Transport Statement

Proposed Healthcare Development

Land at Asda Stanley Grove, Longsight, Manchester, M12 4NH

September 2026 – SA61164_TS1_Issue 1.0

BERRYS

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Project
Transport Statement for Proposed Healthcare Development on Land at Asda Stanley Grove, Longsight, Manchester, M12 4NH

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1. Introduction

1.1 This Transport Statement has been prepared to discuss and assess the impact on the surrounding highway network from the proposed healthcare development on land at Asda Stanley Grove, Longsight, Manchester. The site location is indicated in Figure 1, below.

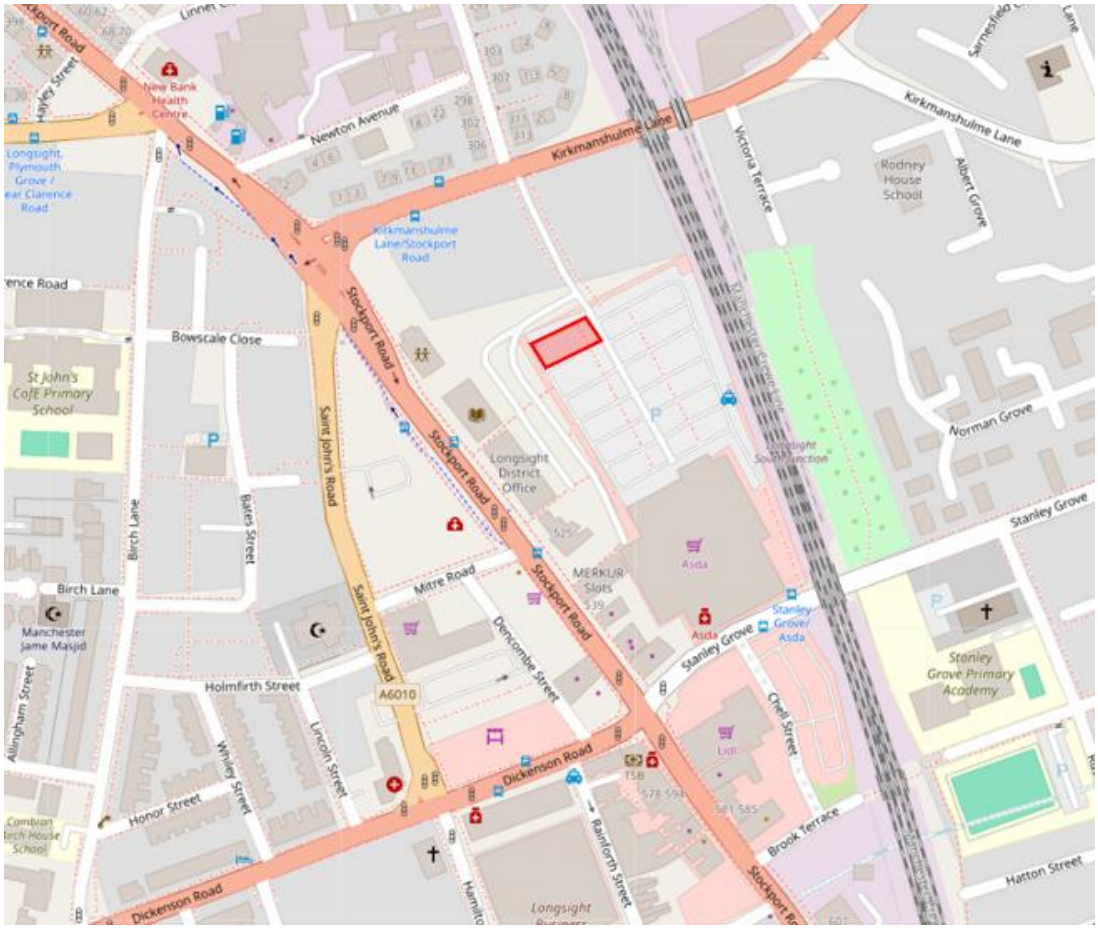


Figure 1: Location of the proposed development on land at Asda Stanley Grove, Longsight, Manchester M12 4NH (map image credit: OpenStreetMap 2026).

1.2 The proposals seek full planning permission for the erection of a new General Practice (GP) surgery (485m^2) on an approximately 0.016ha parcel of land within the existing car park for the Asda supermarket at Stanley Grove, Longsight, Manchester M12 4NH.

1.3 The proposed GP surgery is required on a temporary basis to provide essential consulting, treatment and healthcare services to the local community while the new medical centre at Moseley Road is being constructed. The facility would operate for approximately 12 months before being removed once the permanent medical centre becomes operational. The building will comprise seven consulting rooms, two treatment rooms, two waiting areas, an interview room, reception facilities, staff areas, storage areas and associated WC facilities. The surgery will operate seven days a week between 8:00am and 8:00pm.

1.4 This Transport Statement aims to demonstrate to the Local Planning Authority (LPA) that the proposed development is appropriately located from a transportation perspective and will provide safe and sustainable access for its future occupants/users, without impacting upon the safety of the public highway or creating wider traffic issues. This report should be read in conjunction with the other supporting planning documents and drawings submitted as part of the planning application. This Transport Statement has been produced in accordance with the UK Government advice on Travel Plans, Transport Assessments and Statements, and the National Planning Policy Framework (NPPF) Chapter 9 – Promoting sustainable transport.

1.5 This Transport Statement has been prepared by Luke Rodgers, a Transport Planner with over 3 years of industry experience in working in the private highway and development sector. This document has been authorised by Richard Harman who is an Incorporated Engineer and a Fellow of the Institute of Highway Engineers.

1.6 This report (including any attachments) has been prepared with care and due diligence in relation to the proposed healthcare development on land at Asda Stanley Grove, Longsight, Manchester, and solely for the purpose for which it is provided. Unless we provide express prior written consent, no part of this report should be reproduced, distributed or communicated to any third party. We do not accept any liability if this report is used for an alternative purpose from which it is intended, nor to any third party in respect of this report.

2. Site Access and Sustainability

Access and the Road Network

2.1 The application site is located within the car park of the Stanley Grove Asda supermarket, located within the inner-city district of Longsight, approximately 3.5km southwest of Manchester city centre. The Asda car park is currently accessed to the south of the A6010 Kirkmanshulme Lane via a single carriageway private access road measuring circa 9m wide. Due to the limited off-street parking available for the neighbouring terraced residential dwellings, and associated parking restrictions along the A6010, the private access road is currently subject to on-street parking along both sides of the carriageway. This leaves an effective carriageway width of approximately 6-7m, which remains sufficient to accommodate the two-way movement of vehicles. The existing conditions along the private access road are shown in Figure 2 below.





Figure 2: Left-hand image looking south along site access road. Right-hand image looking north along site access road. (Source: Google Maps 2026)

2.2 Approximately 80m north of the site access, the private access road connects to the A6010 Kirkmanshulme Lane via a simple give-way priority junction measuring approximately 24m wide where it meets with the A6010. The site access is shown in Figure 3.

2.3 To the west of Asda car park, the private access road provides access to Asda supermarket goods delivery area, and additional parking serving several other premises including a community centre, adult education and learning centre, and offices.



Figure 3: A6010 junction with site access road. (Source: Google Maps 2026).

2.4 To the west of the site access the A6010 measures approximately 10m wide and benefits from a dedicated right-turn lane for vehicles turning right into the site as shown in Figure 4 below. A hatched yellow box is provided within the junction area, indicating that vehicles must not enter the marked area unless their exit route is clear. The marking is intended to prevent blocking back and maintain the efficient operation of the junction.

2.5 To the east of the site access road junction, the A6010 measures circa 5.75m wide where it narrows down to a single lane for each direction of travel. The A6010 connects to the A6 approximately 120m west of the site via a 4-arm signalised junction. In the opposite direction, the A6010 connects to the A57 approximately 800m northeast of the site via a signalised crossroads.



Figure 4: A6010 dedicated right-turn lane in vicinity of private access road junction. (Source: Google Maps 2026).

2.6 Given the low turning volumes anticipated to be generated by the proposed development when compared to the existing flows along the local road network, as will be discussed further in Chapter 3, suitable access visibility, and absence of any identified emerging pattern of safety issues within the site vicinity, the existing site access arrangement is considered appropriate to accommodate the proposed development.

Servicing and Emergency Access

2.7 It is proposed that refuse collection for the proposed development will be undertaken via a private refuse collection arrangement as per the operation for the existing Asda supermarket. The refuse vehicle used to undertake collection will be no larger than the servicing vehicles that currently access the site, and therefore safe and suitable access is considered to be achievable.

2.8 A fire appliance will be able to access within 45m of all parts of the proposed GP surgery, in accordance with Building Regulations Document B. The existing site access arrangements are considered to be suitable to enable the continued safe access and egress of emergency vehicles.

Network Traffic Flows

2.9 A Department for Transport (DfT) manual traffic count was undertaken in 2018 along the A6010, approximately 250m northeast of the site. In 2018 an AADT of 18,144 was recorded along the A6010, with estimations based on this being recorded annually thereafter, with the latest estimated year in 2025 with a total AADT of 17,337. These traffic flows are considered typical for a principal route providing connectivity across Greater Manchester.

Road Safety

2.10 We have consulted Crashmap to check for reported road traffic collisions within the site and immediate approaches along the A6010 within the latest available five-year period. This revealed that one incident occurred within the supermarket car park, one occurred at the site supermarket car park access and the other four occurred within the vicinity of the private access road's junction with the A6010. The locations of the recorded collisions and the associated collision reports shown in Appendix A.

2.11 Two incidents were recorded within the supermarket estate during the five-year study period, comprising one collision within the car park and one on the supermarket access road. As both incidents occurred on the private road network, they are not considered relevant to the assessment of highway safety on the public highway. Furthermore, neither incident is indicative of a highway safety concern, with one involving a low-speed rear-end shunt typical of driver inattention/queuing conditions and the other representing an isolated event within the car park.

2.12 All four recorded incidents in the vicinity of the A6010/site access junction occurred on the A6010. The first two incidents occurred during hours of darkness with street lighting present, in fine and dry conditions, resulting in slight injury severities. The available information does not include the direction of travel or intended manoeuvres, however the first points of impact at the front and offside may suggest a potential right turn conflict.

2.13 The third incident involved two cars, with one vehicle performing a right turn manoeuvre. The incident occurred during daylight hours in rainy conditions with a wet carriageway surface and resulted in two slight casualties.

2.14 The recorded serious collision involved a pedal cyclist and a heavy goods vehicle approximately 20m east of the site access. The incident occurred during daylight hours, in fine weather and on a dry road surface. One serious casualty was

recorded. Given the limited collision detail available within the Crashmap record, no robust conclusions can be drawn regarding the cause of the incident.

2.15 Based on the available collision descriptions and point of impact information, our assessment suggests a potential pattern of right-turn conflicts at the site access from the A6010. However, the overall number of recorded incidents remains low over the five-year assessment period, particularly when considered in the context of the substantial traffic volumes carried by the A6010, which accommodated an estimated AADT of 17,337 vehicles in 2025. Furthermore, all three potential right-turn related collisions resulted in slight injury severities only. On this basis, it is considered that the frequency and severity of the recorded incidents does not indicate an inherent highway safety problem or a significant existing road safety concern.

Sustainability and Transport

2.16 The site is located within a District Centre of Manchester, which is a designated suburban hub outside of the main city centre. A district centre provides local communities with daily retail, health services, libraries, public transport and more, making these areas very well connected. Additionally, the site is located approximately just 3.5km from Manchester city centre.

