

Transport Statement

**Proposed Wholesale Retail Warehouse,
Waterloo Road, Cheetham Hill**

NN Holdings (NW) Ltd

February 2022

Doc Ref: AM/220021/TS/00

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Checked by: Mark Devenish

Document Revision Control

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01	18.02.22	Draft	ALM	MD

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by NN Holdings (NW) Ltd to produce a Transport Statement (TS) as part of a planning application to redevelop a site at Waterloo Road, Cheetham Hill to provide a 3-storey wholesale retail warehouse (Sui Generis planning use class).
- 1.2 The planning application for this current proposed development (Ref No.: 132635/FO/2022) has been submitted and was reviewed by Manchester City Council who requested further information. The description of the application proposals is given as:
- ‘Demolition of existing, former industrial warehouse. Movement of existing vehicular entrance along Waterloo Road approx. 3.2m to the south. Construction of new, 3 storey wholesale retail warehouses (sui generis)’ on 102 Waterloo Road, Cheetham.’*
- 1.3 One of these requests for further information is as follows:
- ‘A Transport Statement is required detailing anticipated vehicle movements, trip generation, parking and servicing arrangements.’*
- 1.4 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport’s “Guidance on Transport Assessment” document and National Planning Practice Guidance (NPPG).
- 1.5 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council (SCC), as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.6 The structure of this report is as follows: -
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site.
 - Chapter 3 - defines the development proposals including servicing and parking arrangements.
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure.

- Chapter 5– presents a summary of the impact of the development on the local highway network; and,
- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

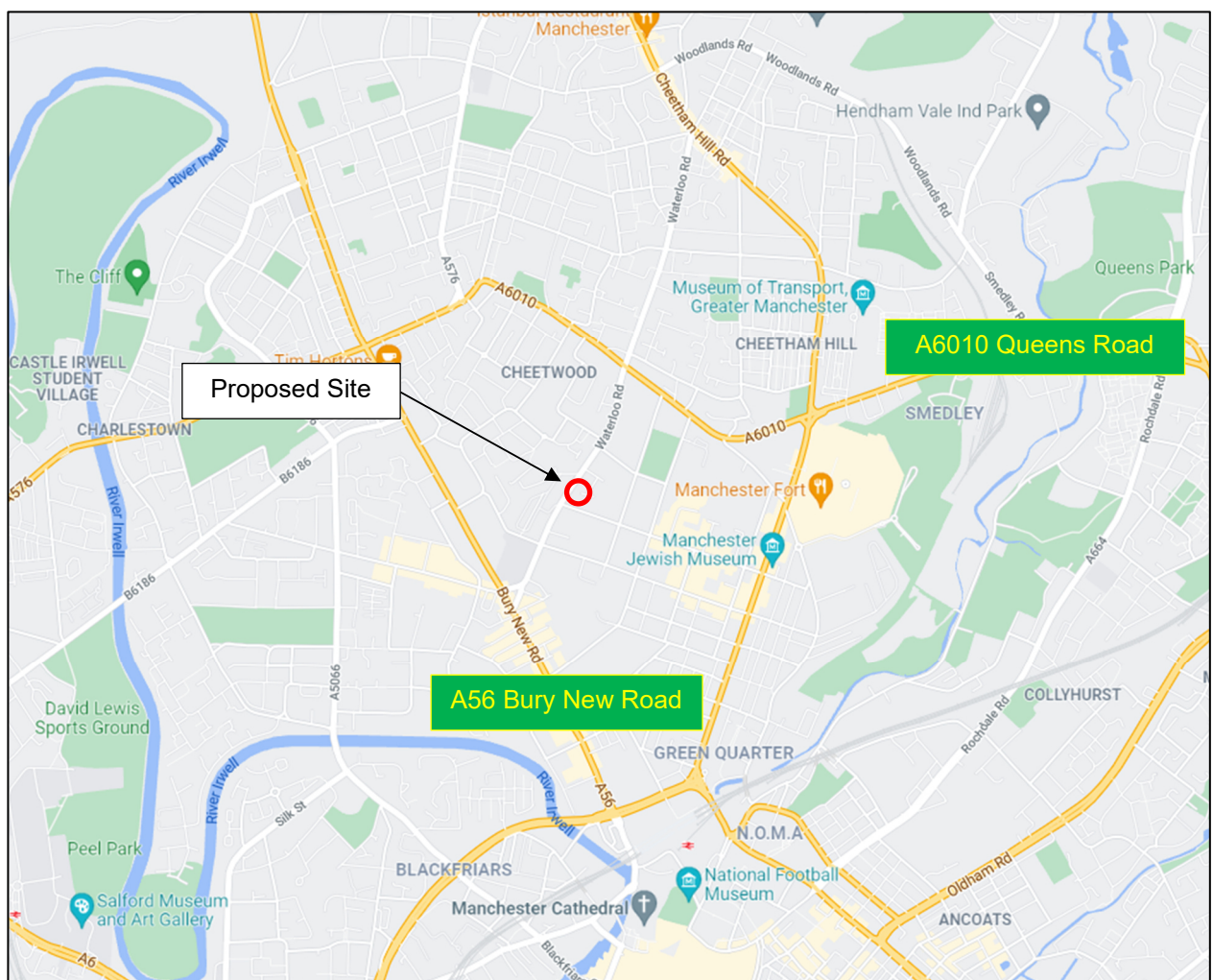
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network, and the road safety record.

Site Location / Composition

- 2.2 The application site currently comprises an existing single storey masonry building with a gross floor area of 942sqm, located on Waterloo Road, Cheetham Hill. It is understood that the extant planning use class for the site is B8 storage and distribution.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 Access to the site is currently provided from Broughton Street at the south-east corner and Waterloo Road at the north-west corner. There is also an adjacent existing service access of the site immediately to the east of the access on Broughton Road shared with the site to the east.
- 2.6 See **Figure 2.3** below showing the photos of the existing accesses taken on a site visit.

Figure 2.3: Existing accesses. Broughton Street Access (Left), Waterloo Road (Right)



- 2.7 The site is predominantly surrounded by commercial and industrial units to the north, east and south, with residential areas located to the west. The row of units immediately to the north of the site on Waterloo Road offer wholesale retail warehousing similar to the use proposed for the redevelopment of the site.

