

PROPOSED B8 SELF-STORAGE FACILITY

**LAND LOCATED ON THE CORNER OF POTTERY LANE /
AMBROSE STREET, OPENSHAW, MANCHESTER**

TRANSPORT STATEMENT

Prepared on behalf of:



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1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by Storage World Self Storage and Workspace LLP (hereafter referred to as 'Storage World' or 'the Applicant') to provide highways and transport advice in relation to a full planning application for the redevelopment of land located on the north-eastern corner of Pottery Lane / Ambrose Street, in Openshaw, Manchester.

1.1.2 The proposed redevelopment will feature a new self-storage facility (class B8) with a gross external floor area (GEA) of circa 11,975m², alongside associated access, parking and servicing arrangements.

1.2 Pre-application Scoping Discussions

1.2.1 Prior to the submission of the planning application, informal pre-application consultation was undertaken with the Local Planning Authority (LPA) at Manchester City Council (MCC).

1.2.2 With respect to transport and highways, the LPA recommended that the applicant should contact the Local Highway Authority (LHA) at MCC in order to discuss the development proposals, in terms of its layout, prior to the submission of a formal planning application.

1.2.3 Axis consequently contacted the LHA at MCC, via email, on 26th May 2022 in order to set out the proposed highway-related aspects of the proposed development (access, servicing and parking arrangements), alongside the suggested scope of the transport-related assessment work that would accompany the planning application.

1.2.4 A response was received from MCC's LHA on 8th June 2022. The comments are reproduced in **Appendix 1**, alongside Axis' original email request for pre-application scoping advice (dated 26th May 2022).

1.2.5 In summary, the LHA at MCC were generally content with the proposals and assessment scope suggested by Axis, subject to the following comments:

- On-site disabled parking and electric vehicle charging (EVC) bays (minimum 7kW) would need to be provided, alongside covered and secure cycle parking; and

- Any gates at the site access would need to be sufficiently set back from the carriageway along Ambrose Street to ensure that vehicles awaiting entry would not block passing traffic along Ambrose Street.

1.2.6 In addition to the above, the LHA also offered the following comments:

- The LHA recommend that the proposed B8 use class of the self-storage development should be discussed with the LPA; and
- The LHA expect that Transport for Greater Manchester (TfGM) would be consulted at planning application stage given the proximity of the application site to the Pottery Lane / Ambrose Street / Gorton Road signalised crossroads junction, stating that TfGM's threshold for the need to undertake junction assessments is '30 two-way peak hour trips'.

1.2.7 Axis have prepared this Transport Statement in accordance with the LHA's pre-application scoping advice. It seeks to inform MCC, which is the LPA and LHA, of the nature of the proposals and to provide an assessment of the highway-related implications associated with the scheme.

1.3 Report Structure

1.3.1 Following this introductory chapter, the structure of the remainder of this TS is as follows:

- **Chapter 2** sets out the existing conditions on and around the site, including the site location, the existing use of the site, the local highway network, and a review of the accident record on the local highway network;
- **Chapter 3** provides a high-level review of the accessibility of the site by sustainable, non-car modes of travel;
- **Chapter 4** describes the development proposals in detail and the proposed highway-related conditions around the site, including the access strategy, servicing arrangements and proposed parking arrangements;
- **Chapter 5** sets out the trips that could be generated by the existing and proposed uses of the site with reference to the TRICS Database, and forecasts the distribution of these trips across the local highway network; and
- **Chapter 6** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The application site is located on the north-western corner of the A6010 Pottery Lane / Ambrose Street / Gorton Road signalised crossroads junction, approximately 3.5km (as the crow flies) to the south-east of Manchester City Centre. It is bound by a retaining wall associated with the railway line to the north, the A6010 Pottery Lane to the west, Ambrose Street to the south and industrial land use to the east.

2.1.2 The location of the site is shown on **Plan 2.1** in the context of the local highway network.

Plan 2.1 – Site Location – Local Context



2.1.3 The location of the site is shown on **Plan 2.2** in the context of the wider highway network.

Plan 2.2 – Site Location – Wider Context



2.2 Existing Site Use and Access Arrangements

- 2.2.1 The site is currently occupied by a B2 / B8 use building with a gross external floor area (GEA) of 2,425m². This therefore provides a 'fallback' position against which the highway and transport-related impact of the proposed development is assessed.
- 2.2.2 Vehicular and pedestrian access to the existing site can be achieved via a circa 5.5m wide priority-controlled kerbed bellmouth junction on the south-eastern side of the site, off Ambrose Street. Access to the existing site is controlled by a palisade security gate which is offset circa 7m from the channel line along Ambrose Street.

2.3 Local Highway Network

Ambrose Street

- 2.3.1 Ambrose Street abuts the site to the south and provides the current means of access to / from the application site. It runs in an easterly direction from its signalised crossroads junction with the A6010 Pottery Lane and Gorton Road.

- 2.3.2 Ambrose Street is a single lane, two-way carriageway with a typical carriageway width of circa 7.3m and circa 2m wide footways on both sides. Upon approach to the A6010 Pottery Lane / Ambrose Street / Gorton Road signalised crossroads junction, the westbound lane widens to two lanes, including one right-turn only lane and one straight-ahead and left-turn lane.
- 2.3.3 Ambrose Street is subject to a 20mph speed limit. It is subject to a Traffic Regulation Order (TRO) regime in the form of double yellow lines (No Waiting At Any Time) along the northern side of Ambrose Street, extending from the A6010 Pottery Lane to the site access. There are currently no other TROs in place along Ambrose Street which has resulted in some on-street parking taking place, however this is limited in nature.
- 2.3.4 To the north of the site, there are two dedicated on-street parking areas situated within the public highway which provide enough space for approximately 14 cars to park off the carriageway.

Clayton Lane South

- 2.3.5 Approximately 160m to the west of the A6010 Pottery Lane / Ambrose Street / Gorton Road signalised crossroads junction, Ambrose Street provides access to Clayton Lane South which routes in a northerly direction, under the railway line, before ultimately terminating at the A635 Ashton Old Road to the north.
- 2.3.6 To the north of the railway line, Clayton Lane South is subject to a TRO in the form of a prohibition of driving order regime (except for access) over a distance of approximately 160m. Clayton Road South does not therefore provide a through route for traffic routing between Ambrose Street to the south and the A635 Ashton Old Road to the north (except for pedestrian and cyclists).

A6010 Pottery Lane

- 2.3.7 The A6010 Pottery Lane borders the application site to the north. It is a dual carriageway road which runs in a general north / south orientation between the A6 Stockport Road to the south and the A635 Ashton Road to the north, beyond which it becomes Alan Turing Way.

- 2.3.8 To the north of Ambrose Street and Gorton Road, Pottery Lane has a total carriageway width of approximately 20m, and this is inclusive of a 1.5m wide cycle lane on both sides of the carriageway and a circa 4m wide kerbed central reservation. Circa 2m wide footways are also provided on both sides of the carriageway.
- 2.3.9 On the northern approach to the signalised crossroads junction with Ambrose Street and Gorton Road, the southbound carriageway widens from two to three lanes, including one right-turn only lane, one ahead only lane and one ahead and left-turn lane. Signalised pedestrian crossings are also provided across Pottery Lane (and Gorton Road) which are equipped with dropped kerbs, tactile paving and pedestrian guard rails.
- 2.3.10 To the south of Ambrose Street and Gorton Road, Pottery Lane has a total carriageway width of approximately 16m which is inclusive of a circa 3m wide kerbed central reservation. In addition, this section of the carriageway provides kerb-segregated cycle tracks on both sides of the carriageway, in addition to circa 2m wide footways.
- 2.3.11 Within the vicinity of the application site, Pottery Lane is subject to a 30mph speed limit. There is a TRO regime in the form of double yellow lines and no waiting and loading restrictions for vehicles at any time on both sides of the carriageway.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the online Crashmap resource (www.crashmap.co.uk) for the most recently available complete five-year period (2016-2020 inclusive). The Crashmap extract is shown on **Plan 2.3**.

Plan 2.3 – Crashmap Extract (2016-2020 inclusive)



- 2.4.1 **Plan 2.3** shows that a total of 6 'slight' severity accidents have been recorded within the vicinity of the application site between 2016 and 2020 (inclusive), at or adjacent to the A6010 Pottery Lane / Ambrose Street / Gorton Road signalised junction. This equates to just over 1 accident (i.e. 1.2 accidents) per year, on average.
- 2.4.2 The existing highway safety record is not considered to be a cause for concern on the local highway network, particularly in view of the fact that the A6010 Pottery Lane carried in the region of 26,652 two-way traffic movements per day in 2019 (source, Department for Transport Road Traffic Statistics).
- 2.4.3 Furthermore, it is expected that accidents will be concentrated at junctions such as this is where traffic streams make conflicting movements. The pattern of accidents is typical of an urban road network and is not considered to present a material concern in the context of the proposed development.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local policy is to ensure that new 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 105 of the National Planning Policy Framework (NPPF) states that:

“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 The Greater Manchester Transport Strategy 2040 (published in February 2017 and last updated in January 2021) sets out Greater Manchester’s long-term vision for the ‘right-mix’ of transport modes across their network; specifically, for 50% of trips to be made by walking, cycling and public transport, with no net increase in motor vehicle traffic by 2040.

3.1.4 Due to the general operation of the site and the need for customers to transport their goods kept in storage, it is unlikely that a high proportion of customers will travel to and from the site by sustainable modes of transport. Notwithstanding this, for staff, the site is well situated to encourage trips to / from the development to be made by a range of sustainable alternative travel options.

