



Proposed Change of Use to Gym, 120 Broughton Street, Cheetham Hill

Transport Statement

Prepared for



Body Tech Fitness

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1.0 INTRODUCTION

1.1 Purpose of this Report

- 1.1.1 Axis has been commissioned by Body Tech Fitness to examine the highways and transport implications of the proposed change of use of an industrial building at 120 Broughton Street, Cheetham Hill, Manchester, into a gym.
- 1.1.2 The existing industrial unit on the site has a gross floor area (GFA) of circa 1,430m², which is currently understood to have an existing class B2 industrial use.
- 1.1.3 The proposals are to change the existing use to a Commercial, Business and Service use (class E) to reflect the operation of a commercial gym within the building. The access arrangements will not change significantly as a result of the proposal, although the layout of the car park, within which parking currently occurs informally, will be rationalised and formalised.
- 1.1.4 This Transport Statement (TS) report has been prepared to set out the transport-related aspects of the proposals to the local planning and highway authority at Manchester City Council (MCC). It includes a forecast of the net traffic changes that will arise from the proposed scheme, the anticipated parking demands and sets out the proposed layout of the car park.

1.2 Report Structure

- 1.2.1 The structure of this TS is as follows:
 - i) **Section 2** describes the existing characteristics of the immediate highway layout to the site, including a review of the recent highway safety record;
 - ii) **Section 3** provides an appraisal of the accessibility of the site via alternative travel modes to the private car;
 - iii) **Section 4** provides a review of the proposed change of use scheme, including the proposed provision;
 - iv) **Section 5** provides an assessment of the net traffic impacts of the proposed gym scheme by comparing the traffic generation forecasts of the extant and proposed use; and
 - v) **Section 6** provides a summary of the above sections and a conclusion to the report.



2.0 REVIEW OF LOCAL HIGHWAY NETWORK CONDITIONS

2.1 Site Location

- 2.1.1 The site is located at the corner of Broughton Street and Cheetwood Road in Cheetham Hill, approximately 2km north of Manchester City Centre.
- 2.1.2 **Image 2.1** illustrates the location of the site in the context of the local highway network.

Image 2.1 – Site Location



2.2 Existing Use and Access Arrangements

- 2.2.1 The existing site is currently occupied by a conjoined sequence of 3no. B2/B8 use general industrial and commercial wholesale warehouse units. The proposed development site would be located within the western-most unit, which comprises a gross floor area (GFA) of approximately 1,430m².
- 2.2.2 The site is bounded by Broughton Street to the south and Cheetwood Road to the east. To the north and west the site is bounded by several other commercial and light industrial warehouse units.

- 2.2.3 Access to the site is taken from Broughton Street via a priority junction arrangement. The access road comprises a width of approximately 8.5m. Immediately adjacent to the access junction, to the south of the site area, there is a formal car parking area, which comprises a total of 63no. parking spaces. A further 25no. parking spaces are provided to the west of the site area, and there are also 4 spaces located at the northern side of the site area. However, these spaces provide parking for all three warehouse units located at the site. Of these, only a total of 37 spaces would be available for use by the proposed development.

2.3 Description of the Local Highway Network

- 2.3.1 Broughton Street is a two-way single carriageway road which runs in a general north-west / south-east alignment between a priority junction with the B6180 Waterloo Road at the north-western end, and a signal-controlled junction with the A665 Cheetham Hill Road at the south-western end. In the vicinity of the site Broughton Street has a carriageway width of approximately 9.0m and is subject to a 30mph speed limit. It provides access to a number of industrial and commercial units.
- 2.3.2 Footways with a width in excess of 2.0m are provided on both sides of Broughton Street and street lighting is present. There are double yellow line parking restrictions protecting the corners of the junctions with the minor roads which connect to Broughton Street, but otherwise unrestricted on-street parking is permitted on both sides of the road.
- 2.3.3 Cheetwood Road is also a two-way single carriageway road, which runs in a general north-east / south-east alignment between the A6010 Elizabeth Street at the northern end, and Derby Street at the southern end. The street has a carriageway width of circa 7.0m and is subject to a 30mph speed limit. Its primary function is to provide vehicular access to industrial units situated to the north and south of the site. Footways are provided on both sides of the carriageway and street lighting is present.
- 2.3.4 As with Broughton Street, other than junction corner protection provision there are no on-street parking restrictions in place along Cheetwood Road.

2.4 Personal Injury Accident Data

- 2.4.1 Personal Injury Accident (PIA) data for the highway network local to the site has been obtained from the online Crashmap resource (www.crashmap.co.uk). Data was



extracted for the most recently available complete 3-year period, which is 2020-2022 (inclusive). The location and severity of the accidents are shown in **Image 2.2**.

Image 2.2 – Crashmap Extract (2020-2022 Inclusive)



- 2.4.2 **Image 2.2** shows that there have been no accidents along Broughton Street or Cheetwood Road in the immediate vicinity of the site during the most recent three-year period.
- 2.4.3 Only two accidents were recorded along the whole length of Broughton Street during this period. Both of these occurred at the junction of Broughton Street and Sherbourne Street, approximately 150m south-east of the site access junction, including one resulting in serious injury and one which was classified as 'slight'. There were no accidents recorded along the length of Cheetwood Road during this period.
- 2.4.4 Based on the above road traffic accident data, it is considered there is no evidence of any highway safety issues within the vicinity of the site that would be of concern with regards to the proposed change of use.

3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national, regional and local policy is to ensure that significant developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the proposed development by non-car modes of transport through consideration of the following:

- i) Accessibility by walking;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport.

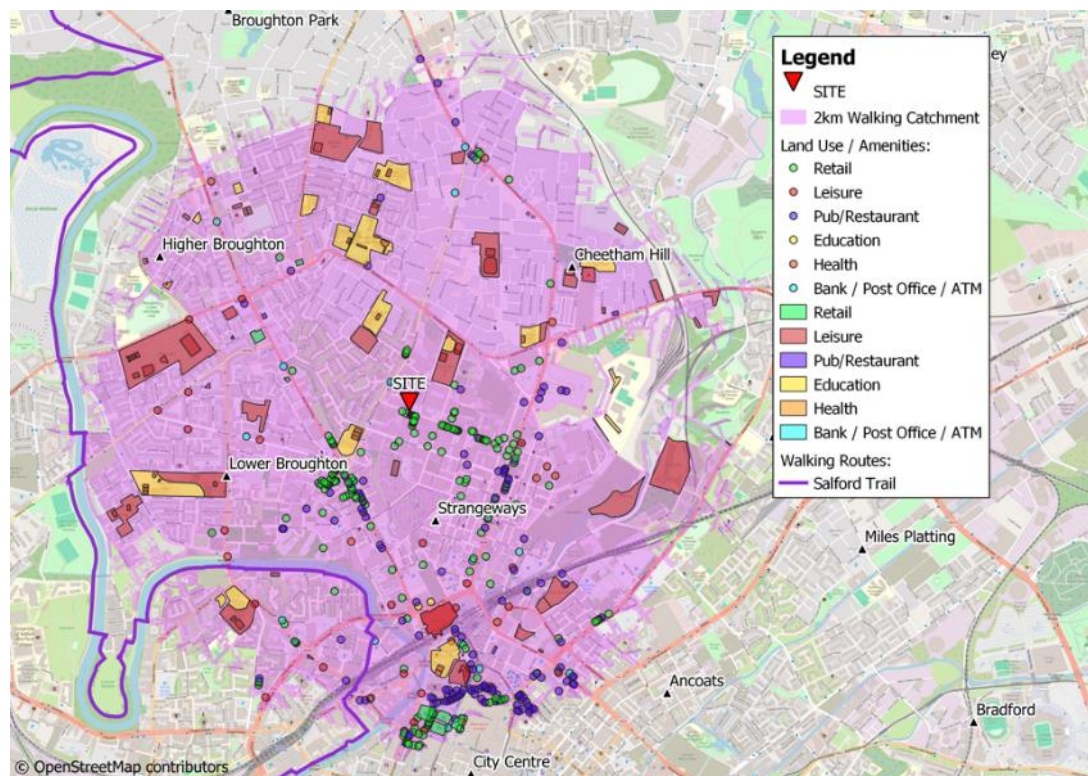
3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.



