

SBH Management Ltd

443 Cheetham Hill Road
Manchester

Transport Statement



Control Sheet

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Acknowledgements

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System has been utilised to carry out a road traffic incident review.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

An extract from OpenStreetMap has been used in this report for illustrative purposes only <https://www.openstreetmap.org/copyright>.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

The TRICS database v7.11.3 has been used in this report to calculate traffic generations.

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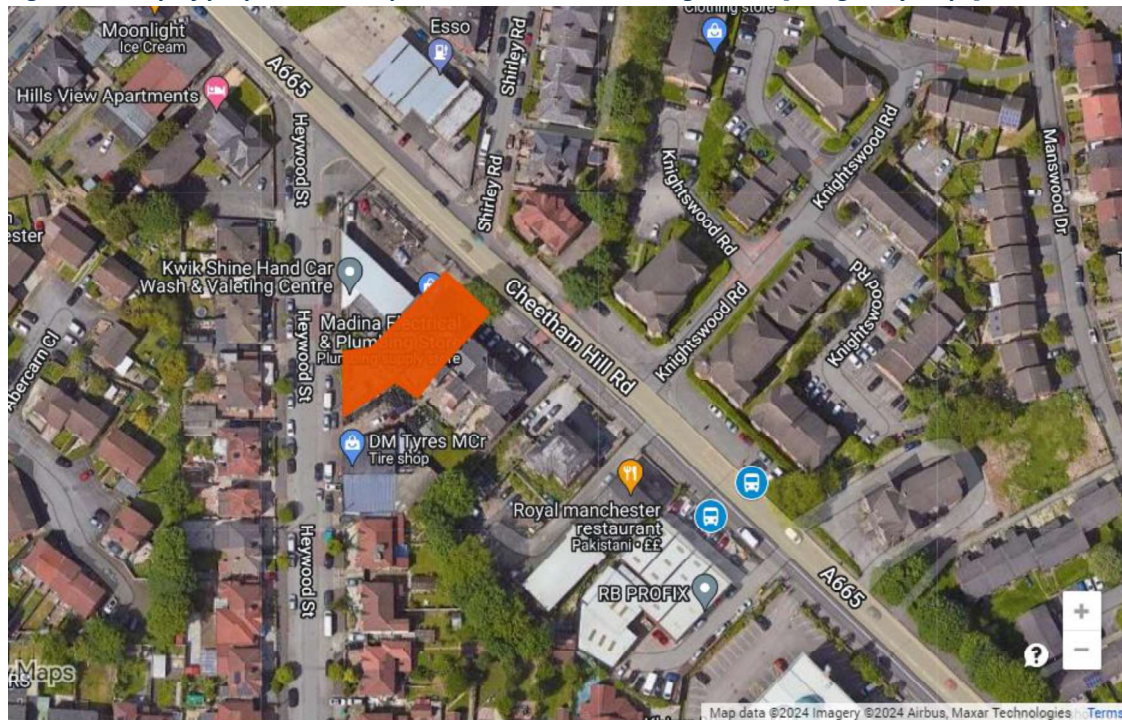
Appendix D

TRICS Outputs

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by SBH Management Ltd to produce a Transport Statement in relation to the proposals to convert the existing building at 443 Cheetham Hill Road, Manchester into 3 commercial business units. The location of the site in relation to the local area is shown at **Figure 1**.

Figure 1 – Map of proposed development site and surrounding area [Google MyMaps]



- 1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Statement, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:
- The local highway network and its highway safety record;
 - The existing use of the site;
 - The proposed development;
 - Accessibility of the site, in relation to local facilities by sustainable modes;
 - The predicted multimodal trip generations; and,
 - The impact of the development on the local highway network in terms of highway safety and capacity.

2. Planning Policy Context

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (last revised in December 2024) states that:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.1.3 Paragraph 116 then states:

‘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.’

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

‘Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations..’

2.1.5 Finally, paragraph 118 states that:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.’

2.2 Local Planning Policy

Manchester Local Development Plan Framework: Core Strategy (July 2012)

2.2.1 The adopted Core Strategy was adopted on 11 July, 2012 and is the key document in Manchester’s Development Framework, covering a period of 15 years from 2012 to 2027. It outlines the Council’s vision for Manchester in 2027, along with planning policies used to deliver the vision.

2.2.2 Objective 5: Transport puts forward the policies designated to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Policy T1: Sustainable Transport is a key policy in relation to this development. It outlines that the Council will support developments which:

- Improve choice by developing alternatives to the car;
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for EV;
- Reduce the negative impacts of road traffic, e.g. congestion, air pollution and road accident casualties;
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority
 - Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and,
 - General peak time traffic.

It is understood that the above policy has been partially replaced by Places for Everyone (PfE) policies. This change related to the final bullet point of Policy T1 which has been replaced by PfE Policy JP-C1

Policy JP-C1: An Integrated Network

In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
 - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - a. Pedestrians (and people using mobility aids);
 - b. Cyclists, powered two-wheelers, and public transport users;
 - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - d. People in personal motorised vehicles
6. Developing local transport industry skills and education to ensure the right skills are available into the future.

Greater Manchester Transport Strategy 2040 (February 2017)

- 2.2.3 The Greater Manchester Transport Strategy 2040, adopted in February 2017 and updated in January 2021 sets out the ambitions to create '*world class connections that support long-term, sustainable economic growth and access to opportunity for all.*'

2.3 Planning History

- 2.3.1 The site has been granted various planning consents in its history and these are as follows;
- Application Ref: F12951, Change of use from flats to a Mosque, approved in April 1980
 - Application Ref: 023705, Continuance of use premises as a Mosque, approved in April 1985
 - Application Ref: 057953/FO/NORTH1/99, Change of use from vacant mosque to D.I.Y. retail shop with office including rear shop extension, approved in March 2000
 - Application Ref: 059475/FO/NORTH1/00, Extension at first floor level to form additional showroom area, approved in August 2000
 - Application Ref: 067781/FO/2003/N1, Two storey side extension to form ancillary office accommodation for existing D.I.Y. shop, approved in July 2003
 - Application Ref: 078504/FO/2006/N1, Erection of first floor rear extension, approved in April 2006

2.4 The Development in Planning Policy Context

- 2.4.1 This Transport Statement demonstrates that the development is sustainable and the residual cumulative traffic impact is not severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 2.4.2 It is also demonstrated that the development complies with the requirements of the Manchester Core Strategy and Greater Manchester Transport Strategy.

3. Existing Situation

3.1 Site

- 3.1.1 The existing site is currently a commercial shop on the ground floor, a Health Clinic on the Ground and 1st floor and Offices on the 1st and 2nd floor. The site is located off Cheetham Hill Road approximately 2.3km north of Manchester City Centre.
- 3.1.2 It is understood that the current lawful use for the site is a single commercial unit (formal known as Cheetham Plumping and DIY) which had a retail area of approx. 400m² and ancillary offices.
- 3.1.3 The site is currently bounded by the following:
- North: Hand Car Wash
 - East: Cheetham Hill Road
 - South: Commercial / residential properties
 - West: Heywood Street
- 3.1.4 The site has two access points one onto Cheetham Hill Road providing access to the front of the site which give access to the main entrances to the existing units. A second access is also provided onto Heywood Street providing access to the rear of the site.
- 3.1.5 The existing site can accommodate 7 parked cars (without vehicles blocking each other). However, at the front of the site it is understood that vehicles parking on site tend to reverse directly onto / off of Cheetham Hill Road.

3.2 Local Highway Network

- 3.2.1 Cheetham Hill Road is a local high street which provides access to a mix of residential and commercial properties and is subject to a 30mph speed limit. It is street lit and footways are also present on both flanks. It is a classified 'A' road (A665) which can be followed north from the site providing access to other Manchester suburbs and the M60 (via the A576 and the A56) to the south it runs to Manchester City Centre.
- 3.2.2 Within the immediate vicinity of the site Cheetham Hill Road has traffic regulation orders in the form of single and double yellow lines as well as a zig zag markings attributed to a nearby signalised crossing. The single yellow lines are enforced Mon – Sat 7am – 10am and Mon – Fri 4pm – 7pm, loading restrictions are also present which prohibit loading for the same time periods. A bus lane also runs along the site frontage and this is signposted to operate Mon – Fri 7-10am and 4-7pm.
- 3.2.3 Bus stops are located on Cheetham Hill Road within 100m of the site, these facilities and services are detailed later in this report.