Local Highway Network

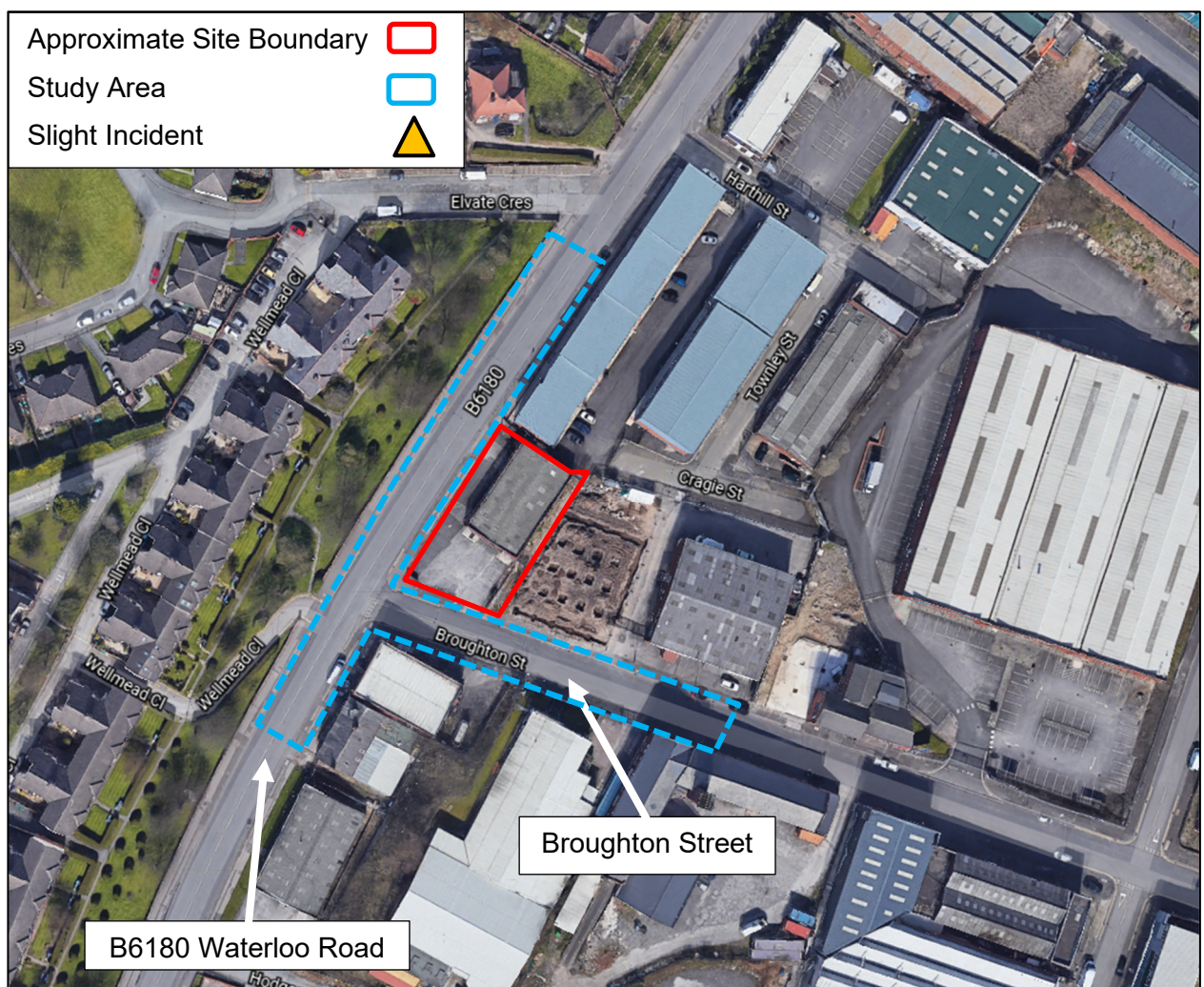
Waterloo Road/Broughton Street

- 2.8 Waterloo Road is located along the sites western boundary and provides a connection between the A6010 in the north, with the A56 Bury New Road in the south. Waterloo Road has an approximate 10m wide carriageway which benefits from street lighting columns as well as footways on both sides of the road. Waterloo Road is subject to a 30mph speed limit
- 2.9 Broughton Street meets Waterloo Road as the minor arm of a priority T-junction. Broughton Street fronts the southern site boundary and links the Waterloo Road to the A665 Cheetham Hill Road. Broughton Road is subject to a 30mph speed limit, has a carriageway width of approximately 9m and benefits from regularly spaced street lighting columns and a footway on both sides of the road.

Existing Road Safety Record

- 2.10 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.11 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.12 The analysis shows that no accidents were recorded in the immediate vicinity of the site, on B6180 Waterloo Road and Broughton Street.

- 2.13 The evidence presented above and illustrated in **Figure 2.4** identifies that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the construction of a 3-storey wholesale retail warehouse (Sui Generis) of 1985m² GIA: south-facing customer access at ground floor with ancillary storage on the upper levels.
- 3.2 The proposed site layout plan is contained in **Appendix A**
- 3.3 These redevelopment proposals would replace the client's existing premises on Broughton Street, in two out of three units proposed with the remaining unit to be sub-let.

Proposed Access Arrangement

- 3.4 Vehicle access to the site would be retained at the north-west corner on Waterloo Road to a proposed under-croft parking and service area via a ramp. The ramp would have a height limit of 2.8m and vehicles servicing the site would be limited to light vehicles within this range.
- 3.1 Swept path analysis for a medium sized car (Skoda Octavia), has been undertaken at the site access, as shown on drawing number SCP/220021/ATR01, presented in **Appendix B**, and demonstrates that this vehicle can enter and exit the sites in a forward gear, whilst being able to access the end car parking space. Furthermore, this drawing demonstrates that a 3.5t Panel Van, of the type to be used, also has the ability to reverse into the Waterloo Road service access and exit, in a forward gear.
- 3.2 Refuse collection would be undertaken directly from Waterloo Road.
- 3.3 **Appendix C** Drawing number SCP/220021/D01 shows that 2.4m X 43m visibility splays are achieved from the proposed site access, commensurate with the 30mph speed limit of Waterloo Road in line with Manual for Streets.
- 3.4 Pedestrian and cycle access will be provided from the proposed car park and service area as well as on the southern site frontage.

Parking

- 3.5 Five car parking spaces would be created within the site and accessed via the ramp from Waterloo Road.

3.6 Manchester City Council's maximum parking standards are set out in Annex B of their Local Development Framework, however as a sui generis use standards are not provided for the proposed development. and instead a first principles approach has been undertaken. The existing unit to be transferred to the site has a car parking demand for a single vehicle, whilst it is expected that the unit to be sub-let would accommodate upto 5 members of staff. and the 5 spaces proposed is considered appropriate given the range of transport options available to the development and likely modal split together with the following

- The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed redevelopment takes full advantage of this accessible location and helps to reduce the reliance on the use of the private car and meet these policy objectives.
- Additionally, the proposed use as a Wholesale Retail Warehouse Unit is storage, therefore demand will be largely from staff, with relatively low numbers.
- The site benefits from good levels of accessibility, being within a reasonable walk distance of local facilities, such as food stores and cafes, as well as numerous transport links including several bus services and Manchester Victoria Railway Station.

4.0 ACCESSIBILITY

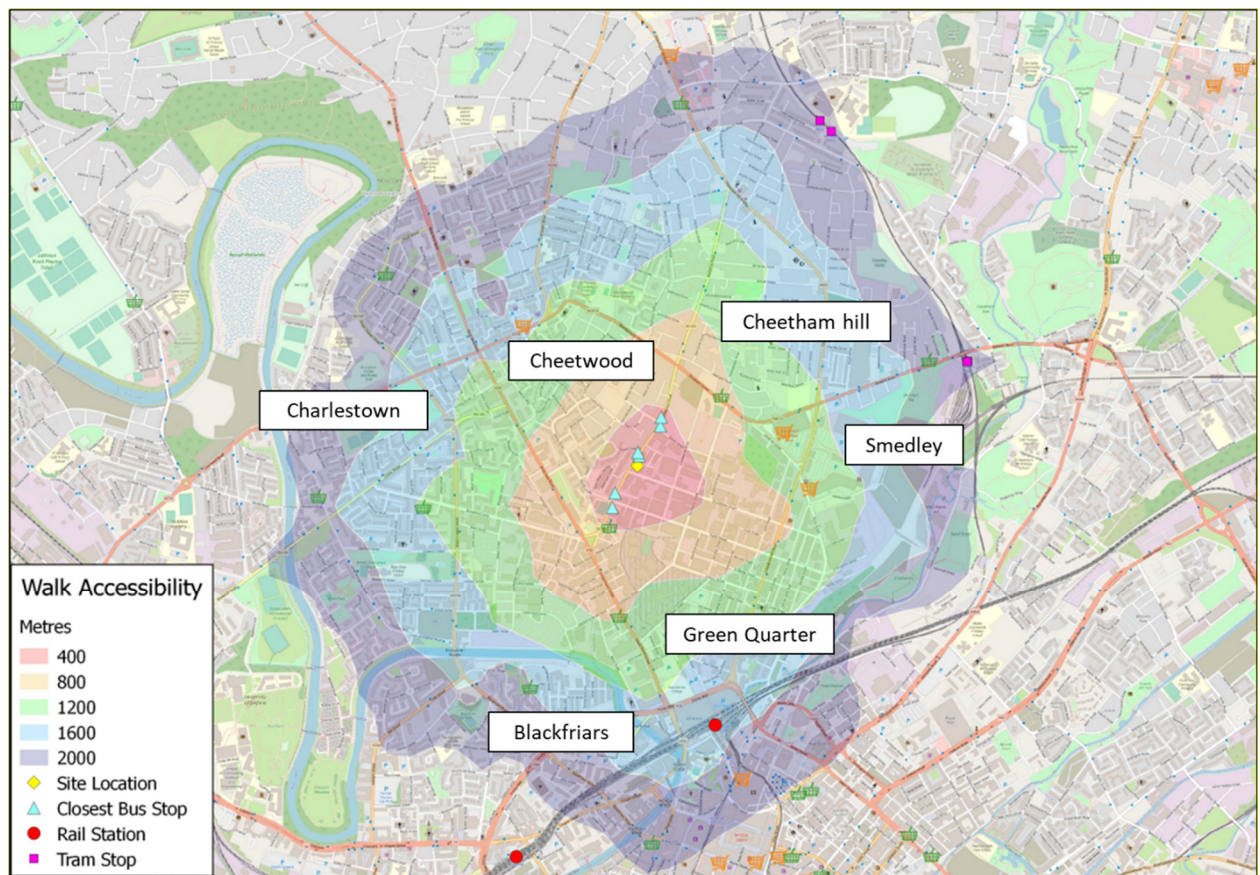
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