Image 3.1 – 2km Walking Catchment



3.2.3 **Image 3.1** shows that the site is well-located to encourage trips to be made to and from the site on foot. The 2km catchment encompasses area of the northern suburbs of Manchester and Salford, including the residential areas of Lower and Higher Broughton, Cheetham Hill and Manchester City Centre's Green Quarter. Walking could therefore represent a realistic option for staff, members and visitors travelling to and from the proposed gym.

3.2.4 Manchester Victoria Railway Station is also situated within a 2km walking distance of the site and, as such, provides the potential for some multi-modal journeys to / from the site to be undertaken.

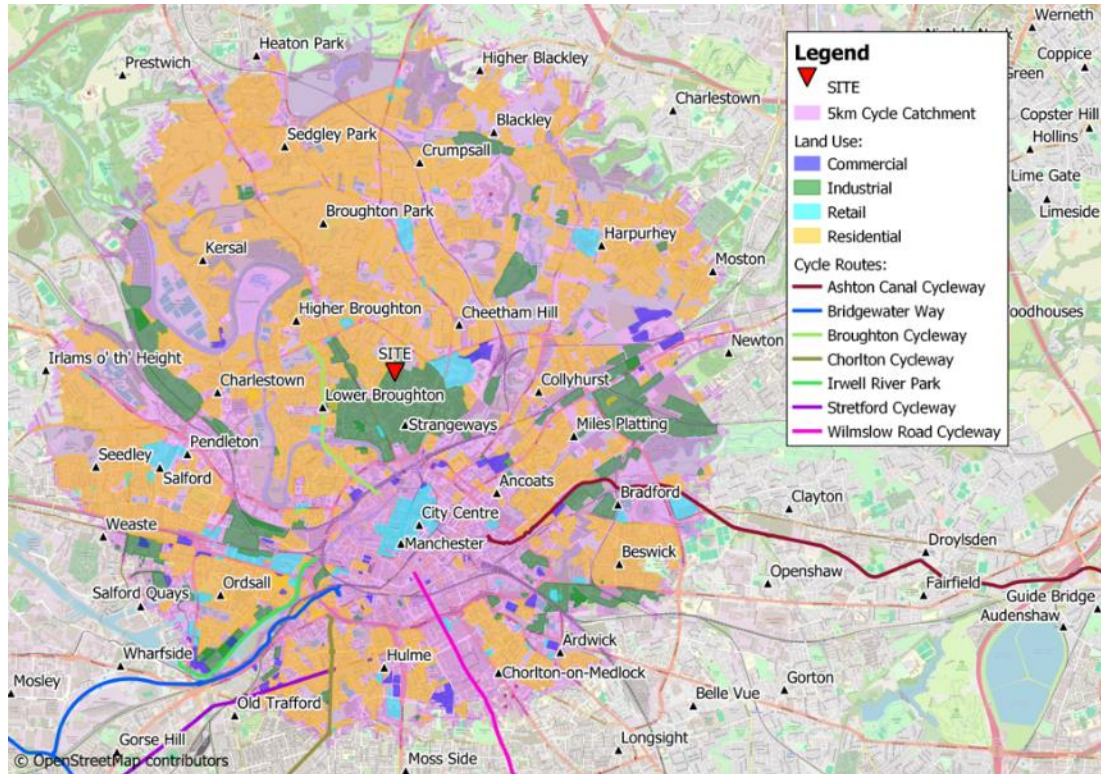
3.2.5 The site is also located within a reasonable walking distance of the Salford Trail walking route, which generally follows the course of the River Irwell as it navigates through Manchester City Centre.

3.3 Cycle Accessibility

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

- 3.3.2 To assist in summarising the accessibility of the site by cycle, an indicative 5km cycle catchment plan has been produced, as illustrated in **Image 3.2**.

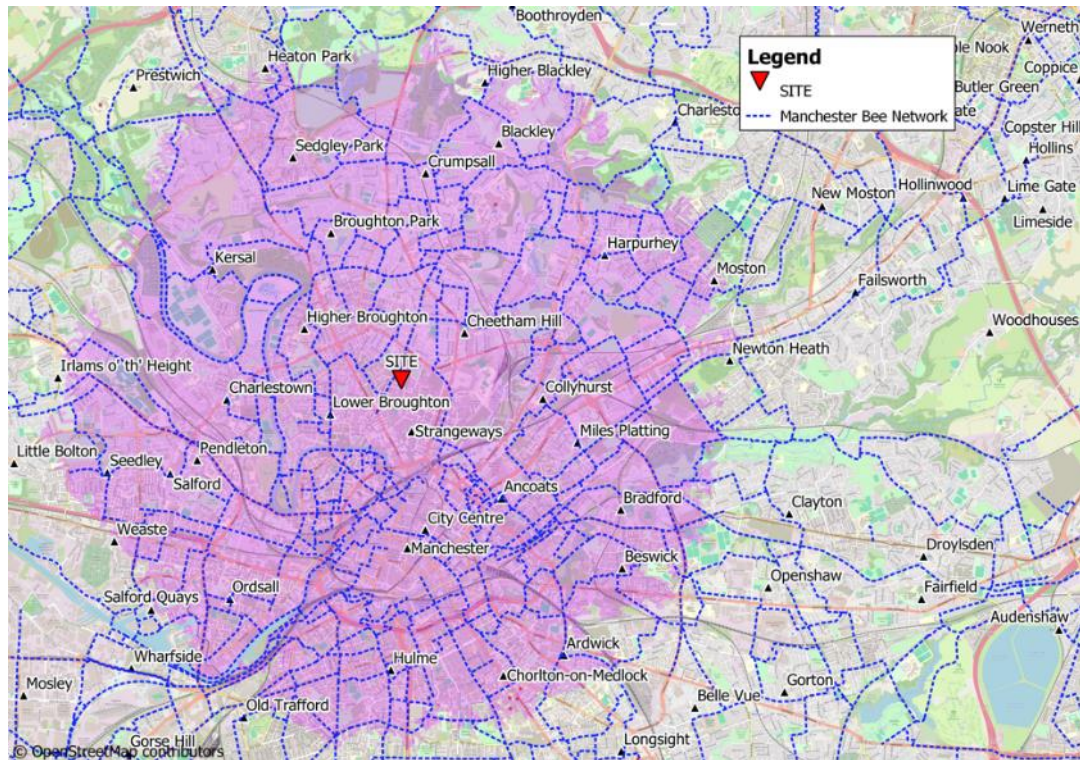
Image 3.2 – 5km Cycle Catchment



- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates the whole of Manchester and Salford City Centres, as well as a wide area to both the north and south of Manchester City Centre. Residential areas in Crumpsall, Blackley, Ancoats, Hulme, Ordsall and Pendleton, amongst others, all lie within an acceptable cycle distance of the site. Cycling could therefore be a viable option for staff and visitors of the gym that reside in those areas.
- 3.3.4 Additionally, **Image 3.2** shows that the site is within a reasonable cycling distance of various areas of employment (i.e. commercial, industrial and retail areas) in Cheetham Hill and Manchester City Centre and, as such, cycling could also be a viable option for those who visit the gym before and / or after work.
- 3.3.5 It should be noted that the local highway network surrounding the application site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling.
- 3.3.6 Transport for Greater Manchester (TfGM) provides an interconnected network of cycle infrastructure across Greater Manchester known as the 'Bee Network'. **Image**

3.3 illustrates (in blue) the extent of the dedicated 'Bee Network' cycleway connections around the site.

