

local transport projects 

traffic engineering and transport planning

Alliance Leisure Services

**Wythenshawe Park Sports Hub,
Wythenshawe Road, Manchester
Transport Statement**

October 2025

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October 2025

Client Commission

Client:	Alliance Leisure Services	Date Commissioned:	February 2025
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LTP Quality Control

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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WYTHENSHAWE PARK SPORTS HUB

WYTHENSHAWE ROAD, MANCHESTER

TRANSPORT STATEMENT

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Statement (TS) in support of proposals for a mixed-use development on land to the south of Wythenshawe Road, Manchester. This TS provides an appraisal of the traffic impact and road safety implications of the proposals. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 LTP has also been commissioned to prepare a Travel Plan (TP) (LTP, 2025), for the proposed development, which outlines the approach to encouraging travel by sustainable modes at the site. Although the TP has been prepared as a standalone document, both the TS and TP are linked and should be read in conjunction with each other.
- 1.1.3 The local planning and highway authority for the site is Manchester City Council (MCC).

I.2 Scope

- 1.2.1 Pre-application discussions have taken place with MCC Highways in order to inform the design of this site, and the scope of this report. This report has also been written in accordance with the Government's '*National Planning Policy Framework*' (MHCLG, 2024) and '*Planning Practice Guidance*' (MHCLG, 2014), with the scope summarised below:

- **Introduction & Description of Proposals:**

- Description of the development site, including location and any existing access arrangements;
- Summary of relevant planning and allocation history for the site;
- Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.

- **Site Assessment:**

- Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
- Assessment of the sustainable transport infrastructure (pedestrian, cycle and public transport).

- **Road Casualty Appraisal:** Examination of road collision records (5-year study period) and assessment of the road safety impact of the development on the local highway network.

- **Traffic Impact:**

- Calculation of the projected trip generation for the proposed development, including the existing and proposed uses on the site;
- Consideration of any relevant consented developments within the local area and any committed changes to the surrounding highway network;

- Assessment of the likely traffic impact of the proposed development on the operation of the local highway network. This will involve assessing the traffic generation of the proposals against the typical threshold for assessment (30 two-way traffic flows).
- **Access, Parking & Internal Layout:** Consideration of the proposed access arrangements and internal layout of the site, including the servicing arrangements, parking provision (with reference to local parking standards) and suitability of the proposed access arrangements (with consideration of visibility splay requirements)
- **Conclusions:** Conclusions summarising the outcomes of the TS, including a commentary on the suitability of the proposals in terms of sustainable travel, road safety and traffic impact.

1.2.2 This TS report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

- National Planning Policy Framework (MHCLG, 2024);
- Addendum to Manchester Core Strategy 2024 (MCC, 2024);
- Greater Manchester Transport Strategy 2040 (GMCA, 2017);
- Planning Practice Guidance (MHCLG, 2014);
- Manchester Local Plan Core Strategy 2012 to 2027 (MCC, 2012);
- Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

- 2.1.1 The site forms part of the wider Wythenshawe Park and is located on land to the south of Wythenshawe Road, currently comprising a number of sports facilities and a car park served by an access road connecting with Wythenshawe Road to the north. The site is bound by a mix of woodland and the wider parkland on all sides, with dwellings served by Lawnhurst Avenue to the southwest of the site boundary. The approximate location of the site is highlighted in Figure 1, with the formal red line boundary for the planning application shown in Appendix 1.

Figure 1: Site Location



Source: NPS, 2025

- 2.1.2 There are several existing uses on the site, many of which will be retained. The existing uses are outlined below:
- Athletics track;
 - Weightlifting facility (used by Wythenshawe Weightlifting Club and understood to be an Olympics-standard facility);
 - Baseball pitches (used by Manchester Baseball Club);

- Wythenshawe Park Cycle Hub, comprising:
 - Cycling 'Learn to Ride' training facility; and
 - Wythenshawe Park Pump Track
- 2.1.3 With the exception of the weightlifting facility, all of the above facilities are expected to be retained on the site, and whilst there may be some changes (e.g. relocation of the baseball pitch to a different location within the red line), the Applicant team has confirmed that the number/timings of movements associated with staff/visitors for these existing facilities are not expected to change as a result of the proposals. So the car park will need to accommodate the demand associated with these retained existing uses, in addition to the proposed uses on the site.
- 2.1.4 The only existing use that will be relocated to a separate off-site location is the weightlifting facility, which is expected to be moved to Wythenshawe Sports Ground, as discussed in Section 5.3.
- 2.1.5 There are additional cycling facilities/trails available across the wider Wythenshawe Park, including to the east of the site, although as these wider facilities are outside of the red line for this application, they will not be considered in detail as part of this TS. It is noted that the primary vehicular access and car park for the wider Wythenshawe Park site is separate to the access for the Sports Hub part of the park, with the main access road for the park located approximately 380m east on Wythenshawe Road. The wider park is open dawn to dusk daily.

2.2 Proposed Development & Access Arrangements

- 2.2.1 This TS is based upon the proposals outlined on the site plan attached as Appendix 1. The proposals involve the redevelopment of the site to accommodate a number of new facilities alongside the retained uses outlined in Section 2.1.
- 2.2.2 The proposals involve the development of the site to accommodate the following facilities:
 - A new proposed building to accommodate:
 - Northern Moor Medical Practice (NMMP), a local GP surgery which is to be relocated on-site from the existing facility located opposite the site access on the northern side of Wythenshawe Road (property 216A).
 - Changing rooms and other ancillary facilities for the sports clubs on the site.
 - A small gym facility which will accommodate an assisted exercise programme.
 - A meeting room/café.
 - Two Artificial Grass Pitches (AGP), both full-size and able to accommodate 11v11 football;
 - A Multi-Use Games Area (MUGA);
 - Informal 'kickabout' grass pitch; and
 - Possible skatepark area (to be confirmed).

2.3 Vehicular Access Arrangements

- 2.3.1 The proposed site is to be accessed via the existing access road that connects with Wythenshawe Road on the northern site boundary. This access junction onto the public network is connected to the on-site car park via an access road that is currently circa 80m long and circa 3m wide in places.

Photo 1: Site Access Road



- 2.3.2 There are some parts of the access road that informally are wider, also with a sign for a 'passing place' near the access gate to the north, although there are also existing trees that constrain the width in some locations. There are marked double yellow lines on both sides of this access road, with 'no loading at any time' signs too. There are traffic calming speed humps and a signed 5mph speed limit. MCC Highways confirmed that the access road is not part of the adopted public highway. This existing route is shared by vehicles, pedestrians and cyclists, with no separate footway into the site. The continued use of this existing access road was approved as part of the planning consent for the Wythenshawe Park Cycle Hub (Ref: 130542/VO/2021).
- 2.3.3 It is acknowledged that this existing access road is not wide enough to accommodate two-way passing vehicles along its full length, therefore as part of the development proposals, and based on feedback from MCC Highways, the access road is to be widened to provide a continuous 5.5m wide carriageway. In accordance with '*Manual for Streets*' (MfS) (DfT, 2007b), this is sufficient for the close passing of two goods vehicles, and is consistent with a typical width for new roads. Vehicle tracking has been undertaken and demonstrates that this width would be sufficient for the largest vehicles that may visit the site (refuse collection and fire tenders), and can comfortably accommodate the passing of two cars.

- 2.3.4 Different options to improve the access road have been explored by the Applicant's team, including ecology/landscape specialists. The potential to provide a footway(s) adjacent to the carriageway have also been explored, although it has been advised that there would be a significant impact on the existing trees adjacent to the road if the access road were widened any further, either to provide a wider carriageway and/or footways. There are also concerns over a ditch and the biodiversity impact of any further widening. So, in order to balance the impact of the scheme, whilst still allowing two-way traffic, a 5.5m wide carriageway is proposed, as provisionally agreed with MCC Highways as part of pre-application discussions.

2.4 Pedestrian & Cycle Access Arrangements

- 2.4.1 Rather than provide a separate footway adjacent to the access road, it is proposed to provide a connection between the site and the access junction via a connection to, and extension of, the existing shared pedestrian/cycle trail paths in the park land to the east of the application site. This proposed footpath link would run approximately parallel to the site access road, facilitating an off-road pedestrian route to/from Wythenshawe Road. This would connect with proposed footways in the car park and allow pedestrians to avoid the need to cross the car park in order to access the existing and proposed facilities. A dropped kerb and tactile paving is also proposed within the vicinity of the site access junction and this new footpath link in order to facilitate movements to/from the existing footway on the northern side of Wythenshawe Road.
- 2.4.2 A short footpath link between the pedestrian/cycle trail paths in the park land to the east of the application site and the southern footpath on Wythenshawe Road will not be provided as part of the proposals, due to the ecological/BNG impact. It is considered that the proposed footway running approximately parallel to the site access road will sufficiently accommodate movements between the site and the bus stops on Wythenshawe Road (the closest of which are located circa 150m east of the access junction) as it provides a direct pedestrian link, via a connection to the existing northern footway on Wythenshawe Road.
- 2.4.3 There is an existing footpath through the trees within the grass verge on the southern side of Wythenshawe Road. This verge footpath is not hard-surfaced and runs along the entirety of the frontage for Wythenshawe Park. It has been advised by specialists in the Applicant team that providing hard-surfacing for this existing verge footpath would be expected to have negative impacts on wildlife and biodiversity, and there may be impacts on tree roots too. And so given the provision of alternative routes, it is not proposed to provide hard-surfacing to this verge footpath.
- 2.4.4 Given the likely expected usage of these crossing points by pedestrians on Wythenshawe Road, it is considered that uncontrolled dropped kerb/tactile paving crossings would be sufficient.
- 2.4.5 As existing, cyclists would share the access road with vehicles, although there would be more space for vehicles to pass these road users with the proposed improvement, and there is considered to be good intervisibility and forward visibility along the straight access road.

2.5 Parking Provision

2.5.1 The existing car park has 89 bays, as outlined below:

- 81 standard parking bays; and
- 8 accessible bays.

EXISTING TOTAL = 89 space

2.5.2 The design of the proposed car park is understood to have been primarily based on the available size and a brief defined by the Applicant, which requires:

- 124 standard parking bays;
- 17 accessible bays;
- 8 minibus bays; and
- 18 Electric Vehicle (EV) bays, comprising 4 points installed upon completion, but with infrastructure for a further 14 in the future.

PROPOSED TOTAL = 167 space

2.5.3 So the proposals would represent an increase of 78 bays, or +88%.

2.5.4 The local parking standards are contained within the 'Manchester Core Strategy' (MCC, 2012), although there are no standards that match the proposed uses on the site, particularly given the sharing of car parking by multiple different land use types (e.g. sports/leisure and healthcare). Therefore the suitability of the proposed car parking provision has been based on traffic generation estimates for the site, as discussed in Section 5.8.

2.5.5 For both leisure and health uses, MCC's parking standards require a minimum of 4 disabled bays plus 4% of the total parking capacity, which equates to 10 spaces for this scheme (150 proposed non-disabled bays x 4% = 6). The site will accommodate 17 disabled spaces, which is therefore above the local requirements.

2.5.6 The barrier from the existing track adjacent to the car park is to be retained as part of the proposals. Hatched line markings are to be provided to denote a pedestrian route to the proposed new building. The existing vehicular barrier is to be relocated to allow the proposed footpath to provide direct access to the crossing leading to the proposed building.

2.5.7 A total of 28 cycle parking spaces are to be provided via Sheffield stands adjacent to the proposed building to the east of the athletics track. As with the car parking provision, it is acknowledged that the standards do not provide a good estimate for the proposed mix of uses on the site. However, the provision of 28 spaces is considered to be suitable, with a measure included in the Travel Plan (LTP, 2025) to monitor cycle parking usage in the future, and increase the level of provision if required.

2.6 Planning History

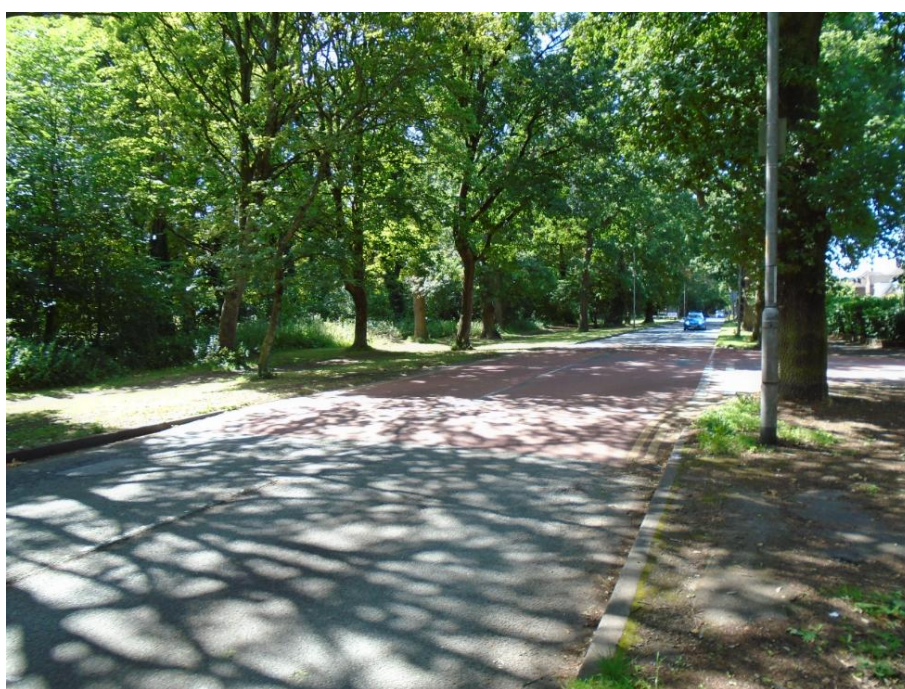
- 2.6.1 The Wythenshawe Park Cycle Hub was opened to the public in September 2022, following planning consent obtained in October 2021 (Ref: 130542/VO/2021). It is noted that MCC Highways (Leanne Chapman) offered no objection to the application, subject to planning conditions, including a Travel Plan (TP) (condition #5) and a Car Park Management Plan (CPMP) (condition #6); both of these conditions have been subsequently discharged through a TP (WSP, 2022a) and CPMP (WSP, 2022b). It is noted that no Transport Statement (TS) or Transport Assessment (TA) was produced in support of the application, with no information contained within the planning documents with respect to the expected level of staff/visitors at the site.
- 2.6.2 There have not been any other pertinent planning applications relating to the development site.

