

Transport Statement

**Proposed Wholesale Retail Unit,
Bury New Road/ Appian Way, Manchester**

Appian Way Developments Ltd

March 2022

Doc Ref: AM/220022/TS/01

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Appian Way Developments Ltd to produce a Transport Statement (TS) as part of a planning application for a wholesale retail unit (with ancillary photography studio), to the east of Bury New Road, Manchester.
- 1.2 The description of the application proposals is *‘Construction of 372m2 new-build, single storey, wholesale retail warehouse with ancillary photography studio on Land Off Bury New Road and Appian Way, Manchester, M7 4WZ.’* A response on the 10th of January 2022 suggested the recent planning application (Ref: 132636/FO/2022) is invalid or incomplete and requires a *‘transport statement including servicing arrangements.’*
- 1.3 With regard to the planning history of the site, an application for the site was made on the 3rd of December 2003 (Ref: 070223/FO/2003/N1) to Manchester City Council. The proposals consisted of the *‘erection of control kiosk, widening of access road and erection of gate in connection with infrastructure upgrade by United Utilities’*. This proposal was later approved on the 28th of January 2004.
- 1.1 Additionally, the land located immediately to the south of the of the application site was granted planning permission (Ref: 127146/FO/2020) for the change of use from a car showroom to retail in September 2020.
- 1.2 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 the National Planning Practice Guidance.
- 1.3 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

- 1.4 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

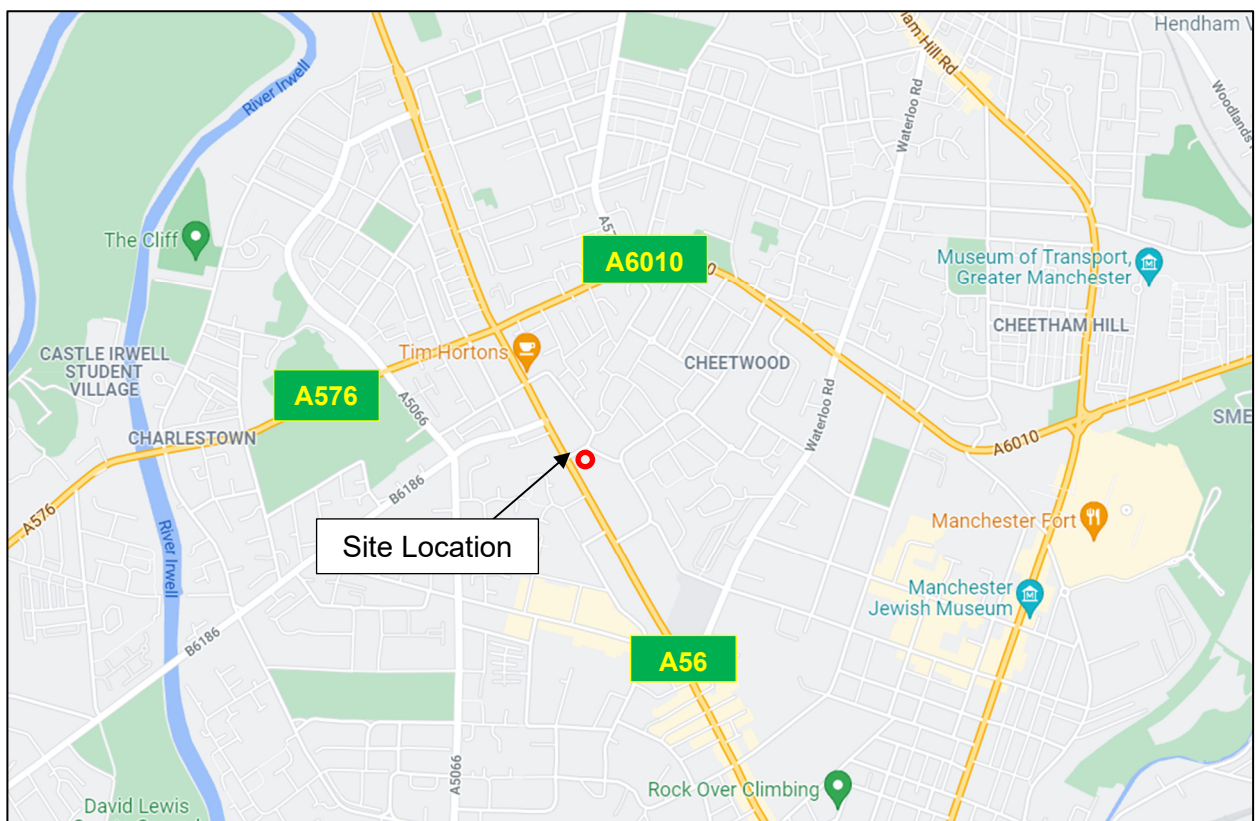
General

- 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 vacant brownfield land to the east of the A56 Bury New Road Manchester and to the south of Appian Way. **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



Source: Google Maps

- 2.3 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** as follows:

Figure 2.2 – Site Location Plan – Local View



Source: Google Earth

- 2.4 Residential dwellings are located to the northeast and west of the site, with commercial and retail units to the north and south. The existing road into the site (formerly Ashworth Street) was closed around thirty years ago.