2.17 The site is accessible via pedestrian/cycle from the north, west and south. From the north, footways measuring circa 1.8m wide are provided along both sides of the access road, providing direct access to the supermarket car park, where low vehicle speeds provide a safe environment for pedestrians.

2.18 Two pedestrian/cycle access points are located along the western side of the supermarket car park, with the northernmost located less than approximately 15m from the location of the proposed GP Surgery. Zebra crossings are provided to ensure safe and prioritised pedestrian crossing across the adjacent access road to the west of the car park. West of these, public footpaths provide direct connection between the A6 Stockport Road and the site, offering the opportunity for future staff/visitors of the surgery to access the site from residential areas to the west.

2.19 An additional pedestrian/cycle access is available to the south of the supermarket via Stanley Grove, providing the opportunity for potential staff/visitors to walk/cycle to the site within an approximate 240m distance of the adjacent road network to the south.

2.20 Within the wider supermarket car park, a comprehensive network of pedestrian routing with zebra crossings are provided. These crossings connect to each other to provide a direct connection from the supermarket entrance to the northern section of the car park, where the GP Surgery is proposed.

2.21 A segregated cycleway is provided along the western side of the A6 Stockport Road for a distance of approximately 170m providing a traffic-free cycle connection between the signalised crossing located to the west of the site and the A6 / A6010 4-arm signal junction. The crossing facilities provide a connection from the aforementioned segregated cycleway to an additional cycleway located along the southern side of the A5184 Plymouth Grove. This route provides direction cycle connection to and from Manchester city centre.

2.22 National and regional cycle routes are also accessible within short distances of the site, providing the opportunity for future staff/visitors of the proposed GP surgery to suitably travel via cycle. The Fallowfield Loop, which forms part of National Cycle Route (NCR) 6, is accessible approximately 2.7km south of the site. NCR 6 can be used to cycle to/from many suburban areas of South Manchester, in addition to connecting to several other cycle routes, such as the NCR 52, 60 and 62. The site location in the context of the cycle facilities and routes accessible close to the site is shown in Figure 5.

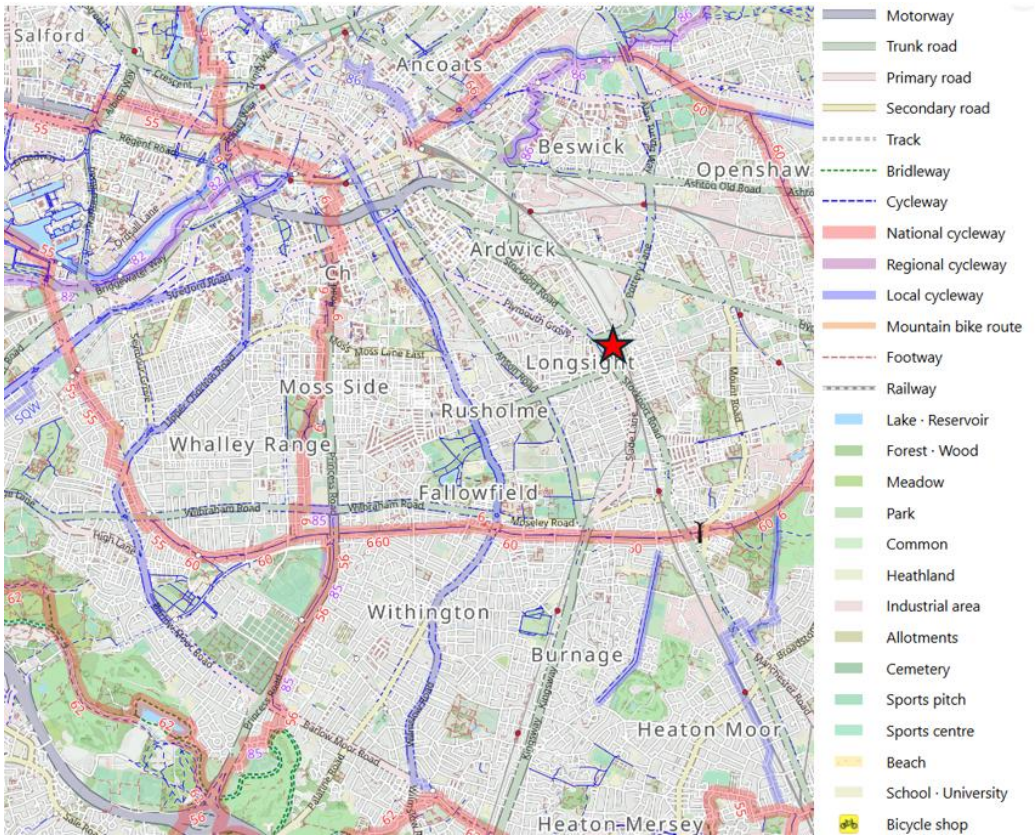


Figure 5: Local Cycle Network (Source: OpenStreetMap 2026)

2.23 Bus stops are located along Kirkmanshulme Lane, the A6 Stockport Road and Stanley Lane, within a maximum distance of approximately 250m from the site. The stops along Kirkmanshulme Lane and Stanley Lane comprise a simple flag and pole design, while the stops along the A6 Stockport Road are provided with shelter and timetabling information. The services available from the aforementioned bus stops are shown in Figure 6 below.

Service	Route	Frequency		
		Mon-Fri	Sat	Sun
53	Cheetham Hill – Belle Vue – Chorlton upon Medlock - Pendleton	2 per hour	2 per hour	1 per hour
150	Trafford Centre – Stretford Mall – Chorlton – Long Sigh – Belle Vue	2 per hour	2 per hour	1 per hour
191	Chorlton Street Coach Station – Longsight – Stockport – Hazel Grove P&R	4 per day	No Service	No Service
192	Manchester Picadilly – Longsight – Heaton Chapel – Stockport – Hazel Grove P&R	12 per hour	12 per hour	12 per hour
197	Chorlton Street Station – Longsight – Stockport	3 per hour	2 per hour	1 per hour

Figure 6: Local Bus Services

2.24 The closest train stations to the site, Belle Vue Station and Ashburys Station, are located approximately 1.7km away, accessible by an approximate 7-minute cycle or 24-minute walk. Alternatively, bus service 53 can be used to travel to both stations, and bus service 150 can be used to travel to/from Belle Vue Station. Both stations provide regular rail services to a number of destinations around Manchester, providing potential staff/visitors at the site the opportunity to travel to/from the site utilising the nearby rail opportunities.

2.25 The proposed GP surgery is well served by existing pedestrian and cycle facilities, together with accessible bus and tram services. These sustainable transport options provide future staff and visitors with realistic opportunities to travel by active and public transport modes. Accordingly, the site represents a sustainable location for the proposed development and is considered compliant with the objectives and requirements of the NPPF.

Parking

2.26 In order to inform what level of car parking provision is required to support the development proposals, the Manchester City Council Core Strategy 2012-2027 has been consulted. The car parking standards are contained in Appendix B of the Core Strategy and indicate that for 'Medical and Health facilities' within district centres, a total of 1 space is required per 2 staff, in addition to 1 space per 3 consultation rooms.

2.27 It is envisaged that there will be a total of 20 staff members employed by the surgery, thereby equating to a required staff car parking provision of 10 spaces. The proposals include 7 consultation rooms, thereby equating to a required visitor car parking provision of 21 spaces, totalling a required car parking provision of 31 spaces to support the proposed GP surgery.

2.28 In order to ascertain the existing site parking demand, and to determine whether sufficient capacity is available to accommodate the proposed development, a parking beat survey was undertaken on the following dates and times, with the full survey results contained in Appendix B:

- Friday 17th July 2026 – Every 15 minutes between 15:00-18:00
- Saturday 18th July 2026 – Every 15 minutes between 11:00-15:00
- Wednesday 22nd July 2026 – Every 15 minutes between 12:00-14:00

2.29 The survey periods were selected to capture parking demand across a range of representative peak trading and operational conditions. Collectively, these survey periods provide a robust assessment of parking accumulation under both peak supermarket and likely peak surgery operating conditions, enabling the availability of parking spaces to be assessed on a realistic worst-case basis.

2.30 Whilst it is acknowledged that the Wednesday survey was undertaken during the school summer holiday period, this is not considered to materially affect the validity of the survey results. The principal parking demand at the site is associated with supermarket customers, whose shopping patterns are generally driven by household needs and convenience rather than school term dates. Furthermore, food retail facilities continue to attract consistent weekday parking demand throughout the year, with any reduction in school-related trips often offset by increases in discretionary shopping and family-based trips during holiday periods. As such, the survey is considered to provide a representative assessment of weekday parking accumulation and available parking capacity.

2.31 The average parking stress across the respective surveyed periods on each day is shown in Figure 7, with the total number of unrestricted car parking capacity, which does not include child or disabled spaces, within the supermarket car park recorded as 378.

SURVEY DATE	SURVEY PERIOD	PARKING SPACES	NUMBER OF CARS PARKED	PARKING STRESS
FRIDAY 17TH JULY	15:00-18:00	378	71	19%
SATURDAY 18TH JULY	11:00-15:00		111	29%
WEDNESDAY 22ND JULY	12:00-14:00		104	27%
AVERAGE			95	25%

Figure 7: Recorded average parking stress

2.32 As shown in Figure 7 above, the highest average recorded parking stress within the respective periods on each surveyed days was on Saturday 18th July, with an average of 71 cars parked out of the total 378 available unrestricted spaces, equating to an average parking stress of 29%. It is unsurprising that the greatest parking stress is experienced on the weekend, given much of the population is off work. Of the two weekday surveyed days, Wednesday 22nd July experienced a far greater level of stress, with 104 cars parked, equating to a parking stress of 27%. Notwithstanding this, the average number of cars parked across the three surveyed periods totals 95 cars, equating to an average stress of 25%.

2.33 To ensure that the average of each surveyed period does not skew the results of any particular peak interim periods, an assessment compared to the observed 15-minute peak on each surveyed day will be undertaken. The busiest 15-minute period on each recorded day, compared to the existing parking availability, is shown in Figure 8.

SURVEY DATE	PEAK SURVEY PERIOD	PARKING SPACES	NUMBER OF CARS PARKED	PARKING STRESS
FRIDAY 17TH JULY	15:15-15:30	378	78	21%
SATURDAY 18TH JULY	12:30-12:45		127	34%
WEDNESDAY 22ND JULY	13:00-13:15		108	29%

Figure 8: Recorded peak period parking stress

2.34 As shown in Figure 8, the peak period was recorded on the Saturday, with a maximum parking stress of 34% between 12:30-12:45. On the recorded weekdays, the peak period was recorded on the Wednesday between 13:00-13:15, with a parking stress of 29%.

2.35 To ensure that the observed parking stress within the peak 15-minute periods does not exceed unsuitable levels following the loss of 42 spaces, in addition to the requirement for 31 spaces to support the proposed development, Figure 9 below indicates the parking stress following the theoretical loss of 73 spaces.