Image 3.3 – Manchester Bee Network



- 3.3.7 **Image 3.3** shows that there are a wide range of dedicated cycle facilities around the site that provide links across Greater Manchester.
- 3.3.8 The 5km catchment also includes 6 railway stations within a 5km cycle distance of the site, therefore providing the potential opportunity for multi-modal journeys by cycle and rail.
- 3.3.9 It should also be noted that the TfGM website (<https://beeactive.tfgm.com/cycling/>) also provides a range of online resources to encourage people to take up cycling, alongside tools to help users plan their journeys by cycle. This includes information relating to the benefits of cycling, cycling courses, locations of Cycling Hubs, and the Bee Network bike hire scheme, amongst other things.
- 3.3.10 With regards to the above, the site is therefore considered to be highly accessible by cycle.

3.4 Access to Public Transport

By Bus

3.4.1 Details of the nearest bus stops to the site are illustrated in **Image 3.4**.

Image 3.4 – Access to Bus Stops



3.4.2 Guidance from the Institution of Highways and Transportation (IHT, now CIHT) document '*Guidelines for Planning for Public Transport in Development*' recommends that the walk distance to Public Transport from a new development should ideally fall within 300m, or a maximum of 400m.

3.4.3 The closest bus stops to the proposed site are located on the B6180 Waterloo Road, approximately 250m walk distance to the west of the site. This is therefore within the lower walk distance threshold set by CIHT. Both the northbound and southbound bus stops are named 'Elvate Crescent' and are served principally by Route 59, which forms part of TfGM's Bee Network bus network. Details of the bus route's frequency and service areas are provided in **Table 3.1**.

Table 3.1 – Summary of Buses Servicing ‘Elvate Crescent’ Bus Stops

Route	Direction	Route Description	Buses Per Hour
59	Northbound	Manchester City Centre – Chadderton – Oldham – Oldham Mumps	6 (3 per hour on Sundays and Bank Holidays)
59	Southbound	Oldham Mumps – Oldham – Chadderton – Manchester City Centre	6 (3 per hour on Sundays and Bank Holidays)
Total			12

3.4.4 **Table 3.1** shows that the local bus stops are served by 6 buses per hour during the core daytime period (07:00 – 19:00), providing access to a range of destinations including Manchester City Centre, Cheetham Hill, Higher Blackley, Middleton, Chedderton and Oldham. This equates to 1 service every 10 minutes on weekdays and Saturdays, with 1 bus every 20 minutes on Sundays and Bank Holidays.

3.4.5 With regards to the above, the site is therefore considered to be highly accessible by bus.

By Rail and Tram

3.4.6 The nearest railway station to the site is Manchester Victoria Railway Station, which is located approximately 1.6km walk distance from the site. Manchester Victoria is the second largest railway station serving Manchester City Centre. It provides frequent local services to north and east Manchester, as well as at least one train per hour to a wider destinations Blackburn, Leeds, Liverpool, Newcastle and Manchester Airport.

3.4.7 Manchester Victoria Railway Station also provides interchange with Manchester’s Metrolink network. Victoria Metrolink Stop is directly served by the Bury – Altrincham –service, the Bury – Piccadilly service, the Rochdale – East Didsbury Service and the Victoria – Manchester Airport Service. All Metrolink trams currently operate services every 12 minutes.

3.4.8 The site is therefore considered to be highly accessible by rail.

3.5 Summary

3.5.1 In summary, the site is well located to facilitate journeys to be made to / from the site by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.



- 3.5.2 The site is also accessible by public transport, being located within a 250m-walk distance to two bus stops and a 1.6km walk / cycle distance to Manchester Victoria Railway Station, all of which provide frequent services to a number of local and national destinations.
- 3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The planning application seeks a change in use from the existing class B2 'General Industry' use to 'Commercial, Business and Service' (class E) to reflect the proposed opening of a commercial gym on the site.
- 4.1.2 The gym would comprise a range of fitness facilities including changing rooms, open aerobic and free weight sections.
- 4.1.3 The site plan is attached in **Appendix A** and outlines the proposed formal car parking layout and cycle store arrangement.

4.2 Site Access Arrangements

- 4.2.1 It is proposed that the existing site access on Broughton Street would be retained for access to the gym car parking area. The site access junction currently operates with no evidence of road safety issues (refer to **section 2.4** of this report).
- 4.2.2 As noted in **section 2.2** of this report, the existing access junction comprises a carriageway width of approximately 8.5m, which allows for two-way movement of vehicles accessing and egressing the site. Junction visibility splays in excess of 2.4m x 40m are achievable in both directions, which is in accordance with the standards set out in Manual for Streets (MfS) for a 30mph speed limit road.
- 4.2.3 The existing site access junction is therefore designed to a good standard, and it is not considered that any improvement works would be to accommodate the proposed change of use.

4.3 Parking Demand

- 4.3.1 Parking on site currently consists of a formal car parking area at the southern end of the site area which comprises a total of 63no. parking spaces. A further 25no. parking spaces are provided to the west of the site area, and there are also 4 spaces located at the northern side of the site area. However, these spaces provide parking for all three warehouse units located at the site. Of these, a total of 35 spaces would be available for use by the proposed development, which would comprise the 25 spaces to the west of the site area, plus 10 spaces within the southern car park.



- 4.3.2 The parking spaces which would be utilised for the proposed development are illustrated on the site plan attached in **Appendix A**. This shows that a total of 3 spaces have been designated as disabled spaces.
- 4.3.3 MCC's parking standards are outlined in Appendix B of the MCC Core Strategy (2012-2027). These pre-date the current land use classifications, and as such do not include specific parking requirements for a class E(d) 'Indoor Sport, recreation or fitness' use class. The closest proxy is Class D2 'Other Leisure Facilities', the parking requirements for which are summarised in **Table 4.1**.

Table 4.1 – Summary of MCC Parking Standards

Requirement	Standard
Maximum general parking provision	1 space per 22 sqm (areas not within the City Centre or District Centres)
Minimum disabled parking provision	3 bays or 6% of total (whichever is greater)
Minimum cycle parking provision	2 spaces or 1 space per 140 sqm (whichever is greater)

- 4.3.4 For the 1,430 sqm building, a maximum of up to 65 general parking places and a minimum of 3 disabled parking spaces would therefore be required by the standards. MCC's parking standards also stipulate the provision of a minimum of 10 cycle parking spaces.
- 4.3.5 As set out above, the proposed development includes 32 general car parking spaces and 3 disabled parking spaces. The site plan attached in **Appendix A** also shows that a total of 58no. cycle parking spaces would also be provided. These would be located within a secure storage area inside the building. This proposed level of car and cycle parking provision is therefore in accordance with MCC's parking standards.
- 4.3.6 It is noted that the proposed car parking provision is somewhat below the permitted maximum number of spaces based on the parking standards for D2 use. Without prejudice to the above, therefore, and in order to demonstrate that the proposed parking provision would be suitable to accommodate the parking demand of the proposed development, the Trips Rate Information Computer System (TRICS) database has been used to derive suitable vehicular trip generation rates for the gym

development. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

4.3.7 The following search criteria has been applied within TRICS:

- i) 'Leisure – Fitness Club' land use category;
- ii) Sites in London, Republic of Ireland or Northern Ireland are excluded;
- iii) Only weekday surveys are included;
- iv) Only 'Edge of Town Centre', 'Suburban Area' and 'Edge of Town' sites are included;
- v) Only sites with a GFA of 404sqm to 4,000sqm are included; and,
- vi) The default date range was selected.

