

Transport Statement

**Proposed Change of Use Application,
21 Cheetwood Road, Manchester**

LCAM (Nottingham)

May 2022

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by LCAM (Nottingham) to produce a Transport Statement (TS) in support of a change in use planning application, from manufacture (B2) to Sui Generis (Wholesale Retail), located to the west of Cheetwood Road, Manchester.
- 1.2 An application was submitted to Manchester City Council (MCC) on the 11th of November 2021 (App Ref: 131824/FO/2021). The application comprised of plans '*Elevational alterations to existing building, including new shopfronts*'. This application was later approved on the 6th of January 2022.
- 1.3 A further application was submitted in March 2022 (App Ref: 133081/F0/2022) and MCC responded requesting a Transport Statement as part of this.
- 1.4 This TS has therefore 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.
- 1.5 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council (MCC), as the local highway and planning authority, together with stakeholders 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 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 6 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 7 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

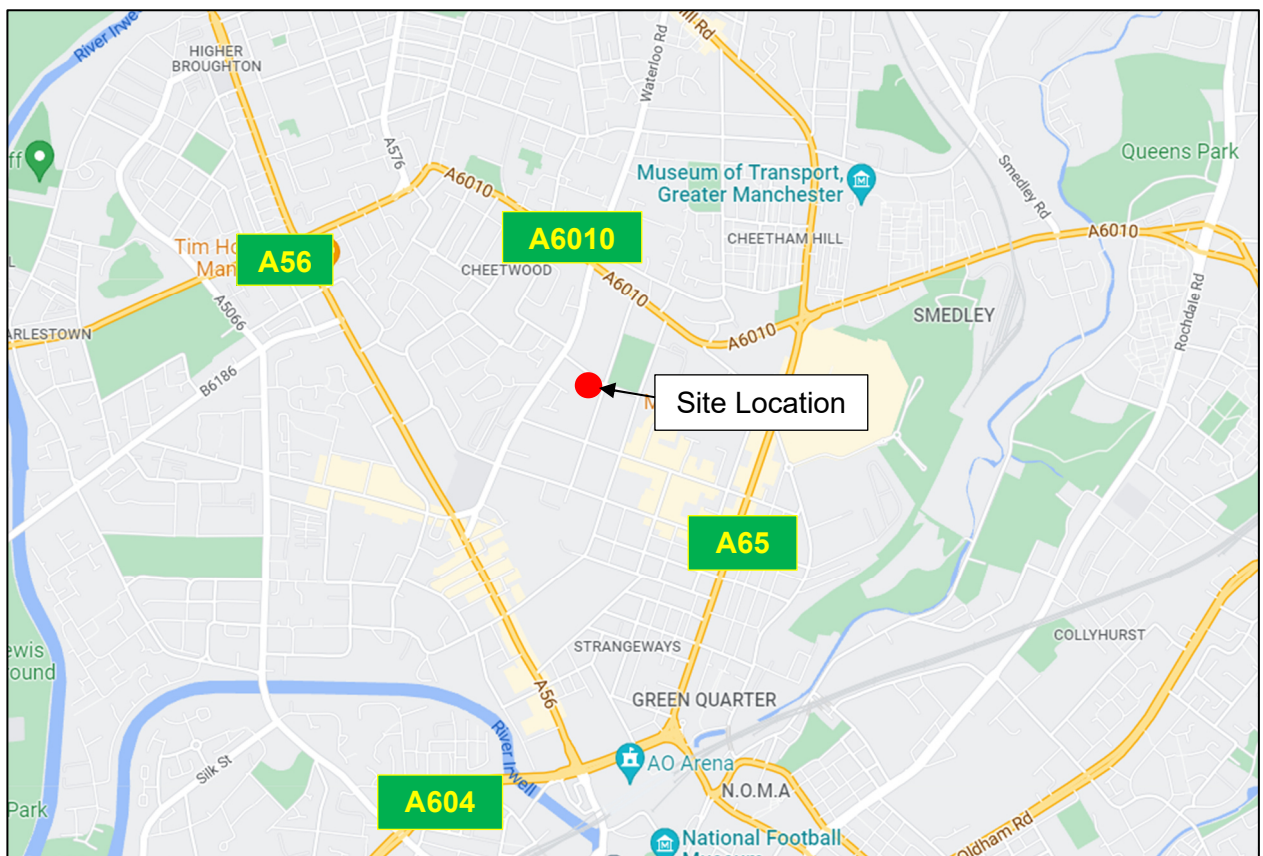
General

- 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

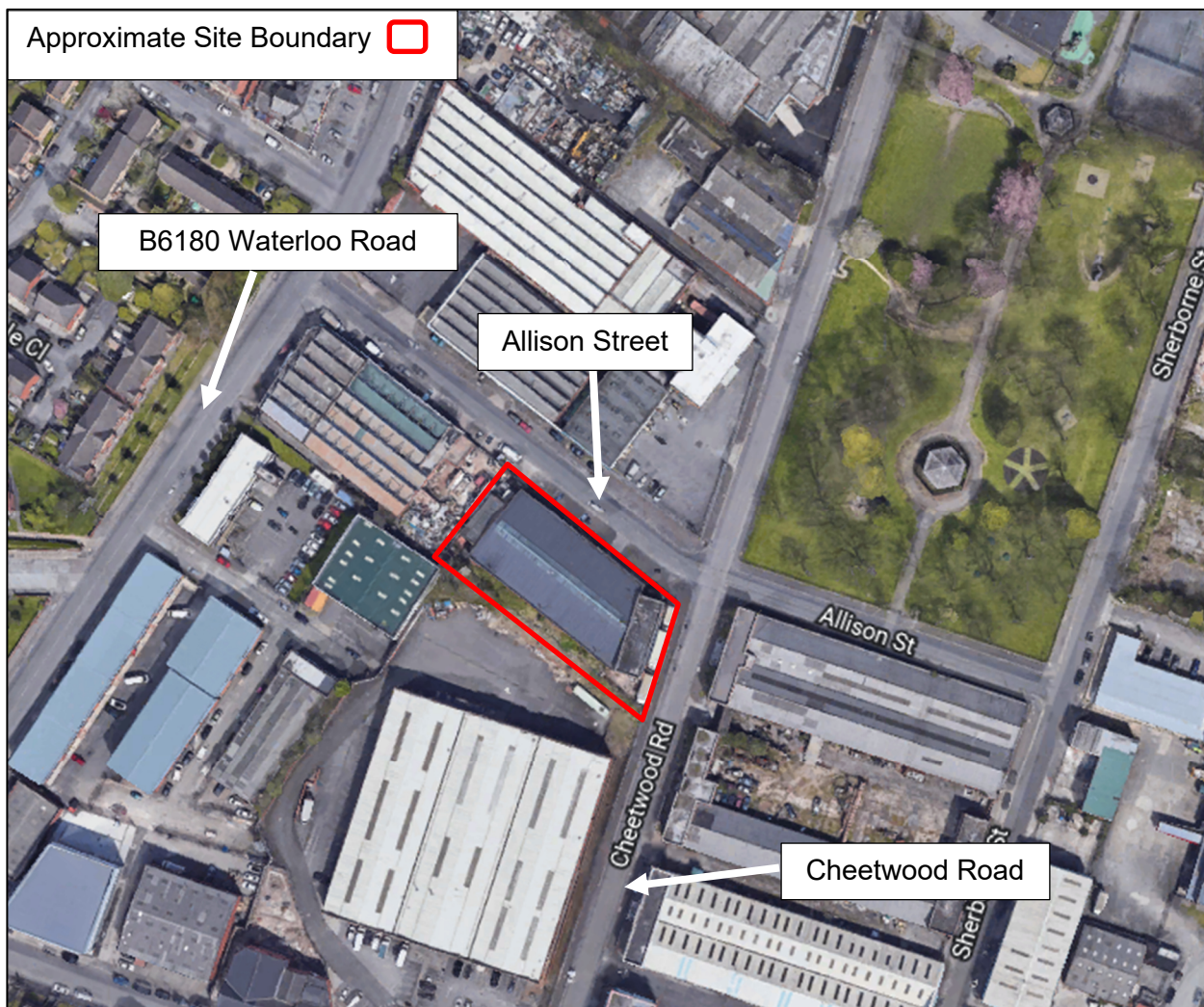
- 2.2 The application site currently comprises a light industrial warehouse of 1550m² (occupied by Empire Quilts and Textiles Ltd), located to the west of Cheetwood Road, Manchester and south of Allison Street.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