3.1.5 With regards to the above, this Chapter of the report examines the accessibility of the site by the following non-car modes of transport for staff:

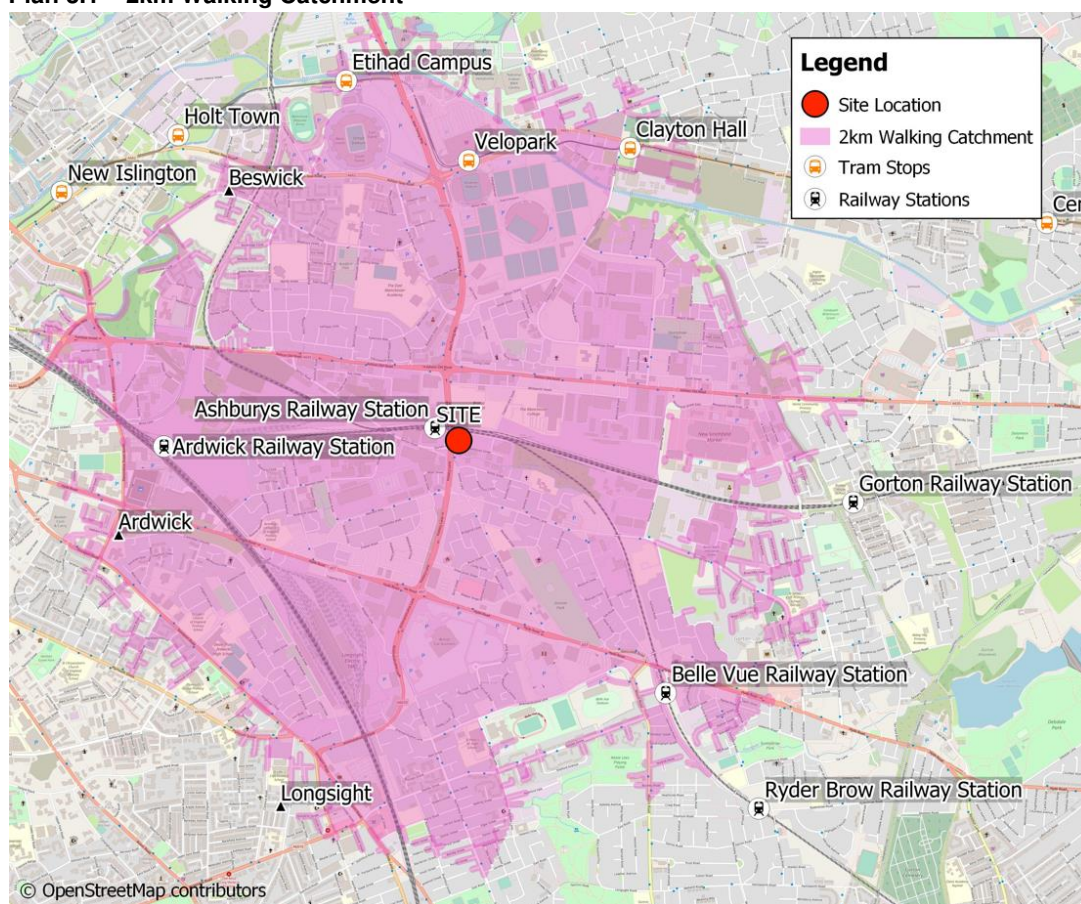
- Accessibility on foot;
- Accessibility by cycle; and,
- Accessibility by public transport.

3.2 Pedestrian Accessibility

3.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document, *'Providing for Journeys on Foot'*, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 **Plan 3.1** shows a 2km walking catchment measured from the centre of the proposal site, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.

Plan 3.1 – 2km Walking Catchment



3.2.3 The site is very well located to encourage staff trips to be made to the site on foot. **Plan 3.1** illustrates that the residential areas of Ardwick, Beswick and Longsight are located within a 2km walk distance of the application site.

3.2.4 Within the 2m catchment, there are also a number of public transport facilities, including bus stops, three railway stations (Ashburys, Ardwick and Belle Vue) and three Metrolink stations (Velopark, Clayton Hall and Etihad Campus).

3.2.5 It should also be noted that the local highway network provides a safe and realistic opportunity to reach the areas contained within the 2km walking catchment. This includes footways, street lighting and signalised pedestrian crossing points equipped with dropped kerbs and tactile paving at the key junctions surrounding the site.

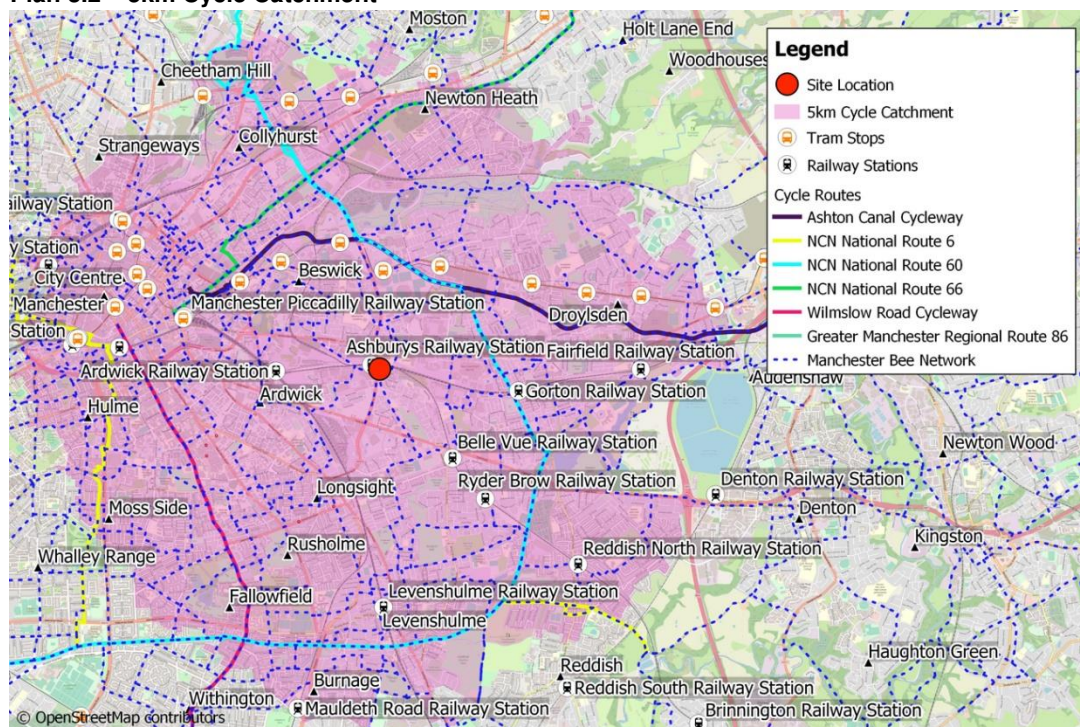
3.2.6 Accordingly, it is considered that the site is highly accessible by foot.

3.3 Accessibility by Cycle

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

3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 3.2** shows a 5km cycle catchment measured from the centre of the site.

Plan 3.2 – 5km Cycle Catchment



3.3.3 As shown on **Plan 3.2**, the 5km catchment incorporates the eastern part of Manchester City Centre, in addition to surrounding areas such as Hulme, Follow Field, Levenshulme, Droylsden and Collyhurst, amongst others.

- 3.3.4 The 5km catchment also incorporates (in blue) Greater Manchester's 'Beeway' network which has been introduced by Transport for Greater Manchester (TfGM) to encourage active travel and provides extensive cycling connections between the site and the surrounding areas of Greater Manchester.
- 3.3.5 In addition to the above, there are multiple other on- and off-road cycle routes that surround the site; for example, the Ashton Canal Cycleway, National Cycle Network (NCN) routes 6, 60 and 66, and Wilmslow Road Cycleway, as shown on **Plan 3.2**.
- 3.3.6 The 5km catchment also includes 13 railway stations and 21 Metrolink stops which therefore provides staff and visitors with the opportunity to access the site by a multi-modal journey by rail/tram and cycle.
- 3.3.7 It should also be noted that the TfGM website (<https://activetravel.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.
- 3.3.8 With regards to the above, the site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Accessibility by Bus

- 3.4.1 Guidance within the CIHT document "*Guidelines for Planning for Public Transport in Development*" recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.
- 3.4.2 The closest bus stops to the site are located along the A6010 Pottery Lane, the locations of which are shown on **Plan 3.3**. Both of these bus stops can be safely accessed within less than a 100m walk distance from the site and are therefore well within the CIHT's lower walk distance threshold.

Plan 3.3 – Location of Bus Stops, A6010 Pottery Lane



3.4.3 **Table 3.1** details the public bus services that serve the nearest stops to the application site and their typical frequencies.

Table 3.1 – Local Bus Services and Typical Frequencies

Bus Service	Service / Route Description	Typical Service Times / Frequency		
		Weekday	Saturday	Sunday / Bank Holiday
53	Pendleton - Cheetham Hill (via Salford Quays, Old Trafford, Rusholme, Gorton, Blackley and Higher Crumpsall)	2 per hour	2 per hour	1 per hour
	Cheetham Hill – Pendleton (via Higher Crumpsall, Blackley, Gorton, Rusholme, Old Trafford and Salford Quays)	2 per hour	2 per hour	1 per hour

- 3.4.4 As shown in **Table 3.1**, the bus stops nearest to the site are served by serve no. 53 which provides frequent services between Cheetham Hill and Pendleton. This service also stops at other locations across Greater Manchester and at stops which are located adjacent to Metrolink stations such as those at Salford Quays Harbour City and Sportcity Etihad Campus. This therefore provides the opportunity for staff to undertake a multimodal trip by bus and tram.

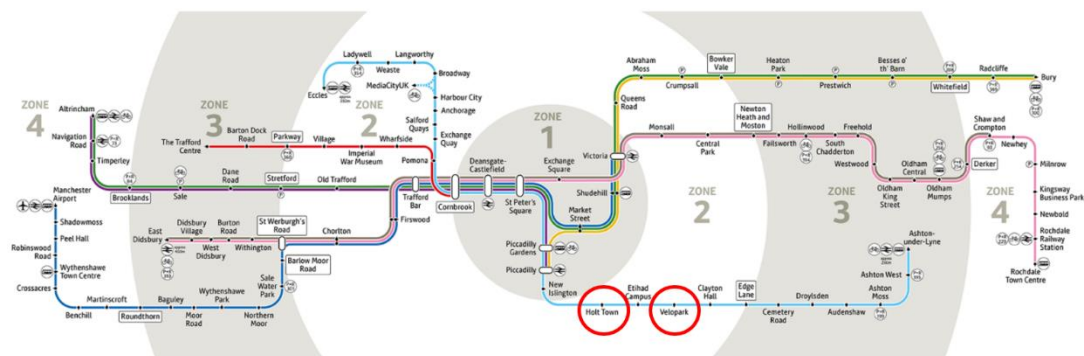
Accessibility by Rail

- 3.4.5 The nearest railway station is Ashburys which is located approximately 160m to the south-east of the application site (circa 3-minute walk). Ashburys Railway Station is operated by Northern Rail and provides regular services to Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple.
- 3.4.6 Manchester Piccadilly is a major transport interchange offering services to major national destinations, including London, Glasgow, Liverpool, Birmingham, Sheffield, Cardiff, Bristol and Newcastle. Ashbruys Railway Station therefore offers a gateway for trips to the site to be made by rail from a variety of destinations nationally.
- 3.4.7 Having regard to the above, the site is therefore considered to be accessible by rail.

Metrolink / Tram Accessibility

- 3.4.8 Velopark is the nearest tram stop to the site which can be accessed within an approximate 1.4km (circa 18 minute) walk distance from the site.
- 3.4.9 This stop is located on the Ashton-under-Lyne to Eccles line which offers frequent services (approximately every 10 minutes) in the west and eastbound directions respectively. This line also provides access to Piccadilly, Manchester Piccadilly, St Peter's Square, Deansgate-Castlefield and Cornbrook, all of which offer further interchange opportunities to all other lines of the Metrolink network.
- 3.4.10 For ease of reference, **Plan 3.4** illustrates the existing Metrolink network map.