SURVEY DATE	SURVEY PERIOD	PARKING SPACES	RECORDED NUMBER OF CARS PARKED	PARKING STRESS
FRIDAY 17TH JULY	15:15-15:30	305	78	26%
SATURDAY 18TH JULY	12:30-12:45		127	42%
WEDNESDAY 22ND JULY	13:00-13:15		108	35%

Figure 9: Average parking stress following loss of spaces and required spaces – compared to maximum parking stress

2.36 As shown in Figure 9, following the physical loss of 42 spaces and theoretical loss of 31 spaces, there is forecast to be an abundance of spare parking capacity. A maximum parking stress of 42% is forecast during the observed peak period of 12:20-12:45 on a Saturday, while the maximum weekday parking stress capacity period is likely to be is 35% between 13:00-13:15, leaving 197 unrestricted car parking spaces available.

2.37 The above assessment demonstrates that the proposed GP surgery can be accommodated within the existing parking provision whilst maintaining a significant level of spare parking capacity. The highest forecast parking stress of 42% occurs during the Saturday peak period, when 127 vehicles were recorded and the theoretical reduction of 73 spaces is applied. On weekdays, the highest observed parking demand was recorded on Wednesday 22nd July, when 108 vehicles were parked during the peak 15-minute period. Even after accounting for the loss of 42 spaces and a requirement for 31 surgery spaces, the resulting parking stress would be only 35%, leaving approximately 197 spaces available within the car park.

2.38 The scenario assessed is considered highly robust and conservative, as it assumes the full parking requirement of the surgery would occur simultaneously with the peak supermarket parking demand. In practice, parking demand is expected to be distributed throughout the day, resulting in lower levels of parking stress than forecast. The assessment therefore demonstrates that the proposed development would not result in an unacceptable increase in parking stress and that adequate parking capacity would remain available to serve both the supermarket and the proposed GP surgery.

2.39 While staff/visitor parking will not be allocated as part of the proposed development, three disabled car parking spaces will be provided adjacent to the southern side of the building, which is in accordance with the Manchester City Council parking standards.

2.40 The Manchester City Council parking standards also indicate a required cycle parking provision of 2 spaces per consulting room, hereby equating to a required cycle parking provision of 14 spaces. As such, seven Sheffield stands will be provided adjacent to the south of the building, in accordance with the Manchester City Council cycle parking standards.

3. Development Traffic

Baseline Traffic

3.1 An Automatic Traffic Count (ATC) was undertaken along the private access road serving the site between 17/07/26-23/07/26 in order to obtain the existing flows at the site, with the full results contained in Appendix C. It should be noted that the ATC also captures traffic associated with the other businesses operating via the access road, which includes three buildings comprising commercial, educational and local community uses.

3.2 The proposed development is located within part of the existing supermarket car park, and the supermarket will continue to operate following implementation of the scheme. As such, the site is already established and generates regular vehicular activity associated with customer and staff trips. Consequently, a proportion of trips associated with the proposed development are expected to comprise linked trips from existing visitors already travelling to the supermarket and wider retail area.

3.3 In order to assess whether the site access road can accommodate the increase in traffic following the proposed development, Figure 10 shows the AM peak hour, PM peak hour and daily traffic flows recorded on the observed busiest weekday (Friday) and on Saturday.

	ARRIVALS	DEPARTURES	TOTAL
FRIDAY 17TH JULY 2026			
AM PEAK (08:00-09:00)	58	104	162
PM PEAK (17:00-18:00)	148	141	289
24-HOURS	2,152	2,205	4,357
SATURDAY 18TH JULY 2026			
AM PEAK (08:00-09:00)	43	69	112
PM PEAK (17:00-18:00)	179	154	333
24-HOURS	2,160	2,236	4,396

Figure 10: Recorded peak day peak hour and daily flows (Ref: Appendix C).

3.4 As shown in Figure 10, the recorded peak days from the 7-day ATC were Friday 17th July and Saturday 18th July. Similar traffic profiles were observed across both days, with a combined total of 451 vehicle movements recorded along the access road within the peak hours on the Friday, and 445 vehicle movements recorded along the access road within the peak hours on the Saturday. Across the duration of a day, a total of 4,357 vehicle movements were recorded on the Friday, whilst a total of 4,396 vehicle movements were recorded on the Saturday.

3.5 Figure 10 contains the recorded traffic flows during the traditional network peak hours. However, although the site is served by several conventional employment uses via the access road, the supermarket is expected to generate the majority of trips. As supermarket travel patterns typically differ from those associated with traditional employment uses, the development is not anticipated to share the same peak-hour traffic profile as the wider highway network. As such, Figure 11 below outlines the recorded peak hour traffic movements in the observed access road peak hours, which differ slightly from the Friday to the Saturday, but remain fairly consistent through the duration of the recorded week.

	ARRIVALS	**DEPARTURES**	**TOTAL**
FRIDAY 17TH JULY 2026			
RECORDED AM PEAK (11:00-12:00)	168	221	389
RECORDED PM PEAK (14:00-15:00)	189	194	383
SATURDAY 18TH JULY 2026			
RECORDED AM PEAK (11:00-12:00)	173	217	390
RECORDED PM PEAK (12:00-13:00)	194	231	425

Figure 11: Recorded practical peak day peak hour and daily flows (Ref: Appendix C).

3.6 As shown in Figure 11, the recorded peak operational hours from the 7-day ATC on Friday 17th July were 11:00-12:00 and 14:00-15:00, and 11:00-12:00 and 12:00-13:00 on Saturday 18th July. A combined total of 772 vehicle movements were recorded along the access road within the peak hours on the Friday, whilst 815 vehicle movements were recorded along the access road within the peak hours on the Saturday.

Development Traffic

3.7 To inform a robust assessment of the proposed development traffic, the TRICS database has been interrogated to provide vehicular trip rates for GP surgeries of similar scale in comparable town centre and edge of town centre locations. The proposed vehicular trip rates and corresponding predicted traffic movements based upon the proposed 485m² GP surgery are presented in Figure 12. A detailed breakdown of the TRICS survey data can be viewed in Appendix D.

3.8 Whilst the proposed GP surgery will operate seven days per week, the TRICS dataset includes no Saturday surveys and only one Sunday survey. As GP surgeries are not expected to attract greater levels of activity at weekends than on weekdays, weekday trip rates are considered representative of likely weekend demand.

	TRIP RATE (PER 100m²)		**TRAFFIC MOVEMENTS** (485m²)	
	IN	OUT	IN	OUT
NETWORK AM PEAK (08:00-09:00)	4.217	1.831	20	9
NETWORK PM PEAK (17:00-18:00)	2.095	3.288	10	16
24-HOURS	35.929	36.630	174	178

Figure 12: Proposed network peak hour and 24-hour GP Surgery vehicular trip rates and calculated traffic movements.

3.9 Figure 13 shows that the proposed development is forecast to generate 26-29 traffic movements in each of the network peak hours, equating to one vehicle movement every 2-3 minutes on average across the peak hours, which can easily be accommodated on the adjoining highway network considering the existing traffic flows. The proposed development is forecast to generate in the region of 352 daily traffic movements, which represents 8% of the recorded daily flows along the private road on Saturday 18th July.

3.10 Similarly to the supermarket, travel demand associated with GP surgeries does not necessarily coincide with the traditional highway network peak periods, as appointments are typically distributed throughout the day rather than concentrated around commuter travel times. As a result, the operational peak hours of a GP surgery may differ from the network AM and PM peaks. As such, Figure 13 below outlines the actual peak hour traffic movements indicated by the TRICS report.

	TRIP RATE (PER 100m²)		TRAFFIC MOVEMENTS (485m²)	
	IN	OUT	IN	OUT
OBSERVED AM PEAK (09:00-10:00)	4.958	4.223	24	20
OBSERVED PM PEAK (16:00-17:00)	3.211	3.604	16	17

Figure 13: Proposed actual peak hour GP Surgery vehicular trip rates and calculated traffic movements.

3.11 As shown in Figure 13, the TRICS report indicates that the proposed development is likely to experience peak traffic generation between 09:00-10:00 in the AM and between 16:00-17:00 in the PM. Within the observed operational peak hours, the proposed development is forecast to generate 33-44 trips.

3.12 The above forecast peak hours of the GP surgery do not coincide with the observed operational peak hours along the site access road. Traffic surveys along the access road recorded a maximum flow of 425 vehicles between 12:00-13:00 on Saturday 18th July, whereas during the GP surgery's forecast peak hour (09:00-10:00) the observed flow on the access road was no greater than 287 vehicles per hour (Friday 17th July), as shown in Appendix C. When combined with the development's maximum forecast generation, the resultant flow would be approximately 331 vehicles per hour (287 + 44), which remains substantially below the observed peak flow of 425 vehicles per hour and within the theoretical capacity of the access road. The resultant flow would remain approximately 22% below the highest observed hourly flow. As such, the proposed development is not expected to give rise to any operational capacity issues or a material impact on the performance of the local highway network.

3.13 Further to the above, given the location of the surgery within an existing supermarket destination, a proportion of visitor trips are likely to comprise linked trips already travelling to the site. The assessment is therefore considered robust and demonstrates that the proposed development would not materially affect the operation of the access road or wider highway network

3.14 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, following mitigation, would be severe, taking into account all reasonable future scenarios*.' On this basis, it is considered that the proposed development should not be refused on highways grounds.

4. Conclusions

4.1 This Transport Statement has assessed the transport and highway implications of the proposed GP surgery within the existing Asda supermarket car park at Stanley Grove, Longsight. The assessment demonstrates that the site is located in a highly sustainable location, benefiting from established pedestrian and cycle infrastructure, frequent bus services and convenient access to wider public transport networks. The development will therefore provide future staff and visitors with realistic opportunities to travel by sustainable modes

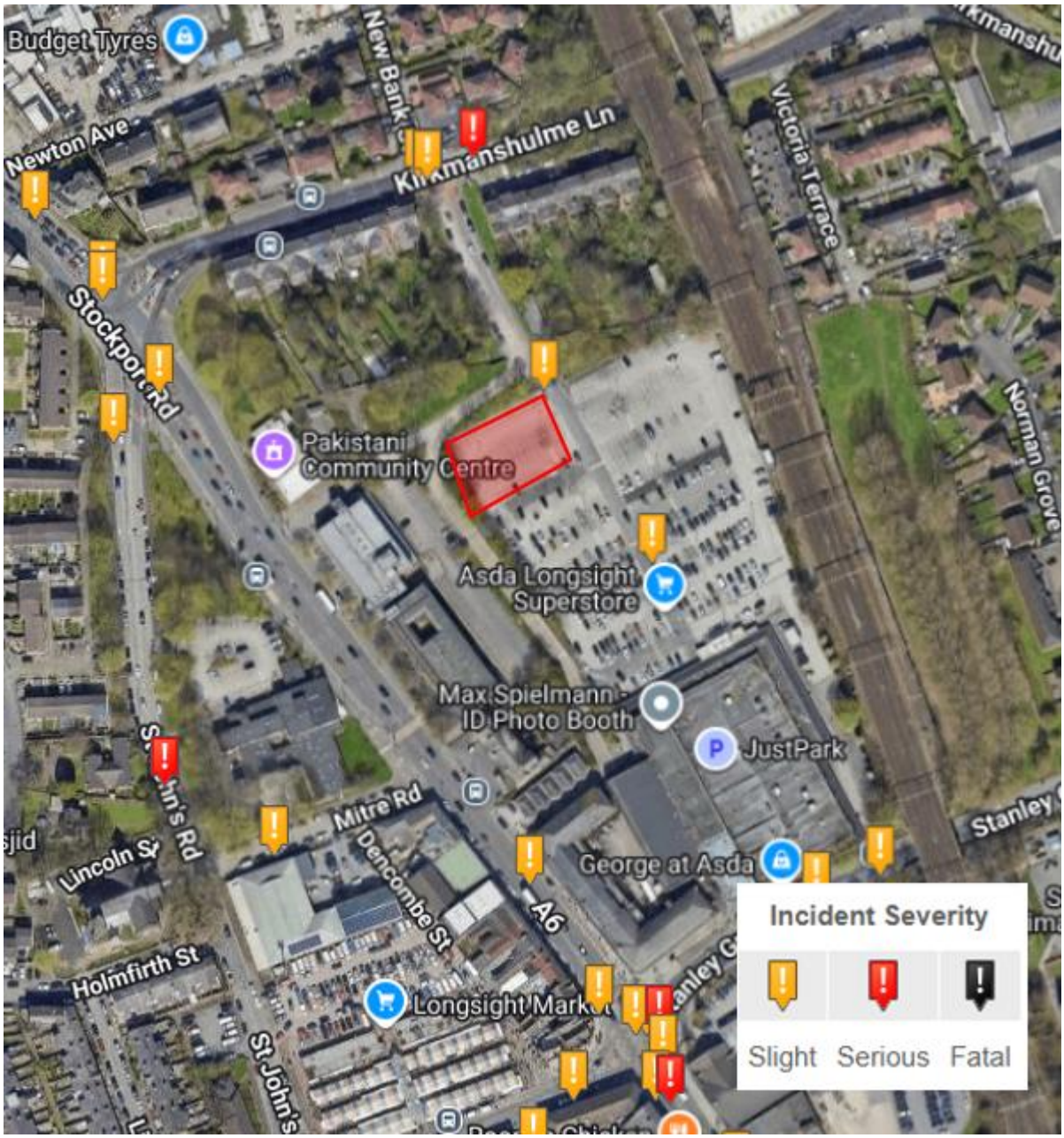
4.2 The proposed development will utilise the existing site access arrangements, which are considered appropriate for the scale and nature of the proposals. Review of the local collision history has identified no pattern of incidents that would indicate an existing highway safety concern, and the development is not expected to adversely affect highway safety.