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 north is currently provided off Allison Street via three gated accesses as shown in **Figure 2.3..**

Figure 2.3- The three existing accesses off Allison Street



- 2.6 No formal car parking is provided within the site.

Local Highway Network

Cheetwood Road

- 2.7 Cheetwood Road fronts the eastern site boundary and links the A6010 Elizabeth Street, to the north, with Derby Street, to the south, whilst serving the surrounding well-established employment area. Cheetwood Road is subject to a 30mph speed limit, and benefits from regularly spaced street lighting columns and a footway on both sides of the road.

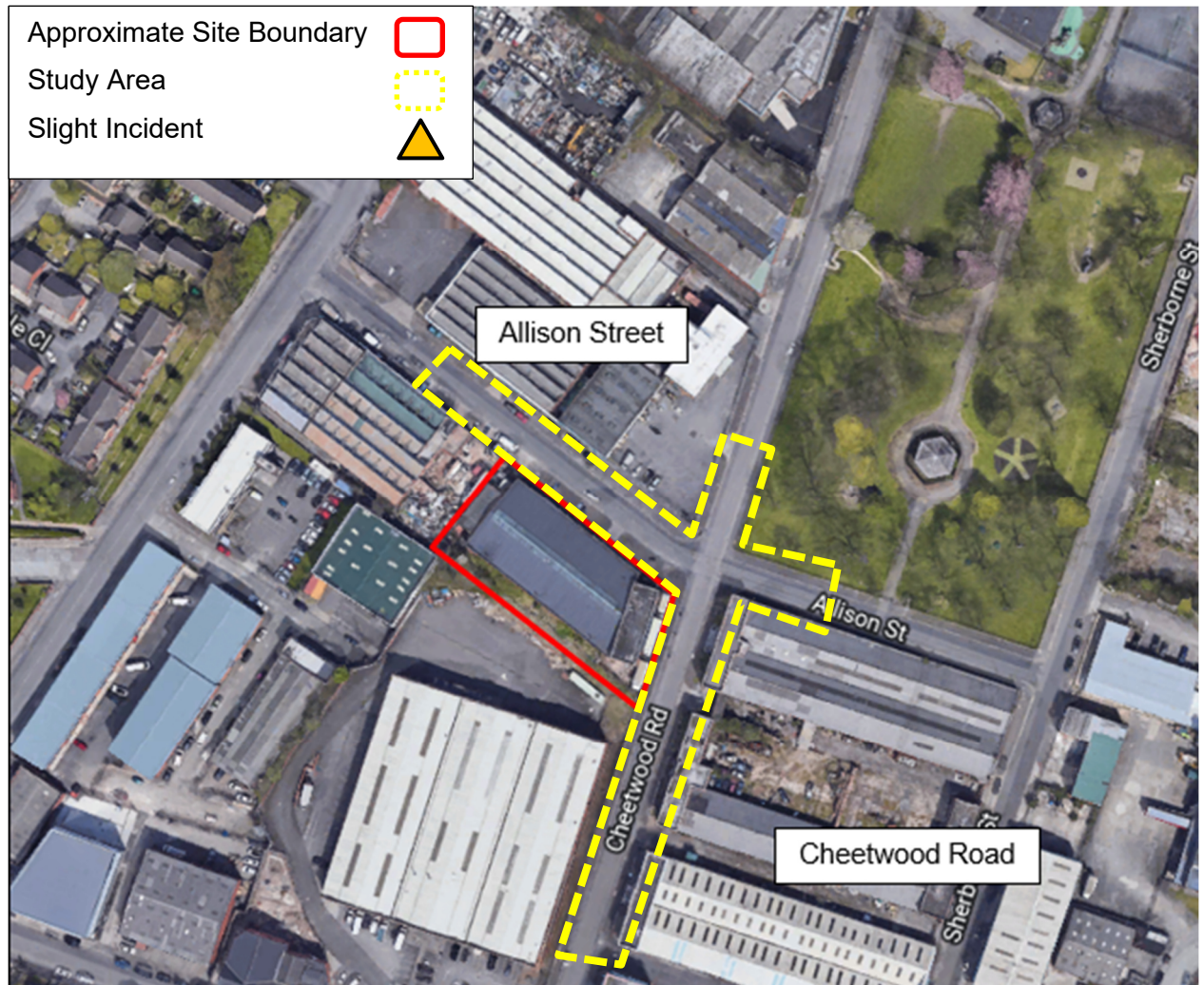
Allison Street

- 2.8 Allison Street fronts the sites northern boundary and provides a connection between the B6189 Waterloo Road and Cheetwood Road. Allison Street benefits from street lighting columns as well as footways on both sides of the road.
- 2.9 There are numerous direct accesses to the industrial properties Allison Street serves, whilst on-street car parking has been observed to occur along the wide footways and hard margins.