4.3.8 The full TRICS outputs are contained in **Appendix B**.

4.3.9 The results of this car parking accumulation assessment are summarised in **Table 4.2**. The full car park accumulation / demand assessment is contained in **Appendix C**.

Table 4.2 – Car Parking Accumulation

Hour	Arrivals	Departures	Car Parking Accumulation
06:00 – 07:00	5	1	4
07:00 – 08:00	6	3	7
08:00 – 09:00	7	5	9
09:00 – 10:00	11	6	14
10:00 – 11:00	10	7	18
11:00 – 12:00	6	7	16
12:00 – 13:00	9	8	17
13:00 – 14:00	7	9	15
14:00 – 15:00	8	5	17
15:00 – 16:00	7	10	15
16:00 – 17:00	12	13	14
17:00 – 18:00	17	11	20
18:00 – 19:00	18	18	20
19:00 – 20:00	9	16	12
20:00 – 21:00	4	10	6
21:00 – 22:00	1	5	2
22:00 – 23:00	1	3	0

4.3.10 **Table 4.2** demonstrates that the maximum parking accumulation demand from the gym use is expected to be only 20 vehicles, which is forecast to occur between the hours of 17:00 and 18:00.

4.3.11 This level of anticipated parking demand should therefore easily be accommodated within the proposed 35 parking spaces allocated to the proposed change of use.



- 4.3.12 It is recognised that there may be occasional instances and spikes in demand where parking demand exceeds the available demand. However, as described in **section 2.3** earlier, there are no parking restrictions in place along either Broughton Street or Cheetwood Road. As such, there is potential for any additional parking demand to be safely accommodated on-street within a short walk of the site, although this is considered highly unlikely to occur.
- 4.3.13 Given that the peak on-street parking demand arising from the gym (17:00 onwards) will not conflict with the traditional peak periods of demand from the surrounding industrial uses (i.e. early morning or mid-afternoon), any on-street parking demand arising from the change of use, however infrequent, would be non-coincidental with the surrounding uses.
- 4.3.14 It can therefore be concluded that the proposed 35 parking spaces should be sufficient to cater for anticipated demand associated with the proposed use of the site as a gym. In the event that an extremely unusual spike in parking demand were to occur from time to time, there is ample on-street parking availability on Broughton Street and Cheetwood Road in the vicinity of the site.
- 4.3.15 Additionally, MCC's parking standards require that the site accommodates a minimum of 10 cycle parking spaces. The site plan attached in **Appendix A** shows that 58 secure and covered cycle spaces will be accommodated within the gym building, therefore meeting the parking standards.

4.4 Internal Layout

- 4.4.1 To ensure that the proposed site layout will accommodate vehicular movements on site, Axis has undertaken swept path assessments of the proposed parking arrangements. The analysis is considered to be robust by virtue of the fact that a large car has been used in the assessment.
- 4.4.2 **Drawing No. 3842-01-ATR01** within **Appendix D** illustrates a large vehicle being able to enter and egress the more difficult car parking spaces around the site without encroaching into neighbouring parking bays. As such, all 35 car parking bays could be utilised independently at any one time.
- 4.4.3 The drawing also demonstrates how a large car can access the site in a forward gear, manoeuvre within the site, and egress in a forward gear without encroaching onto the adjacent carriageway.



5.0 TRAFFIC GENERATION

5.1 Introduction

5.1.1 This section provides estimates of the traffic-generating potential of the existing and proposed uses and quantifies the net changes in traffic generation that would likely arise from the proposed change of use.

5.2 Existing Use

5.2.1 The level of traffic associated with the existing land use has been estimated with reference to typical trip rates from within the TRICS database.

5.2.2 The following search criteria has been applied within TRICS:

- i) 'Employment – Industrial Unit' land use category;
- ii) Sites in London, Republic of Ireland or Northern Ireland are excluded;
- iii) Only weekday surveys are included;
- iv) Only 'Edge of Town Centre', 'Suburban Area' and 'Edge of Town' sites are included;
- v) Only sites with a GFA of 404sqm to 4,000sqm are included; and,
- vi) The default date range was selected.

5.2.3 The full TRICS outputs are contained in **Appendix B**.

5.2.4 **Table 5.1** shows the weekday peak hour vehicle trip rates and the resultant forecasts when these trip rates are applied to the existing 1,430sqm industrial use.

Table 5.1 – Industrial Unit Vehicular Peak Hour Trip Rates and Traffic Forecasts

Trip Rates (per 100m ²)	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	0.595	0.114	0.709
Weekday PM Peak (17:00 – 18:00)	0.021	0.470	0.491
Traffic Forecasts	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	9	2	11
Weekday PM Peak (17:00 – 18:00)	0	7	7

5.2.5 **Table 5.1** shows that the existing industrial use is capable of generating around 7 to 11 two-way vehicle movements during the traditional AM and PM weekday peak hours, respectively.

5.3 Proposed Change of Use

5.3.1 As mentioned earlier in **Chapter 4**, the following search criteria has been applied within TRICS to obtain trip rates for the proposed gym use:

- i) 'Leisure – Fitness Club' land use category;
- ii) Sites in London, Republic of Ireland or Northern Ireland are excluded;
- iii) Only weekday surveys are included;
- iv) Only 'Edge of Town Centre', 'Suburban Area' and 'Edge of Town' sites are included;
- v) Only sites with a GFA of 404sqm to 4,000sqm are included; and,
- vi) The default date range was selected.

5.3.2 The full TRICS outputs are contained in **Appendix B**.

5.3.3 **Table 5.2** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the proposed 1,430sqm gym use.

Table 5.2 – Gym Vehicular Peak Hour Trip Rates and Traffic Forecasts

Trip Rates (per 100m ²)	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	0.476	0.331	0.807
Weekday PM Peak (17:00 – 18:00)	1.200	0.745	1.945
Traffic Forecasts	Arrivals	Departures	Total
Weekday AM Peak (08:00 – 09:00)	7	5	12
Weekday PM Peak (17:00 – 18:00)	17	11	28

5.3.4 **Table 5.2** shows that the proposed gym use is capable of generating a total of approximately 12 two-way vehicle movements in the AM peak hour (08:00 – 09:00) and 28 two-way vehicle movements during PM peak hour (17:00 – 18:00).

5.3.5 It should be noted that traffic demand to gym facilities, especially during the AM and PM weekday peak periods, is often composed largely of pass-by or diverted traffic movements, relating to people who will utilise the site on their way to and / or from a place of work. It is therefore likely that a number of vehicle movements that would be associated with the proposed gym use are already occurring on the local highway network.

5.4 Net Traffic Impact Assessment

5.4.1 **Table 5.3** summarises the existing, proposed and net traffic generating potential that would arise from the proposed change of use.



Table 5.3 – Net Traffic Generation

	Arrivals	Departures	Total
Existing Land Use (class B2)			
Weekday AM Peak (08:00 – 09:00)	9	2	11
Weekday PM Peak (17:00 – 18:00)	0	7	7
Proposed Land Use (class E)			
Weekday AM Peak (08:00 – 09:00)	7	5	12
Weekday PM Peak (17:00 – 18:00)	17	11	28
Net Change			
Weekday AM Peak (08:00 – 09:00)	-2	+3	+1
Weekday PM Peak (17:00 – 18:00)	+10	+6	+16

5.4.2 **Table 5.3** shows that the proposed change of use is expected to result in a net increase of between 1 two-way vehicle movement during the AM peak hour and 16 two-way vehicle movements during the PM peak hour.