4.3 Parking surveys have demonstrated that the existing supermarket car park contains a substantial surplus of parking capacity. Even when accounting for the physical loss of parking spaces associated with the development and the theoretical parking demand generated by the GP surgery, a significant level of spare parking capacity would remain available. As such, the proposals would not result in unacceptable parking stress or overspill parking on the surrounding highway network.

4.4 Traffic generation forecasts derived from the TRICS database indicate that the proposed GP surgery would generate relatively low levels of vehicular traffic. Whilst the development is expected to generate a maximum of 44 two-way vehicle movements within its busiest hour, this demand does not coincide with the recorded peak hour on the site access road. Survey data identified a maximum observed flow of 425 vehicles per hour along the access road, whereas the highest existing flow during the GP surgery's peak demand period was only 287 vehicles per hour. When combined with development traffic, the resultant flow would be approximately 331 vehicles per hour, remaining comfortably below the maximum observed flow and within the capacity of the highway network.

4.5 Overall, the assessment concludes that the proposed GP surgery can be accommodated on the site without giving rise to a severe impact on the operation or safety of the local highway network. The development accords with the transport objectives of the National Planning Policy Framework and there are no transport or highway reasons why planning permission should not be granted.

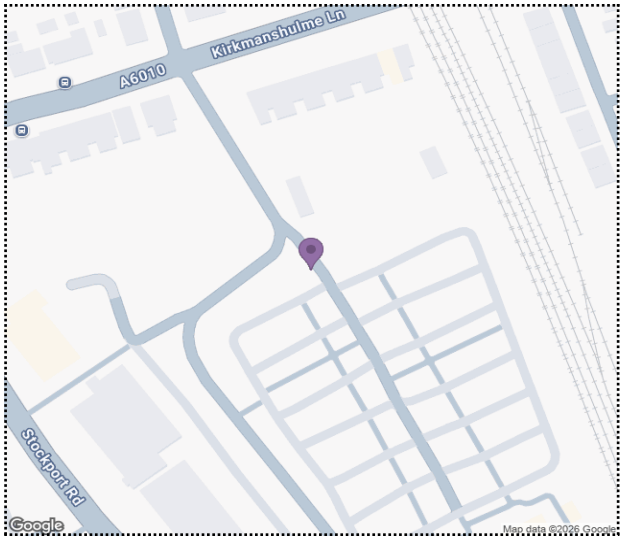
Appendix A – Crashmap Reports



crashmap.co.uk

Validated Data

Crash Date:	Monday, October 11, 2021	**Time of Crash:**	16:10:00	**Crash Reference:**	2021061108965
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	386786 395799
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, October 11, 2021 **Time of Crash:** 16:10:00 **Crash Reference:** 2021061108965

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	7	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	8	Female	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

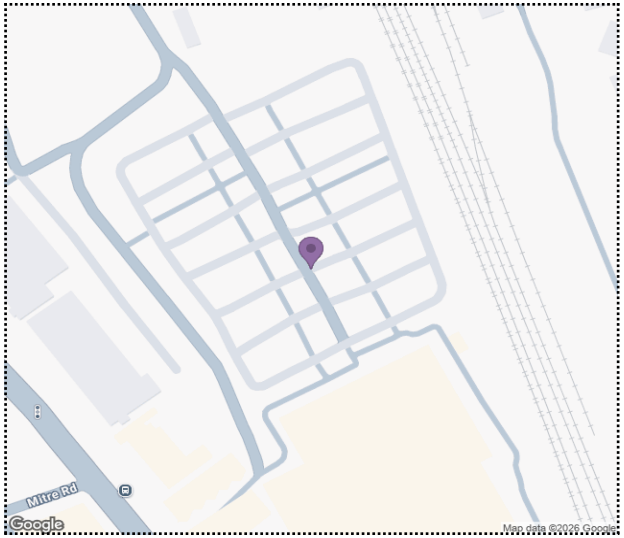
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Validated Data

Crash Date:	Sunday, May 1, 2022	**Time of Crash:**	14:55:00	**Crash Reference:**	2022061185441
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	386828 395733
Weather Description:	Fine without high winds				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, May 1, 2022 **Time of Crash:** 14:55:00 **Crash Reference:** 2022061185441

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	8	Female	21 - 25	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
1	Car (excluding private hire cars 2005 onwards)	13	Unknown	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

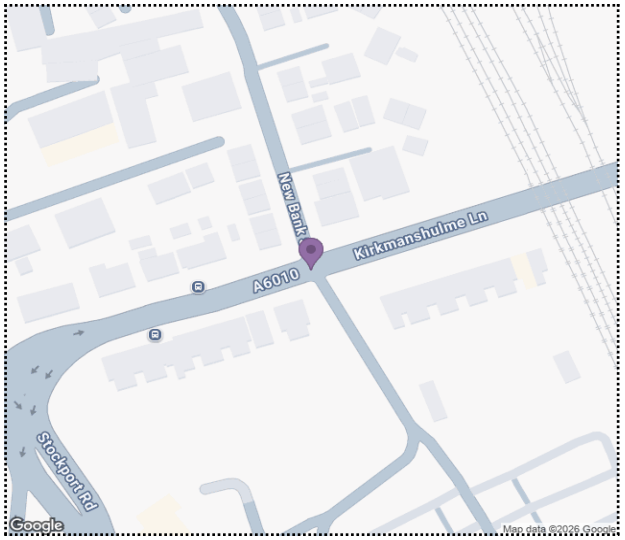
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date:	Sunday, December 4, 2022	**Time of Crash:**	22:38:00	**Crash Reference:**	2022061256848
Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	2
Highway Authority:	Manchester			**Vehicles:**	3
Local Authority:	Manchester			**OS Grid Reference:**	386737 395883

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Darkness: street lights present and lit
Carriageway Hazards:	None
Junction Detail:	Unknown
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



Vehicles Involved

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, December 4, 2022 **Time of Crash:** 22:38:00 **Crash Reference:** 2022061256848

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	56 - 65	Unknown	Front	Unknown	None	Road sign/Traffic signal
2	Car (excluding private hire cars 2005 onwards)	0	Male	26 - 35	Unknown	Offside	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	7	Male	16 - 20	Vehicle is parked in the carriageway	Offside	Unknown	None	None

Casualties

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, December 4, 2022 **Time of Crash:** 22:38:00 **Crash Reference:** 2022061256848

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, January 27, 2024	**Time of Crash:**	18:08:00	**Crash Reference:**	2024061407252
Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	386741 395883
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Saturday, January 27, 2024 **Time of Crash:** 18:08:00 **Crash Reference:** 2024061407252

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	3	Female	26 - 35	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Thursday, February 8, 2024	**Time of Crash:**	14:05:00	**Crash Reference:**	2024061407749
Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	2
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	386741 395882
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Thursday, February 8, 2024 **Time of Crash:** 14:05:00 **Crash Reference:** 2024061407749

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Vehicle is in the act of turning right	Front	Missing	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	56 - 65	Unknown	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

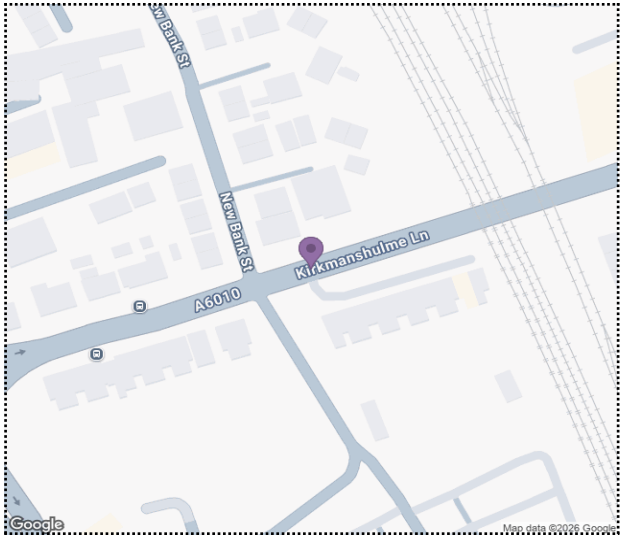
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date:	Saturday, March 8, 2025	**Time of Crash:**	09:53:00	**Crash Reference:**	2025061563093
Highest Injury Severity:	Serious	**Road Number:**	A6010	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	386759 395888

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Unknown
Junction Pedestrian Crossing:	Unknown
Road Type:	Single carriageway
Junction Control:	Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, March 8, 2025 **Time of Crash:** 09:53:00 **Crash Reference:** 2025061563093

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Goods vehicle 7.5 tonnes mgw and over (1999 onwards)	-1	Male	26 - 35	Unknown	Offside	Journey as part of work	None	None
1	Pedal cycle	-1	Male	36 - 45	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix B – Parking Beat Survey Results