Local Highway Network

The A56 Bury New Road/Appian Way

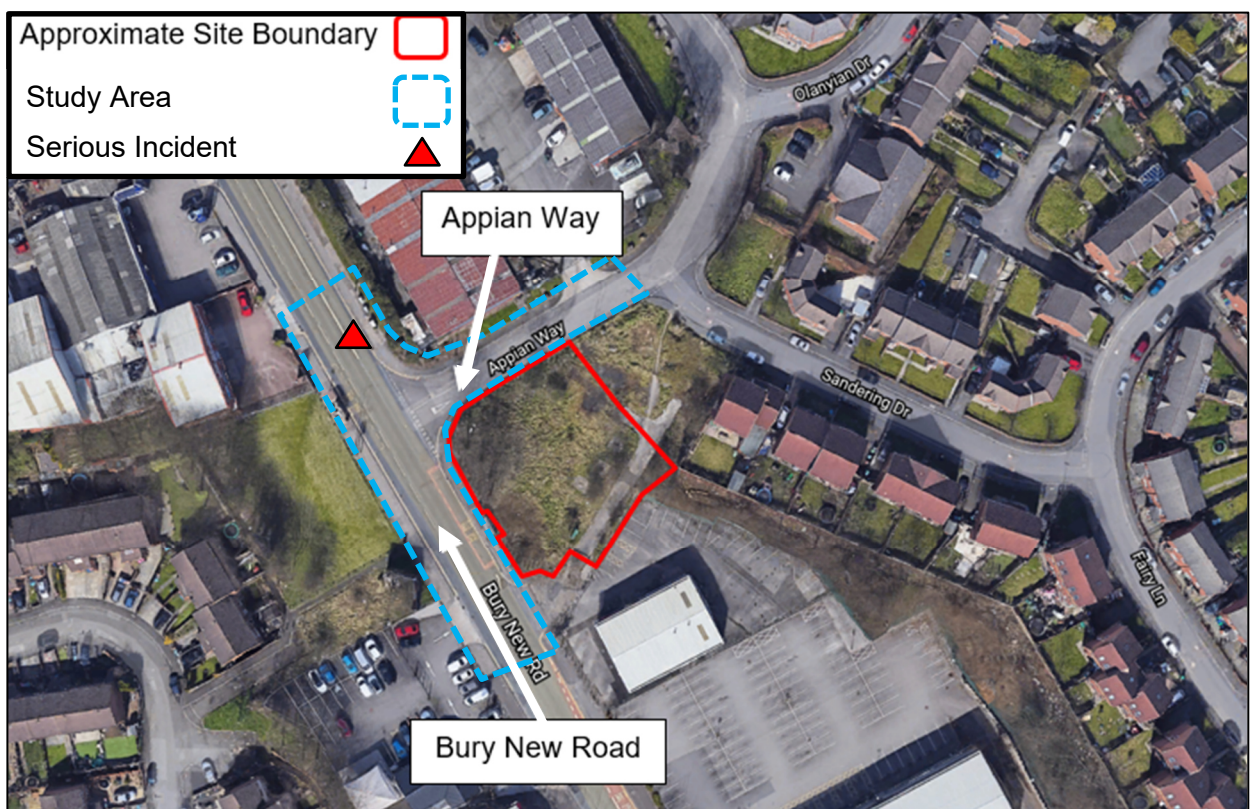
- 2.5 The A56 Bury New Road is located along the site's western boundary. Bury New Road has a carriageway width of approximately 10m, with footways circa 3m both sides of the road and regularly spaced street lighting. Bury New Road is subject to a 30mph speed limit and has a bus lane on the eastern side of the carriageway within the vicinity of the site. The A56 connects the M60 junction 17 in the north to the A6042 Ring Road in the south.

- 2.6 Appian Way fronts the northern site boundary and acts as a residential distributor road between the A56 Bury New Road and several residential roads such as Sandering Drive and Olanyian Drive. Appian Way meets Bury New Road as the minor arm of a major/ minor priority T-junction with dropped kerbs to either side of the carriageway at the junction. Appian Way is subject to a 30mph speed limit, with a carriageway width of approximately 7m in the vicinity of the site, benefiting from footways on both sides of the road.

Existing Road Safety Record

- 2.7 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”*.
- 2.8 In order to identify any 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 2.3** below.

Figure 2.3 – Road Safety Record



Source: Google Earth

- 2.9 The analysis shows that no accidents were recorded along the site's frontage on either the A56 Bury New Road or Appian Way, although 1 serious accident was recorded in the study area during the 5-year study period. The recorded accident took place on the A56 Bury New Road, north of the site, in 2017.
- 2.10 Given that the recorded accident did not occur along the site's frontage or boundaries, and the relatively low number of accidents which have occurred within the study area, the evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be materially affected by the development proposals.
- 2.11 Additionally, the land located south of the of the proposed site, was granted planning permission (127146/FO/2020) for the change of use of a car showroom to retail in September 2020.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals comprise the construction of a wholesale retail unit. The proposal will be for a c.400sqm wholesale retail unit (with ancillary photography studio) for a bespoke fashion chain. The proposed site layout is shown in [Appendix A](#).
- 3.2 It is estimated that approximately 50% of the proposed building will be used as storage, 40% wholesale retail with the remaining 10% the ancillary photography studio.

Proposed Access Arrangement

- 3.1 Vehicular access to the development will continue to be provided from the existing access along Ashworth Street. Having regard to this, the adjacent land to the south of the site (218 Bury New Road, Manchester) which proposed the same shared access off the A56 Bury New Road/Ashworth Street junction, was previously granted planning permission (Ref: 127146/FO/2020) in September 2020 for a change of use application
- 3.2 The A56 Bury New Road / Ashworth Street junction provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of over 43m in both directions, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road. This is shown on the plan extracted from the application documents for the change of use at the adjacent site sharing access via Ashworth Street.
- 3.3 Pedestrian and cycle access will be provided from Bury New Road.