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 2.5** below.

Figure 2.5 – Road Safety Record



- 2.12 The analysis shows that no accidents were recorded in the immediate vicinity of the site, on Cheetwood Road or Allison Street, in the study area during the 5-year study period.
- 2.13 The evidence presented above and illustrated in **Figure 2.5** demonstrates that the area in the vicinity of the site does not have any record of recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals involve the change in use from manufacture (B2 1550m²) to Sui Generis (Wholesale Retail, 2837m²) together with the installation of a mezzanine floor, of the existing industrial site located to the west of Cheetwood Road in Manchester.
- 3.2 The proposed site layout plan is contained in **Appendix A**.

Proposed Access Arrangement

- 3.3 The existing vehicular accesses to the north, off Allison Street, will be retained as existing to serve the proposed development.
- 3.4 Pedestrian and cycle access will be provided from the same locations as vehicular accesses.

Servicing

- 3.5 As shown on the site layout plan, presented in **Appendix A**, bin storage is to be located to eastern site boundary. This is within close proximity to Allison Street and therefore diminishes the need for a refuse vehicle to enter the site.

Parking

- 3.6 No formal car parking is proposed as is the case in the existing situation.
- 3.7 Manchester City Council's maximum parking standards are set out in the Core Strategy, Local Development Framework and summarised below:
- Existing General Industry: 1 space per 45sqm, cycle storage space per 450sqm (min of 2 spaces)
 - Proposed Storage and Distribution: 1 space per 100sqm, cycle storage space per 850sqm (min of 2 spaces)
- 3.8 With these standards being applied for the existing 1,550sqm use, this would result in the need for approximately 34 spaces.
- 3.9 Applying these standards to the proposed 2,837sqm warehousing use as the most appropriate for the change of use proposals equates there being a recommendation for 28 spaces. Therefore, the parking requirement would reduce as a result of the application proposals.