Plan 3.4 – Metrolink Network Map



3.4.11 With regards to the above, the site is therefore considered to be accessible by tram.

3.5 Accessibility Summary

3.5.1 With regards to the above, the site is well located to facilitate staff journeys to / from the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance to a range of public transport infrastructure.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 This planning application is for a new self-storage facility, with a gross floor area (GEA) of circa 11,975m². The proposed development will also feature associated access, parking and servicing infrastructure.
- 4.1.2 The proposed development would fall within the B8 land-use use category (storage and distribution), as has been established through other planning applications for self-storage schemes, which have been approved by MCC in recent years.
- 4.1.3 The proposed site layout plan (Drawing Number MH1314-07 Re A) is contained in **Appendix 2**.

4.2 Proposed Site Access Arrangements

- 4.2.1 Vehicular access to the site will be achieved via the existing site access located to the south-east of the site, off Ambrose Street. The site access will lead to the proposed car parking and servicing area.
- 4.2.2 **Drawing Number 3232-01-ATR01 Rev A** in **Appendix 3** demonstrates that it will be possible to achieve 2.4m x 22m visibility splays in both directions from the site access in accordance with the 20mph speed limit of Ambrose Street and the design standards set out within Table 7.1 of Manual for Streets (MfS).

4.3 Servicing Arrangements

- 4.3.1 As shown on the proposed site layout plan in **Appendix 2**, the loading area, comprising three dedicated loading bays, will be located to the north-west of the application site.
- 4.3.2 **Drawing Number 3232-01-ATR01 Rev A** in **Appendix 3** demonstrates the ability of a large removals can and a 7.5T box van to safely and satisfactorily access and egress these loading bays.

- 4.3.3 Whilst a large removals van is anticipated to be the largest vehicle to require access to the site on a regular basis, there may be occasions when larger vehicles may require access to the site. As such, **Drawing Number 3232-01-ATR01 Rev A** also shows that a 16.5m articulated vehicle can access, manoeuvre and egress the site in a forward gear, without encroaching onto any car parking bays. This therefore demonstrates that the site is accessible by all vehicles that require access to the site.

4.4 Proposed Car Parking Arrangements

- 4.4.1 Appendix B of MCC's Core Strategy (2012-2027) outlines the appropriate **maximum** car parking standards for new developments.
- 4.4.2 For B8 (storage and distribution) developments, the **maximum** parking standards are 1 space per 100m². Set against the context of the proposed development (11,740m²), this equates to a total **maximum** car parking requirement of 120 spaces.
- 4.4.3 As shown on the proposed site layout plan in **Appendix 2**, the proposed development includes 33 car parking spaces in total (i.e. 1 space per 363m²), which is inclusive of 3 loading bays, 2 accessible bays and 28 staff / visitor spaces.
- 4.4.4 Of the proposed car parking spaces, 10% (3 spaces) will be equipped with electric vehicle charging (EVC) infrastructure.
- 4.4.5 The proposed number of spaces therefore falls within MCC's maximum car parking requirement set out above.
- 4.4.6 It is also noted that MCC does allow for a flexible approach to be applied. Policy T2 of MCC's Core Strategy states the following:

"The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."

- 4.4.7 This is consistent with Paragraphs 107-108 of the National Planning Policy Framework (NPPF), which state the following:

Paragraph 107 – *“If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

Paragraph 108 – *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”*

- 4.4.8 With regards to the above, local authority parking standards should not therefore be applied rigorously in all circumstances and parking provision for new development should be considered on a case-by-case basis in relation to the nature and location of the development.
- 4.4.9 The following subsections of this TS therefore seek to demonstrate that the proposed level of car parking provision will be more than sufficient to cater for the development proposals and would not cause detriment to the safety or operation of the local highway network with regards to parking.

TRICS Comparator Sites

- 4.4.10 The TRICS Database has been utilised to provide a review of the car parking provision and demand at similar B8 self-storage sites located across the UK.

- 4.4.11 Under the land use category “Employment: Warehousing (Self-storage)”, the TRICS database contains surveys at 27 locations within mainland Britain (excluding one Greater London site). The data from all of these sites has been considered to gain an understanding of the relationship between the typical maximum parking demands and the GFA of self-storage facilities.
- 4.4.12 For each of the 27 sites, the following information was extracted from the TRICS database:
- The GFA of the site; and
 - The maximum observed car parking occupancy.
- 4.4.13 The relationship between the maximum car parking demand and the GFA has been calculated for all sites. The results table contained within **Appendix 4** of this TS shows that during weekdays, a demand for 1 parking space was generated by every 448m² of GFA, on average.
- 4.4.14 When the above data is set against the context of the proposed development (11,975m²), this results in a maximum parking demand of 27 spaces.
- 4.4.15 It can therefore be concluded that the total proposed parking provision of 33 spaces will be more than sufficient to cater for the typical maximum parking demand that is forecast to be generated by the proposed development.

Car Parking Accumulation Assessment

- 4.4.16 To add further weight to the above, a car parking accumulation assessment has been undertaken using vehicular trip rates derived from the industry standard TRICS database for the proposed development, and using the corresponding arrival and departure rates to calculate the maximum parking demand in each hour.
- 4.4.17 The TRICS search criterion and assessment methodology utilised within the car park accumulation assessment is set out in **Chapter 5** of this TS.
- 4.4.18 The results of this car parking accumulation assessment are detailed in **Table 4.1** and the full car park accumulation / demand assessment is contained in **Appendix 5**.

Table 4.1 – Car Parking Accumulation Assessment

Hour	Arrivals	Departures	Accumulation
07:00-08:00	6	2	8
08:00-09:00	10	6	13
09:00-10:00	12	9	16
10:00-11:00	12	11	17
11:00-12:00	11	11	17
12:00-13:00	13	14	16
13:00-14:00	12	13	15
14:00-15:00	12	12	15
15:00-16:00	10	11	13
16:00-17:00	10	11	12
17:00-18:00	5	9	8
18:00-19:00	4	6	6
19:00-20:00	3	9	0

4.4.19 The data summarised in **Table 4.1** demonstrates that the maximum level of car park occupancy is expected to occur between 10:00 and 12:00, with a maximum parking demand of 17 vehicles in any one hour.

4.4.20 With regards to the above, the actual parking capacity on site is forecast to be more than sufficient to accommodate the forecast demand from the proposed development, alongside any occasional spikes in activity. The results are therefore consistent with those associated with the assessment of comparator self-storage sites.

Accessibility of the Site by Sustainable Modes of Travel

4.4.21 The development site benefits from being situated in a highly accessible location which provides excellent public transport services to a range of destinations whilst also being connected to high-quality foot and cycle infrastructure, which provides safe and efficient connections to the surrounding residential areas.

4.4.22 A Framework Travel Plan, which will be formalised once the site is fully operational, has also been submitted as an accompanying document to the application which sets out a range of measures to encourage staff trips to be made by these sustainable travel modes and to reduce the number of single occupancy car journeys made to the site.

4.4.23 It is therefore considered likely that a number of staff trips will utilise these sustainable alternatives and be encouraged to do so, therefore reducing the car parking demand associated with staff accordingly.

- 4.4.24 With regards to all of the information presented above, it is considered that the strict appliance of the maximum parking standards to all B8 land uses would result in a largely inefficient use of space, and would contradict national and local policies which seek to encourage the use of sustainable, non-car modes of travel, where possible (in this instance, by staff). The parking standards should not therefore be applied slavishly in this instance.

4.5 Proposed Cycle Parking Arrangements

- 4.5.1 Appendix B of MCC's Core Strategy also contains the *minimum* cycle parking standards for new development.
- 4.5.2 For B8 developments, the *minimum* cycle parking standard is 1 space per 850m² (minimum of 2 spaces). When applied to the proposed development (11,975m²), this equates to a *minimum* cycle parking requirement of 14 spaces.
- 4.5.3 With regards to the above, 14 covered and secure cycle parking spaces will be provided to the north-west of the site, adjacent to the building's entrance, as shown on the proposed site plan in **Appendix 2**.

5.0 FORECAST TRAFFIC GENERATION

5.1 Introduction

5.1.1 This Chapter of the report sets out the traffic generation forecasts associated with the existing use of the site, the proposed development, and the resultant net difference in trip demand.

5.2 Existing Use Trip Generation – Industrial Units

5.2.1 The vehicle trip demand associated with the site's existing use has been forecast in accordance with weekday vehicle trip rates derived from the industry-standard TRICS database.

5.2.2 TRICS is a widely accepted national database of historical trip demand data and contains observed traffic information for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.

5.2.3 For the purpose of obtaining trip rates for the site's approved use, the following search criteria has been applied within the TRICS database:

- TRICS land use category – “Employment – Industrial Units”;
- Mainland Britain sites only (excluding Greater London);
- Weekday surveys only; and
- Selection by GFA.

5.2.4 The full TRICS output is contained in **Appendix 6** and **Table 5.1** summarises the weekday AM and PM peak hour trip rates (per 100m²), and the associated trip generation forecasts when these trip rates are applied to the existing site (2,425m²).

Table 5.1 – Existing Use Trip Rates (per 100m²) and Trip Generation Forecasts

	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Trip Rates (per 100m ²)	0.422	0.084	0.022	0.343
Trip Generation (2,425m ²)	10	2	1	8

5.2.5 A review of **Table 5.1** demonstrates that the existing site is capable of generating around 12 two-way vehicle trips in the AM peak hour and 9 two-way vehicle trips in the PM peak hour.

5.2.6 This is therefore the 'fallback' position in planning and traffic generation terms, against which the impact of the proposed development should be assessed by comparison.

5.3 Proposed Use Trip Generation – B8 Self-Storage Facility

5.3.1 The TRICS database has been interrogated for weekday surveys of self-storage developments in order to calculate the anticipated future trip demand of the proposed development.

5.3.2 The full TRICS outputs are included in **Appendix 7**. The selection criterion that has been applied within TRICS is set out as follows:

- TRICS land use category – “Employment – Warehousing (Self-storage)”;
- Mainland Britain sites only (excluding Greater London);
- Weekday surveys only; and
- Selection by GFA.

5.3.3 **Table 5.2** summarises the weekday AM and PM peak hour trip rates (per 100m²) and the associated trip generation forecasts when these trip rates are applied to the proposed development (11,975m²).

Table 5.2 – Proposed Use Trip Rates (per 100m²) and Trip Generation Forecasts

	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Trip Rates (per 100m ²)	0.085	0.048	0.043	0.077
Trip Generation (11,975m ²)	10	6	5	9

5.3.4 As shown in **Table 5.2**, the proposed development is forecast to generate a total of some 16 two-way vehicle trips in the AM peak hour and 14 two-way trips in the PM peak hour.

5.4 Net Forecast Trip Generation of the Proposed Development

- 5.4.1 The likely net operational impact of the proposed development is effectively the difference between the predicted total new trip demand anticipated to be generated by the proposed B8 development and the trip demand associated with the existing use of the site, as summarised in **Table 5.3**.