Servicing

- 3.4 In terms of refuse collection, a dedicated refuse storage compound area will be provided on the northern section of the car park. On bin collection days, waste bins would be wheeled out from the storage compound in the car park to an area adjacent to the site access at the junction of Ashworth Street and Bury New Road. This would avoid the need for refuse collection vehicles to enter and manoeuvre in the car park.
- 3.5 In terms of delivery vehicles, the swept path analysis of a 7.5t box vans the largest vehicle to be accommodated using the parking area is provided on Drawing Number SCP/220022/ATR01 presented in [Appendix C](#). This shows that the vehicle is able to turn within the site, entering and exiting in forward's gear.

Parking

- 3.6 It is proposed that parking for up to 11 cars would be provided in the site.
- 3.7 Manchester City Council's maximum parking standards are set out in Annex B of their Local Development Framework, however as a wholesale retail unit use, standards are not explicitly provided for the proposed development type. Due to the proposed wholesale retail unit being comprised of both storage and wholesale retail the following standards have been applied:
- Non-food Retail: 1 space per 22sqm (Cycle: 1 space per 200sqm minimum of 2 spaces)
 - B8 storage and distribution: 1 space per 100sqm (Cycle: 1 space per 850sqm minimum of 2 spaces)
- 3.8 Applying these standards results in the recommendation of 4-19 spaces and the 11 spaces proposed is therefore considered appropriate.
- 3.9 The photography studio is ancillary to the other uses and is not expected to generate any car parking demand in its own right.
- 3.10 A bicycle rack is proposed within the development's car park providing capacity for 6no. bicycles and therefore in excess of the cycle standards set out in Manchester's City Council's Local Development Framework.