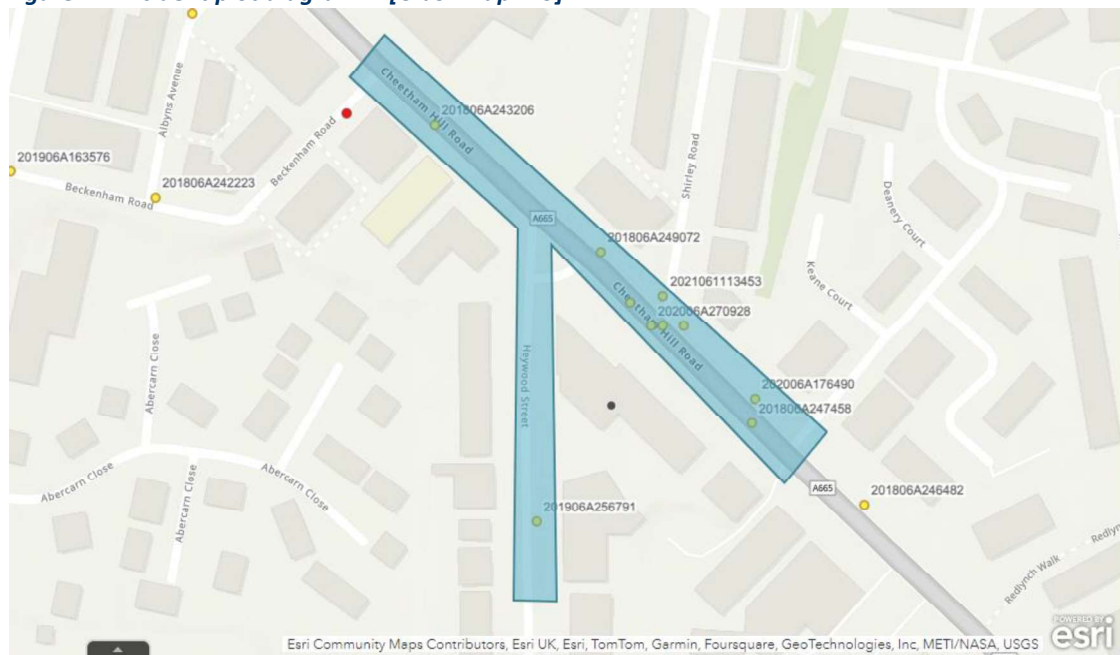
3.2.4 Heywood Street is predominately a residential street but it also provides access to various commercial uses (including the site). It is street lit and subject to a 30 mph speed limit. It has no parking restrictions; however, parking laybys are provided and parking is present on both flanks. Between parked vehicles the remaining carriageway width is circa 7m wide which allows two vehicles to pass.

3.3 Road Safety History

3.3.1 National guidance states that a transport assessment should include; “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.” The most recent 5-year period, covering accidents from January 2018 to December 2022, has been considered in order to provide a robust assessment.

3.3.2 Road traffic collision data has been obtained from the CrashMap Pro Collision Analysis System v1.31 database for the 2018-2022 period. The incident plot diagram within the site vicinity is shown in **Figure 2** A full copy of the CrashMap Pro accident report is included in **Appendix A**.

Figure 2 – Incident plot diagram [CrashMap Pro]



3.3.3 In the incident area, eleven incidents were recorded during the assessed 2018-2022 period:

- Incident reference: 201806A243206 – occurred on 7 April 2018 at 21:15 in dry and clear conditions. A vehicle performing a U-turn on Cheetham Hill Lane collided with a car parked in the carriageway, resulting in slight injury to 5 child passengers.
- Incident reference: 201806A247458 – occurred on 25 August 2018 at 02:04 in dry and clear conditions. A private car parked on the carriageway of Cheetham Hill Lane moved off and collided with a minibus travelling along the carriageway, resulting in slight injury to 3 passengers.

- Incident reference: 201806A248953 – occurred on 30 September 2018 at 12:55 in dry and clear conditions. A collision involving three cars travelling along Cheetham Hill Road and a pedestrian crossing the road resulted in the pedestrian receiving serious injuries.
- Incident reference: 201806A249072 – occurred on 11 October 2018 at 19:05 in wet conditions. A vehicle pulling out of a private drive on Cheetham Hill Road collided with a cyclist travelling in the opposite direction, resulting in the cyclist receiving slight injuries.
- Incident reference: 201906A256791 – occurred on 9 May 2019 at 00:17 in dry and clear conditions. A car that was passing another moving vehicle on Cheetham Hill Road collided with a vehicle travelling in the opposite lane, resulting in slight injury to a driver.
- Incident reference: 202006A176490 – occurred on 17 October 2020 at 04:26 in dry and clear conditions. A vehicle driving along Cheetham Hill Road collided with a lamp post off the carriageway, resulting in slight injury to a passenger.
- Incident reference: 202006A270928 – occurred on 28 April 2020 at 21:45 in dry and clear conditions. A car turning right onto Shirley Lane collided with a van travelling in the opposite lane, resulting in slight injury to the car driver.
- Incident reference: 202006A274552 – occurred on 29 August 2020 at 22:35 in dry conditions. A car pulling out of Shirley Lane onto Cheetham Hill Road collided with a cyclist travelling normally along the carriageway on Cheetham Hill Road, resulting in slight injury to the cyclist.
- Incident reference: 202006A274976 – occurred on 9 September 2020 at 16:26 in dry and clear conditions. A car travelling along Cheetham Hill Road collided with a pedestrian crossing in the carriageway, resulting in slight injury to the pedestrian.
- Incident reference: 2021061113453 – occurred on 23 November 2021 at 16:28 in wet and rainy conditions. A driver turning right onto Shirley Lane from Cheetham Hill Road collided with a crossing pedestrian, resulting in the pedestrian receiving slight injuries.
- Incident reference: 2022061207264 – occurred on 16 July 2022 at 22:30 in dry and clear conditions. A vehicle turning right onto Shirley Lane from Cheetham Hill Road collided with a motorcyclist travelling in the opposite direction, resulting in the motorcyclist receiving slight injuries.

3.3.4 As can be seen from these summaries all the records accidents were slight in severity and the accident history assessment has not highlighted any clusters or safety concerns. The accidents which have occurred are as a result of driver error, rather than deficiencies in the highway network. Based on the information and analysis it is considered that the injury accidents would not be exacerbated by the proposed development.

4. Proposed Development

- 4.1 The proposals are for the conversion of the building into 3 commercial business units (class E). The proposed units are as follows:
- Ground floor commercial unit - electrical and plumbing store, approx. floor area of 140m²
 - Ground and 1st floor units - used as a health clinic approx. floor area of 60m²
 - 1st and 2nd Floor offices, including 2nd floor landlord office approx. floor area of 390m²
- 4.2 It is also proposed to use the basement as a break / welfare room for the tenants of the units which will include a gym, rest room, games and activity area and canteen. A copy of the proposed layouts are attached at **Appendix B**.
- 4.3 The total number of staff for the proposed units is 6 employees, 1 for the health hub, 1 for the electrical and plumbing store and the remaining 4 members of staff are office workers.
- 4.4 The existing vehicle access points onto Cheetham Hill Road and Heywood Street are to be retained providing off street parking for the development. As part of the proposals a formal parking arrangement will be provided and it is envisaged that the parking area from Cheetham Hill Road will be for customer use and the parking area off Heywood Street would be for staff.
- 4.5 It is also proposed to provide a cycle shelter at the rear of the site accessed from Heywood Street which would provide parking for 6 bicycles. This will be sheltered and secure.
- 4.6 The parking standards for developments are contained within the Manchester City Council Core Strategy Development Plan, which was adopted in July 2023. Appendix B set outs the parking standards which are stated to be “maximum standards”.
- 4.7 The parking standards still use the old use class references and the following are considered to be the most appropriate for this type of development:-
- A1: Shops, non-food retail: 1 spaces per 22m² (based on District centres)
 - B1: Business, Stand-alone offices 1 spaces per 30m² (based on District centres)
 - D2: Medical and Health Facilities 1 spaces per 2 staff plus 3 per consulting room (based on District centres)
- 4.8 The standards also state the following;
- All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.*
- 4.9 Based on the parking standards and proposed uses a maximum of 21 parking spaces is calculated. The proposed parking arrangement would result in 7 formal car parking spaces (including 1 accessible space). It is, however, understood that the Councils car parking standards are maximums and subject to reductions as per the above extract.

- 4.10 Chapter 5 of this report (Accessibility by Sustainable Modes) demonstrates that the site is well situated within the district area of Cheetham Hill and is surrounded by various amenities and residential properties within acceptable walking distances. Wide street lit footways and a signalised crossing are also provided within the vicinity of the site which provide access to the wider area.
- 4.11 The site is accessible by bicycle with Manchester City centre being within a 15 minute ride of the site. Furthermore, the bus lanes that run along Cheetham Hill Road can also be used by cyclists. To further encourage users to access the site by bike, sheltered and secure cycle parking facilities are to be provided.
- 4.12 Bus stops are located within a 120m walk of the site and are served by 10 buses per hour, connecting the site to locations across Greater Manchester, including Manchester city centre where connecting public transport trips can be made. Bus services 41 and 135 run direct to and from Manchester city centre and the journey takes approximately 17 minutes.
- 4.13 Therefore, it is considered that the site is located within a sustainable area with various realistic travel options available to reduce the reliance on the use of a private car.
- 4.14 Based on the sustainability of the site the patterns for travel to work in the Cheetham Ward have been identified from the 2011 Census. From the Census data 8,353 people were in work (excluding those working from home) and **Table 1** summarises their travel to work method.

