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UNIMORE LIMITED

BURY OLD ROAD, PRESTWICH

TRANSPORT STATEMENT

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DECEMBER 2023

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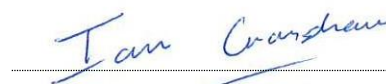
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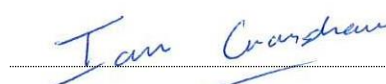
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1 INTRODUCTION

1.1 Background

- 1.1.1 Wardell Armstrong has been commissioned by Unimore Limited to prepare a Transport Statement (TS) in support of the planning application (Ref. 69164) for a proposed mixed-use development. The proposed development comprises a ground floor level kosher food retail unit, basement storage for the retail unit, and first floor level office/welfare accommodation and synagogue, with associated car parking at land off Bury Old Road, Prestwich, Manchester. The development covers an area of 0.13 hectares (ha) and is located within the administrative boundary of Bury Council (BC).
- 1.1.2 A planning application (Ref. 63054), granted approval in June 2019, now has a lapsed consent and as such this TS has been prepared to support the current planning application (Ref. 69164), which is a resubmission of the previously consented scheme, with minor amendments.
- 1.1.3 The June 2019 approval was preceded by a planning application for a similar scheme (Ref. 60045) which was approved in October 2017. A Transport Statement prepared by Cameron Rose Associates (Ref099-02/TS03).
- 1.1.4 The proposed development is located along the western side of the A665 Bury Old Road, situated approximately 1.6km and 8.6km southeast of Prestwich and Bury respectively and 4.4km northeast of Manchester City Centre. The site is located between existing commercial and retail shops and sits within the local neighbourhood shopping centre that fronts Bury Old Road. Formerly, the site was a Petrol Filling Station with associated retail unit and drive-thru car wash.
- 1.1.5 Construction and primary maintenance/operational access to the proposed development will be off Bury Old Road to the east of the site. Under the previous use, the site had a separate access and egress points.
- 1.1.6 This report assesses the transport implications of the proposed development.

1.2 National Policy and Guidance

National Planning Policy Framework (NPPF)

- 1.2.1 The Department for Levelling Up, Housing & Communities published the revised National Planning Policy Framework (NPPF) in September 2023, which sets out the government's planning policies for England and how these are expected to be applied. In comparison to the last update, made in 2021, very little has changed to the NPPF.

The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

1.2.2 In relation to transport and access matters, Paragraph 110 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location,*
- b) safe and suitable access to the site can be achieved for all users,*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

1.2.3 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 111).

1.2.4 With this in mind, development proposals should:

- a) “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

1.2.5 This Transport Statement has been prepared in accordance with Planning Practice Guidance: Travel Plans, Transport Assessments and Statements, March 2014.

1.3 Local Planning Policy

- 1.3.1 The site is located within Bury Council (BC). Currently being prepared is a new Local Plan (LP) that will help guide future development in the borough. In the interim, Local Plan policy directions lay out the proposed scope and a more refined direction for the planning policies to be contained within the LP.
- 1.3.2 The 'Bury Local Plan - Topic Paper 10 Transport' makes up one of the eleven topic papers prepared to gather evidence to support Bury's emerging Local Plan and sets out key policies, plans and strategies relating to the topic of transport which will form the framework for the development of the LP, which identifies that new development and growth needs to be supported by sufficient infrastructure, including transport.
- 1.3.3 Published in 2017 and updated in 2021, 'Greater Manchester's Transport Strategy' sets out the long-term ambition for transport within Greater Manchester. Led by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP), Greater Manchester's vision is to have *"World-class connections that support long-term sustainable economic growth and access and opportunity for all"*.
- 1.3.4 To achieve the Greater Manchester vision, the strategy provides a commitment to produce a transport system which:
- *"supports sustainable economic growth and the efficient and effective movement of people and goods;*
 - *improves the quality of life for all by being integrated, affordable and reliable;*
 - *Protects our environment and support our target to be net zero carbon by 2038 as well as improving air quality; and*
 - *capitalises on new technology and innovation"*.

2 STRUCTURE OF THE TRANSPORT STATEMENT

2.1.1 The structure of the TS is presented as follows.

- Section 3.0 - examines the baseline conditions with regards to access and transport provision within the context of the current highway network.
- Section 4.0 – provides a development description making reference to floor area, land use, means of access and parking provision.
- Section 5.0 – examines the existing and proposed traffic generation/attraction; and
- Section 6.0 – summarises the analysis presented in the above chapters to provide a conclusion to the TS.

3 BASELINE CONDITIONS

3.1 Local Highway Network

- 3.1.1 The Site has frontage on A665 Bury Old Road, a single carriageway road. Bury Old Road forms a principal radial route connecting Whitefield and Manchester via the M60 motorway. Figure 1.1 indicates the current road network within the vicinity of the site.



Figure 1.1 Site Location

- 3.1.2 The existing site access on Bury Old Road comprises a priority-controlled junction with separate access and egress. There is ghost island right turn lane on Bury Old Road, which also serves as an access to the rear of the retail units off located to the south of the site.
- 3.1.3 Pedestrian refuges are located c.50 metres north of the site boundary and south of the existing access at the southern point of the site boundary on Bury Old Road.

3.2 Accessibility

- 3.2.1 The site presents the opportunity to reduce private car use as the site is accessible by a number of non-car modes, namely by walking, cycling, bus and rail and as such this section provides an assessment of the existing sustainable transport networks in close proximity to the site.

Walking

- 3.2.2 It is established and accepted that Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips particularly

under 2 kilometres. The site is situated within a 2km walking distance of a large residential area, including the majority of Prestwich, as illustrated in Figure 3.1.