4.0 ACCESSIBILITY

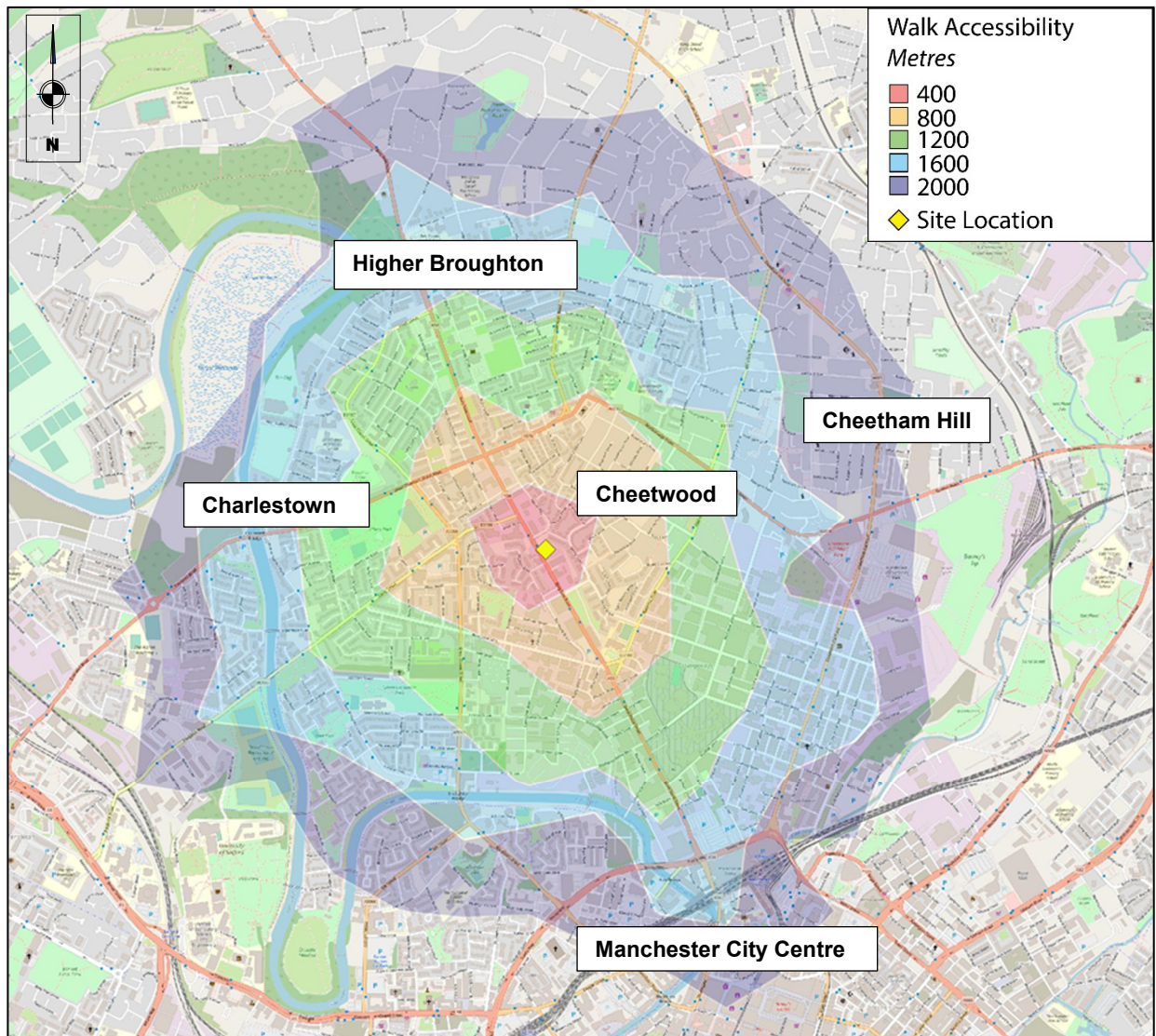
General

- 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



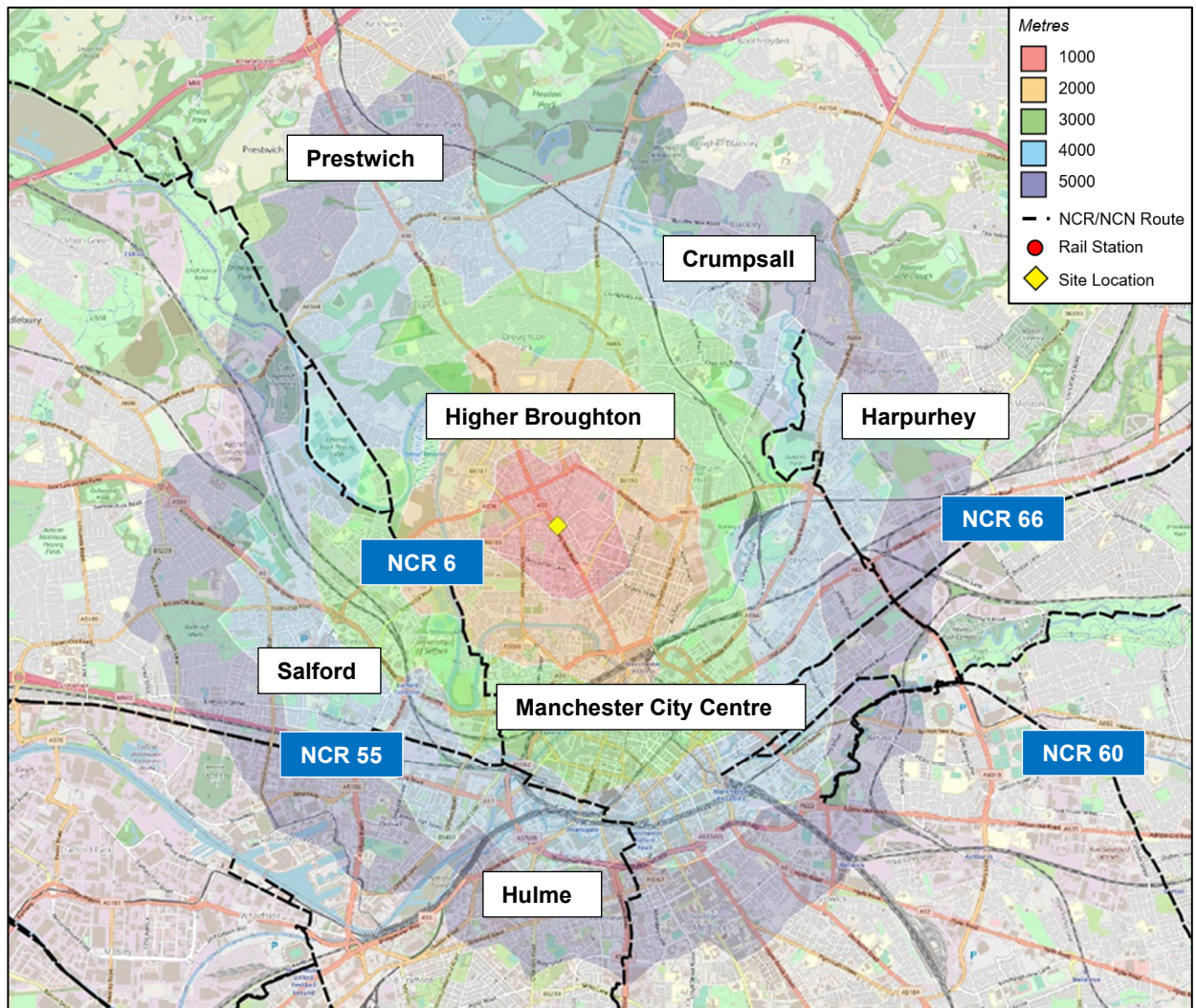
- 4.4 As can be seen from the above, Manchester City Centre and the nearby residential areas of Charlestown, Higher Broughton and Cheetham Hill are within an acceptable walking distance of the site.
- 4.5 Manchester City Centre provides a wide range of facilities for prospective staff, including Victoria Rail Station and Manchester Victoria Metrolink Stop. The surrounding retail areas along Bury New Road and Broughton Lane provide a number of nearby facilities within 10 minutes' walk which staff can access on lunchbreaks and provide the opportunity for multi-purpose linked trips, including Pure Gym, Broughton Leisure Centre, Tim Hortons, McDonalds, various convenience stores, takeaways, cafes and public houses.

- 4.6 Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from wide footways, signalised pedestrian crossings at major junctions and lighting on both sides of the carriageway.
- 4.7 The site is also within a reasonable walk distance of numerous transport links including several bus services and Victoria Railway Station, as detailed later, to encourage prospective staff to travel via sustainable modes.
- 4.8 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

- 4.9 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.
- 4.10 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



- 4.11 The plan demonstrates that prospective staff will be able to access the residential areas of Prestwich, Crumpsall, Salford and Hulme within an acceptable cycle distance of the site.
- 4.12 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 between Bury to the north and Manchester city centre to 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.
- 4.13 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.

