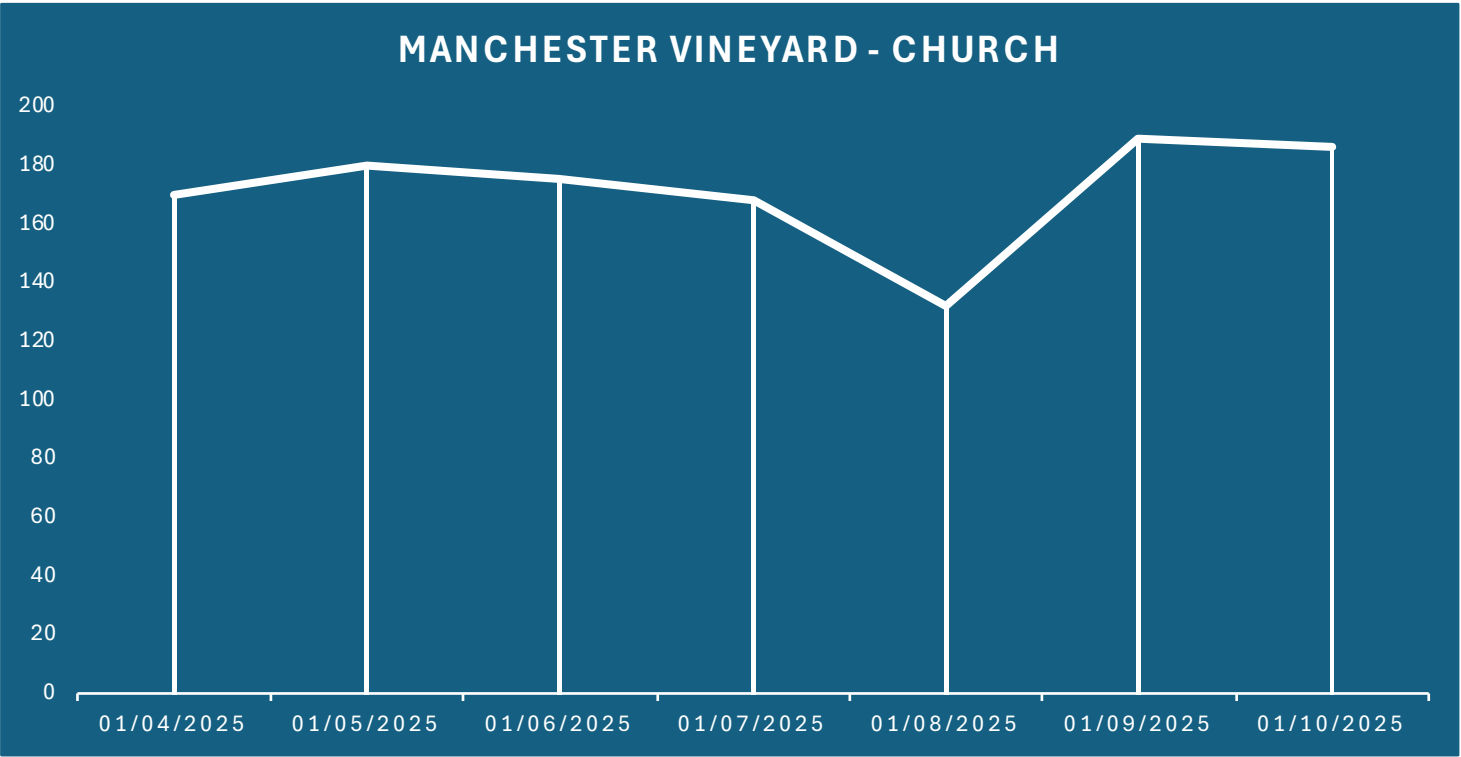
6 Month Figures	
Transport to Church	Monthly Average
Car	71
Public Transport	16
Other (Walk/Cycle)	14



Distance from Manchester Vineyard - Church (miles)



Date	Manchester Vineyard - Church
01/04/2025	170
01/05/2025	180
01/06/2025	175
01/07/2025	168
01/08/2025	132
01/09/2025	189
01/10/2025	186





Appendix C – TRICS Data



Audit Code: 10095acf-a075-4b0b-8c59-b0afa21566b1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: C - LEISURE CENTRE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		2 days
08	NORTH WEST	
	GM	GREATER MANCHESTER
		1 day
12	CONNAUGHT	
	CS	SLIGO
	LT	LEITRIM
		1 day
		1 day

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



Audit Code: 10095acf-a075-4b0b-8c59-b0afa21566b1

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:	360 to 19750 (units:sqm)
Range Selected by User:	750 to 3000 (units:sqm)
Parking Spaces Range:	0 - 690