3. SITE ASSESSMENT

3.1 Local Highway Network

- 3.1.1 As previously mentioned, the site is accessed via the existing access road connecting with Wythenshawe Road to the north of the site. Wythenshawe Road is a two-way single carriageway measuring approximately 6.5m in width. It is subject to a 30mph speed limit and runs between a priority Y-junction with Ferndown Road approximately 1.5km to the west of the site access, and becomes Palatine Road circa 1.1km to the east of the site access. There are no on-street parking/waiting restrictions within the immediate vicinity of the site access on either side of the carriageway.

Photo 2: Wythenshawe Road

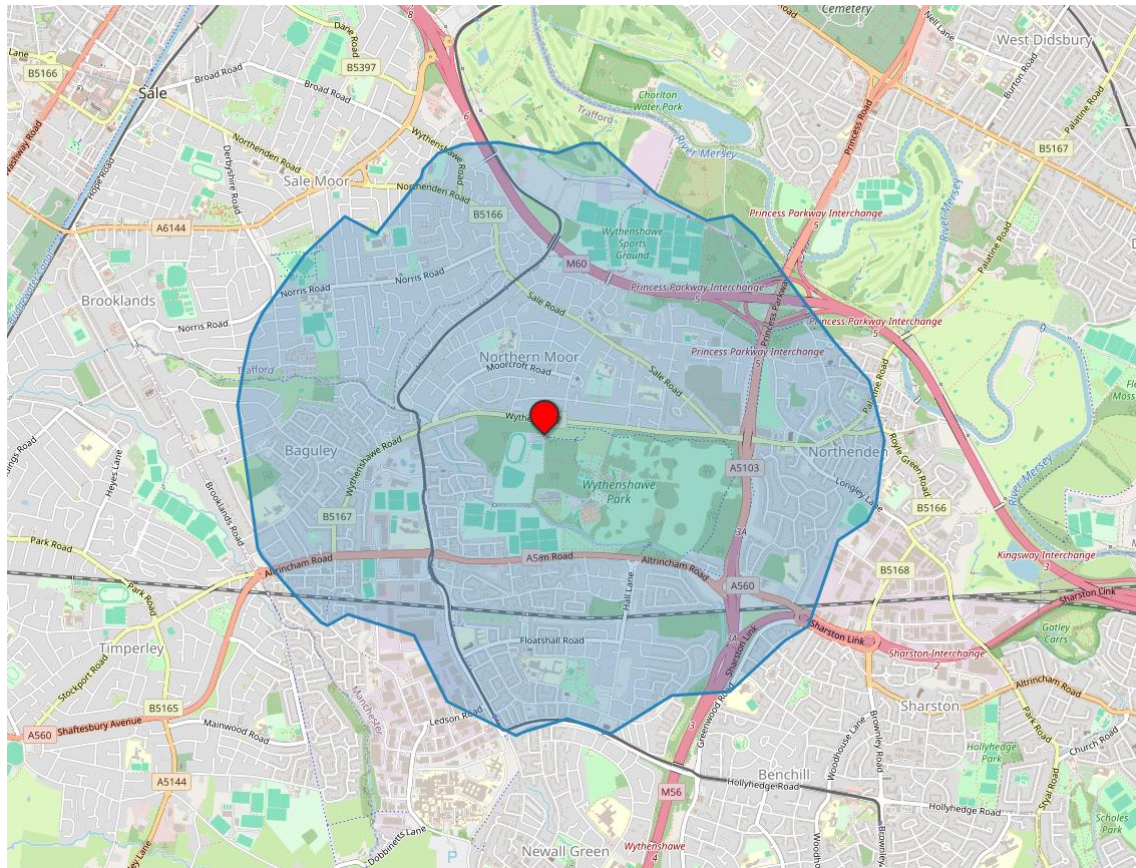


- 3.1.2 Moor Road runs between a signalised T-junction with Wythenshawe Road approximately 850m to the west of the site access, and a signalised crossroads with Altrincham Road and Southmoor Road circa 1.5km southwest of the site. It is a two-way single carriageway measuring approximately 12m in width and subject to a 30mph speed limit. It facilitates tram tracks which run along the centre of the carriageway. Intermittent sections of NWAAT restrictions are in place along both sides of the carriageway, separated by bus stops and parking bays on the eastern side Moor Road.
- 3.1.3 Wythenshawe Road connects to the A5103 (Princess Parkway) via slip roads circa 1.1km to the east of the site access. The A5103 is a dual carriageway which runs between Manchester city centre and Junction 3A of the M56 in Wythenshawe. The M56 runs between Wythenshawe and Ellesmere Port and is part of the Strategic Road Network (SRN) that is managed by National Highways (NH).

3.2 Pedestrian Provision

- 3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The site is located within a 2km walking distance of Wythenshawe, Northern Moor, Northenden and Baguley, as shown in Figure 2.

Figure 2: 2km Walking Isochrone



Source: ORS, 2025

- 3.2.2 Footways measuring approximately 2.5m in width are provided along the northern side of Wythenshawe Road within the vicinity of the site, with an unadopted verge path on the southern side. These footways provide pedestrian access to the wider area of Wythenshawe. There are also internal paths within Wythenshawe Park that provide pedestrian routes to/from the site from other surrounding areas to the south-east and south-west.
- 3.2.3 Dropped kerbs and tactile paving are provided at the majority of local junctions within the vicinity of the site.
- 3.2.4 Figure 3 shows the existing Public Rights of Way (PROW) within the vicinity of the site (indicated by the yellow star). Restricted byways are shown in green and footpaths are shown in red.

Figure 3: Local Public Rights of Way



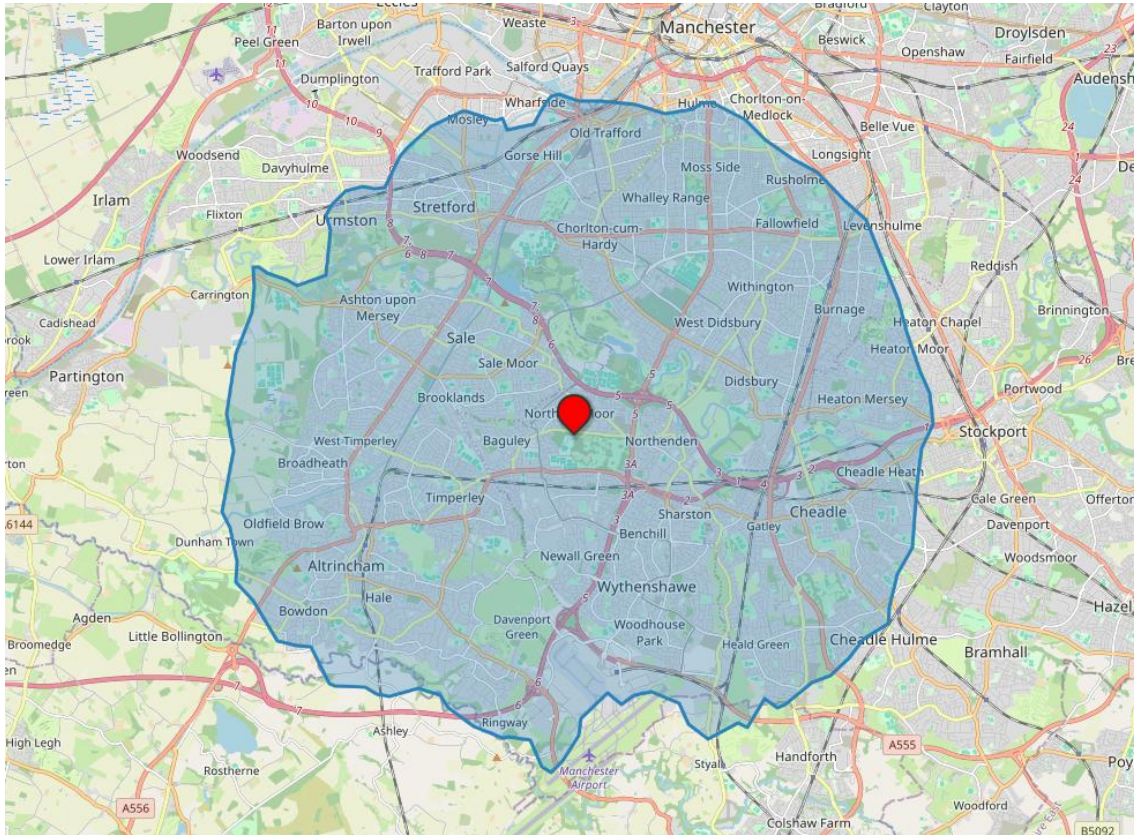
Source Imagery: Rowmaps, 2025

- 3.2.5 Figure 3 shows that footpath Sale 14 is accessible via Norris Road approximately 1.7km to the northwest of the site access, and links up to restricted byway Sale 15 via Baguley Lane. Footpath Sale 38 is also accessible via Bordley Walk circa 900m to the west of the site access.
- 3.2.6 A number of measures to promote and encourage walking trips to/from the site are outlined within the accompanying TP (LTP, 2025).

3.3 Cycling Provision

- 3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are “an achievable distance to cycle for most people” (DfT, 2020).
- 3.3.2 The proposed development site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of Wythenshawe, Altrincham, Stretford, Cheadle and West Didsbury, as shown in Figure 4.

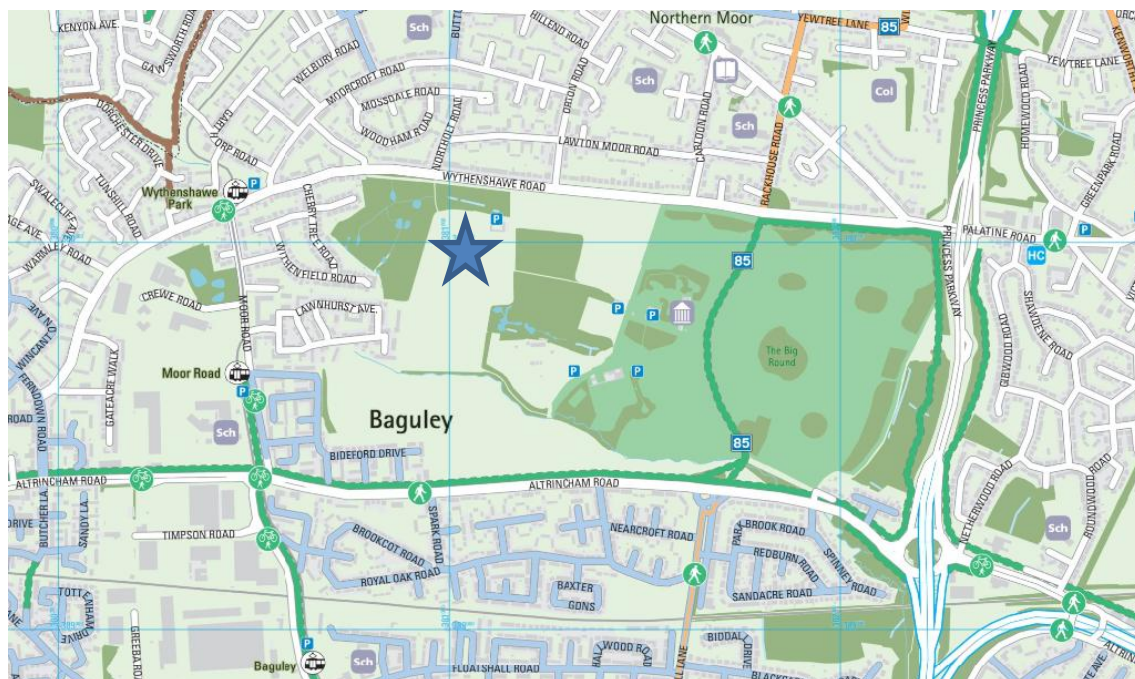
Figure 4: 8km Cycling Isochrone



Source: ORS, 2025

- 3.3.3 An extract of Transport for Greater Manchester's (TfGM) Cycle Map is provided below in Figure 5 and highlights the cycling facilities within the vicinity of the site. The location of the site is indicated by a blue star, with cycle routes shown in green.