Table 5.3 – Net Forecast Multi-modal Trip Generation of the Existing and Proposed Uses

	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Existing Trip Generation	10	2	1	8
Proposed Trip Generation	10	6	5	9
Net Difference	0	+4	+4	+1

- 5.4.2 Review of **Table 5.3** demonstrates that the proposed development is forecast to generate a net increase of just 4 two-way vehicle trips in the weekday AM peak hour and a net increase of 5 two-way trips in the weekday PM peak hour, on average. Volumetrically, this equates to one additional two-way trip every 15 minutes in the AM peak hour and one additional trip every 12 minutes in the PM peak hour, on average.
- 5.4.3 Although now superseded, the Department for Transport's (DfT's) document "*Guidance on Transport Assessment*" (GoTA) indicates, in para 2.11, that detailed capacity assessment work should only be necessary where a new development might generate 30 or more two-way vehicle trips in any hour.
- 5.4.4 With respect to the above, the requirement to undertake additional assessment work at any off-site junctions on the local highway network is considered to be unnecessary given that the forecast two-way peak hour development trips are considerably below the threshold set out in GoTA, even when assessment in isolation (i.e. not by comparison to the existing use of the site).
- 5.4.5 The forecast trip generating potential of the site is not therefore considered to give rise to any unacceptable impact on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Storage World Self Storage and Workspace LLP to provide highways and transport advice in relation to a full planning application for a new self-storage facility (class B8) on land located on the north-eastern corner of Pottery Lane / Ambrose Street, in Openshaw, Manchester.
- 6.1.2 The application site is currently occupied by a B2 / B8 use building with a GEA of approximately 2,425m² which is accessed via a priority controlled kerbed bellmouth junction off Ambrose Street. This therefore provides a 'fallback' position against which the highway and transport-related impact of the proposed development is assessed.
- 6.1.3 A high-level review of the accidents recorded on the local highway network within the most recently available five-year period (2016-2020 inclusive) has been carried out. The analysis does not indicate that there are any existing highway safety issues that could be exacerbated by the proposed development.
- 6.1.4 The sustainability of the site has also been assessed in terms of its accessibility by walking, cycling and public transport modes of transport. Accessibility by these modes has been found to be high, with very good pedestrian and cycle friendly infrastructure and public transport provision in the area. Overall, the site is considered to be very accessible to sustainable travel modes.
- 6.1.5 Vehicular access to the proposed development will be provided via the existing priority-controlled kerbed bellmouth junction to the south-east of the site, off Ambrose Street. Appropriate 2.4m x 40m visibility splays will be achievable from the site access in accordance with the 20mph of Ambrose Street and guidance contained within MfS.
- 6.1.6 A total of 33 car parking spaces will be provided as part of the proposed development. This is considered to be sufficient in view of the scale and nature of the proposals as a self-storage facility, and the highly accessible nature of the site in relation to sustainable non-car modes of transport.

- 6.1.7 Swept path analysis has been undertaken of the proposed parking and servicing area which demonstrates that the site can be accessed safely and satisfactorily by the largest vehicles that are anticipated to use it.
- 6.1.8 This TS sets out the trip generation forecasts associated with the existing use of the site, the proposed development, and the resultant net difference in trip demand.
- 6.1.9 When assessed in isolation, the proposed development is forecast to generate a gross total of 16 two-way vehicle trips in the AM peak hour and 14 two-way trips in the PM peak hour. When compared against the existing use of the site, the proposed development is forecast to generate a net increase of just 4 two-way vehicle trips in the AM peak hour and a net increase of 5 two-way trips in the PM peak hour, respectively.
- 6.1.10 The proposed development is therefore considered to be acceptable from a trip generation perspective and would not give rise to any unacceptable impact on the local highway network.

6.2 Conclusion

- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in paragraph 111 of the NPPF which states that developments should only be prevented or refused if the traffic impact on the road network would be 'severe'.
- 6.2.2 Thereby, it is considered that there should be no reason to withhold planning permission from a transport perspective.

APPENDIX 1 – LHA PRE-APPLICATION SCOPING DISCUSSIONS

Alex Bannister

From: Alex Bannister
Sent: 26 May 2022 12:35
To: n.bayliss-rowe@manchester.gov.uk
Cc: Thomas O'Kane; Olivia Carr; sue.wills@manchester.gov.uk
Subject: *Confidential* Request for Scoping Advice - Self Storage Facility, Pottery Lane / Ambrose Street, Manchester
Attachments: Site Location.JPG; MH1314-SK37 Proposed Site Plan.pdf; Drawing No.3232-01-ATR01.pdf; TRICS Car Parking Demand Analysis.pdf; Car Park Accumulation Assessment.pdf

Dear Neil,

Axis have been appointed by Storage World Self Storage and Workspace LLP to undertake an assessment of the transport-related implications associated with an upcoming planning application for a proposed new B8-use self-storage facility (11,740m²) on a site located to the north-east of the A6010 Pottery Lane / Ambrose Street signalised crossroads junction, in Openshaw, Manchester (site location plan attached).

The site currently accommodates several B2 / B8 use units with a total floorspace of circa 2,520m², which are accessed via a priority-controlled kerbed bellmouth junction off Ambrose Street. This therefore provides a 'fallback' position against which the highway and transport-related impact of the proposed development should be assessed.

As you may be aware, a pre-application enquiry was recently submitted to MCC for the proposed development, and as part of the response to this the Planning Officer (Sue Willis, cc'd) recommended that consultation should be undertaken with the local highway authority in order to agree the proposed site layout plan, prior to the submission of the full planning application.

With respect to the above, I therefore write to you to set out the proposed highway-related aspects of the proposed development (access, servicing and parking), alongside the proposed scope of the transport-related assessment work that will accompany the upcoming planning application. I would be most grateful if you could kindly review the information presented below and provide your comments by reply.

Proposed Site Layout Plan

Please find attached a copy of the latest proposed site layout plan.

In summary, the proposed development will comprise a total of 34 spaces which is inclusive of 3 loading bays, 2 accessible bays and 29 spaces for staff and visitors. The proposed car parking and servicing area would be accessed via the existing site access junction located off Ambrose Street.

Drawing Number 3232-01-ATR01 (also attached) demonstrates that it will be possible to achieve 2.4m x 22m visibility splays in both directions from the site access in accordance with the posted 20mph speed limit along Ambrose Street and guidance contained in Table 7.1 of Manual for Streets.

Drawing Number 3232-01-ATR01 also shows the swept path analysis that has been undertaken of the proposed parking and servicing area. Whilst large removals vans and 7.5T vans are anticipated to be the largest vehicles to require access to the site on a regular basis, there may be some occasions when larger vehicles may require access to the site. **Drawing Number 3232-01-ATR01** therefore shows the ability of a 16.5m articulated vehicle to safely and satisfactorily access, manoeuvre and egress the site in a forward gear.

With respect to the number of car parking spaces, it is noted that MCC's maximum parking standards for B8 'storage and distribution' development is 1 space per 100m² which, when set against the context of the

floorspace of the proposed building (11,740m²), equates to a maximum parking requirement of 117 spaces. As set out above, the 34 spaces proposed represents 1 space per 345m² and therefore falls within MCC's maximum standard.

This level of parking provision is considered to be appropriate for the scale and nature of the development for the following (not exclusive reasons):

1. The B8 land use category covers all "Storage and Distribution" uses (including open air storage) and mostly comprise large scale distribution centres and commercial warehouses which generally have a high turnover of vehicular movements, and markedly different traffic characteristics to a self-storage facility. Given the nature of the scheme, in which storage units are rented out to domestic and commercial tenants, it is considered that such developments operate in a notably different way to typical B8 sites and do not therefore fit particularly well into the B8 land use category. On this basis, it is considered that the strict appliance of MCC's maximum parking standards to all B8 land uses would result in a largely inefficient use of space (evidenced by Point 2 below), and would contradict local and national policies which seek to encourage the use of sustainable, non-car modes of travel, where possible (in this instance, by staff).
2. A review of the TRICS database demonstrates that the actual parking demand for self-storage sites (notwithstanding the ratio of spaces provided) is approximately 1 space per 448m² (analysis attached for reference). If this ratio is applied to the proposed floorspace (11,740m²), this would equate to a maximum parking demand for 26 spaces, thereby demonstrating that the proposed 34 spaces would be more than sufficient to accommodate the parking demand of the proposed development, with spare capacity to accommodate any potential occasional spikes in activity.
3. To add further weight to the above, a car parking accumulation assessment has also been undertaken using the forecast TRICS based trip demand data for the proposed development (see below). The results of this assessment are attached for reference, which demonstrate that the maximum level of car park occupancy is expected to occur between 10:00 and 12:00, with a maximum parking demand for 17 vehicles.

When set in the context of the above, the proposed parking provision is considered to be appropriate to accommodate the parking demand of the proposed development, and would not represent a cause for concern with regards to overspill parking. It is also noted that lower parking ratios have recently been approved at other self-storage facilities in the Greater Manchester area, including:

- MCC Planning Application 116810/FO/2017 – Self Storage Facility, Land at Elm Road and Water Street, Manchester – 1 space per 251m²
- Trafford Metropolitan Borough Council Planning Application 96337/FUL/18 – Self Storage Facility, Chester Road, Stretford – 1 space per 348m²
- Wigan Council Planning Application A/19/87889/MAJOR – Self Storage Facility, Pitt Street, Wigan – 1 space per 423m²

Suggested Scope of the Assessment

An assessment has been undertaken of the trip generation forecasts associated with the existing site, the proposed development and the net difference in trip demand. To do so, average weekday vehicle trip rates have been extracted from the TRICS database for the following land use categories:

- Existing Site – "Employment – Industrial Unit"; and
- Proposed Development – "Employment – Warehousing (Self-storage)".

The table below summarises the weekday AM and PM peak hour vehicle trip rates and trip generation forecasts associated with the existing site, the proposed development and the net difference in trip demand.

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrive	Depart	Arrive	Depart
Existing Site (Industrial Units)				
Trip Rates	0.422	0.084	0.022	0.343

(per 100m ²)				
Trip Generation (2,520m ²)	11	2	1	9
Proposed Development (Self Storage Facility)				
Trip Rates (per 100m ²)	0.085	0.048	0.043	0.077
Trip Generation (11,740m ²)	10	6	5	9
Net Difference				
Trip Generation	-1	+4	+4	0

The above table demonstrates that the proposed development would generate a total of 13 two-way trips in the AM peak hour and 10 two-way trips in the PM peak hour. When set against the context of the existing use of the site, the proposed development would generate just 4 additional two-way trips during the weekday AM and PM peak hours, respectively.

Although now superseded, the DfT's "*Guidance on Transport Assessment*" document indicates, in para 2.11, that detailed capacity assessment work of the type found within a Transport Assessment should only be necessary where a new development might generate 30 or more two-way vehicle trips in any hour. Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference to consider the scale and nature of assessment work that is required.

