



Proposed Change of Use

**Acre House, Shentonfield Road,
Sharston**

Transport Statement

Prepared for



The Linen Group

March 2026
5490-TS01



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by The Linen Group ('the Applicant') to provide highways and transport advice in relation to an application for full planning permission for the proposed change of use of Acre House, Shentonfield Road, Sharston ('the Site'), from an office use to a commercial laundry use, and associated site layout changes ('the Proposed Development').
- 1.1.2 The Applicant wishes to gain permission for the change of use to allow an expansion of their existing commercial laundry facilities, which are located in and operating from the existing building to the east of Acre House.
- 1.1.3 The purpose of this Transport Statement (TS) is to inform Manchester City Council (MCC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 1.1.4 The scheme is currently registered as a live planning application with MCC under reference number 144595/FO/2025.
- 1.1.5 On 3rd February 2026, the LPA at MCC forwarded the Applicant a series of comments provided by the LHA, setting out a need to provide a TS and further transport-related information.
- 1.1.6 The LHA's comments are summarised below:-
- i) Insufficient information has been provided to allow for an informed Highways decision.
 - ii) The two buildings on the Site, previously or currently, would generate vehicular trips. The previous use employed 40 staff; the proposed employment will be 60 employees. This is potentially a fifty percent increase in vehicular movement and demand for parking spaces *[note, these figures are incorrect, as explained later]*.
 - iii) A TS needs to be provided, prepared in accordance with the NPPG.
 - iv) The Applicant needs to show that the additional trips generated by the new use will not cause an unacceptable impact on the local highway network, or overwhelm the available on-site parking demand.



- v) The applicant should submit supporting information as to what percentage of staff will travel by car / bus / cycle / walk etc, and confirm how sustainable the site is in transport terms.
 - vi) A Travel Plan needs to be provided, again in accordance with the NPPG.
 - vii) The Applicant needs to provide a drawing that clearly sets out the access points.
 - viii) A swept path analysis of the vehicles manoeuvring into, within and out of the Site needs to be provided.
 - ix) Further information is required on the existing and proposed car parking levels, to ensure that no overspill parking will occur onto the road network.
 - x) More information on staff numbers and shift patterns is required.
 - xi) Further information is required on servicing arrangements (bin collection and other deliveries).
- 1.1.7 This TS has therefore been prepared to address the above highway-related comments received from MCC, and has been prepared with due regard to the relevant sections of the Planning Practice Guidance.

1.2 Report Structure

- 1.2.1 The remainder of this TS is structured as follows:
- i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
 - ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
 - iii) **Chapter 4** describes the Proposed Development in detail, including reference to the proposed access, parking and servicing arrangements;
 - iv) **Chapter 5** presents the heads of terms for a Travel Plan;
 - v) **Chapter 6** forecasts the likely traffic generating potential of the existing and proposed Site uses; and
 - vi) **Chapter 7** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Introduction

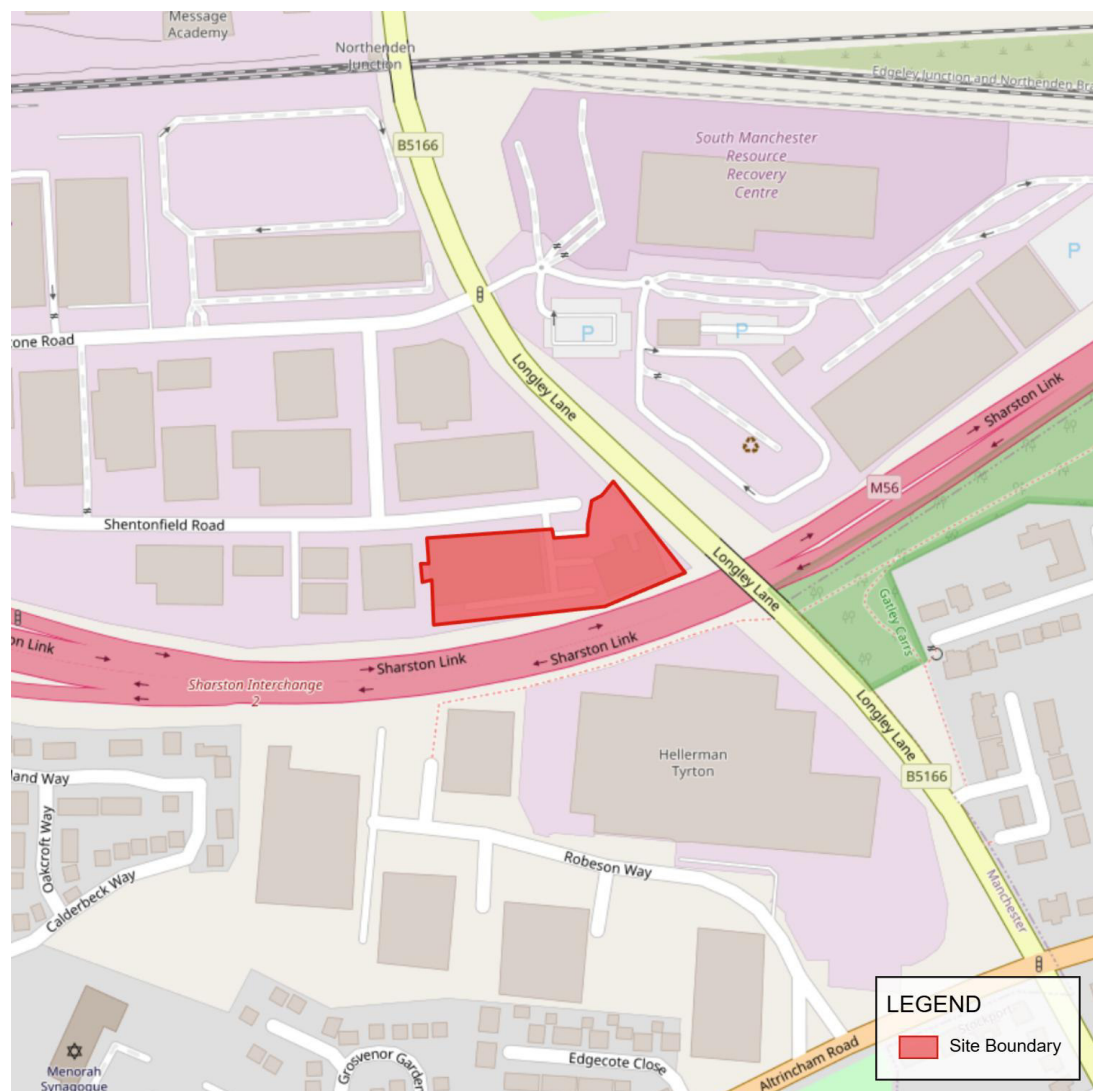
- 2.1.1 This section of the TS describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

- 2.2.1 The Site is situated to the south of Shentonfield Road, Sharston. It is bound by industrial units to the west, Shentonfield Road to the north, Longley Lane to the east and the M56 to the south.
- 2.2.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

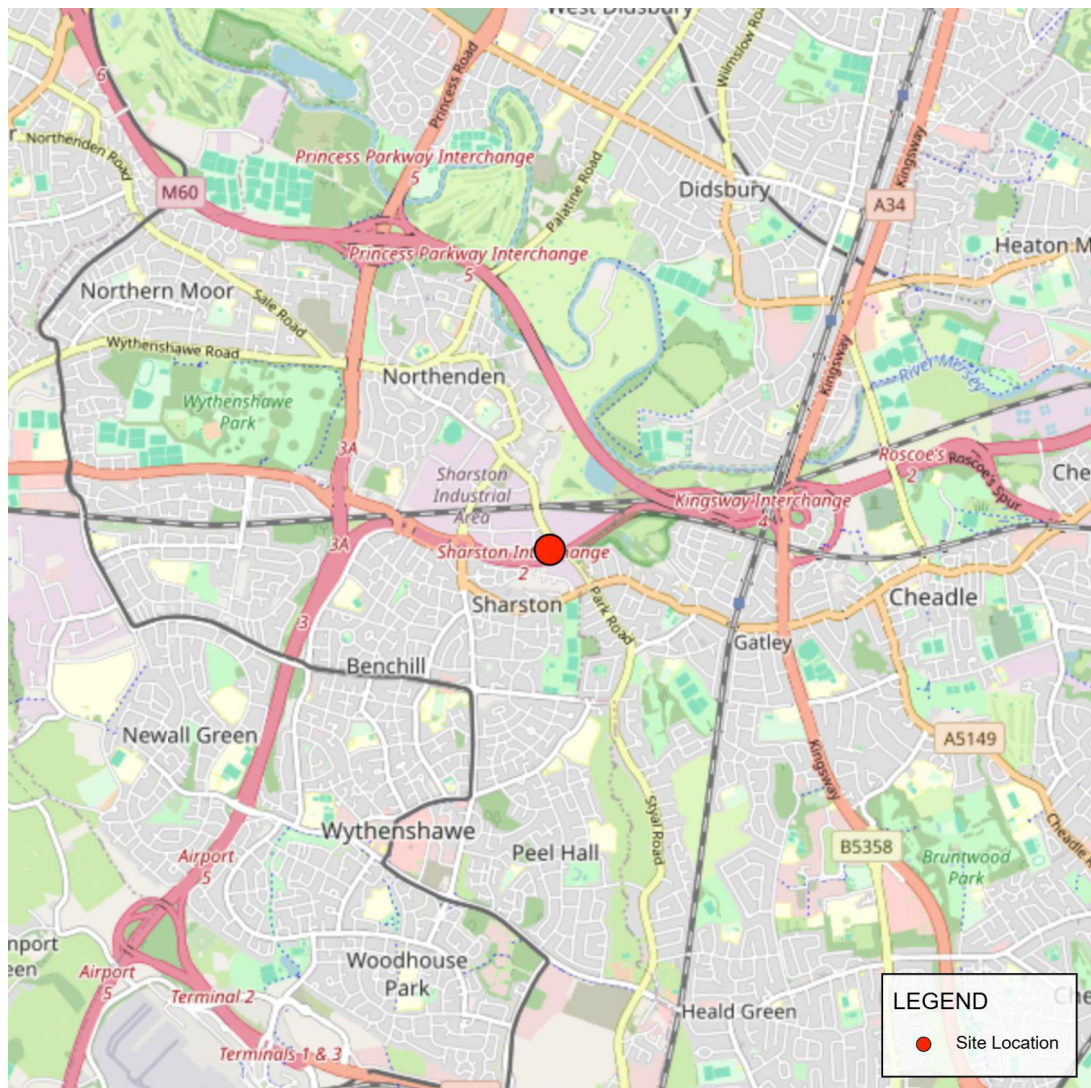


Image 2.1 – Site Location (Local Context)



2.2.3 The location of the site is shown on **Image 2.2** in relation to the wider highway network.

Image 2.2 – Site Location (Wider Context)



2.3 Existing Use

- 2.3.1 The application site boundary currently comprises 2 buildings. The building to the east comprises the existing The Linen Group commercial laundry, situated at the easternmost end of Shentonfield Road. The existing laundry has a gross floor area (GFA) of around 12,000sq.ft (1,115sq.m).
- 2.3.2 The building in the western portion of the Site is the main topic of the planning application, for which a change of use is sought to allow an extension of the laundry services that are already operated from the eastern building. This building has a GFA of around 23,500sq.ft (2,183sq.m).