5.4.3 This equates to a net change of around 1 additional vehicle movement in the AM peak hour and then every 3-4 minutes in the PM peak hour. This level of increase is considered to be negligible and would not result in a material impact on the local highway network, particularly given that gym-related traffic is likely to be composed largely of pass-by / diverted movements that would otherwise already be present on the highway network.

6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 Axis has been commissioned by Body Tech Fitness to consider highways and transport matters related to the proposed retrospective change of use of a site from industrial to a commercial gym at 120 Broughton Street, Cheetham Hill.
- 6.1.2 The site has a gross floor area (GFA) of circa 1,430m² which currently has a use of industrial (class B2). The proposals are to change the use to a Leisure and Assembly use (class E(d)). The access arrangements will not change as a result of the proposals, although the layout of the car park will be formalised.
- 6.1.3 The revised site layout will include 35 car parking spaces, which accords with the local maximum car parking standards, and moreover it is anticipated to easily cater for the anticipated parking demand generated by the gym, as determined from a parking accumulation forecasting exercise. Furthermore, there is ample unrestricted on-street parking present along Broughton Street and Cheetwood Road in the vicinity of the site, where cars can park safely and satisfactorily in the event of extreme spikes in activity. The peak period of demand for gyms is typically non-coincidental with the peak periods for the adjacent industrial uses.
- 6.1.4 Personal Injury Accident (PIA) data has been obtained for the local highway network in the vicinity of the proposed development site. There is no evidence of any highway safety issues within the vicinity of the site that would be exacerbated by the marginal increase in traffic that the proposals will result in.
- 6.1.5 The site is well located to facilitate journeys to be made to / from the site by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists. The site is also accessible by public transport, being located within a 250m-walk distance to two bus stops and a 1.6km walk / cycle distance to Manchester Victoria Railway Station, all of which provide frequent services to a number of local and national destinations. Overall, the application site is well placed in terms of its accessibility by sustainable transport.
- 6.1.6 The trip generating potential of the existing and proposed land uses has been forecast and compared for the worst-case weekday peak hours. It is estimated that the scheme will result in a net increase of 2 two-way vehicle movements during the AM peak hour, and 16 two-way vehicle movements during the PM peak hour.



6.1.7 This equates to around 1 additional vehicle movement in the AM peak hour and then every 3-4 minutes in the PM peak hour. This level of increase is considered to be negligible and would not result in a material impact on the local highway network, particularly given that gym-related traffic is likely to be composed largely of pass-by / diverted movements that would otherwise already be present on the highway network.

6.1.8 Paragraph 115 of the National Planning Policy Framework 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 would be severe.”

6.1.9 Based on the findings outlined in this report, the proposed development will not result in a significant detrimental impact on highway safety and will not result in a severe cumulative impact on the road network. It is therefore concluded that there should be no transport-related reasons to refuse the planning application, and it is commended to the Council for approval.

Appendix A – Proposed Site Plan



Proposed Gym - Use Class E

Total Area 1,430sqm

Based on guidance subject to Manchester City Council confirmation

35no. parking available - spaces required subject to further review and planning officer confirmation

3no. disabled parking, 7no. EV charging points

58no cycle parking
1no. every 25 sqm required

BROUGHTON STREET

Cheetwood Road

1 Proposed Site Plan

Scale: 1 : 200

16a

CODE		SUITABILITY
PROJECT		120 Broughton Street
TITLE		Proposed Site Plans
CLIENT		Body Tech
DRAWN BY	CHECKED BY	DATE
JK	JK	14/09/22
SCALE (@ A1)		PROJECT NUMBER
1 : 200		2418
DRAWING NUMBER		REV
1003		P2

Do not scale from this drawing. All dimensions are to be checked on site prior to commencing works on site. Discrepancy found between information given on this drawing and that given elsewhere or recorded on site shall be notified immediately to the project architect in writing.

Appendix B – TRICS Outputs



Calculation Reference: AUDIT-339901-240123-0159

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days

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

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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:

Gross floor area

Actual Range:

404 to 4000 (units: sqm)

Range Selected by User:

404 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday

1 days

Tuesday

1 days

Wednesday

2 days

Thursday

2 days

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

Selected survey types:

Manual count

6 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 undertaking using machines.

Selected Locations:

Edge of Town Centre

1

Suburban Area (PPS6 Out of Centre)

2

Edge of Town

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:

Commercial Zone

1

Development Zone

1

Residential Zone

2

Built-Up Zone

1

No Sub Category

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

1 days - Selected

Servicing vehicles Excluded

5 days - Selected

Secondary Filtering selection:

Use Class:

n/a

1 days

Not Known

1 days

E(d)

4 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 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	6 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	6 days
-----------------	--------

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

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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 Gross floor area:	1600 sqm	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
2	DY-07-K-02	LA FITNESS	DERBY
	CARRINGTON STREET		
	DERBY		
	CASTLE WARD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
3	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
4	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
5	PS-07-K-01	SPORTS CENTRE	POWYS
	BROOK STREET		
	WELSHPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
6	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1380 sqm	
	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)
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	6	1611	0.341	6	1611	0.041	6	1611	0.382
07:00 - 08:00	6	1611	0.434	6	1611	0.217	6	1611	0.651
08:00 - 09:00	6	1611	0.476	6	1611	0.331	6	1611	0.807
09:00 - 10:00	6	1611	0.765	6	1611	0.434	6	1611	1.199
10:00 - 11:00	6	1611	0.714	6	1611	0.476	6	1611	1.190
11:00 - 12:00	6	1611	0.434	6	1611	0.517	6	1611	0.951
12:00 - 13:00	6	1611	0.600	6	1611	0.559	6	1611	1.159
13:00 - 14:00	6	1611	0.517	6	1611	0.652	6	1611	1.169
14:00 - 15:00	6	1611	0.528	6	1611	0.372	6	1611	0.900
15:00 - 16:00	6	1611	0.517	6	1611	0.703	6	1611	1.220
16:00 - 17:00	6	1611	0.807	6	1611	0.879	6	1611	1.686
17:00 - 18:00	6	1611	1.200	6	1611	0.745	6	1611	1.945
18:00 - 19:00	6	1611	1.262	6	1611	1.293	6	1611	2.555
19:00 - 20:00	6	1611	0.621	6	1611	1.148	6	1611	1.769
20:00 - 21:00	6	1611	0.279	6	1611	0.693	6	1611	0.972
21:00 - 22:00	6	1611	0.072	6	1611	0.352	6	1611	0.424
22:00 - 23:00	2	1002	0.050	2	1002	0.200	2	1002	0.250
23:00 - 24:00									
Total Rates:			9.617			9.612			19.229

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

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

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Parameter summary

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

404 - 4000 (units: sqm)
01/01/15 - 19/11/22
6
0
0
0
0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 TAXIS
 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	6	1611	0.000	6	1611	0.000	6	1611	0.000
07:00 - 08:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
08:00 - 09:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
09:00 - 10:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
10:00 - 11:00	6	1611	0.021	6	1611	0.021	6	1611	0.042
11:00 - 12:00	6	1611	0.021	6	1611	0.021	6	1611	0.042
12:00 - 13:00	6	1611	0.021	6	1611	0.021	6	1611	0.042
13:00 - 14:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
14:00 - 15:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
15:00 - 16:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
16:00 - 17:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
17:00 - 18:00	6	1611	0.021	6	1611	0.021	6	1611	0.042
18:00 - 19:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
19:00 - 20:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
20:00 - 21:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
21:00 - 22:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
22:00 - 23:00	2	1002	0.000	2	1002	0.000	2	1002	0.000
23:00 - 24:00									
Total Rates:			0.154			0.154			0.308