Table 1 – Census Data; Method of Travel to Work

[Nomis]

Method of Travel to Work	% of Journeys
Underground, metro, light rail, tram	2.9%
Train	3.6%
Bus, minibus, coach	19.9%
Taxi	1.8%
Motorcycle, scooter or moped	0.3%
Driving a car or van	37.5%
Passenger in a car or van	4.1%
Bicycle	2.1%
On foot	26.7%
Other method of travel to work	1.1%

- 4.15 The Census information indicates 37.5% of the wards residents travel to work driving a car, or van. Based on the assumption that a single car passenger shares a lift with a car driver within the same area, single occupancy car trips (to work) are estimated to be 33.4% (37.5% - 4.1%) in the Cheetham Ward. It is indicated that a high proportion walk or use public transport which is considered comparative to the site given the sustainable travel options nearby.
- 4.16 To further encourage and promote staff of the development to travel to and from the site via alternative means other than the car, a Travel Information Pack can be prepared so that employees and visitors are made aware of the sustainable transport alternatives that are available.

- 4.17 Release of this information in the sales particulars of each unit prior to occupation will ensure that all occupiers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 4.18 Drawings 163810-001A and 163810-003 at **Appendix C** show the parking layout and demonstrate that vehicles can enter and exit each parking area in a forward gear. It is also considered that the formal layout would discourage drivers from reversing onto / off of Cheetham Hill Road which is a classified A road.
- 4.19 Based on the foregoing information and the number of staff predicted it is considered that the proposed parking is suitable for the site and provides a betterment to the current situation. It is also considered that the proposals are in line with Core Strategy Policy T1 and PfE Policy JP-C1 as they provide an alternative to the use of a private car and take into account disabled users.
- 4.20 The site can currently accommodate 7 parked cars and it is considered that providing more parking to meet the maximum standard would be contrary to Core Strategy Policy T1 and PfE Policy JP-C1 as extra parking provision would be available and could potentially discourage active and sustainable travel.
- 4.21 Deliveries would take place at the rear of the building and based on the type and size of the proposed units it is envisaged that these would be undertaken by 'transit' van type vehicles. Drawing 163810-002A at **Appendix C** shows a 4.6t panel van accessing the site and waiting off the highway to load/unload.
- 4.22 Bin stores will be located to the rear of the building and on collection day the bins will be wheeled to the rear of the site by the management team so that servicing can be undertaken from the kerbside of Heywood Street by the necessary refuse vehicles.
- 4.23 The applicant is also open to providing a car park and servicing management plan for the site which can be updated and implemented as the development progresses. This document will provide details on parking and servicing arrangements and measures / procedures to ensure minimal delays and disruption on site and the adjacent highway network.

5. Accessibility by Sustainable Modes of Transport

- 5.1.1 This section of the Transport Statement includes an assessment of the accessibility of the site by sustainable modes of transport.
- 5.1.2 This section considers the accessibility of the development by the following modes of transport:
- Walking
 - Cycling
 - Public Transport (Bus and Train)

5.2 Accessibility by Walking

- 5.2.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.
- 5.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The CIHT publication *Providing for Journeys on Foot* has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 3**.

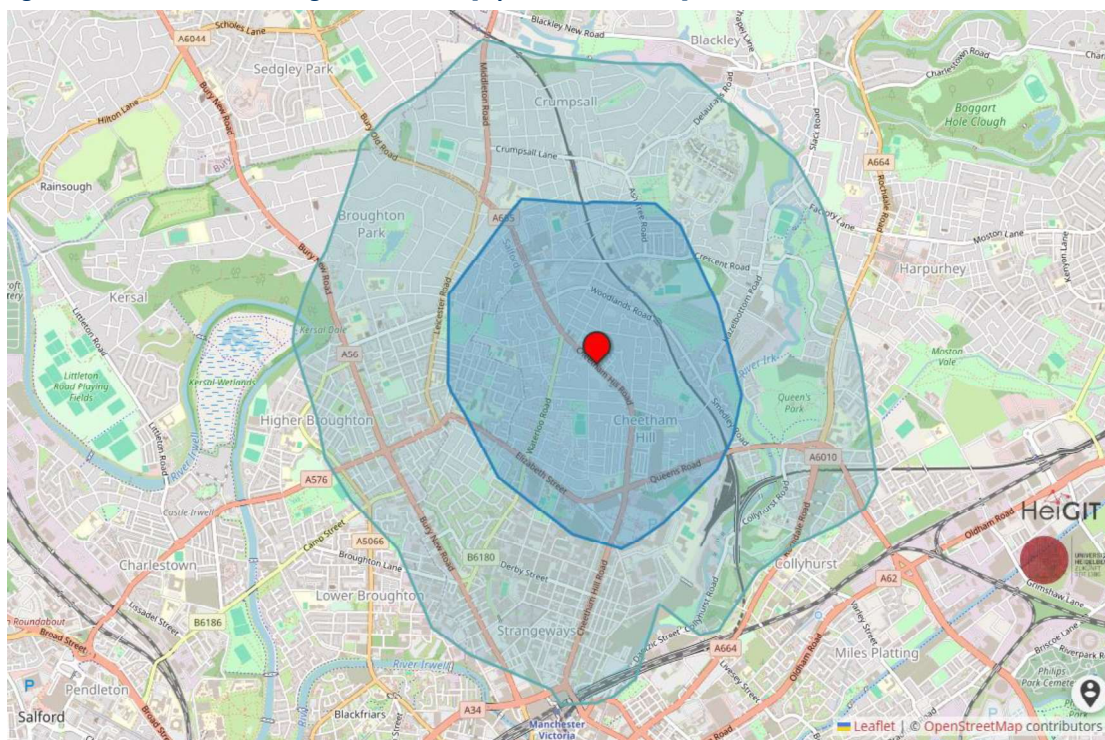
Figure 3 – Extract from *Providing for Journeys on Foot*, Walking Distances [CIHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 5.2.3 **Figure 4** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential residents of the development may consider to be within walking distance, in line with the 'acceptable' and 'preferred maximum' walking distances for commuting, school and sight-seeing.

Figure 4 – Indicative Walking Isochrones [OpenRouteService]



5.2.4 The site is located within a 2km walking distance of the settlements of Cheetham Hill, Strangeways, Broughton Park and Crumpsall, with residential housing in these areas within walking distance of the site. Facilities and amenities within a 1km walking distance of the site include:

- Wise Pharmacy
- Cheetham Primary Care Centre
- Boots Pharmacy
- Hightown Post Office
- Temple Primary School
- St Chad's Primary School
- Cravenwood Primary Academy
- Cheetham CofE Community Academy
- Abraham Moss Community School
- Abraham Moss Library and Leisure Centre
- Smedley Fields and Mandley Park green spaces
- Lidl, Tesco, Iceland and ASDA Express supermarkets
- B&M discount store

5.2.5 Along with distance, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.

- 5.2.6 Footways are present on both sides of Cheetham Hill Lane in the vicinity of the site, with dropped kerbs present at crossing points to aid pedestrian crossing. A signalised pedestrian crossing is present on Cheetham Hill Lane approximately 35m to the east of the site. Street lighting is also present on Cheetham Hill Lane.

5.3 Accessibility by Cycling

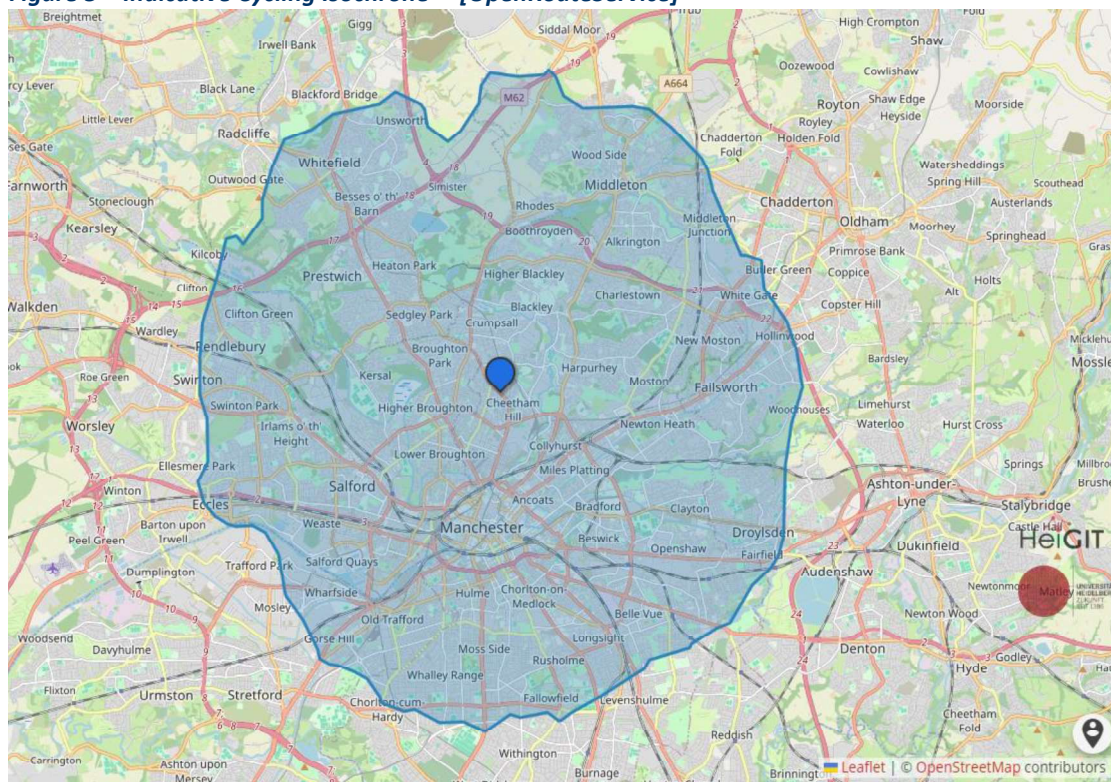
- 5.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