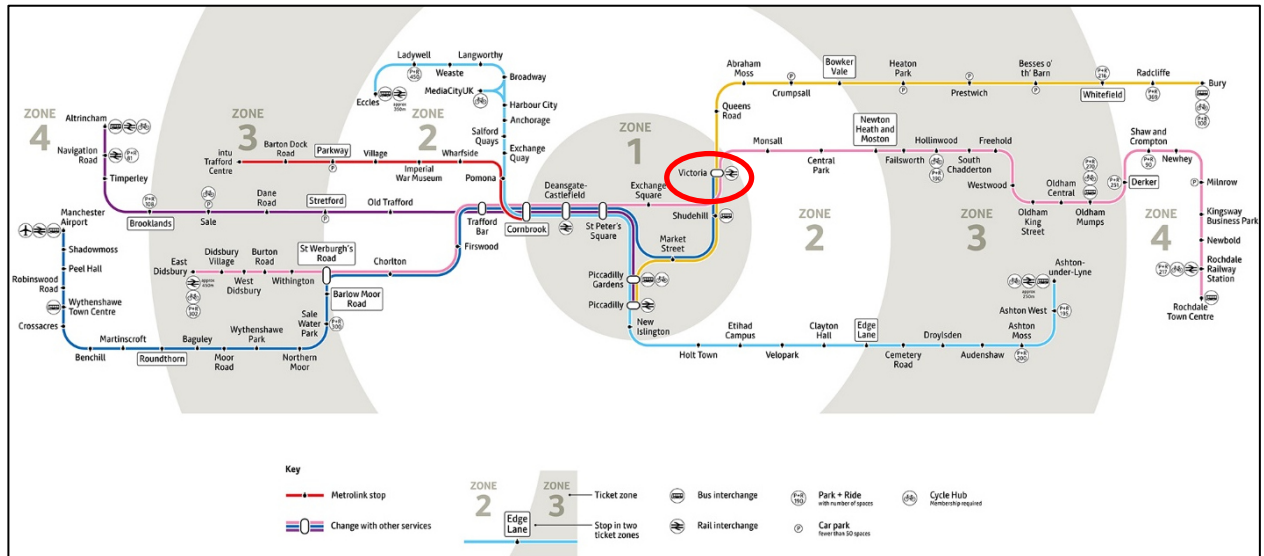
Public Transport

- 4.14 There are several bus stops located on the A56 Bury New Road within a reasonable walk distance of the site. The nearest bus stops to the site are located along the sites western boundary and are served by the number 96 and W41 Red Express buses. A summary of the services provided from these stops are summarised in **Table 4.1** below:-

Service Number	Route	Average Frequency		
		Mon-Fri	Sat	Sun
96	Manchester - Simister	Approximately every hour	Approximately every hour	Approximately every hour
W41 Red Express bus	Middleton - Sale via NMGH, Manchester, MRI	Approximately every 15 minutes	Approximately every 30 minutes	Approximately every 30 minutes

- 4.15 In terms of rail services, Victoria Railway Station can be accessed in under a 21-minute walk time (or <1.7km walk distance) and is therefore well within an acceptable walking and cycling distance with cycle parking provided at the station. The railway station offers regular direct services throughout the week including services to Leeds, Southport, Wigan North-western, Blackburn, Chester, Redcar Central, Liverpool Lime Street and Kirkby amongst others.
- 4.16 The nearest Metrolink Station is located at Manchester Victoria which is approximately 1.7km walking distance to the south-east of the site. Manchester Victoria Metrolink Stop is located in Zone 1 and is served by the pink, yellow, and dark blue lines which provide direct services to Bury, Manchester Airport, Rochdale, Oldham and the other city centre stops throughout Manchester, as shown on **Figure 4.4** below.