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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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
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	6	1611	0.010	6	1611	0.000	6	1611	0.010
07:00 - 08:00	6	1611	0.021	6	1611	0.000	6	1611	0.021
08:00 - 09:00	6	1611	0.052	6	1611	0.021	6	1611	0.073
09:00 - 10:00	6	1611	0.041	6	1611	0.062	6	1611	0.103
10:00 - 11:00	6	1611	0.062	6	1611	0.041	6	1611	0.103
11:00 - 12:00	6	1611	0.052	6	1611	0.083	6	1611	0.135
12:00 - 13:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
13:00 - 14:00	6	1611	0.041	6	1611	0.041	6	1611	0.082
14:00 - 15:00	6	1611	0.031	6	1611	0.031	6	1611	0.062
15:00 - 16:00	6	1611	0.072	6	1611	0.041	6	1611	0.113
16:00 - 17:00	6	1611	0.031	6	1611	0.062	6	1611	0.093
17:00 - 18:00	6	1611	0.114	6	1611	0.083	6	1611	0.197
18:00 - 19:00	6	1611	0.072	6	1611	0.083	6	1611	0.155
19:00 - 20:00	6	1611	0.000	6	1611	0.021	6	1611	0.021
20:00 - 21:00	6	1611	0.010	6	1611	0.021	6	1611	0.031
21:00 - 22:00	6	1611	0.041	6	1611	0.031	6	1611	0.072
22:00 - 23:00	2	1002	0.000	2	1002	0.150	2	1002	0.150
23:00 - 24:00									
Total Rates:			0.660			0.781			1.441

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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Licence No: 339901

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 CARS
 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	6	1611	0.321	6	1611	0.041	6	1611	0.362
07:00 - 08:00	6	1611	0.414	6	1611	0.197	6	1611	0.611
08:00 - 09:00	6	1611	0.434	6	1611	0.310	6	1611	0.744
09:00 - 10:00	6	1611	0.745	6	1611	0.424	6	1611	1.169
10:00 - 11:00	6	1611	0.662	6	1611	0.445	6	1611	1.107
11:00 - 12:00	6	1611	0.393	6	1611	0.455	6	1611	0.848
12:00 - 13:00	6	1611	0.548	6	1611	0.497	6	1611	1.045
13:00 - 14:00	6	1611	0.486	6	1611	0.621	6	1611	1.107
14:00 - 15:00	6	1611	0.466	6	1611	0.341	6	1611	0.807
15:00 - 16:00	6	1611	0.466	6	1611	0.652	6	1611	1.118
16:00 - 17:00	6	1611	0.776	6	1611	0.838	6	1611	1.614
17:00 - 18:00	6	1611	1.097	6	1611	0.703	6	1611	1.800
18:00 - 19:00	6	1611	1.200	6	1611	1.190	6	1611	2.390
19:00 - 20:00	6	1611	0.569	6	1611	1.117	6	1611	1.686
20:00 - 21:00	6	1611	0.269	6	1611	0.621	6	1611	0.890
21:00 - 22:00	6	1611	0.072	6	1611	0.321	6	1611	0.393
22:00 - 23:00	2	1002	0.000	2	1002	0.100	2	1002	0.100
23:00 - 24:00									
Total Rates:			8.918			8.873			17.791

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 LGVS
 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	6	1611	0.021	6	1611	0.000	6	1611	0.021
07:00 - 08:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
08:00 - 09:00	6	1611	0.021	6	1611	0.010	6	1611	0.031
09:00 - 10:00	6	1611	0.021	6	1611	0.000	6	1611	0.021
10:00 - 11:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
11:00 - 12:00	6	1611	0.010	6	1611	0.021	6	1611	0.031
12:00 - 13:00	6	1611	0.021	6	1611	0.031	6	1611	0.052
13:00 - 14:00	6	1611	0.000	6	1611	0.010	6	1611	0.010
14:00 - 15:00	6	1611	0.021	6	1611	0.010	6	1611	0.031
15:00 - 16:00	6	1611	0.041	6	1611	0.010	6	1611	0.051
16:00 - 17:00	6	1611	0.010	6	1611	0.031	6	1611	0.041
17:00 - 18:00	6	1611	0.052	6	1611	0.000	6	1611	0.052
18:00 - 19:00	6	1611	0.031	6	1611	0.052	6	1611	0.083
19:00 - 20:00	6	1611	0.041	6	1611	0.021	6	1611	0.062
20:00 - 21:00	6	1611	0.000	6	1611	0.062	6	1611	0.062
21:00 - 22:00	6	1611	0.000	6	1611	0.021	6	1611	0.021
22:00 - 23:00	2	1002	0.000	2	1002	0.050	2	1002	0.050
23:00 - 24:00									
Total Rates:			0.310			0.349			0.659

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.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 MOTOR CYCLES
 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	6	1611	0.000	6	1611	0.000	6	1611	0.000
07:00 - 08:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
08:00 - 09:00	6	1611	0.010	6	1611	0.000	6	1611	0.010
09:00 - 10:00	6	1611	0.000	6	1611	0.010	6	1611	0.010
10:00 - 11:00	6	1611	0.021	6	1611	0.000	6	1611	0.021
11:00 - 12:00	6	1611	0.010	6	1611	0.021	6	1611	0.031
12:00 - 13:00	6	1611	0.010	6	1611	0.010	6	1611	0.020
13:00 - 14:00	6	1611	0.021	6	1611	0.010	6	1611	0.031
14:00 - 15:00	6	1611	0.031	6	1611	0.021	6	1611	0.052
15:00 - 16:00	6	1611	0.010	6	1611	0.031	6	1611	0.041
16:00 - 17:00	6	1611	0.010	6	1611	0.000	6	1611	0.010
17:00 - 18:00	6	1611	0.031	6	1611	0.021	6	1611	0.052
18:00 - 19:00	6	1611	0.021	6	1611	0.041	6	1611	0.062
19:00 - 20:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
20:00 - 21:00	6	1611	0.010	6	1611	0.021	6	1611	0.031
21:00 - 22:00	6	1611	0.000	6	1611	0.000	6	1611	0.000
22:00 - 23:00	2	1002	0.050	2	1002	0.050	2	1002	0.100
23:00 - 24:00									
Total Rates:			0.235			0.236			0.471

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-240119-0131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

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: Gross floor area
 Actual Range: 690 to 3513 (units: sqm)
 Range Selected by User: 404 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	11 days
Friday	4 days

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

Selected survey types:

Manual count	18 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)	6
Edge of Town	12

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	17
No Sub Category	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	1 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Axis 76 Water Lane Wilmslow

Licence No: 339901

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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	3 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	9 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	18 days
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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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20	PUMPS, MOTORS & FANS	BEDFORD	Survey Type: MANUAL
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS	BLACKPOOL	Survey Type: MANUAL
3	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS	BRISTOL CITY	Survey Type: MANUAL
4	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION	CUMBERLAND	Survey Type: MANUAL
5	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17	ENERGY RECOVERY FACILITY	DEVON	Survey Type: MANUAL
6	DY-02-C-01 PONTEFRAC STREET DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	ENGINEERED PRODUCTS	DERBY	Survey Type: MANUAL
7	EC-02-C-02 CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm Survey date: FRIDAY 07/05/21	FABRICS MANUFACTURE	CHESHIRE EAST	Survey Type: MANUAL
8	FI-02-C-02 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Total Gross floor area: 1240 sqm Survey date: THURSDAY 20/04/23	GLASS SPECIALISTS	FIFE	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