2.3.3 The western building was most recently used as offices by 'Edam', a company that provided insurance-related call centre services. The company went into administration in early 2025 and the building has lain vacant since then.

2.3.4 **Image 2.3** below, which is a photograph taken inside the building by Axis during a recent site visit, shows the arrangement of office desks within the building, prior to the previous occupant vacating the premises:-

Image 2.3 – Desk Layout of Previous Company in the Western Building



2.3.5 The image above indicates a total of 246 desks were located at the western building at the Site. The evidence for these desks / office furniture was still apparent during Axis' site visit on Thursday 19th February 2026.

2.3.6 The extant office use of the western building at the Site is therefore capable of generating a significant level of traffic and parking demand, which therefore represents the 'fallback' position, against which the traffic impact of the Proposed Development should be assessed. This is discussed further in **Chapter 6** of this report.

2.4 Existing Staff, Shift Patterns, Travel Patterns and Parking Demand

- 2.4.1 The existing laundry use of the eastern building, which operates daily from 8am to 4:30pm, and which would remain unchanged by the Proposed Development, has 71 staff, working the following shift patterns:-

Table 2.1 – Existing Laundry Staff / Shift Patterns

Staff	Shift Pattern
8 Drivers	4 days on, 4 days off
15 Operatives	Sunday to Thursday
15 Operatives	Tuesday to Saturday
15 Operatives	Friday to Monday
2 Cleaners	Monday to Friday
10 Various	Part Timers
6 Management	Various
1 Director	Various
Total 71	

- 2.4.2 The following existing laundry staff drive cars to work:-

Table 2.2 – Existing Laundry Staff Travel Patterns

Staff	Travel Pattern
Drivers	All 8 drive, but only 4 in per day
Sun to Thu Operatives	5 drivers
Tue to Sat Operatives	1 driver
Fri to Mon Operatives	4 drivers
Management	6 drivers
Total	24 drivers, out of 71 Staff (33.8%)
Total on One Day	19 (Sunday)

- 2.4.3 As indicated above, based on the observed pattern of those staff that currently drive to work in the eastern building, the highest demand for parking usually occurs on Sundays, for 19 cars. Based on the limited space available on the existing eastern building car park, some of this parking therefore overflows onto Shentonfield Road. This will be addressed if the Proposed Development is granted planning permission, by virtue of the additional parking spaces in the western building car park, as discussed later in **Chapter 4** of this report.

2.5 Existing Access and Parking Arrangements

- 2.5.1 Vehicular and pedestrian access to the existing building within the eastern side of the Site can be achieved via what is effectively an extension of the eastern end of Shentonfield Road, via a dropped kerb footway crossover arrangement. Vehicular

and pedestrian access to the western building within the Site is taken from a priority junction located off the southern side of Shentonfield Road. Both accesses lead into separate car parks.

2.5.2 There are also a number of car parking spaces that are accessible directly from Shentonfield Road. There are 21 off-site spaces fronting the northern side of the western building that are accessed across the footway.

2.5.3 The existing formal car parking spaces on the Site are as follows:-

Table 2.3 – Existing Car Parking Levels

Area	Car Park Spaces
Western building car park	58
Western building road frontage	21
Eastern building car park	14
Total	93

2.5.4 There are also some open areas on the Site where parking occurs more informally, and some areas where the formal car parking is used for open storage, as typically occurs in industrial estate settings.

2.5.5 The car parking arrangements will be adjusted as a result of the Proposed Development, further details of which are provided in **Chapter 4** of this report.

2.6 Local Highway Network

Shentonfield Road

2.6.1 Shentonfield Road is a cul-de-sac within the wider industrial estate, and provides the sole means of access to the Site. It runs in an approximate east / west alignment and is subject to a mandatory 30mph speed limit. There are 3m+ wide footways on both sides of the road and regularly-spaced lighting columns.

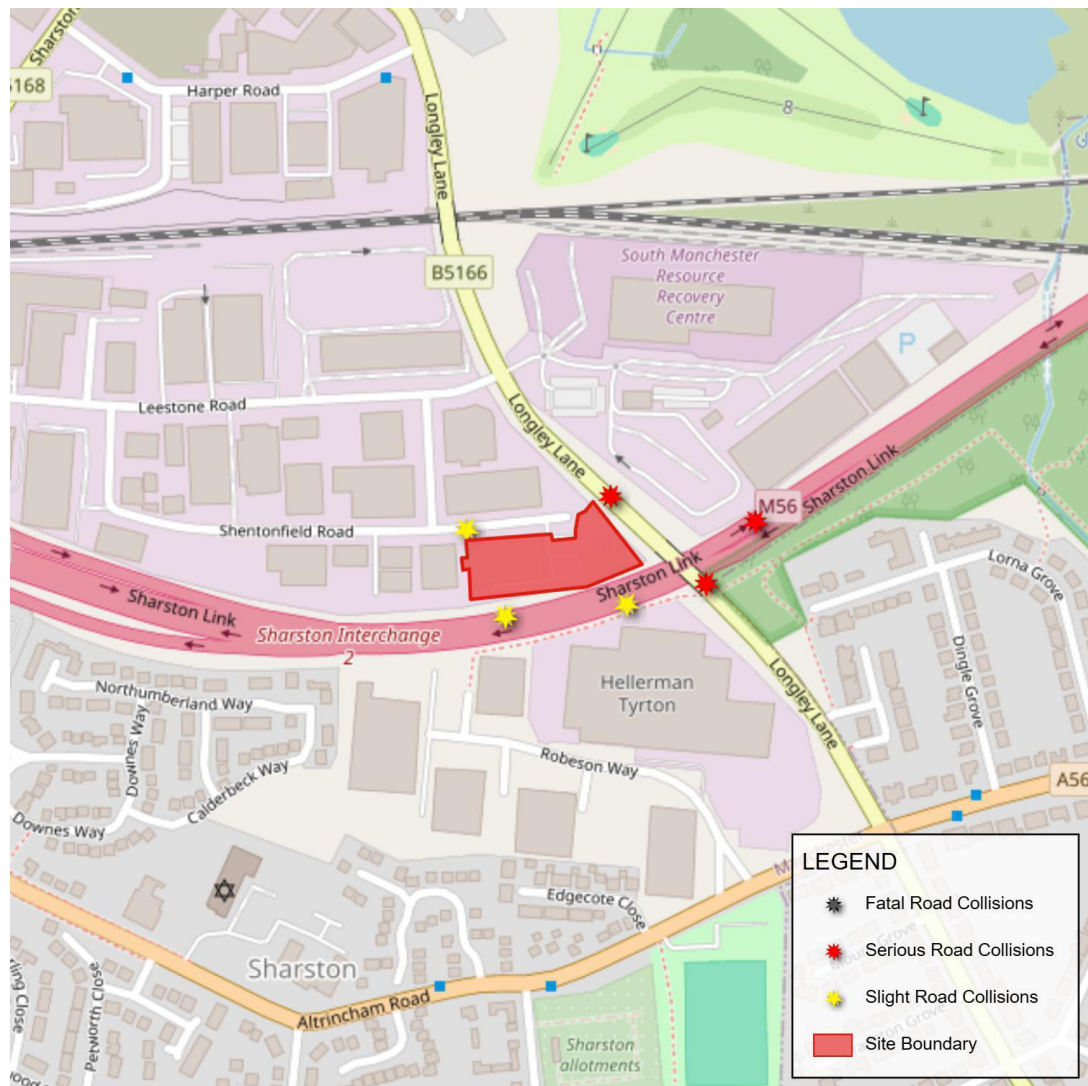
2.6.2 Shentonfield Road connects to Leestone Road to the north-west, which in turn connects to Sharston Road and the M56 J2.

2.6.3 The Traffic Regulation Order regime on Shentonfield has been very recently amended, and consists of a mixture of formally marked out parking bays on the northern side of the road, and double yellow line 'No Waiting At Any Time' and single yellow line 'No Waiting' restrictions on the southern side of the road.

2.7 Highway Safety

- 2.7.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 5-year period, which is 2020-2024 inclusive. The location and severity of the accidents are shown on **Image 2.4**.

Image 2.4 – Personal Injury Accident Map Extract (2020-2024 Inclusive)



- 2.7.2 Review of **Image 2.4** demonstrates that a total of 7 incidents have been recorded within the general vicinity of the Site between 2020 and 2024 (inclusive).
- 2.7.3 However, 6 of these accidents occurred either on the M56 or on Longley Lane, which, whilst physically close to the Site, are much further away in terms of the distance it takes to get to those roads via the routes from the Site.

- 2.7.4 Only one accident was recorded on Shentonfield Road which resulted in only slight injury.
- 2.7.5 It is considered that the number and type of accidents recorded is not in excess of the level that would be expected on a comparable section of highway network over a 5-year period. The existing road safety record does not therefore represent a material concern in the context of the Proposed Development.

3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 **Table 2.2** earlier illustrates that only 33.8% of the existing 71 laundry staff (in the eastern building) drive cars to work, which means that 66.2% of staff use more sustainable means of transport. This is considered to be an enviable mode share of sustainable commuting travel. It is hoped and expected that these travel patterns would continue and would be extended into the Applicant's proposed use of the western building within the Site. **Chapter 5** of this report sets out the potential Travel Plan measures that could be adopted at the Site, if planning permission is granted.