- 5.3.2 CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

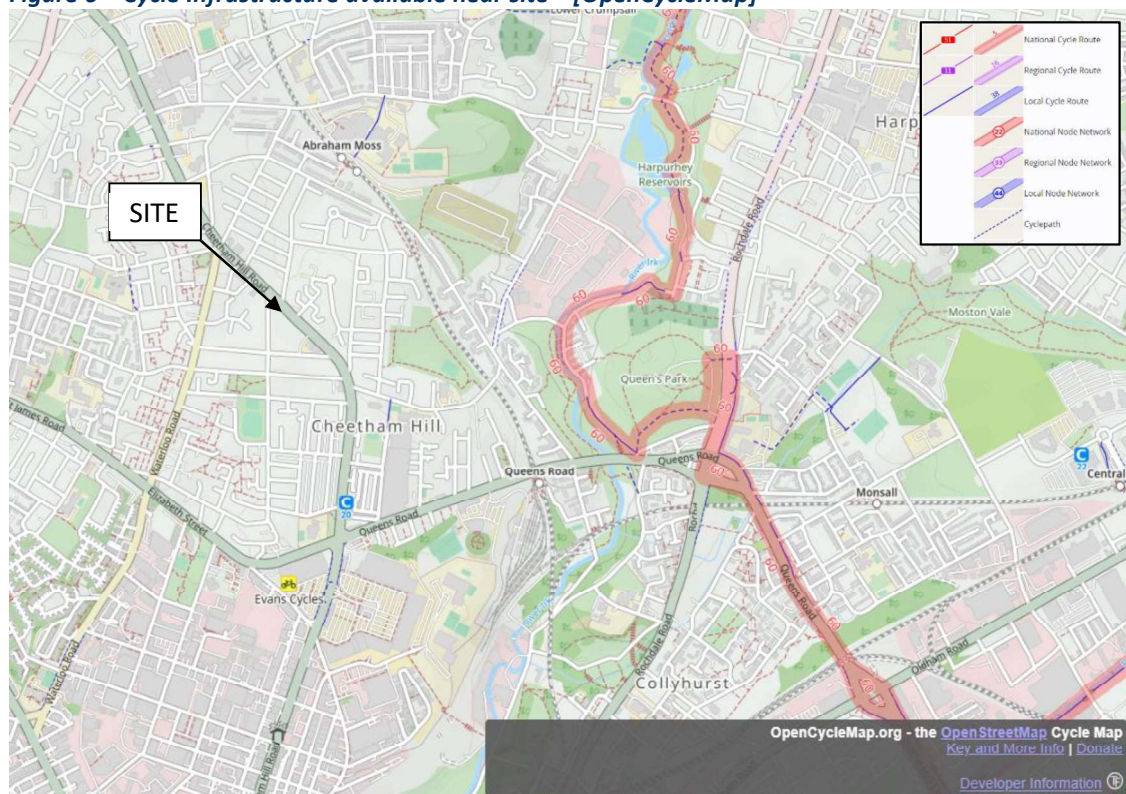
- 5.3.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 5** identifies destinations that lie within 8km of the site access.

Figure 5 – Indicative Cycling Isochrone [OpenRouteService]



- 5.3.4 Manchester and Salford along with the settlements of Whitefield, Prestwich, Middleton, Failsworth, Droylsden, Rusholme and Fallowfield are all located within an 8km cycle distance of the site. This provides access to a number of retail facilities and employment opportunities along with opportunities for further connecting travel, including via Manchester Piccadilly, Manchester Oxford Road and Manchester Victoria, which all have cycle storage facilities.
- 5.3.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 6** shows a map detailing the cycling infrastructure available near the site.

Figure 6 – Cycle Infrastructure available near site [OpenCycleMap]

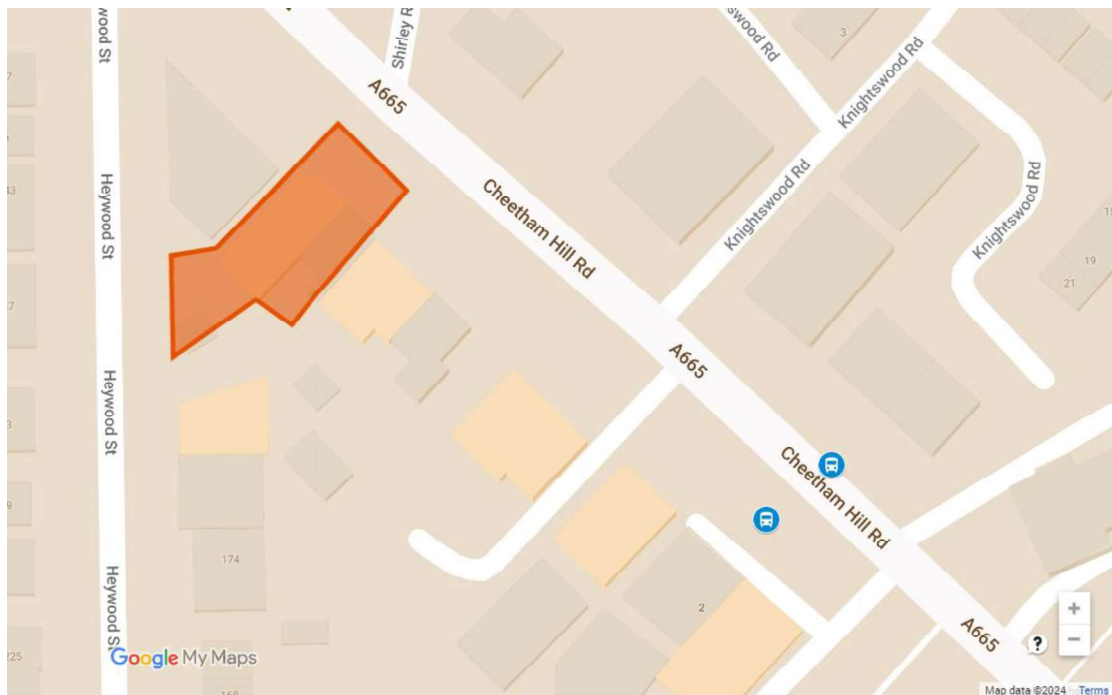


- 5.3.6 There is access to the National Cycle Network to the east of the site via Queens Road. Cheetham Hill Road has a bus lane which can be used by cyclist and this road is subject to a 30-mph speed limit, has wide carriageways and has street lighting present, which make it conducive to road cycling.

5.4 Accessibility by Bus

- 5.4.1 The closest bus stops to the site are located on Cheetham Hill Road to the east of the site, within 120m of the site. The locations of the closest bus stops are shown in **Figure 7**.

Figure 7 – Location of closest bus stops in relation to site [Google MyMaps]



5.4.2 An overview of the bus stops in close proximity to the site is shown in **Table 2**.

Table 2 – Nearby bus stop information

Stop	Stop Information			
Cheetham Hill Road (Shirley Lane) Northbound	Reference	→	MANDMDGP	
	Direction of travel	→	Northbound	
	Distance from site	→	Approx. 100m	
	Facilities	→	Pole with flag and service information	
	Services	→	41, 135, 151	
Cheetham Hill Road (Shirley Lane) Southbound	Reference	→	MANDJPGW	
	Direction of travel	→	Southbound	
	Distance from site	→	Approx. 120m	
	Facilities	→	Bus shelter with flag and service information	
	Services	→	41, 135, 151	

5.4.3 A summary of the bus services that the local stops are served by is detailed in **Table 3**.

Table 3 – Summary of bus services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
41	Sale-Didsbury-Bowker Vale-Higher Blackley-Middleton	20 minutes	40-60 minutes	30 minutes
135	Bury-Whitefield-Cheetham Hill-Piccadilly Gardens	10 minutes	10-20 minutes	10 minutes
151	Higher Crumpsall-Moston-Failsworth-Ashton-under-Lyne	60 minutes	60 minutes	No service

- 5.4.4 The bus stops are served by a peak of 10 buses per hour, connecting the site to central Manchester, Sale, Didsbury, Bury and Ashton-under-Lyne.

5.5 Accessibility by Rail

Metrolink

- 5.6 The closest Metrolink stop to the site is Abraham Moss tram station, which is located approximately 650m away from the site.
- 5.7 Abraham Moss tram station has two platforms with step-free access available for both. 4 cycle stands are available for use at the tram station.
- 5.8 The station is on the Yellow (Piccadilly to Bury) and Green (Altrincham to Bury) Metrolink lines, with each line having a frequency of 1 tram every 12 minutes. The trams from each line are run at alternating times, meaning that at peak frequency, the station is served by 1 tram every 6 minutes towards Bury.