Figure 5: Local Cycle Routes



Source: TfGM, 2025

- 3.3.4 As demonstrated in Figure 5, the local cycling infrastructure includes a shared foot/cycle way along the northern side of Altrincham Road within the vicinity of the site to the south of the wider Wythenshawe Park, and a shared foot/cycleway on the western side of Moor Road to the west of the park.
- 3.3.5 National Cycle Network (NCN) route 62 runs along Kenworthy Lane circa 2km to the northeast of the site. NCN route 62 is a long-distance leisure route which runs between Fleetwood and Selby, via Blackpool, Stockport, and Doncaster.
- 3.3.6 Regional cycle route 85 runs through the wider Wythenshawe Park area to the east of the development site. It is accessible via Wythenshawe Road circa 400m to the east of the site access.
- 3.3.7 Given the availability of local cycle facilities, it is considered that the local area within the vicinity of the site is generally conducive to encouraging cycling trips.
- 3.3.8 A number of measures to promote and encourage cycling trips to/from the site are outlined within the accompanying TP (LTP, 2025).

3.4 Public Transport Provision

- 3.4.1 Advice within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.4.2 The nearest bus stops to the site are on Wythenshawe Road, an approximately 240m walk northeast of the site.

Photo 3: Wythenshawe Road Westbound Bus Stop



3.4.3 Details of the bus services that operate from these bus stops are outlined within Table 1 below.

Table 1: Local Bus Services

Service	Route	Weekday Frequency*
370	Stockport – Cheadle – Sharston Green – Northenden Heath – Wythenshawe Road – Baguley Moor Road – Timperley – Altrincham	Hourly
371	Stockport – East Didsbury – Cheadle – Sharston Green – Northenden Heath – Wythenshawe Road – Baguley Moor – Timperley – Altrincham	Hourly

*Refers to the general daytime service between 08:00-17:00.

3.4.4 The nearest rail station to the site is Gatley Rail Station, which is located approximately 4.6km southeast of the site and is managed by Northern Rail. The station provides Northern Rail services to local and regional destinations including Manchester, Windermere, Liverpool, Crewe and Barrow-in-Furness. Facilities at the station include step-free access and car parking.

3.5 Public Transport Provision - Tram

3.5.1 Metrolink Tram services are also available from Wythenshawe Park Tram Station located on Wythenshawe Road circa 800m to the west of the site. Services to Manchester Airport and Manchester city centre are available every 12 minutes (Monday to Saturday) from this stop. Services every 15 minutes are available on Sundays.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

- 4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2019 to 31/12/2023) was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2024).
- 4.1.2 Over the five-year period there were 19 collisions in the study area, which includes Wythenshawe Road, Moor Road and a section of Altrincham Road. The collision plot is attached as Appendix 2, which shows the extent of the study area and the location of collisions. Table 2 below outlines the collision history of the study area.

Table 2: Collision History

Year	2019	2020	2021	2022	2023	Total
Fatal	-	-	-	-	-	0
Serious	-	-	-	-	1	1
Slight	6	3	1	5	3	18
Total	6	3	1	5	4	19

- 4.1.3 The collision records show that the number of collisions has remained relatively low throughout the study period with peak of six collisions being recorded in 2019. There was one Killed or Seriously Injured (KSI) collision, so the severity rate was 5.3%.

4.2 Collision Conditions

- 4.2.1 Table 3 below summarises the collisions by road surface, weather and lighting conditions:

Table 3: Collision Conditions

Road Surface	Collisions	%
Dry	10	52.6%
Wet/ Damp	8	42.1%
Unknown	1	5.3%
Weather	Collisions	%
Fine	13	68.4%
Rain	5	26.3%
Unknown	1	5.3%
Lighting	Collisions	%
Daylight	15	78.9%
Darkness	4	21.1%

- 4.2.2 As illustrated in Table 3, most collisions recorded in the study period happened during daylight (78.9%), and the majority of collisions occurred in dry (52.6%) and fine (68.4%) conditions.

4.3 Collision Times

4.3.1 Table 4 below summarises the collisions by the time of year:

Table 4: Collision by Time of Year

Time of Year	Collisions	%
Winter (Dec-Feb)	3	15.8%
Spring (Mar-May)	5	26.3%
Summer (Jun-Aug)	7	36.8%
Autumn (Sep-Nov)	4	21.1%

4.3.2 Table 4 shows that over a third (36.8%) of the collisions occurred in summer, whilst over a quarter (26.3%) of collisions occurred in spring. Four collisions (21.1%) occurred in autumn and three collisions (15.8%) occurred in winter.

4.3.3 Table 5 below summarises the collisions by day of week and also the time of day:

Table 5: Collisions by Time and Day

Day	Morning (06:00- 11:00)	Lunch (11:00- 14:00)	Afternoon (14:00- 19:00)	Evening (19:00- 01:00)	Night (01:00- 06:00)	Total	%
Monday	-	1	1	2	-	4	21.1%
Tuesday	-	-	2	2	-	4	21.1%
Wednesday	1	-	2	-	-	3	15.8%
Thursday	-	-	4	-	-	4	21.1%
Friday	-	1	1	-	-	2	10.5%
Saturday	-	-	-	1	-	1	5.3%
Sunday	-	1	-	-	-	1	5.3%
Total	1	3	10	5	0	19	
%	5.3%	15.8%	52.6%	26.3%	-		

4.3.4 Table 5 shows that 52.8% of collisions occurred in the afternoon period, with no collisions recorded during the night period. There was a single collision recorded on Saturday and Sunday respectively.

4.4 Collision Locations

4.4.1 Analysis of the collision locations has been considered in this TS to establish whether any collisions clusters have occurred. The locations of the 19 study collisions (shown on the plot attached as Appendix 2) can be summarised as follows:

- 5 PICs occurred at the Altrincham Road/Spark Road junction;
- 5 PICs occurred at the Moor Road/Altrincham Road/Southmoor Road junction;
- 3 PICs occurred on Altrincham Road (not at a junction);
- 2 PICs occurred on Moor Road (not at a junction);
- 2 PICs occurred at the Wythenshawe Road/Sledmoor Road junction;
- 1 PIC occurred at the Wythenshawe Road/Cherry Tree Road junction; and
- 1 PIC occurred on Wythenshawe Road (not at a junction).

4.4.2 None of the collisions occurred at the site access junction on Wythenshawe Road.

4.5 Casualties

4.5.1 A total of 26 casualties occurred as a result of the 19 recorded injury collisions during the study period. Table 6 below provides a breakdown of the casualties according to the mode of travel and age group:

Table 6: Casualty Road User Groups

Road User Group	Age (years)						Total	%
	0 to 15	16 to 20	21 to 25	26 to 45	46 to 65	66 +		
Pedestrian	1	-	-	-	-	-	1	3.8%
Cyclist	1	-	1	-	1	-	3	11.5%
Powered Two-Wheeler (PTW)	-	-	-	1	-	-	1	3.8%
Car Driver	-	-	1	8	3	1	13	50%
Car Passenger	1	1	2	3	-	-	7	26.9%
Taxi Occupant	-	-	1	-	-	-	1	3.8%
Total	3	1	5	12	4	1	26	
%	11.5%	3.8%	19.2%	46.2%	15.4%	3.8%		

4.5.2 Table 6 shows that the majority of casualties were vehicle occupants (76.9% of casualties). Over a third (46.2%) of the casualties were aged between 26 and 45 years.

4.6 Road Safety Impact

4.6.1 A total of 19 collisions, resulting in 26 casualties, have occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site.

4.6.2 If the internal site layout and proposed highway improvements are designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

5. TRAFFIC IMPACT

5.1 Introduction

5.1.1 Due to the bespoke nature of the scheme, the level of vehicle trips expected to be generated by the proposed new uses has been 'built-up' from a first principles approach through input from the respective operators. The use of a first principles approach accords with previous DfT guidance which recommended that *"unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development"* (DfT, 2007a). This approach has been agreed in principle with MCC Highways as part of pre-application discussions, with separate consideration for the proposed health and sports facilities.

5.1.2 The traffic generation associated with the existing uses has been established using an on-site traffic survey, although as the survey does not distinguish between different users, the impact of relocating the existing weightlifting club off-site as part of the scheme has been separately considered using a first principles approach.

5.2 Existing Traffic Generation

5.2.1 All of the existing uses at the site are to be retained as part of the proposals, with the exception of the weightlifting club. Therefore, in order to understand the level of existing vehicle movements on-site, a traffic survey was undertaken across a 7-day period between Friday 4th July 2025 and Thursday 10th July 2025 (a neutral week during school term-time). The surveyors were also able to capture some additional data on the following days too, up to Sunday 13th July 2025, so an extended survey period of 10 days has been analysed in this TS, as detailed in Appendix 3 and summarised in Table 7:

Table 7: Existing Traffic Generation

Day	Weekday AM Network Peak Hour (8-9am)			Weekday PM Network Peak Hour (5-6pm)			Development Peak Hour				24 Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL	Time	IN	OUT	TOTAL	IN	OUT	TOTAL
Fri 4 th Jul	19	8	27	37	21	58	1-2pm	50	43	93	414	414	828
Sat 5 th Jul	-	-	-	-	-	-	2-3pm	56	56	112	476	475	951
Sun 6 th Jul	-	-	-	-	-	-	2-3pm	67	41	108	474	466	940
Mon 7 th Jul	18	7	25	45	17	62	6-7pm	59	34	93	342	340	682
Tue 8 th Jul	20	7	27	66	20	86	7-8pm	38	106	144	447	448	895
Wed 9 th Jul	18	7	25	49	21	70	7-8pm	26	70	96	359	368	727
Thu 10 th Jul	24	11	35	98	17	115	5-6pm	98	17	115	406	408	814
Fri 11 th Jul	21	14	35	13	18	31	9-10am	37	23	60	286	297	583
Sat 12 th Jul	-	-	-	-	-	-	10-11am	57	49	106	445	455	900
Sun 13 th Jul	-	-	-	-	-	-	9-10am	47	51	98	387	397	784
Average Weekday	20	10	30	51	19	70	7-8pm	26	57	83	377	383	760
Average Weekend	-	-	-	-	-	-	2-3pm	46	45	91	455	455	910
Average Day	31	11	42	40	26	66	10-11am	38	29	67	404	408	812

- 5.2.2 As shown in Table 7 above, the busiest day during the survey was Saturday 5th July. Generally, the traffic levels during the typical weekday AM network peak hour (08:00-09:00) is relatively low, with a high of 35 two-way vehicle trips on Thursday 10th July 2025 and Friday 11th July 2025. Whilst the existing flows during the typical weekday PM network peak hour (17:00-18:00) are generally higher than during the AM peak, the development peak hour typically occurs later in the evening on weekdays, typically with a midday development peak on the weekend.

5.3 Weightlifting Club Traffic Generation

- 5.3.1 Given that the existing traffic movements associated with the weightlifting club that is to be relocated cannot be distinguished through the traffic survey results, the existing visitor trip generation of the weightlifting club has been estimated based on a first principles approach using information provided by the operator.
- 5.3.2 The weightlifting club is understood to be open between 5pm and 8pm on weekdays and between 10am and 12.30pm on Sundays, with a total of 250 members. The club has a maximum capacity of 12 users at a time, therefore it has been assumed that the club has 12 users on-site during these hours of operation. It is assumed that, on average, users of the club visit for one hour. Each visitor generates two person trips, with one arrival trip in the hour prior to the start of the activity time, and a departure trip in the hour afterwards. The person trip generation of the weightlifting club has therefore been based on these assumptions, as shown in Table 9.

Table 8: Existing Person Trip Generation – Weightlifting Club

Hour	IN	OUT	TOTAL
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	12	0	12
17:00-18:00	12	0	12
18:00-19:00	12	12	24
19:00-20:00	0	12	12
20:00-21:00	0	12	12
21:00-22:00	0	0	0
DAILY	36	36	72

- 5.3.3 The TRICS database has been interrogated to find a suitable modal split to assist in projecting the vehicle trip generation of the existing weightlifting club. In order to derive reflective trip rates, trip generation statistics within the 'Leisure Fitness Club' (07-K) of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:

- Database version: v7.11.4;
- Survey type: Multi Modal surveys only;
- Size: All sizes;
- TRICS location type: 'Suburban Area';
- Regions: UK, excluding Ireland and Greater London sites;
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- Recent survey data only (exclusion of surveys prior to 01/01/2016); and
- Exclusion of surveys undertaken during the Covid-19 pandemic.

5.3.4 As there were less than 20 comparable sites in the database (3 survey sites), mean trip rates (as weighed and calculated by the TRICS software) have been used to project the modal split of the existing weightlifting club, in accordance with good practice guidelines (TCL, 2024). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 4, with the estimated modal split for the weightlifting club shown in Table 9:

Table 9: Modal Split – Weightlifting Club

Person Trips	Modal Split
Vehicle Drivers	38.4%
Vehicle Passengers	32.6%
Vehicle Occupants	71%
Pedestrians	20.5%
Cyclists	4.4%
Public Transport Users	4.2%
TOTAL	100%

5.3.5 As outlined in Table 9, 71% of users are estimated to travel to the weightlifting club via vehicle trip generating modes of travel, with the remainder travelling by sustainable modes.

5.3.6 Table 10 outlines the expected number of vehicle movements associated with the Weightlifting Club, by applying this modal split to the existing person trip generation:

Table 10: Existing Vehicle Trip Generation – Weightlifting Club

Hour	IN	OUT	TOTAL
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	9	0	9
17:00-18:00	9	0	9
18:00-19:00	9	9	18
19:00-20:00	0	9	9
20:00-21:00	0	9	9
21:00-22:00	0	0	0
DAILY	27	27	54

- 5.3.7 Table 10 estimates that the weightlifting club does not currently generate any two-way vehicle trips during the typical AM network peak hour (08:00-09:00), but generates 9 arrival trips during the typical PM network peak hour (17:00-18:00), with 54 daily two-way vehicle movements.