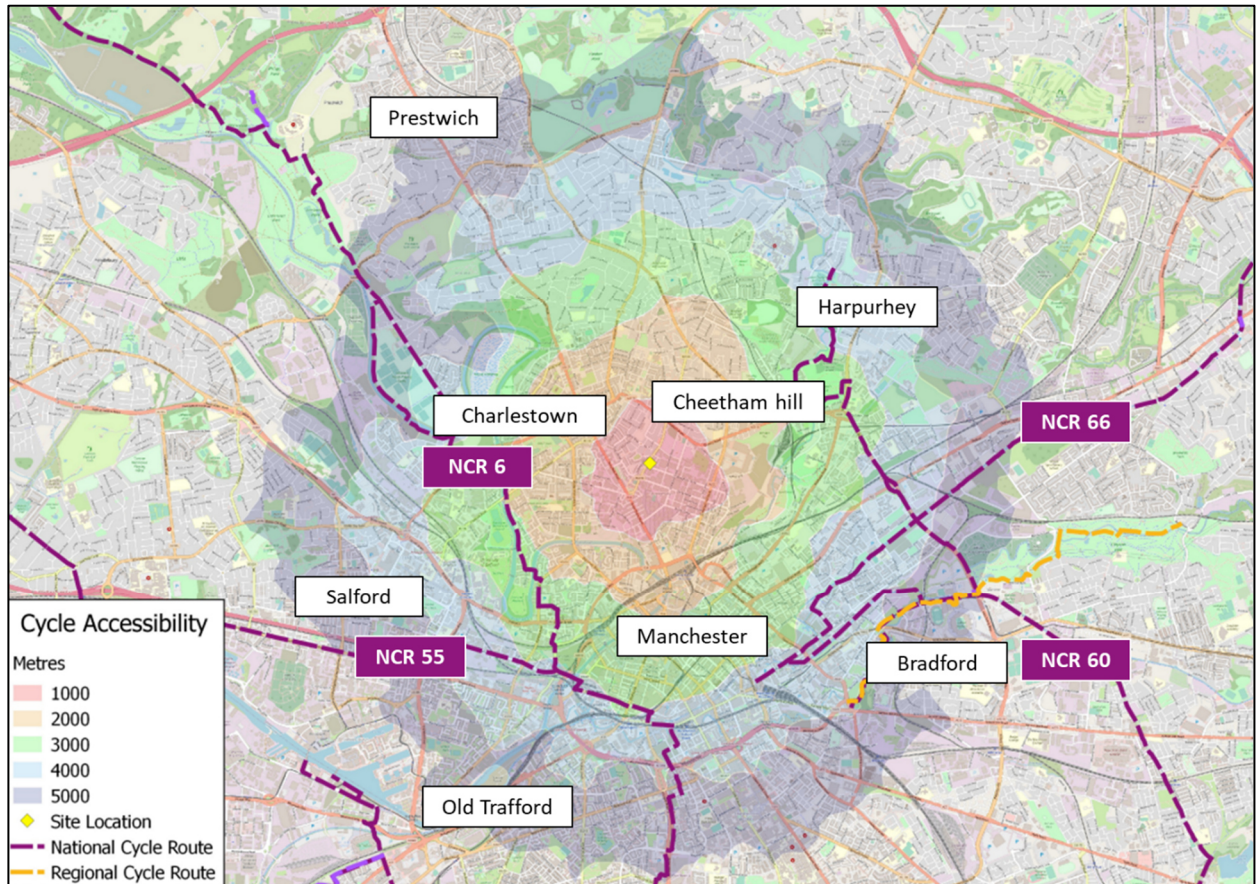


- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Smedley, Charlestown, Blackfriars and Cheetwood which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways, and cafes etc.
- 4.5 The site is also within a reasonable walk distance of numerous transport links including several bus services and Manchester Victoria Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes. Queens Road tram stop is also within walking distance.
- 4.6 Overall, the site benefits from good levels of accessibility by foot with several residential areas nearby, which provide a catchment for prospective staff members, as well as public transport options and local facilities which staff can access on foot during their lunchbreaks, including a supermarket and various convenience stores, takeaways and cafes etc., reducing the need for staff to travel by car.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone

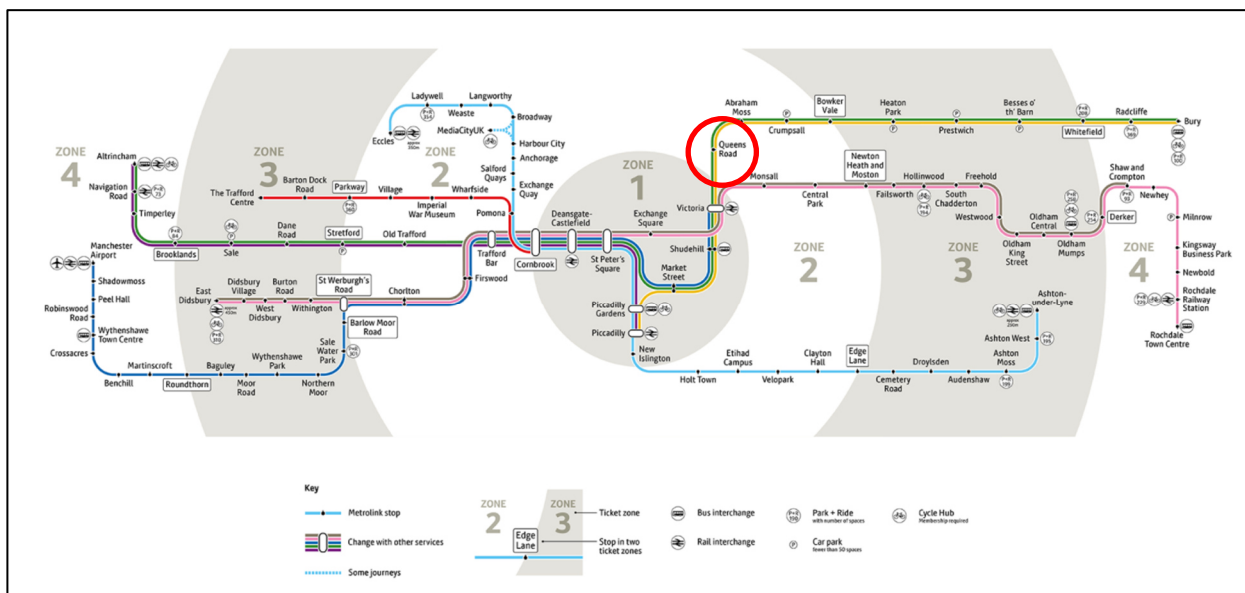


- 4.9 The plan demonstrates that the nearby areas of Bradford, Old Trafford, Salford, Prestwich, Harpurhey and Manchester City Centre, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.10 As shown in **Figure 4.2**, there is a large network of National Cycle Routes (NCR) surrounding the site. NCR 6 is located to the west of the site and provides a route from Bury in the north to Manchester City centre south of the site. NCR 55 locally provides a connection from Eccles in Salford to the west with NCR 6 to the east. NCR 60 connects NCR 66 with NCR 6 to the south. Locally, NCR 66 provides a route from Manchester City Centre to Failsworth in the east.
- 4.11 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

- 4.12 The closest bus stops are located on both sides of the B6180 Waterloo Road, approximately 35m from the site and therefore well within a reasonable walk distance of the site. These bus stops are served by the number 59 bus which provides regular services, seven days a week, to numerous locations including Oldham and Manchester city centre, amongst others. Therefore, prospective staff of the site will have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency. Approximately 500m south of the site, bus stops are located on the A56 Bury New Road and provide additional bus services to destination such as, Accrington and Prestwich amongst others. There additional bus services also provide regular services, seven days a week.
- 4.13 Queens Road tram stop is located approximately 1.8km east of the site and therefore within an acceptable walking and cycle distance. Queens Road tram stop is part of the Greater Manchester Tram Network, located on the green and yellow line within zone 2, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Bury, and Piccadilly. Connecting routes can be made to Eccles, Rochdale, Ashton-under-Lyne, and Manchester Airport amongst others.