National Rail

- 5.8.1 The closest railway station to the site is Manchester Victoria station which is located an approximate 2.4km journey from the site. Step-free access is available for both platforms. The station is staffed from Monday-Sunday between the hours of 05:45 – 00:25. There are also 38 cycle stands available at the station, with CCTV present for additional security.
- 5.8.2 The station is served by 3 trains per hour to Leeds via Rochdale, Halifax and Bradford; 2 trains per hour to Rochdale and Blackburn; and 1 train per hour to Manchester Airport, Clitheroe, Newcastle, Stalybridge, Wigan Wallgate, Blackburn, Chester, Southport, Saltburn, Liverpool Lime Street and Headbolt Lane.

5.9 Accessibility Summary

- 5.9.1 Accessibility to the site via sustainable transport modes is considered to be very good.
- 5.9.2 Residential areas in the settlements of Cheetham Hill, Strangeways, Broughton Park and Crumpsall are all located within a 2km walking distance of the site, along with many local amenities. Footways, crossing points and street lighting are all available along Cheetham Hill Road.
- 5.10 The site is located within an 8km cycling distance of Manchester city centre and Salford, along with the settlements of Whitefield, Prestwich, Middleton, Failsworth, Droylsden, Rusholme and Fallowfield. Cheetham Hill Road has a bus lane which can be used by cyclist and this road is subject to a 30-mph speed limit, has wide carriageways and has street lighting present, which make it conducive to road cycling.

- 5.11 Bus stops are located within a 120m walk of the site and are served by 10 buses per hour, connecting the site to locations across Greater Manchester, including Manchester city centre where connecting public transport trips can be made.
- 5.12 The nearest Metrolink stop is Abraham Moss, located 650m away from the site. The stop is served by the Piccadilly to Bury and Altrincham to Bury services, with each service having a 12-minute headway. The services run at alternating times, meaning that at peak frequency there is 1 tram every 6 minutes towards Bury.
- 5.13 Manchester Victoria station is the closest National Rail station to the site, located approximately 2.4 km away. The station is served by regular services to local areas including Rochdale, Blackburn, Stalybridge and Wigan, and major cities including Leeds, Newcastle and Liverpool.

6. Traffic Impact Assessment

- 6.1 In order to compare the trip rates between the existing lawful use and the proposals, the TRICS v7.11.3 database has been used to derive average trip rates. The search parameters are set out in the following tables and the full outputs are included at **Appendix E**.
- 6.2 With regards to the 'DIY store' trips rates it is acknowledged that these are larger sites, however, the TRICS category Retail – Trade shop was also investigated which were all trade counter sites consisting of Screwfix or Toolstation stores and were not representative of the sites lawful use.

Table 4 – DIY Shop Sites Search Parameters

Land Use	Trip Rate Selection Criteria
Retail	→ Land Use Category: 'Retail – DIY Superstore'; → Vehicle trip rate surveys; → Range: GFA, '2400-3615sqm'; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Edge of town and edge of town centre site were used.

Table 5 – Offices Search Parameters

Land Use	Trip Rate Selection Criteria
Employment	→ Land Use Category: 'Employment – Offices'; → Vehicle trip rate surveys; → Range: GFA, '178-894qm'; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Edge of town and edge of town centre sites were used.

Table 6 – Health Clinic Sites Search Parameters

Land Use	Trip Rate Selection Criteria
Health	→ Land Use Category: 'Health – Clinics'; → Vehicle trip rate surveys; → Range: GFA, '60-310qm'; → Greater London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; and, → Edge of town, suburban area and edge of town centre sites were used.

- 6.3 It is understood that the current lawful use for the site is for a single commercial unit (formal known as Cheetham Plumping and DIY) which had a retail area of approx. 400m² and ancillary offices. Table 6 details of the vehicular trip rates, along with the corresponding generated trips for this use, for the typical Am and PM network peak hour periods.

Table 7 – Vehicle Trips from Existing lawful use (DIY store - 400m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	1.596	1.480	6	6	12
PM Peak 17:00-18:00	1.380	1.596	6	6	12

- 6.4 Tables 8, 9 and 10 provide details of the vehicular trip rates, along with the corresponding generated trips for the proposed uses. The data has been split between weekday AM (08:00-09:00) and PM (17:00-18:00) peaks. Table 12 outlines the net difference.

Table 8 – Vehicle Trips from proposed Commercial Unit (DIY store - 140m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	1.596	1.480	2	2	4
PM Peak 17:00-18:00	1.380	1.596	2	2	4

Table 9 – Vehicle Trips from Proposed Offices (390m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	2.544	0.325	10	1	11
PM Peak 17:00-18:00	0.325	2.181	1	9	10

Table 10 – Vehicle Trips from Proposed Health Clinic Unit (60m²)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.824	0.220	1	0	1
PM Peak 17:00-18:00	0.985	1.416	1	1	2

Table 11 – Total Vehicle Trips from Proposed Uses

Time Period	Generations		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	13	3	16
PM Peak 17:00-18:00	4	12	16

Table 12 – Trip Generation Comparison

	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Existing Generations	6	6	12	6	6	12
Proposed Generations	13	3	16	4	12	16
Net Traffic Flows	+7	-3	+4	-2	+6	+4

- 6.5 The comparison between the existing and proposed development shows that the combination of the proposed units are predicted to generate 4 additional journeys in the typical AM peak and PM peak periods. This equates to 1 additional vehicle every 15 minutes in the AM and PM peak hours periods.
- 6.6 Furthermore this is considered to be a worst case assessment as the generations for the lawful use have been based on the retail floor area as oppose to the entirety of the building.
- 6.7 Never the less it is considered that this number of vehicle movements would not have an adverse impact on the operation of the local highway network and would not be discernible amongst daily fluctuations in traffic on the surrounding roads.
- 6.8 In accordance with NPPF, it is considered that the proposals would not have an unacceptable impact on highway safety and the residual cumulative impacts of the development on the road network would not be severe.

7. Summary and Conclusions

- 7.1 Sanderson Associates Consulting Engineers has been appointed by SBH Management Ltd to produce a Transport Statement in relation to the proposals to convert the existing building at 443 Cheetham Hill Road, Manchester into 3 commercial business units.
- 7.2 The existing site is currently a commercial shop on the ground floor, a Health Hub and Offices on the 1st and 2nd floor and is located off Cheetham Hill Road approximately 2.3km north of Manchester City Centre.
- 7.3 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development.
- 7.4 The proposals are for the conversion of the building into 3 commercial business units (class E). The existing vehicle access points onto Cheetham Hill Road and Heywood Street are to be retained providing off street parking for the development. As part of the proposal a formal parking arrangement will be provided and it is envisaged that the parking area from Cheetham Hill Road will be for customer use and the parking area off Heywood Street would be for staff.
- 7.5 The site can be considered to be accessible by both active travel and public transport modes. As such, residents will have a choice of sustainable travel options which will reduce the need to travel by car.
- 7.6 The comparison between the existing and proposed development shows that the combination of the proposed units are predicted to generate 4 additional journeys in the typical AM peak and PM peak periods. This equates to 1 additional vehicle every 15 minutes in the AM and PM peak hours periods.
- 7.7 It is considered that this number of vehicle movements would not have an adverse impact on the operation of the local highway network and would not be discernible amongst daily fluctuations in traffic on the surrounding roads.
- 7.8 This Transport statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.
- 7.9 As such, the development should be supported on transportation grounds.



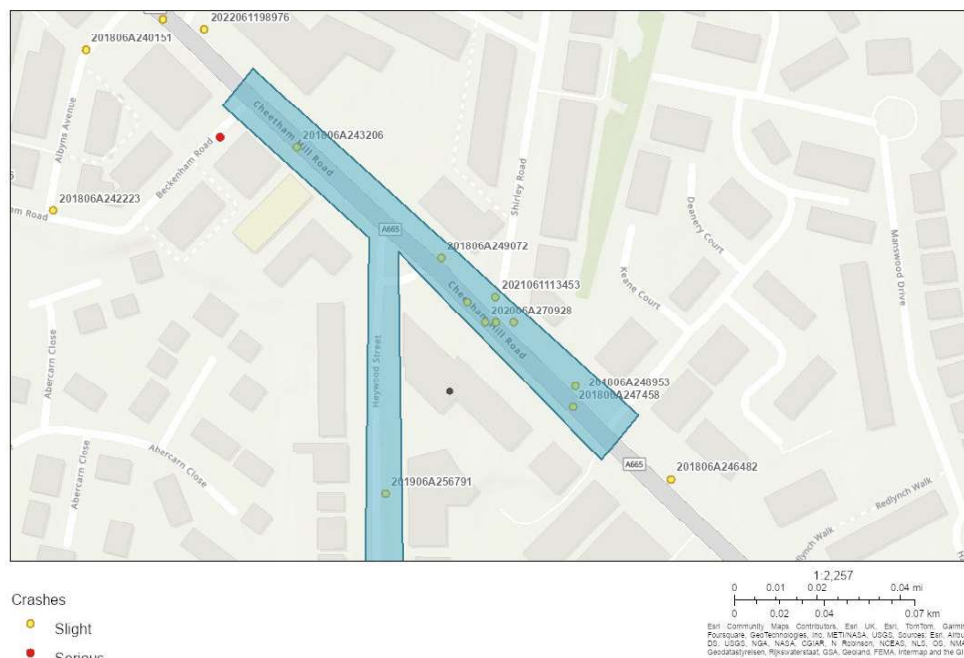
Appendix A

Crashmap Report



Area : 5,337.09 m²

Oct 8 2024 15:09:09 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	11	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	October 11, 2018	2018	2	1	384227
2	None	Slight	No officer attended crash scene	May 9, 2019	2019	2	1	384205
3	None	Slight	Police officer attended crash scene	August 25, 2018	2018	2	3	384278
4	None	Slight	Police officer attended crash scene	September 9, 2020	2020	1	1	384237
5	None	Slight	No officer attended crash scene	July 16, 2022	2022	2	1	384248
6	None	Slight	Police officer attended crash scene	August 29, 2020	2020	2	1	384255
7	None	Slight	No officer attended crash scene	April 7, 2018	2018	2	5	384171
8	None	Slight	No officer attended crash scene	April 28, 2020	2020	2	1	384244
9	None	Slight	Police officer attended crash scene	October 17, 2020	2020	2	1	384279
10	None	Serious	Police officer attended crash scene	September 30, 2018	2018	3	1	384282
11	None	Slight	Police officer attended crash scene	November 23, 2021	2021	1	1	384248