9	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	Survey Type: MANUAL
10	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: MANUAL
11	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: MANUAL
12	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	STEEL FABRICATION	LANCASHIRE	Survey Type: MANUAL
13	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19	EXHIBITION DESIGN & MANUF.	NORFOLK	Survey Type: MANUAL
14	NN-02-C-01 TREVITHICK ROAD CORBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm Survey date: THURSDAY 22/10/20	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
15	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22	STEEL FABRICATOR	PETERBOROUGH	Survey Type: MANUAL
16	SM-02-C-01 ROBINS DRIVE BRIDGWATER Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: WEDNESDAY 14/09/22	WET BLASTING EQUIPMENT	SOMERSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
18	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	VERLON CLOSE		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	06/05/21	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	5	1429	0.028	5	1429	0.000	5	1429	0.028
06:00 - 07:00	7	1431	0.270	7	1431	0.040	7	1431	0.310
07:00 - 08:00	18	1607	0.415	18	1607	0.066	18	1607	0.481
08:00 - 09:00	18	1607	0.595	18	1607	0.114	18	1607	0.709
09:00 - 10:00	18	1607	0.287	18	1607	0.190	18	1607	0.477
10:00 - 11:00	18	1607	0.256	18	1607	0.204	18	1607	0.460
11:00 - 12:00	18	1607	0.187	18	1607	0.190	18	1607	0.377
12:00 - 13:00	18	1607	0.221	18	1607	0.273	18	1607	0.494
13:00 - 14:00	18	1607	0.263	18	1607	0.297	18	1607	0.560
14:00 - 15:00	18	1607	0.166	18	1607	0.194	18	1607	0.360
15:00 - 16:00	18	1607	0.135	18	1607	0.221	18	1607	0.356
16:00 - 17:00	18	1607	0.083	18	1607	0.380	18	1607	0.463
17:00 - 18:00	18	1607	0.021	18	1607	0.470	18	1607	0.491
18:00 - 19:00	17	1628	0.022	17	1628	0.116	17	1628	0.138
19:00 - 20:00	5	1429	0.028	5	1429	0.070	5	1429	0.098
20:00 - 21:00	5	1429	0.000	5	1429	0.028	5	1429	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.977			2.853			5.830

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:	690 - 3513 (units: sqm)
Survey date date range:	01/01/15 - 20/04/23
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
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	5	1429	0.000	5	1429	0.000	5	1429	0.000
06:00 - 07:00	7	1431	0.000	7	1431	0.000	7	1431	0.000
07:00 - 08:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
08:00 - 09:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
09:00 - 10:00	18	1607	0.003	18	1607	0.003	18	1607	0.006
10:00 - 11:00	18	1607	0.003	18	1607	0.003	18	1607	0.006
11:00 - 12:00	18	1607	0.007	18	1607	0.007	18	1607	0.014
12:00 - 13:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
13:00 - 14:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
14:00 - 15:00	18	1607	0.007	18	1607	0.007	18	1607	0.014
15:00 - 16:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
16:00 - 17:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
17:00 - 18:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
18:00 - 19:00	17	1628	0.004	17	1628	0.004	17	1628	0.008
19:00 - 20:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
20:00 - 21:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
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	5	1429	0.000	5	1429	0.000	5	1429	0.000
06:00 - 07:00	7	1431	0.020	7	1431	0.010	7	1431	0.030
07:00 - 08:00	18	1607	0.031	18	1607	0.021	18	1607	0.052
08:00 - 09:00	18	1607	0.045	18	1607	0.041	18	1607	0.086
09:00 - 10:00	18	1607	0.055	18	1607	0.052	18	1607	0.107
10:00 - 11:00	18	1607	0.038	18	1607	0.041	18	1607	0.079
11:00 - 12:00	18	1607	0.052	18	1607	0.048	18	1607	0.100
12:00 - 13:00	18	1607	0.083	18	1607	0.083	18	1607	0.166
13:00 - 14:00	18	1607	0.048	18	1607	0.048	18	1607	0.096
14:00 - 15:00	18	1607	0.024	18	1607	0.024	18	1607	0.048
15:00 - 16:00	18	1607	0.021	18	1607	0.031	18	1607	0.052
16:00 - 17:00	18	1607	0.021	18	1607	0.031	18	1607	0.052
17:00 - 18:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
18:00 - 19:00	17	1628	0.000	17	1628	0.000	17	1628	0.000
19:00 - 20:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
20:00 - 21:00	5	1429	0.000	5	1429	0.014	5	1429	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.438			0.444			0.882

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
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	5	1429	0.000	5	1429	0.000	5	1429	0.000
06:00 - 07:00	7	1431	0.000	7	1431	0.000	7	1431	0.000
07:00 - 08:00	18	1607	0.024	18	1607	0.000	18	1607	0.024
08:00 - 09:00	18	1607	0.028	18	1607	0.000	18	1607	0.028
09:00 - 10:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
10:00 - 11:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
11:00 - 12:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
12:00 - 13:00	18	1607	0.000	18	1607	0.003	18	1607	0.003
13:00 - 14:00	18	1607	0.007	18	1607	0.007	18	1607	0.014
14:00 - 15:00	18	1607	0.000	18	1607	0.007	18	1607	0.007
15:00 - 16:00	18	1607	0.000	18	1607	0.003	18	1607	0.003
16:00 - 17:00	18	1607	0.000	18	1607	0.017	18	1607	0.017
17:00 - 18:00	18	1607	0.003	18	1607	0.021	18	1607	0.024
18:00 - 19:00	17	1628	0.000	17	1628	0.000	17	1628	0.000
19:00 - 20:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
20:00 - 21:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.058			0.120

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CARS
 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	5	1429	0.028	5	1429	0.000	5	1429	0.028
06:00 - 07:00	7	1431	0.220	7	1431	0.000	7	1431	0.220
07:00 - 08:00	18	1607	0.346	18	1607	0.031	18	1607	0.377
08:00 - 09:00	18	1607	0.481	18	1607	0.031	18	1607	0.512
09:00 - 10:00	18	1607	0.169	18	1607	0.062	18	1607	0.231
10:00 - 11:00	18	1607	0.093	18	1607	0.062	18	1607	0.155
11:00 - 12:00	18	1607	0.055	18	1607	0.062	18	1607	0.117
12:00 - 13:00	18	1607	0.073	18	1607	0.118	18	1607	0.191
13:00 - 14:00	18	1607	0.169	18	1607	0.194	18	1607	0.363
14:00 - 15:00	18	1607	0.076	18	1607	0.114	18	1607	0.190
15:00 - 16:00	18	1607	0.052	18	1607	0.118	18	1607	0.170
16:00 - 17:00	18	1607	0.031	18	1607	0.277	18	1607	0.308
17:00 - 18:00	18	1607	0.014	18	1607	0.446	18	1607	0.460
18:00 - 19:00	17	1628	0.018	17	1628	0.112	17	1628	0.130
19:00 - 20:00	5	1429	0.028	5	1429	0.070	5	1429	0.098
20:00 - 21:00	5	1429	0.000	5	1429	0.014	5	1429	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.853			1.711			3.564

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 LGVS
 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	5	1429	0.000	5	1429	0.000	5	1429	0.000
06:00 - 07:00	7	1431	0.030	7	1431	0.030	7	1431	0.060
07:00 - 08:00	18	1607	0.038	18	1607	0.014	18	1607	0.052
08:00 - 09:00	18	1607	0.062	18	1607	0.041	18	1607	0.103
09:00 - 10:00	18	1607	0.059	18	1607	0.069	18	1607	0.128
10:00 - 11:00	18	1607	0.114	18	1607	0.093	18	1607	0.207
11:00 - 12:00	18	1607	0.073	18	1607	0.073	18	1607	0.146
12:00 - 13:00	18	1607	0.066	18	1607	0.073	18	1607	0.139
13:00 - 14:00	18	1607	0.041	18	1607	0.052	18	1607	0.093
14:00 - 15:00	18	1607	0.059	18	1607	0.048	18	1607	0.107
15:00 - 16:00	18	1607	0.062	18	1607	0.069	18	1607	0.131
16:00 - 17:00	18	1607	0.031	18	1607	0.066	18	1607	0.097
17:00 - 18:00	18	1607	0.007	18	1607	0.017	18	1607	0.024
18:00 - 19:00	17	1628	0.000	17	1628	0.000	17	1628	0.000
19:00 - 20:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
20:00 - 21:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.642			0.645			1.287