3.1.2 A key element of national and local planning 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.

3.1.3 Specifically, Paragraph 110 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."

3.1.4 Accordingly, and to demonstrate the Site's compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport.

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport

3.2 Accessibility on Foot

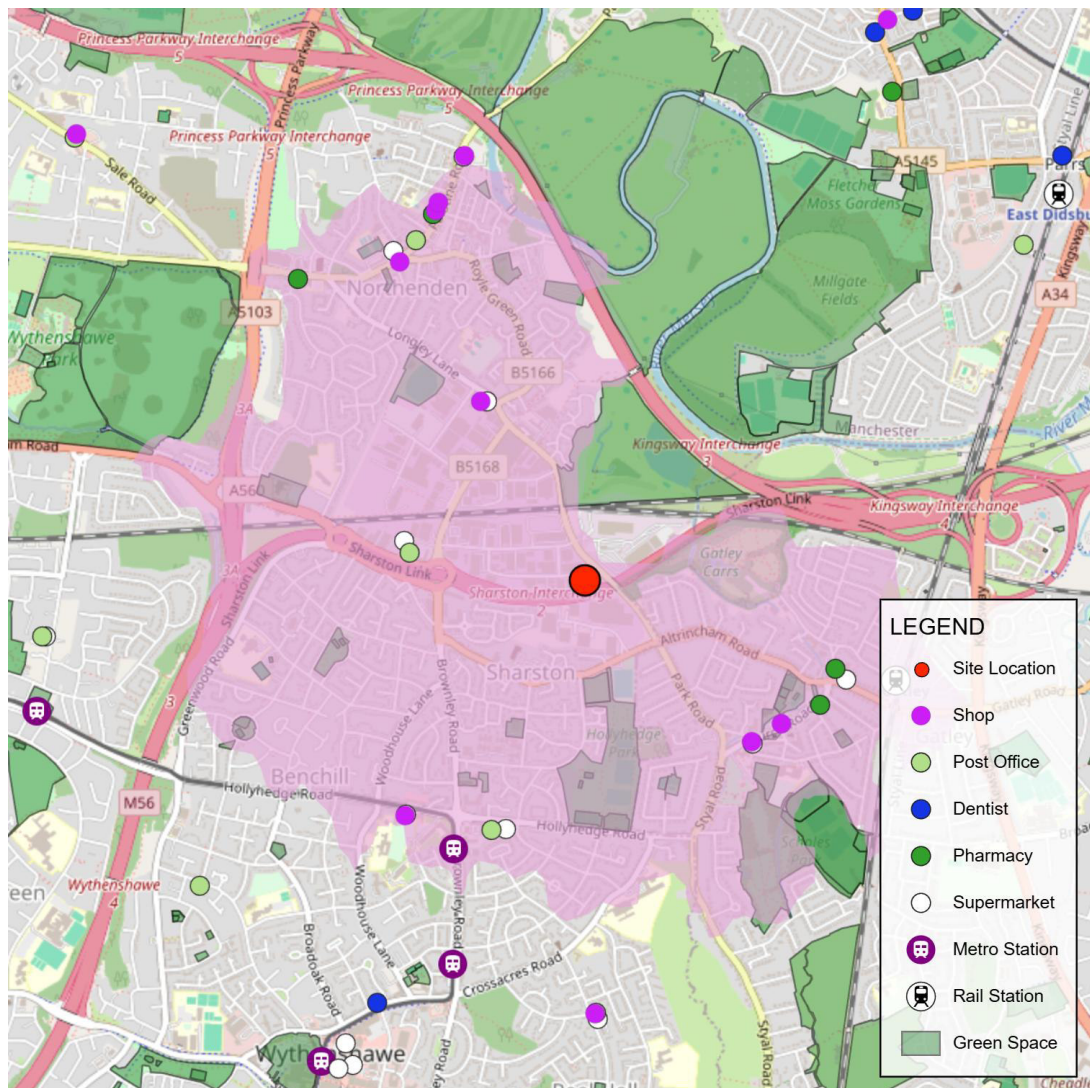
3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document *'Providing for Journeys on Foot'*, recognises that although acceptable



walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, a walk distance of 2km can be considered as the 'preferred maximum'.

- 3.2.2 With regard to the above, **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site. This provides an indication of the areas which can be reached within a 24-minute walk of the Site, assuming an average walk speed of 1.4m/s.

Image 3.1 – 2km Walking Catchment



- 3.2.3 **Image 3.1** shows that the 2km walking catchment incorporates a number of residential areas in Sharston, Northenden and Benchill.
- 3.2.4 The local highway network provides a safe and realistic opportunity for staff to access the Site. The footways within the industrial estate are wide (3m+) and there are

crossing facilities over the M56 at the grade-separated J2, and elsewhere. The roads are all well lit.

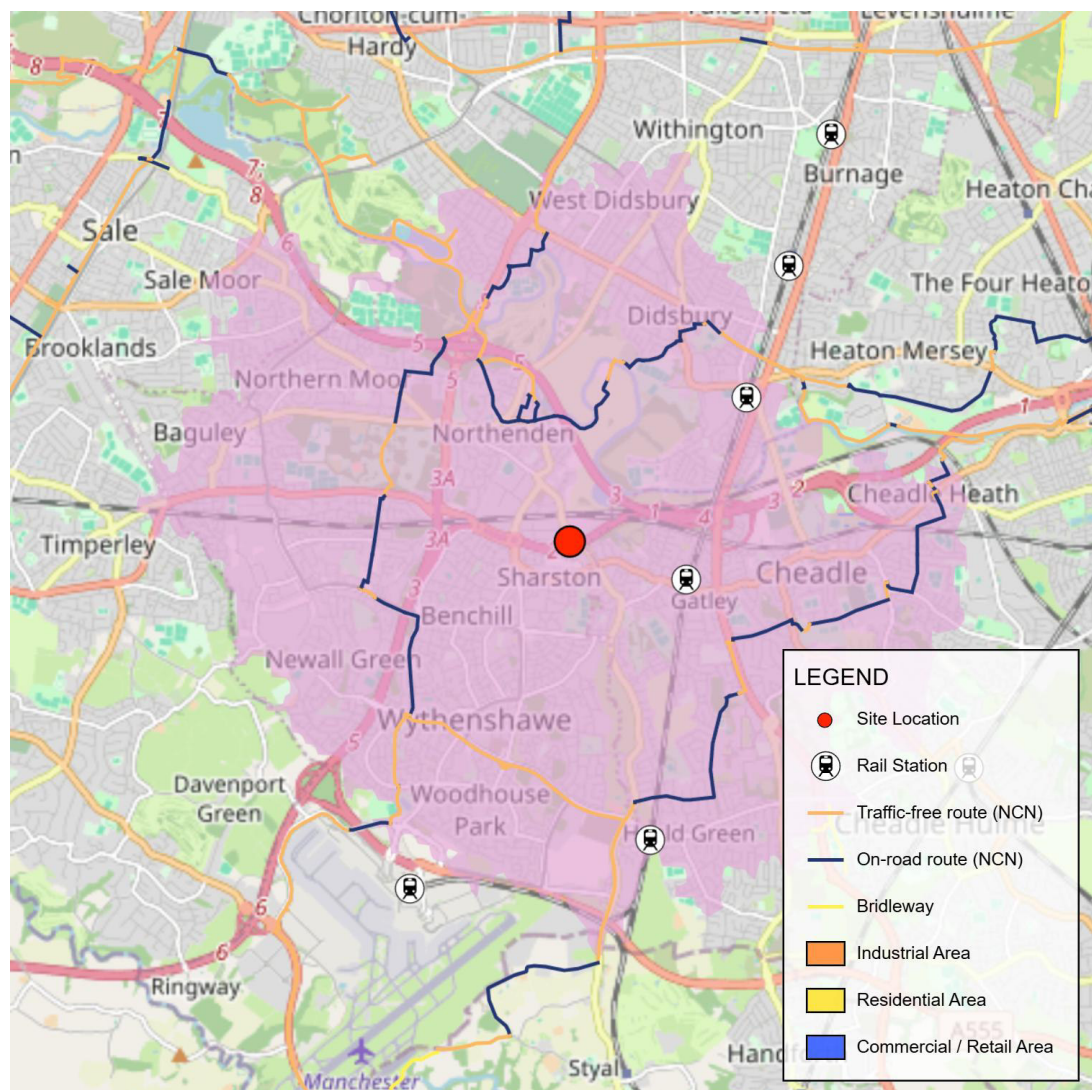
3.2.5 The Site is therefore considered to be highly accessible on foot.

3.3 Accessibility by Cycle

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

3.3.2 In order to determine the accessibility of the site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the Site, including the National Cycle Network within the vicinity of the Site.

Image 3.2 – 5km Cycling Catchment



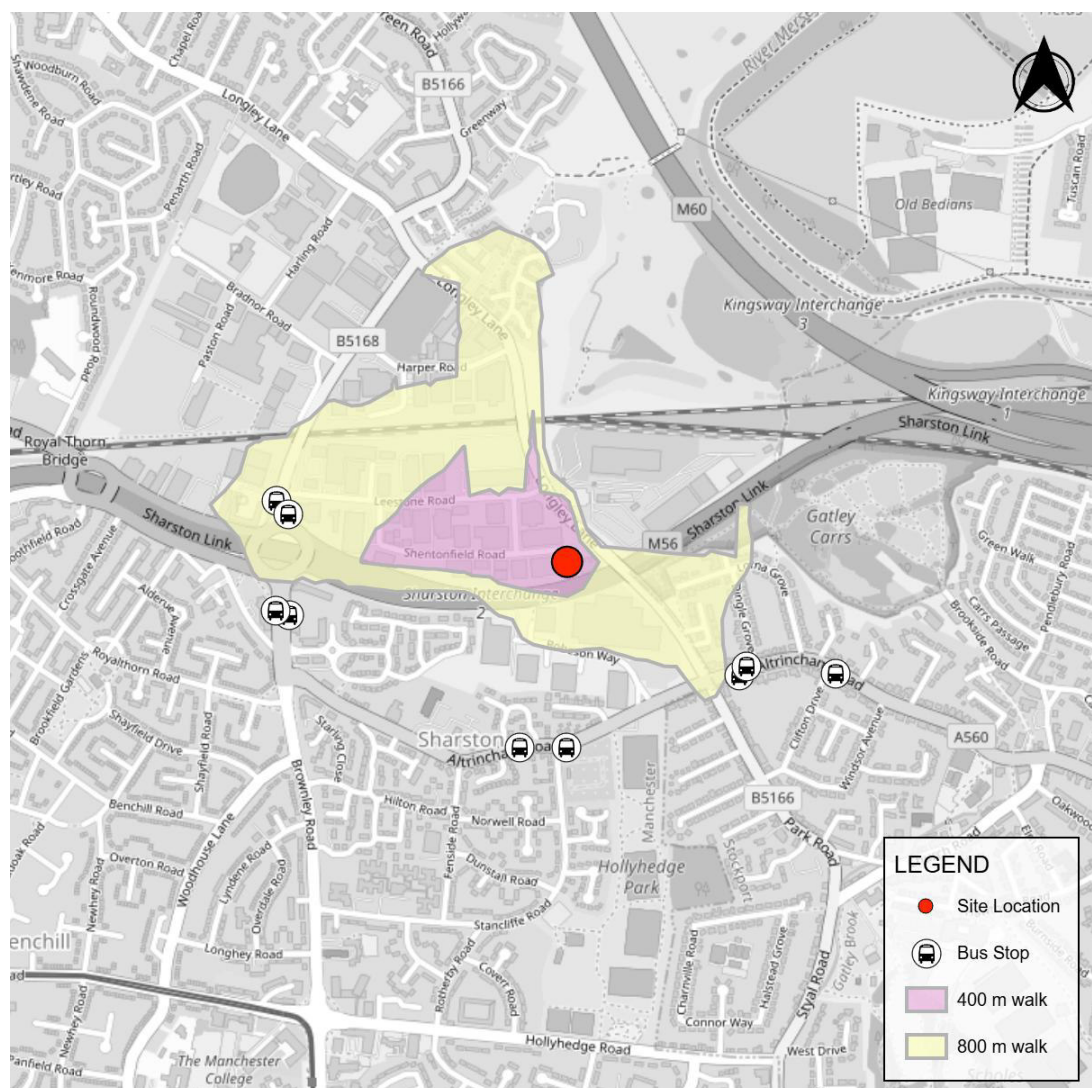
- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates areas such as West Didsbury, Northern Moor, Cheadle, Wythenshawe and Heald Green, amongst others.
- 3.3.4 The 5km catchment also incorporates a number of cycle routes, including National Cycle Routes 56, 558, 62 55, and other local routes.
- 3.3.5 With regards to the above, the Site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

- 3.4.1 As illustrated on **Image 3.3**, the nearest bus stops served by active public (non-school) bus services are located at Altrincham Road / Sharston Road and can reached within a circa 640m / 810m walk distance from the Site, respectively.