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 21/06/24

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:	
Saturday	5 days

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

Selected survey types:

Manual count	5
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	3 days
Edge of Town Centre	1 days
Neighbourhood Centre	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:

Out of Town	2 days
Residential Zone	2 days
Village	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 Excluded	4 days
Servicing vehicles Included	1 days

Audit Code: 10095acf-a075-4b0b-8c59-b0afa21566b1

Secondary Filtering Selection:

Use Class:

E(d)	1 surveys
N/A	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:

413 - 1408

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
5,001 to 10,000	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	3 surveys
5,001 to 25,000	1 surveys

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	3 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: 10095acf-a075-4b0b-8c59-b0afa21566b1

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 5 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 5 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: 10095acf-a075-4b0b-8c59-b0afa21566b1

1 STATION ROAD BALLISODARE Neighbourhood Centre Village Site area: 0.11 hect Survey date: Saturday 25/05/2019	CS-07-C-01	LEISURE CENTRE	SLIGO Survey Type: Manual
2 STUBBINS LANE NEAR BURY RAMSBOTTOM Edge of Town Centre Residential Zone Site area: 1.03 hect Survey date: Saturday 18/05/2024	GM-07-C-08	LEISURE CENTRE	GREATER MANCHESTER Survey Type: Manual
3 ATTIFINLAY CARRICK-ON-SHANNON SUMMERHILL Edge of Town Residential Zone Site area: 1.11 hect Survey date: Saturday 20/05/2017	LT-07-C-02	LEISURE CENTRE	LEITRIM Survey Type: Manual
4 GARGRAVE ROAD SKIPTON Edge of Town Out of Town Site area: 2.3 hect Survey date: Saturday 09/03/2019	NY-07-C-02	LEISURE CENTRE	NORTH YORKSHIRE Survey Type: Manual
5 GARGRAVE ROAD SKIPTON Edge of Town Out of Town Site area: 2.3 hect Survey date: Saturday 21/05/2022	NY-07-C-03	LEISURE CENTRE	NORTH YORKSHIRE Survey Type: Manual

Audit Code: 10095acf-a075-4b0b-8c59-b0afa21566b1

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

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	3	1632	0.184	0.000	0.184
07:00-08:00	3	1632	0.837	0.123	0.960
08:00-09:00	5	1991	1.999	0.813	2.812
09:00-10:00	5	1991	2.983	2.671	5.654
10:00-11:00	5	1991	2.732	3.395	6.127
11:00-12:00	5	1991	2.943	2.802	5.745
12:00-13:00	5	1991	1.999	2.501	4.500
13:00-14:00	5	1991	1.989	1.878	3.867
14:00-15:00	5	1991	1.878	1.868	3.746
15:00-16:00	5	1991	2.179	2.019	4.198
16:00-17:00	5	1991	0.934	1.517	2.451
17:00-18:00	3	1632	0.490	0.980	1.470
18:00-19:00	2	1848	0.270	0.649	0.919
19:00-20:00	2	1848	0.189	0.325	0.514
20:00-21:00	1	2597	0.000	0.116	0.116
21:00-22:00	1	2597	0.039	0.116	0.155
22:00-23:00					
23:00-00:00					
Total Rates:			21.645	21.773	43.418

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: 10095acf-a075-4b0b-8c59-b0afa21566b1

Parameter Summary:

Trip rate parameter range selected:	750 - 3000 (units: sqm)
Survey date date range:	20/05/2017 - 18/05/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
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.

Audit Code: 530623cd-5159-4e82-9b11-105fb75361f2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: T - PLACE OF WORSHIP

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
	IS	ISLINGTON
03	SOUTH WEST	
	BR	BRISTOL CITY
	DC	DORSET
06	WEST MIDLANDS	
	HE	HEREFORDSHIRE
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE	NORTH EAST LINCOLNSHIRE
08	NORTH WEST	
	GM	GREATER MANCHESTER
10	WALES	
	CF	CARDIFF
	PS	POWYS
17	ULSTER (NORTHERN IRELAND)	
	DO	DOWN

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

Audit Code: 530623cd-5159-4e82-9b11-105fb75361f2

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:	190 to 2355 (units:sqm)
Range Selected by User:	750 to 2355 (units:sqm)
Parking Spaces Range:	0 - 160

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/12 to 19/11/23

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:	
Sunday	12 days

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

Selected survey types:

Manual count	12
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	1 days
Edge of Town Centre	5 days
Neighbourhood Centre	1 days
Suburban Area	5 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	4 days
High Street	1 days
Residential Zone	7 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 Excluded	10 days
Servicing vehicles Included	2 days

Audit Code: 530623cd-5159-4e82-9b11-105fb75361f2

Secondary Filtering Selection:

Use Class:

F1(f)	12 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 - 0

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	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	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	3 surveys

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	3 surveys
1.1 to 1.5	9 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: 530623cd-5159-4e82-9b11-105fb75361f2

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	12 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:

3 - Moderate	1 surveys
5 - Very good	1 surveys
No PTAL Present	10 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: 530623cd-5159-4e82-9b11-105fb75361f2

1	BR-07-T-01	MORMON CHURCH	BRISTOL CITY
WELLS ROAD BRISTOL HENGROVE Suburban Area Residential Zone Site area: 0.66 hect Survey date: Sunday 20/09/2015			
			Survey Type: Manual
2	CF-07-T-01	NON-DENOMINAT. CHURCH	CARDIFF
CIRCLE WAY WEST CARDIFF CYNCOED Suburban Area Residential Zone Site area: 0.68 hect Survey date: Sunday 19/10/2014			
			Survey Type: Manual
3	CF-07-T-02	COMMUNITY CHURCH	CARDIFF
HEOL PONTPRENNAU CARDIFF PONTPRENNAU Edge of Town Residential Zone Site area: 0.43 hect Survey date: Sunday 07/05/2017			
			Survey Type: Manual
4	DC-07-T-01	ST ALDHELMS CHURCH	DORSET
SPA ROAD WEYMOUTH RADIPOLE Suburban Area Residential Zone Site area: 0.29 hect Survey date: Sunday 30/03/2014			
			Survey Type: Manual
5	DO-07-T-01	PENTECOSTAL CHURCH	DOWN
EAST LINK ROAD BELFAST DUNDONALD Neighbourhood Centre Residential Zone Site area: 0.7 hect Survey date: Sunday 30/11/2014			
			Survey Type: Manual
6	EG-07-T-01	GURDWARA	EALING
PARK AVENUE SOUTHALL Suburban Area Residential Zone Site area: 0.69 hect Survey date: Sunday 26/06/2016			
			Survey Type: Manual
7	GM-07-T-01	CHURCH	GREATER MANCHESTER
WILTON PLACE SALFORD Suburban Area Built-Up Zone Site area: 0.2 hect Survey date: Sunday 17/09/2023			
			Survey Type: Manual
8	HE-07-T-01	BAPTIST CHURCH	HEREFORDSHIRE
COMMERCIAL ROAD			



Audit Code: 530623cd-5159-4e82-9b11-105fb75361f2

HEREFORD Edge of Town Centre Built-Up Zone Site area: 0.11 hect Survey date: Sunday 20/10/2013				Survey Type: Manual
9 KING SQUARE FINSBURY Edge of Town Centre Built-Up Zone Site area: 0.16 hect Survey date: Sunday 19/11/2017	IS-07-T-01	CHURCH	ISLINGTON	Survey Type: Manual
10 GRIMSBY ROAD CLEETHORPES Edge of Town Centre Residential Zone Site area: 0.3 hect Survey date: Sunday 11/05/2014	NE-07-T-01	CHURCH	NORTH EAST LINCOLNSHIRE	Survey Type: Manual
11 HIGH STREET WELSHPOOL Edge of Town Centre High Street Site area: 0.14 hect Survey date: Sunday 10/05/2015	PS-07-T-01	METHODIST CHURCH	POWYS	Survey Type: Manual
12 SANSOME WALK WORCESTER Edge of Town Centre Built-Up Zone Site area: 0.35 hect Survey date: Sunday 25/05/2014	WO-07-T-01	BAPTIST CHURCH	WORCESTERSHIRE	Survey Type: Manual

Audit Code: 530623cd-5159-4e82-9b11-105fb75361f2

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

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	7	1205	0.059	0.000	0.059
08:00-09:00	12	1120	0.752	0.313	1.065
09:00-10:00	12	1120	2.017	0.819	2.836
10:00-11:00	12	1120	3.349	0.856	4.205
11:00-12:00	12	1120	1.406	1.273	2.679
12:00-13:00	12	1120	0.886	3.356	4.242
13:00-14:00	11	1153	1.253	1.962	3.215
14:00-15:00	11	1153	1.048	1.332	2.380
15:00-16:00	11	1153	1.072	1.159	2.231
16:00-17:00	10	1139	0.948	1.177	2.125
17:00-18:00	10	1139	1.440	0.869	2.309
18:00-19:00	10	1139	2.072	1.300	3.372
19:00-20:00	10	1139	0.439	1.449	1.888
20:00-21:00	8	985	0.101	1.281	1.382
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			16.842	17.146	33.988

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: 530623cd-5159-4e82-9b11-105fb75361f2

Parameter Summary:

Trip rate parameter range selected:	750 - 2355 (units: sqm)
Survey date date range:	20/10/2013 - 17/09/2023
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	12
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.

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Bedford
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