When the trip generation forecasts associated with the proposed development are considered in this context, it is considered that a Transport Statement (TS) and Framework Travel Plan would be an appropriate form of assessment to accompany the planning application.

It is suggested that the TS would include the following:

- Review of existing conditions on and around the site, including a description of the site location, existing use, the local highway network and a review of personal injury accident data on the local highway network using the online Crashmap resource for the most recently available 5-year period;
- An appraisal of the accessibility of the site by non-car modes of transport, including by foot, cycle and public transport;
- Review of the development proposals including a description of the access, parking and servicing arrangements and swept path analysis;
- A detailed justification for why the proposed level of car parking should be satisfactory, expanding on the information presented within this email;
- An assessment of the peak hour traffic generation forecasts associated with the existing and proposed uses on the site (as above); and
- Summary and conclusions.

I would be most grateful if you could kindly review the above information and confirm that the suggested approach would be acceptable.

I hope this is OK and many thanks in advance. Please do not hesitate to get in touch should you wish to discuss.

Kind Regards,

Alex Bannister
Senior Transport Planner



alexbannister@axisped.co.uk

T: 0844 8700 007* | M: 07531 234439

Camellia House, 76 Water Lane, Wilmslow, Cheshire, SK9 5BB

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Alex Bannister

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 08 June 2022 07:35
To: Alex Bannister
Subject: *Confidential* Request for Scoping Advice - Self Storage Facility, Pottery Lane / Ambrose Street, Manchester

Hi Alex. Further to your email to Neil on 26th May, please find attached our comments:

Self-Storage Facility, Pottery Lane / Ambrose Street, Manchester

With regard to use class, we would query whether B8 is appropriate for this development. Whilst we would accept that a self-storage facility is likely to generate a lower demand for car parking than a standard B8 use, if the development was converted to a traditional storage and distribution facility in future then insufficient on-site parking would be available and a potentially increased amount of traffic generated would not have been accounted for. We would recommend that the use class for the self-storage development is discussed with the planning team.

On-site disabled parking and electric vehicle charging bays (min 7kW) would need to be provisioned, with secure and sheltered cycle storage.

In terms of site access, in principle we have no issues with the existing vehicle access off Ambrose Street on condition that any gates would be set back so that vehicles awaiting entry will not block Ambrose Street.

Given the proximity of the development to the existing signalised junction (Ambrose St/Pottery Lane) we would expect that TfGM (UTC) would be consulted at planning application stage. They would assess the trip analysis and consider whether the development is likely to impact on the junction. Their threshold for junction assessment is 30 two-way peak hour trips.

For items requiring inclusion in any forthcoming transport statement, subject to the above your suggestions are acceptable.

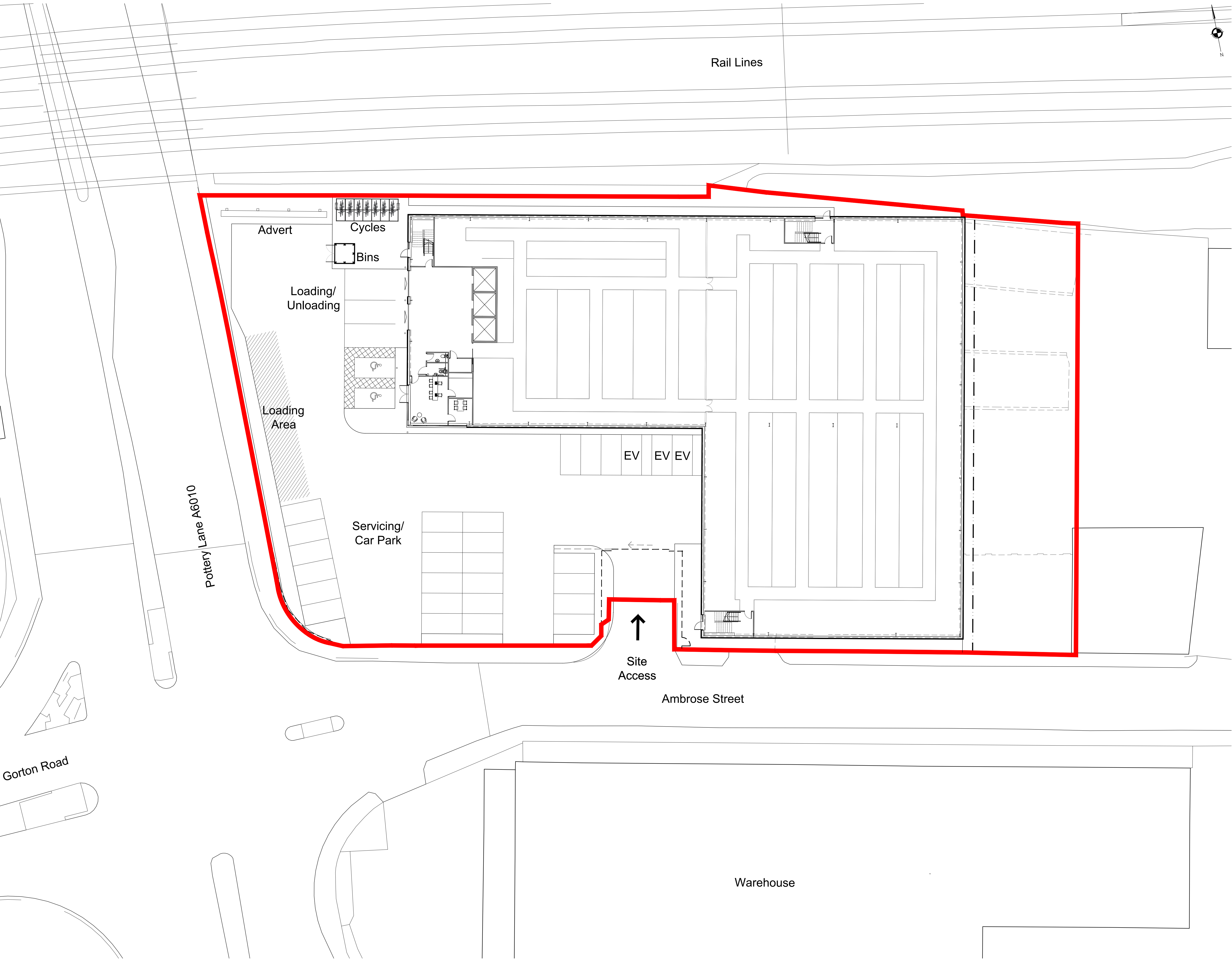
Regards,

Andy Connell (Working Times Monday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
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E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

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APPENDIX 2 – PROPOSED SITE LAYOUT PLAN



SCHEDULE OF ACCOMMODATION:		
SITE AREA	1.27 Acres	
	0.52 Hectares	
LINE OF FENCE/RETAINING WALL		
GROSS INTERNAL FLOOR AREA		
GROUND FLOOR	2,320sqm	/ 24,974sqft
FIRST FLOOR	2,320sqm	/ 24,974sqft
SECOND FLOOR	2,320sqm	/ 24,974sqft
THIRD FLOOR	2,320sqm	/ 24,974sqft
FOURTH FLOOR	2,320sqm	/ 24,974sqft
TOTAL FLOOR AREA -	11,600sqm	/ 124,870sqft
GROSS EXTERNAL FLOOR AREA		
GROUND FLOOR	2,395sqm	/ 25,782sqft
FIRST FLOOR	2,395sqm	/ 25,782sqft
SECOND FLOOR	2,395sqm	/ 25,782sqft
THIRD FLOOR	2,395sqm	/ 25,782sqft
FOURTH FLOOR	2,395sqm	/ 25,782sqft
TOTAL FLOOR AREA -	11,975sqm	/ 128,910sqft
PARKING SPACES	25no. STANDARD SPACES	
	3no. LOADING SPACES	
	2no. DDA SPACES	
	3no. EV SPACES	
	14no. CYCLE SPACES	

B	STAIR AMENDED, BINSTORE ADDED	10.10.22	PS	GB
A	PLAN AMENDED	03.10.22	PS	GB
Rev	Description	Date	By	CHK

Status	Purpose for Issue
Planning ☐	Tender ☐
Construction ☐	As Built ☐
INFORMATION	

Client
STORAGE WORLD

Contract
PROPOSED WORKS
STORAGE WORLD, AMBROSE STREET,
MANCHESTER

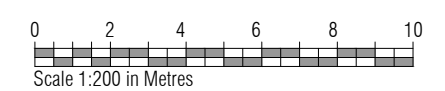
Drawing
PROPOSED SITE PLAN

bateandtaylor
architects

macintosh house
4a cambridge street
manchester m1 5gg
tel: 0161 236 0999
fax: 0161 236 0404
mail@bate-taylor.co.uk

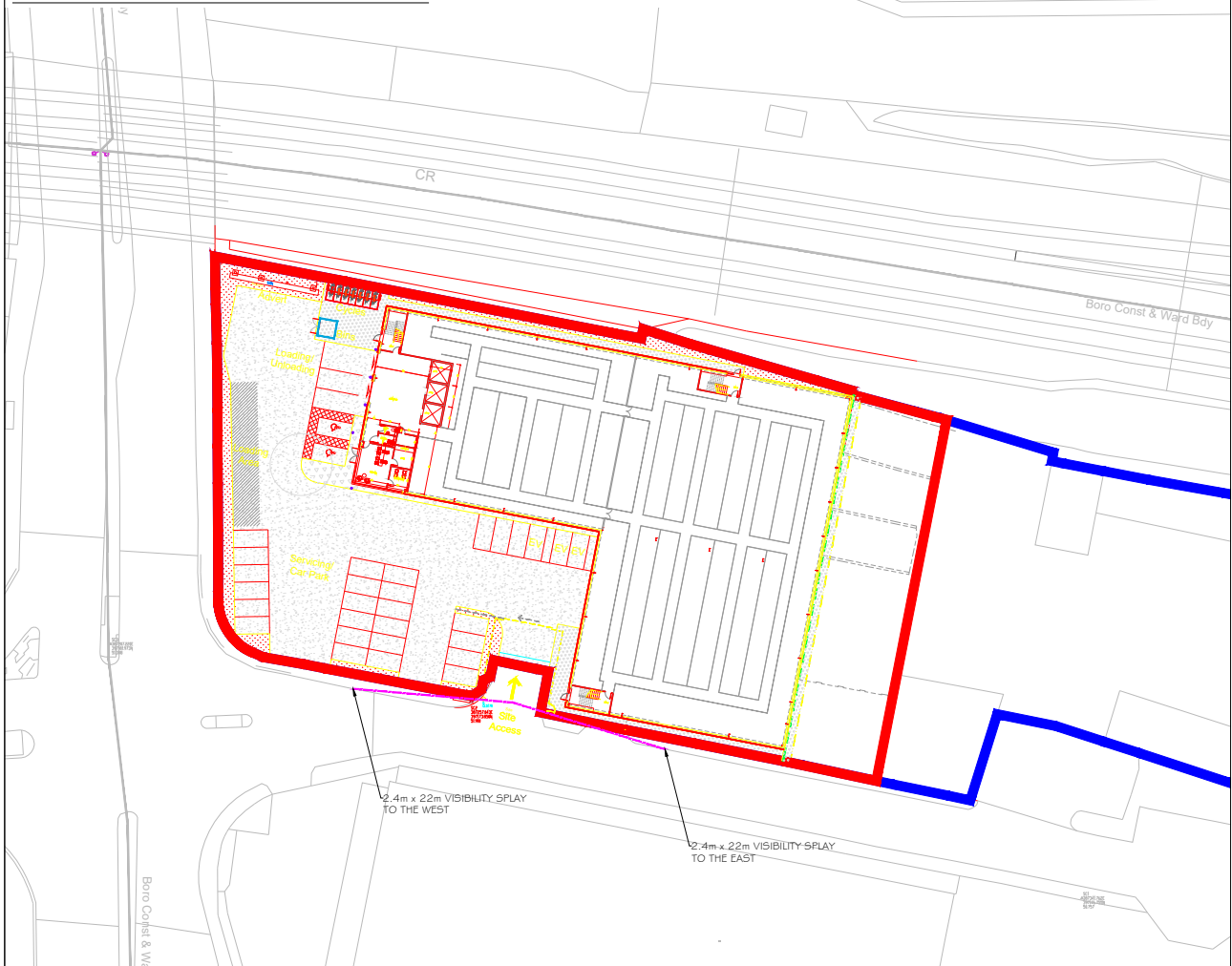
Drawing No.	MH1314-07	Revision	B
Scales	1:200@A1	Date	SEPT '22
Drawn	PS	Checked	GB