4.0 ACCESSIBILITY

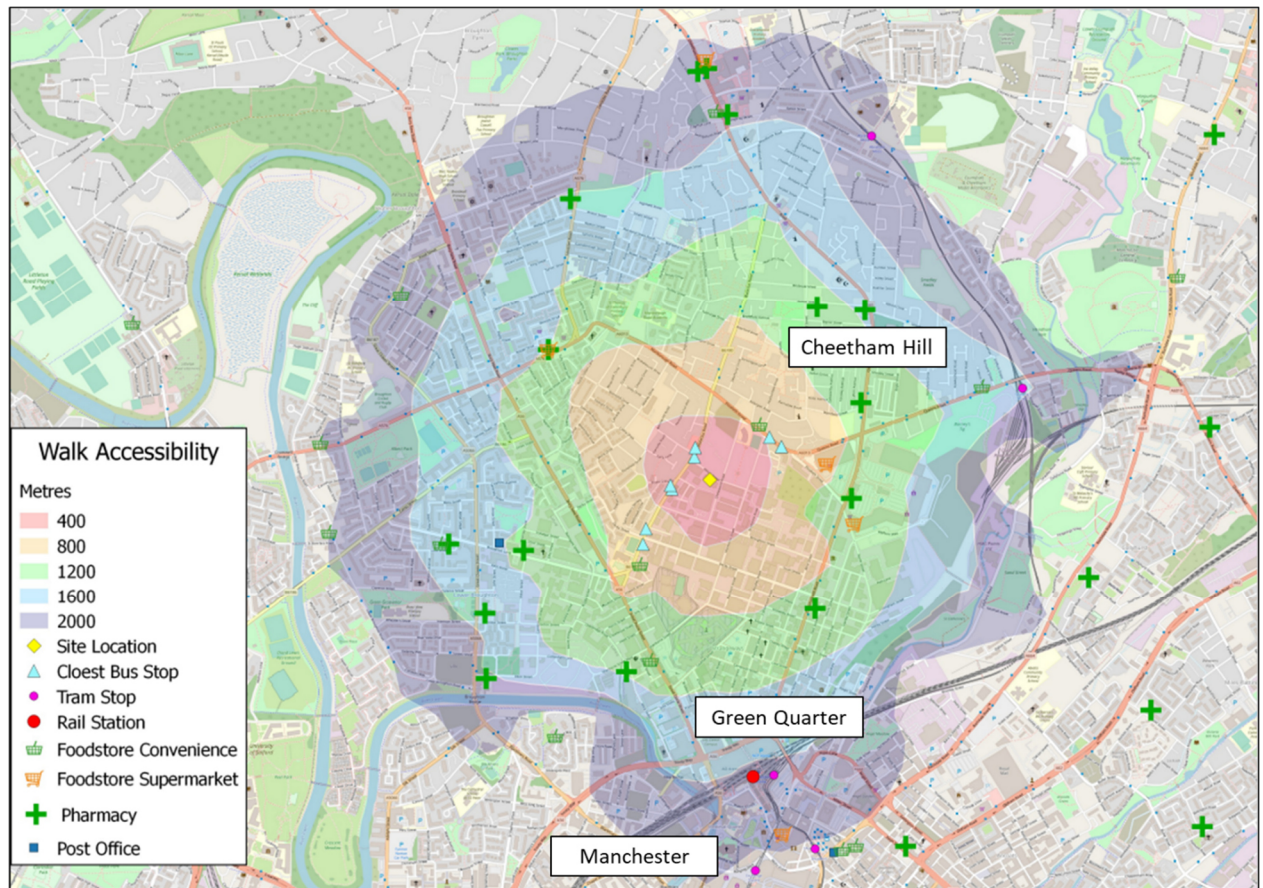
General

- 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

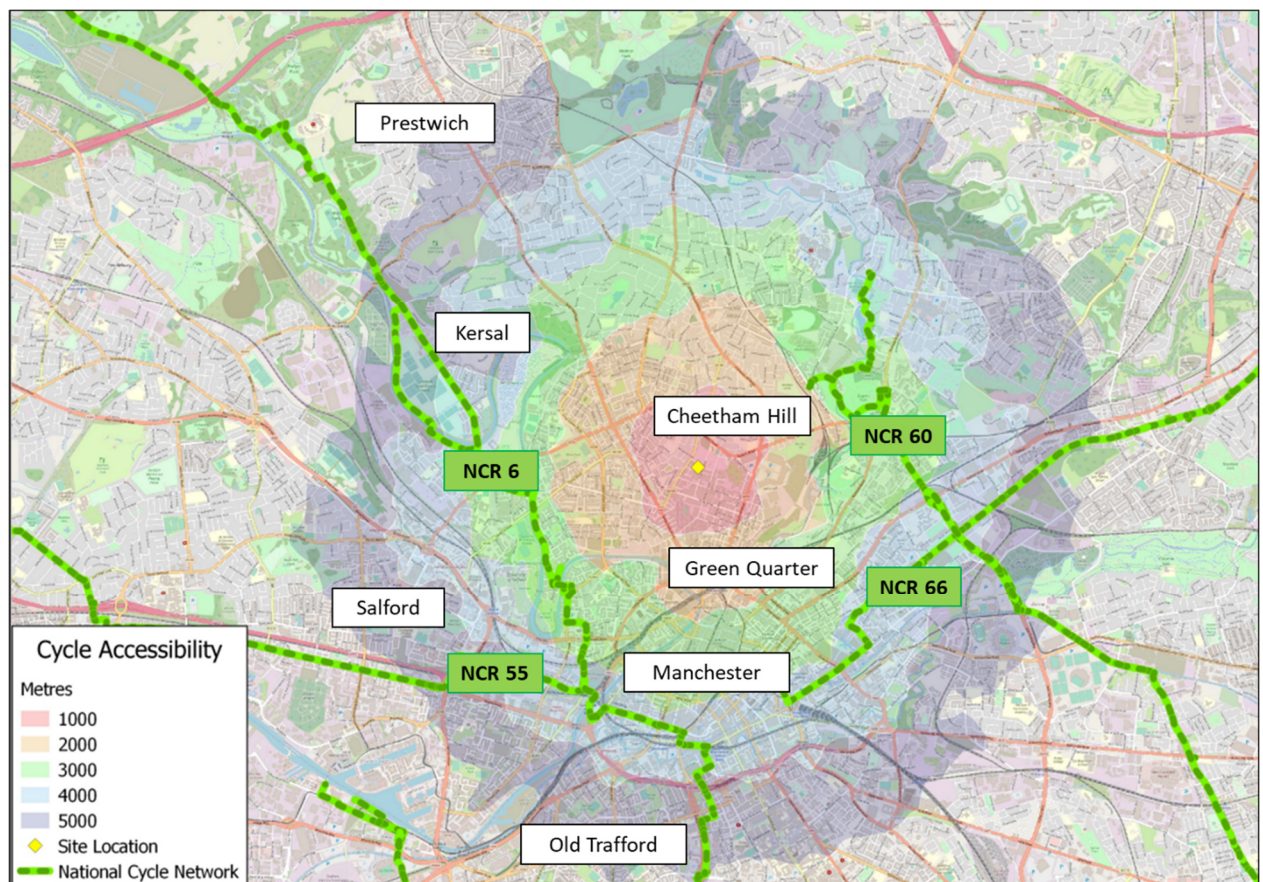


- 4.4 The site is within an acceptable walk distance of the nearby residential areas of Green Quarter and Cheetham Hill which provides a catchment for prospective staff members. Furthermore, there are numerous facilities within an acceptable walk distance which staff can access on foot during their lunchbreaks, 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.
- 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



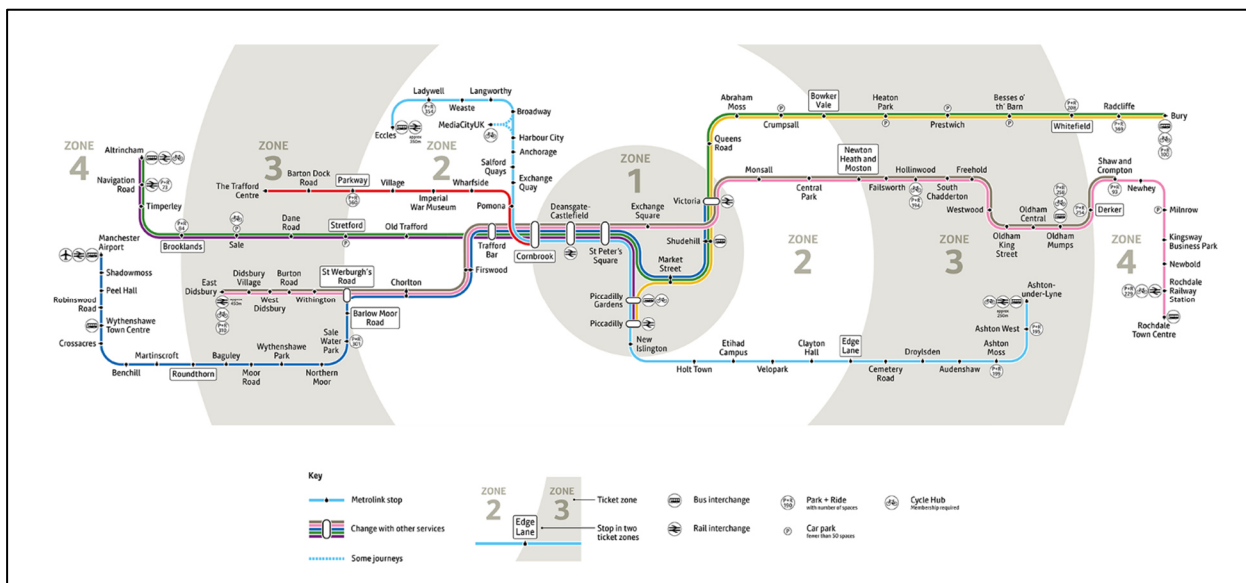
- 4.9 The plan demonstrates that the nearby areas of Old Trafford, Salford, Manchester, Green Quarter, and Cheetham Hill, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.

- 4.10 As shown in **Figure 4.2**, National Cycle Routes (NCR) 6, 60, 66 and 55 are all within a 5 km catchment area of the site. NCR 6 runs west of the site, from Radcliffe in the north to Whalley Range in the south. Additionally, NCR 55 runs to the southwest of the site locally providing a connection between Eccles and NCR 6. NCR 60 is located within 3km east of the site and locally provides a route between Crumpsall and Gorton. NCR 66 is located southeast of the site and travels 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 There are several bus stops located on the B6180 Waterloo Road within a reasonable walk distance of the site. These bus stops are served by the number 59, bus which provide regular services, seven days a week, to numerous locations including Oldham, Manchester Piccadilly, Chadderton, Middleton, 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.
- 4.13 In terms of rail services, Victoria Railway Station can be accessed in under a 20-minute walk time (or <1.7km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Airport, Rochdale, Leeds, Chester, Blackburn and Southport, amongst others.
- 4.14 Additionally, Victoria Tram Stop is located within 2km walking distance from the site. This station is located within zone 1 on the Blue, Green, Orange, Brown and Pink line. This Tram Stop provides services to destinations including Bury, East Didsbury, Rochdale Town Centre, Manchester Airport and Altrincham, amongst others. **Figure 4.3** below shows the Greater Manchester Tram Network Map.