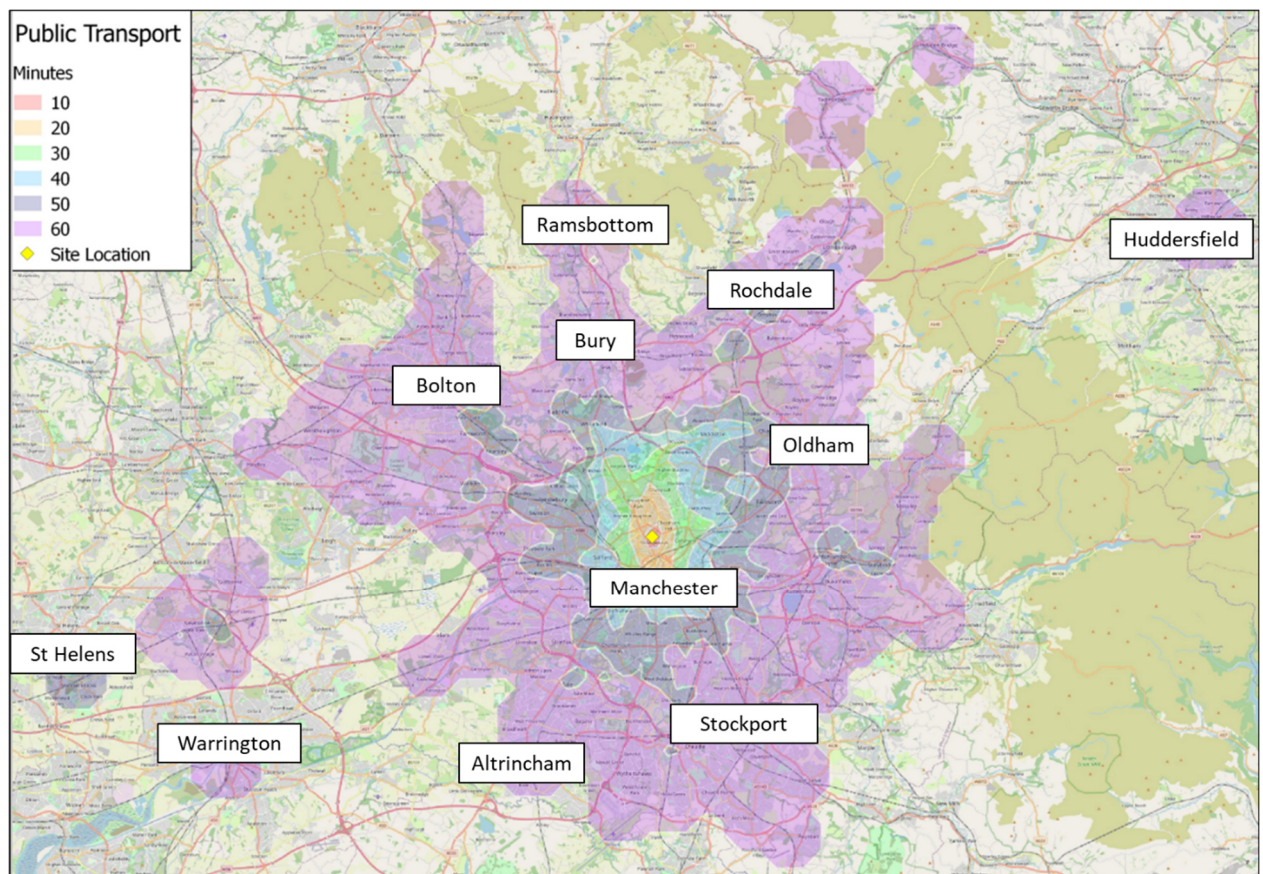
Figure 4.3: Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

- 4.14 In terms of railway services, Manchester Victoria Train Station is located circa 1.5km south of the site. This station provides services to destinations across the north including Stalybridge, Huddersfield, Leeds, Wigan, Blackburn, Chester, Liverpool Lime Street, Manchester Airport, York, Newcastle, and Redcar Central, amongst others.
- 4.15 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.16 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Altrincham, Warrington, St Helens, Huddersfield and Bolton amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.17 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed wholesale retail warehouse development use during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00) as well as a comparison against the estimated trips that could be generated by the existing use (B8) if fully operational.

Trip Generation – Existing B8

- 5.2 In order to estimate the trip generating potential of the existing B8 use, trip rates from the industry standard TRICS Database have been obtained. The selection criteria and total person TRICS outputs are presented in **Appendix D** and summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per 100m²) Associated with the Existing B8 Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.128	0.053	0.034	0.124
OGVs	0.02	0.019	0.014	0.016

- 5.3 The estimated trip generation associated with the existing 942m² B8 use is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Rates (Per 100m²) Associated with the Existing B8 Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	0	0	1
OGVs	0	0	0	0

Trip Generation – Proposed Wholesale Retail Warehouse

- 5.4 In order to estimate the trip generating potential of the proposed Wholesale Retail Warehouse use, trip rates from the industry standard TRICS Database have been obtained. As a sui generis use there are no directly comparable categories, however a combination of non-food retail and warehousing has been used, which is considered to provide a robust assessment given that the site would not be open to the general public. The selection criteria and total person TRICS outputs are presented in **Appendix D** and summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per 100m²) Associated with the Proposed Wholesale Retail Warehouse Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Ground Floor- Non-Food Retail (540m²)				
Car	0.407	0.291	1.482	1.715
OGVs	0	0	0	0
First and Second Floor- B8 Use (1445m²)				
Car	0.128	0.053	0.034	0.124
OGVs	0.02	0.019	0.014	0.016

- 5.5 The estimated trip generation associated with the proposed Wholesale Retail Warehouse use is therefore as summarised in **Table 5.4** below.

Table 5.4- Estimated Trip Generation – Proposed Wholesale Retail Warehouse				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Ground Floor- Non-Food Retail (540m²)				
Car	2	2	8	9
OGVs	0	0	0	0
First and Second Floor- B8 Use (1445m²)				
Car	2	1	0	2
OGVs	0	0	0	0
Total:	4	3	8	11

Net Trip Generation

- 5.6 The net traffic generation is equal to the total estimated traffic generated via the proposed Wholesale Retail Warehouse use minus the total estimated traffic generated by the existing B8 use and is as summarised in **Table 5.5** below.

Table 5.5- Net Trip Generation				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	3	3	8	10
OGVs	0	0	0	0

- 5.7 As detailed above, it is estimated that the scheme will result in an estimated increase of only 6 vehicle movements two-way in the AM peak hour and an increase of 18 vehicle movements two-way in the PM peak hour. Volumetrically, this equates to around 1 additional two-way vehicle movement every 10 minutes in the AM peak hour and approximately 1 additional vehicle movement every 3 minutes in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.

6.0 SUMMARY AND CONCLUSIONS

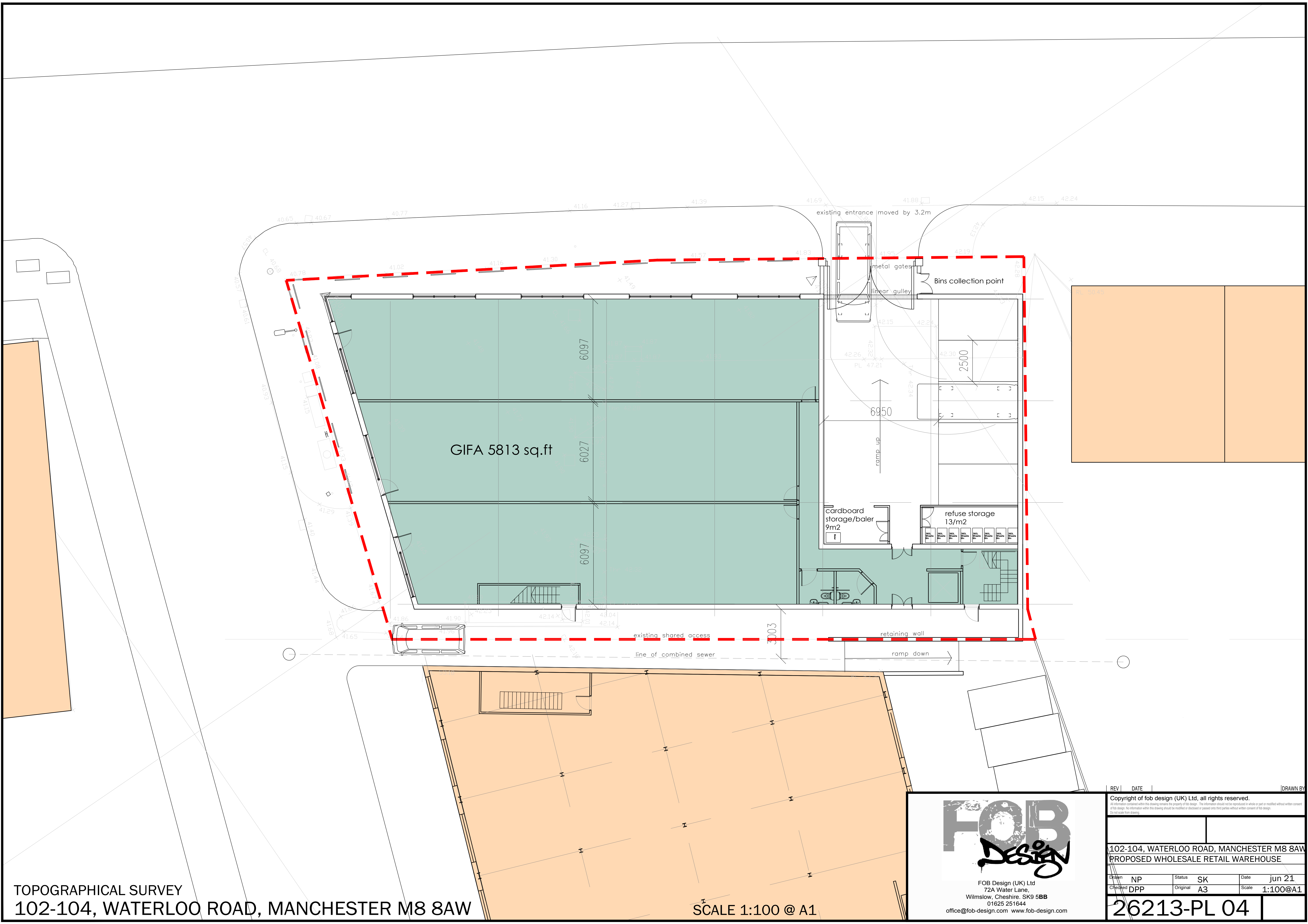
- 6.1 SCP have been instructed by NN Holdings (NW) Ltd to produce a Transport Statement (TS) as part of a planning application to redevelop a site at Waterloo Road, Cheetham Hill to provide a 3-storey wholesale retail warehouse (Sui Generis planning use class).
- 6.2 Vehicle access to the site would be retained at the north-west corner on Waterloo Road to a proposed under-croft parking and service area via a ramp. The ramp would have a height limit of 2.8m and vehicles servicing the site would be limited to light vehicles within this range.
- 6.3 Servicing would be undertaken by light vans within this height, whilst refuse would be collected directly from Waterloo Road.
- 6.4 5 car parking spaces are proposed within the site, which is considered adequate to accommodate the expected demand whilst encouraging travel by sustainable modes.
- 6.5 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.6 The volume of traffic generated by the proposed development will not have a material impact on the operation of the local highway network and the effect of the additional traffic will be barely perceptible during the highway peak hours.
- 6.7 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.8 It is therefore concluded that the redevelopment proposals for the site are acceptable with regard to transport.