5.4 Existing Trip Generation – Retained Uses

- 5.4.1 The traffic movements generated by the weightlifting club will be removed from the overall site due to its relocation off-site as part of the proposals. As outlined in Table 10, the facility does not generate movements during the typical AM network peak hour (08:00-09:00) and will not affect the overall traffic movements of the site during this period. However, taking into account the traffic survey data of the existing site in Table 7, the relocation of the facility is expected to reduce the number of typical PM network peak hour (17:00-18:00) trips to 61 two-way movements (on the average weekday) due to the removal of 9 arrival trips associated with the weightlifting club ($70 - 9 = 61$). Overall, the relocation of the weightlifting club is expected to reduce the number of daily two-way vehicle movements to 706 on the average weekday, due to the removal of the existing 54 daily trips associated with the facility ($760 - 54 = 706$).
- 5.4.2 It is understood that some of the existing recorded traffic at the site may include some staff at NMMP, maybe with some existing patients also utilising the car park, particularly given the lack of off-street parking available at the existing NMMP facility on the northern side of Wythenshawe Road. However, to ensure that this TS is robust, and given that no data is available to quantify this, no discount has been applied to account for NMMP staff/visitors that are included in the recorded traffic levels, and as such the forecasts of this TS may include some double-counting of NMMP trips (discussed further in Section 5.6).

- 5.4.3 It is recognised that there are currently five grass football pitches to the south of the site that are also to be retained as part of the development proposals. However, as existing, it is expected that the majority of users of these pitches park in other locations, such as the main Wythenshawe Park car park, as this is closer to the pitches. Furthermore, it is acknowledged that these grass pitches do not sit within the red line boundary of the development site.

5.5 Proposed Trip Generation – Artificial Grass Pitches (AGPs)

- 5.5.1 The trip generation of the proposed 3G AGP pitches have been predicted based on a first principles approach using the following information provided by the operator:

- General Use:
 - The AGPs will generally be used for training sessions on quarter pitches during weekdays and matches on quarter pitches on weekends.
- Weekday Morning/Afternoon Use:
 - Bookings for the AGPs on weekdays will commence at 9am.
 - The use of the AGPs on weekdays will be very structured and will not accommodate ad-hoc bookings, which generally only occur at the weekend, when there may be availability.
 - It is understood that the AGPs will be used for education provision on weekday daytimes between 10am and 3pm. On Wednesdays, education provision will take place in the afternoon due to matches. It is understood that minibuses will be used to facilitate education provision movements during these hours. In order to assess a worst-case scenario, Wednesday matchdays have been considered in the trip generation. There will be two minibuses arriving at the site per hour for matchdays between 1pm until 4pm.
- Weekday Evening Use:
 - The last bookings for the AGP on weekdays will commence at 10pm.
 - During the weekday evening the AGPs are expected to split for 5-a-side football use on quarter pitches, accommodating training (not matches/competitions). This represents a 'worst-case' scenario as it accommodates more people (and therefore more traffic) than splitting the pitches into halves, or using full size pitches.
 - It has been assumed that each quarter pitch will accommodate 10 players plus substitutes and coaches, equating to an average of 15 people in total per AGP pitch.
 - The maximum number of people to use the 3G AGP would therefore be 60.
 - It is expected that there would be a crossover period for when teams arrive and depart the site, so the maximum number of people on-site at any given time would be 120 during these periods.

- However, the start/finish times on the two AGPs would be staggered, so bookings on one AGP would commence on the hour, with bookings on the other AGP commencing on half past the hour. This helps reduce the parking demand and spreads the traffic movements across the hour.
 - Whilst the exact schedule of pitch use by different clubs/groups has not been finalised, the early evening use of the AGPs would generally be for children's football, until 20:30, with adult football after.
 - The use of the AGPs on weekdays will be very structured and will not accommodate ad-hoc bookings, which generally only occur at the weekend, when there may be availability.
 - Weekend Morning Use:
 - During the weekend morning the pitches are expected to be split for 5-a-side football use on quarter pitches, accommodating 5v5 matches (rather than training, which takes place on weekdays);
 - It has been assumed each quarter pitch will accommodate 25 people each, so 100 people per AGP;
 - The combined maximum number of people to the use AGP 1 and AGP 2 would therefore be 200.
 - It is expected that there would be a crossover period for when teams arrive and depart the site, so the maximum people on-site at any given time would be 200 on each AGP during this period.
 - Weekend Afternoon Use:
 - During the weekend afternoon, the AGPs will continue to take bookings until closure at 6pm on a Saturday, and 10pm on Sundays.
- 5.5.2 It is acknowledged that the visitor usage statistics represent the number of people utilising the AGP facilities during the specified hourly periods. However, each visitor generates two person trips, with one arrival trip typically occurring in the hour prior to the start of the activity time, and one departure trip typically occurring during the hour following the end of the activity time. It is also recognised that users may be on-site for more than one hour, although to ensure this TS robustly assesses a 'worst-case' scenario with a higher than expected turnover of visitors, it is assumed that all visitors to the site reflect separate one-hour visits only.
- 5.5.3 Based on the above factors, the person trip generation of the AGPs has been estimated, as summarised in Table 11 and Table 12:

Table 11: Projected Person Trip Generation of AGP 1

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way Trips	Users On-Site	IN	OUT	2-Way Trips	Users On-Site
08:00-09:00	0	0	0	0	100	0	100	0
09:00-10:00	0	0	0	0	100	0	100	100
10:00-11:00	0	0	0	0	100	100	200	100
11:00-12:00	0	0	0	0	100	100	200	100
12:00-13:00	0	0	0	0	0	100	200	100
13:00-14:00	Education Use				0	100	100	0
14:00-15:00					0	0	0	0
15:00-16:00					0	0	0	0
16:00-17:00	60	0	60	0	0	0	0	0
17:00-18:00	60	0	60	60	0	0	0	0
18:00-19:00	60	60	120	60	0	0	0	0
19:00-20:00	60	60	120	60	0	0	0	0
20:00-21:00	60	60	120	60	0	0	0	0
21:00-22:00	60	60	120	60	0	0	0	0
22:00-23:00	0	60	60	60	0	0	0	0
23:00-00:00	0	60	60	0	0	0	0	0
DAILY	360	360	720	360	400	400	800	400

Table 12: Projected Person Trip Generation of AGP 2

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way Trips	Users On-Site	IN	OUT	2-Way Trips	Users On-Site
08:00-09:00	0	0	0	0	100	0	100	0
09:00-10:00	0	0	0	0	100	0	100	100
10:00-11:00	0	0	0	0	100	100	200	100
11:00-12:00	0	0	0	0	100	100	200	100
12:00-13:00	0	0	0	0	0	100	200	100
13:00-14:00	Education Use				0	100	100	0
14:00-15:00					0	0	0	0
15:00-16:00					0	0	0	0
16:00-17:00	60	0	60	0	0	0	0	0
17:00-18:00	60	0	60	60	0	0	0	0
18:00-19:00	60	60	120	60	0	0	0	0
19:00-20:00	60	60	120	60	0	0	0	0
20:00-21:00	60	60	120	60	0	0	0	0
21:00-22:00	60	60	120	60	0	0	0	0
22:00-23:00	0	60	60	60	0	0	0	0
23:00-00:00	0	60	60	0	0	0	0	0
DAILY	360	360	720	360	400	400	800	400

5.5.4 The start/finish times of sessions will be staggered, with bookings on one AGP commencing on the hour and bookings on the other AGP commencing on half past the hour. As this will spread traffic movements across the hour, the 'users on-site' figures in Table 11 and Table 12 do not consider the offset of trips occurring on the half hour.

- 5.5.5 It is acknowledged that the level of vehicle sharing is high for football games, including car sharing amongst players/spectators and minibus/coach travel, particularly for visiting away teams. No site-specific travel data has been supplied to inform this TS, and interrogation of the available information within the TRICS database has not identified any suitable data to understand the likely modal split of trips generated by the AGPs with no information from comparable sites.
- 5.5.6 Therefore, in order to predict the level of vehicle sharing at the site, statistics from the DfT's National Travel Survey (NTS) for 'leisure' journey purposes have been utilised. The latest NTS data from 2023 indicates that there are 1.8 people per car for 'leisure' trips (DfT, 2024), which would include trips associated with football training/matches. Therefore, this ratio has been applied within this TS, utilising a methodology that has been approved in traffic impact assessments at other football sites. So, in relation to football, this ratio would mean that for every car visiting the site, there would be 1.8 site visitors in the car (e.g. players/coaches/spectators), with other car occupants that are not staying on-site (e.g. parents/guardians driving the car and are only dropping-off/picking-up) separate to this 1.8 ratio.
- 5.5.7 The NTS data also indicates that a significant proportion of leisure journeys are made on foot or cycle, with options for bus travel on local services, in addition to the expected high levels of minibus/coach travel. In the absence of other data, and based on the good accessibility of the site, it is considered to be reasonable to assume that a notable level of trip generation at the site will be from pedestrians, cyclists and passengers of local buses and minibuses/coaches, with an assumption that circa 25% of trips are made by non-car modes.
- 5.5.8 Given that 25% of trips are expected to be made by non-car modes, 75% of trips would be expected to be generated by car occupants. Based on the ratio of 1.8 visitors per car, it is expected that the number of vehicle trips generated by visitors of the site will reflect 42% of the person trips ($75\%/1.8$). Based on these factors, the vehicle trip generation of the proposed AGPs has been predicted in Table 13 and Table 14 below:

Table 13: AGP 1 Vehicle Trip Generation

Time Period	Projected Weekday Trips			Projected Weekend Trips		
	IN	OUT	2-Way Trips	IN	OUT	2-Way Trips
08:00-09:00	0	0	0	42	0	42
09:00-10:00	0	0	0	42	0	42
10:00-11:00	0	0	0	42	42	84
11:00-12:00	0	0	0	42	42	84
12:00-13:00	1	0	1	0	42	42
13:00-14:00	1	0	1	0	42	42
14:00-15:00	1	1	2	0	0	0
15:00-16:00	1	1	2	0	0	0
16:00-17:00	25	1	26	0	0	0
17:00-18:00	25	1	26	0	0	0
18:00-19:00	25	25	50	0	0	0
19:00-20:00	25	25	50	0	0	0
20:00-21:00	25	25	50	0	0	0
21:00-22:00	25	25	50	0	0	0
22:00-23:00	0	25	25	0	0	0
23:00-00:00	0	25	25	0	0	0
DAILY	154	154	308	168	168	336

Table 14: AGP 2 Vehicle Trip Generation

Time Period	Projected Weekday Trips			Projected Weekend Trips		
	IN	OUT	2-Way Trips	IN	OUT	2-Way Trips
08:00-09:00	0	0	0	42	0	42
09:00-10:00	0	0	0	42	0	42
10:00-11:00	0	0	0	42	42	84
11:00-12:00	0	0	0	42	42	84
12:00-13:00	1	0	1	0	42	42
13:00-14:00	1	0	1	0	42	42
14:00-15:00	1	1	2	0	0	0
15:00-16:00	1	1	2	0	0	0
16:00-17:00	25	1	26	0	0	0
17:00-18:00	25	1	26	0	0	0
18:00-19:00	25	25	50	0	0	0
19:00-20:00	25	25	50	0	0	0
20:00-21:00	25	25	50	0	0	0
21:00-22:00	25	25	50	0	0	0
22:00-23:00	0	25	25	0	0	0
23:00-00:00	0	25	25	0	0	0
DAILY	154	154	308	168	168	336

- 5.5.9 The vehicle trip projections shown within Table 13 and Table 14 indicate that the each AGP would be expected to generate no vehicle trips during the typical weekday AM network peak hour (08:00-09:00) and 26 two-way vehicle trips in the typical weekday PM network peak hour (17:00-18:00), with 308 daily two-way vehicle movements on a weekday. On a weekend, each AGP is expected to generate up to 84 two-way vehicle trips during the development peak hour (11:00-12:00) and 336 two-way vehicle movements daily. Combined, both AGPs are expected to generate 616 daily two-way vehicle movements on a weekday and 672 daily two-way vehicle movements on a weekend. It is acknowledged that these vehicle trip projections represent a 'worst-case' scenario based on the use of quarter pitches, which would accommodate more people/vehicle trips per AGP.
- 5.5.10 Considering the staggered timings of each AGP, and assuming that the arrival/departure trips occur in the half hour prior to/following each session, it is estimated that there would be no more than 50 two-way vehicle trips per half hour at the busiest time during the weekday evening across both AGPs.
- 5.5.11 The proposed level of staffing at the AGPs is expected to be low, therefore with a negligible level of associated traffic generation.

5.6 Proposed Trip Generation – GP Surgery

- 5.6.1 The client has provided trip information relating to staff and patient movements at Northern Moor Medical Practice (NMMP). This information includes a 2035 forecast of the expected number of staff and patient movements, which has been used to ensure a worst-case scenario has been assessed. The GP will be operational between 9am and 5pm, with shift times split between 9am-12pm and 2pm and 5pm.
- 5.6.2 Information from the client indicates that a total of 30 staff will be on-site on any given weekday. The data includes an estimate that approximately two thirds of staff trips will be vehicle trips, which is broadly consistent with the local commuting modal split, and the modal split assumptions for other uses assessed in this TS.
- 5.6.3 Trip information regarding the typical number of visitors by car to the GP per day has also been provided. An estimated modal split has been applied to these patient figures, assuming that:
- 30% of trips will be made by car;
 - 50% of trips will be made by walking;
 - 10% of trips will be made by bus;
 - 10% of trips will be made by other modes.