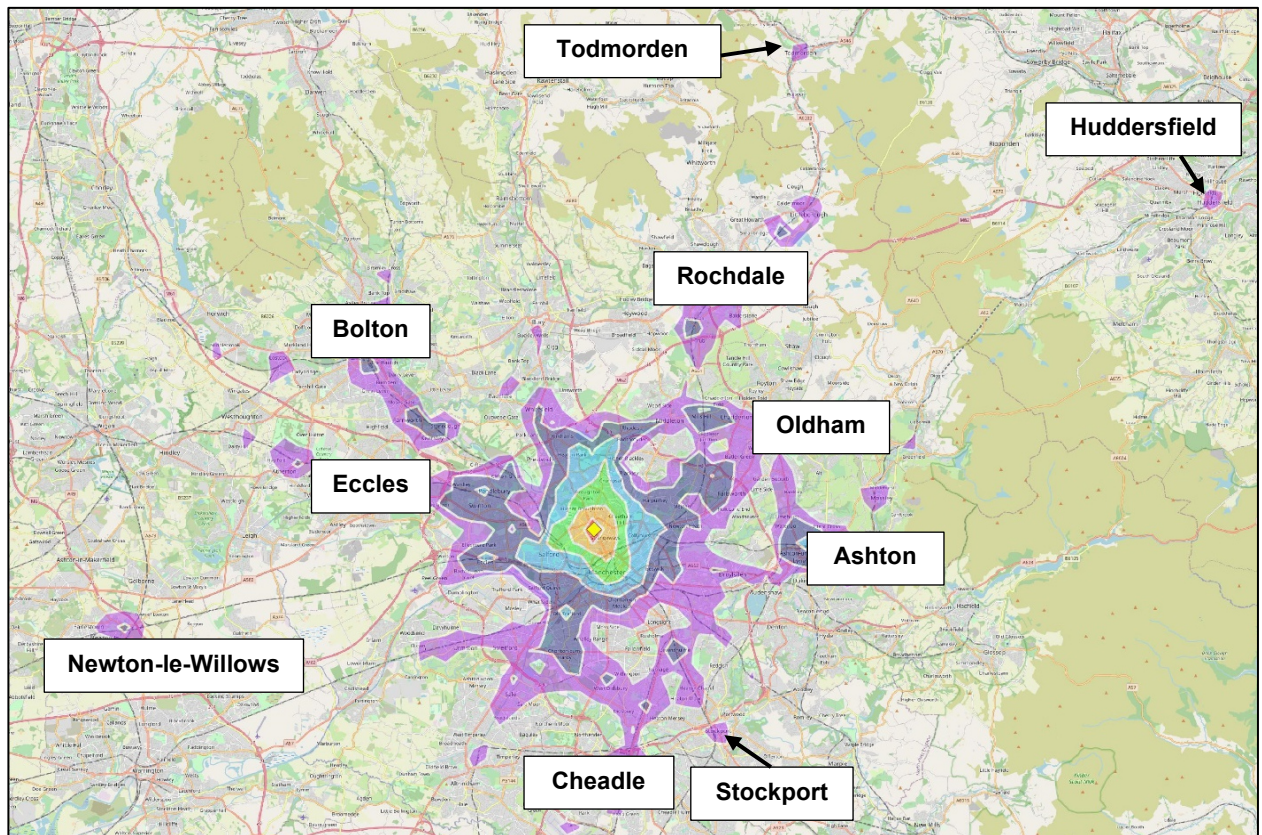
Figure 4.4 – Manchester Metrolink Map



Source: TfGM

- 4.17 Trams run on the Metrolink network every 12 minutes on all lines, between approximately 06:00 to 00:00 Mondays to Saturdays. On Sundays, trams start later in a time range of approximately 07:00 to 00:00.
- 4.18 The level of accessibility by public transport has been analysed using GIS TRACC and is shown on **Figure 4.5** 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 4.5 – 60 Minute Public Transport Catchment Isochrone



- 4.19 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 within the Greater Manchester region and further afield including the areas of Huddersfield, Cheadle, and Todmorden, amongst others, in an acceptable 60-minute commute time

Summary

- 4.20 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 reliant on the private car to travel to work.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed wholesale retail unit use during typical weekday AM (08:00-09:00) and PM peak hours (17:00-18:00).

Trip Generation – Proposed Wholesale Retail Unit

- 5.2 In order to estimate the trip generating potential of the proposed use, average trip rates from the industry standard TRICS Database (V7.7.2) have been obtained. Due to there being a split in the primary land use of the site (storage and wholesale retail – see paragraph 3.1), two separate land uses have been investigated using TRICS. The selection criteria for the TRICS-based trip rates based on the storage aspect of the site, is as follows:-

- i) Retail;
- ii) Other individual non-food superstore;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by GFA;
- vi) Weekday surveys only; and
- vii) Only sites in 'town centre', 'suburban area' and 'edge of town centre' locations selected.

5.3 The TRICS outputs are presented in [Appendix C](#) and are summarised in [Table 5.2](#) below:-

Table 5.1 - Estimated Trip Rates (Per 100m²) Associated with the Proposed Wholesale Retail Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Cars	0.407	0.291	1.482	1.715
OGVs	0	0	0	0
Cyclists	0	0.015	0	0.017
Pedestrians	0.116	0.116	0.174	0.247
Public Transport	0.015	0.015	0.087	0.073

5.4 The estimated trip generation associated with the proposed approximately 400m² wholesale retail unit is therefore as summarised in [Table 5.2](#) below.

Table 5.2 - Estimated Trip Generation - Proposed Wholesale Retail Use – 160sqm				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Cars	2	1	6	7
OGVs	0	0	0	0
Cyclists	0	0	0	0
Pedestrians	0	0	1	1
Public Transport	0	0	0	0

5.5 The selection criteria for the TRICS-based trip rates based on the storage aspect of the Wholesale Retail Unit site, is as follows:-

- Employment
- Warehousing (Commercial)
- Sites in Greater London and Ireland excluded;
- Selection by GFA;
- Weekday surveys only; and
- Only sites 'suburban area' and 'edge of town centre' locations selected.

5.6 The TRICS outputs are presented in [Appendix D](#) and are summarised in [Table 5.3](#) below: -

Table 5.3 - Estimated Trip Rates (Per 100m²) Associated with the Proposed Storage Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Cars	0.128	0.053	0.034	0.124
OGVs	0.02	0.019	0.014	0.016

5.7 The estimated trip generation associated with the proposed approximate 410m² storage aspect of the Wholesale Retail Unit is therefore as summarised in [Table 5.4](#) below.

Table 5.4 - Estimated Trip Generation - Proposed Storage Use – 200sqm				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Cars	0	0	0	1
OGVs	0	0	0	0

5.8 The 'photograph studio' (10% of land split) has not been assessed for trip rates due to it being ancillary to the other uses, and not expected to generate any trips in its own right.

5.9 In summary the trip generation analysis above, creates a robust assessment by using the same GFA and not splitting by the assumed percentage split on land use. [Table 5.5](#) below shows the trip generation of the proposed development with its combined land-use categories when the assumed percentage splits are applied.

Table 5.5 - Estimated Trip Generation - Proposed Wholesale Retail Unit				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Wholesale Retail (40%)- 160m²				
Cars	1	0	2	3
OGVs	0	0	0	0
Storage (50%)- 200m²				
Cars	0	0	0	0
OGVs	0	0	0	0
Total:	1	0	2	3

- 5.10 As detailed above, it is estimated that the scheme will generate, 5 two-way vehicle movements in the higher generating PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 12 minutes in the PM peak hour. The effect of this additional traffic on the local highway network will be negligible.