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APPENDICES

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APPENDIX A



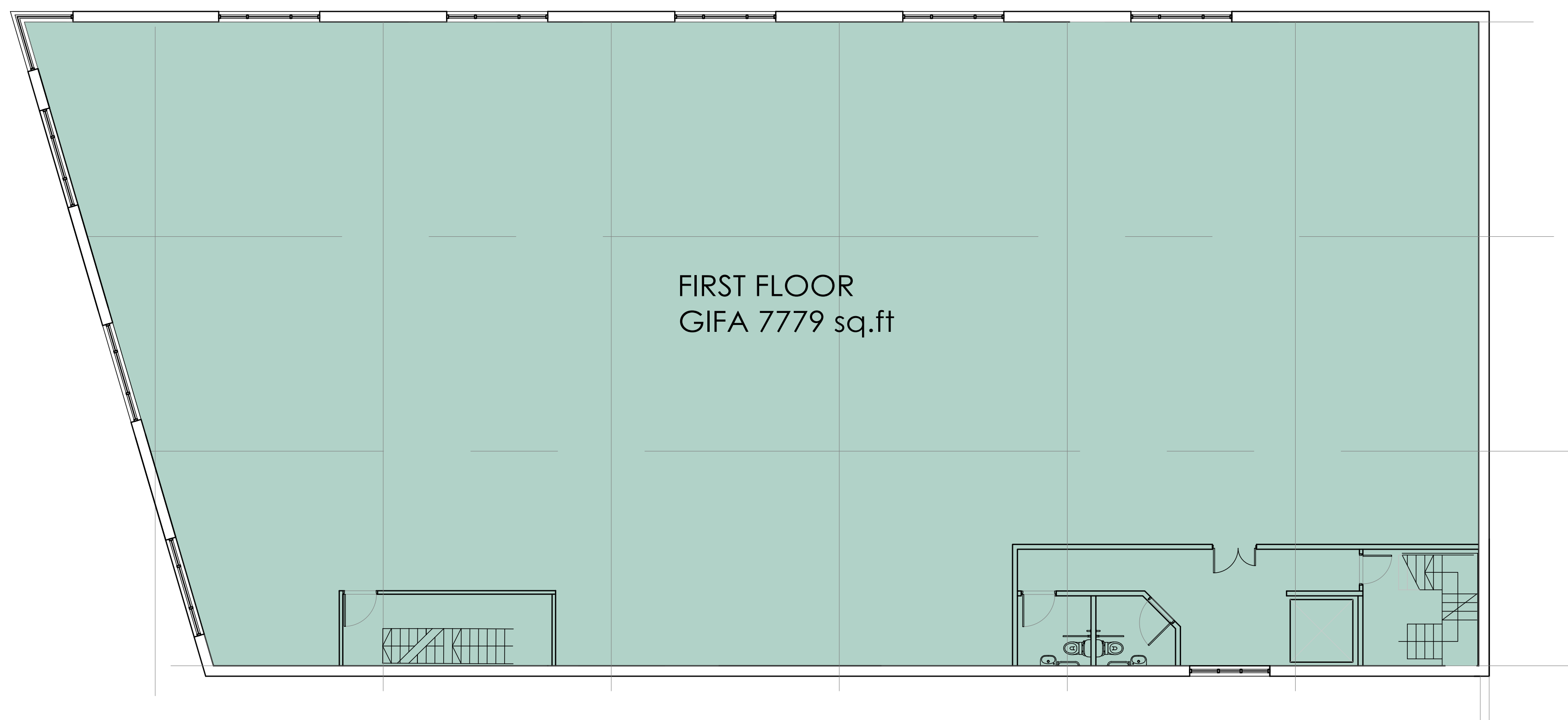
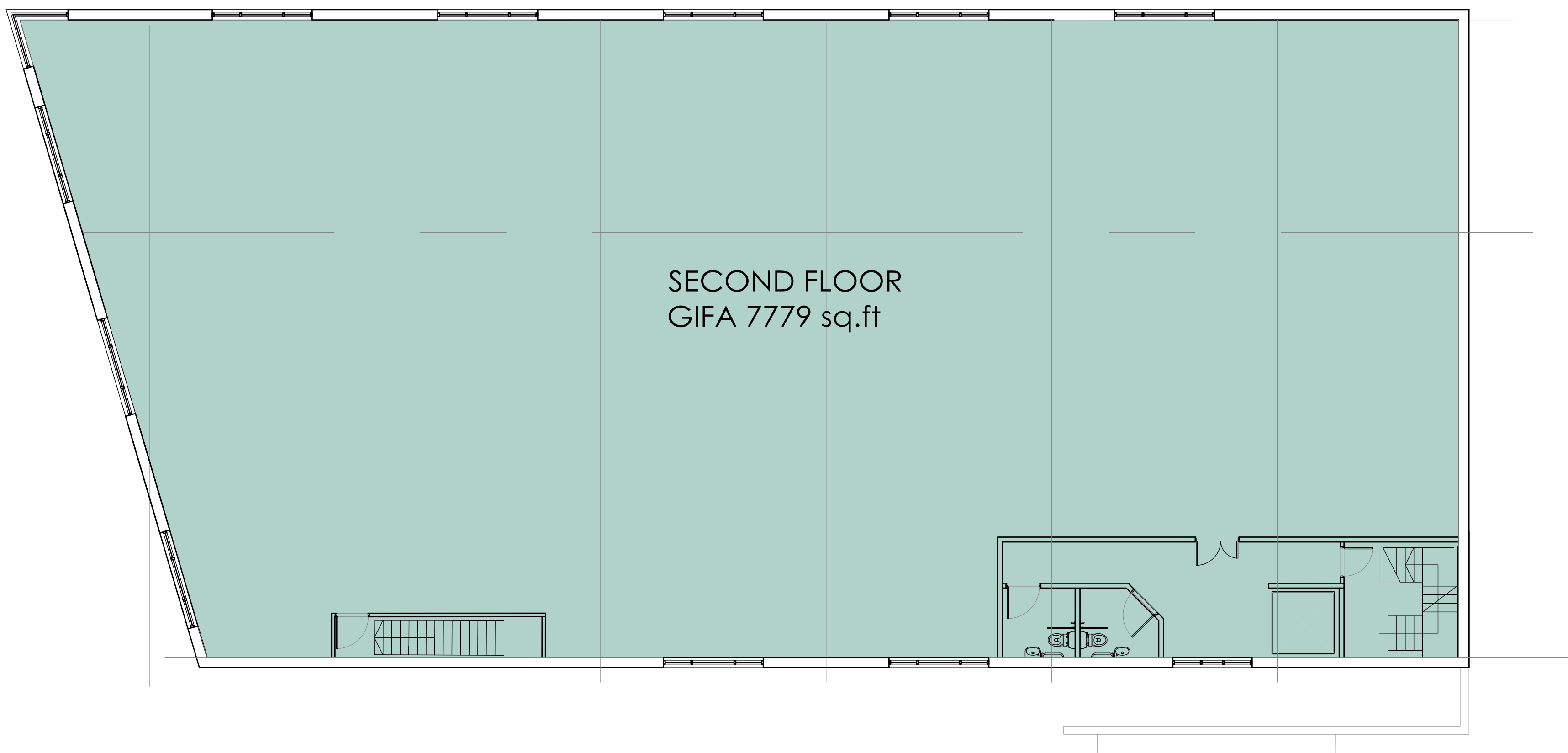
TOPOGRAPHICAL SURVEY
102-104, WATERLOO ROAD, MANCHESTER M8 8AW