Date: Friday 17th July 2026

No	Space type	Parking spaces	15:00 - 15:15		15:15 - 15:30		15:30 - 15:45		15:45 - 16:00		16:00 - 16:15		16:15 - 16:30		16:30 - 16:45		17:00 - 17:15		17:15 - 17:30		17:30 - 17:45		17:45 - 18:00	
			Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)
1	Unrestricted Spaces	378	74	20%	78	21%	70	19%	76	20%	73	19%	71	19%	68	18%	72	19%	70	19%	67	18%	66	17%
2	Disabled	15	14	93%	12	80%	10	67%	7	47%	4	27%	5	33%	7	47%	7	47%	6	40%	4	27%	2	13%
3	Parent & Child	16	14	88%	13	81%	12	75%	11	69%	11	69%	13	81%	15	94%	15	94%	16	100%	13	81%	10	63%
4	Taxi Bay	5	3	60%	2	40%	2	40%	2	40%	2	40%	3	60%	3	60%	2	40%	2	40%	2	40%	2	40%
5	Other - Vehicles parked on side of car park	N/A	9	-	7	-	7	-	8	-	10	-	8	-	7	-	6	-	6	-	7	-	7	-
6	Other - Bicycles	4	0	0%	0	0%	1	25%	1	25%	1	25%	0	0%	0	0%	1	25%	1	25%	0	0%	1	25%
7	Other - Grocery Collection	2	0	0%	0	0%	0	0%	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	1	50%	0	0%
8	Other - We Buy Any Car spaces	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
9	Other - Incorrect parking (parked on chevrons either side of parent & child spaces)	N/A	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Total	**429**	**115**	**27%**	**113**	**26%**	**103**	**24%**	**107**	**25%**	**103**	**24%**	**101**	**24%**	**101**	**24%**	**104**	**24%**	**102**	**24%**	**95**	**22%**	**89**	**21%**

Date: Satruday 18th July 2026

No	Space type	Parking spaces	11:00 - 11:15		11:15 - 11:30		11:30 - 11:45		11:45 - 12:00		12:00 - 12:15		12:15 - 12:30		12:30 - 12:45		12:45 - 13:00		13:00 - 13:15		13:15 - 13:30		13:30 - 13:45		13:45 - 14:00		14:00 - 14:15		14:15 - 14:30		14:30 - 14:45		14:45 - 15:00	
			Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)
1	Unrestricted Spaces	378	74	20%	89	24%	109	29%	113	30%	120	32%	124	33%	127	34%	125	33%	123	33%	120	32%	115	30%	112	30%	111	29%	108	29%	104	28%	101	27%
2	Disabled	15	8	53%	9	60%	12	80%	12	80%	13	87%	13	87%	14	93%	15	100%	15	100%	13	87%	12	80%	11	73%	11	73%	12	80%	10	67%	9	60%
3	Parent & Child	16	7	44%	11	69%	15	94%	15	94%	16	100%	16	100%	16	100%	15	94%	14	88%	14	88%	13	81%	14	88%	14	88%	14	88%	12	75%	10	63%
4	Taxi Bay	5	0	0%	1	20%	2	40%	2	40%	2	40%	2	40%	2	40%	1	20%	0	0%	0	0%	1	20%	0	0%	0	0%	0	0%	1	20%	2	40%
5	Other - Vehicles parked on side of car park	N/A	7	-	7	-	8	-	7	-	7	-	7	-	6	-	7	-	8	-	8	-	10	-	11	-	7	-	3	-	8	-	12	-
6	Other - Bicycles	4	2	50%	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7	Other - Grocery Collection	2	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%
8	Other - We Buy Any Car spaces	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
9	Other - Incorrect parking (parked on chevrons either side of parent & child spaces)	N/A	0	-	0	-	0	-	0	-	1	-	1	-	1	-	2	-	3	-	2	-	2	-	2	-	1	-	1	-	0	-	0	-
	Total	**429**	**99**	**23%**	**119**	**28%**	**148**	**34%**	**150**	**35%**	**160**	**37%**	**164**	**38%**	**167**	**39%**	**166**	**39%**	**164**	**38%**	**158**	**37%**	**154**	**36%**	**151**	**35%**	**145**	**34%**	**139**	**32%**	**136**	**32%**	**136**	**32%**

Date: Wednesday 22nd July 2026

No	Space type	Parking spaces	12:00 - 12:15		12:15 - 12:30		12:30 - 12:45		12:45 - 13:00		13:00 - 13:15		13:15 - 13:30		13:30 - 13:45		13:45 - 14:00	
			Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)	Number of vehicles parked	Calculated Parking stress (%)
1	Unrestricted Spaces	378	101	27%	103	27%	106	28%	107	28%	108	29%	105	28%	101	27%	98	26%
2	Disabled	15	13	87%	12	80%	11	73%	11	73%	10	67%	10	67%	11	73%	11	73%
3	Parent & Child	16	15	94%	15	94%	15	94%	14	88%	13	81%	13	81%	12	75%	12	75%
4	Taxi Bay	5	0	0%	3	60%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%
5	Other - Vehicles parked on side of car park	N/A	8	-	9	-	10	-	10	-	9	-	9	-	8	-	7	-
6	Other - Bicycles	4	0	0%	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
7	Other - Grocery Collection	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
8	Other - We Buy Any Car spaces	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
9	Other - Incorrect parking (parked on chevrons either side of parent & child spaces)	N/A	2	-	2	-	2	-	2	-	2	-	2	-	2	-	3	-
	Total	**429**	**140**	**33%**	**146**	**34%**	**147**	**34%**	**147**	**34%**	**145**	**34%**	**142**	**33%**	**137**	**32%**	**134**	**31%**

Appendix C – ATC Survey Results

Site: **ASDA Longsight**
Direction: **North Bound**

Friday 17 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	6	0	0	6	0	0	0	0	0	0	0	0
01:00	3	0	0	2	1	0	0	0	0	0	0	0
02:00	5	0	1	4	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0
04:00	2	0	0	1	0	0	0	0	0	0	0	1
05:00	7	0	2	5	0	0	0	0	0	0	0	0
06:00	13	0	0	11	2	0	0	0	0	0	0	0
07:00	65	0	0	58	3	1	2	0	0	0	0	1
08:00	104	0	2	94	6	1	0	0	1	0	0	0
09:00	176	0	3	159	12	1	1	0	0	0	0	0
10:00	155	0	2	140	10	2	0	0	1	0	0	0
11:00	221	2	4	189	22	3	0	1	0	0	0	0
12:00	189	0	1	174	14	0	0	0	0	0	0	0
13:00	157	1	0	134	19	2	0	0	1	0	0	0
14:00	194	0	5	169	18	2	0	0	0	0	0	0
15:00	149	1	6	131	10	1	0	0	0	0	0	0
16:00	140	0	2	126	12	0	0	0	0	0	0	0
17:00	141	2	9	116	13	0	0	0	0	0	1	0
18:00	144	0	5	126	13	0	0	0	0	0	0	0
19:00	127	0	1	117	8	0	0	0	1	0	0	0
20:00	146	1	2	132	11	0	0	0	0	0	0	0
21:00	38	1	0	34	3	0	0	0	0	0	0	0
22:00	17	0	0	16	0	1	0	0	0	0	0	0
23:00	5	0	0	4	0	0	0	0	0	0	1	0
Total												
07-19	1835	6	39	1616	152	13	3	1	3	0	1	1
06-22	2159	8	42	1910	176	13	3	1	4	0	1	1
06-00	2181	8	42	1930	176	14	3	1	4	0	2	1
00-00	2205	8	45	1949	177	14	3	1	4	0	2	2
	11:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	08:00	00:00	00:00	04:00
AM Peak	221	2	4	189	22	3	2	1	1	0	0	1
	14:00	17:00	17:00	12:00	13:00	13:00	12:00	12:00	13:00	12:00	17:00	12:00
PM Peak	194	2	9	174	19	2	0	0	1	0	1	0

Saturday 18 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	9	0	0	9	0	0	0	0	0	0	0	0
01:00	4	0	0	4	0	0	0	0	0	0	0	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0
03:00	2	1	0	1	0	0	0	0	0	0	0	0
04:00	2	0	0	1	0	1	0	0	0	0	0	0
05:00	5	0	0	4	0	0	0	0	0	0	1	0
06:00	11	0	0	8	0	1	1	0	0	0	0	1
07:00	34	0	0	30	3	1	0	0	0	0	0	0
08:00	69	1	2	57	8	1	0	0	0	0	0	0
09:00	111	0	1	104	6	0	0	0	0	0	0	0
10:00	137	0	0	127	9	1	0	0	0	0	0	0
11:00	217	1	4	186	24	1	0	0	1	0	0	0
12:00	231	1	3	211	16	0	0	0	0	0	0	0
13:00	193	2	2	168	18	2	0	0	0	0	0	1
14:00	207	1	4	174	27	0	1	0	0	0	0	0
15:00	217	1	1	193	22	0	0	0	0	0	0	0
16:00	185	2	2	161	17	2	0	0	1	0	0	0
17:00	154	2	2	135	13	2	0	0	0	0	0	0
18:00	160	2	4	137	16	1	0	0	0	0	0	0
19:00	127	3	1	112	10	1	0	0	0	0	0	0
20:00	103	1	2	91	9	0	0	0	0	0	0	0
21:00	38	2	3	30	3	0	0	0	0	0	0	0
22:00	9	1	0	8	0	0	0	0	0	0	0	0
23:00	9	0	0	9	0	0	0	0	0	0	0	0
						Total						
07-19	1915	13	25	1683	179	11	1	0	2	0	0	1
06-22	2194	19	31	1924	201	13	2	0	2	0	0	2
06-00	2212	20	31	1941	201	13	2	0	2	0	0	2
00-00	2236	21	31	1962	201	14	2	0	2	0	1	2
	11:00	03:00	11:00	11:00	11:00	04:00	06:00	00:00	11:00	00:00	05:00	06:00
AM Peak	217	1	4	186	24	1	1	0	1	0	1	1
	12:00	19:00	14:00	12:00	14:00	13:00	14:00	12:00	16:00	12:00	12:00	13:00
PM Peak	231	3	4	211	27	2	1	0	1	0	0	1

Sunday 19 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	16	1	0	12	2	1	0	0	0	0	0	0
01:00	12	0	1	9	0	2	0	0	0	0	0	0
02:00	3	0	0	3	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0
04:00	5	0	1	1	1	0	0	0	0	0	0	2
05:00	5	0	1	4	0	0	0	0	0	0	0	0
06:00	8	0	0	7	0	0	0	0	0	0	0	1
07:00	8	2	1	4	0	1	0	0	0	0	0	0
08:00	9	0	1	6	1	1	0	0	0	0	0	0
09:00	36	1	0	33	2	0	0	0	0	0	0	0
10:00	72	1	1	66	3	1	0	0	0	0	0	0
11:00	191	2	0	163	24	2	0	0	0	0	0	0
12:00	217	3	0	194	18	1	0	0	1	0	0	0
13:00	207	1	2	189	13	1	1	0	0	0	0	0
14:00	200	2	0	184	9	3	0	0	0	0	2	0
15:00	229	3	3	195	26	1	0	1	0	0	0	0
16:00	146	0	4	131	8	1	0	0	1	0	1	0
17:00	35	1	1	31	2	0	0	0	0	0	0	0
18:00	29	0	2	24	3	0	0	0	0	0	0	0
19:00	23	2	6	15	0	0	0	0	0	0	0	0
20:00	17	0	2	13	2	0	0	0	0	0	0	0
21:00	17	0	3	13	0	1	0	0	0	0	0	0
22:00	10	0	0	10	0	0	0	0	0	0	0	0
23:00	14	0	0	10	3	1	0	0	0	0	0	0
Total												
07-19	1379	16	15	1220	109	12	1	1	2	0	3	0
06-22	1444	18	26	1268	111	13	1	1	2	0	3	1
06-00	1468	18	26	1288	114	14	1	1	2	0	3	1
00-00	1510	19	29	1318	117	17	1	1	2	0	3	3
	11:00	07:00	01:00	11:00	11:00	01:00	00:00	00:00	00:00	00:00	00:00	04:00
AM Peak	191	2	1	163	24	2	0	0	0	0	0	2
	15:00	12:00	19:00	15:00	15:00	14:00	13:00	15:00	12:00	12:00	14:00	12:00
PM Peak	229	3	6	195	26	3	1	1	1	0	2	0