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	401161	Manchester	A665	Unknown	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
2	401070	Manchester	U0	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
3	401103	Manchester	A665	Fine without high winds	Single carriageway	Dry	40	Darkness: street lights present and lit
4	401144	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	401136	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present but unlit
6	401136	Manchester	A665	Other	Single carriageway	Dry	30	Darkness: street lights present and lit
7	401204	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
8	401136	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
9	401111	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
10	401108	Manchester	A665	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
11	401146	Manchester	U0	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Using private drive or entrance	No physical crossing facility within 50 metres	1	0	0	0	1	0
2	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
4	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	1	0	0
5	T or staggered junction	No physical crossing facility within 50 metres	0	1	0	0	0	1
6	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	1	0	0	0	1	0
7	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	1	0	0
8	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
9	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
10	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	1	0	0	0
11	Other junction	No physical crossing facility within 50 metres	0	0	1	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A249072	1
2	1	0	0	0	Manchester	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906A256791	1
3	1	0	0	1	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A247458	1
4	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006A274976	1
5	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061207264	1
6	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006A274552	1
7	1	0	0	0	Manchester	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A243206	1
8	1	1	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006A270928	1

9	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202006A176490	1
10	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201806A248953	1
11	1	0	0	0	Manchester	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021061113453	1

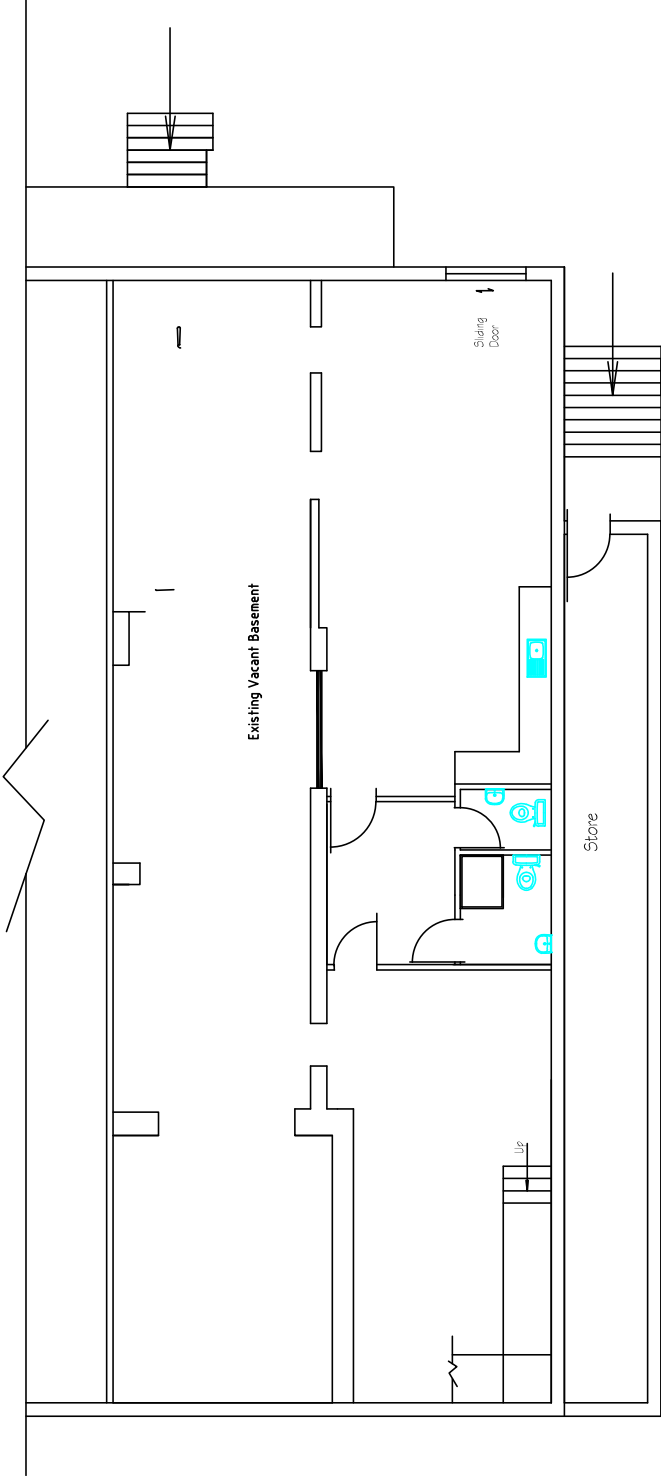
Report produced from CrashMap Pro



Appendix B

Proposed Site Plans

The builder must check the site and the approved drawings before commencing the works and must take any working measurements as necessary. Any discrepancy in the drawing must be reported to the client .



Basement Plan

ancillary accommodation
at basement leve

REVISION		DATE	BY
NO.	DATE		

HSH
Engineering Design Services Ltd
428 Cheetham Hill Road, Cheetham, Manchester
M8 9LE, UK. 01617956385, 07940197333

Project Title	3no. class E units with ancillary accommodation at basement level and landlord office on second floor.		
Client	Mr. Mohammed Sadique		
Drawn By	Existing Basement Plan		
Drawn No.	Sheet No.	Scale	Up No.
19		1:100 @A3	
443 Cheetham Hill Road, Cheetham, Manchester M8 9PF			
Drawn by	Checked by	Approved by	Date
TZ			March 2023

Madina Plumbing

Reception

Health - Hub

Office Entrance

Ground Floor Plan

[illegible]

The floor plan of the 4th floor includes the following areas and features:

- Office 3:** Located at the top left, measuring 2800 units in width.
- Meeting Rm:** Located below Office 3, measuring 3100 units in width.
- Office 2:** Located below the Meeting Rm, measuring 2800 units in width.
- Kitchen:** Located to the right of Office 2, measuring 3100 units in width.
- Office 1:** A large central area labeled "Office 1" with "Baig & Co Investment Ltd" below it. It contains several workstations with desks and chairs.
- Staff Kitchen:** A small kitchen area located near the center of the floor plan.
- Health Hub Mkr Ltd:** Two areas labeled "Health Hub Mkr Ltd" are shown, one on the left and one on the right, both featuring stairs.
- Stairs:** Multiple stairwells are indicated throughout the plan, including one near the top left and another near the bottom right.

The floor plan for the 2nd floor is divided into several sections. On the left, there are two large rectangular areas, both labeled "Baig & Co Investment Ltd Office". These are separated by a vertical corridor. To the right of these offices is a central area containing a staircase and several smaller rooms or storage spaces, some of which are marked with blue circular icons. Further to the right is a large rectangular area labeled "Landlord Office". At the top right corner, there is a small rectangular area labeled "Balcony". The entire floor plan is enclosed within a thick black border.

[illegible]



Appendix C

Drawing 163810-001A

Drawing 163810-002A

Drawing 163810-003

- **Swedish Associates Consulting, Engineers** The consultant has not checked or verified, and therefore has no liability whatsoever for any services which may be attributable to any data, reports, base data(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilized within this drawing.
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- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and/or its vehicle libraries.