SCALE 1:100 @ A1

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102-104, WATERLOO ROAD, MANCHESTER M8 8AW					
PROPOSED WHOLESALE RETAIL WAREHOUSE					
Drawn	NP	Status	SK	Date	jun 21
Checked	DPP	Original	A3	Scale	1:100@A1
26213-PL 04					



PROPOSED UPPER FLOORS
102-104, WATERLOO ROAD, MANCHESTER M8 8AW

SCALE 1:100 @ A1



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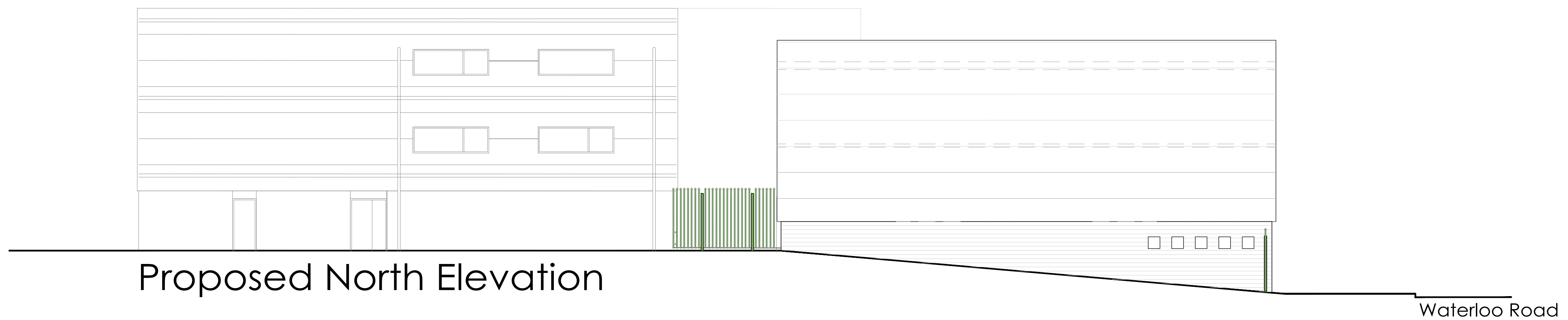
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PROPOSED WHOLESALE RETAIL WAREHOUSE

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Checked	DPP	Original	A3	Scale	1:100@A3

26213-PL 05



PROPOSED ELEVATIONS 1
102-104, WATERLOO ROAD, MANCHESTER M8 8AW

SCALE 1:100 @ A1

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102-104, WATERLOO ROAD, MANCHESTER M8 8AW PROPOSED WHOLESALE RETAIL WAREHOUSE							
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26213-PL 06							



PROPOSED ELEVATIONS 2
102-104, WATERLOO ROAD, MANCHESTER M8 8AW

SCALE 1:100 @ A1



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102-104, WATERLOO ROAD, MANCHESTER M8 8AW PROPOSED WHOLESALE RETAIL WAREHOUSE		
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Date	jun 21	Scale 1:100@A1
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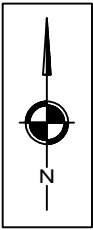
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APPENDIX B



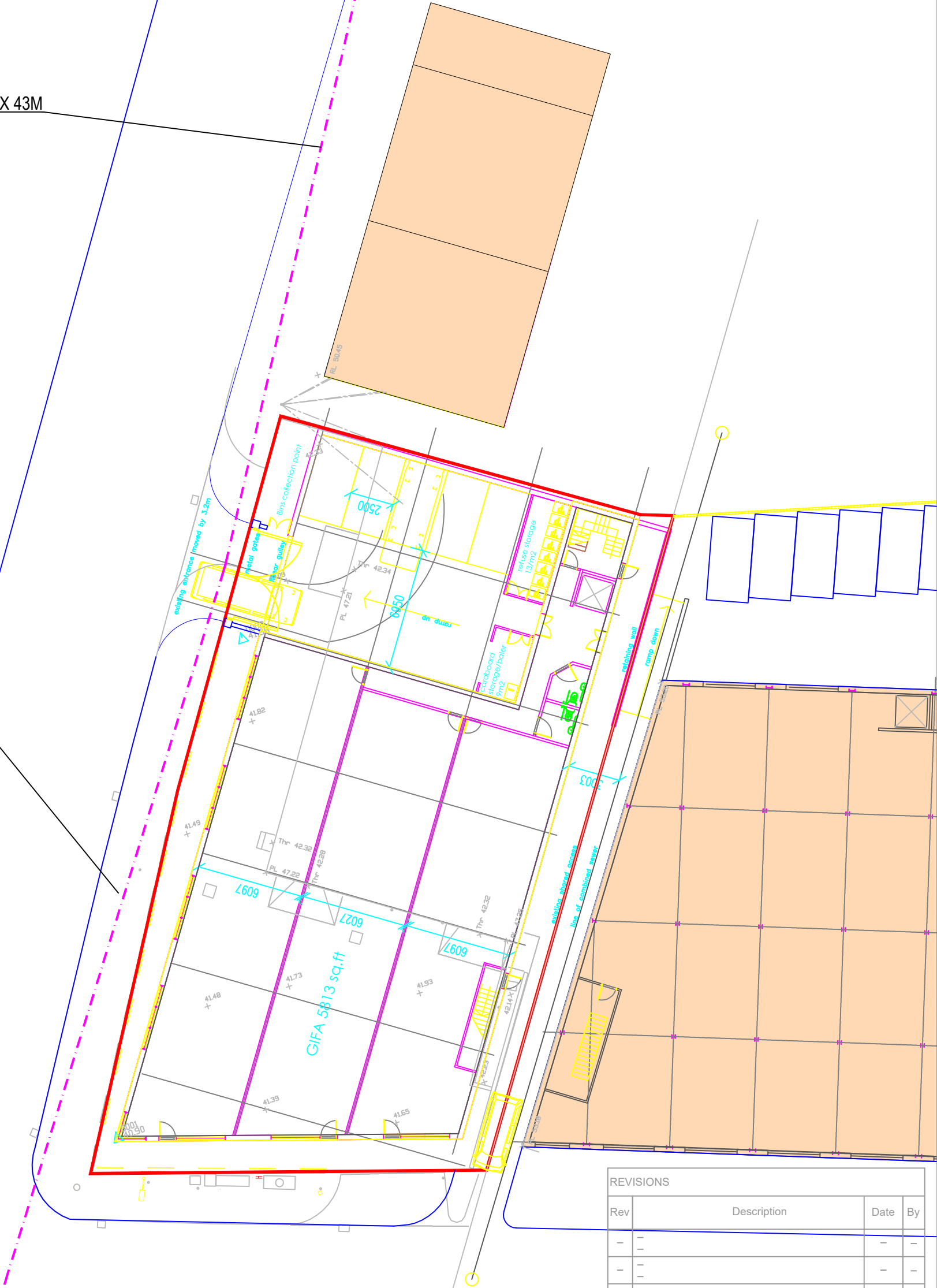
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APPENDIX C



VISIBILITY OF 2.4M X 43M

VISIBILITY OF 2.4M X 43M



REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

S|C|P

APPENDIX D

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220211-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 03/04/19

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	2 days
Tuesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1
No Sub Category	1