Monday 20 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	3	0	0	2	1	0	0	0	0	0	0	0
01:00	7	0	1	6	0	0	0	0	0	0	0	0
02:00	5	2	0	2	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	1	0	0	1	0	0	0	0	0
05:00	5	0	0	5	0	0	0	0	0	0	0	0
06:00	11	0	0	8	1	0	1	0	0	0	0	1
07:00	39	1	0	36	0	2	0	0	0	0	0	0
08:00	81	0	1	72	6	2	0	0	0	0	0	0
09:00	143	0	0	120	18	5	0	0	0	0	0	0
10:00	148	0	1	124	16	3	4	0	0	0	0	0
11:00	165	3	1	136	21	1	1	1	1	0	0	0
12:00	189	2	2	162	19	4	0	0	0	0	0	0
13:00	183	0	3	164	12	3	1	0	0	0	0	0
14:00	185	1	2	166	15	1	0	0	0	0	0	0
15:00	155	3	2	129	20	1	0	0	0	0	0	0
16:00	128	1	3	114	9	1	0	0	0	0	0	0
17:00	158	1	3	131	22	0	1	0	0	0	0	0
18:00	192	0	2	166	22	2	0	0	0	0	0	0
19:00	163	2	5	137	18	1	0	0	0	0	0	0
20:00	112	0	4	94	13	1	0	0	0	0	0	0
21:00	30	0	2	25	3	0	0	0	0	0	0	0
22:00	8	0	0	6	2	0	0	0	0	0	0	0
23:00	9	0	1	7	1	0	0	0	0	0	0	0
		Total										
07-19	1766	12	20	1520	180	25	7	1	1	0	0	0
06-22	2082	14	31	1784	215	27	8	1	1	0	0	1
06-00	2099	14	32	1797	218	27	8	1	1	0	0	1
00-00	2121	16	33	1813	219	27	9	1	1	0	1	1
	11:00	11:00	01:00	11:00	11:00	09:00	10:00	11:00	11:00	00:00	02:00	06:00
AM Peak	165	3	1	136	21	5	4	1	1	0	1	1
	18:00	15:00	19:00	14:00	17:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00
PM Peak	192	3	5	166	22	4	1	0	0	0	0	0

Tuesday 21 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	11	0	0	9	2	0	0	0	0	0	0	0
01:00	4	0	0	2	1	0	0	0	0	0	1	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0
03:00	2	0	0	2	0	0	0	0	0	0	0	0
04:00	3	0	0	1	0	1	1	0	0	0	0	0
05:00	5	0	0	5	0	0	0	0	0	0	0	0
06:00	10	0	0	8	0	1	0	0	0	0	0	1
07:00	42	0	1	35	3	3	0	0	0	0	0	0
08:00	100	0	2	87	9	1	1	0	0	0	0	0
09:00	138	0	0	123	9	3	1	0	2	0	0	0
10:00	130	0	0	113	15	2	0	0	0	0	0	0
11:00	183	4	1	152	24	2	0	0	0	0	0	0
12:00	186	0	2	165	14	5	0	0	0	0	0	0
13:00	184	0	0	157	25	2	0	0	0	0	0	0
14:00	183	1	0	169	13	0	0	0	0	0	0	0
15:00	157	1	0	138	16	1	0	0	1	0	0	0
16:00	149	1	2	133	12	1	0	0	0	0	0	0
17:00	154	3	6	129	14	1	1	0	0	0	0	0
18:00	146	2	4	125	12	1	1	0	1	0	0	0
19:00	160	1	9	130	19	1	0	0	0	0	0	0
20:00	109	1	2	93	10	3	0	0	0	0	0	0
21:00	31	0	3	25	3	0	0	0	0	0	0	0
22:00	15	0	1	11	3	0	0	0	0	0	0	0
23:00	8	0	1	5	2	0	0	0	0	0	0	0
						Total						
07-19	1752	12	18	1526	166	22	4	0	4	0	0	0
06-22	2062	14	32	1782	198	27	4	0	4	0	0	1
06-00	2085	14	34	1798	203	27	4	0	4	0	0	1
00-00	2112	14	34	1819	206	28	5	0	4	0	1	1
	11:00	11:00	08:00	11:00	11:00	07:00	04:00	00:00	09:00	00:00	01:00	06:00
AM Peak	183	4	2	152	24	3	1	0	2	0	1	1
	12:00	17:00	19:00	14:00	13:00	12:00	17:00	12:00	15:00	12:00	12:00	12:00
PM Peak	186	3	9	169	25	5	1	0	1	0	0	0

Wednesday 22 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	7	0	0	7	0	0	0	0	0	0	0	0
01:00	4	1	0	1	1	0	0	0	0	0	1	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0
03:00	6	0	0	5	0	1	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0
05:00	5	0	1	4	0	0	0	0	0	0	0	0
06:00	16	0	0	12	2	1	0	0	0	0	0	1
07:00	33	1	1	26	4	1	0	0	0	0	0	0
08:00	93	0	0	78	11	3	0	1	0	0	0	0
09:00	137	0	0	120	16	1	0	0	0	0	0	0
10:00	159	0	3	139	15	1	0	0	0	0	1	0
11:00	167	0	1	149	14	2	0	1	0	0	0	0
12:00	209	0	1	176	27	3	1	0	1	0	0	0
13:00	171	0	0	153	15	3	0	0	0	0	0	0
14:00	204	2	2	178	21	1	0	0	0	0	0	0
15:00	80	0	1	71	8	0	0	0	0	0	0	0
16:00	147	1	3	129	12	2	0	0	0	0	0	0
17:00	136	3	0	124	7	2	0	0	0	0	0	0
18:00	161	0	3	140	16	1	1	0	0	0	0	0
19:00	139	3	8	114	14	0	0	0	0	0	0	0
20:00	110	3	1	90	15	0	0	0	0	1	0	0
21:00	36	1	4	28	3	0	0	0	0	0	0	0
22:00	9	0	1	7	1	0	0	0	0	0	0	0
23:00	12	0	2	10	0	0	0	0	0	0	0	0
						Total						
07-19	1697	7	15	1483	166	20	2	2	1	0	1	0
06-22	1998	14	28	1727	200	21	2	2	1	1	1	1
06-00	2019	14	31	1744	201	21	2	2	1	1	1	1
00-00	2043	15	32	1762	203	22	2	2	1	1	2	1
	11:00	01:00	10:00	11:00	09:00	08:00	00:00	08:00	00:00	00:00	01:00	06:00
AM Peak	167	1	3	149	16	3	0	1	0	0	1	1
	12:00	17:00	19:00	14:00	12:00	12:00	12:00	12:00	12:00	20:00	12:00	12:00
PM Peak	209	3	8	178	27	3	1	0	1	1	0	0

Thursday 23 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	4	0	0	2	2	0	0	0	0	0	0	0
01:00	5	1	0	3	0	0	0	0	0	0	1	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0
03:00	2	0	0	1	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	1	3	0	0	1	0	0	0	0	0
06:00	13	0	0	8	2	2	1	0	0	0	0	0
07:00	36	1	0	27	5	1	0	0	1	0	0	1
08:00	93	0	0	76	13	2	0	1	1	0	0	0
09:00	112	0	1	99	11	1	0	0	0	0	0	0
10:00	129	0	2	109	12	3	2	0	0	0	1	0
11:00	158	1	3	134	16	3	0	0	1	0	0	0
12:00	184	1	0	164	16	2	0	0	0	0	1	0
13:00	164	2	0	141	17	4	0	0	0	0	0	0
14:00	152	0	1	135	16	0	0	0	0	0	0	0
15:00	164	1	7	146	10	0	0	0	0	0	0	0
16:00	138	3	2	116	15	2	0	0	0	0	0	0
17:00	130	4	2	111	10	1	0	1	1	0	0	0
18:00	137	1	4	123	9	0	0	0	0	0	0	0
19:00	149	2	4	121	21	0	0	0	1	0	0	0
20:00	114	1	2	94	17	0	0	0	0	0	0	0
21:00	29	0	2	23	3	0	0	0	1	0	0	0
22:00	13	1	0	11	1	0	0	0	0	0	0	0
23:00	11	0	1	10	0	0	0	0	0	0	0	0
						Total						
07-19	1597	14	22	1381	150	19	2	2	4	0	2	1
06-22	1902	17	30	1627	193	21	3	2	6	0	2	1
06-00	1926	18	31	1648	194	21	3	2	6	0	2	1
00-00	1944	19	32	1659	196	22	4	2	6	0	3	1
	11:00	01:00	11:00	11:00	11:00	10:00	10:00	08:00	07:00	00:00	01:00	07:00
AM Peak	158	1	3	134	16	3	2	1	1	0	1	1
	12:00	17:00	15:00	12:00	19:00	13:00	12:00	17:00	17:00	12:00	12:00	12:00
PM Peak	184	4	7	164	21	4	0	1	1	0	1	0

Site: **ASDA Longsight**
Direction: **South Bound**

Friday 17 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	12	0	0	12	0	0	0	0	0	0	0	0
01:00	7	0	0	5	2	0	0	0	0	0	0	0
02:00	7	0	1	5	1	0	0	0	0	0	0	0
03:00	3	0	0	3	0	0	0	0	0	0	0	0
04:00	2	0	0	1	0	0	0	0	0	0	0	1
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	10	0	1	6	1	1	0	0	0	0	1	0
07:00	46	0	0	40	3	1	1	0	0	0	0	1
08:00	58	2	0	47	8	0	1	0	0	0	0	0
09:00	111	0	0	88	21	2	0	0	0	0	0	0
10:00	141	0	1	124	15	1	0	0	0	0	0	0
11:00	168	0	6	130	28	4	0	0	0	0	0	0
12:00	188	0	0	151	37	0	0	0	0	0	0	0
13:00	179	1	3	143	31	1	0	0	0	0	0	0
14:00	189	0	4	157	25	0	0	0	0	1	0	2
15:00	180	2	6	146	24	1	0	0	0	0	0	1
16:00	164	1	4	135	23	1	0	0	0	0	0	0
17:00	148	1	1	128	18	0	0	0	0	0	0	0
18:00	144	0	2	111	27	2	2	0	0	0	0	0
19:00	128	0	2	111	15	0	0	0	0	0	0	0
20:00	162	1	4	135	19	3	0	0	0	0	0	0
21:00	68	2	0	53	13	0	0	0	0	0	0	0
22:00	29	0	0	21	7	1	0	0	0	0	0	0
23:00	7	0	0	5	2	0	0	0	0	0	0	0
Total												
07-19	1716	7	27	1400	260	13	4	0	0	1	0	4
06-22	2084	10	34	1705	308	17	4	0	0	1	1	4
06-00	2120	10	34	1731	317	18	4	0	0	1	1	4
00-00	2152	10	35	1758	320	18	4	0	0	1	1	5
	11:00	08:00	11:00	11:00	11:00	11:00	07:00	00:00	00:00	00:00	06:00	04:00
AM Peak	168	2	6	130	28	4	1	0	0	0	1	1
	14:00	15:00	15:00	14:00	12:00	20:00	18:00	12:00	12:00	14:00	12:00	14:00
PM Peak	189	2	6	157	37	3	2	0	0	1	0	2