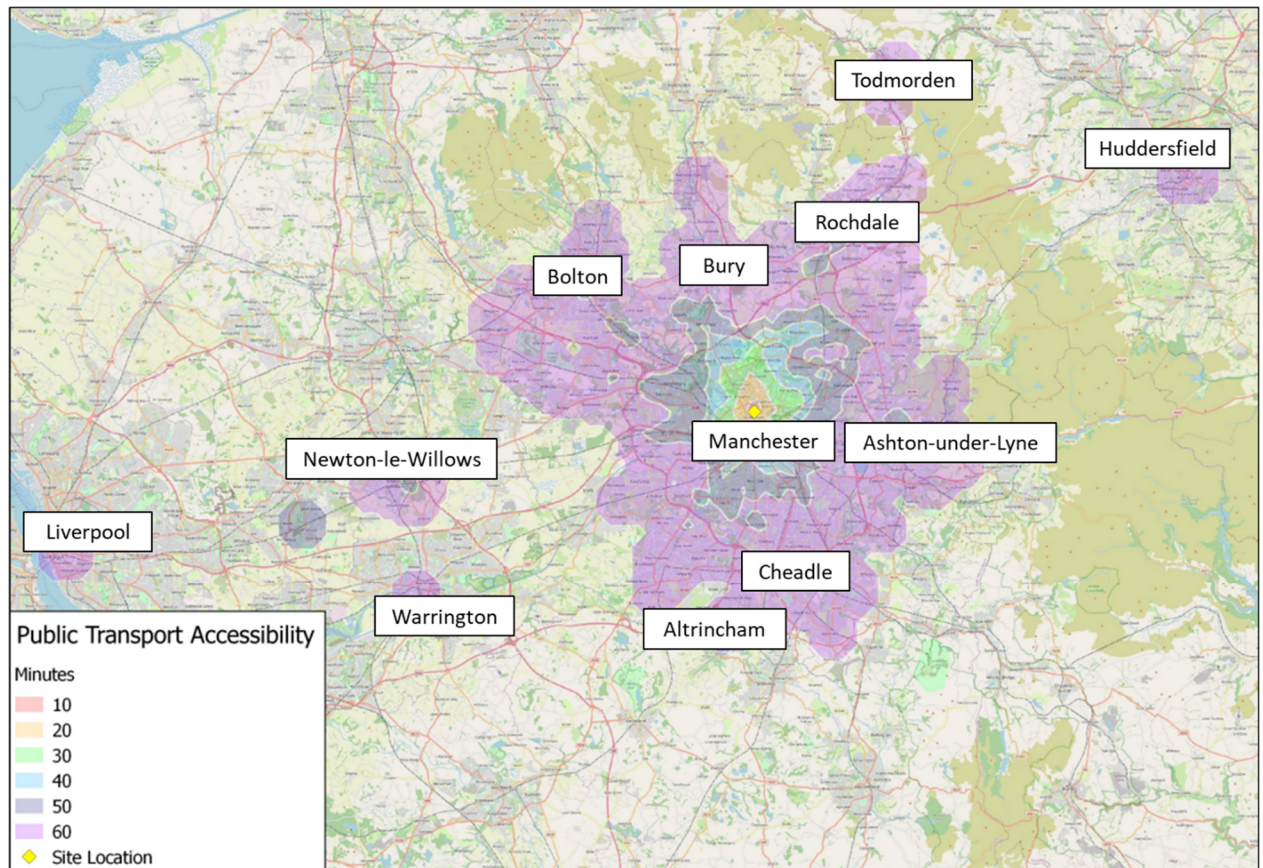
Figure 4.3- Greater Manchester Network Map



Source: TfGM

- 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 and the train station.

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, Liverpool, Rochdale, Huddersfield, and Warrington 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 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 unit 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 Industrial Warehouse use if fully operational.

Trip Generation – Existing Industrial Unit

- 5.2 In order to estimate the trip generating potential of the existing Industrial Warehouse use, total person and OGV trip rates from the industry-standard TRICS Database have been obtained. The selection criteria and total person TRICS outputs are presented in **Appendix B** and summarised in **Table 6.1** below.

Table 6.1 - Estimated Trip Rates (Per 100m ²) Associated with the Existing Industrial Unit Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Person	0.943	0.175	0.079	0.725

- 5.3 The estimated trip generation associated with the existing 1,550m² industrial use is therefore as summarised in **Table 6.2** below.

Table 6.2 - Estimated Trip Generation – Existing Industrial Unit Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Person	15	3	1	11

Trip Generation – Proposed Wholesale Retail

- 5.4 In order to estimate the trip generating potential of the proposed Wholesale Retail use, total vehicle trip rates from the industry standard TRICS Database have been obtained. The selection criteria and total person TRICS outputs are presented in **Appendix B** and summarised in **Table 6.5** below.

Table 6.5 - Estimated Trip Rates (Per 100m ²) Associated with the Proposed Warehouse Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.395	0.153	0.084	0.356

- 5.5 The estimated trip generation associated with the proposed 2,837m² warehouse use is therefore as summarised in **Table 6.6** below. It should be noted that the proposed mezzanine will be used for storage and mezzanines do not typically generate traffic at the same rate as the main floor area. The application of the trip rates to both the ground and mezzanine floor areas is therefore robust.

Table 6.6 - Estimated Trip Generation – Proposed Warehouse Use				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	11	4	2	10

Net Trip Generation

- 5.6 The net traffic generation is equal to the total estimated traffic generated via the proposed Wholesale Retail use minus the total estimated traffic generated by the existing Industrial Warehouse use and is as summarised in **Table 6.8** below.

Table 6.8- Net Trip Generation				
Mode	Weekday AM Peak Hour (08:00-09:00)		Weekday PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	-4	1	1	-1