6.0 SUMMARY AND CONCLUSIONS

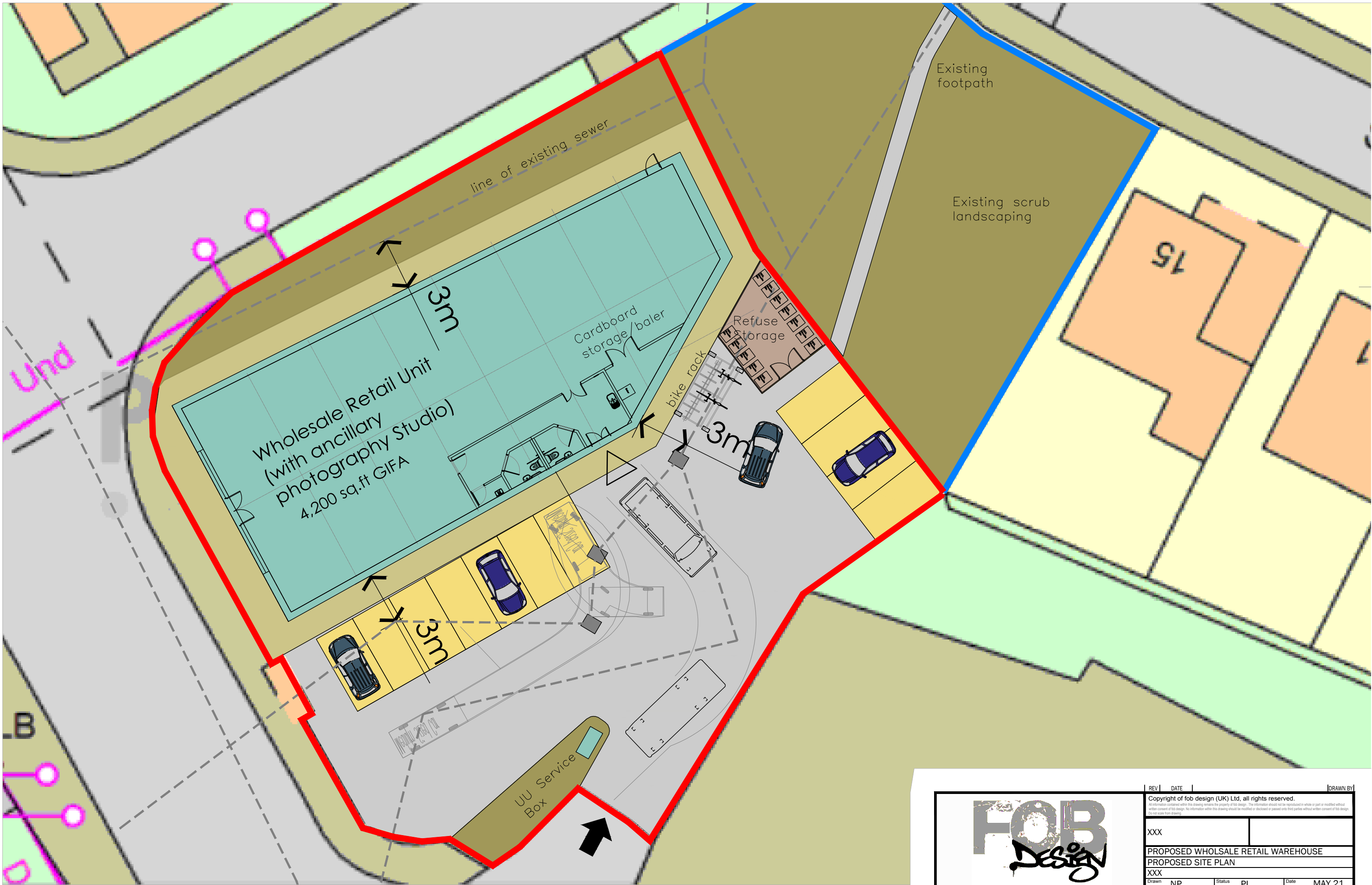
- 6.1 SCP have been instructed by Appian Way Developments Ltd to produce a Transport Statement (TS) in support of a New Build Wholesale Retail Unit, to the east of Bury New Road, Manchester.
- 6.2 Vehicular access to the development will continue to be provided from the existing access along Ashworth Street.
- 6.3 11 car parking spaces are proposed, which is considered appropriate to accommodate the expected demand and is in line with local authority standards for similar uses.
- 6.4 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.
- 6.5 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,
- 6.7 Having regard to the analysis presented in this TS, it is considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDICES

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APPENDIX A



PROPOSED WHOLESALE RETAIL WAREHOUSE: PROPOSED SITE PLAN
LAND OFF BURY NEW ROAD, MANCHESTER

SCALE 1:200 @ A3

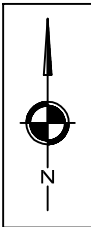


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XXX			
PROPOSED WHOLESALE RETAIL WAREHOUSE			
PROPOSED SITE PLAN			
XXX			
Drawn	NP	Status	PL
Checked	IM	Original	A3
		Date	MAY 21
		Scale	1:200@A3
PL 03			