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

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Secondary Filtering selection:Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	3 days
Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	GC-02-F-01	DISTRIBUTION CEN.	GLASGOW CITY
	BARRACHNIE ROAD		
	GLASGOW		
	GARROWHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	11504 sqm	
	Survey date: MONDAY	10/09/01	Survey Type: MANUAL
3	HF-02-F-02	SUPERSTORE DISTRIBUTION	HERTFORDSHIRE
	BLACK FAN ROAD		
	WELWYN GARDEN CITY		
	PANSHANGER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18600 sqm	
	Survey date: FRIDAY	06/09/02	Survey Type: MANUAL
4	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
5	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
	ROUNDHOUSE ROAD		
	DARLINGTON		
	FAVERDALE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	80066 sqm	
	Survey date: TUESDAY	07/10/08	Survey Type: MANUAL
6	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.103	6	25476	0.052	6	25476	0.155
08:00 - 09:00	6	25476	0.128	6	25476	0.053	6	25476	0.181
09:00 - 10:00	6	25476	0.112	6	25476	0.068	6	25476	0.180
10:00 - 11:00	6	25476	0.068	6	25476	0.054	6	25476	0.122
11:00 - 12:00	6	25476	0.061	6	25476	0.058	6	25476	0.119
12:00 - 13:00	6	25476	0.077	6	25476	0.078	6	25476	0.155
13:00 - 14:00	6	25476	0.157	6	25476	0.102	6	25476	0.259
14:00 - 15:00	6	25476	0.073	6	25476	0.109	6	25476	0.182
15:00 - 16:00	6	25476	0.055	6	25476	0.084	6	25476	0.139
16:00 - 17:00	6	25476	0.057	6	25476	0.099	6	25476	0.156
17:00 - 18:00	6	25476	0.034	6	25476	0.124	6	25476	0.158
18:00 - 19:00	6	25476	0.026	6	25476	0.059	6	25476	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.951			0.940			1.891

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:	3824 - 80066 (units: sqm)
Survey date range:	01/01/01 - 03/04/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.018	6	25476	0.020	6	25476	0.038
08:00 - 09:00	6	25476	0.020	6	25476	0.019	6	25476	0.039
09:00 - 10:00	6	25476	0.019	6	25476	0.022	6	25476	0.041
10:00 - 11:00	6	25476	0.030	6	25476	0.021	6	25476	0.051
11:00 - 12:00	6	25476	0.022	6	25476	0.021	6	25476	0.043
12:00 - 13:00	6	25476	0.020	6	25476	0.016	6	25476	0.036
13:00 - 14:00	6	25476	0.026	6	25476	0.016	6	25476	0.042
14:00 - 15:00	6	25476	0.026	6	25476	0.020	6	25476	0.046
15:00 - 16:00	6	25476	0.028	6	25476	0.016	6	25476	0.044
16:00 - 17:00	6	25476	0.027	6	25476	0.020	6	25476	0.047
17:00 - 18:00	6	25476	0.014	6	25476	0.016	6	25476	0.030
18:00 - 19:00	6	25476	0.007	6	25476	0.016	6	25476	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.257			0.223			0.480

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

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.003	6	25476	0.001	6	25476	0.004
08:00 - 09:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
09:00 - 10:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
10:00 - 11:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
11:00 - 12:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
12:00 - 13:00	6	25476	0.001	6	25476	0.000	6	25476	0.001
13:00 - 14:00	6	25476	0.009	6	25476	0.009	6	25476	0.018
14:00 - 15:00	6	25476	0.001	6	25476	0.003	6	25476	0.004
15:00 - 16:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
16:00 - 17:00	6	25476	0.003	6	25476	0.002	6	25476	0.005
17:00 - 18:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
18:00 - 19:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.025			0.047

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

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.007	6	25476	0.000	6	25476	0.007
08:00 - 09:00	6	25476	0.011	6	25476	0.002	6	25476	0.013
09:00 - 10:00	6	25476	0.012	6	25476	0.001	6	25476	0.013
10:00 - 11:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
11:00 - 12:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
12:00 - 13:00	6	25476	0.007	6	25476	0.005	6	25476	0.012
13:00 - 14:00	6	25476	0.028	6	25476	0.022	6	25476	0.050
14:00 - 15:00	6	25476	0.003	6	25476	0.012	6	25476	0.015
15:00 - 16:00	6	25476	0.002	6	25476	0.003	6	25476	0.005
16:00 - 17:00	6	25476	0.004	6	25476	0.008	6	25476	0.012
17:00 - 18:00	6	25476	0.000	6	25476	0.009	6	25476	0.009
18:00 - 19:00	6	25476	0.003	6	25476	0.007	6	25476	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.072			0.151

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

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.007	6	25476	0.001	6	25476	0.008
08:00 - 09:00	6	25476	0.005	6	25476	0.000	6	25476	0.005
09:00 - 10:00	6	25476	0.004	6	25476	0.002	6	25476	0.006
10:00 - 11:00	6	25476	0.000	6	25476	0.000	6	25476	0.000
11:00 - 12:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
12:00 - 13:00	6	25476	0.002	6	25476	0.000	6	25476	0.002
13:00 - 14:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
14:00 - 15:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
15:00 - 16:00	6	25476	0.000	6	25476	0.002	6	25476	0.002
16:00 - 17:00	6	25476	0.001	6	25476	0.007	6	25476	0.008
17:00 - 18:00	6	25476	0.000	6	25476	0.005	6	25476	0.005
18:00 - 19:00	6	25476	0.000	6	25476	0.002	6	25476	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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

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

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Licence No: 726001

Calculation Reference: AUDIT-726001-220211-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 714 to 2500 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 07/06/18

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	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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:

Retail Zone	2
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:Use Class:

E(a) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:	1068 sqm		
	Survey date: THURSDAY	07/06/18		Survey Type: MANUAL
2	CB-01-G-02	STAPLES		CUMBRIA
	JAMES STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: FRIDAY	05/02/10		Survey Type: MANUAL
3	CH-01-G-02	MAGNET		CHESHIRE
	KING EDWARD STREET			
	MACCLESFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1000 sqm		
	Survey date: MONDAY	06/11/17		Survey Type: MANUAL
4	HE-01-G-01	PETS AT HOME		HEREFORDSHIRE
	COMMERCIAL ROAD			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	714 sqm		
	Survey date: MONDAY	17/10/11		Survey Type: MANUAL
5	LN-01-G-01	PETS AT HOME		LINCOLNSHIRE
	TRITTON ROAD			
	LINCOLN			
	TRITTON RETAIL PARK			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: TUESDAY	31/10/17		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.64

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1405	0.142	3	1405	0.047	3	1405	0.189
08:00 - 09:00	5	1376	0.407	5	1376	0.291	5	1376	0.698
09:00 - 10:00	5	1376	1.758	5	1376	1.322	5	1376	3.080
10:00 - 11:00	5	1376	1.671	5	1376	1.424	5	1376	3.095
11:00 - 12:00	5	1376	1.598	5	1376	1.569	5	1376	3.167
12:00 - 13:00	5	1376	1.584	5	1376	1.555	5	1376	3.139
13:00 - 14:00	5	1376	1.482	5	1376	1.656	5	1376	3.138
14:00 - 15:00	5	1376	1.555	5	1376	1.293	5	1376	2.848
15:00 - 16:00	5	1376	1.366	5	1376	1.424	5	1376	2.790
16:00 - 17:00	5	1376	1.584	5	1376	1.322	5	1376	2.906
17:00 - 18:00	5	1376	1.482	5	1376	1.715	5	1376	3.197
18:00 - 19:00	4	1471	1.139	4	1471	1.513	4	1471	2.652
19:00 - 20:00	4	1471	0.510	4	1471	1.003	4	1471	1.513
20:00 - 21:00	3	1605	0.000	3	1605	0.270	3	1605	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.278			16.404			32.682

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:	714 - 2500 (units: sqm)
Survey date date range:	01/01/01 - 07/06/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1405	0.000	3	1405	0.000	3	1405	0.000
08:00 - 09:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
09:00 - 10:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
10:00 - 11:00	5	1376	0.015	5	1376	0.015	5	1376	0.030
11:00 - 12:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
12:00 - 13:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
13:00 - 14:00	5	1376	0.029	5	1376	0.029	5	1376	0.058
14:00 - 15:00	5	1376	0.015	5	1376	0.015	5	1376	0.030
15:00 - 16:00	5	1376	0.029	5	1376	0.029	5	1376	0.058
16:00 - 17:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
17:00 - 18:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
18:00 - 19:00	4	1471	0.000	4	1471	0.000	4	1471	0.000
19:00 - 20:00	4	1471	0.000	4	1471	0.000	4	1471	0.000
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.088			0.176

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1405	0.047	3	1405	0.000	3	1405	0.047
08:00 - 09:00	5	1376	0.000	5	1376	0.015	5	1376	0.015
09:00 - 10:00	5	1376	0.015	5	1376	0.000	5	1376	0.015
10:00 - 11:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
11:00 - 12:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
12:00 - 13:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
13:00 - 14:00	5	1376	0.015	5	1376	0.015	5	1376	0.030
14:00 - 15:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
15:00 - 16:00	5	1376	0.000	5	1376	0.000	5	1376	0.000
16:00 - 17:00	5	1376	0.015	5	1376	0.015	5	1376	0.030
17:00 - 18:00	5	1376	0.015	5	1376	0.029	5	1376	0.044
18:00 - 19:00	4	1471	0.000	4	1471	0.017	4	1471	0.017
19:00 - 20:00	4	1471	0.000	4	1471	0.000	4	1471	0.000
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.091			0.198