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb turning Radius	5.950m

Rev	Amended following project comments	AA	Jan ' 25	SP
Rev	Amendment	Drawn	Date	Checked



Highways | Trains | Transportation | Water

T 01924 844060 mail@sandersonassociates.co.uk
www.sandersonassociates.co.uk

Client

SBH Management Ltd

Project Title

443 Cheetham Hill Road, Manchester

Drawing Title

Swept Path Analysis of Proposed Parking Areas

Scale

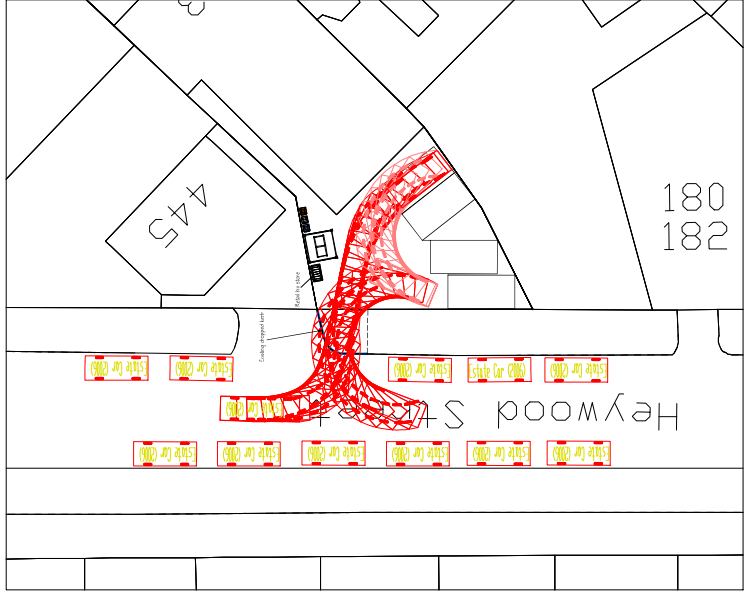
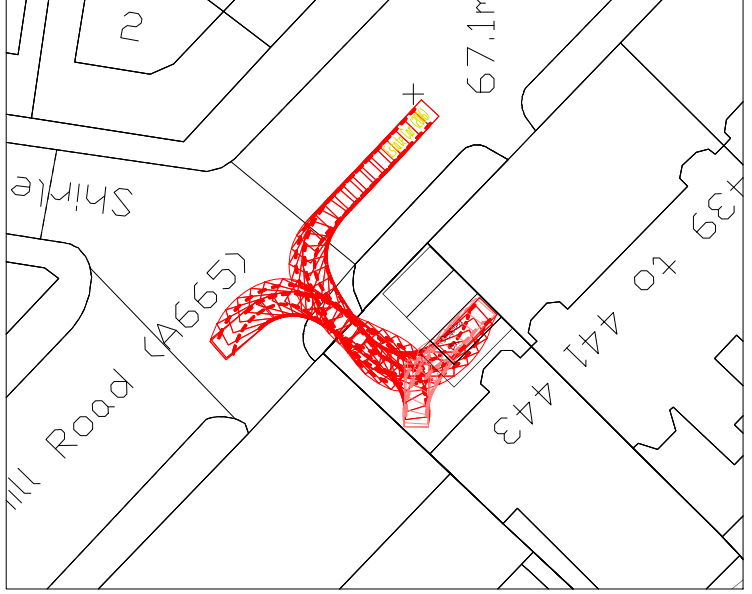
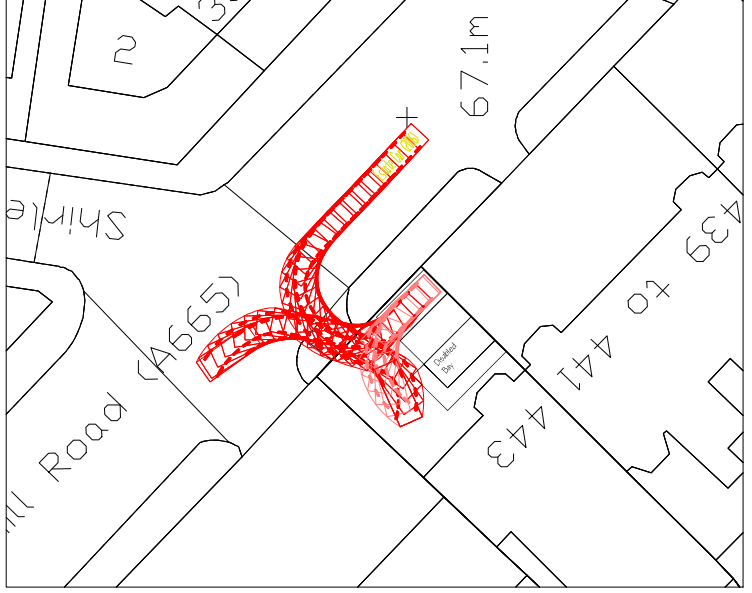
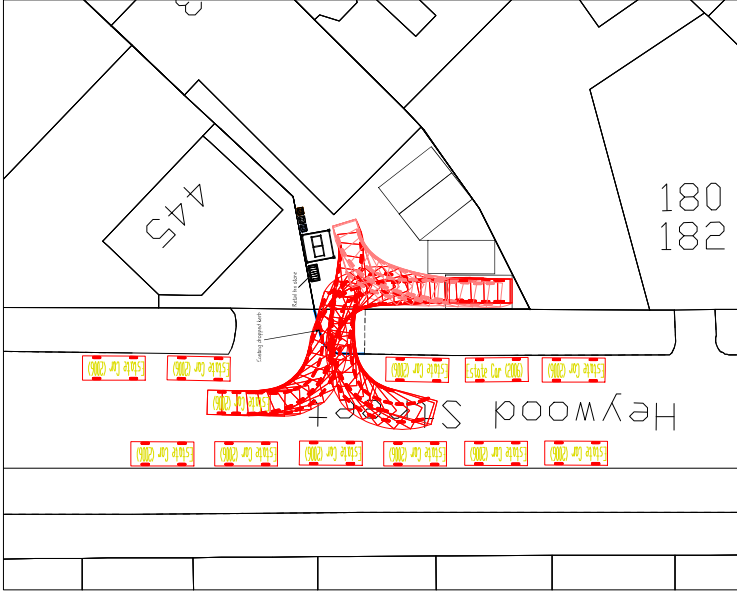
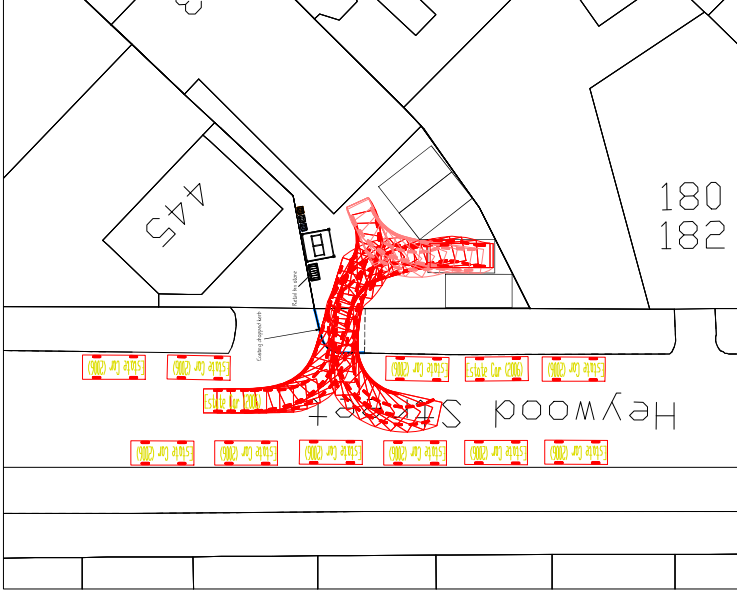
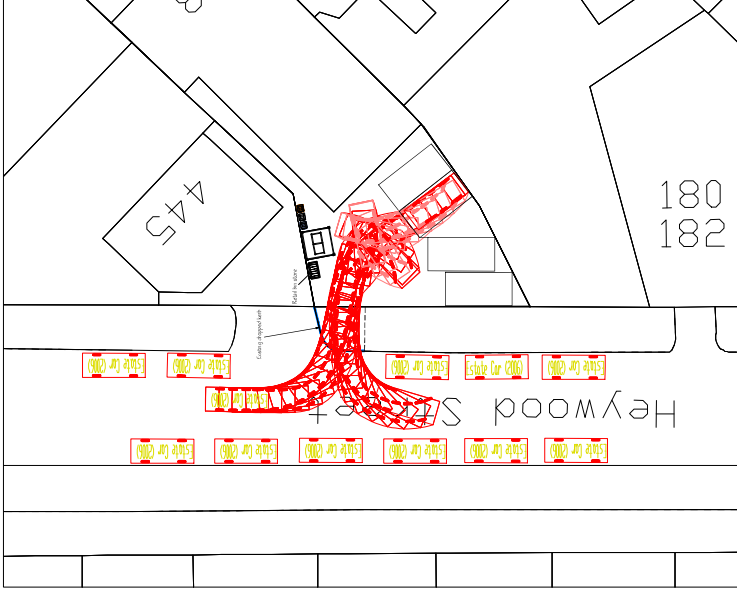
Drawing Size

Date _____

Drawing Number	Rev
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163810-001 A

FILE REF:



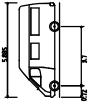
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• The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries.