Image 3.3 – Location of Nearest Bus Stops to the Site



3.4.2 The bus services that call at these bus stops include the following:-

Table 3.1 – Bus Services

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Altrincham Road / Sharston Road	370	Stockport and Altrincham	17 per day	1 per hour	1 per hour
Nr Park Road	371	Stockport - Altrincham	1 per hour	10 per day	No service
Nr Park Road	370	Altrincham - Stockport	1 per hour	1 per hour	1 per hour
Nr Park Road	370	Brooklands - Stockport	No service	1 per day	1 per day
Nr Park Road	371	Altrincham - Stockport	10 per day	10 per day	No service
Nr Leestone Road	370	Altrincham - Stockport	1 per hour	1 per hour	1 per hour
Nr Leestone Road	370	Brooklands - Stockport	No service	1 per day	1 per day
Nr Leestone Road	371	Altrincham - Stockport	10 per day	10 per day	No service
Nr Leestone Road	370	Stockport - Altrincham	1 per hour	1 per hour	1 per hour
Nr Leestone Road	371	Stockport - Altrincham	1 per hour	10 per day	No service

3.4.3 **Table 3.1** demonstrates that the public bus service 370 operates at the nearest bus stops to the Site, and provides up to 17 per day services on weekdays, 1 per hour services on Saturdays, and up to 1 per hour services on Sundays.

3.4.4 These services provide connections to various destinations, such as Stockport and Altrincham, amongst others.

3.4.5 The Site is therefore considered to be accessible by bus.

By Rail

3.4.6 **Image 3.4** below shows the nearest railway stations to the Site.

3.4.7 Gatley is the closest railway station, approximately 1.8 km from the Site. Gatley can be accessed within an approximate 22 mins walk or 6 mins cycle time.

3.4.8 **Table 3.2** demonstrates that Gatley provides access to a number of local and regional destinations.



Image 3.4 – Location of Nearest Rail Stations to the Site

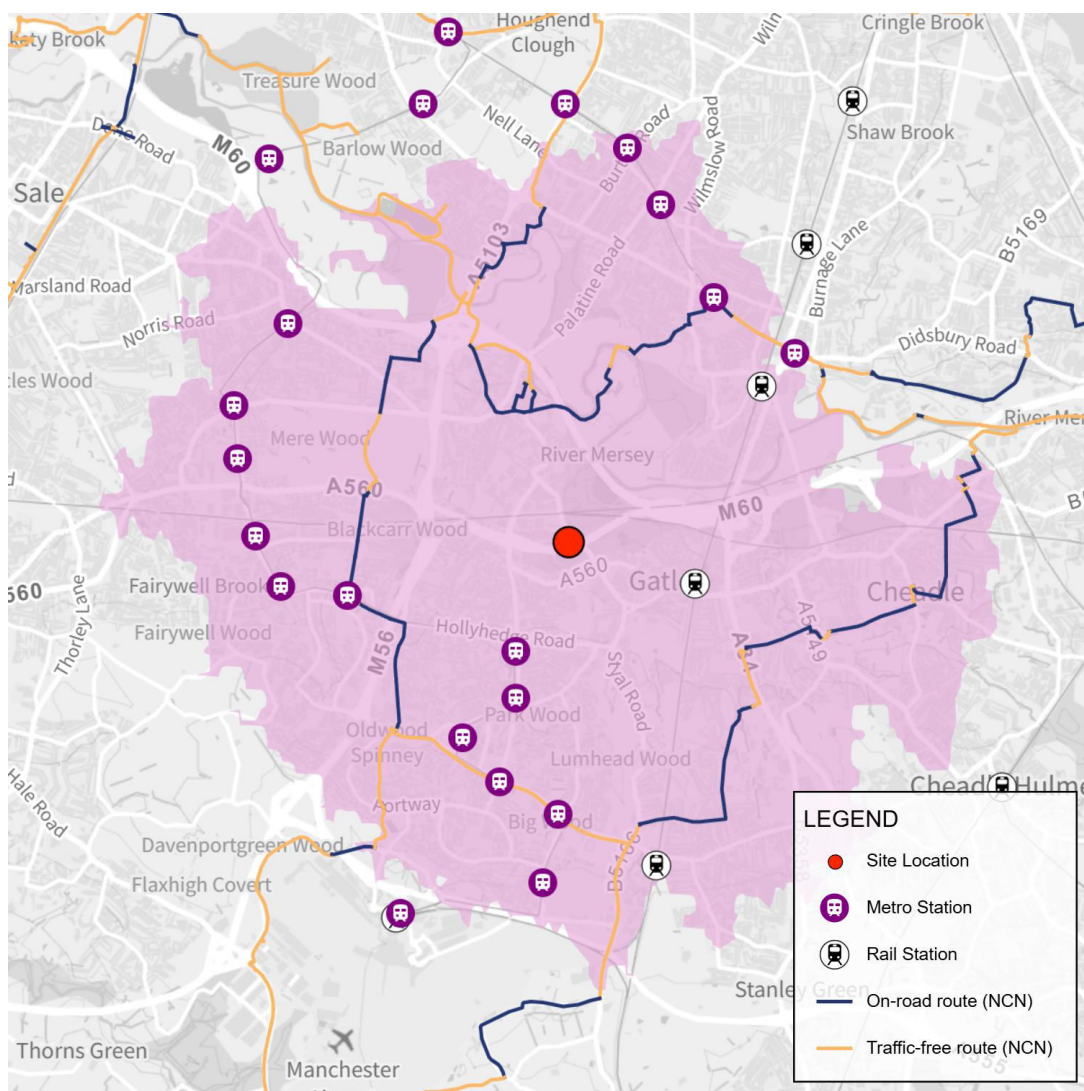


Table 3.2 – Rail Services

Rail Station	Destination	Weekday Frequency	Approx Journey Time
Gatley	Manchester Piccadilly	3 / hour	11 mins
Gatley	Manchester Oxford Road	2 / hour	14 mins
Gatley	Manchester Airport	3 / hour	6 mins
Gatley	Deansgate	2 / hour	21 mins
Gatley	East Didsbury	2 / hour	2 mins
Gatley	Liverpool Lime Street	1 / hour	1 hour 13 mins
Gatley	Preston	16 / day	59 mins
Gatley	Bolton	14 / day	31 mins
Gatley	Mauldeth Road	2 / hour	6 mins
Gatley	Lancaster	15 / day	1 hour 17 mins

3.4.9 The Site is therefore considered to be accessible by rail.

3.5 Accessibility Summary

- 3.5.1 In summary, the Site is very well located to facilitate staff journeys to be made by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.
- 3.5.2 The Site is also reasonably accessible by public transport, being located within a circa 640m walk distance of the nearest bus stops and an approximate 1.8 km walk / cycle from Gatley Railway Station, all of which provide frequent services to a number of local destinations and opportunities to access services to other national destinations.
- 3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The planning application seeks full planning permission for the proposed change of use of Acre House, Shentonfield Road, Sharston from an office use to a commercial laundry use, and associated site layout changes.
- 4.1.2 The proposed site layout plan is contained in **Appendix A** to the rear of this report.
- 4.1.3 Note that the layout in **Appendix A** (drawing 2592/2025/02 Revision A) is a revision of the plan submitted with the planning application. The latest plan now shows the 21 parking spaces within the Site Boundary that front the western building onto Shentonfield Road.
- 4.1.4 The reason for the Proposed Development is to allow the Applicant, The Linen Group, to expand their existing commercial laundry business from the eastern building on the Site into the western building. This will allow a thriving company, employing local people, to continue to thrive in a sustainable fashion.
- 4.1.5 The Applicant will utilise the western for laundry activities, but mostly storage. For this reason, the laundry activities will operate at a significantly lower intensity in the western building than they do in the eastern building, and as such, the number of new employees is initially anticipated to grow to only 10, gradually increasing to 15 over time.
- 4.1.6 The two buildings will be linked via a conveyor belt on the southern side, as shown on the plan in **Appendix A**.
- 4.1.7 The existing laundry activities in the eastern building will remain unaffected by the proposals, except that the acquisition of the western building will allow the current external storage materials to be relocated into the western building, thus freeing up car parking spaces and loading areas that have been occupied by delivery materials to and from the Site.

4.2 Proposed Site Access Arrangements

- 4.2.1 Access to the Proposed Development would be achieved via the same existing access locations described in **Section 2.5** earlier.



- 4.2.2 Adequate junction visibility splays are achievable from the existing site accesses by virtue of the 3m+ wide footway (in the case of the access to the western building) and from the existing dropped-kerb footway crossing extension access of the cul-de-sac (in the case of the eastern building).

4.3 Proposed Servicing Arrangements

- 4.3.1 In terms of deliveries, the Applicant operates a small fleet of 4-5 'transit' style delivery box vans, of approximately 7m in length each. One of these vans is illustrated below:-

Image 4.1 – Delivery Van Types Operated by Applicant



- 4.3.2 As shown on **Drawing Number 5490-ATR01** in **Appendix B**, a swept path assessment has been carried out demonstrate that a 7.2m long van is able to access, turn around within the western building car park at the Site, and egress the Site in a forward gear. The drawing also shows where the vehicles would be parked overnight.
- 4.3.3 In terms of refuse collection, the requirements are expected to be low intensity, and the private waste collection contract service in operation at the existing eastern laundry building will be extended to cover the western building. It is expected that any additional bins, if needed, could be stored in the south-eastern corner of the western building car park area, as indicated in **Appendix B**.
- 4.3.4 **Drawing Number 5490-ATR01** in **Appendix B** demonstrates the ability of a large 11.2m long refuse vehicle to be able to turn around at the eastern end of Shentonfield Road, reverse into the western building site access, and drive westwards out of Shentonfield Road.