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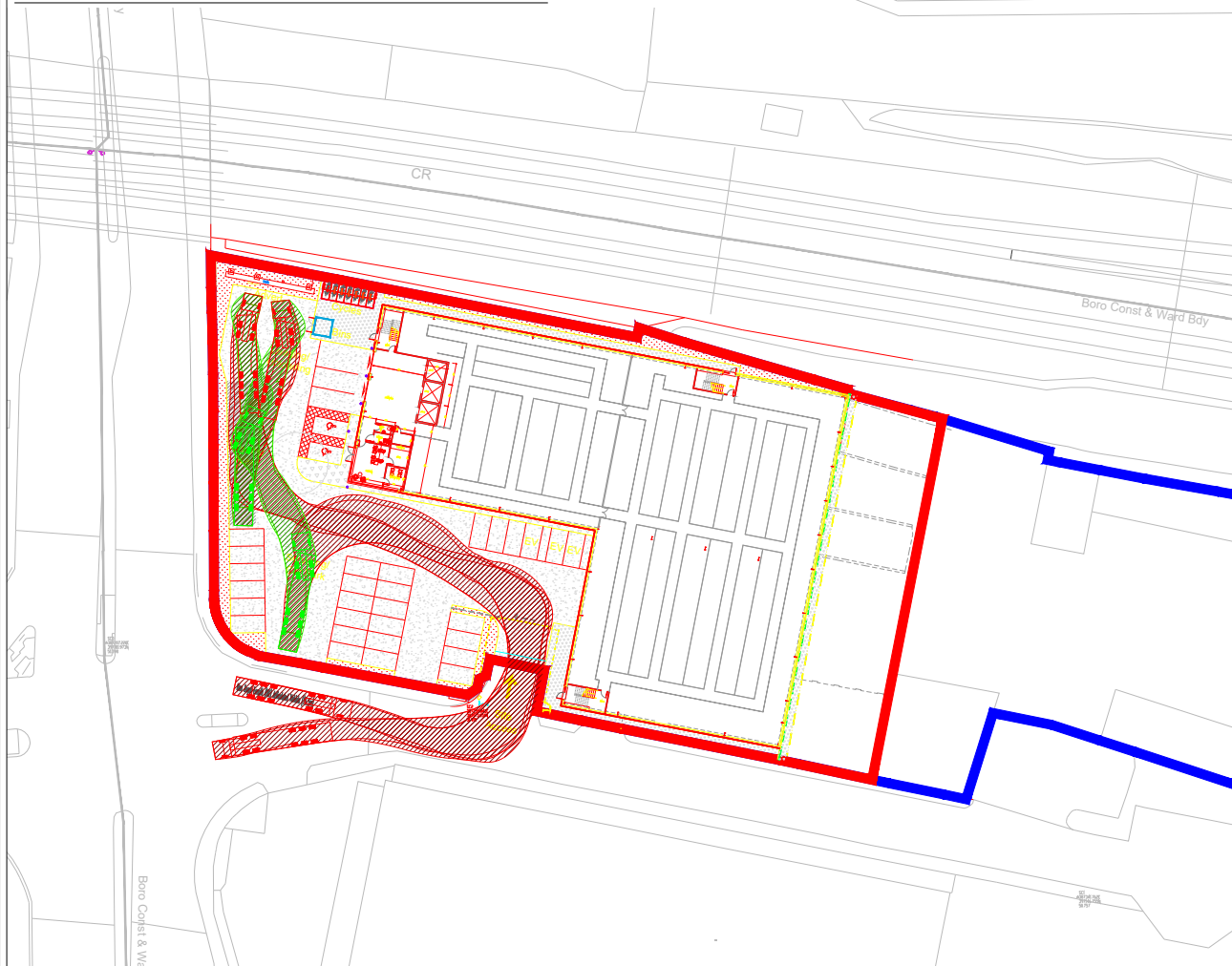