Saturday 18 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	16	0	0	14	1	0	0	0	0	0	1	0
01:00	5	1	0	4	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0
03:00	2	0	0	2	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	1	0	0	0	0	1	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	8	0	0	7	0	0	0	0	0	0	0	1
07:00	22	0	0	16	3	2	1	0	0	0	0	0
08:00	43	0	0	33	9	1	0	0	0	0	0	0
09:00	66	0	0	56	10	0	0	0	0	0	0	0
10:00	111	0	0	97	11	3	0	0	0	0	0	0
11:00	173	2	1	129	41	0	0	0	0	0	0	0
12:00	194	0	1	162	30	0	0	0	0	0	0	1
13:00	184	0	0	153	30	0	0	0	0	0	0	1
14:00	197	0	3	167	21	4	1	0	0	0	0	1
15:00	205	0	0	179	20	3	0	0	0	1	0	2
16:00	208	0	3	178	25	0	1	0	0	0	1	0
17:00	179	0	2	143	31	3	0	0	0	0	0	0
18:00	159	0	4	131	23	1	0	0	0	0	0	0
19:00	129	0	1	107	21	0	0	0	0	0	0	0
20:00	122	0	1	99	21	1	0	0	0	0	0	0
21:00	99	0	0	79	20	0	0	0	0	0	0	0
22:00	25	0	0	21	2	1	0	0	0	0	1	0
23:00	9	0	0	8	1	0	0	0	0	0	0	0
						Total						
07-19	1741	2	14	1444	254	17	3	0	0	1	1	5
06-22	2099	2	16	1736	316	18	3	0	0	1	1	6
06-00	2133	2	16	1765	319	19	3	0	0	1	2	6
00-00	2160	3	16	1787	320	20	3	0	0	1	4	6
	11:00	11:00	11:00	11:00	11:00	10:00	07:00	00:00	00:00	00:00	00:00	06:00
AM Peak	173	2	1	129	41	3	1	0	0	0	1	1
	16:00	12:00	18:00	15:00	17:00	14:00	14:00	12:00	12:00	15:00	16:00	15:00
PM Peak	208	0	4	179	31	4	1	0	0	1	1	2

Sunday 19 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	13	1	0	11	1	0	0	0	0	0	0	0
01:00	11	0	0	8	2	1	0	0	0	0	0	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0
03:00	6	0	0	6	0	0	0	0	0	0	0	0
04:00	4	0	0	2	0	0	0	0	0	0	0	2
05:00	2	0	0	2	0	0	0	0	0	0	0	0
06:00	8	0	0	4	0	3	0	0	0	0	0	1
07:00	4	0	0	2	1	1	0	0	0	0	0	0
08:00	9	1	1	7	0	0	0	0	0	0	0	0
09:00	16	0	0	12	2	2	0	0	0	0	0	0
10:00	52	0	1	43	6	2	0	0	0	0	0	0
11:00	137	0	1	113	23	0	0	0	0	0	0	0
12:00	203	0	1	167	32	2	0	0	0	0	0	1
13:00	188	1	2	151	32	1	0	0	0	0	0	1
14:00	197	0	0	179	17	0	0	0	0	0	0	1
15:00	181	1	2	145	28	4	0	0	1	0	0	0
16:00	206	0	4	169	31	1	1	0	0	0	0	0
17:00	68	2	2	52	10	1	0	0	1	0	0	0
18:00	29	0	2	25	2	0	0	0	0	0	0	0
19:00	21	0	1	16	4	0	0	0	0	0	0	0
20:00	16	0	1	12	3	0	0	0	0	0	0	0
21:00	15	0	2	11	2	0	0	0	0	0	0	0
22:00	18	1	2	12	2	1	0	0	0	0	0	0
23:00	17	0	0	10	5	2	0	0	0	0	0	0
						Total						
07-19	1290	5	16	1065	184	14	1	0	2	0	0	3
06-22	1350	5	20	1108	193	17	1	0	2	0	0	4
06-00	1385	6	22	1130	200	20	1	0	2	0	0	4
00-00	1423	7	22	1161	203	21	1	0	2	0	0	6
	11:00	00:00	08:00	11:00	11:00	06:00	00:00	00:00	00:00	00:00	00:00	04:00
AM Peak	137	1	1	113	23	3	0	0	0	0	0	2
	16:00	17:00	16:00	14:00	12:00	15:00	16:00	12:00	15:00	12:00	12:00	12:00
PM Peak	206	2	4	179	32	4	1	0	1	0	0	1

Monday 20 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	7	0	1	5	1	0	0	0	0	0	0	0
01:00	6	0	0	5	0	0	0	0	0	0	1	0
02:00	6	0	0	4	1	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0
05:00	5	0	1	3	0	0	0	0	0	0	1	0
06:00	4	0	0	3	0	0	0	0	0	0	0	1
07:00	26	0	0	20	3	2	1	0	0	0	0	0
08:00	38	0	0	32	5	1	0	0	0	0	0	0
09:00	76	0	0	59	12	5	0	0	0	0	0	0
10:00	124	0	1	102	14	5	2	0	0	0	0	0
11:00	154	3	1	124	25	0	1	0	0	0	0	0
12:00	161	1	5	133	18	3	0	0	0	0	0	1
13:00	185	1	1	146	32	5	0	0	0	0	0	0
14:00	170	0	4	138	26	2	0	0	0	0	0	0
15:00	189	1	0	158	30	0	0	0	0	0	0	0
16:00	159	1	3	138	17	0	0	0	0	0	0	0
17:00	171	1	1	140	26	2	0	0	1	0	0	0
18:00	152	1	1	120	26	4	0	0	0	0	0	0
19:00	179	1	2	148	26	1	1	0	0	0	0	0
20:00	156	1	3	116	35	1	0	0	0	0	0	0
21:00	106	0	1	78	26	1	0	0	0	0	0	0
22:00	14	0	0	7	7	0	0	0	0	0	0	0
23:00	11	0	0	8	3	0	0	0	0	0	0	0
						Total						
07-19	1605	9	17	1310	234	29	4	0	1	0	0	1
06-22	2050	11	23	1655	321	32	5	0	1	0	0	2
06-00	2075	11	23	1670	331	32	5	0	1	0	0	2
00-00	2100	11	25	1688	333	32	5	0	1	0	3	2
	11:00	11:00	00:00	11:00	11:00	09:00	10:00	00:00	00:00	00:00	01:00	06:00
AM Peak	154	3	1	124	25	5	2	0	0	0	1	1
	15:00	12:00	12:00	15:00	20:00	13:00	19:00	12:00	17:00	12:00	12:00	12:00
PM Peak	189	1	5	158	35	5	1	0	1	0	0	1

Tuesday 21 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	9	0	0	7	2	0	0	0	0	0	0	0
01:00	7	0	0	5	2	0	0	0	0	0	0	0
02:00	2	0	0	1	0	0	0	0	0	0	1	0
03:00	3	0	0	3	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0
05:00	3	0	1	1	0	0	1	0	0	0	0	0
06:00	6	0	0	4	1	0	0	0	0	0	0	1
07:00	35	2	2	22	5	4	0	0	0	0	0	0
08:00	45	1	0	36	6	1	1	0	0	0	0	0
09:00	65	1	1	51	8	3	1	0	0	0	0	0
10:00	99	0	0	77	19	2	1	0	0	0	0	0
11:00	136	2	1	104	26	3	0	0	0	0	0	0
12:00	177	0	2	130	38	6	0	0	0	0	0	1
13:00	173	0	2	136	31	2	2	0	0	0	0	0
14:00	194	0	0	154	39	1	0	0	0	0	0	0
15:00	160	0	1	125	31	3	0	0	0	0	0	0
16:00	147	0	1	127	15	0	0	0	1	0	0	3
17:00	176	1	2	155	16	1	1	0	0	0	0	0
18:00	152	1	4	120	26	0	1	0	0	0	0	0
19:00	163	1	1	125	34	1	0	0	1	0	0	0
20:00	138	0	2	112	21	3	0	0	0	0	0	0
21:00	70	0	0	56	14	0	0	0	0	0	0	0
22:00	25	1	0	18	5	0	0	0	0	0	1	0
23:00	10	1	0	6	3	0	0	0	0	0	0	0
						Total						
07-19	1559	8	16	1237	260	26	7	0	1	0	0	4
06-22	1936	9	19	1534	330	30	7	0	2	0	0	5
06-00	1971	11	19	1558	338	30	7	0	2	0	1	5
00-00	1996	11	20	1575	342	31	8	0	2	0	2	5
	11:00	07:00	07:00	11:00	11:00	07:00	05:00	00:00	00:00	00:00	02:00	06:00
AM Peak	136	2	2	104	26	4	1	0	0	0	1	1
	14:00	17:00	18:00	17:00	14:00	12:00	13:00	12:00	16:00	12:00	22:00	16:00
PM Peak	194	1	4	155	39	6	2	0	1	0	1	3

Wednesday 22 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	9	0	0	9	0	0	0	0	0	0	0	0
01:00	4	0	0	3	1	0	0	0	0	0	0	0
02:00	4	0	1	2	0	0	0	0	0	0	1	0
03:00	5	0	0	5	0	0	0	0	0	0	0	0
04:00	4	0	0	2	1	1	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	4	0	0	2	0	1	0	0	0	0	0	1
07:00	25	0	0	17	7	1	0	0	0	0	0	0
08:00	41	1	1	33	5	1	0	0	0	0	0	0
09:00	69	0	1	52	14	2	0	0	0	0	0	0
10:00	134	1	3	101	26	3	0	0	0	0	0	0
11:00	139	0	0	116	22	1	0	0	0	0	0	0
12:00	211	0	1	168	33	6	1	0	0	0	0	2
13:00	208	0	2	162	35	6	0	1	1	0	0	1
14:00	187	1	0	157	27	1	1	0	0	0	0	0
15:00	106	0	1	89	14	2	0	0	0	0	0	0
16:00	173	2	2	147	19	2	0	0	0	0	0	1
17:00	166	0	3	136	24	2	1	0	0	0	0	0
18:00	153	0	2	126	24	1	0	0	0	0	0	0
19:00	153	1	1	122	27	0	1	0	0	0	0	1
20:00	133	0	1	112	19	1	0	0	0	0	0	0
21:00	77	0	2	61	14	0	0	0	0	0	0	0
22:00	13	0	1	11	1	0	0	0	0	0	0	0
23:00	10	0	0	9	1	0	0	0	0	0	0	0
						Total						
07-19	1612	5	16	1304	250	28	3	1	1	0	0	4
06-22	1979	6	20	1601	310	30	4	1	1	0	0	6
06-00	2002	6	21	1621	312	30	4	1	1	0	0	6
00-00	2029	6	22	1643	314	31	4	1	1	0	1	6
	11:00	08:00	10:00	11:00	10:00	10:00	00:00	00:00	00:00	00:00	02:00	06:00
AM Peak	139	1	3	116	26	3	0	0	0	0	1	1
	12:00	16:00	17:00	12:00	13:00	12:00	12:00	13:00	13:00	12:00	12:00	12:00
PM Peak	211	2	3	168	35	6	1	1	1	0	0	2