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1405	0.095	3	1405	0.071	3	1405	0.166
08:00 - 09:00	5	1376	0.116	5	1376	0.116	5	1376	0.232
09:00 - 10:00	5	1376	0.145	5	1376	0.145	5	1376	0.290
10:00 - 11:00	5	1376	0.262	5	1376	0.160	5	1376	0.422
11:00 - 12:00	5	1376	0.232	5	1376	0.218	5	1376	0.450
12:00 - 13:00	5	1376	0.305	5	1376	0.262	5	1376	0.567
13:00 - 14:00	5	1376	0.305	5	1376	0.232	5	1376	0.537
14:00 - 15:00	5	1376	0.407	5	1376	0.349	5	1376	0.756
15:00 - 16:00	5	1376	0.174	5	1376	0.247	5	1376	0.421
16:00 - 17:00	5	1376	0.305	5	1376	0.276	5	1376	0.581
17:00 - 18:00	5	1376	0.174	5	1376	0.247	5	1376	0.421
18:00 - 19:00	4	1471	0.119	4	1471	0.221	4	1471	0.340
19:00 - 20:00	4	1471	0.034	4	1471	0.170	4	1471	0.204
20:00 - 21:00	3	1605	0.000	3	1605	0.021	3	1605	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.673			2.735			5.408

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1405	0.024	3	1405	0.000	3	1405	0.024
08:00 - 09:00	5	1376	0.015	5	1376	0.015	5	1376	0.030
09:00 - 10:00	5	1376	0.087	5	1376	0.015	5	1376	0.102
10:00 - 11:00	5	1376	0.015	5	1376	0.073	5	1376	0.088
11:00 - 12:00	5	1376	0.029	5	1376	0.029	5	1376	0.058
12:00 - 13:00	5	1376	0.087	5	1376	0.058	5	1376	0.145
13:00 - 14:00	5	1376	0.058	5	1376	0.044	5	1376	0.102
14:00 - 15:00	5	1376	0.102	5	1376	0.044	5	1376	0.146
15:00 - 16:00	5	1376	0.015	5	1376	0.058	5	1376	0.073
16:00 - 17:00	5	1376	0.029	5	1376	0.087	5	1376	0.116
17:00 - 18:00	5	1376	0.087	5	1376	0.073	5	1376	0.160
18:00 - 19:00	4	1471	0.017	4	1471	0.051	4	1471	0.068
19:00 - 20:00	4	1471	0.034	4	1471	0.051	4	1471	0.085
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.599			0.598			1.197

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.

Calculation Reference: AUDIT-726001-220211-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3824 to 80066 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 03/04/19

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	2 days
Tuesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1
No Sub Category	1

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

SCP York Street Manchester

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Secondary Filtering selection:Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	3 days
Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	GC-02-F-01	DISTRIBUTION CEN.	GLASGOW CITY
	BARRACHNIE ROAD		
	GLASGOW		
	GARROWHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	11504 sqm	
	Survey date: MONDAY	10/09/01	Survey Type: MANUAL
3	HF-02-F-02	SUPERSTORE DISTRIBUTION	HERTFORDSHIRE
	BLACK FAN ROAD		
	WELWYN GARDEN CITY		
	PANSHANGER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18600 sqm	
	Survey date: FRIDAY	06/09/02	Survey Type: MANUAL
4	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
5	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
	ROUNDHOUSE ROAD		
	DARLINGTON		
	FAVERDALE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	80066 sqm	
	Survey date: TUESDAY	07/10/08	Survey Type: MANUAL
6	WO-02-F-02	DISTRIB. CENTRE	WORCESTERSHIRE
	COTSWOLD WAY		
	WORCESTER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3824 sqm	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.103	6	25476	0.052	6	25476	0.155
08:00 - 09:00	6	25476	0.128	6	25476	0.053	6	25476	0.181
09:00 - 10:00	6	25476	0.112	6	25476	0.068	6	25476	0.180
10:00 - 11:00	6	25476	0.068	6	25476	0.054	6	25476	0.122
11:00 - 12:00	6	25476	0.061	6	25476	0.058	6	25476	0.119
12:00 - 13:00	6	25476	0.077	6	25476	0.078	6	25476	0.155
13:00 - 14:00	6	25476	0.157	6	25476	0.102	6	25476	0.259
14:00 - 15:00	6	25476	0.073	6	25476	0.109	6	25476	0.182
15:00 - 16:00	6	25476	0.055	6	25476	0.084	6	25476	0.139
16:00 - 17:00	6	25476	0.057	6	25476	0.099	6	25476	0.156
17:00 - 18:00	6	25476	0.034	6	25476	0.124	6	25476	0.158
18:00 - 19:00	6	25476	0.026	6	25476	0.059	6	25476	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.951			0.940			1.891

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:	3824 - 80066 (units: sqm)
Survey date range:	01/01/01 - 03/04/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.018	6	25476	0.020	6	25476	0.038
08:00 - 09:00	6	25476	0.020	6	25476	0.019	6	25476	0.039
09:00 - 10:00	6	25476	0.019	6	25476	0.022	6	25476	0.041
10:00 - 11:00	6	25476	0.030	6	25476	0.021	6	25476	0.051
11:00 - 12:00	6	25476	0.022	6	25476	0.021	6	25476	0.043
12:00 - 13:00	6	25476	0.020	6	25476	0.016	6	25476	0.036
13:00 - 14:00	6	25476	0.026	6	25476	0.016	6	25476	0.042
14:00 - 15:00	6	25476	0.026	6	25476	0.020	6	25476	0.046
15:00 - 16:00	6	25476	0.028	6	25476	0.016	6	25476	0.044
16:00 - 17:00	6	25476	0.027	6	25476	0.020	6	25476	0.047
17:00 - 18:00	6	25476	0.014	6	25476	0.016	6	25476	0.030
18:00 - 19:00	6	25476	0.007	6	25476	0.016	6	25476	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.257			0.223			0.480

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.003	6	25476	0.001	6	25476	0.004
08:00 - 09:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
09:00 - 10:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
10:00 - 11:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
11:00 - 12:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
12:00 - 13:00	6	25476	0.001	6	25476	0.000	6	25476	0.001
13:00 - 14:00	6	25476	0.009	6	25476	0.009	6	25476	0.018
14:00 - 15:00	6	25476	0.001	6	25476	0.003	6	25476	0.004
15:00 - 16:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
16:00 - 17:00	6	25476	0.003	6	25476	0.002	6	25476	0.005
17:00 - 18:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
18:00 - 19:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.025			0.047

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.007	6	25476	0.000	6	25476	0.007
08:00 - 09:00	6	25476	0.011	6	25476	0.002	6	25476	0.013
09:00 - 10:00	6	25476	0.012	6	25476	0.001	6	25476	0.013
10:00 - 11:00	6	25476	0.001	6	25476	0.002	6	25476	0.003
11:00 - 12:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
12:00 - 13:00	6	25476	0.007	6	25476	0.005	6	25476	0.012
13:00 - 14:00	6	25476	0.028	6	25476	0.022	6	25476	0.050
14:00 - 15:00	6	25476	0.003	6	25476	0.012	6	25476	0.015
15:00 - 16:00	6	25476	0.002	6	25476	0.003	6	25476	0.005
16:00 - 17:00	6	25476	0.004	6	25476	0.008	6	25476	0.012
17:00 - 18:00	6	25476	0.000	6	25476	0.009	6	25476	0.009
18:00 - 19:00	6	25476	0.003	6	25476	0.007	6	25476	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.072			0.151

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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25476	0.007	6	25476	0.001	6	25476	0.008
08:00 - 09:00	6	25476	0.005	6	25476	0.000	6	25476	0.005
09:00 - 10:00	6	25476	0.004	6	25476	0.002	6	25476	0.006
10:00 - 11:00	6	25476	0.000	6	25476	0.000	6	25476	0.000
11:00 - 12:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
12:00 - 13:00	6	25476	0.002	6	25476	0.000	6	25476	0.002
13:00 - 14:00	6	25476	0.001	6	25476	0.001	6	25476	0.002
14:00 - 15:00	6	25476	0.000	6	25476	0.001	6	25476	0.001
15:00 - 16:00	6	25476	0.000	6	25476	0.002	6	25476	0.002
16:00 - 17:00	6	25476	0.001	6	25476	0.007	6	25476	0.008
17:00 - 18:00	6	25476	0.000	6	25476	0.005	6	25476	0.005
18:00 - 19:00	6	25476	0.000	6	25476	0.002	6	25476	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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.