APPENDIX 3 – DRAWING NUMBER 3232-01-ATR01 REV A

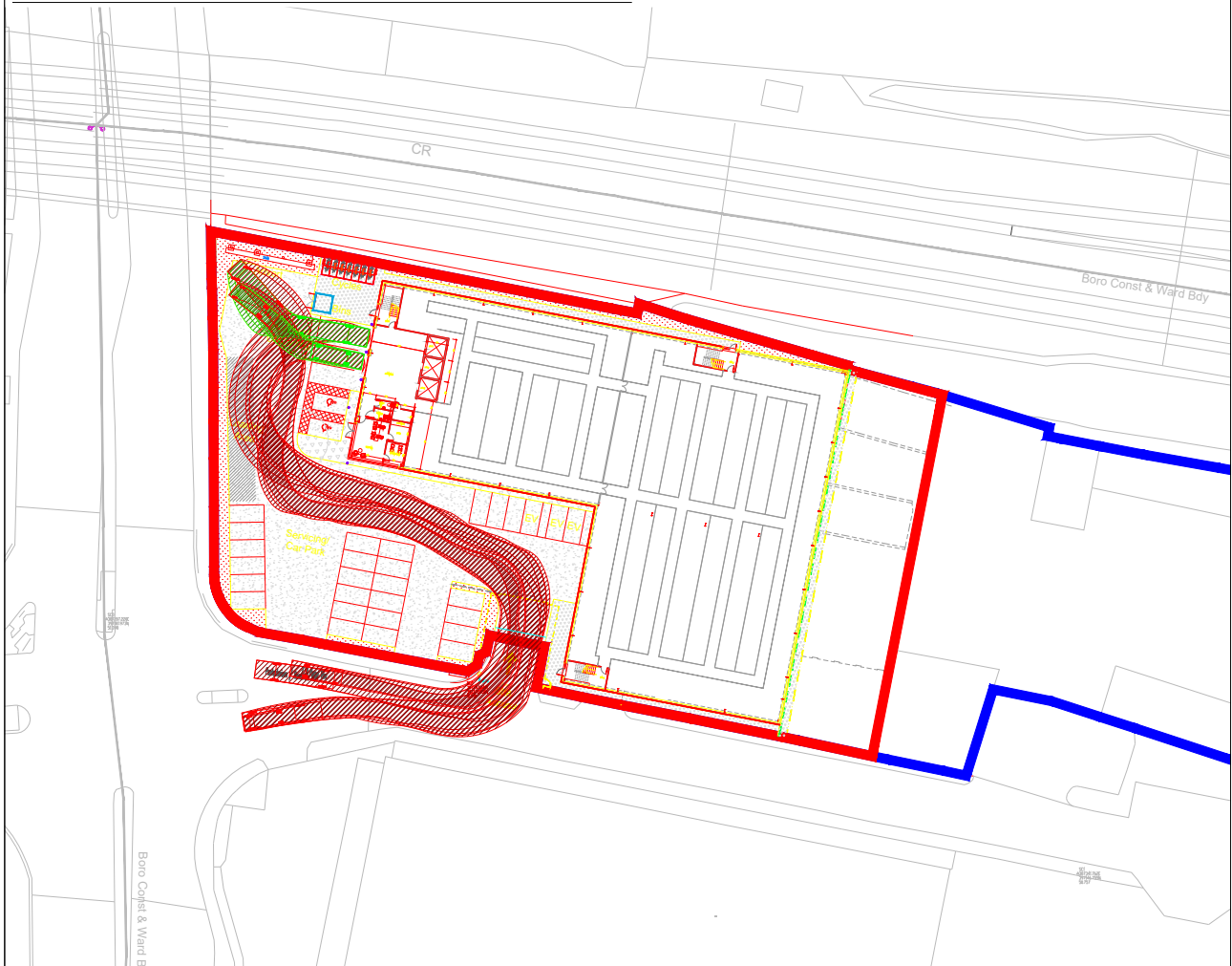
SITE ACCESS JUNCTION VISIBILITY SPLAYS



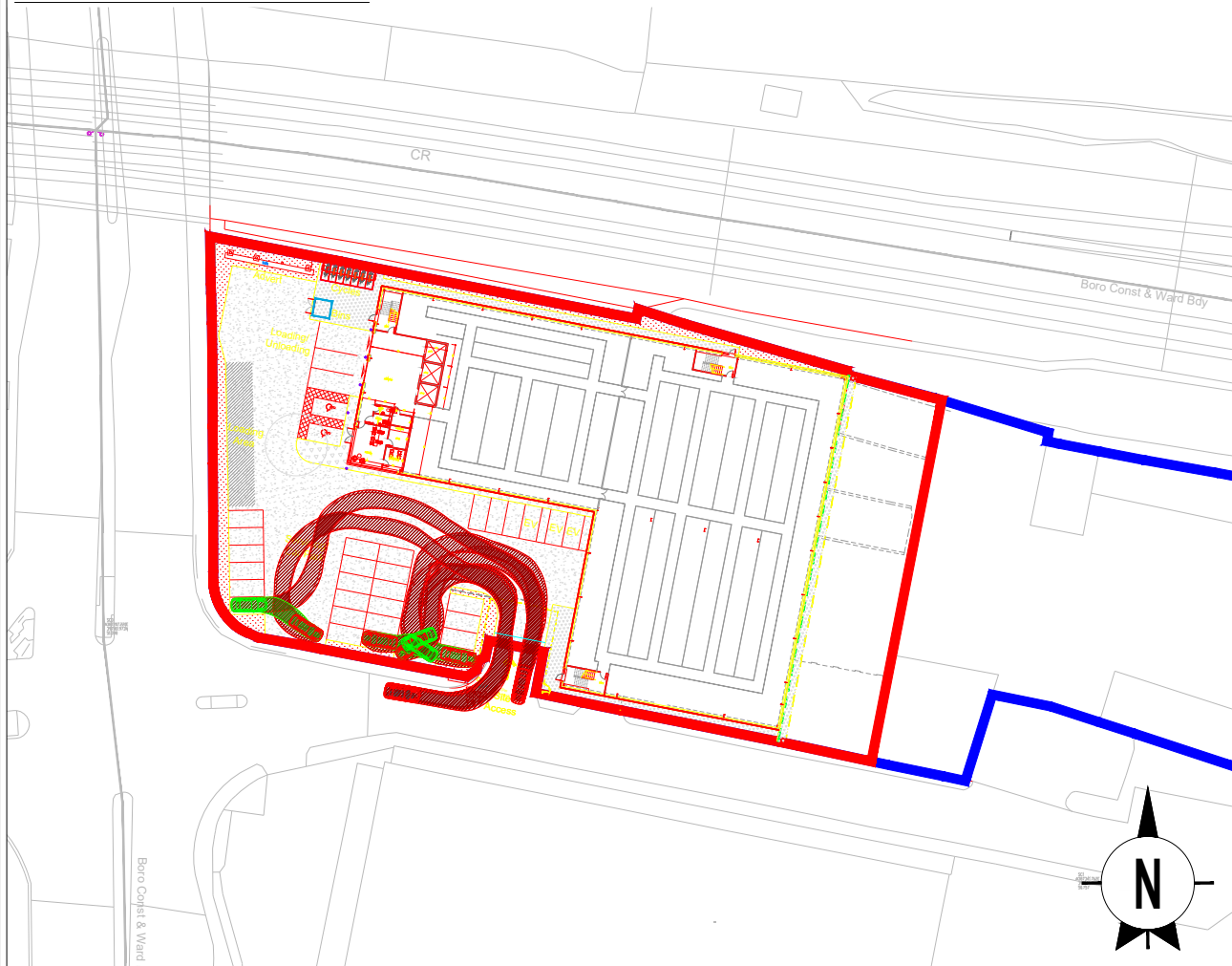
SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE



SWEPT PATH ANALYSIS - LARGE REMOVALS VAN AND 7.5T VAN



SWEPT PATH ANALYSIS - LARGE CAR

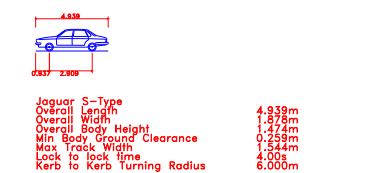
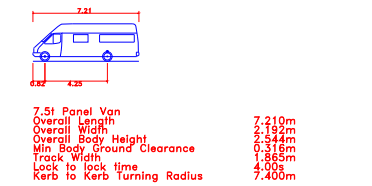
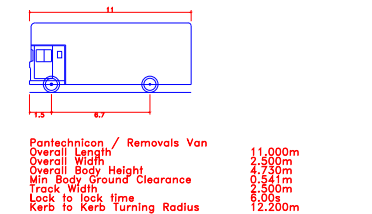
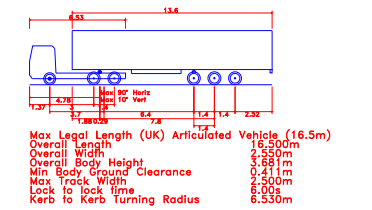


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Revision History		Date
A	UPDATED PROPOSED SITE LAYOUT PLAN	17-10-22

KEY	
—	APPLICATION SITE BOUNDARY
—	SITE OWNERSHIP BOUNDARY

VEHICLES USED IN TRACKING



Cheshire Office: Well House Barns Bruton Cheshire CH4 9DH		South Manchester Office: Camilla House 76 Water Lane Wilmslow SK9 9BB		axis
0844 8700 007		www.axisped.co.uk		
client: STORAGE WORLD SELF STORAGE AND WORKSPACE LLP				
project: STORAGE WORLD, AMBROSE STREET				
drawing title: SITE ACCESS JUNCTION VISIBILITY SPLAYS & SWEPT PATH ANALYSIS				
date: MAY 2022			drawn by: AB	checked: --
drawing number: 3232-01-ATRO1			status: PRELIMINARY	
scale(s): 1:1000@A3			rev: A	
planning environment design				

APPENDIX 4 – TRICS CAR PARKING DEMAND ANALYSIS

3232-01 Storage World, Ambrose Street

Summary of Employment: Warehousing (Self-storage) sites contained within TRICS

TRICS SELF-STORAGE SITES - ALL SITES						
Site Reference	Total GFA	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Car Parking Occupancy	% Occupancy Rate	Maximum Parking Demand Per GFA
AN-02-E-01	***Sites in Northern Ireland - excluded from data***					
BU-02-E-01	5700	13	438	10	77%	570
CA-02-E-01	4400	24	183	13	54%	338
CA-02-E-02	2675	22	122	13	59%	206
CA-02-E-03	3205	15	214	7	47%	458
CB-02-E-01	3100	9	344	5	56%	620
CF-02-E-01	4200	33	127	15	45%	280
DL-02-E-01	3275	9	364	7	78%	468
DS-02-E-01	1900	30	63	9	30%	211
EX-02-E-02	5350	18	297	13	72%	412
KC-02-E-01	5925	14	423	11	79%	539
KC-02-E-03	5575	45	124	11	24%	507
LB-02-E-01	***London based site - excluded from data***					
MS-02-E-01	8000	9	889	8	89%	1000
NF-02-E-01	2650	25	106	8	32%	331
NF-02-E-02	6830	31	220	9	29%	759
NT-02-E-01	14000	36	389	5	14%	2800
NT-02-E-02	2860	10	286	4	40%	715
NW-02-E-01	4261	35	122	18	51%	237
NY-02-E-01	1350	10	135	5	50%	270
SF-02-3-01	1530	105	15	4	4%	383
TW-02-E-01	5500	20	275	11	55%	500
WK-02-E-01	5046	66	76	22	33%	229
WK-02-E-02	2769	21	132	13	62%	213
WL-02-E-01	4925	25	197	13	52%	379
WM-02-E-01	4645	7	664	20	286%	232
WM-02-E-02	7000	11	636	5	45%	1400
WS-02-E-01	3000	24	125	8	33%	375
WY-02-E-01	2500	10	250	6	60%	417
AVERAGE	4525	25	267	10	1	448

Application of Average Maximum Parking Demand per GFA applied to Application Site

GFA of Proposed Development	Total Parking Spaces	GFA per Parking Space (sqm)	Maximum Parking Occupancy (based on UK Average Maximum Parking Demand per GFA)
11975	20	599	27

APPENDIX 5 – CAR PARK ACCUMULATION ASSESSMENT

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Employment - Warehousing (Self-storage)

Proposed GFA: 11975 m²

No. of required overnight spaces/

Manually adjusted initial occupation no. 4 (manual adjustment to remove end of day negative parking demand)

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	4
01:00-02:00	0.000	0.000	0	0	4
02:00-03:00	0.000	0.000	0	0	4
03:00-04:00	0.000	0.000	0	0	4
04:00-05:00	0.000	0.000	0	0	4
05:00-06:00	0.000	0.000	0	0	4
06:00-07:00	0.000	0.000	0	0	4
07:00-08:00	0.048	0.014	6	2	8
08:00-09:00	0.085	0.048	10	6	13
09:00-10:00	0.103	0.075	12	9	16
10:00-11:00	0.099	0.088	12	11	17
11:00-12:00	0.093	0.094	11	11	17
12:00-13:00	0.110	0.120	13	14	16
13:00-14:00	0.101	0.110	12	13	15
14:00-15:00	0.097	0.098	12	12	15
15:00-16:00	0.080	0.094	10	11	13
16:00-17:00	0.084	0.092	10	11	12
17:00-18:00	0.043	0.077	5	9	8
18:00-19:00	0.034	0.050	4	6	6
19:00-20:00	0.027	0.075	3	9	0
20:00-21:00	0.000	0.000	0	0	0
21:00-22:00	0.000	0.000	0	0	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 17

Peak Demand Period: 10:00-11:00

axis

Car Park Accumulation / Demand Assessment - Proposed
B8 Self-storage Facility

Pottery Lane / Ambrose Street, Manchester

Oct-22

Job Number - 3232-01

Appendix 5

APPENDIX 6 – TRICS OUTPUTS (EXISTING USE)

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220525-0555

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
HC HAMPSHIRE	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
DV DEVON	1 days
GS GLOUCESTERSHIRE	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
HE HEREFORDSHIRE	1 days
WM WEST MIDLANDS	2 days
08 NORTH WEST	
CH CHESHIRE	1 days
LC LANCASHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
TV TEES VALLEY	1 days
10 WALES	
VG VALE OF GLAMORGAN	1 days
11 SCOTLAND	
SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1010 to 5070 (units: sqm)
 Range Selected by User: 1000 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/05/21

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	5 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	16 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)	4
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

Axis 76 Water Lane Wilmslow

Licence No: 339901

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.

Secondary Filtering selection:

Use Class:

Not Known 16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

1,001 to 5,000	1 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	3 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	11 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 16 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 16 days

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	BD-02-C-01	PUMPS, MOTORS & FANS	BEDFORDSHIRE
	POSTLEY ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1045 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
4	CH-02-C-04	FABRICS MANUFACTURE	CHESHIRE
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
5	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	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	Survey Type: MANUAL
7	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
8	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

9	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
10	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
11	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
12	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	STIRLING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2350 sqm	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
13	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
14	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
15	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
16	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

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	4	1930	0.065	4	1930	0.000	4	1930	0.065
06:00 - 07:00	6	1950	0.179	6	1950	0.034	6	1950	0.213
07:00 - 08:00	16	2295	0.332	16	2295	0.052	16	2295	0.384
08:00 - 09:00	16	2295	0.422	16	2295	0.084	16	2295	0.506
09:00 - 10:00	16	2295	0.278	16	2295	0.161	16	2295	0.439
10:00 - 11:00	16	2295	0.169	16	2295	0.147	16	2295	0.316
11:00 - 12:00	16	2295	0.136	16	2295	0.142	16	2295	0.278
12:00 - 13:00	16	2295	0.182	16	2295	0.191	16	2295	0.373
13:00 - 14:00	16	2295	0.182	16	2295	0.210	16	2295	0.392
14:00 - 15:00	16	2295	0.117	16	2295	0.155	16	2295	0.272
15:00 - 16:00	16	2295	0.090	16	2295	0.202	16	2295	0.292
16:00 - 17:00	16	2295	0.054	16	2295	0.280	16	2295	0.334
17:00 - 18:00	16	2295	0.022	16	2295	0.343	16	2295	0.365
18:00 - 19:00	16	2295	0.041	16	2295	0.114	16	2295	0.155
19:00 - 20:00	4	1930	0.104	4	1930	0.130	4	1930	0.234
20:00 - 21:00	4	1930	0.039	4	1930	0.078	4	1930	0.117
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.412			2.323			4.735