4.4 Proposed Car Parking Arrangements

- 4.4.1 The internal car parking area for the western building will be reconfigured as part of the Proposed Development to feature 29 car parking spaces. The south-western area of the car park will also be kept clear to allow the overnight parking of 3 delivery vans.
- 4.4.2 When added to the existing 21 spaces fronting the western building (and which are directly accessed from Shentonfield Road), plus the 14 existing spaces in the eastern building car park, this equates to a total of 64 parking spaces across the whole Site.
- 4.4.3 This represents a reduction in the number of spaces from 93 (see **Section 2.5** earlier) by 29.
- 4.4.4 It is understood that laundry uses fall into a 'sui generis' land use, and so for which there are no adopted MCC car parking standards.
- 4.4.5 In the absence of any such parking standards, the suitability of the 64 parking spaces to satisfactorily cater for the anticipated demand has therefore been considered on the basis of a 'first principles' approach instead.
- 4.4.6 Given that:-
- i) The existing eastern building has 71 staff, which would remain unchanged;
 - ii) The change of use in the western building is anticipated to see staff numbers gradually increase to up to 15, over time;
 - iii) The maximum car parking demand at the existing eastern building in any one day is only 19 cars (see **Section 2.4** earlier);
 - iv) Staff shift patterns will be broadly the same at the western building;
 - v) By extrapolating this level of car drivers (33.8%) to the total future staff numbers, the total maximum parking demand on any one day is expected to be for around only 29 car parking spaces;
 - vi) Even allowing for, say, a 30% fluctuation in demand arising from future variations in staff shift patterns, travel patterns or staff numbers, this would still only give rise to a total demand for around 38 spaces, which is some 26 spaces below level that will be available across the entire Site.
- 4.4.7 Having regard to the above, it is therefore concluded that the level of parking that will be available at the Site is easily more than capable of meeting the forecast maximum

demand, and will address the issue of overspill parking onto Shentonfield Road that can already occur (see **Section 2.4.3** earlier).

4.4.8 **Drawing Number 5490-ATR01** in **Appendix B** demonstrates the ability of a family saloon car to satisfactorily access a number of the reconfigured car parking spaces within the western building car park (note – the existing parking areas fronting the western building, and the eastern building car park would remain unchanged by the scheme).

4.4.9 Finally, and as noted in **Section 2.3** earlier, the previous use / occupiers of the western building operated the building as an office with at least 246 desks. Historic streetview imagery of the area around the Site suggests that on-street overspill and footway parking was a regular feature when that building was in use as an office.

4.4.10 If approved, the proposed change of use of the western building will therefore address and help prevent the potential for longstanding on-street parking issues to recur from this Site. The recent introduction of TROs to Shentonfield Road suggests that this has been an issue that has necessitated intervention by MCC, and so the approval of the scheme would therefore complement these measures.

4.5 Electric Vehicle Charging Provision

4.5.1 It is expected that EVC spaces will be provided in accordance with Part S of the Building Regulations, to be agreed with MCC Building Control in due course. Given that this is a Building Regulations matter, there is no requirement for a planning condition to secure it as it will fall under that separate consenting regime.

4.6 Proposed Cycle / Motorcycle Parking Arrangements

4.6.1 As shown on **Drawing Number 5490-ATR01** in **Appendix B**, an area within the south-eastern part of the car park has been designated to be a cycle / motorcycle parking area.

4.6.2 It is suggested that the details of this area and the secure lockers etc can and should be secured and agreed by means of a suitable planning condition attached to any grant of planning permission.



5.0 TRAVEL PLAN MEASURES / HEADS OF TERMS

5.1 Overview

- 5.1.1 A Travel Plan is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a Travel Plan is therefore to reduce single occupancy car use and to encourage travel via more sustainable modes.
- 5.1.2 It is considered that the preparation of a Travel Plan (in accordance with MCC's requirements) could be secured by means of an appropriately worded planning condition attached to the grant of any future planning permission.
- 5.1.3 Nonetheless, the following sections outline a series of suggested measures which could be developed as part of the Travel Plan.

5.2 Travel Awareness

- 5.2.1 Good, accurate information on the choice of travel modes from the site and the initiatives being promoted will be a critical element of a successful Travel Plan.
- 5.2.2 At the outset of any new employees joining the Applicant's business, the Travel Plan the associated benefits will be set out. This will also be provided to existing employees, notwithstanding the commentary in **Section 3.1.1** earlier about how the existing staff travel patterns are already generally quite sustainable.
- 5.2.3 Travel information packs would be prepared and distributed to all staff. These packs would promote the sustainable travel opportunities that are available for accessing the site including, though not exclusively, the following:
- i) An introductory leaflet providing a summary of the Travel Plan and key measures, along with the contact details for the Site's Travel Plan Co-ordinator (TPC);
 - ii) A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
 - iii) Public transport information, including bus and train timetables for local services from nearby bus stops / railway stations;



- iv) Active travel information, including a map showing local walking and cycle routes, local cycle repair shops / retailers, and any available training and maintenance sessions and discounts / promotions; and
- v) Health information and details of local walk buddy / bike buddy groups.

5.2.4 The TPC would regularly review the information provided within the travel information pack to ensure that staff are kept up to date with any changes, such as new timetables, withdrawn or new services, or new contact details.

5.3 Walking

5.3.1 Walking as a mode of travel to and from the site could be encouraged by implementing the following initiatives:

- i) Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included;
- ii) Information about the TP and its benefits, as described previously;
- iii) A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc; and
- iv) Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.

5.4 Cycling

5.4.1 The uptake of cycling by staff could be encouraged through implementing the following measures:

- i) Highlighting the fact that the development will include the provision of safe, secure and weatherproof cycle storage spaces;
- ii) Raise awareness of the health benefits of cycling through promotional material;
- iii) Negotiate discounts on bicycle purchase and servicing at local retailers;
- iv) Promote cycling information, including maps and route planning advice available on the Sustrans (<https://www.sustrans.org.uk/>) and TfGM (<https://beeactive.tfgm.com/>) websites;



- v) Provide information on TfGM cycle proficiency courses and adult cycle training;
and
- vi) Promote Bike to Work Week in conjunction with TfGM and MCC.

5.5 Public Transport Information

5.5.1 The use of public transport to and from the Site could be encouraged through implementing the following measures:

- i) Provide staff with public transport route and timetable information in the travel information packs and on any noticeboards within the site;
- ii) Provide details of available journey planning services, such as the TfGM journey planner (<https://tfgm.com/plan-a-journey>); and
- iii) Provide details of any discounts that can be secured for staff with local public transport operators or through TfGM.

5.6 Car Sharing Scheme

5.6.1 The travel information packs could also include details of available car share schemes such as that operated by Liftshare (<https://liftshare.com/uk>). Use of such a scheme will enable staff to find common journeys to work. The scheme is free to join.

5.6.2 As indicated above, it is expected that a full Travel Plan could be secured and agreed through means of a suitably-worded planning condition.



6.0 TRAFFIC GENERATION

6.1 Overview

6.1.1 This Chapter of the TS forecasts the traffic-generating potential of the Proposed Development, as compared to the Site's current use, in order to provide the anticipated net traffic changes and associated traffic impact that will arise if planning permission is granted.

6.2 Existing Use Traffic Generation – Existing Office Use

6.2.1 As indicated earlier in this TS, there are two buildings on the site. The commercial laundry use in the existing eastern building will not change, and so therefore, not net traffic level changes are forecast on that side of the Site. Staff movements and deliveries will continue as they have done, as described in **Chapter 2** of this report earlier.

6.2.2 The proposed change of use to the western building will result in traffic changes. In gross terms, traffic levels will increase marginally because the building is currently vacant, and has been since the previous occupant (Edam) went in liquidation in early 2025.

6.2.3 However, in net terms, it is understood that the office use of the western building could recommence at any time without the need for planning permission. As mentioned in **Section 2.3** earlier, it is known that there were at least 246 desks within the former office use of the western building, and that the building has a GFA of around 2,183sq.m.

6.2.4 The extant office use of the western building therefore represents the 'fallback' position, against which the traffic impact of the Proposed Development should be properly assessed.

6.2.5 The level of trips that the current office use of the Site is capable of generating has been estimated through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar location and nature contained within the industry standard TRICS Database (version 8.25.12).

6.2.6 The following search criteria has been selected within TRICS:

- i) TRICS land use category – "Employment / Office";



- ii) Weekday surveys only;
- iii) Location types: “Edge of Town” and “Suburban Area” only;
- iv) Selection by gross floor area (1,100sq.m to 4,400sq.m (half and double)); and
- v) Date range: Default

6.2.7 **Table 6.1** summarises the average weekday peak hour and daily vehicle trip rates (per 100sq.m GFA) and the resultant total vehicle trips when these trip rates are applied to the extant 2,183sq.m office use of the western building. The full TRICS outputs are contained in **Appendix C**.

Table 6.1 – Trip Rates and Traffic Generation Forecasts – Extant Office Use

Time Period	Trip Rates (per 100 sq.m)			Current Use Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	1.82	0.194	2.014	40	4	44
17:00-18:00	0.126	1.851	1.977	3	40	43
Daily	6.928	6.884	13.812	151	150	302

6.2.8 **Table 6.1** demonstrates that the extant office use of the Site is capable of generating approximately 44 two-way vehicle trips in the AM peak hour and 43 two-way vehicle trips in the PM peak hour, on average. When assessed on a daily basis, the current use of the site is capable of generating 302 two-way vehicle trips.

6.2.9 This exercise is based on a trip rate assessment of surveys of other offices of a similar scale and nature to the western building. However, given that 246 staff desks were previously known to be within the western building, this exercise is likely to be a significant under-estimation of the number of vehicle trips that were previously (and relatively recently) experienced at this particular application Site. As indicated earlier, it is known that prolific on-street parking has occurred around this Site in the recent past.

6.2.10 Nonetheless, the figures presented above are therefore presented as the ‘fallback’ position, in planning and traffic generation terms, against which the impact of the Proposed Development is assessed by comparison.

6.3 Proposed Use Traffic Generation – Proposed Laundry Use

6.3.1 Given the non-standard nature of the proposed change of use to a commercial laundry and associated storage area, trip rates cannot be obtained from the industry-standard TRICS database. As such, the traffic generating potential of the Proposed

Development has therefore been calculated using a 'first-principles' approach instead, based on the Applicant's known intended use of the western building.