4.6t Light Van
Overall Length
5.895m
Overall Width
2.000m
Overall Height
2.525m
Wheelbase
3.500m
Track Width
1.765m
Lock to Lock Time
6.00s
Kers to Kers Turning Radius
6.000m

Amended following project comments			
Rev	Amendment	Drawn	Checked
A		AA	SB
		Jan'25	



Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Project Name

443 Cheetham Hill Road, Manchester

Drawing Title

Swept Path Analysis of
Delivery Vehicle

Scale 1:100

Drawn By AA

Drawing Size

A3

Checked By SB

Date

October 2024

Approved By SB

Drawing Number

163810-002

Rev

A





Appendix D

TRICS Outputs

Calculation Reference: AUDIT-109307-241014-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2400 to 3615 (units: sqm)
 Range Selected by User: 100 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 07/11/23

Selected survey days:

Tuesday 1 days
 Friday 1 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 1
 Edge of Town 1

Selected Location Sub Categories:

Residential Zone 1
 Retail Zone 1

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:Use Class:

E(a) 2 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
 15,001 to 20,000 1 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 1 days

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 2 days

Travel Plan:

Not Known 1 days
 No 1 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	KC-01-E-06	WICKES		KENT
	OVERY STREET			
	DARTFORD			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	3615	sqm	
	Survey date: <i>TUESDAY</i>	07/11/23		Survey Type: <i>MANUAL</i>
2	LN-01-E-01	WICKES		LINCOLNSHIRE
	OUTER CIRCLE ROAD			
	LINCOLN			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2400	sqm	
	Survey date: <i>FRIDAY</i>	26/04/02		Survey Type: <i>MANUAL</i>

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	3615	0.304	1	3615	0.028	1	3615	0.332
07:00 - 08:00	2	3008	1.214	2	3008	0.865	2	3008	2.079
08:00 - 09:00	2	3008	1.596	2	3008	1.480	2	3008	3.076
09:00 - 10:00	2	3008	2.244	2	3008	1.729	2	3008	3.973
10:00 - 11:00	2	3008	2.344	2	3008	2.211	2	3008	4.555
11:00 - 12:00	2	3008	2.760	2	3008	2.976	2	3008	5.736
12:00 - 13:00	2	3008	2.444	2	3008	2.693	2	3008	5.137
13:00 - 14:00	2	3008	2.444	2	3008	2.527	2	3008	4.971
14:00 - 15:00	2	3008	2.427	2	3008	2.544	2	3008	4.971
15:00 - 16:00	2	3008	1.978	2	3008	1.962	2	3008	3.940
16:00 - 17:00	2	3008	1.995	2	3008	2.178	2	3008	4.173
17:00 - 18:00	2	3008	1.380	2	3008	1.596	2	3008	2.976
18:00 - 19:00	2	3008	1.696	2	3008	1.579	2	3008	3.275
19:00 - 20:00	2	3008	1.280	2	3008	1.596	2	3008	2.876
20:00 - 21:00	1	3615	0.000	1	3615	0.028	1	3615	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.106			25.992			52.098

Parameter summary

Trip rate parameter range selected:2400 - 3615 (units: sqm)

Survey date date range:01/01/01 - 07/11/23

Number of weekdays (Monday-Friday):2

Number of Saturdays:0

Number of Sundays:0

Surveys automatically removed from selection:0

Surveys manually removed from selection:0

Calculation Reference: AUDIT-109307-241014-1010

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 178 to 894 (units: sqm)
 Range Selected by User: 118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	7
Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
Residential Zone	2
Built-Up Zone	2
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:Use Class:

Not Known	9 days
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Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	3 days

9 days

LIST OF SITES relevant to selection parameters

1	BH-02-A-05	OFFICES	BRIGHTON & HOVE
	ROMAN ROAD		
	HOVE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL
2	CU-02-A-02	OFFICE	CUMBERLAND
	PORT ROAD		
	CARLISLE		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	925 sqm	
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL
3	DY-02-A-02	REAL ESTATE DEVELOPERS	DERBY
	PRIME PARKWAY		
	DERBY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	594 sqm	
	Survey date: THURSDAY	21/10/21	Survey Type: MANUAL
4	NF-02-A-02	FINANCIAL PLANNERS	NORFOLK
	NORTH QUAY		
	GREAT YARMOUTH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	894 sqm	
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL
5	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
6	NY-02-A-01	SOLICITORS	NORTH YORKSHIRE
	NORTH PARK ROAD		
	HARROGATE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL
7	WK-02-A-02	OFFICES	WARWICKSHIRE
	WHITEHALL ROAD		
	RUGBY		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL
8	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

WS-02-A-05

SOCIAL HOUSING COMPANY

WEST SUSSEX

NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone

Total Gross floor area: 830 sqm
Survey date: TUESDAY 17/05/22

Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BG-02-A-01	COVID
GM-02-A-10	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	631	0.990	8	631	0.020	8	631	1.010
08:00 - 09:00	9	581	2.544	9	581	0.325	9	581	2.869
09:00 - 10:00	9	581	1.320	9	581	0.842	9	581	2.162
10:00 - 11:00	9	581	0.421	9	581	0.402	9	581	0.823
11:00 - 12:00	9	581	0.402	9	581	0.517	9	581	0.919
12:00 - 13:00	9	581	0.478	9	581	1.033	9	581	1.511
13:00 - 14:00	9	581	0.861	9	581	0.612	9	581	1.473
14:00 - 15:00	9	581	0.363	9	581	0.383	9	581	0.746
15:00 - 16:00	9	581	0.230	9	581	0.517	9	581	0.747
16:00 - 17:00	9	581	0.210	9	581	0.861	9	581	1.071
17:00 - 18:00	9	581	0.325	9	581	2.181	9	581	2.506
18:00 - 19:00	8	631	0.079	8	631	0.475	8	631	0.554
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.223			8.168			16.391

Parameter summary

Trip rate parameter range selected:178 - 894 (units: sqm)

Survey date date range:01/01/16 - 23/11/22

Number of weekdays (Monday-Friday):9

Number of Saturdays:0

Number of Sundays:0

Surveys automatically removed from selection:1

Surveys manually removed from selection:2

Calculation Reference: AUDIT-109307-241014-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : E - CLINICS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	2 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 60 to 310 (units: sqm)
 Range Selected by User: 17 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/10/22

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

Selected Location Sub Categories:

Residential Zone	8
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Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:Use Class:

E(e)	8 days
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Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

Travel Plan:

Yes	1 days
No	7 days

PTAL Rating:

No PTAL Present	8 days
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LIST OF SITES relevant to selection parameters

1	AD-05-E-01	PHYSIOTHERAPY CLINIC	ABERDEEN CITY
	WESTBURN ROAD ABERDEEN		
	Edge of Town Centre Residential Zone Total Gross floor area:	80 sqm	
	Survey date: THURSDAY	21/11/19	Survey Type: MANUAL
2	AD-05-E-02	MULTI-TREATMENT CLINIC	ABERDEEN CITY
	BROOMHILL ROAD ABERDEEN		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	229 sqm	
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL
3	LN-05-E-02	CHIROPRACTIC CLINIC	LINCOLNSHIRE
	NORTH PARADE GRANTHAM		
	Edge of Town Centre Residential Zone Total Gross floor area:	210 sqm	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
4	NF-05-E-01	FOOT CLINIC	NORFOLK
	27 BERESFORD ROAD GREAT YARMOUTH		
	Edge of Town Residential Zone Total Gross floor area:	295 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
5	NF-05-E-02	COMPLEMENTARY THERAPY	NORFOLK
	MAGDALEN ROAD NORWICH		
	Edge of Town Centre Residential Zone Total Gross floor area:	270 sqm	
	Survey date: TUESDAY	26/11/19	Survey Type: MANUAL
6	NW-05-E-01	MEDICAL CLINIC	NEWPORT
	ABERTHAW ROAD NEWPORT ALWAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	196 sqm	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
7	WK-05-E-01	CHIROPRACTIC CLINIC	WARWICKSHIRE
	ALCESTER ROAD STRATFORD-UPON-AVON		
	Edge of Town Residential Zone Total Gross floor area:	310 sqm	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
8	WL-05-E-01	PHYSIOTHERAPY CENTRE	WILTSHIRE
	DEVIZES RD SALISBURY BEMERTON Edge of Town Residential Zone Total Gross floor area:	250 sqm	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	253	0.198	4	253	0.000	4	253	0.198
08:00 - 09:00	8	228	0.824	8	228	0.220	8	228	1.044
09:00 - 10:00	8	228	1.429	8	228	0.549	8	228	1.978
10:00 - 11:00	8	228	1.154	8	228	1.099	8	228	2.253
11:00 - 12:00	8	228	1.484	8	228	1.703	8	228	3.187
12:00 - 13:00	8	228	1.264	8	228	1.374	8	228	2.638
13:00 - 14:00	8	228	0.659	8	228	0.879	8	228	1.538
14:00 - 15:00	8	228	0.934	8	228	0.714	8	228	1.648
15:00 - 16:00	7	232	1.232	7	232	1.170	7	232	2.402
16:00 - 17:00	7	232	1.416	7	232	1.170	7	232	2.586
17:00 - 18:00	7	232	0.985	7	232	1.416	7	232	2.401
18:00 - 19:00	6	233	0.789	6	233	1.075	6	233	1.864
19:00 - 20:00	3	193	0.172	3	193	0.517	3	193	0.689
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.540			11.886			24.426

Parameter summary

Trip rate parameter range selected:60 - 310 (units: sqm)

Survey date date range:01/01/12 - 12/10/22

Number of weekdays (Monday-Friday):8

Number of Saturdays:0

Number of Sundays:0

Surveys automatically removed from selection:0

Surveys manually removed from selection:0



FAIRHURST



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