S|C|P

APPENDIX B



2.4m x 43m VISIBILITY SPLAY

LB

BUS
STOP

ASHWORTH STREET

NEW ENCLOSED BINS STORE

BURY NEW ROAD

to
241

2.4m x 43m VISIBILITY SPLAY

PROPOSED RETAIL SALES AREA
(8m)
180.00 m²
(ceiling height=3042mm)

PROPOSED STORAGE
(8m)
71.72m²

Proposed
Store Desk
(4.18m²)

Store 1
(1.94m²)

Office
(8.32m²)

Store 2
(2.11m²)

Server
(2.04m²)

Unisex
Toilet
(2.97m²)

Unisex
Toilet
(2.97m²)

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

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client	PS PROPERTIES LTD
Project Title	218 BURY NEW ROAD, MANCHESTER

Drawing Title	VISIBILITY SPLAYS
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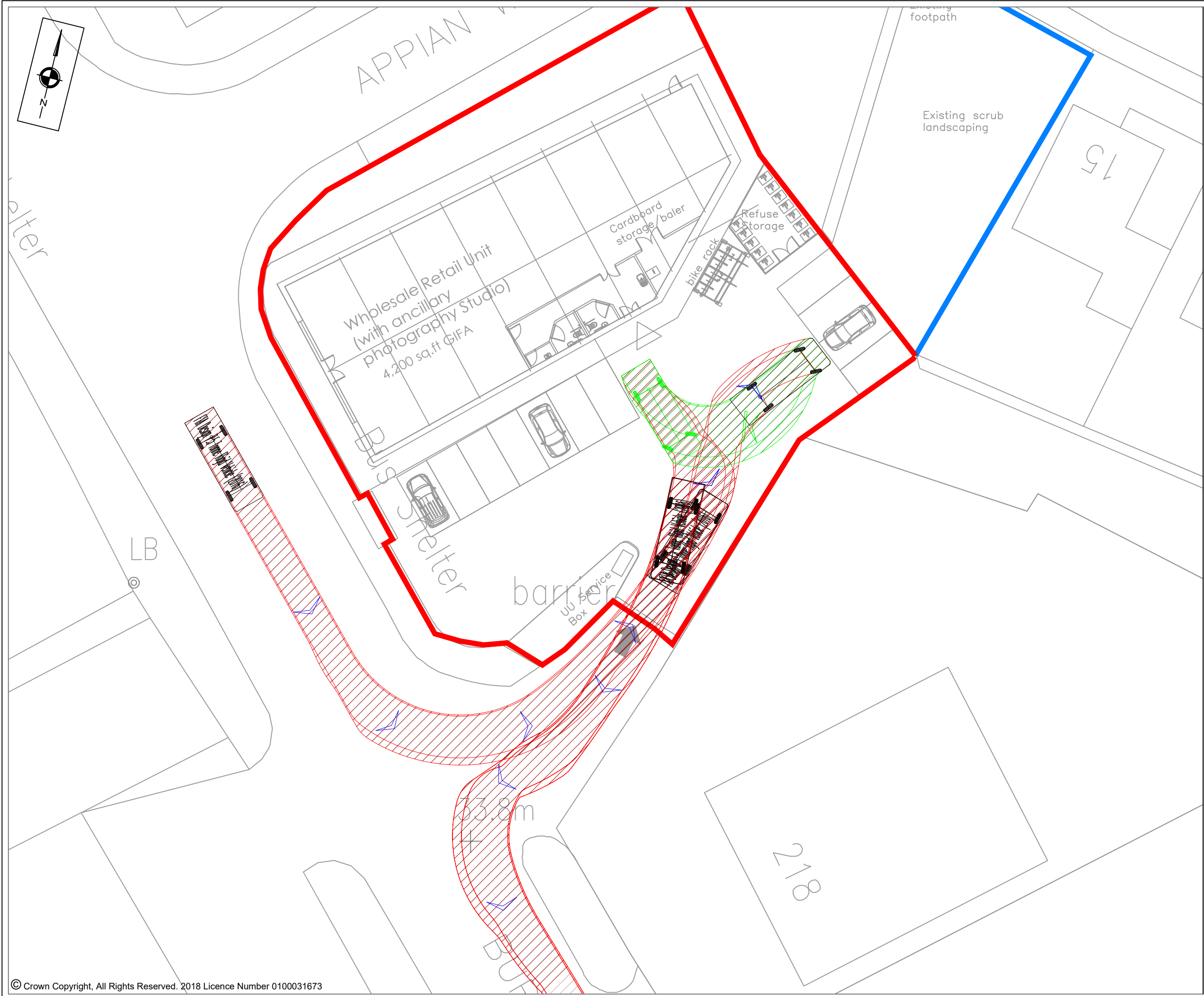
Scale	1:250 @ A3
Date	07.08.2020
Approved/ Unapproved	-

By	BH
Checked	MD
Status	PLANNING

Drawing No.	SCP/200496/P01
Revision	-

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APPENDIX C



NOTES

FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

APPIAN WAY DEVELOPMENTS LTD

Project Title:

PROPOSED WHOLESALE RETAIL UNIT, BURY NEW ROAD, MANCHESTER

Drawing Title:

SWEPT PATH ANALYSIS - 7.5t BOX VAN

Drawn By:

BH

Date:

03.03.2022

Checked:

MD

Scale:

1:250 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/220022/ATR01

Rev.

-

S|C|P

APPENDIX D

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220204-0234

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: 0 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 07/06/19

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	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 range:	01/01/01 - 07/06/19
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.

SCP York Street Manchester

Licence No: 726001

Calculation Reference: AUDIT-726001-220204-0230

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

Licence No: 726001

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.