6.3.2 In order to forecast the traffic generating potential of the Proposed Development, the following assumptions have been adopted:

- i) The number of new staff working at the western building will be 10, gradually rising to 15;
- ii) It is known from travel pattern data provided for the existing staff in the eastern building that 33.8% of staff travel to work by car;
- iii) By extrapolating this to the proposed 15 staff, it can reasonably be forecast that the around 5 of the new staff would drive to work;
- iv) Not all of these staff would work and drive to work on the same days. However, for the purposes of this assessment, and for robustness, it is assumed that they could;
- v) This would therefore equate to 10 two-way trips per day, assuming that 5 arrivals occur in the AM peak, and 5 departures occur in the PM peak hour;
- vi) It is assumed that one extra van may be acquired by the Applicant, undertaking 4 deliveries per day (8 two-way trips); and
- vii) For robustness, it is assumed that 5 visitor movements, by car, might occur per day (10 two-way trips).

6.3.3 In accordance with the above, **Table** sets out the first principles daily traffic forecasts of the proposed change of use at the western building:-

Table 6.2 – 'First Principles' Traffic Generation Forecasts

Time Period	Proposed Use Traffic Generation		
	Arrive	Depart	Total
Staff 08:00-09:00	5	0	5
Staff 17:00-18:00	0	5	5
Staff Daily	5	5	10
Deliveries 08:00-09:00	0	1	1
Deliveries 17:00-18:00	1	0	1
Deliveries Daily	4	4	8
Visitors 08:00-09:00	1	1	2
Visitors 17:00-18:00	1	1	2
Visitors Daily	5	5	10
Total 08:00-09:00	6	2	8
Total 17:00-18:00	2	6	8
Total Daily	14	14	28

6.3.4 **Table 6.2** demonstrates that the Proposed Development is forecast to generate only around 28 two-way vehicle movements per day, with minimal trips in the peak hours.

6.4 Net Forecast Traffic Generation of the Proposed Development

6.4.1 The net operational impact of the Proposed Development is the difference between the predicted total new trip demand anticipated to be generated by the Proposed Development and the trip demand associated with the extant office use of the Site, as summarised in **Table 6.2**.

Table 6.2 – Net Forecast Traffic Generation of the Current and Proposed Uses

Time Period	Existing Use Traffic Generation			Proposed Use Traffic Generation			Net Difference		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	40	4	44	6	2	8	-34	-2	-36
17:00-18:00	3	40	43	2	6	8	-1	-34	-35
Daily	151	150	302	14	14	28	-137	-136	-274

6.4.2 **Table 6.2** demonstrates that the Proposed Development is forecast to result in a net decrease of 36 two-way vehicle trips in the AM peak hour, a net decrease of 35 two-way vehicle trips in the PM peak hour, and a net decrease of 274 two-way vehicle trips across the course of an average weekday, when compared to the traffic generating potential of the extant office use.

6.4.3 On the basis of the above, it can be demonstrated that the Proposed Development will have an overall net benefit to the safety and operation of the local highway network, and that there should therefore be no requirement to bring forward any off-site highway-related mitigation measures or carry out further assessments.

7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Axis have been appointed by The Linen Group to provide highways and transport advice in support of a planning application for the proposed change of use of Acre House, Shentonfield Road, Sharston, from an office use to a commercial laundry use, and associated site layout changes. The scheme is currently registered as a live planning application with MCC under reference number 144595/FO/2025.
- 7.1.2 This TS has been prepared to address recent comments provided by the LHA at MCC on the application scheme.
- 7.1.3 A review of accidents on the local highway network has been carried out. The data identified that there were no accident clusters and only one slight accident was recorded on Shentonfield Road within the most recent five-year period. It is therefore considered that the existing accident record does not present a material concern in the context of the Proposed Development.
- 7.1.4 The Site is located to the south of Shentonfield Road, Sharston, bounded by industrial units to the west, Shentonfield Road to the north, Longley Lane to the east, and the M56 to the south. The Site is currently accessed via 2 priority junctions from Shentonfield Road, with separate vehicular and pedestrian access arrangements for the eastern and western buildings. The Proposed Development would retain access via the existing arrangements.
- 7.1.5 A review of the sustainability credentials of the Site has been undertaken. This has identified that the Site is well positioned in terms of facilities for walkers and cyclists and is located within a reasonable distance of bus services on Altrincham Road and Sharston Road, as well as Gatley Railway Station, approximately 1.8 km away. The Site can therefore be considered to be accessible by non-car modes of transport.
- 7.1.6 The heads of terms for a Travel Plan have been presented in this report, which set out a range of measures to help encourage sustainable travel behaviour amongst existing and future staff. Whilst the existing staff travel patterns can be described as sustainable (only 33.8% of staff drive to work), a Travel Plan will help improve matters further.



- 7.1.7 A total of 64 parking spaces will provided at the Site if the scheme is approved. Based on existing staff travel patterns and the predicted uplift in staff, the total maximum parking demand on any one day is expected to be for around only 29 car parking spaces. Even allowing for a 30% fluctuation in demand arising from altered staff shift patterns, travel patterns or staff numbers, this would still only give rise to a total demand for around 38 spaces, which is some 26 spaces below level that will be available across the entire Site.
- 7.1.8 Having regard to this, it is therefore concluded that the level of parking that will be available at the Site is easily more than capable of meeting the forecast demand, and will address the issue of overspill parking that can already occur.
- 7.1.9 The traffic generating potential of the Site has been forecast using a combination of the TRICS database for the extant office use and a first principles approach for the proposed laundry use. The analysis demonstrates that the Proposed Development is forecast to generate a gross total of 8 two-way trips in the AM peak and 8 in the PM peak. This represents a net reduction compared to the extant office use, which is capable of generating around 44 two-way trips in the AM peak and 43 in the PM peak. Over the course of an average weekday a two-way reduction in traffic movements of 274 could occur, when compared to the western building's extant office use traffic generating potential.
- 7.1.10 On the basis of the above, it can be demonstrated that the Proposed Development will have an overall net benefit to the safety and operation of the local highway network, and that there should therefore be no requirement to bring forward any off-site highway-related mitigation measures or carry out further assessments.