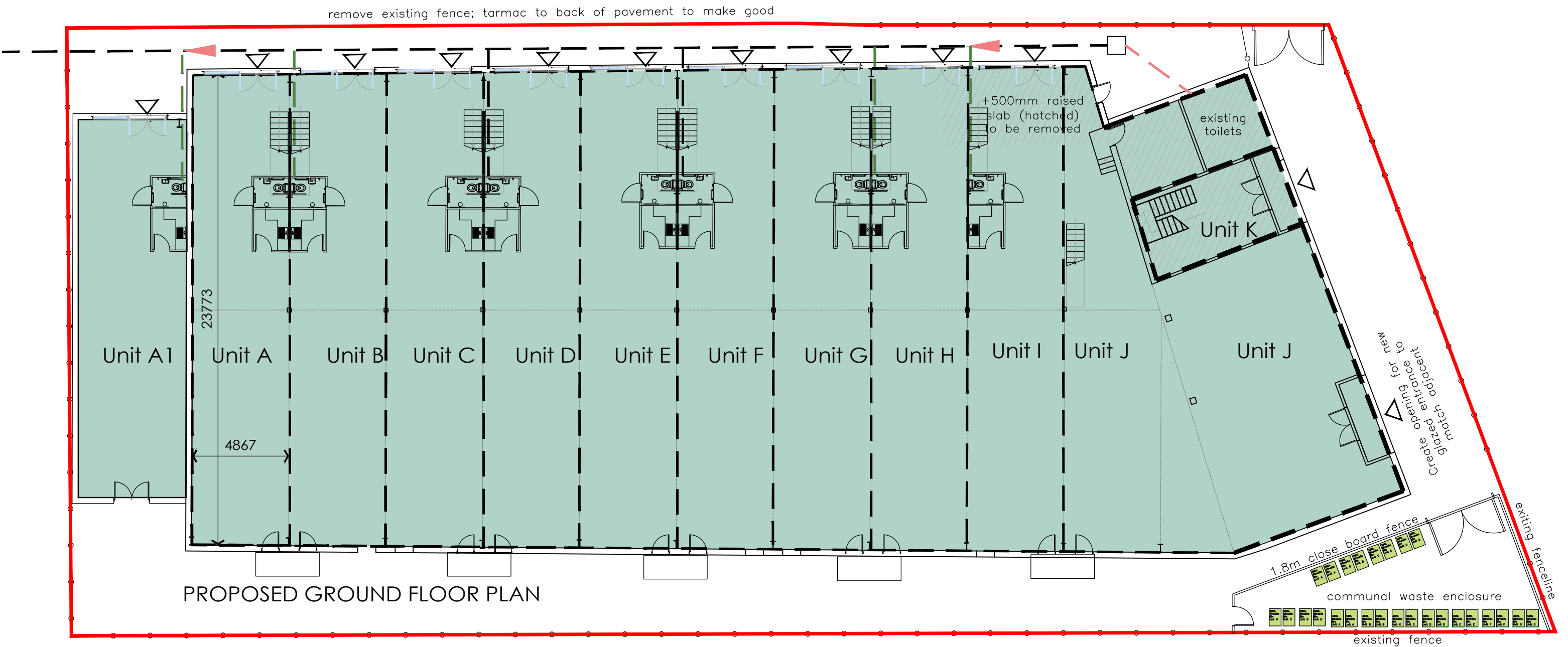
- 5.7 As detailed above, it is estimated that the scheme will generate a net decrease of 3 vehicle movements two-ways in the AM and no change in vehicle movements two-ways in the PM peak hours, when compared to the extant planning permission.
- 5.8 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network, when compared to the extant planning permission, and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by LCAM (Nottingham) to produce a Transport Statement (TS) in support of a change in use planning application, from manufacture (B2) to Sui Generis (Wholesale Retail), located to the west of Cheetwood Road, Manchester.
- 6.2 The existing vehicular accesses to the north, off Allison Street, will be retained as existing to serve the proposed development.
- 6.3 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 recorded recurring highway safety problems that could be affected by the development proposals.
- 6.4 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.
- 6.5 The car parking demand and trip generation would not increase as a result of the proposals and no additional car parking is proposed.
- 6.1 It is therefore considered that the change of use application proposals are acceptable with regard to transport.

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APPENDIX A

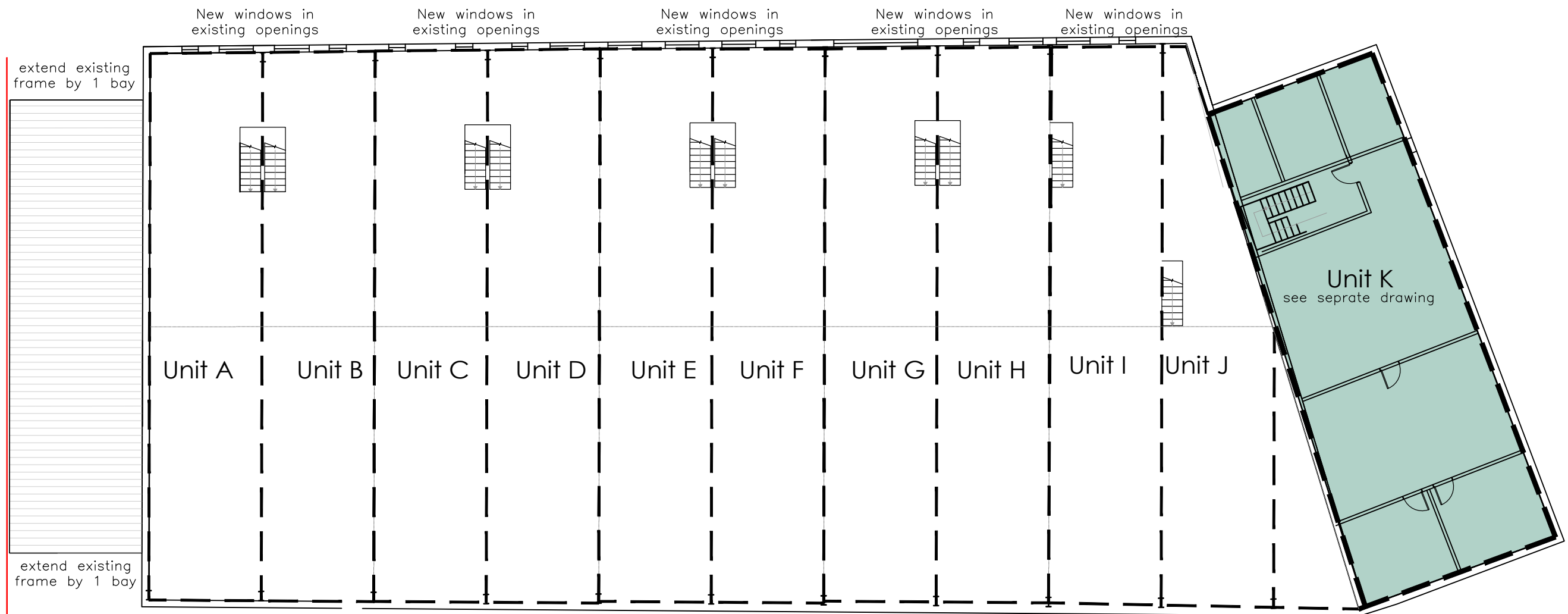


PROPOSED GROUND PLAN
PROPOSED MEZZANINE, SUBDIVISION AT PARK HOUSE, ALLISON STREET

SCALE 1:200 @ A3

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XXX					
EMPRESS, ALLISON STREET					
PROPOSED GROUND PLAN					
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Drawn	XXX	Status	XXX	Date	JULY 21
Checked	XXX	Original	A3	Scale	1:200@A3
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PROPOSED FIRST FLOOR PLAN
PROPOSED MEZZANINE, CHANGE OF USE AT PARK HOUSE, ALLISON STREET

SCALE 1:200 @ A3



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EMPRESS, ALLISON STREET		
PROPOSED FIRST FLOOR PLAN		
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APPENDIX B

Calculation Reference: AUDIT-726001-220419-0426

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	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: 690 to 8000 (units: sqm)
 Range Selected by User: 100 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 14/11/19

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	4 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	12 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)	6
Edge of Town	5
Neighbourhood Centre (PPS6 Local 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:

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

Secondary Filtering selection:

Use Class:

Not Known 12 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 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.