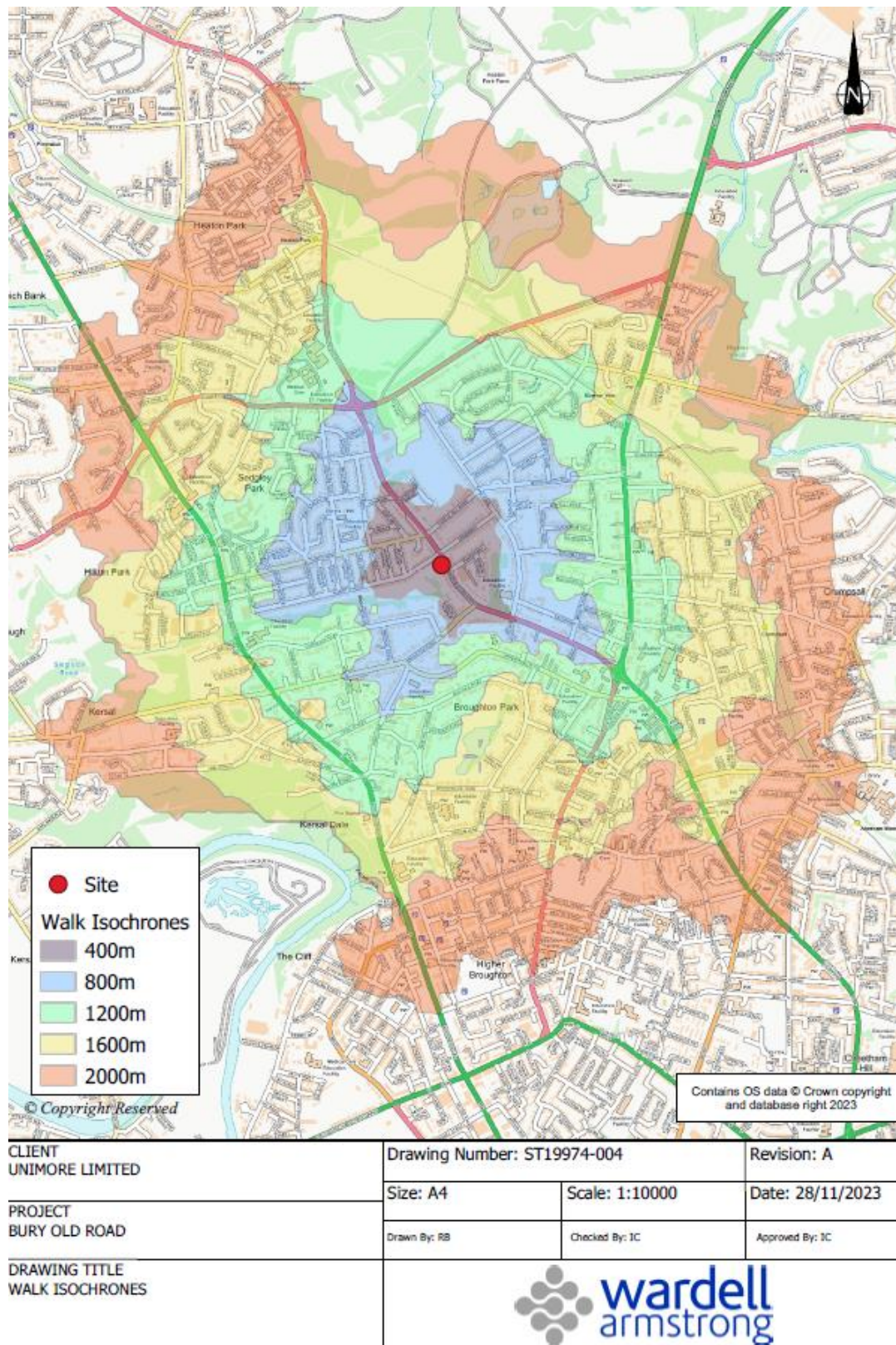


Figure 3.1 Walk Isochrones

- 3.2.3 There is potential for journeys between the site and areas with 2km, as shown on Figure 3.1 for commuting, shopping, worship and community events to be undertaken by walking.
- 3.2.4 It is envisaged that walk will be the primary mode of travel for journeys to from the Synagogue on Saturdays, as vehicle trips on the Sabbath are not permitted by religious convention. This is discussed further in Chapter 5.
- 3.2.5 As set out above, the site is adjacent to an existing retail parade, providing opportunity for linked trips on foot with other retail and leisure uses.
- 3.2.6 Along both sides of the carriageway, pavements on the A665 Bury Old Road are in excess of two metres. On the southern and northern boundary of the site, pedestrian crossings are also present on Bury Old Road, providing pedestrians with a safe, accessible route between the development and eastern neighbouring residential areas across Bury Old Road.

Cycling

- 3.2.7 The Manchester cycle network map, produced in collaboration with local authorities around Greater Manchester and TfGM, alongside the corresponding Bury Cycle network map contain information on existing cycle facilities within the local area. The carriageway is designated as an 'On Road Route – with other cycling facilities', to the north and south of the development along Bury Old Road, past Sedgley Park and below Crescent Road respectively.
- 3.2.8 Gear Change: A bold vision for cycling and walking (DfT, 2020) states: *"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017. For many people, these journeys are perfectly suited to cycling and walking"*.
- 3.2.9 It is recognised that 5 miles is likely to be beyond a realistic catchment for the site. However, shorter distance cycle journeys may offer opportunity to replace car trips to/from the site. Figure 3.2 presents 2km and 4km cycle isochrones for the site. It is demonstrated there is a substantial residential catchment comprising all of Prestwich, and parts of surrounding residential areas within 4km of the site.

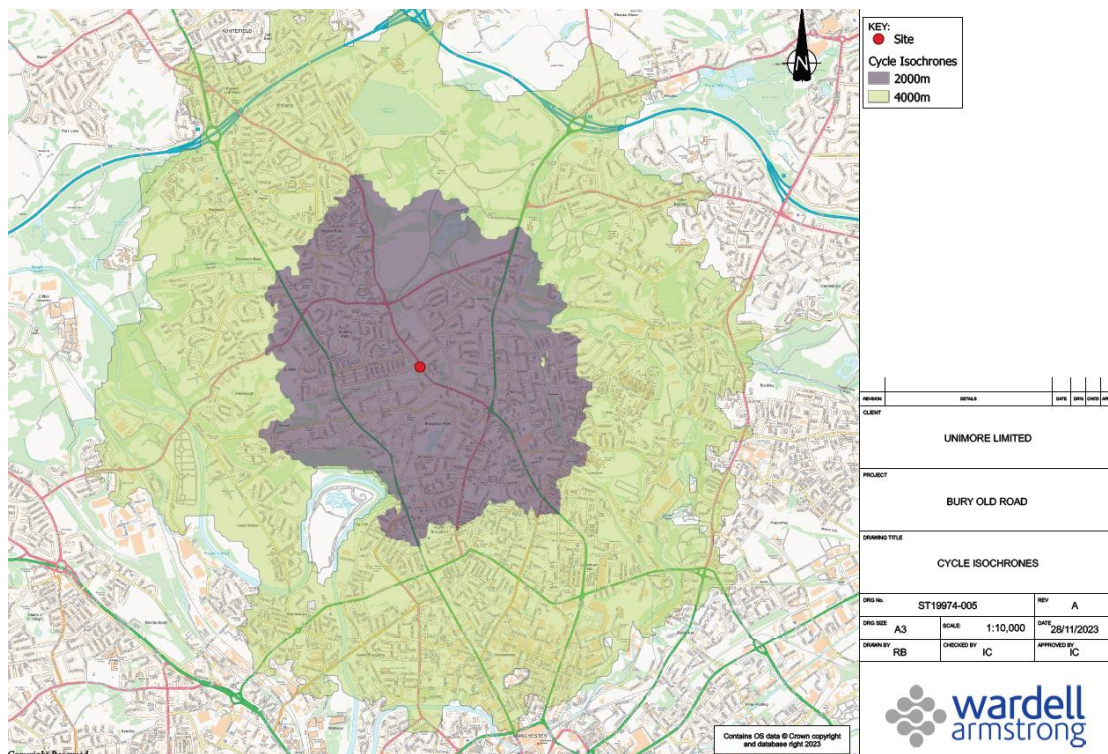


Figure 3.2 Cycle Isochrones

3.2.10 It is proposed that ten cycle parking spaces (five Sheffield stands) located close to the retail entrance with good natural surveillance. This enables journeys to/from the site to be undertaken by cycle.

Public Transport

3.2.11 The recommended maximum walking distance to a bus stop is 400m, equivalent to an approximate five-minute walk according to guidance in 'Guidelines for Planning for Public Transport in Developments' published by The Institute of Highways & Transportation in March 1999. The closest bus stops to the site are on Bury Old Road within a 200m walk of the site.

3.2.12 Table 3.1 summarises the routes and frequency of services that call at bus stops on A665 Bury Old Road. Services 94 and 135 call within 200m of the site in both directions.

Table 3.1 Summary of Routes and Frequency of Bus Services				
Number	Route	Headways (minutes)		
		Mondays to Fridays	Saturdays	Sundays and public holidays (except Christmas and New Year period)
94	Bury - Hollins - Prestwich - Bowker Vale - Higher Crumpsall	60	60	120
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	10	10	20

3.2.13 The nearest tram stop is the Bowker Vale Metrolink Station located on the A576 Middleton Road, approximately 950m away from the site. The stop is part of both the Bury – Altrincham (Green) and Bury – Piccadilly (Yellow) lines and is located on the boundary between Zones 2 and 3. This station is within a suitable walking distance for commuting trips to/from the site.

3.2.14 Table 3.2 provides summary of tram frequencies.

Table 3.2 Summary of Routes and Frequency of Metrolink Services			
Route	Mondays to Fridays	Fridays and Saturdays (midnight to 1am)	Sundays
Bury to Altrincham (Green) Line	Every 12 minutes starting at 0606 and ending 2330	Every 24 minutes between starting 0606 and ending 2352	Every 15 minutes starting 0708 and ending 2308
Bury to Piccadilly (Yellow) Line	Every 12 minutes starting at 0606 and ending 2342	Every 24 minutes between starting 0606 and ending 0040	Every 15 minutes starting 0708 and ending 2353

3.2.15 It is demonstrated that the proposed development has very good accessibility by public transport, with frequent bus services calling in close proximity to the site, and Metrolink services within a suitable walking distance. It is concluded that there is good opportunity for journeys to/from the site to be undertaken by public transport.

Overview

3.2.16 In summary, it is evident that the site has good accessibility by non-car modes including walking, cycling and public transport.

4 PROPOSED DEVELOPMENT

4.1 Masterplan

- 4.1.1 The proposed development is of mixed-use and includes the construction of a ground floor level food retail unit of 582sqm (gross external floor area) with 544sqm of basement storage, 488sqm first floor level office and welfare accommodation including a 135sm synagogue, and associated parking, on the site of a former Texaco Petrol Filling Station (PFS) on Bury Old Road, Prestwich.
- 4.1.2 Residential and commercial properties bound the site to the north, beyond which lies Albert Avenue and further residential properties which make up the suburban outskirts of Prestwich and Manchester. The site has frontage on A665 Bury Old Road to the east and is located opposite the Holy Law Schul Orthodox Synagogue. Retail and commercial units border the site to the south. To the west are the Incredible Edible Prestwich & District - Sedgley Parkside Garden Allotments and further west lies St Philip's RC Primary School located on the outskirts of Salford, Manchester.
- 4.1.3 The ground floor level kosher food retail unit is anticipated to supplement the existing retail provision as the site is situated within a local neighbourhood shopping centre.
- 4.1.4 Thirteen car parking spaces including two disabled spaces will be provided as part of the proposed development. Ten short stay bicycle spaces (Five Sheffield stands) will also be made available for customer use and will be located close to the front entrance of the retail unit.
- 4.1.5 It is expected that majority of the car and cycle space users will be retail customers as members of the Synagogue are prohibited from driving on the Sabbath (Saturday) and the Synagogue is considered to be easily accessible by foot for those who belong to the Synagogue community. Notwithstanding, some Synagogue members may use the car and cycle spaces on weekdays for prayer services.

4.2 Proposed Access and Servicing Arrangements

- 4.2.1 It is proposed that a new vehicular access and egress point on Bury Old Road, to occupy a central location on the eastern boundary of the site will form the only access to the development. This will make use of the existing ghost island right turn lane and be aligned with the current exit radii.
- 4.2.2 A separate improved access and egress point will be provided to the rear access route of properties facing Bury Old Road as the existing shared access will no longer be used. Access will be improved through the implementation of a 3m radii on the northern

bell mouth kerb line. Additionally dropped kerbs and tactile paving will be provided for pedestrian crossing movements at the access.

- 4.2.3 The proposed site access arrangements drawing is presented on Drawing ST19974-002.
- 4.2.4 The same vehicular access off Bury Old Road will be utilised for deliveries to the site, and home deliveries, both of which will be undertaken by van. Deliveries will take place at the front of the retail unit, with goods transported to a storage area in the basement of the unit via lift. Deliveries from larger vehicles, including HGV's, will not be required as the occupier has an off-site warehouse facility that accepts delivery by HGV, and transfers produce to vans for delivery to store. It is proposed that the size of vehicles servicing the site will be restricted by a unilateral agreement prepared in accordance with S.106 of the Town and Country Planning Act. This servicing strategy was agreed with the highway authority as part of the previous planning consent for a similar mixed use development.
- 4.2.5 Daily servicing hours are between 08:00 to 20:00 hours and deliveries will be needed every day so that the kosher food retail unit is open to trade (six days per week), including Sundays and majority of the Bank Holidays. In contrast, proposed retail opening hours are 08:00 to 23:00 Monday to Friday and 08:00-16:00 Sunday. As the Sabbath is on a Saturday, the applicant is not applying for the accompanying kosher food retail unit to be open on this day.
- 4.2.6 Drawing ST19974-003 presents the swept path analysis of a delivery van, demonstrating that vehicle can enter the site in a forward gear, turn within the site, and exit in a forward gear.
- 4.2.7 Refuse collection will take place on Albert Avenue. There is an existing service road to the rear of the commercial properties to the north of the site. These commercial properties store bins adjacent to the access road, which are collected from Albert Avenue. The applicant has right of way over the access road, and so will utilise the same refuse collection strategy as adjacent commercial units. There is opportunity to utilise the same commercial waste collection services as adjacent units. This will take up where practicable, which would result in the proposed development generating no additional vehicle trips for the purpose of refuse collection.

4.3 Proposed Parking Provision

Parking Standards

- 4.3.1 Current parking standards for Bury are contained within Development Control Guidance Note 11, Parking Standards in Bury, May 2007. However, it should be noted that these standards precede NPPF, and expand upon parking policies contained within the Bury UDP, 1997. It is therefore considered that these standards and their evidence base are out of date, and limited weight should be afforded to them.
- 4.3.2 Furthermore, the emerging Local Plan Modifications Version 2023, omits any reference to parking standards, and states: *“We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by;*
- 7. Making adequate car parking provision, including for disabled drivers and passengers;*
- 8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand; ”*
- 4.3.3 Furthermore, NPPF states:
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).”*
- 4.3.4 The Bury Parking Standards state that food retail (A1) units with a GFA of 900sqm or less should provide a maximum of one car parking space per 25sqm, a minimum of 3 disabled car parking bays (or 6% of total capacity, whichever is the greatest) and a minimum of one cycle space per 200sqm, with two spaces as minimum. This means that a maximum of twenty-three car parking spaces, three disabled car parking bays, parking provision for at least three two-wheel motorised vehicles and cycle parking provision for three cycles should be provided.
- 4.3.5 However, the parking standards also state that, in relation to food retail: *“Smaller developments, particularly those within local and neighbourhood shopping centres (see Glossary), that are assumed to be more local in nature that are accessible by other*

modes could have reduced levels of parking requirements (each proposal will be considered on its own merits)."

4.3.6 The above is applicable to the site of the following reasons:

- The site is located to provide good opportunity for access by walk, cycle and public transport, and is located in an 'Area of High Accessibility' based on Appendix 1 of Parking Standards in Bury;
- The site is located within a neighbourhood centre, with high likelihood of linked trips, with other local retail and leisure uses, for which shared parking is already available;
- The proposed development is a kosher food store which is primarily to service local demand from synagogue communities, who must necessarily live within walking distance of those the synagogue;
- As set out above, the site will operate a home delivery system whereby members of the community who access the site by modes other than car driver can have their shopping delivered shortly after selecting produce at the store.

4.3.7 Based on the above, it considered that parking below the maximum standard for the retail use is appropriate.

Proposed Parking Provision

4.3.8 The proposed parking provision comprises 13 car parking spaces including 2 disabled spaces close to the building entrance. Ten short stay cycle parking spaces (5 Sheffield stands) are also provided close to the front entrance of the retail unit.

4.3.9 The above parking provision is suitable to serve the proposed development in accordance with local policy requirement, including provision for disabled users.

4.3.10 Furthermore, the limiting of car parking to below maximum standards, provision of on-demand home deliveries to reduce car dependency, and provision of cycle parking in excess of minimum standards is in accordance with local and national policy aims to reduce dependence on private car use, in favour of more sustainable modes. This is particularly relevant in the context of the Greater Manchester Transport Strategy 2040 which aim to reduce both the number and proportion car trips within Greater Manchester, to enable both population growth and economic growth.

4.4 Operational Requirements of the First Floor Use

- 4.4.1 On the first floor, there will be a 135sqm (D1 use class) Synagogue to serve the local community. The proposed synagogue is for prayer meetings and sabbath (Saturday) services.
- 4.4.2 Prayer services will take place twice a day during the week before 08:00hrs and after 19:00hrs and as such, car and cycle spaces may be used for worship at the Synagogue during the week. However, visits for weekday prayers are short, and no allocated spaces are provided. Any parking associated with weekday prayers will be accommodated within the main car park, but will generally be outside of peak periods for the retail use.
- 4.4.3 Since members of the Synagogue are prohibited from driving on the Sabbath due to religious reasons and the proposed Synagogue is accessible by foot, no car and cycle spaces are expected to be occupied on a Saturday.
- 4.4.4 There is not expected to be material peak hour traffic impact of associated with the synagogue, as morning and evening services are conducted outside of peak traffic hours and the site is complimentary to existing developments around it. The least traffic impact occurs on the Sabbath (Saturday) and during the Sabbath period, which runs from dark on a Friday to dark on a Saturday when there is no demand for car parking as members of the Synagogue are prohibited from driving due to religious reasons.
- 4.4.5 Marriages and other ceremonies are performed in the existing larger Synagogues within the local area. Therefore, this proposed small community Synagogue will not perform any ceremonies.

5 TRAFFIC IMPACT

5.1 Existing Land Use

- 5.1.1 As mentioned previously, the former use of the site was an 8-pump Petrol Filling Station (PFS) with associated retail unit and drive-thru car wash. It is acknowledged that the former PFS has been demolished. However, it is still relevant to consider the proposed development in the context of the former traffic generating use of the site.
- 5.1.2 The Cameron Rose Associates Transport Statement which accompanied planning application ref 60045 includes information from the Trip Rate Information Computer System (TRICS) database has been analysed to calculate the potential trip generation associated with this land use. Table 5.1 presents the average vehicle trip rates and corresponding trip generation. For peak hours in the Weekday (AM and PM) and on Saturday, the average number of vehicle journeys has been calculated.

Table 5.1 AM & PM Peak Hour Trip Generation, Former PFS Use				
	Peak Period	Arrivals	Departures	Two-Way
Trip Rate (Per Pump)	AM Peak (0800 - 0900)	7.434	7.361	14.795
	PM Peak (1600 - 1700)	7.205	7.590	14.795
Trip Attraction	AM Peak (0800 - 0900)	60	59	119
	PM Peak (1600 - 1700)	58	61	119

Source: Cameron Rose Associates Transport Statement ref 099-02/TS03

5.2 Proposed Development

Synagogue (D1) Use

- 5.2.1 As driving is prohibited on the Sabbath due to religious reasons, it is estimated there will be no material increase in traffic associated with the proposed synagogue during the main weekly services on a Saturday.
- 5.2.2 Additionally, it is estimated that the synagogue will have no material traffic impact during weekday AM & PM peak hours, as prayer services sit outside of typical peak hour periods. It is also anticipated there will be a high proportion of active travel trips for prayer services due to close proximity of the congregation to the synagogue.

Proposed Retail Storage

- 5.2.3 As set out in Chapter 3, the entire building basement comprises retail storage. This is a much higher proportion of storage than would be expected for a retail unit of the size of the proposed development and is reflective of the proposed development strategy which is not typical.
- 5.2.4 The proposed servicing strategy comprises all deliveries from suppliers being undertaken to an off-site warehouse, typically on pallets. The produce is then broken down to smaller units for onward transport to the site by van. The produce is then transferred to the basement storage facility and transferred via lift to the ground floor retail space. A single van will provide all servicing of the store, and therefore the maximum number of servicing trips taking place within any hour, including the peak hours, is one vehicle arrival, and one vehicle departure.

Retail Unit

- 5.2.5 The TRICS database has again been analysed to estimate the traffic that would be generated by the proposed development based on the provision of a 582sqm ground floor retail unit.
- 5.2.6 There are three A1 food retail uses within the TRICS database which may potentially be used to estimate the traffic generated by the proposed development, including.
- Food Superstores;
 - Discount Food Stores;
 - Convenience Stores.
- 5.2.7 It is considered that discount food stores are likely to be the most comparable to the development. Food Superstores have much larger retail floor areas and levels of car parking to the proposed development and are likely to have much larger catchments. Convenience stores generally cater for higher levels of pass-by trade and are likely to have much shorter dwell times than the proposed development, which is anticipated to be used for both main and top-up shopping trips.
- 5.2.8 TRICS interrogations for all three types of food retail have been undertaken and are presented in Table 5.2. The parameters of the TRICS interrogations are:
- Retail Floor Area
 - 2015 or more recent surveys;
 - Neighbourhood centre sites;

- Sites in London and Ireland excluded;
- Surveys undertaken during COVID restrictions excluded.

Table 5.2 AM & PM Peak Hour Trip Rates per 100sqm Retail Floor Area				
	Food Retail Type	Arrivals	Departures	Two-Way
AM PEAK HOUR (0800-0900)	Food Superstore	3.422	2.826	6.248
	Discount Food Store	3.420	1.984	5.404
	Convenience Store	7.989	7.769	15.758
PM PEAK HOUR (1600-1700)	Food Superstore	5.960	5.629	11.589
	Discount Food Store	4.938	5.294	10.232
	Convenience Store	9.477	8.209	17.686

Note: Food Superstore and Convenience Store trip rates presented for comparative purposes only. Discount Food Store trip rates used in assessment.

5.2.9 The TRICS outputs are included in Appendix A.

5.2.10 The consequent estimate of traffic generated by the proposed 582sm retail floor area in the AM & PM peak hours is presented in Table 5.3.

Table 5.3 Estimated AM & PM Peak Hour Traffic Generation, Proposed Retail Development			
	Arrivals	Departures	Two-Way
AM PEAK HOUR (0800-0900)	20	12	32
PM PEAK HOUR (1600-1700)	29	31	60

5.2.11 It should be noted that, given the amount of parking provided as part of the development, the above estimates are considered robust. They have not been adjusted for the potential trip rate reduction effects of the close proximity of the potential customer base to the store, the home delivery options, which are typically not available at discount food stores from which trip rates are calculated, and relatively low parking provision.

5.3 Net Change in Vehicle Trips

- 5.3.1 Table 5.4 compares the trip generation related to the former and proposed use of the site. Review of Table 5.4 confirms that the development is predicted to result in a material decrease in vehicle trips when compared to the previous use of the site, in both the AM & PM peak hours.

Table 5.4 Net Change in traffic			
	Arrivals	Departures	Two-Way
AM PEAK HOUR (0800-0900)	-40	-47	-87
PM PEAK HOUR (1600-1700)	-29	-30	-59

- 5.3.2 It should also be noted that the proposed development will also not require access by HGVs, in contrast to the previous PFS use. This is a material highway benefit in the immediate vicinity of the site.

5.4 Summary

Traffic impact assessment of the of the proposed development is undertaken for the weekday AM & PM peak hours. It is estimated that, compared to the previous PFS use of the site, the proposed development will result in a material net decrease in traffic.

6 CONCLUSION

- 6.1.1 This Transport Statement assesses the transport implications associated with a proposed mixed-use development at a former PFS site on Bury Old Road. The proposed development comprises a ground floor level food retail unit, to be occupied by a kosher food store, basement storage, office/welfare accommodation, a community synagogue, and associated parking.
- 6.1.2 A similar development was previously consented at the site. The current planning application proposes minor changes to the previously consented development.
- 6.1.3 The proposed site access, servicing and parking arrangements are identical to previously consented arrangements and comprise a single point of access on Bury Old Road for all pedestrians, cycles and vehicles. As part of a unilateral agreement prepared in accordance with S.106 of the Town and Country Planning Act, delivery vehicle types will be restricted, meaning that long wheelbase vans only will service the site.
- 6.1.4 An assessment of site accessibility by non-car modes has been undertaken. It is demonstrated that the site is accessible by walk and cycle, and that provision of cycle parking and on-demand local delivery services provide good opportunity for journeys to the site to be undertaken by these modes. Furthermore, the site has very good accessibility by public transport, with frequent bus services calling within very close proximity to the site, and frequent Metrolink services available for commuting journeys.
- 6.1.5 The site is located within an existing neighbourhood shopping centre, offering opportunity for linked trips with other retail and leisure uses in the vicinity of the site.
- 6.1.6 As driving is prohibited on the Sabbath due to religious reasons, accessibility on foot for those who belong to the Synagogue community is a key consideration for the development, although the development encourages accessibility by other non-car modes. The synagogue will be used as a community synagogue only and will not perform ceremonies such as marriages.
- 6.1.7 In comparison to the former use of the site, the proposed development is estimated to result in a material reduction in traffic during both the Weekday AM and PM peak hours. It is concluded that the proposed development is in accordance with local and national transport policy and there are no overriding transport reasons that should prevent the granting of planning permission.

APPENDICES

APPENDIX A TRICS DATA

Calculation Reference: AUDIT-709701-231204-1221

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 260 to 480 (units: sqm)
 Range Selected by User: 55 to 770 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	5
--	---

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:

Residential Zone	2
High Street	3

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 Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:**Use Class:**

E(a)	5 days
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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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	450 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	CF-01-O-02	CO-OPERATIVE	CARDIFF
	HEOL-Y-DERI		
	CARDIFF		
	RHIWBINA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Retail floor area:	300 sqm	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
3	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Retail floor area:	480 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
4	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	325 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
5	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	260 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	325	1.846	1	325	1.231	1	325	3.077
06:00 - 07:00	5	363	2.039	5	363	1.873	5	363	3.912
07:00 - 08:00	5	363	5.455	5	363	5.179	5	363	10.634
08:00 - 09:00	5	363	7.989	5	363	7.769	5	363	15.758
09:00 - 10:00	5	363	7.052	5	363	6.171	5	363	13.223
10:00 - 11:00	5	363	7.218	5	363	6.887	5	363	14.105
11:00 - 12:00	5	363	7.879	5	363	7.879	5	363	15.758
12:00 - 13:00	5	363	8.815	5	363	8.705	5	363	17.520
13:00 - 14:00	5	363	7.713	5	363	7.107	5	363	14.820
14:00 - 15:00	5	363	8.320	5	363	8.430	5	363	16.750
15:00 - 16:00	5	363	8.760	5	363	8.320	5	363	17.080
16:00 - 17:00	5	363	9.477	5	363	8.209	5	363	17.686
17:00 - 18:00	5	363	11.074	5	363	11.956	5	363	23.030
18:00 - 19:00	5	363	10.358	5	363	10.413	5	363	20.771
19:00 - 20:00	5	363	7.769	5	363	7.603	5	363	15.372
20:00 - 21:00	5	363	5.344	5	363	6.832	5	363	12.176
21:00 - 22:00	5	363	3.526	5	363	4.077	5	363	7.603
22:00 - 23:00	3	345	0.870	3	345	0.676	3	345	1.546
23:00 - 24:00	2	293	0.000	2	293	0.513	2	293	0.513
Total Rates:			121.504			119.830			241.334

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

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

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Parameter summary

Trip rate parameter range selected:

260 - 480 (units: sqm)

Survey date date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

5

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.

Calculation Reference: AUDIT-709701-231128-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 390 to 1690 (units: sqm)
 Range Selected by User: 390 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	7
--	---

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:

Retail Zone	1
High Street	3
No Sub Category	3

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 Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	7 days
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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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BC-01-C-02	ICELAND	BOURNEMOUTH CHRISTCHURCH & POOLE
	CHRISTCHURCH ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	400 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
2	LS-01-C-01	FARMFOODS	LEEDS
	WATERLOO TERRACE		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Retail Zone		
	Total Retail floor area:	600 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL
3	NF-01-C-01	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL
4	TW-01-C-01	ALDI	TYNE & WEAR
	EDGEFIELD AVENUE		
	NEWCASTLE		
	FAWDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1548 sqm	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL
5	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE		
	BIRMINGHAM		
	KITT'S GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
6	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
7	WS-01-C-04	ICELAND	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	390 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SR-01-C-02	covid

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	1044	0.438	7	1044	0.068	7	1044	0.506
08:00 - 09:00	7	1044	3.420	7	1044	1.984	7	1044	5.404
09:00 - 10:00	7	1044	4.159	7	1044	3.735	7	1044	7.894
10:00 - 11:00	7	1044	4.268	7	1044	3.516	7	1044	7.784
11:00 - 12:00	7	1044	4.049	7	1044	3.926	7	1044	7.975
12:00 - 13:00	7	1044	4.131	7	1044	4.077	7	1044	8.208
13:00 - 14:00	7	1044	4.720	7	1044	4.747	7	1044	9.467
14:00 - 15:00	7	1044	4.309	7	1044	4.856	7	1044	9.165
15:00 - 16:00	7	1044	4.637	7	1044	5.021	7	1044	9.658
16:00 - 17:00	7	1044	4.938	7	1044	5.294	7	1044	10.232
17:00 - 18:00	7	1044	4.706	7	1044	5.253	7	1044	9.959
18:00 - 19:00	7	1044	4.624	7	1044	4.897	7	1044	9.521
19:00 - 20:00	7	1044	3.187	7	1044	3.393	7	1044	6.580
20:00 - 21:00	5	1304	1.825	5	1304	2.393	5	1304	4.218
21:00 - 22:00	5	1304	0.798	5	1304	1.089	5	1304	1.887
22:00 - 23:00	4	1480	0.000	4	1480	0.270	4	1480	0.270
23:00 - 24:00									
Total Rates:			54.209			54.519			108.728

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

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

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Parameter summary

Trip rate parameter range selected:	390 - 1690 (units: sqm)
Survey date range:	01/01/15 - 19/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

FREE TRIAL FREE TRIAL FREE TRIAL

Licence No: 709701

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: Retail floor area
 Actual Range: 1000 to 3530 (units: sqm)
 Range Selected by User: 640 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/05/23

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:

Tuesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 2 days

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:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	TW-01-A-03	M&S FOOD HALL	TYNE & WEAR
	HOLLYWOOD AVENUE		
	NEWCASTLE UPON TYNE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: TUESDAY	19/10/21	Survey Type: MANUAL
2	WO-01-A-02	WAITROSE	WORCESTERSHIRE
	LONDON ROAD		
	WORCESTER		
	RED HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Retail floor area:	3530 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2265	1.413	2	2265	1.082	2	2265	2.495
08:00 - 09:00	2	2265	3.422	2	2265	2.826	2	2265	6.248
09:00 - 10:00	2	2265	4.371	2	2265	3.355	2	2265	7.726
10:00 - 11:00	2	2265	6.049	2	2265	4.724	2	2265	10.773
11:00 - 12:00	2	2265	5.740	2	2265	5.320	2	2265	11.060
12:00 - 13:00	2	2265	7.439	2	2265	6.645	2	2265	14.084
13:00 - 14:00	2	2265	6.954	2	2265	7.594	2	2265	14.548
14:00 - 15:00	2	2265	5.740	2	2265	6.026	2	2265	11.766
15:00 - 16:00	2	2265	5.982	2	2265	6.998	2	2265	12.980
16:00 - 17:00	2	2265	5.960	2	2265	5.629	2	2265	11.589
17:00 - 18:00	2	2265	6.225	2	2265	6.004	2	2265	12.229
18:00 - 19:00	2	2265	5.607	2	2265	6.667	2	2265	12.274
19:00 - 20:00	2	2265	3.444	2	2265	4.702	2	2265	8.146
20:00 - 21:00	2	2265	1.347	2	2265	2.208	2	2265	3.555
21:00 - 22:00	1	3530	0.085	1	3530	0.567	1	3530	0.652
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			69.778			70.347			140.125

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

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

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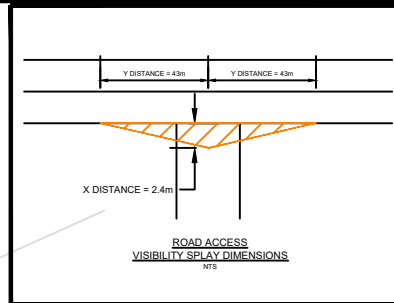
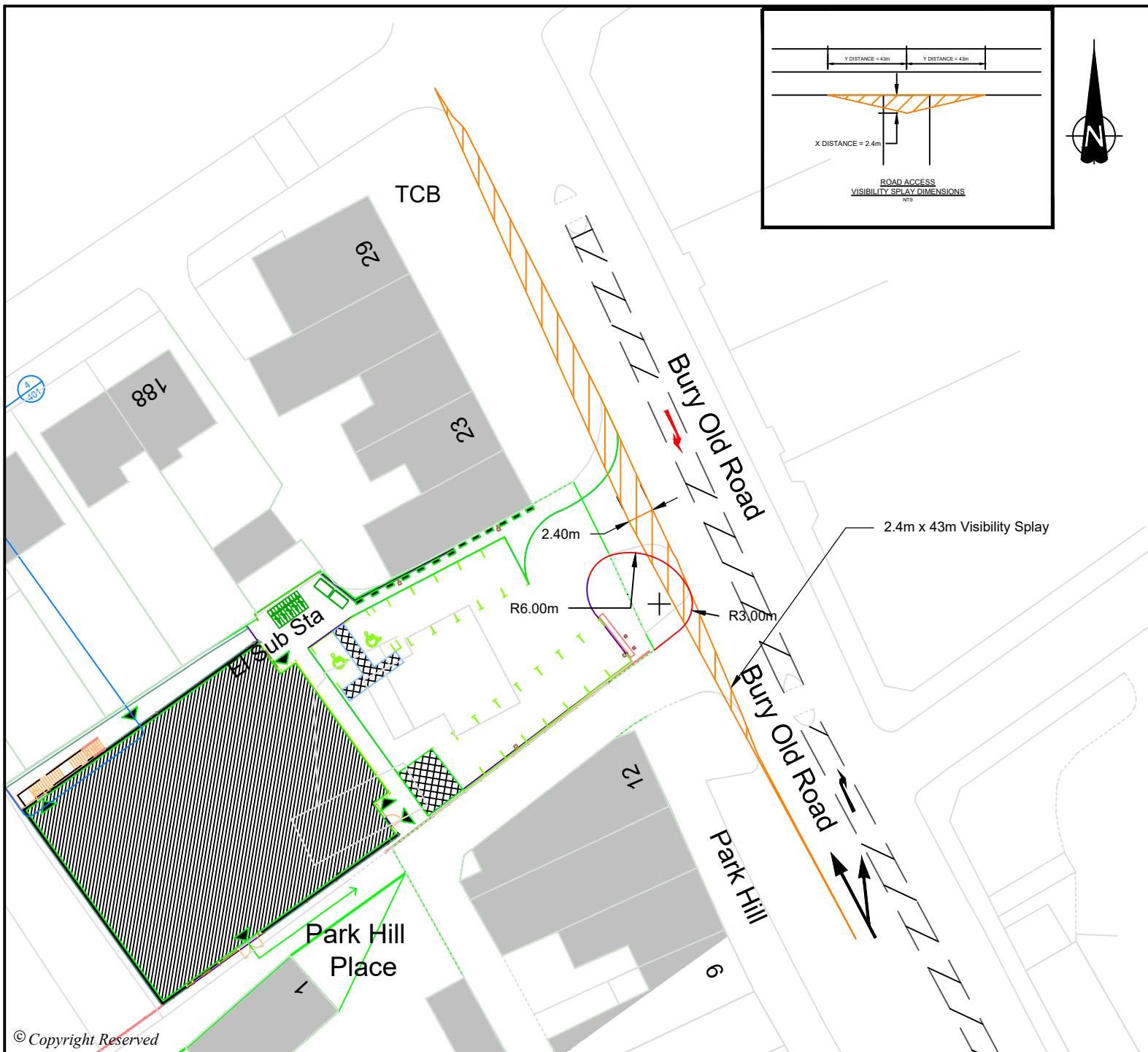
Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

1000 - 3530 (units: sqm)
01/01/15 - 17/05/23
2
0
0
0
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.