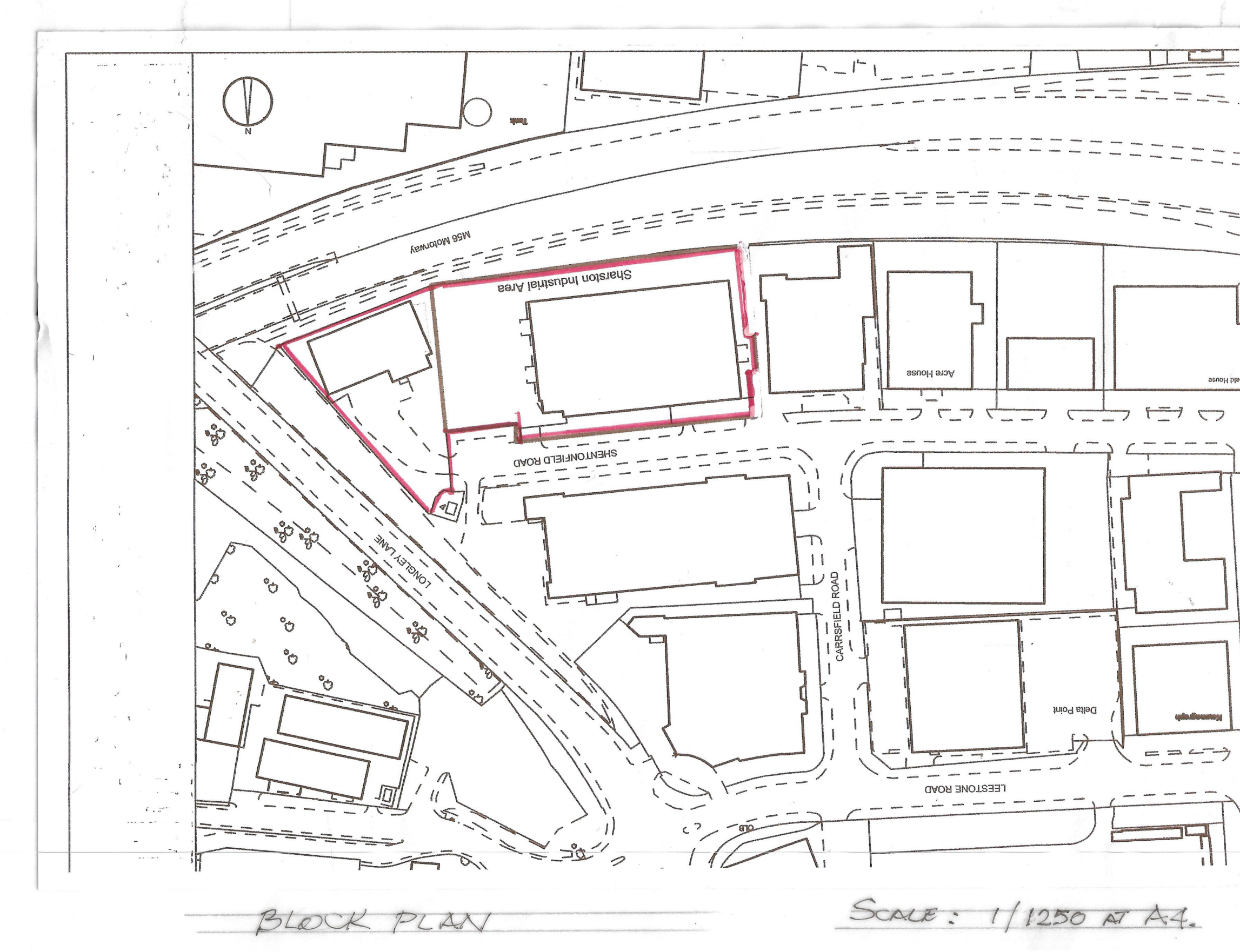
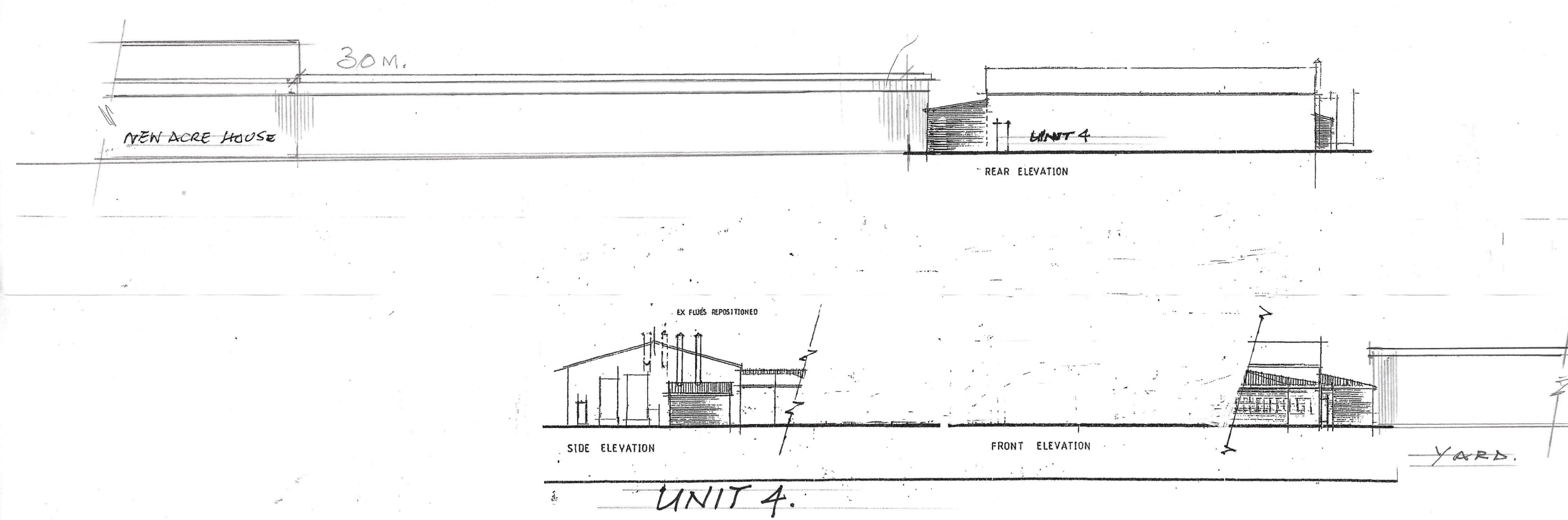
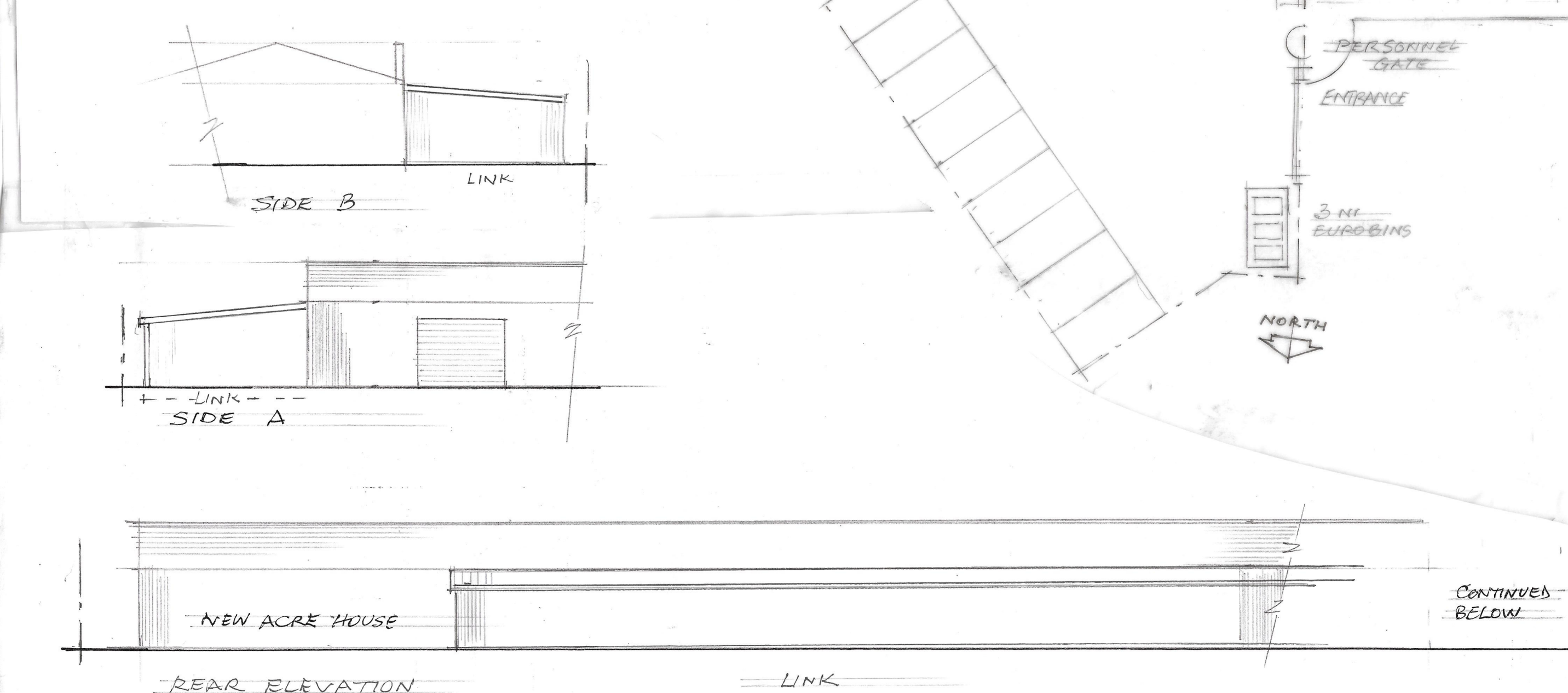
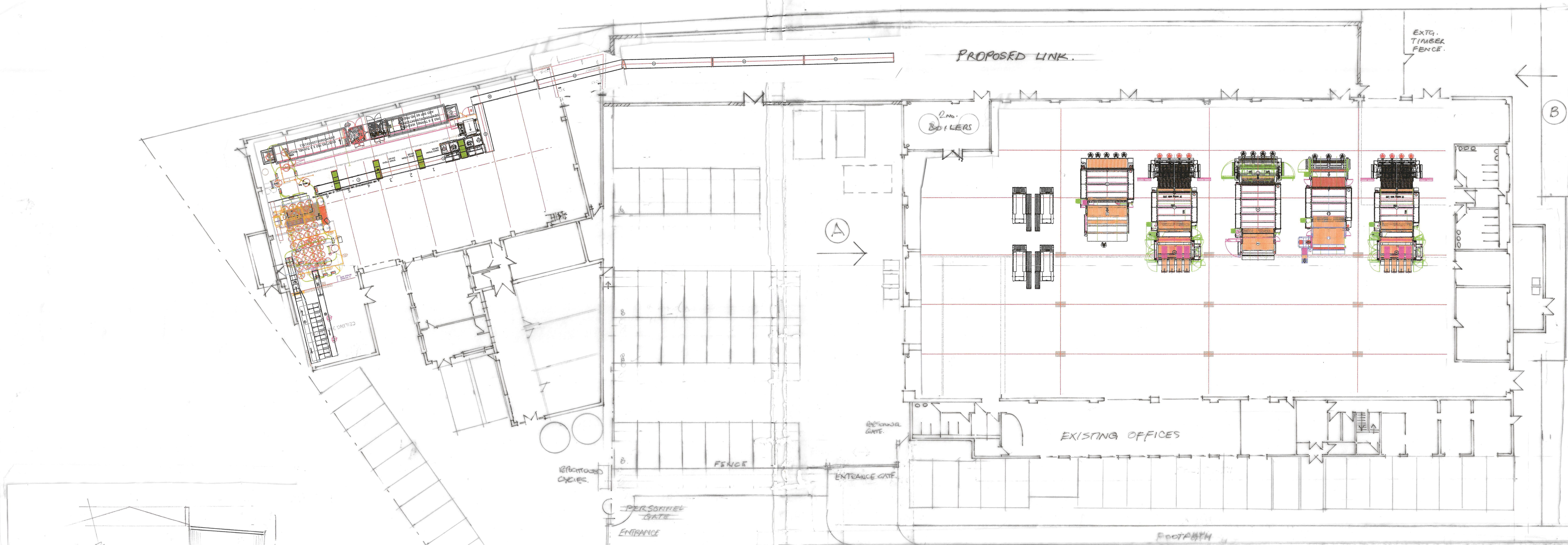
7.2 Conclusions

- 7.2.1 Paragraph 116 of the NPPF states that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 7.2.2 Based on the evidence presented in this TS, no unacceptable impact would be created by the scheme and there should be no reason to withhold planning permission from a transport perspective.



Appendix A – Proposed Site Layout Plan





VACANT NEW ACRE HOUSE
AND COMBINED FACILITY
WITH UNIT 4 LAUNDRY.