Travel Plan:

No 12 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 12 days

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

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LIST OF SITES relevant to selection parameters

1	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
	NOVERS HILL		
	BRISTOL		
	BEDMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: MONDAY	19/10/09	Survey Type: MANUAL
2	CB-02-C-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	CF-02-C-01	PLASTICS COMPANY	CARDIFF
	PARC-TY-GLAS		
	CARDIFF		
	LLANISHEN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: TUESDAY	24/10/06	Survey Type: MANUAL
4	DC-02-C-07	NEW LOOK	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
5	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
6	FI-02-C-01	REFRIGERATION	FIFE
	HALBEATH PLACE		
	DUNFERMLINE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4900 sqm	
	Survey date: FRIDAY	20/04/07	Survey Type: MANUAL
7	HC-02-C-02	GIN DISTILLERY	HAMPSHIRE
	LONDON ROAD		
	LAVERSTOKE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	8000 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
8	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
	BRIDGE ROAD EAST WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL
10	HI-02-C-01	DAIRY	HIGHLAND
	TOM SEMPLE ROAD NAIRN		
	BALMAKEITH BUSINESS PK Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: WEDNESDAY	24/05/06	Survey Type: MANUAL
11	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY NORWICH		
	UPPER HELLESDON Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
12	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET SMETHWICK		
	Edge of Town Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL

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/C - INDUSTRIAL UNIT

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): 1.70

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	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	12	3287	0.403	12	3287	0.063	12	3287	0.466
08:00 - 09:00	12	3287	0.943	12	3287	0.175	12	3287	1.118
09:00 - 10:00	12	3287	0.319	12	3287	0.190	12	3287	0.509
10:00 - 11:00	12	3287	0.236	12	3287	0.152	12	3287	0.388
11:00 - 12:00	12	3287	0.172	12	3287	0.150	12	3287	0.322
12:00 - 13:00	12	3287	0.205	12	3287	0.279	12	3287	0.484
13:00 - 14:00	12	3287	0.254	12	3287	0.284	12	3287	0.538
14:00 - 15:00	12	3287	0.190	12	3287	0.157	12	3287	0.347
15:00 - 16:00	12	3287	0.117	12	3287	0.172	12	3287	0.289
16:00 - 17:00	12	3287	0.104	12	3287	0.396	12	3287	0.500
17:00 - 18:00	12	3287	0.079	12	3287	0.725	12	3287	0.804
18:00 - 19:00	11	3140	0.081	11	3140	0.353	11	3140	0.434
19:00 - 20:00	2	5475	0.073	2	5475	0.064	2	5475	0.137
20:00 - 21:00	2	5475	0.037	2	5475	0.164	2	5475	0.201
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.451			3.358			6.809

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:	690 - 8000 (units: sqm)
Survey date range:	01/01/01 - 14/11/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/C - INDUSTRIAL UNIT

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	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 08:00	12	3287	0.015	12	3287	0.000	12	3287	0.015
08:00 - 09:00	12	3287	0.018	12	3287	0.003	12	3287	0.021
09:00 - 10:00	12	3287	0.003	12	3287	0.000	12	3287	0.003
10:00 - 11:00	12	3287	0.000	12	3287	0.000	12	3287	0.000
11:00 - 12:00	12	3287	0.000	12	3287	0.000	12	3287	0.000
12:00 - 13:00	12	3287	0.003	12	3287	0.003	12	3287	0.006
13:00 - 14:00	12	3287	0.005	12	3287	0.005	12	3287	0.010
14:00 - 15:00	12	3287	0.000	12	3287	0.005	12	3287	0.005
15:00 - 16:00	12	3287	0.000	12	3287	0.003	12	3287	0.003
16:00 - 17:00	12	3287	0.000	12	3287	0.015	12	3287	0.015
17:00 - 18:00	12	3287	0.005	12	3287	0.015	12	3287	0.020
18:00 - 19:00	11	3140	0.000	11	3140	0.006	11	3140	0.006
19:00 - 20:00	2	5475	0.000	2	5475	0.000	2	5475	0.000
20:00 - 21:00	2	5475	0.000	2	5475	0.000	2	5475	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.055			0.138

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/C - INDUSTRIAL UNIT

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	1	2950	0.068	1	2950	0.000	1	2950	0.068
06:00 - 07:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
07:00 - 08:00	12	3287	0.043	12	3287	0.008	12	3287	0.051
08:00 - 09:00	12	3287	0.071	12	3287	0.005	12	3287	0.076
09:00 - 10:00	12	3287	0.028	12	3287	0.000	12	3287	0.028
10:00 - 11:00	12	3287	0.003	12	3287	0.005	12	3287	0.008
11:00 - 12:00	12	3287	0.003	12	3287	0.003	12	3287	0.006
12:00 - 13:00	12	3287	0.018	12	3287	0.051	12	3287	0.069
13:00 - 14:00	12	3287	0.046	12	3287	0.033	12	3287	0.079
14:00 - 15:00	12	3287	0.010	12	3287	0.015	12	3287	0.025
15:00 - 16:00	12	3287	0.005	12	3287	0.003	12	3287	0.008
16:00 - 17:00	12	3287	0.015	12	3287	0.035	12	3287	0.050
17:00 - 18:00	12	3287	0.003	12	3287	0.079	12	3287	0.082
18:00 - 19:00	11	3140	0.003	11	3140	0.032	11	3140	0.035
19:00 - 20:00	2	5475	0.000	2	5475	0.000	2	5475	0.000
20:00 - 21:00	2	5475	0.000	2	5475	0.000	2	5475	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.384			0.269			0.653