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:	1010 - 5070 (units: sqm)
Survey date range:	01/01/12 - 07/05/21
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

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	4	1930	0.000	4	1930	0.000	4	1930	0.000
06:00 - 07:00	6	1950	0.000	6	1950	0.000	6	1950	0.000
07:00 - 08:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
08:00 - 09:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
09:00 - 10:00	16	2295	0.003	16	2295	0.003	16	2295	0.006
10:00 - 11:00	16	2295	0.003	16	2295	0.003	16	2295	0.006
11:00 - 12:00	16	2295	0.005	16	2295	0.005	16	2295	0.010
12:00 - 13:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
13:00 - 14:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
14:00 - 15:00	16	2295	0.003	16	2295	0.003	16	2295	0.006
15:00 - 16:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
16:00 - 17:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
17:00 - 18:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
18:00 - 19:00	16	2295	0.003	16	2295	0.003	16	2295	0.006
19:00 - 20:00	4	1930	0.000	4	1930	0.000	4	1930	0.000
20:00 - 21:00	4	1930	0.000	4	1930	0.000	4	1930	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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 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	4	1930	0.000	4	1930	0.000	4	1930	0.000
06:00 - 07:00	6	1950	0.017	6	1950	0.000	6	1950	0.017
07:00 - 08:00	16	2295	0.025	16	2295	0.019	16	2295	0.044
08:00 - 09:00	16	2295	0.057	16	2295	0.033	16	2295	0.090
09:00 - 10:00	16	2295	0.057	16	2295	0.054	16	2295	0.111
10:00 - 11:00	16	2295	0.030	16	2295	0.038	16	2295	0.068
11:00 - 12:00	16	2295	0.044	16	2295	0.038	16	2295	0.082
12:00 - 13:00	16	2295	0.060	16	2295	0.071	16	2295	0.131
13:00 - 14:00	16	2295	0.044	16	2295	0.041	16	2295	0.085
14:00 - 15:00	16	2295	0.022	16	2295	0.022	16	2295	0.044
15:00 - 16:00	16	2295	0.019	16	2295	0.022	16	2295	0.041
16:00 - 17:00	16	2295	0.016	16	2295	0.022	16	2295	0.038
17:00 - 18:00	16	2295	0.005	16	2295	0.005	16	2295	0.010
18:00 - 19:00	16	2295	0.003	16	2295	0.003	16	2295	0.006
19:00 - 20:00	4	1930	0.000	4	1930	0.078	4	1930	0.078
20:00 - 21:00	4	1930	0.000	4	1930	0.052	4	1930	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.399			0.498			0.897

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 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	4	1930	0.000	4	1930	0.000	4	1930	0.000
06:00 - 07:00	6	1950	0.009	6	1950	0.000	6	1950	0.009
07:00 - 08:00	16	2295	0.027	16	2295	0.000	16	2295	0.027
08:00 - 09:00	16	2295	0.008	16	2295	0.000	16	2295	0.008
09:00 - 10:00	16	2295	0.003	16	2295	0.000	16	2295	0.003
10:00 - 11:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
11:00 - 12:00	16	2295	0.000	16	2295	0.000	16	2295	0.000
12:00 - 13:00	16	2295	0.000	16	2295	0.003	16	2295	0.003
13:00 - 14:00	16	2295	0.008	16	2295	0.008	16	2295	0.016
14:00 - 15:00	16	2295	0.000	16	2295	0.011	16	2295	0.011
15:00 - 16:00	16	2295	0.000	16	2295	0.003	16	2295	0.003
16:00 - 17:00	16	2295	0.000	16	2295	0.019	16	2295	0.019
17:00 - 18:00	16	2295	0.003	16	2295	0.008	16	2295	0.011
18:00 - 19:00	16	2295	0.000	16	2295	0.003	16	2295	0.003
19:00 - 20:00	4	1930	0.000	4	1930	0.000	4	1930	0.000
20:00 - 21:00	4	1930	0.000	4	1930	0.000	4	1930	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.055			0.113

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 7 –TRICS OUTPUTS (PROPOSED USE)

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220525-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BU BUCKINGHAMSHIRE	1 days
EX ESSEX	1 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	2 days
NF NORFOLK	1 days
05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	1 days
08 NORTH WEST	
MS MERSEYSIDE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3000 to 14000 (units: sqm)
 Range Selected by User: 3000 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 08/03/02 to 21/09/16

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	13 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:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	10

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:

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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.

Secondary Filtering selection:

Use Class:

B8 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	7 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	6 days
1.1 to 1.5	5 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:

Not Known	4 days
No	9 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 13 days

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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LIST OF SITES relevant to selection parameters

1	BU-02-E-01	BIG YELLOW STORAGE	BUCKINGHAMSHIRE
	SNOWDON DRIVE		
	MILTON KEYNES		
	WINTERHILL		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	5700 sqm	
	Survey date: FRIDAY	08/03/02	Survey Type: MANUAL
2	CA-02-E-01	SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4400 sqm	
	Survey date: TUESDAY	22/07/03	Survey Type: MANUAL
3	CA-02-E-03	ARMADILLO SELF STORAGE	CAMBRIDGESHIRE
	WESTFIELD ROAD		
	PETERBOROUGH		
	NETHERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
4	CF-02-E-01	BIG YELLOW STORAGE	CARDIFF
	PENARTH ROAD		
	CARDIFF		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: THURSDAY	10/10/02	Survey Type: MANUAL
5	EX-02-E-02	BIG YELLOW STORAGE	ESSEX
	EASTERN AVENUE		
	ILFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5350 sqm	
	Survey date: THURSDAY	11/07/02	Survey Type: MANUAL
6	MS-02-E-01	BIG YELLOW	MERSEYSIDE
	MILL LANE		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	09/09/10	Survey Type: MANUAL
7	NF-02-E-02	BIG YELLOW STORAGE	NORFOLK
	CANARY WAY		
	NORWICH		
	RIVERSIDE		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	6830 sqm	
	Survey date: WEDNESDAY	21/09/05	Survey Type: MANUAL
8	NT-02-E-01	ACCESS STORAGE	NOTTINGHAMSHIRE
	QUEENS ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	14000 sqm	
	Survey date: TUESDAY	23/04/02	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	TW-02-E-01	1ST STORAGE	TYNE & WEAR
	STONEYGATE CLOSE		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
10	WK-02-E-01	SELF STORAGE	WARWICKSHIRE
	HOOD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5046 sqm	
	Survey date: MONDAY	31/10/11	Survey Type: MANUAL
11	WL-02-E-01	BIG YELLOW SELF STORAGE	WILTSHIRE
	DRAKES WAY		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4925 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
12	WM-02-E-02	EXTRASPACE	WEST MIDLANDS
	101 LOCKHURST LANE		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7000 sqm	
	Survey date: TUESDAY	31/01/06	Survey Type: MANUAL
13	WS-02-E-01	SELF STORAGE	WEST SUSSEX
	DURBAN ROAD		
	BOGNOR REGIS		
	SOUTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: MONDAY	06/11/06	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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	12	6123	0.048	12	6123	0.014	12	6123	0.062
08:00 - 09:00	13	5883	0.085	13	5883	0.048	13	5883	0.133
09:00 - 10:00	13	5883	0.103	13	5883	0.075	13	5883	0.178
10:00 - 11:00	13	5883	0.099	13	5883	0.088	13	5883	0.187
11:00 - 12:00	13	5883	0.093	13	5883	0.094	13	5883	0.187
12:00 - 13:00	13	5883	0.110	13	5883	0.120	13	5883	0.230
13:00 - 14:00	13	5883	0.101	13	5883	0.110	13	5883	0.211
14:00 - 15:00	13	5883	0.097	13	5883	0.098	13	5883	0.195
15:00 - 16:00	13	5883	0.080	13	5883	0.094	13	5883	0.174
16:00 - 17:00	13	5883	0.084	13	5883	0.092	13	5883	0.176
17:00 - 18:00	13	5883	0.043	13	5883	0.077	13	5883	0.120
18:00 - 19:00	12	6123	0.034	12	6123	0.050	12	6123	0.084
19:00 - 20:00	3	4865	0.027	3	4865	0.075	3	4865	0.102
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.004			1.035			2.039

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:	3000 - 14000 (units: sqm)
Survey date range:	08/03/02 - 21/09/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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									
06:00 - 07:00									
07:00 - 08:00	12	6123	0.004	12	6123	0.001	12	6123	0.005
08:00 - 09:00	13	5883	0.009	13	5883	0.005	13	5883	0.014
09:00 - 10:00	13	5883	0.012	13	5883	0.013	13	5883	0.025
10:00 - 11:00	13	5883	0.007	13	5883	0.008	13	5883	0.015
11:00 - 12:00	13	5883	0.007	13	5883	0.008	13	5883	0.015
12:00 - 13:00	13	5883	0.003	13	5883	0.007	13	5883	0.010
13:00 - 14:00	13	5883	0.007	13	5883	0.005	13	5883	0.012
14:00 - 15:00	13	5883	0.014	13	5883	0.010	13	5883	0.024
15:00 - 16:00	13	5883	0.010	13	5883	0.012	13	5883	0.022
16:00 - 17:00	13	5883	0.005	13	5883	0.007	13	5883	0.012
17:00 - 18:00	13	5883	0.004	13	5883	0.004	13	5883	0.008
18:00 - 19:00	12	6123	0.004	12	6123	0.004	12	6123	0.008
19:00 - 20:00	3	4865	0.000	3	4865	0.000	3	4865	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.084			0.170

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 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

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									
07:00 - 08:00	12	6123	0.003	12	6123	0.001	12	6123	0.004
08:00 - 09:00	13	5883	0.004	13	5883	0.001	13	5883	0.005
09:00 - 10:00	13	5883	0.004	13	5883	0.004	13	5883	0.008
10:00 - 11:00	13	5883	0.001	13	5883	0.000	13	5883	0.001
11:00 - 12:00	13	5883	0.000	13	5883	0.001	13	5883	0.001
12:00 - 13:00	13	5883	0.003	13	5883	0.001	13	5883	0.004
13:00 - 14:00	13	5883	0.001	13	5883	0.001	13	5883	0.002
14:00 - 15:00	13	5883	0.003	13	5883	0.003	13	5883	0.006
15:00 - 16:00	13	5883	0.003	13	5883	0.005	13	5883	0.008
16:00 - 17:00	13	5883	0.000	13	5883	0.001	13	5883	0.001
17:00 - 18:00	13	5883	0.003	13	5883	0.003	13	5883	0.006
18:00 - 19:00	12	6123	0.003	12	6123	0.004	12	6123	0.007
19:00 - 20:00	3	4865	0.000	3	4865	0.000	3	4865	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.025			0.053

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.