CLIENT
TLG LINEN SERVICES LTD
UNIT 4 SHENTONFIELD ROAD
SHARSTON M22

JOB TITLE
PROPOSED LINK
EXTENSION

DRAWING TITLE
PROPOSED PLANS
AND ELEVATIONS

**HOLBOROW
ORMESHER +
LIMITED**

architectural &
interior design

COMPANY ADDRESS:
15 OVERTON CLOSE
MIDDLEWICH
CHESHIRE CW10 0PZ

PHONE: 07770 834939

ISSUE	ORIGINAL	1	2	3	4	5	6	7
REVISION								
DATE								
DRAWN	PHB							
CHECKED	WAC							
APPROVED								

SCALE 1:200 AT A1

DRAWING NUMBER 2392 / 2025 / 02

Appendix B – Drawing Number 5490-ATR01

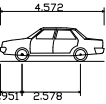


Swept Path Assessment - Family Saloon Car

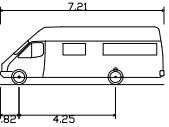


Site Boundary

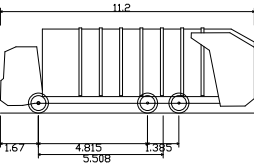
Design Vehicles



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

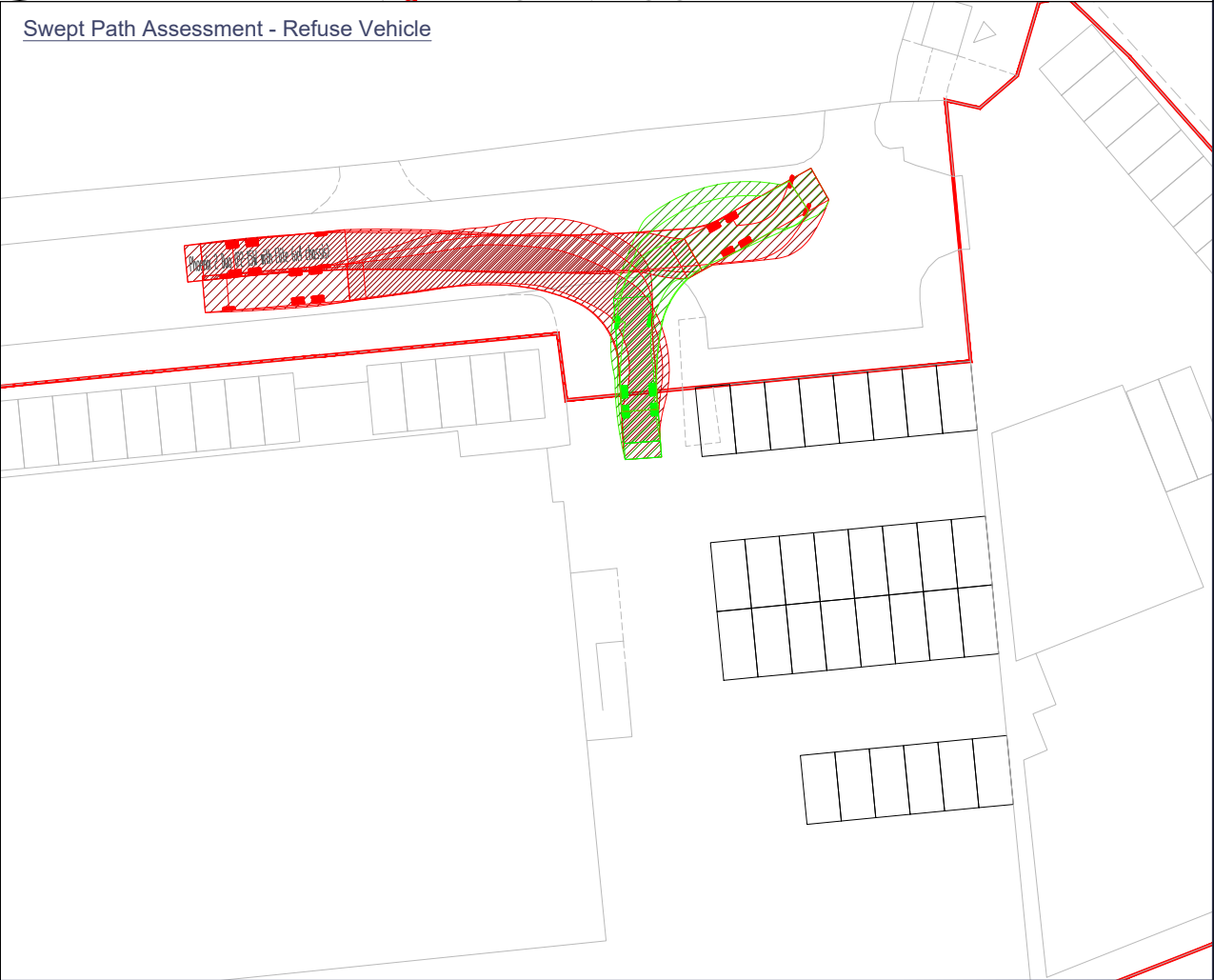


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Swept Path Assessment - Delivery Van



Swept Path Assessment - Refuse Vehicle



0344 8700 007
axis.co.uk



Client

The Linen Group

Project

Acre House, Shentonfield Road,
Sharston

Drawing Title

Swept Path Assessment Plan

Scale

1:500 @A3

Date

10-03-26

Dwg no

5490-ATR01

Status

Prelim

Drawn Checked

LK LK

Rev

Appendix C – TRICS Output – Existing Office



Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
		3 days
02	SOUTH EAST	
	HF	HERTFORDSHIRE
		2 days
	KC	KENT
		2 days
	ON	LUTON
		1 day
03	SOUTH WEST	
	DC	DORSET
		1 day
04	EAST ANGLIA	
	NF	NORFOLK
		1 day
	PB	PETERBOROUGH
		1 day
	SF	SUFFOLK
		1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
08	NORTH WEST	
	EC	CHESHIRE EAST
		1 day
09	NORTH	
	DH	DURHAM
		1 day
	TV	TEES VALLEY
		1 day
	TW	TYNE & WEAR
		2 days
10	WALES	
	CP	CAERPHILLY
		1 day
11	SCOTLAND	
	AS	ABERDEENSHIRE
		1 day
14	LEINSTER	
	LU	LOUTH
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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



Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

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:	GFA
Actual Range:	1200 to 4344 (units:sqm)
Range Selected by User:	1100 to 4400 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 05/06/25

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	7 days
Thursday	6 days
Tuesday	5 days
Wednesday	4 days

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

Selected survey types:

Manual count	20
Direction ATC Count	2

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	15 days
Suburban Area	7 days

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

Selected Location Sub Categories:

Commercial Zone	11 days
Industrial Zone	11 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	18 days

Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

Secondary Filtering Selection:

Use Class:

Not Known

22 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3393

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	6 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	5 surveys
50,001 to 100,000	1 surveys
Not Known	3 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	7 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys
Not Known	3 surveys

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	11 surveys
1.1 to 1.5	7 surveys
Not Known	4 surveys

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.

Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

Petrol filling station:

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

Travel Plan:

No	20 surveys
Yes	2 surveys

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	22 surveys
-----------------	------------

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

1 BOUCHER ROAD BELFAST WINDSOR Suburban Area Commercial Zone Gross floor area: 2908.00 sqm Survey date: Wednesday 26/11/2008	AN-02-A-03	OFFICES	ANTRIM	Survey Type: Manual
2 PEREGRINE ROAD WESTHILL WESTHILL INDUSTRIAL EST Edge of Town Industrial Zone Gross floor area: 1200.00 sqm Survey date: Wednesday 01/09/1999	AS-02-A-01	CLYDESDALE BANK	ABERDEENSHIRE	Survey Type: Manual
3 SIR ALFRED OWEN WAY CAERPHILLY Suburban Area Industrial Zone Gross floor area: 1824.00 sqm Survey date: Thursday 13/10/2022	CP-02-A-02	INSURANCE COMPANY	CAERPHILLY	Survey Type: Manual
4 LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400.00 sqm Survey date:	DC-02-A-01	OFFICES	DORSET	Survey Type: Manual
5 DURHAM ROAD NEAR DURHAM BOWBURN Edge of Town Industrial Zone Gross floor area: 2000.00 sqm Survey date: Tuesday 27/11/2012	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM	Survey Type: Manual
6 WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK Edge of Town Commercial Zone Gross floor area: 3000.00 sqm Survey date: Tuesday 04/05/2021	EC-02-A-04	OFFICES	CHESHIRE EAST	Survey Type: Manual
7 OLD OAK LANE EALING PARK ROYAL Suburban Area Industrial Zone Gross floor area: 2877.00 sqm Survey date: Tuesday 16/07/1991	EG-02-A-01	ELECTRICAL CO.	EALING	Survey Type: Manual
8 WESTGATE	EG-02-A-08	OFFICE	EALING	

Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 3416.00 sqm Survey date: Thursday 21/11/1991				Survey Type: Manual
9	EG-02-A-09	CLOTHING RETAILER	EALING	
WESTGATE EALING HANGER LANE Suburban Area Commercial Zone Gross floor area: 1708.00 sqm Survey date: Thursday 21/11/1991				Survey Type: Manual
10	HF-02-A-02	COUNCIL OFFICES	HERTFORDSHIRE	
BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area Industrial Zone Gross floor area: 2700.00 sqm Survey date: Thursday 05/09/2002				Survey Type: Manual
11	HF-02-A-05	OFFICES	HERTFORDSHIRE	
CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378.00 sqm Survey date:				Survey Type: Manual
12	KC-02-A-07	KCC HIGHWAYS REG.	KENT	
KAVELIN WAY ASHFORD HENWOOD IND. ESTATE Edge of Town Commercial Zone Gross floor area: 2525.00 sqm Survey date:				Survey Type: Manual
13	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT	
ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD Edge of Town Industrial Zone Gross floor area: 3168.00 sqm Survey date:				Survey Type: Manual
14	LN-02-A-01	OFFICES	LINCOLNSHIRE	
LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114.00 sqm Survey date:				Survey Type: Manual
15	LU-02-A-01	BETTING HEADQUARTERS	LOUTH	
INNER RELIEF ROAD DUNDALK Edge of Town				

Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

Commercial Zone

Gross floor area: 2052.00 sqm

Survey date:

Survey Type: Manual

16 OLD CHAPEL WAY NORWICH BROADLAND Edge of Town Commercial Zone Gross floor area: 2575.00 sqm Survey date: Wednesday 02/04/2025	NF-02-A-07	OFFICES	NORFOLK	Survey Type: Manual
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17 CAPABILITY GREEN LUTON Edge of Town Industrial Zone Gross floor area: 3066.00 sqm Survey date: Tuesday 17/11/1992	ON-02-A-01	FINANCIAL ADVISORS	LUTON	Survey Type: Manual
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18 LYNCH WOOD PETERBOROUGH Edge of Town Commercial Zone Gross floor area: 4040.00 sqm Survey date: Wednesday 19/10/2016	PB-02-A-04	OFFICES	PETERBOROUGH	Survey Type: Manual
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19 WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Gross floor area: 2800.00 sqm Survey date: Thursday 24/09/2020	SF-02-A-03	OFFICES	SUFFOLK	Survey Type: Manual
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20 LINGFIELD WAY DARLINGTON MORTON PARK Edge of Town Commercial Zone Gross floor area: 3500.00 sqm Survey date:	TV-02-A-02	BUILDING SOCIETY	TEES VALLEY	Survey Type: Manual
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21 EARLSWAY GATESHEAD TEAM VALLEY TRAD. EST. Edge of Town Industrial Zone Gross floor area: 2500.00 sqm Survey date: Tuesday 29/09/2009	TW-02-A-04	HOUSING CO.	TYNE & WEAR	Survey Type: Manual
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22 DELTA BANK ROAD GATESHEAD METRO RIVERSIDE PARK Suburban Area Commercial Zone Gross floor area: 1500.00 sqm Survey date: Tuesday 29/09/2009	TW-02-A-05	TELEVISION CO.	TYNE & WEAR	Survey Type: Manual
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Audit Code: fbc94b5a-5bac-462b-bcc2-399e29df8834

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	2	2038	0.000	0.000	0.000
01:00-02:00	2	2038	0.000	0.000	0.000
02:00-03:00	2	2038	0.000	0.000	0.000
03:00-04:00	2	2038	0.000	0.000	0.000
04:00-05:00	2	2038	0.000	0.000	0.000
05:00-06:00	2	2038	0.025	0.000	0.025
06:00-07:00	2	2038	0.123	0.025	0.148
07:00-08:00	22	2602	0.585	0.100	0.685
08:00-09:00	22	2602	1.820	0.194	2.014
09:00-10:00	22	2602	1.086	0.259	1.345
10:00-11:00	22	2602	0.426	0.313	0.739
11:00-12:00	22	2602	0.348	0.316	0.664
12:00-13:00	22	2602	0.452	0.636	1.088
13:00-14:00	22	2602	0.692	0.552	1.244
14:00-15:00	22	2602	0.468	0.430	0.898
15:00-16:00	22	2602	0.356	0.428	0.784
16:00-17:00	22	2602	0.272	1.034	1.306
17:00-18:00	22	2602	0.126	1.851	1.977
18:00-19:00	22	2602	0.075	0.648	0.723
19:00-20:00	2	2038	0.025	0.049	0.074
20:00-21:00	2	2038	0.000	0.000	0.000
21:00-22:00	2	2038	0.049	0.049	0.098
22:00-23:00	2	2038	0.000	0.000	0.000
23:00-00:00	2	2038	0.000	0.000	0.000
Total Rates:			6.928	6.884	13.812

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:	1100 - 4400 (units: sqm)
Survey date date range:	18/07/1991 - 19/05/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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