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	12	3287	0.018	12	3287	0.005	12	3287	0.023
08:00 - 09:00	12	3287	0.033	12	3287	0.000	12	3287	0.033
09:00 - 10:00	12	3287	0.079	12	3287	0.003	12	3287	0.082
10:00 - 11:00	12	3287	0.101	12	3287	0.086	12	3287	0.187
11:00 - 12:00	12	3287	0.142	12	3287	0.015	12	3287	0.157
12:00 - 13:00	12	3287	0.114	12	3287	0.104	12	3287	0.218
13:00 - 14:00	12	3287	0.076	12	3287	0.071	12	3287	0.147
14:00 - 15:00	12	3287	0.013	12	3287	0.165	12	3287	0.178
15:00 - 16:00	12	3287	0.172	12	3287	0.063	12	3287	0.235
16:00 - 17:00	12	3287	0.018	12	3287	0.109	12	3287	0.127
17:00 - 18:00	12	3287	0.170	12	3287	0.109	12	3287	0.279
18:00 - 19:00	11	3140	0.084	11	3140	0.098	11	3140	0.182
19:00 - 20:00	2	5475	0.192	2	5475	0.283	2	5475	0.475
20:00 - 21:00	2	5475	0.027	2	5475	0.648	2	5475	0.675
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.252			1.759			3.011

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-726001-220513-0532

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
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	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 18600 (units: sqm)
 Range Selected by User: 1000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/05/18

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	1 days
Tuesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 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	2

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	3
Residential Zone	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:

n/a	1 days
B8	3 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	2 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:

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
1.1 to 1.5	3 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
No	1 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	4 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	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): 1.28

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	4	10122	0.262	4	10122	0.146	4	10122	0.408
08:00 - 09:00	4	10122	0.395	4	10122	0.153	4	10122	0.548
09:00 - 10:00	4	10122	0.296	4	10122	0.207	4	10122	0.503
10:00 - 11:00	4	10122	0.210	4	10122	0.156	4	10122	0.366
11:00 - 12:00	4	10122	0.188	4	10122	0.156	4	10122	0.344
12:00 - 13:00	4	10122	0.220	4	10122	0.232	4	10122	0.452
13:00 - 14:00	4	10122	0.299	4	10122	0.222	4	10122	0.521
14:00 - 15:00	4	10122	0.205	4	10122	0.220	4	10122	0.425
15:00 - 16:00	4	10122	0.146	4	10122	0.200	4	10122	0.346
16:00 - 17:00	4	10122	0.156	4	10122	0.245	4	10122	0.401
17:00 - 18:00	4	10122	0.084	4	10122	0.356	4	10122	0.440
18:00 - 19:00	4	10122	0.059	4	10122	0.143	4	10122	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.520			2.436			4.956

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3824 - 18600 (units: sqm)
Survey date range:	01/01/00 - 18/05/18
Number of weekdays (Monday-Friday):	4
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	4	10122	0.042	4	10122	0.047	4	10122	0.089
08:00 - 09:00	4	10122	0.064	4	10122	0.049	4	10122	0.113
09:00 - 10:00	4	10122	0.057	4	10122	0.059	4	10122	0.116
10:00 - 11:00	4	10122	0.074	4	10122	0.057	4	10122	0.131
11:00 - 12:00	4	10122	0.059	4	10122	0.042	4	10122	0.101
12:00 - 13:00	4	10122	0.047	4	10122	0.047	4	10122	0.094
13:00 - 14:00	4	10122	0.069	4	10122	0.044	4	10122	0.113
14:00 - 15:00	4	10122	0.052	4	10122	0.042	4	10122	0.094
15:00 - 16:00	4	10122	0.062	4	10122	0.030	4	10122	0.092
16:00 - 17:00	4	10122	0.062	4	10122	0.052	4	10122	0.114
17:00 - 18:00	4	10122	0.035	4	10122	0.030	4	10122	0.065
18:00 - 19:00	4	10122	0.020	4	10122	0.027	4	10122	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.526			1.169

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	4	10122	0.007	4	10122	0.002	4	10122	0.009
08:00 - 09:00	4	10122	0.002	4	10122	0.005	4	10122	0.007
09:00 - 10:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
10:00 - 11:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
11:00 - 12:00	4	10122	0.005	4	10122	0.005	4	10122	0.010
12:00 - 13:00	4	10122	0.005	4	10122	0.000	4	10122	0.005
13:00 - 14:00	4	10122	0.005	4	10122	0.000	4	10122	0.005
14:00 - 15:00	4	10122	0.002	4	10122	0.000	4	10122	0.002
15:00 - 16:00	4	10122	0.000	4	10122	0.002	4	10122	0.002
16:00 - 17:00	4	10122	0.010	4	10122	0.007	4	10122	0.017
17:00 - 18:00	4	10122	0.002	4	10122	0.007	4	10122	0.009
18:00 - 19:00	4	10122	0.002	4	10122	0.000	4	10122	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.028			0.068

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	4	10122	0.017	4	10122	0.000	4	10122	0.017
08:00 - 09:00	4	10122	0.027	4	10122	0.002	4	10122	0.029
09:00 - 10:00	4	10122	0.022	4	10122	0.005	4	10122	0.027
10:00 - 11:00	4	10122	0.002	4	10122	0.007	4	10122	0.009
11:00 - 12:00	4	10122	0.005	4	10122	0.002	4	10122	0.007
12:00 - 13:00	4	10122	0.025	4	10122	0.010	4	10122	0.035
13:00 - 14:00	4	10122	0.074	4	10122	0.064	4	10122	0.138
14:00 - 15:00	4	10122	0.012	4	10122	0.017	4	10122	0.029
15:00 - 16:00	4	10122	0.007	4	10122	0.005	4	10122	0.012
16:00 - 17:00	4	10122	0.012	4	10122	0.017	4	10122	0.029
17:00 - 18:00	4	10122	0.000	4	10122	0.032	4	10122	0.032
18:00 - 19:00	4	10122	0.005	4	10122	0.012	4	10122	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.173			0.381

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	4	10122	0.017	4	10122	0.002	4	10122	0.019
08:00 - 09:00	4	10122	0.017	4	10122	0.000	4	10122	0.017
09:00 - 10:00	4	10122	0.005	4	10122	0.002	4	10122	0.007
10:00 - 11:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
11:00 - 12:00	4	10122	0.000	4	10122	0.002	4	10122	0.002
12:00 - 13:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
13:00 - 14:00	4	10122	0.002	4	10122	0.000	4	10122	0.002
14:00 - 15:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
15:00 - 16:00	4	10122	0.000	4	10122	0.002	4	10122	0.002
16:00 - 17:00	4	10122	0.002	4	10122	0.017	4	10122	0.019
17:00 - 18:00	4	10122	0.000	4	10122	0.015	4	10122	0.015
18:00 - 19:00	4	10122	0.000	4	10122	0.000	4	10122	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.040			0.083

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.