- 5.6.4 The information regarding visitor numbers by car has been categorised into shift times (9am-12pm and 2pm-5pm), with no figures provided between 12pm and 2pm, therefore it is assumed that there will be no vehicle trips to/from the site during this midday time period. In order to estimate the weekday vehicle trip generation of the GP, a 5-day average of the typical number of patient trips by car has been calculated to reflect the typical weekday. The total number of patient trips have been calculated per shift. These figures have been divided by 3 (based on 3-hour shift times) to produce hourly figures under the assumption that patient trips will be spread across each 3-hour period, as shown in Table 15.

Table 15: GP Surgery Projected Vehicle Trip Generation

Time Period	Projected Weekday Trips		
	IN	OUT	2-Way Trips
08:00-09:00	20	0	20
09:00-10:00	8	0	8
10:00-11:00	8	8	16
11:00-12:00	8	8	16
12:00-13:00	0	8	8
13:00-14:00	0	0	0
14:00-15:00	5	0	5
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	0	25	25
DAILY	59	59	118

- 5.6.5 As shown in Table 15, the GP Surgery is expected to generate up to 118 two-way daily vehicle trips on a typical weekday, with 20 two-way vehicle trips during the typical AM network peak hour (08:00-09:00) and 25 two-way vehicle trips during the typical PM network peak hour (17:00-18:00).
- 5.6.6 As discussed earlier in Section 5.4, these trip projections do not consider that some existing patients may already utilise the existing car park for the GP, given the lack of on-street parking available. The figures in Table 15 assume a worst-case scenario in that all trips associated with the GP will be new to the site, and therefore may include a double-counting of some trips.
- 5.6.7 It is understood that the forecasted GP trip generation figures in Table 15 include trips generated by the proposed gym in the new pavilion building. The gym is to accommodate an assisted living programme and will not be in the form of a commercial gym.
- 5.6.8 A meeting room is also to be provided in the proposed building alongside the GP and proposed gym facility. Bookings will be taken throughout each weekday, before closing and becoming part of the café in the evening. The meeting room is expected to generate a low number of trips. Therefore, these additional trips are considered to be negligible in the context of the wider proposed site.

5.7 Overall Proposed Trip Generation

5.7.1 The overall proposed weekday trip generation of the site has been projected in Table 16 below, taking into account the vehicle trips associated with the retained facilities on-site (athletics track, cycle hub and baseball pitches), in addition to the proposed AGPs and GP surgery and the removal of the existing weightlifting club. The weekend vehicle trip generation of the site has been projected in Table 17.

Table 16: Overall Proposed Vehicle Trip Generation (Weekday)

Time Period	Existing				Proposed				Vehicle Trips (Net Change)		
	IN	OUT	2-way	Parking Accumulation*	IN	OUT	2-way	Parking Accumulation*	IN	OUT	2-way
08:00-09:00	20	10	30	21	40	10	50	41	+20	0	+20
09:00-10:00	28	18	46	31	36	18	54	59	+8	0	+8
10:00-11:00	31	25	56	37	39	33	72	65	+8	+8	+16
11:00-12:00	27	28	55	36	35	36	71	64	+8	+8	+16
12:00-13:00	22	30	52	28	24	38	62	50	0	+8	+8
13:00-14:00	28	26	54	30	30	26	56	52	+2	0	+2
14:00-15:00	17	29	46	18	24	31	55	45	+7	+2	+9
15:00-16:00	19	20	39	17	26	27	53	44	+7	+7	+14
16:00-17:00	22	19	41	20	68	26	94	86	+48	+7	+55
17:00-18:00	51	19	70	52	92	44	136	134	+41	+25	+66
18:00-19:00	49	26	75	75	90	67	157	157	+41	+41	+82
19:00-20:00	26	57	83	44	76	98	174	135	+50	+41	+91
20:00-21:00	12	47	59	9	62	88	150	109	+50	+41	+91
21:00-22:00	5	12	17	2	55	62	117	102	+50	+50	+100
22:00-23:00	1	2	3	1	1	52	53	51	0	+50	+50
23:00-00:00	1	2	3	0	1	52	53	0	0	+50	+50
DAILY (08:00-00:00)	359	370	729		699	710	1,409		+340	+340	+680

*Parking accumulation at 07:00 on a weekday was assumed to be 11 vehicles.

5.7.2 As shown by Table 16, the overall site is expected to generate up to 20 additional two-way vehicle trips during the typical AM network peak hour (08:00-09:00) and 66 additional two-way vehicle trips during the typical PM network peak hour (17:00-18:00), with an additional 680 daily two-way vehicle movements on a weekday.

Table 17: Overall Proposed Vehicle Trip Generation (Weekend)

Time Period	Existing				Proposed				Vehicle Trips (Net Change)		
	IN	OUT	2-way	Parking Accumulation*	IN	OUT	2-way	Parking Accumulation	IN	OUT	2-way
08:00-09:00	47	12	59	46	131	12	143	130	+84	0	+84
09:00-10:00	45	42	87	49	129	42	171	217	+84	0	+84
10:00-11:00	50	35	85	64	134	119	253	232	+84	+84	+168
11:00-12:00	41	39	80	66	125	123	248	234	+84	+84	+168
12:00-13:00	36	39	75	63	36	123	159	147	0	+84	+84
13:00-14:00	46	35	81	74	46	119	165	74	0	+84	+84
14:00-15:00	46	45	91	75	46	45	91	75	0	0	0
15:00-16:00	27	47	74	55	27	47	74	55	0	0	0
16:00-17:00	27	44	71	38	27	44	71	38	0	0	0
17:00-18:00	24	35	59	27	24	35	59	27	0	0	0
18:00-19:00	14	21	35	20	14	21	35	20	0	0	0
19:00-20:00	15	17	32	18	15	17	32	18	0	0	0
20:00-21:00	8	16	24	10	8	16	24	10	0	0	0
21:00-22:00	4	9	13	5	4	9	13	5	0	0	0
22:00-23:00	2	5	7	2	2	5	7	2	0	0	0
23:00-00:00	1	1	2	2	1	1	2	2	0	0	0
DAILY (08:00-00:00)	433	442	875		769	778	1,547		+336	+336	+672

*Parking accumulation at 07:00 on a weekend was assumed to be 11 vehicles.

5.7.3 As shown by Table 17, the overall site is expected to generate up to 168 additional two-way vehicle movements during the development peak hour (10:00-11:00) and 672 additional daily two-way vehicle movements on a weekend.

5.7.4 It is acknowledged that there will be seasonal differences in the peak days throughout the year. The peak times for the different facilities will be spread throughout the year, with the AGPs expected to be at their busiest during the winter months and the athletics, cycling and baseball facilities expected to be busier in the summer. Therefore, it is considered that the peak trips for the different facilities will be offset throughout the year will not occur at the same time.

5.8 Parking Impact

5.8.1 Parking occupancy data for the existing Wythenshawe Park Sports Hub car park has been provided by the operator. Traffic flow data was collected across a 9-day period between Monday 20th June 2022 and Tuesday 28th June 2022 to calculate the parking demand of the site.

5.8.2 The data indicates that over a 48-hour period from Friday to Sunday, the theoretical parking demand only exceeded the capacity of the car park at 2pm on a Sunday, with occupancy levels well below the existing car park capacity (89 spaces) for the remainder of the period.

5.8.3 As detailed in Section 5.7, the maximum parking accumulation on a weekday is projected to be 157 vehicles at 18:00-19:00. Given that the proposed car park will consist of 167 car parking spaces, it is considered that the car park will sufficiently accommodate the parking demand of the site at the busiest time periods throughout the weekday.

- 5.8.4 On a weekend, the maximum parking accumulation is expected to be 234 vehicles at 11:00-12:00. However, as outlined in Section 5.5, the majority of these trips will be associated with the AGPs. It is acknowledged that activities at each AGP are to be staggered, so one AGP will commence activities on the hour while the other AGP commences activities on the half hour. This will spread the traffic movements associated with the AGPs across the hour and reduce the peak parking demand.
- 5.8.5 It is also acknowledged that site users may utilise the main Wythenshawe Park car park and on-street parking on the local highway network to access the on-site facilities. Considering this, the peak demand of the proposed sports hub car park could be reduced by users parking elsewhere to access the site.
- 5.8.6 Although the proposals involve the addition of new trips to the site, the trip generation projections do not consider the double-counting of existing patient trips associated with the GP already using the site on weekdays.

5.9 Impact on the Local Highway Network

- 5.9.1 The DfT has previously issued guidance that transport assessment of development impacts could be based on a threshold of “30 two-way peak hour vehicle trips” or “100 or more two-way vehicle movements per day” (DfT, 2007a). This guidance acknowledged that this threshold was not to be applied rigidly, but rather that it provided “a useful point of reference from which to commence discussions”.
- 5.9.2 This national DfT guidance has now been superseded and replaced with the ‘National Planning Policy Framework’ (NPPF) (MHCLG, 2024) and its accompanying ‘Planning Practice Guidance’ (PPG) (MHCLG, 2014). NPPF and PPG require that transport assessment is undertaken for “developments that generate significant amounts of movement”, although this is not defined. It is therefore acknowledged that there is no set threshold for assessment within the current national planning policy.
- 5.9.3 As detailed above, the proposed development can be expected to generate up to 680 additional two-way vehicle movements on a typical weekday and 672 additional two-way vehicle movements on a weekend. 20 additional two-way trips are expected in the typical AM network peak hour (08:00-09:00) and 66 additional two-way trips in the typical PM network peak hour (17:00-18:00). It is acknowledged that the additional trips associated with the AGPs represent a ‘worst-case’ scenario based on the use of quarter pitches, with lower traffic/parking levels if the AGPs are booked for use as full or half pitches. The estimates in this TS also assume that the facilities are fully booked, which is robust and likely an overestimate.
- 5.9.4 The additional vehicle trips generated by the proposed development will be split east/west at the site access junction with Wythenshawe Road, subsequently reducing the impact on local junctions.

- 5.9.5 Therefore, the proposals are considered to be in accordance with the ‘National Planning Policy Framework’, which 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, following mitigation, would be severe, taking into account all reasonable future scenarios”* (MHCLG, 2024).

6. CONCLUSIONS

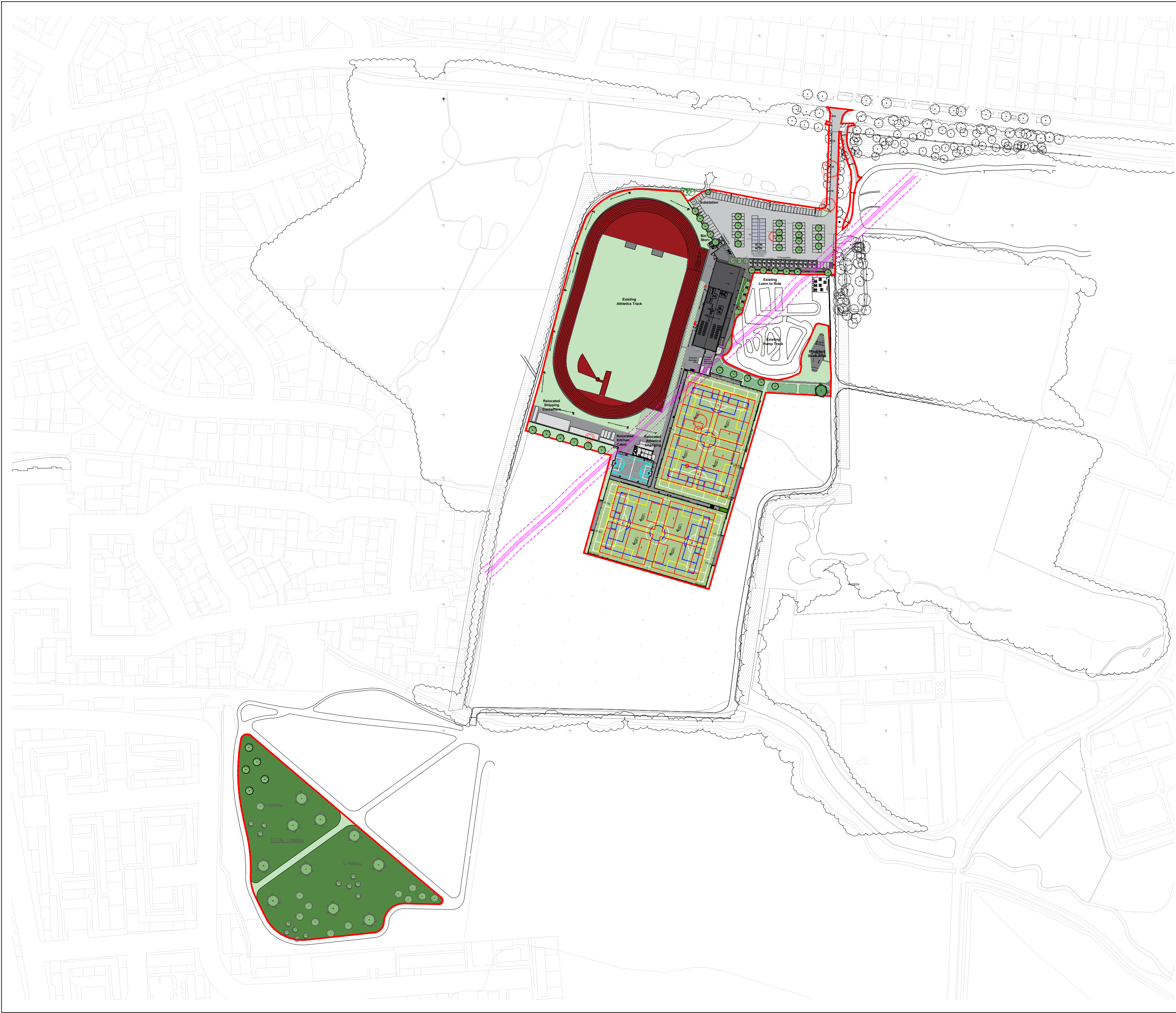
- 6.1.1 This Transport Statement (TS) provides an appraisal of the likely transport impacts and road safety implications associated with the redevelopment of Wythenshawe Park Sports Hub in Manchester.
- 6.1.2 A Travel Plan (LTP, 2025) has also been produced alongside this TS and outlined the approach to encouraging travel by sustainable modes at the site. Although the TP has been prepared as a standalone document, both the TS and TP are linked and should be read in conjunction with each other.
- 6.1.3 The proposals involve the redevelopment of the site to provide a new building which will accommodate Northern Moor Medical Practice (relocated from Wythenshawe Road), a gym facility, a meeting room/café and ancillary facilities for the sports clubs on site. Two Artificial Grass Pitches (AGPs), A Multi-Use Games Area (MUGA) are also to be provided alongside the existing athletics, cycling and baseball facilities. The weightlifting club is to be relocated off-site.
- 6.1.4 The proposed development is to be accessed by all modes via the existing site access road connecting with Wythenshawe Road. The site access road is set to be widened to 5.5m in width to facilitate two-way passing vehicles along its full length, without the need for passing places. Vehicle tracking has been undertaken and demonstrates that this width would be sufficient for the largest vehicles that may visit the site (refuse collection and fire tenders), and can comfortably accommodate the passing of two cars.
- 6.1.5 The site is located within a reasonable 2km walking distance of Wythenshawe, Northern Moor, Northenden and Baguley. The site is located within a reasonable cycle ride (up to 8km, approximately 25 minutes of cycling at an average speed of 12mph), of Wythenshawe, Altrincham, Stretford, Cheadle and West Didsbury. The nearest bus stop on Wythenshawe Road (Northbound) is located approximately 240m to the east of the site access and offers regular services to Stockport, Cheadle, Northenden and Baguley. The nearest rail station is Gatley Rail Station which is located 4.6km away from the site. Gatley Rail Station offers regular services to Manchester, Windermere, Liverpool, Crewe and Barrow-in-Furness. Metrolink Tram services are also available from Wythenshawe Park Tram Station circa 805m to the northwest of the site access and offers regular services to Manchester Airport and Manchester city centre.
- 6.1.6 A road casualty study showed that 19 Personal Injury Collisions (PICs) occurred within the study area around the proposed development site during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site. If the internal site layout is designed with due consideration to road safety, with appropriate highway design features incorporated into the detailed design, then the proposals should not have a detrimental road safety impact on the local highway network and should not adversely affect the safety of other road users.

- 6.1.7 The trip generation of the development has been established via trip information provided by the operator and a traffic survey of the existing vehicle movements on-site. The trip generation projections indicate that the development will result in 20 additional two-way vehicle movements in the typical AM network peak hour (08:00-09:00) and 66 additional two-way vehicle movements in the typical PM network peak hour (17:00-18:00), with an additional 672 daily two-way vehicle movements on a weekday. On a weekend, an additional 168 two-way movements are projected to be generated during the development peak hour (10:00-11:00), with an additional 624 two-way vehicle movements daily.
- 6.1.8 Based on the assessments of this TS, it is considered that the proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the '*National Planning Policy Framework*' (NPPF) which 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, following mitigation, would be severe, taking into account all reasonable future scenarios"* (MHCLG, 2024).
- 6.1.9 It is concluded from the assessments within this TS that the proposed development would not be expected to have a severe impact in terms of sustainable travel, road safety and traffic impact.

7. REFERENCES

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- ORS (Open Route Service), 2025. Open Route Service Map [online: <https://maps.openrouteservice.org>].
- Rowmaps, 2025. The Rights of Way Near To Manchester Using An OpenStreetMap Map.
- TfGM (Transport for Greater Manchester), 2025. Manchester Cycle Map.
- WSP, 2022a. Wythenshawe Park – Cycle Hub. Framework Travel Plan.
- WSP, 2022b. Wythenshawe Park – Cycle Hub. Car Park Management Plan.

Appendix I – Proposed Site Layout Plan



RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.

0 20m 50m 100m
1:2000
ORIGINAL SHEET SIZE **A2**

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KEY PLAN



Notes:

The site drawing is based on a combination of Ordnance Survey mapping and topographical survey. The initial topographical survey was carried out by BrightSurv Ltd in May 2023 and was updated in February 2025 to include the access road entrance. A further update to the topographical survey was completed in July 2025, extending coverage to the North-East of the site along Wythenshawe Road.

Landscaping coordinated with latest proposals.						
P11	NN	08.09.25	MR	08.09.25	RB	08.09.25
Building footprint adjusted in line with relocated positioning. Landscaping to be amended to suit - further coordination required.						
P10	NN	04.09.25	MR	04.09.25		
Building location amended outside of sewer exclusion zone. Landscaping to be amended to suit - further coordination required.						
P09	NN	28.08.25	MR	28.08.25		
REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE



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CLIENT
Manchester City Council

PROJECT
Wythenshawe Park Sports Hub

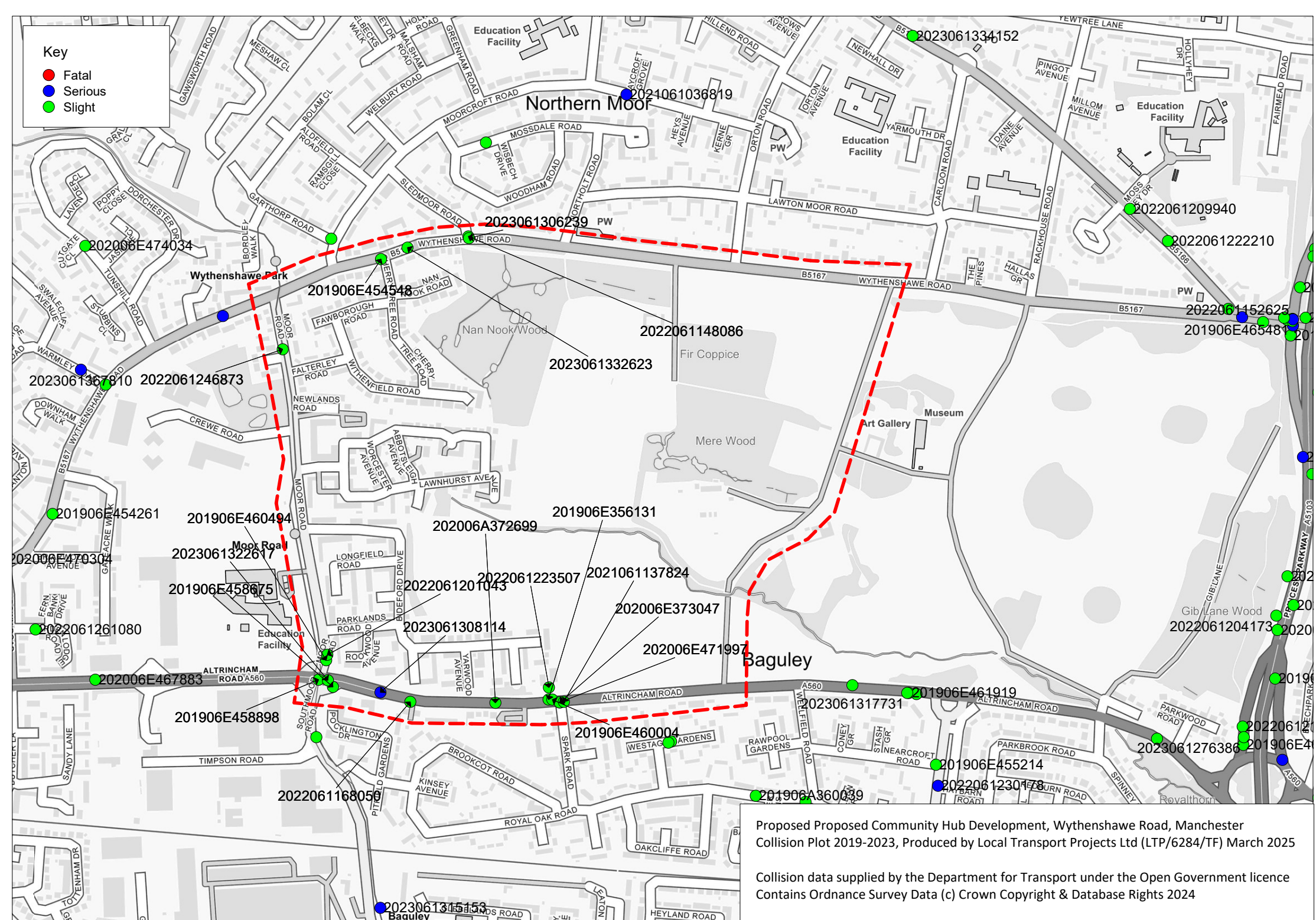
TITLE
Proposed Site Plan

SCALE DISCIPLINE PROJECT NUMBER
1:2000 Architect 118165

DRAWING NUMBER REV CODE
NPS-XX-00-D-A-0803 **P11**

STATUS CODE	PURPOSE OF ISSUE	Drawn by	Approved by
S1	Information	NN	RB
		Checked by	
		MR	

Appendix 2 – Collision Plot



Appendix 3 – ATC Data

Site 1
Location Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Direction North

17087 1
Wythenshawe Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 North

17087
Wythenshawe
Jul-25

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		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
0000	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

[illegible]

Site 1
Location Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Direction North

17087 1
Wythenshaw Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 North

17087
Wythenshaw
Jul-25

Monday, 07 July 2025

Monday, 07 July 2025

Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DIT	JSL2% 15 DIT	Mean	Vpp 85	Speed bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	<div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	<div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	<div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	100.0	0	0.0	11.4	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	<div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	<div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	100.0	1	100.0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	<div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	100.0	0	0.0	13	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	<div><div></div></div> 5	0	4	0	1	0	0	0	0	0	0	0	0	5	5	100.0	5	100.0	0	0.0	12.3	-	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	<div><div></div></div> 2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	100.0	2	100.0	0	0.0	11	-	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	<div><div></div></div> 7	1	5	0	1	0	0	0	0	0	0	0	0	7	7	100.0	7	100.0	1	14.3	12	-	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	<div><div></div></div> 16	1	13	0	2	0	0	0	0	0	0	0	0	16	16	100.0	15	93.8	1	6.3	12.1	13.7	0	4	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	<div><div></div></div> 22	1	20	0	1	0	0	0	0	0	0	0	0	22	21	95.5	21	95.5	4	18.2	12.3	15.3	1	3	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	<div><div></div></div> 19	1	17	0	1	0	0	0	0	0	0	0	0	19	19	100.0	16	84.2	1	5.3	10.8	12.7	0	8	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	<div><div></div></div> 15	1	13	0	1	0	0	0	0	0	0	0	0	15	15	100.0	13	86.7	2	13.3	11	14.8	0	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	<div><div></div></div> 23	4	19	0	0	0	0	0	0	0	0	0	0	23	22	95.7	21	91.3	2	8.7	11.1	14	1	7	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	<div><div></div></div> 22	4	17	0	1	0	0	0	0	0	0	0	0	22	22	100.0	21	95.5	2	9.1	11.4	13.6	0	7	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	<div><div></div></div> 17	1	15	0	1	0	0	0	0	0	0	0	0	17	17	100.0	16	94.1	1	5.9	10.9	13.4	0	5	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	<div><div></div></div> 29	4	25	0	0	0	0	0	0	0	0	0	0	29	29	100.0	28	96.6	1	3.4	11.4	13.6	0	7	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	<div><div></div></div> 17	1	16	0	0	0	0	0	0	0	0	0	0	17	17	100.0	16	94.1	3	17.7	11.8	15.1	0	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	<div><div></div></div> 34	6	27	0	1	0	0	0	0	0	0	0	0	34	34	100.0	30	88.2	5	14.7	12	15	0	9	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	<div><div></div></div> 58	5	51	0	2	0	0	0	0	0	0	0	0	58	58	100.0	57	98.3	8	13.8	12.1	14.9	0	16	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	<div><div></div></div> 47	7	37	0	3	0	0	0	0	0	0	0	0	47	47	100.0	43	91.5	5	10.6	11.9	14.4	0	11	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	<div><div></div></div> 3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	100.0	2	66.7	1	33.3	11.7	-	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	<div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	0	0.0	0	0.0	5.2	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	<div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	223	25	189	0	9	0	0	0	0	0	0	0	0	223	221	99.1	206	92.4	23	10.3	11.5	14	2	61	137	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	336	37	284	0	15	0	0	0	0	0	0	0	0	336	334	99.4	313	93.2	37	11.0	11.7	14.4	2	91	206	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	337	37	285	0	15	0	0	0	0	0	0	0	0	337	335	99.4	313	92.9	37	11.0	11.7	14.4	2	92	206	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	340	37	288	0	15	0	0	0	0	0	0	0	0	340	338	99.4	316	92.9	38	11.2	11.7	14.4	2	92	208	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tuesday, 08 July 2025

Tuesday, 08 July 2025

Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DFT	JSL2% 15 DFT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
0000	<div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

17087
Wythenshaw
Jul-25

[illegible]

17087
Wythenshaw
Jul-25

[illegible]

Site 1
Location Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Direction North

17087 1
Wythenshawe Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 North

17087
Wythenshawe
Jul-25

Virtual Day (Partial days = 11.0833)

Virtual Day (Partial days = 11.0833)

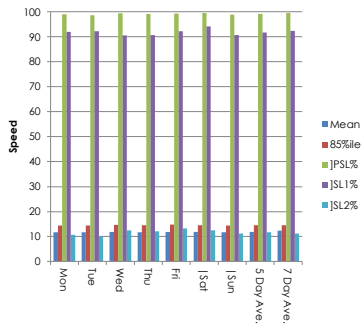
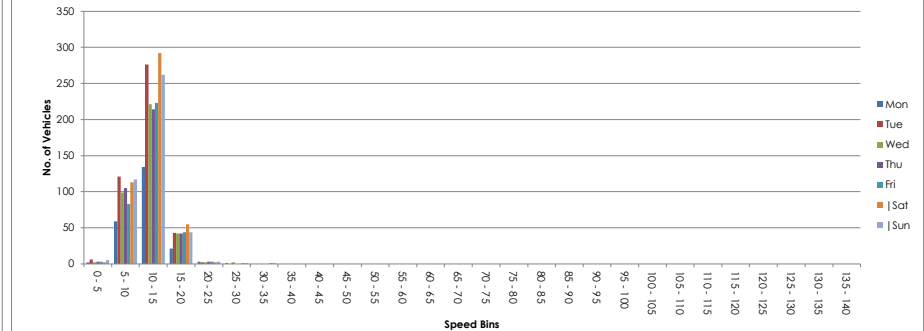
Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DIT	JSL2% 15 DIT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0- 5	5- 10	10- 15	15- 20	20- 25	25- 30	30- 35	35- 40	40- 45	45- 50	50- 55	55- 60	60- 65	65- 70	70- 75	75- 80	80- 85	85- 90	90- 95	95- 100	100- 105	105- 110	110- 115	115- 120	120- 125	125- 130	130- 135	135- 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	16.7	12	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	85.7	0	28.6	12.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0	0	100.0	0	0.0	11.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0	0	100.0	0	0.0	15	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0	0	100.0	0	50.0	20.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	100.0	0	6.3	12.4	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	5	1	3	0	1	0	0	0	0	0	0	0	0	5	5	100.0	5	98.1	1	23.1	13.2	-	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	4	4	97.8	4	91.1	1	13.3	11.9	-	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	10	1	9	0	1	0	0	0	0	0	0	0	0	11	10	99.1	9	92.6	2	17.6	12	-	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	25	2	23	0	1	0	0	0	0	0	0	0	0	26	25	99.6	23	91.4	2	9.4	11.6	14.2	0	7	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	29	2	24	0	2	0	0	0	0	0	0	0	0	28	28	98.7	26	91.1	3	11.8	11.6	14.5	0	7	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	31	2	25	0	3	0	0	0	0	0	0	0	0	30	31	99.7	29	93.5	3	10.7	11.8	14.3	0	8	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	30	3	25	0	2	0	0	0	0	0	0	0	0	30	30	98.9	27	91.4	4	13.9	11.9	14.9	0	7	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	26	2	22	0	2	0	0	0	0	0	0	0	0	26	26	99.4	24	92.6	3	13.2	11.7	14.5	0	7	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	34	3	29	0	2	0	0	0	0	0	0	0	0	34	34	99.7	32	92.8	4	12.0	11.9	14.6	0	8	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	29	3	25	0	1	0	0	0	0	0	0	0	0	29	29	98.5	27	90.4	3	10.5	11.4	14.4	0	9	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	29	3	25	0	1	0	0	0	0	0	0	0	0	29	28	98.4	26	92.1	3	12.1	11.9	14.6	0	7	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	25	4	21	0	1	0	0	0	0	0	0	0	0	26	25	99.6	24	94.6	3	12.3	12.1	14.9	0	6	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	25	4	20	0	1	0	0	0	0	0	0	0	0	25	25	99.6	23	92.5	3	12.5	11.8	14.6	0	7	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	44	5	38	0	1	0	0	0	0	0	0	0	0	44	44	99.0	40	90.5	4	10.1	11.4	14	0	14	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	38	5	31	0	1	0	0	0	0	0	0	0	0	37	38	99.8	35	91.8	4	10.1	11.7	14.1	0	9	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	12	3	8	0	0	0	0	0	0	0	0	0	0	11	12	97.7	11	90.8	2	16.0	11.9	15.1	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	100.0	3	85.7	0	8.6	11.6	-	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	73.3	0	6.7	11.2	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	297	29	252	0	17	0	0	0	0	0	0	0	0	298	295	99.3	274	92.3	34	11.4	11.8	14.55	0	76	183	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	396	43	332	0	20	0	0	0	0	0	0	0	0	395	394	99.5	365	92.2	45	11.4	11.8625	14.51538	0	102	243	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	400	43	336	0	20	0	0	0	0	0	0	0	0	399	398	99.5	369	92.3	45	11.3	11.81111	14.51538	0	103	246	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	403	43	338	0	20	0	0	0	0	0	0	0	0	401	401	99.5	372	92.3	45	11.2	12.39167	14.51538	0	103	247	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17087 1
Wythenshaw Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 North

Virtual Week (Partial weeks = 1.71429)

Virtual Week (Partial weeks = 1.71429)

Summary Graphs



Site 1
Location Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Direction South

17087 1
Wythenshaw Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 South

17087
Wythenshaw
Jul-25

Time	Total	Classification												Automatic Traffic Count								Automatic Traffic Count																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	ALL	JPSL 5	JPSL% 5	JSL1 8 ACFO	JSL1% 8 ACFO	JSL2 15 DFT	JSL2% 15 DFT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	3	0	2	0	1	0	0	0	0	0	0	0	0	3	3	100.0	3	100.0	0	0.0	9.5	-	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	22	2	20	0	0	0	0	0	0	0	0	0	0	22	22	100.0	19	86.4	1	4.5	10.9	14.2	0	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	16	15	93.8	14	87.5	2	12.5	10.4	14.3	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	21	1	20	0	0	0	0	0	0	0	0	0	0	21	20	95.2	16	76.2	1	4.8	10	12.9	1	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	30	3	26	0	0	1	0	0	0	0	0	0	0	30	30	100.0	24	80.0	0	0.0	9.8	12.3	0	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	68	3	63	0	2	0	0	0	0	0	0	0	0	68	67	98.5	58	85.3	5	7.4	10.5	13.1	1	33	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	79	7	72	0	0	0	0	0	0	0	0	0	0	79	78	98.7	64	81.0	0	0.0	10.1	12.4	1	35	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	38	3	35	0	0	0	0	0	0	0	0	0	0	38	38	100.0	34	89.5	3	7.9	10.3	12.8	0	21	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	20	1	19	0	0	0	0	0	0	0	0	0	0	20	20	100.0	19	95.0	0	0.0	10.8	11.9	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	6	1	4	0	1	0	0	0	0	0	0	0	0	6	6	100.0	5	83.3	1	16.7	11.1	-	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	100.0	1	100.0	1	100.0	22.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	239	16	219	0	3	0	1	0	0	0	0	0	0	239	235	98.3	198	82.9	9	3.8	10.2	12.6	4	115	111	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	303	21	277	0	4	0	1	0	0	0	0	0	0	303	299	98.7	256	84.5	13	4.3	10.3	12.6	4	145	141	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	304	22	277	0	4	0	1	0	0	0	0	0	0	304	300	98.7	257	84.5	14	4.6	10.3	12.6	4	145	141	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	304	22	277	0	4	0	1	0	0	0	0	0	0	304	300	98.7	257	84.5	14	4.6	10.3	12.6	4	145	141	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Friday, 04 July 2025																Friday, 04 July 2025																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DFT	JSL2% 15 DFT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17087
Wythenshaw
Jul-25

Site 1
Location Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Direction South

17087 1
Wythenshaw Wythenshawe Park Athletic Facilities - 53.407126, -2.284918
Jul-25 South

17087
Wythenshaw
Jul-25

Monday, 07 July 2025

Monday, 07 July 2025

Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DIT	JSL2% 15 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									ALL	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140			
0000	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	<div><div></div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	8.4	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	<div><div></div><div></div></div> 2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	100.0	2	100.0	1	50.0	16	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	<div><div></div><div></div></div> 4	1	3	0	0	0	0	0	0	0	0	0	0	4	4	100.0	4	100.0	1	25.0	13.8	-	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	<div><div></div><div></div></div> 3	0	2	0	1	0	0	0	0	0	0	0	0	3	3	100.0	2	66.7	1	33.3	11.1	-	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	<div><div></div><div></div></div> 3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	100.0	3	100.0	0	0.0	11.4	-	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	<div><div></div><div></div></div> 18	0	18	0	0	0	0	0	0	0	0	0	0	18	18	100.0	18	100.0	2	11.1	11.7	14.8	0	5	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	<div><div></div><div></div></div> 21	1	19	0	1	0	0	0	0	0	0	0	0	21	21	100.0	19	90.5	1	4.8	10.6	12.4	0	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	<div><div></div><div></div></div> 22	2	19	0	1	0	0	0	0	0	0	0	0	22	21	95.5	19	86.4	3	13.6	11.1	14.7	1	6	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	<div><div></div><div></div></div> 19	2	16	0	1	0	0	0	0	0	0	0	0	19	19	100.0	15	79.0	3	15.8	10.7	16.3	0	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	<div><div></div><div></div></div> 22	3	18	0	1	0	0	0	0	0	0	0	0	22	22	100.0	18	81.8	2	9.1	11	14.6	0	8	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	<div><div></div><div></div></div> 14	2	12	0	0	0	0	0	0	0	0	0	0	14	14	100.0	12	85.7	2	14.3	11.2	15.2	0	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	<div><div></div><div></div></div> 15	3	11	0	1	0	0	0	0	0	0	0	0	15	15	100.0	15	100.0	2	13.3	12.1	15.3	0	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	<div><div></div><div></div></div> 22	4	18	0	0	0	0	0	0	0	0	0	0	22	20	90.9	20	90.9	1	4.5	10.2	12.5	2	9	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	<div><div></div><div></div></div> 30	3	26	0	0	0	0	0	0	0	1	0	0	30	29	96.7	28	93.3	1	3.3	10.2	11.9	1	15	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	<div><div></div><div></div></div> 45	7	38	0	0	0	0	0	0	0	0	0	0	45	45	100.0	43	95.6	5	11.1	12	13.8	0	10	30	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	<div><div></div><div></div></div> 59	6	52	0	1	0	0	0	0	0	0	0	0	59	59	100.0	55	93.2	6	10.2	11.4	14.5	0	18	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	<div><div></div><div></div></div> 31	5	25	0	1	0	0	0	0	0	0	0	0	31	31	100.0	29	93.6	3	9.7	11.1	13.2	0	12	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	<div><div></div><div></div></div> 10	0	10	0	0	0	0	0	0	0	0	0	0	10	10	100.0	9	90.0	1	10.0	11	-	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	<div><div></div><div></div></div> 1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0.0	0	0.0	0	0.0	4.7	-	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	<div><div></div><div></div></div> 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	290	33	250	0	6	0	0	0	0	1	0	0	0	290	286	98.6	265	91.4	28	9.7	11.2	13.9	4	100	158	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	334	38	287	0	8	0	0	0	0	1	0	0	0	334	330	98.8	305	91.3	33	9.9	11.2	13.8	4	116	181	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	335	38	288	0	8	0	0	0	0	1	0	0	0	335	330	98.5	305	91.0	33	9.9	11.1	13.8	5	116	181	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	342	39	294	0	8	0	0	0	0	1	0	0	0	342	337	98.5	312	91.2	35	10.2	11.2	13.9	5	118	184	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tuesday, 08 July 2025

Tuesday, 08 July 2025

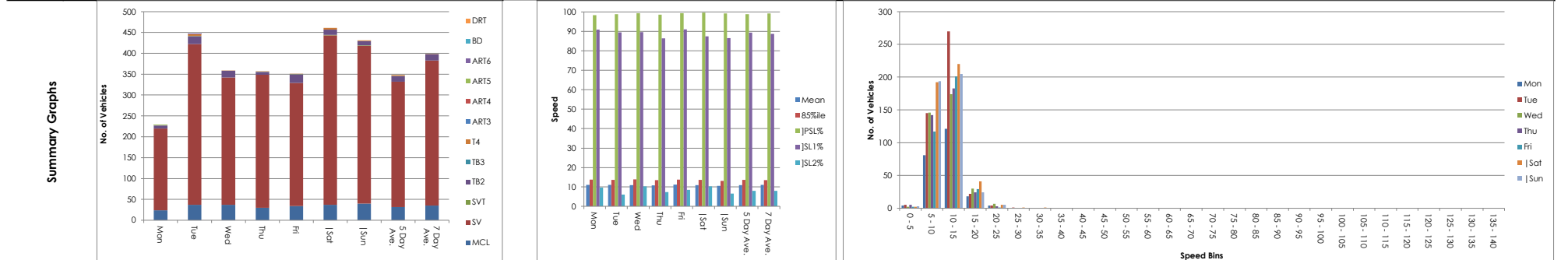
Time	Total	Classification												JPSL 5	JPSL% 5	JSL1 8 ACPO	JSL1% 8 ACPO	JSL2 15 DIT	JSL2% 15 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Appendix 4 – TRICS Output