Thursday 23 July 2026												
	Total	Class										
Time	Volume	PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	8	0	0	6	2	0	0	0	0	0	0	0
01:00	5	0	0	4	1	0	0	0	0	0	0	0
02:00	4	0	0	3	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0
05:00	4	0	0	2	1	0	1	0	0	0	0	0
06:00	5	0	0	2	1	1	1	0	0	0	0	0
07:00	17	0	0	14	1	1	0	0	0	0	0	1
08:00	55	1	2	32	14	4	0	0	2	0	0	0
09:00	62	0	0	52	9	1	0	0	0	0	0	0
10:00	98	0	1	83	9	4	1	0	0	0	0	0
11:00	128	0	1	97	23	5	0	0	0	0	0	2
12:00	173	1	1	144	25	1	0	0	0	0	1	0
13:00	183	2	1	144	32	3	1	0	0	0	0	0
14:00	163	0	0	136	24	1	0	0	0	0	0	2
15:00	172	0	1	150	20	1	0	0	0	0	0	0
16:00	170	2	3	142	23	0	0	0	0	0	0	0
17:00	153	2	3	124	20	3	0	0	0	0	0	1
18:00	140	2	1	114	23	0	0	0	0	0	0	0
19:00	150	1	2	124	23	0	0	0	0	0	0	0
20:00	139	0	0	113	26	0	0	0	0	0	0	0
21:00	68	1	3	48	15	1	0	0	0	0	0	0
22:00	13	1	0	12	0	0	0	0	0	0	0	0
23:00	9	0	0	8	1	0	0	0	0	0	0	0
Total												
07-19	1514	10	14	1232	223	24	2	0	2	0	1	6
06-22	1876	12	19	1519	288	26	3	0	2	0	1	6
06-00	1898	13	19	1539	289	26	3	0	2	0	1	6
00-00	1920	13	19	1554	293	27	4	0	2	0	2	6
	11:00	08:00	08:00	11:00	11:00	11:00	05:00	00:00	08:00	00:00	02:00	11:00
AM Peak	128	1	2	97	23	5	1	0	2	0	1	2
	13:00	13:00	16:00	15:00	13:00	13:00	13:00	12:00	12:00	12:00	12:00	14:00
PM Peak	183	2	3	150	32	3	1	0	0	0	1	2

Appendix D – TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: G - GP SURGERIES

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	1 day
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
	SM	SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	6 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	DA	DARLINGTON	1 day
10	**WALES**		
	MM	MONMOUTHSHIRE	1 day
	WR	WREXHAM	2 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	400 to 979 (units:sqm)
Range Selected by User:	400 to 1000 (units:sqm)
Parking Spaces Range:	0 - 92

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	23/04/91 to 25/11/25

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	6 days
Tuesday	3 days
Wednesday	8 days
Thursday	4 days
Friday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	25
Direction ATC Count	0

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

Selected Locations:

Town Centre	2 days
Edge of Town Centre	23 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:

Built-Up Zone	3 days
High Street	1 days
No Sub Category	13 days
Residential Zone	8 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	1 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	17 days

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Secondary Filtering Selection:

Use Class:

E(e)	25 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:

500 - 4600

Population within 1 mile:

1,000 or Less	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	11 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

5,001 to 25,000	4 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	4 surveys
100,001 to 125,000	7 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	2 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	12 surveys
1.6 to 2.0	2 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.

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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	25 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	25 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AC-05-G-01**	**GP SURGERY**	**CHESHIRE WEST & CHESTER**

HOOL LANE
CHESTER
Edge of Town Centre
Residential Zone
Gross floor area: 900.00 sqm
Survey date: Sunday 13/05/2012 Survey Type: Manual

2	**BR-05-G-01**	**GP SURGERY**	**BRISTOL CITY**

WHITTUCKS ROAD
BRISTOL
HANHAM
Edge of Town Centre
No Sub Category
Gross floor area: 480.00 sqm
Survey date: Monday 14/06/2004 Survey Type: Manual

3	**DA-05-G-01**	**GP SURGERY**	**DARLINGTON**

VICTORIA ROAD
DARLINGTON
Edge of Town Centre
No Sub Category
Gross floor area: 770.00 sqm
Survey date: Monday 18/04/2005 Survey Type: Manual

4	**DN-05-G-01**	**GP SURGERY**	**DONEGAL**

MAGINN AVENUE
BUNCRANA
Edge of Town Centre
Residential Zone
Gross floor area: 420.00 sqm
Survey date: Wednesday 29/05/2019 Survey Type: Manual

5	**ES-05-G-01**	**GP SURGERY**	**EAST SUSSEX**

VICARAGE LANE
HAILSHAM
Edge of Town Centre
No Sub Category
Gross floor area: 477.00 sqm
Survey date: Wednesday 02/07/2003 Survey Type: Manual

6	**GM-05-G-01**	**GP SURGERY**	**GREATER MANCHESTER**

WASHWAY ROAD
SALE
Edge of Town Centre
No Sub Category
Gross floor area: 900.00 sqm
Survey date: Friday 11/06/2004 Survey Type: Manual

7	**HC-05-G-02**	**GP SURGERY**	**HAMPSHIRE**

ALMA ROAD
ROMSEY
Edge of Town Centre
No Sub Category
Gross floor area: 482.00 sqm
Survey date: Thursday 07/11/2002 Survey Type: Manual

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8	**HI-05-G-01**	**GP SURGERY**	**HIGHLAND**

BALLIFEARY LANE
INVERNESS
Edge of Town Centre
No Sub Category
Gross floor area: 979.00 sqm
Survey date: Monday 16/04/2018 Survey Type: Manual

9	**KS-05-G-01**	**GP SURGERY**	**KIRKLEES**

BLACKBURN ROAD
BIRSTALL
BIRSTALL SMITHIES
Edge of Town Centre
No Sub Category
Gross floor area: 512.00 sqm
Survey date: Monday 15/10/2018 Survey Type: Manual

10	**LN-05-G-01**	**GP SURGERY**	**LINCOLNSHIRE**

95 MONKS ROAD
LINCOLN
Edge of Town Centre
Residential Zone
Gross floor area: 506.00 sqm
Survey date: Tuesday 25/06/2013 Survey Type: Manual

11	**MM-05-G-02**	**GP SURGERY**	**MONMOUTHSHIRE**

VAUXHALL LANE
CHEPSTOW
Edge of Town Centre
Residential Zone
Gross floor area: 575.00 sqm
Survey date: Monday 27/11/2023 Survey Type: Manual

12	**NF-05-G-02**	**GP SURGERY**	**NORFOLK**

OAK STREET
NORWICH
Edge of Town Centre
Residential Zone
Gross floor area: 575.00 sqm
Survey date: Friday 24/09/2010 Survey Type: Manual

13	**NY-05-G-01**	**GP SURGERY**	**NORTH YORKSHIRE**

CHAPEL STREET
THIRSK
Edge of Town Centre
No Sub Category
Gross floor area: 900.00 sqm
Survey date: Wednesday 12/10/2011 Survey Type: Manual

14	**NY-05-G-02**	**GP SURGERY**	**NORTH YORKSHIRE**

ASH TREE ROAD
KNARESBOROUGH
Edge of Town Centre
Residential Zone
Gross floor area: 416.00 sqm
Survey date: Wednesday 28/09/2016 Survey Type: Manual

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15	**NY-05-G-03**	**GP SURGERY**	**NORTH YORKSHIRE**

NORTH STREET
RIPON
Edge of Town Centre
Built-Up Zone
Gross floor area: 523.00 sqm
Survey date: Monday 16/05/2022 Survey Type: Manual

16	**NY-05-G-04**	**GP SURGERY**	**NORTH YORKSHIRE**

PARK STREET
RIPON
Town Centre
Built-Up Zone
Gross floor area: 590.00 sqm
Survey date: Wednesday 25/05/2022 Survey Type: Manual

17	**NY-05-G-05**	**GP SURGERY**	**NORTH YORKSHIRE**

YORK PLACE
KNARESBOROUGH
Edge of Town Centre
Residential Zone
Gross floor area: 450.00 sqm
Survey date: Wednesday 21/06/2023 Survey Type: Manual

18	**NY-05-G-06**	**GP SURGERY**	**NORTH YORKSHIRE**

STOCKWELL ROAD
KNARESBOROUGH
Edge of Town Centre
Residential Zone
Gross floor area: 640.00 sqm
Survey date: Tuesday 27/06/2023 Survey Type: Manual

19	**SM-05-G-02**	**GP SURGERY**	**SOMERSET**

COAL ORCHARD
TAUNTON
Edge of Town Centre
Built-Up Zone
Gross floor area: 775.00 sqm
Survey date: Wednesday 03/04/2019 Survey Type: Manual

20	**WK-05-G-01**	**GP SURGERY**	**WARWICKSHIRE**

COURT STREET
LEAMINGTON SPA
Edge of Town Centre
No Sub Category
Gross floor area: 530.00 sqm
Survey date: Thursday 25/10/2012 Survey Type: Manual

21	**WL-05-G-02**	**GP SURGERY**	**WILTSHIRE**

TINKERS LANE
ROYAL WOOTTON BASSETT
Town Centre
High Street
Gross floor area: 810.00 sqm
Survey date: Thursday 17/10/2024 Survey Type: Manual

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22	**WR-05-G-01**	**GP SURGERY**	**WREXHAM**

HOLT ROAD
WREXHAM
Edge of Town Centre
No Sub Category
Gross floor area: 750.00 sqm
Survey date: Tuesday 23/09/2003 Survey Type: Manual

23	**WR-05-G-02**	**GP SURGERY**	**WREXHAM**

CHESTER ROAD
WREXHAM
Edge of Town Centre
No Sub Category
Gross floor area: 550.00 sqm
Survey date: Wednesday 24/09/2003 Survey Type: Manual

24	**WS-05-G-02**	**GP SURGERY**	**WEST SUSSEX**

RIVERMEAD
HORSHAM
TAN BRIDGE
Edge of Town Centre
No Sub Category
Gross floor area: 400.00 sqm
Survey date: Friday 22/05/1998 Survey Type: Manual

25	**WS-05-G-04**	**GP SURGERY**	**WEST SUSSEX**

CAWLEY ROAD
CHICHESTER
WHYKE
Edge of Town Centre
No Sub Category
Gross floor area: 600.00 sqm
Survey date: Thursday 03/07/2003 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WS-05-G-02	21-05-1998	Removed: Most Recent WS-05-G-02|22-05-1998

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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					
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	**19**	**654**	**1.079**	**0.306**	**1.385**
08:00-09:00	**25**	**620**	**4.217**	**1.831**	**6.048**
09:00-10:00	**25**	**620**	**4.958**	**4.223**	**9.181**
10:00-11:00	**25**	**620**	**4.217**	**4.404**	**8.621**
11:00-12:00	**25**	**620**	**3.578**	**3.856**	**7.434**
12:00-13:00	**25**	**620**	**2.714**	**3.398**	**6.112**
13:00-14:00	**25**	**620**	**2.456**	**2.534**	**4.990**
14:00-15:00	**25**	**620**	**2.972**	**2.695**	**5.667**
15:00-16:00	**25**	**620**	**3.436**	**3.301**	**6.737**
16:00-17:00	**25**	**620**	**3.211**	**3.604**	**6.815**
17:00-18:00	**25**	**620**	**2.095**	**3.288**	**5.383**
18:00-19:00	**21**	**655**	**0.480**	**1.642**	**2.122**
19:00-20:00	**1**	**775**	**0.387**	**0.645**	**1.032**
20:00-21:00	**1**	**775**	**0.129**	**0.903**	**1.032**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**35.929**	**36.630**	**72.559**

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:	400 - 1000 (units: sqm)
Survey date date range:	22/05/1998 - 17/10/2024
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	1
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.

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