DRAWINGS



DO NOT SCALE FROM THIS DRAWING

NOTES:

- ALL LEVELS IN METERS ABOVE ORDNANCE DATUM AND ALL DIMENSIONS IN METERS UNLESS STATED OTHERWISE.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ENGINEERING DRAWINGS AND DETAILS AND CONTRACT DOCUMENTATION
- SWEPT PATH ANALYSIS AND VISIBILITY SPLAYS AT SITE ACCESS BASED ON OS MASTERMAP AND IS SUBJECT TO DETAILED DESIGN

KEY

- VISIBILITY SPLAY (2.4m x 43m) DESIRED MINIMUM
- PROPOSED MARKINGS

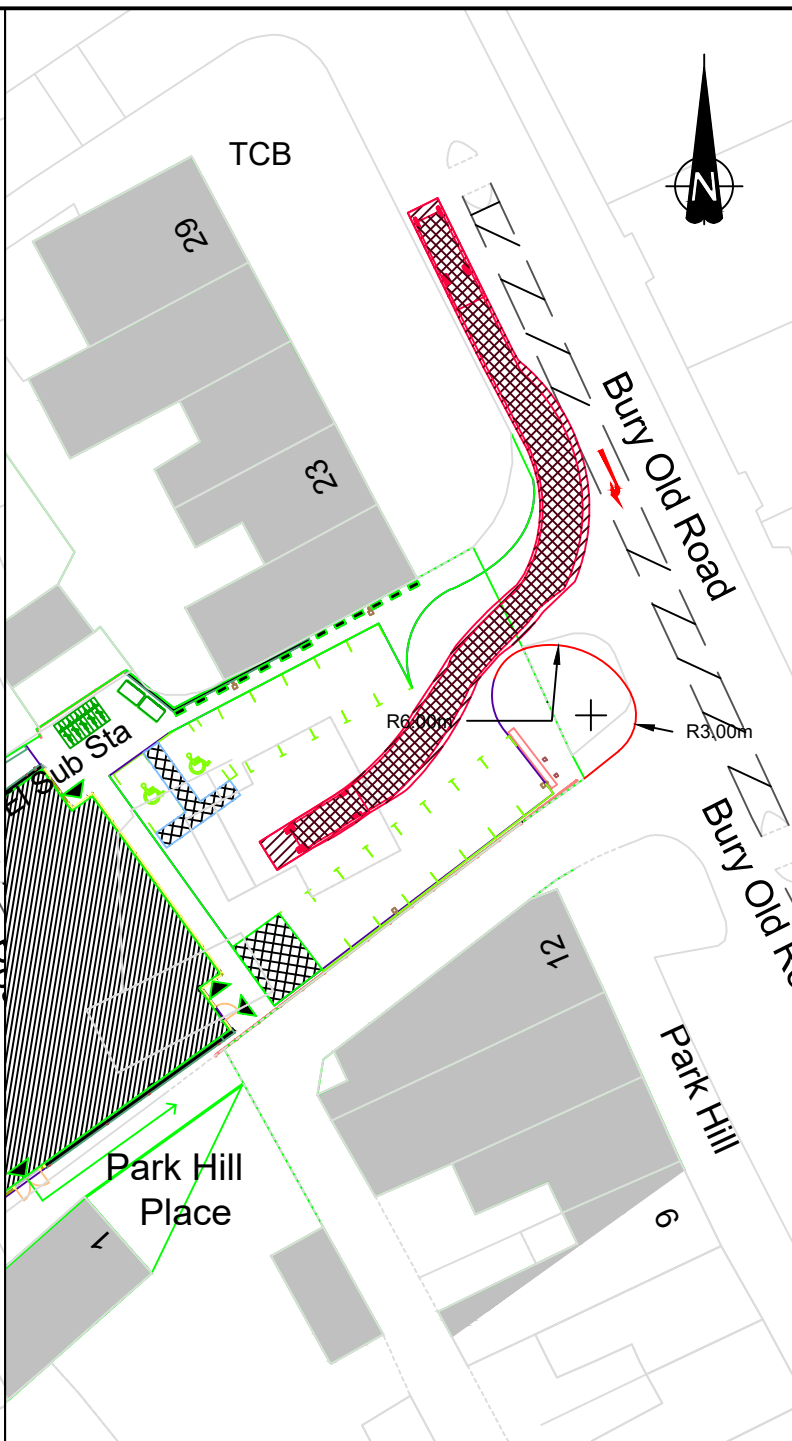
REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

CLIENT	UNIMORE LIMITED
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PROJECT	BURY OLD ROAD
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DRAWING TITLE	PROPOSED SITE ACCESS ARRANGEMENTS
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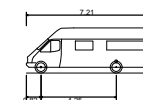
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SIZE	A4	SCALE	1:500	DATE
DRAWN BY	RB	CHECKED BY	IC	APPROVED BY
				IC



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7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

CLIENT	UNIMORE LIMITED
--------	-----------------

PROJECT	BURY OLD ROAD
---------	---------------

DRAWING TITLE	SWEPT PATH ANALYSIS
---------------	---------------------

DRG No	ST19974-003	REV	A	SUIT.
SIZE	A4	SCALE	1:500	DATE
DRAWN BY	RB	CHECKED BY	IC	APPROVED BY
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