Calculation Reference: AUDIT-342901-250718-0723

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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:	Site area
Actual Range:	0.39 to 0.50 (units: hect)
Range Selected by User:	0.14 to 2.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 17/04/24

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:

Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
E(d)	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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
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:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-07-K-01	CORAL FITNESS	BRIGHTON & HOVE
	ORCHARD ROAD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Site area:	0.39 hect	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
2	LN-07-K-02	HEALTH AND FITNESS CLUB	LINCOLNSHIRE
	DYSART ROAD		
	GRANTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	0.40 hect	
	Survey date: WEDNESDAY	17/04/24	Survey Type: MANUAL
3	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Site area:	0.50 hect	
	Survey date: THURSDAY	06/04/17	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	3	0.43	24.806	3	0.43	3.101	3	0.43	27.907
07:00 - 08:00	3	0.43	28.682	3	0.43	24.031	3	0.43	52.713
08:00 - 09:00	3	0.43	31.008	3	0.43	20.155	3	0.43	51.163
09:00 - 10:00	3	0.43	65.891	3	0.43	29.457	3	0.43	95.348
10:00 - 11:00	3	0.43	41.860	3	0.43	46.512	3	0.43	88.372
11:00 - 12:00	3	0.43	27.132	3	0.43	35.659	3	0.43	62.791
12:00 - 13:00	3	0.43	28.682	3	0.43	31.008	3	0.43	59.690
13:00 - 14:00	3	0.43	31.008	3	0.43	24.031	3	0.43	55.039
14:00 - 15:00	3	0.43	31.008	3	0.43	27.907	3	0.43	58.915
15:00 - 16:00	3	0.43	37.984	3	0.43	47.287	3	0.43	85.271
16:00 - 17:00	3	0.43	48.062	3	0.43	40.310	3	0.43	88.372
17:00 - 18:00	3	0.43	74.419	3	0.43	53.488	3	0.43	127.907
18:00 - 19:00	3	0.43	50.388	3	0.43	70.543	3	0.43	120.931
19:00 - 20:00	3	0.43	47.287	3	0.43	62.791	3	0.43	110.078
20:00 - 21:00	3	0.43	24.031	3	0.43	52.713	3	0.43	76.744
21:00 - 22:00	3	0.43	5.426	3	0.43	22.481	3	0.43	27.907
22:00 - 23:00	2	0.40	1.266	2	0.40	11.392	2	0.40	12.658
23:00 - 24:00									
Total Rates:			598.940			602.866			1201.806

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: 0.39 to 0.50 (units: hect)
Survey date range: 01/01/16 - 17/04/24
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.88

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	3	0.43	27.907	3	0.43	3.101	3	0.43	31.008
07:00 - 08:00	3	0.43	41.860	3	0.43	26.357	3	0.43	68.217
08:00 - 09:00	3	0.43	54.264	3	0.43	48.837	3	0.43	103.101
09:00 - 10:00	3	0.43	117.054	3	0.43	62.791	3	0.43	179.845
10:00 - 11:00	3	0.43	112.403	3	0.43	75.194	3	0.43	187.597
11:00 - 12:00	3	0.43	62.791	3	0.43	93.798	3	0.43	156.589
12:00 - 13:00	3	0.43	64.341	3	0.43	63.566	3	0.43	127.907
13:00 - 14:00	3	0.43	71.318	3	0.43	62.791	3	0.43	134.109
14:00 - 15:00	3	0.43	72.868	3	0.43	45.736	3	0.43	118.604
15:00 - 16:00	3	0.43	77.519	3	0.43	102.326	3	0.43	179.845
16:00 - 17:00	3	0.43	83.721	3	0.43	86.047	3	0.43	169.768
17:00 - 18:00	3	0.43	137.984	3	0.43	101.550	3	0.43	239.534
18:00 - 19:00	3	0.43	83.721	3	0.43	120.155	3	0.43	203.876
19:00 - 20:00	3	0.43	70.543	3	0.43	110.078	3	0.43	180.621
20:00 - 21:00	3	0.43	39.535	3	0.43	80.620	3	0.43	120.155
21:00 - 22:00	3	0.43	9.302	3	0.43	29.457	3	0.43	38.759
22:00 - 23:00	2	0.40	1.266	2	0.40	24.051	2	0.40	25.317
23:00 - 24:00									
Total Rates:			1128.397			1136.455			2264.852

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.

Appendix 5 – Trip Generation

Existing Trip Generation

ATC Data

Time Period	Average Weekday			Average Weekend			Average Day		
	IN	OUT	2-Way	IN	OUT	2-Way	IN	OUT	2-Way
00:00	0	0	0	1	1	2	1	1	2
01:00	1	1	2	1	1	2	1	1	2
02:00	0	0	0	1	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	1	2	0	2	1	0	1
05:00	4	2	6	2	2	4	2	2	4
06:00	6	6	12	5	4	9	6	5	11
07:00	6	4	10	10	5	15	8	4	12
08:00	20	10	30	47	12	59	31	11	42
09:00	28	18	46	45	42	87	35	27	62
10:00	31	25	56	50	35	85	38	29	67
11:00	27	28	55	41	39	80	31	32	63
12:00	22	30	52	36	39	75	27	34	61
13:00	28	26	54	46	35	81	34	28	62
14:00	17	29	46	46	45	91	28	35	63
15:00	19	20	39	27	47	74	23	29	52
16:00	22	19	41	27	44	71	24	29	53
17:00	51	19	70	24	35	59	40	26	66
18:00	49	26	75	14	21	35	36	25	61
19:00	26	57	83	15	17	32	22	41	63
20:00	12	47	59	8	16	24	10	34	44
21:00	5	12	17	4	9	13	4	11	15
22:00	1	2	3	2	5	7	1	3	4
23:00	1	2	3	1	1	2	1	1	2
DAILY (24hr)	377	383	760	455	455	910	404	408	812
DAILY(08:00-23:00)	359	370	729	433	442	875	385	395	780

Proposed Trip Generation

AGP 1

Person Trip Generation

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way	Users On-Site	IN	OUT	2-Way	Users On-Site
08:00-09:00	0	0	0	0	100	0	100	0
09:00-10:00	0	0	0	0	100	0	100	100
10:00-11:00	0	0	0	0	100	100	200	100
11:00-12:00	0	0	0	0	100	100	200	100
12:00-13:00	0	0	0	0	0	100	100	100
13:00-14:00	Education Use				0	100	100	0
14:00-15:00					0	0	0	0
15:00-16:00					0	0	0	0
16:00-17:00					0	0	0	0
17:00-18:00	60	0	60	0	0	0	0	0
18:00-19:00	60	60	120	60	0	0	0	0
19:00-20:00	60	60	120	60	0	0	0	0
20:00-21:00	60	60	120	60	0	0	0	0
21:00-22:00	60	60	120	60	0	0	0	0
22:00-23:00	0	60	60	60	0	0	0	0
23:00-00:00	0	60	60	0	0	0	0	0
DAILY (08:00-23:00)	360	360	720	360	400	400	800	400

AGP 2

Person Trip Generation

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way	Users On-Site	IN	OUT	2-Way	Users On-Site
08:00-09:00	0	0	0	0	100	0	100	0
09:00-10:00	0	0	0	0	100	0	100	100
10:00-11:00	0	0	0	0	100	100	200	100
11:00-12:00	0	0	0	0	100	100	200	100
12:00-13:00	0	0	0	0	0	100	100	100
13:00-14:00	Education Use				0	100	100	0
14:00-15:00					0	0	0	0
15:00-16:00					0	0	0	0
16:00-17:00					0	0	0	0
17:00-18:00	60	0	60	0	0	0	0	0
18:00-19:00	60	60	120	60	0	0	0	0
19:00-20:00	60	60	120	60	0	0	0	0
20:00-21:00	60	60	120	60	0	0	0	0
21:00-22:00	60	60	120	60	0	0	0	0
22:00-23:00	0	60	60	60	0	0	0	0
23:00-00:00	0	60	60	0	0	0	0	0
DAILY (08:00-23:00)	360	360	720	360	400	400	800	400

GP Surgery

Vehicle Trip Generation

Time Period	Projected Weekday Trips		
	IN	OUT	2-Way
08:00-09:00	20	0	20
09:00-10:00	8	0	8
10:00-11:00	8	8	16
11:00-12:00	8	8	16
12:00-13:00	0	8	8
13:00-14:00	0	0	0
14:00-15:00	5	0	5
15:00-16:00	5	5	10
16:00-17:00	5	5	10
17:00-18:00	0	25	25
DAILY (08:00-23:00)	59	59	118

Vehicle trip generation based on information provided by the operator

Weightlifting Club

Time Period	Person Trip Generation			Vehicle Trip Generation		
	IN	OUT	2-Way	IN	OUT	2-Way
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	12	0	12	9	0	9
17:00-18:00	12	0	12	9	0	9
18:00-19:00	12	12	24	9	9	18
19:00-20:00	0	12	12	0	9	9
20:00-21:00	0	12	12	0	9	9
21:00-22:00	0	0	0	0	0	0
DAILY (08:00-23:00)	36	36	72	27	27	54

Vehicle trip generation for Weightlifting Club calculated using TRICS modal split
(71% of trips are made via vehicle trip generating modes)

Vehicle Trip Generation

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way	Users On-Site	IN	OUT	2-Way	Users On-Site
08:00-09:00	0	0	0	0	42	0	42	0
09:00-10:00	0	0	0	0	42	0	42	0
10:00-11:00	0	0	0	0	42	42	84	84
11:00-12:00	0	0	0	0	42	42	84	84
12:00-13:00	1	0	1	0	42	42	84	42
13:00-14:00	1	1	2	0	42	42	84	42
14:00-15:00	1	1	2	0	0	0	0	0
15:00-16:00	1	1	2	0	0	0	0	0
16:00-17:00	25	1	26	0	0	0	0	0
17:00-18:00	25	0	25	0	0	0	0	0
18:00-19:00	25	25	50	0	0	0	0	0
19:00-20:00	25	25	50	0	0	0	0	0
20:00-21:00	25	25	50	0	0	0	0	0
21:00-22:00	25	25	50	0	0	0	0	0
22:00-23:00	0	25	25	0	0	0	0	0
23:00-00:00	0	25	25	0	0	0	0	0
DAILY (08:00-23:00)	154	154	308	168	168	336	336	336

Vehicle trip generation for AGPs calculated using DTT's National Travel Survey
(75% of trips are made via vehicle trip generating modes)

Vehicle Trip Generation

Time Period	Projected Weekday Trips				Projected Weekend Trips			
	IN	OUT	2-Way	Users On-Site	IN	OUT	2-Way	Users On-Site
08:00-09:00	0	0	0	0	42	0	42	0
09:00-10:00	0	0	0	0	42	0	42	0
10:00-11:00	0	0	0	0	42	42	84	84
11:00-12:00	0	0	0	0	42	42	84	84
12:00-13:00	1	0	1	0	42	42	84	42
13:00-14:00	1	1	2	0	42	42	84	42
14:00-15:00	1	1	2	0	0	0	0	0
15:00-16:00	1	1	2	0	0	0	0	0
16:00-17:00	25	1	26	0	0	0	0	0
17:00-18:00	25	0	25	0	0	0	0	0
18:00-19:00	25	25	50	0	0	0	0	0
19:00-20:00	25	25	50	0	0	0	0	0
20:00-21:00	25	25	50	0	0	0	0	0
21:00-22:00	25	25	50	0	0	0	0	0
22:00-23:00	0	25	25	0	0	0	0	0
23:00-00:00	0	25	25	0	0	0	0	0
DAILY (08:00-23:00)	154	154	308	168	168	336	336	336

Vehicle trip generation for AGPs calculated using DTT's National Travel Survey
(75% of trips are made via vehicle trip generating modes)

Overall Proposed Vehicle Trip Generation:

Time Period	Weekday			Weekday Vehicle Trips (Net Change)			Weekend			Weekend Vehicle Trips (Net Change)		
	IN	OUT	2-Way	IN	OUT	2-Way	IN	OUT	2-Way	IN	OUT	2-Way
08:00-09:00	40	10	50	20	0	20	131	12	143	84	0	84
09:00-10:00	36	18	54	8	0	8	129	42	171	84	0	84
10:00-11:00	39	33	72	8	8	16	134	119	253	84	84	168
11:00-12:00	35	36	71	8	8	16	125	123	248	84	84	168
12:00-13:00	24	38	62	2	8	10	36	123	159	0	84	84
13:00-14:00	30	28	58	2	2	4	46	119	165	0	84	84
14:00-15:00	24	31	55	7	2	9	46	45	91	0	0	0
15:00-16:00	26	27	53	7	7	14	27	47	74	0	0	0
16:00-17:00	68	26	94	46	7	53	27	44	71	0	0	0
17:00-18:00	92	44	136	41	25	66	24	35	59	0	0	0
18:00-19:00	90	67	157	41	41	82	14	21	35	0	0	0
19:00-20:00	76	98	174	50	41	91	15	17	32	0	0	0
20:00-21:00	62	88	150	50	41	91	8	16	24	0	0	0
21:00-22:00	55	62	117	50	50	100	4	9	13	0	0	0
22:00-23:00	1	52	53	0	50	50	2	5	7	0	0	0
23:00-00:00	1	52	53	0	50	50	1	1	2	0	0	0
DAILY (08:00-23:00)	699	710	1409	340	340	680	769	778	1547	336	336	672