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MOTOR CYCLES
 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	5	1429	0.000	5	1429	0.000	5	1429	0.000
06:00 - 07:00	7	1431	0.000	7	1431	0.000	7	1431	0.000
07:00 - 08:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
08:00 - 09:00	18	1607	0.007	18	1607	0.000	18	1607	0.007
09:00 - 10:00	18	1607	0.000	18	1607	0.003	18	1607	0.003
10:00 - 11:00	18	1607	0.007	18	1607	0.003	18	1607	0.010
11:00 - 12:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
12:00 - 13:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
13:00 - 14:00	18	1607	0.003	18	1607	0.003	18	1607	0.006
14:00 - 15:00	18	1607	0.000	18	1607	0.000	18	1607	0.000
15:00 - 16:00	18	1607	0.000	18	1607	0.003	18	1607	0.003
16:00 - 17:00	18	1607	0.000	18	1607	0.007	18	1607	0.007
17:00 - 18:00	18	1607	0.000	18	1607	0.007	18	1607	0.007
18:00 - 19:00	17	1628	0.000	17	1628	0.000	17	1628	0.000
19:00 - 20:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
20:00 - 21:00	5	1429	0.000	5	1429	0.000	5	1429	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.026			0.043

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 C – Parking Accumulation Assessment



CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Class E(d) Assembly and Leisure

Proposed GFA 1430 m2

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	0
01:00-02:00	0.000	0.000	0	0	0
02:00-03:00	0.000	0.000	0	0	0
03:00-04:00	0.000	0.000	0	0	0
04:00-05:00	0.000	0.000	0	0	0
05:00-06:00	0.000	0.000	0	0	0
06:00-07:00	0.341	0.041	5	1	4
07:00-08:00	0.434	0.217	6	3	7
08:00-09:00	0.476	0.331	7	5	9
09:00-10:00	0.765	0.434	11	6	14
10:00-11:00	0.714	0.476	10	7	18
11:00-12:00	0.434	0.517	6	7	16
12:00-13:00	0.600	0.559	9	8	17
13:00-14:00	0.517	0.652	7	9	15
14:00-15:00	0.528	0.372	8	5	17
15:00-16:00	0.517	0.703	7	10	15
16:00-17:00	0.807	0.879	12	13	14
17:00-18:00	1.200	0.745	17	11	20
18:00-19:00	1.262	1.293	18	18	20
19:00-20:00	0.621	1.148	9	16	12
20:00-21:00	0.279	0.693	4	10	6
21:00-22:00	0.072	0.352	1	5	2
22:00-23:00	0.050	0.200	1	3	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 20

Peak Demand Period: 17:00-18:00



axis

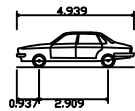
Car Park Accumulation / Demand Assessment

Proposed Class E Use (Gym), 120 Broughton Street, Cheetham Hill

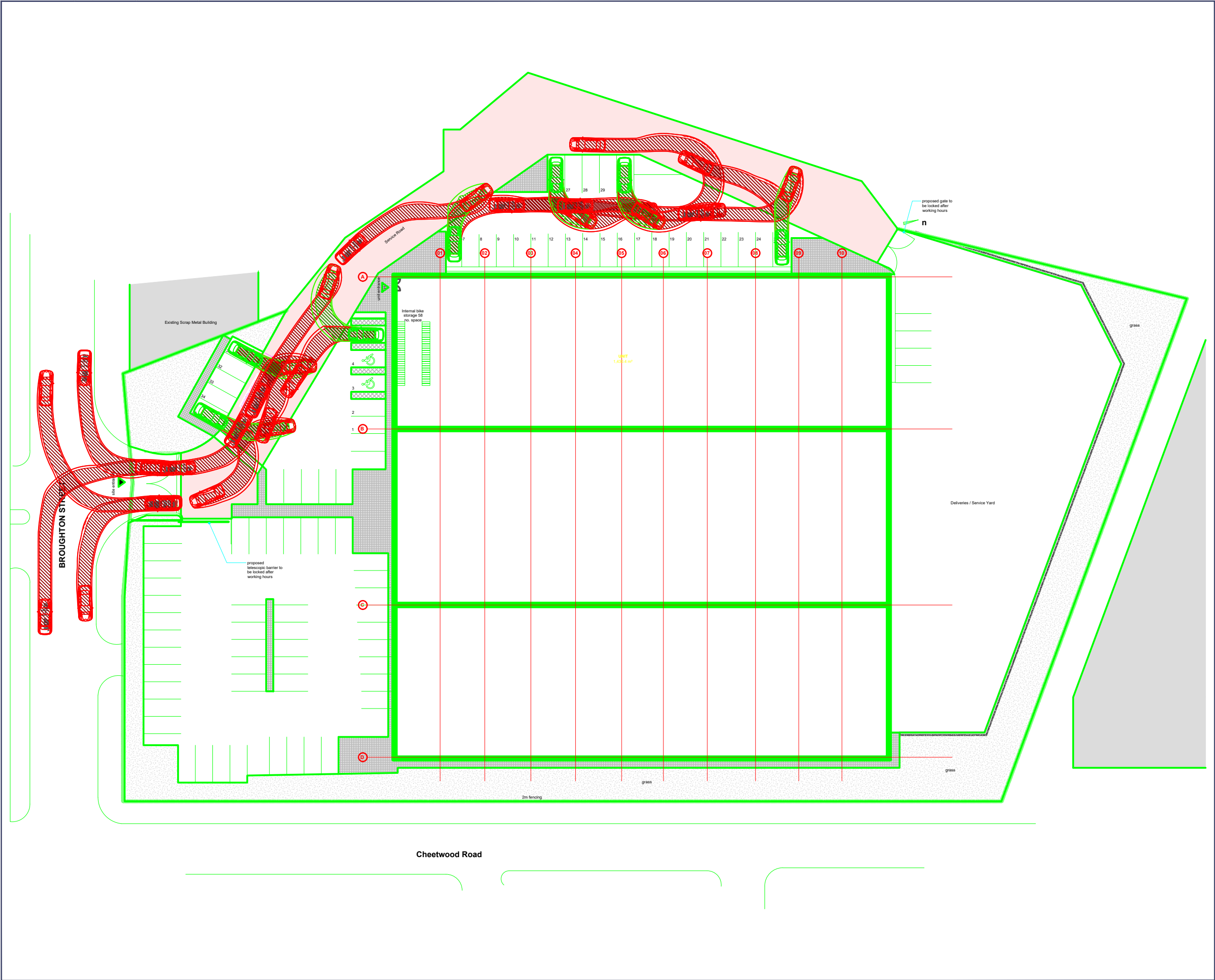
Appendix D – Drawing No. 3842-01-ATR01 (Swept Path Assessment)



VEHICLE USED IN TRACKING:



Jaguar S-Type	4.939m
Overall Length	1.878m
Overall Width	1.474m
Overall Body Height	0.259m
Min Body Ground Clearance	1.544m
Max Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	



0344 8700 007
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Client

Body Tech Fitness

Project

Proposed Change of Use to Gym, 120
Broughton Street, Cheetham Hill

Drawing Title

Car Park Swept Path Analysis

Scale

1:500 @A3

Date

September 2024

Dwg no

3872-01-ATR01

Status

Prelim

Drawn Checked

DC LK

Rev



revision: desc:

date:

