



www.coraiht.com

Units 12-18 Piccadilly Trading Estate Manchester

Transport Assessment

Final Report for:



September 2020

Adamson House
Towers Business Park
Wilmslow Road
Manchester
M20 2YY

Email: manchester@coraiht.com

Cora IHT Registered in England No 10321930

Infrastructure Highways Transport

Document Control

Document: Transport Assessment
Client: CBRE Global Investors
Project Number: 16-1175
Document Number: T001
Status: Final
Issue: 2

Prepared: TC
Checked: JW
Date: 8th Sept 2020

Issue Number:	Date:	Revision Details:
1	16 th July 2020	1 st Issue
2	8 th Sept 2020	2 nd Issue
3		
4		

CONTENTS

1.0	INTRODUCTION	3
1.1	Overview	3
2.0	SITE DESCRIPTION AND EXISTING CONDITIONS	5
2.1	Site Description	5
2.2	Accident Analysis	6
3.0	DEVELOPMENT PROPOSALS.....	7
3.1	Proposed Development	7
3.2	Servicing.....	8
4.0	TRANSPORT POLICY AND ACCESSIBILITY	9
4.1	Preamble.....	9
4.2	The Transport Decarbonisation Plan – March 2020	9
4.3	National Planning Policy Framework [NPPF] 2019	9
4.4	Travel Plans, Transport Assessments and Statements in Decision-Taking	10
4.5	Sustainable Accessibility	11
4.6	Walking and Cycling.....	11
4.7	Public Transport.....	13
4.8	Conclusion	14
5.0	TRAFFIC IMPACT	15
5.1	Introduction	15
5.2	Proposed Development Trips	15
6.0	PARKING MANAGEMENT STRATEGY	16
6.1	Car Park Operation	16
6.2	Monitoring and Review	16
6.3	Servicing.....	17
7.0	SUMMARY AND CONCLUSION	18
7.1	Summary.....	18
7.2	Conclusion	18

APPENDICES

APPENDIX A – SITE LAYOUT

APPENDIX B – TRACKING PLAN

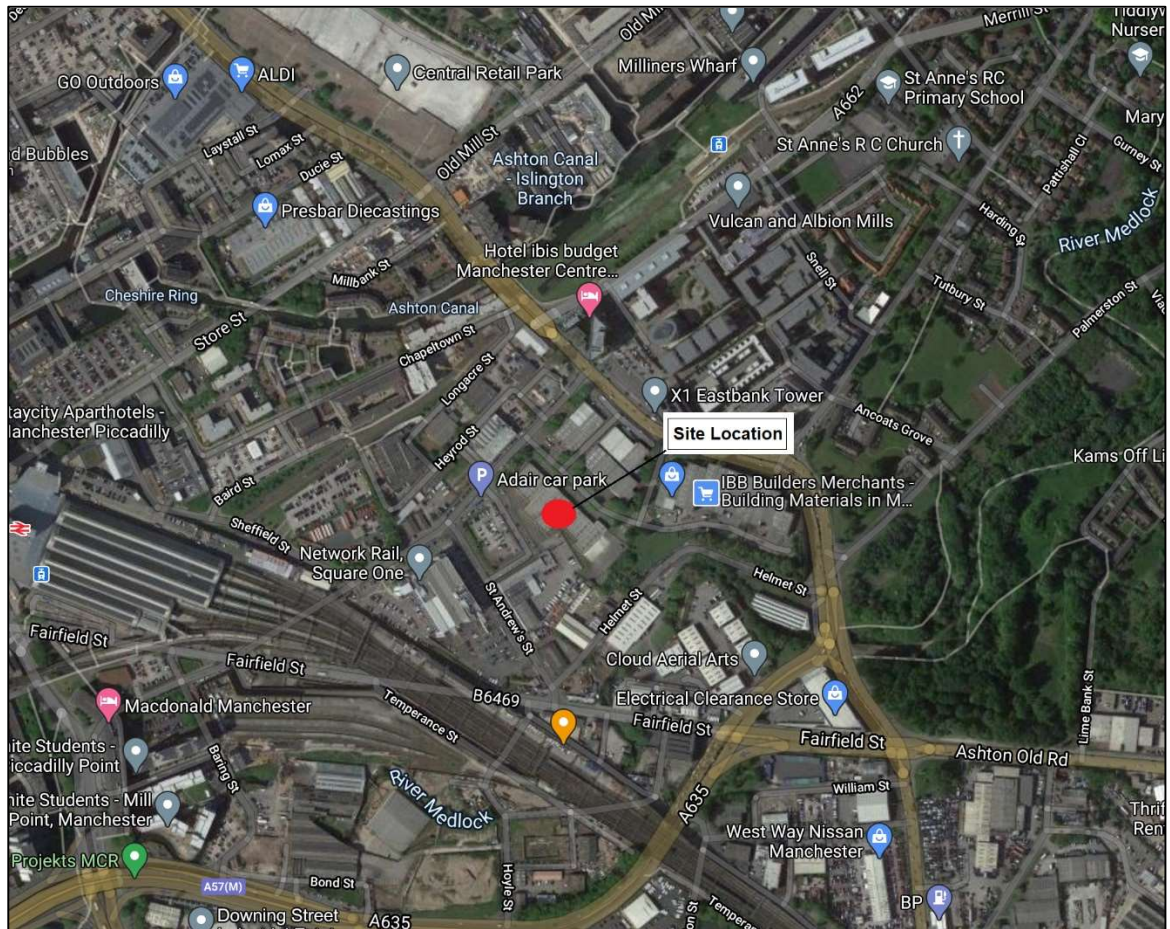
APPENDIX C – TRICS OUTPUT

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT have been instructed by CBRE Global Investors to prepare a Transport Assessment [TA] to support proposals for a change of use to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18 at Piccadilly Trading Estate, Manchester.
- 1.1.2 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.3 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.1.4 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- Section 6 outlines the parking management strategy.
- A summary and conclusion are set out in Section 7.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The development site is bounded by Adair Street to the northwest, Gidding Road to the northeast, a servicing area to the southeast and St Andrew's Square to the southwest.
- 2.1.2 The redline boundary plan is provided in **Figure 2.1**.

Figure 2.1: Red Line Boundary Plan

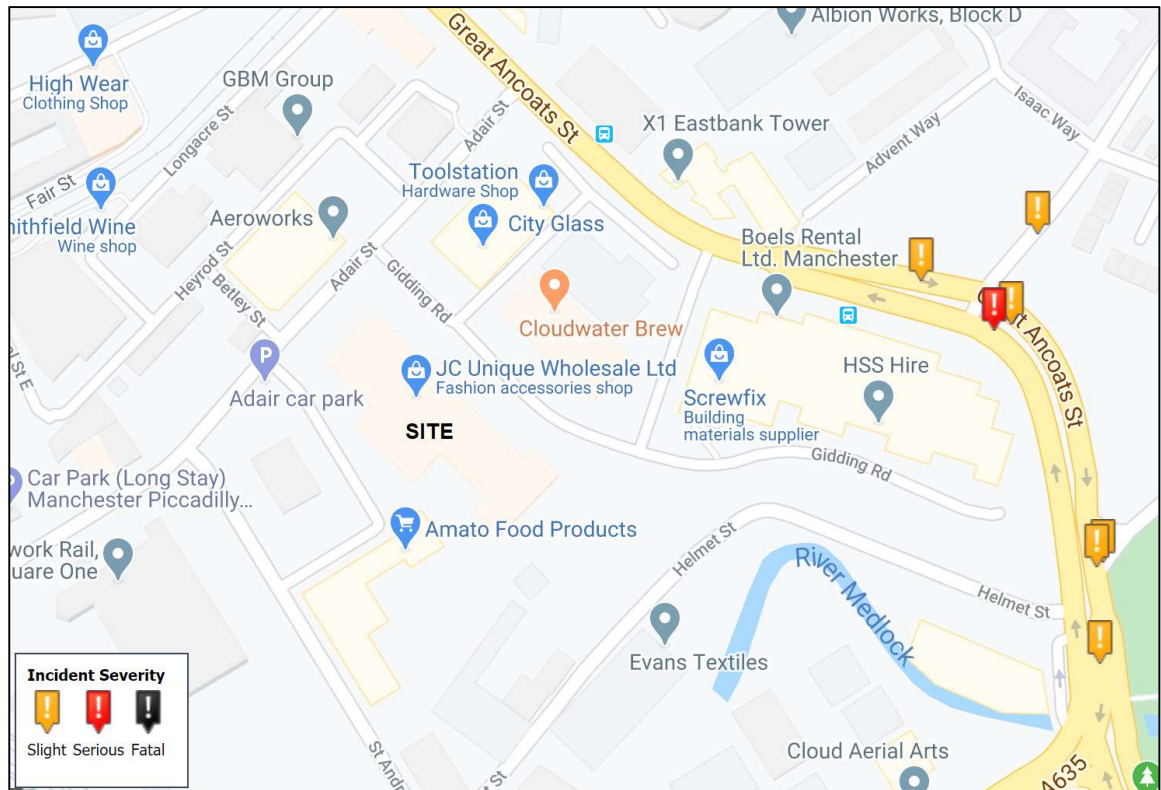


- 2.1.3 The existing building Units 12-18 consist of a ground floor Gross Internal Area (GIA) of 3,676.3sqm and first floor GIA of 431.2sqm.

2.2 Accident Analysis

2.2.1 Accident data has been obtained from Crashmap for the period 2015 to 2019. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Accident Location Plan



2.2.2 Over the last 5 years there has not been any accidents within the local road network surrounding the site. There are a few accidents along Great Ancoats' Street to the east of the site, however, these do not indicate any existing highway safety patterns or problems.

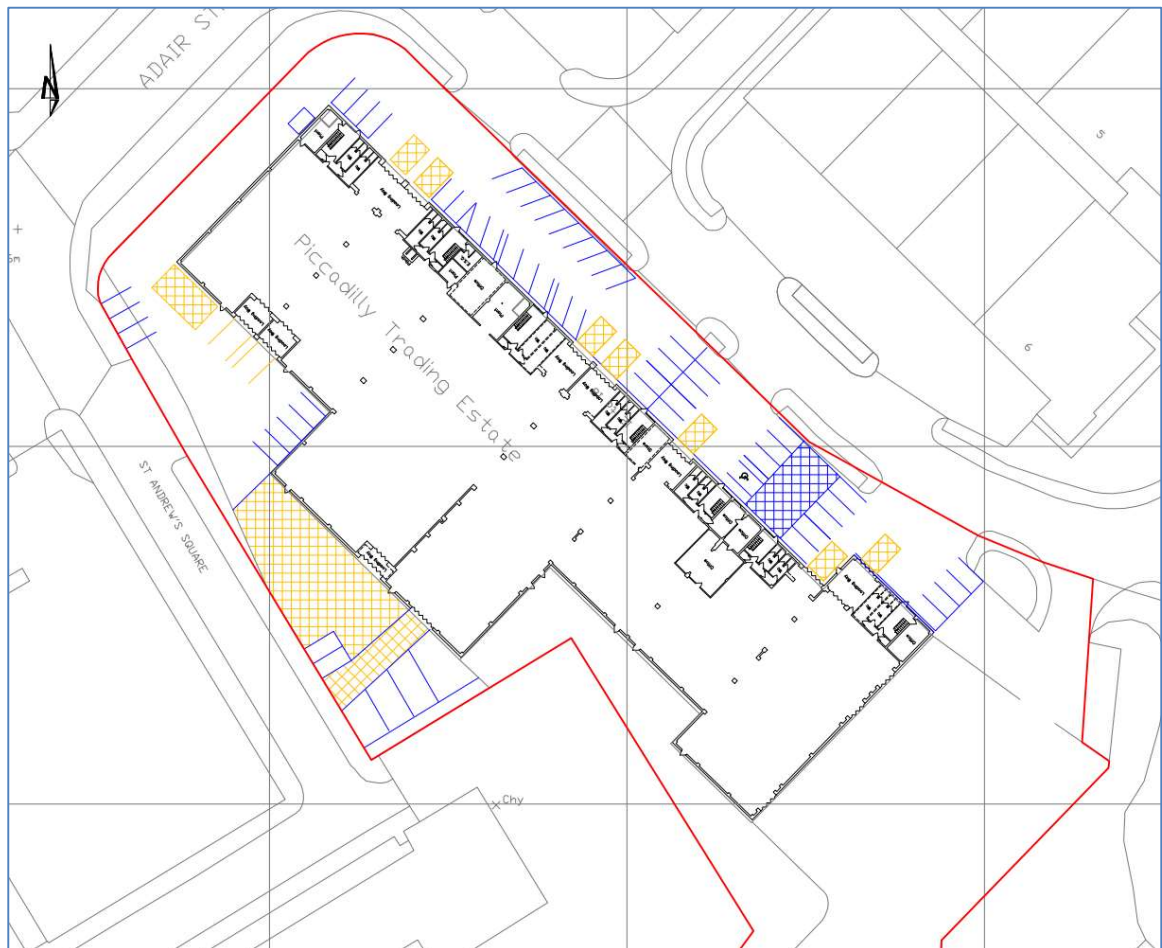
2.2.3 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

- 3.1.1 The proposals are for a change of use for the existing building to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18.
- 3.1.2 The building floor areas will remain as existing with ground floor GIA 3,676.3sqm and first floor GIA of 431.2sqm, therefore, providing a total of 4,107.2sqm.
- 3.1.3 52 car parking spaces are provided within the site.
- 3.1.4 The parking provisions equate to approximate 1 space per 79sqm. This is inline with national guidance for B2 / B8 use which ranges from 1 space per 45sqm for B2 to 1 space per 200sqm for B8.
- 3.1.5 **Figure 3.1** provides an extract of the proposed site layout. **Appendix A** provides the full plan.

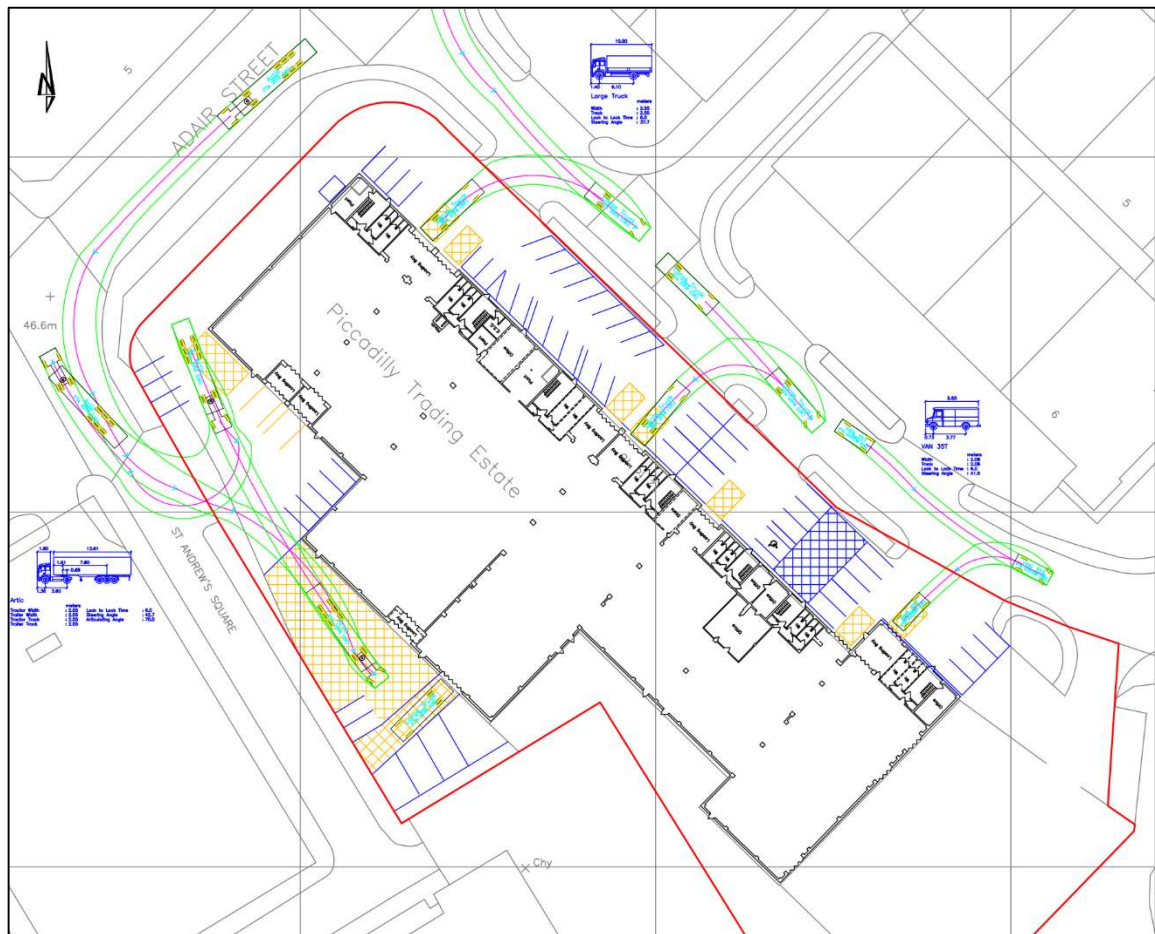
Figure 3.1: Proposed Site Layout



3.2 Servicing

- 3.2.1 As part of the proposals the servicing areas will be improved to provide designated servicing areas. Larger vehicles including artic vehicles can access the rear service area from St Andrew's Square whilst transit van type vehicles and maximum 10m rigid lorries can access the service area from Gidding Road.
- 3.2.2 **Figure 3.2** provides an extract of the vehicle tracking drawing whilst **Appendix B** provides the full plan. It has been demonstrated that all types of service vehicle can be accommodated with the site.

Figure 3.2: Service Vehicle Tracking Plan



4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Preamble

- 4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

4.2 The Transport Decarbonisation Plan – March 2020

- 4.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

4.3 National Planning Policy Framework [NPPF] 2019

- 4.3.1 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 4.3.2 Paragraph 102 sets out the transport issues which should be addressed within Development Plans and decisions so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 4.3.3 Paragraph 103 of Chapter 9 ‘Promoting sustainable transport’ states: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health”.
- 4.3.4 Whilst considering sites for specific development proposals, paragraph 108 outlines that it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - Any significant impacts from the development on the transport network (in terms of

capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.3.5 Paragraph 109 states that: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

4.3.6 Within this context Paragraph 110 finds that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

4.4 *Travel Plans, Transport Assessments and Statements in Decision-Taking*

4.4.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.4.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

4.5 Sustainable Accessibility

4.5.1 This section of the transport statement provides an overview of the infrastructure available to pedestrians, cyclists and public transport users within the vicinity of the site.

4.6 Walking and Cycling

4.6.1 The surrounding area benefits from a good level of pedestrian / cycle infrastructure, with lit footways surrounding the site.

4.6.2 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.6.3 **Figure 4.1** provides the walk catchment plan whilst **Figure 4.2** provides the cycle catchment.

Figure 4.1: 1km and 2km Walk Catchment Plan

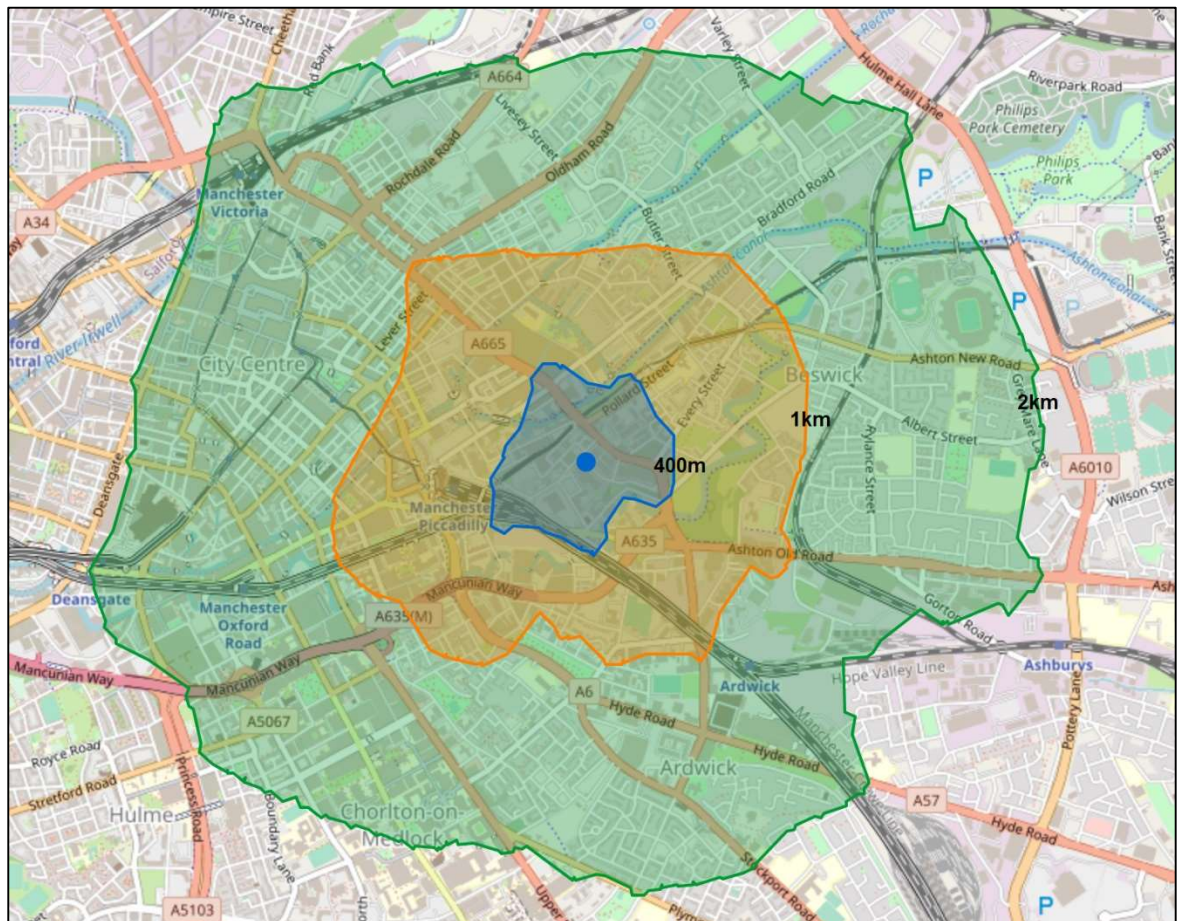
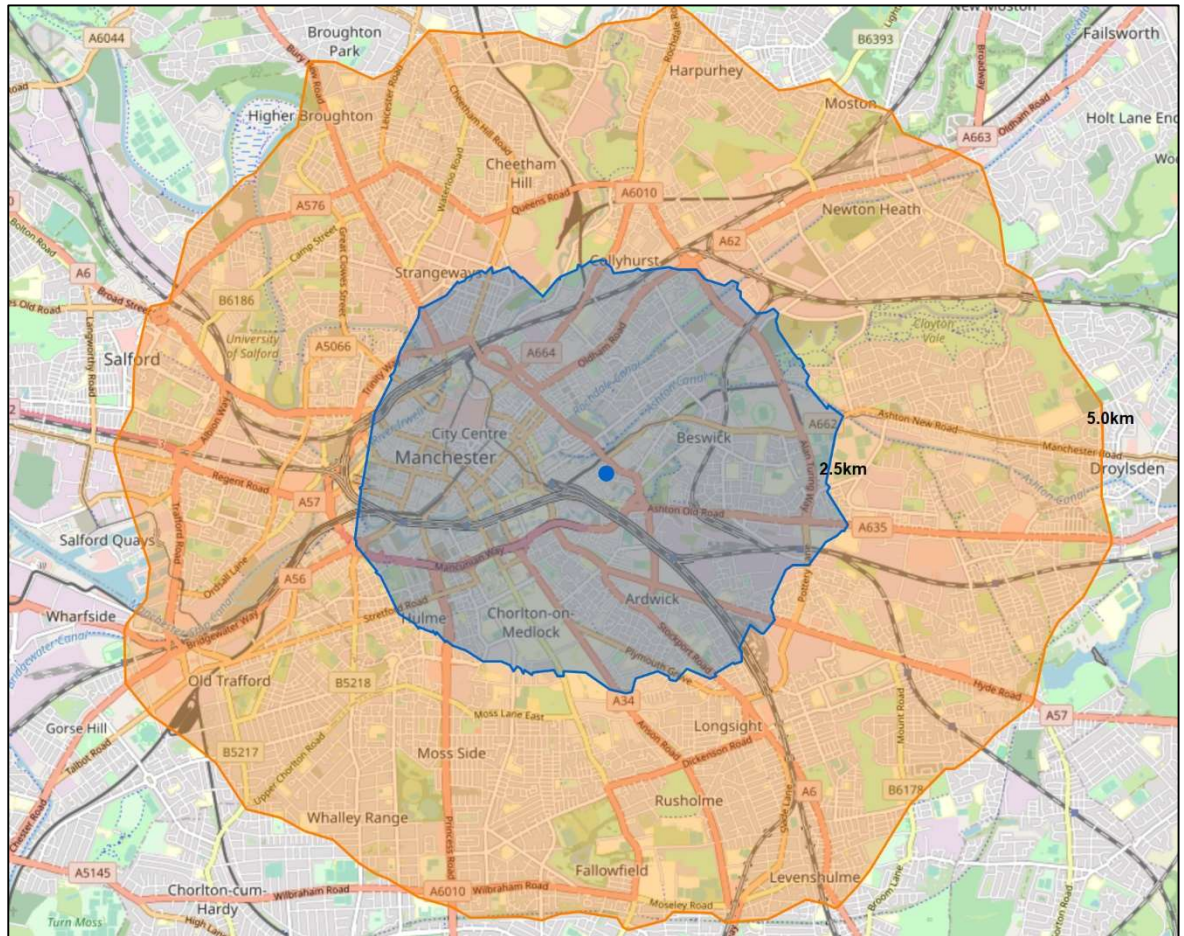


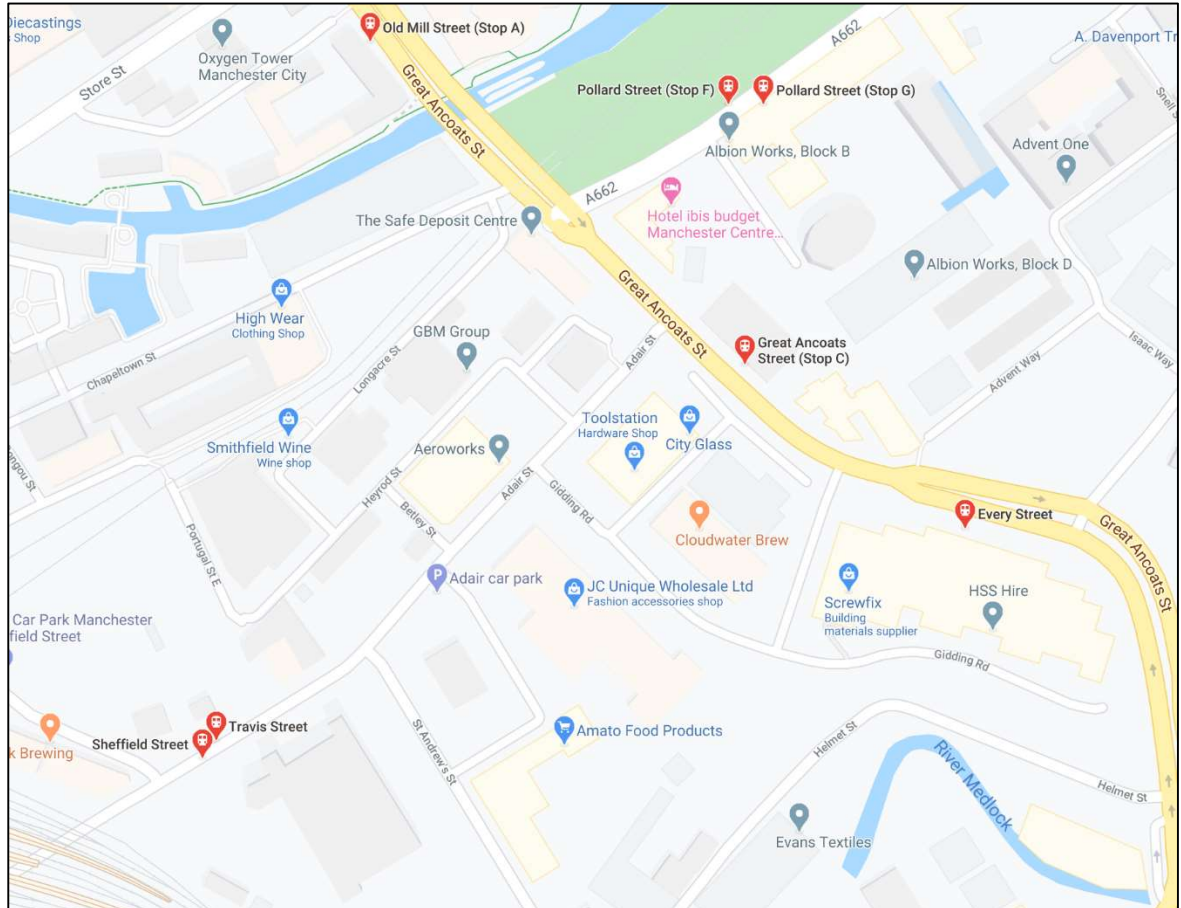
Figure 4.2: 2.5km and 5km Cycle Catchment Plan



4.7 Public Transport

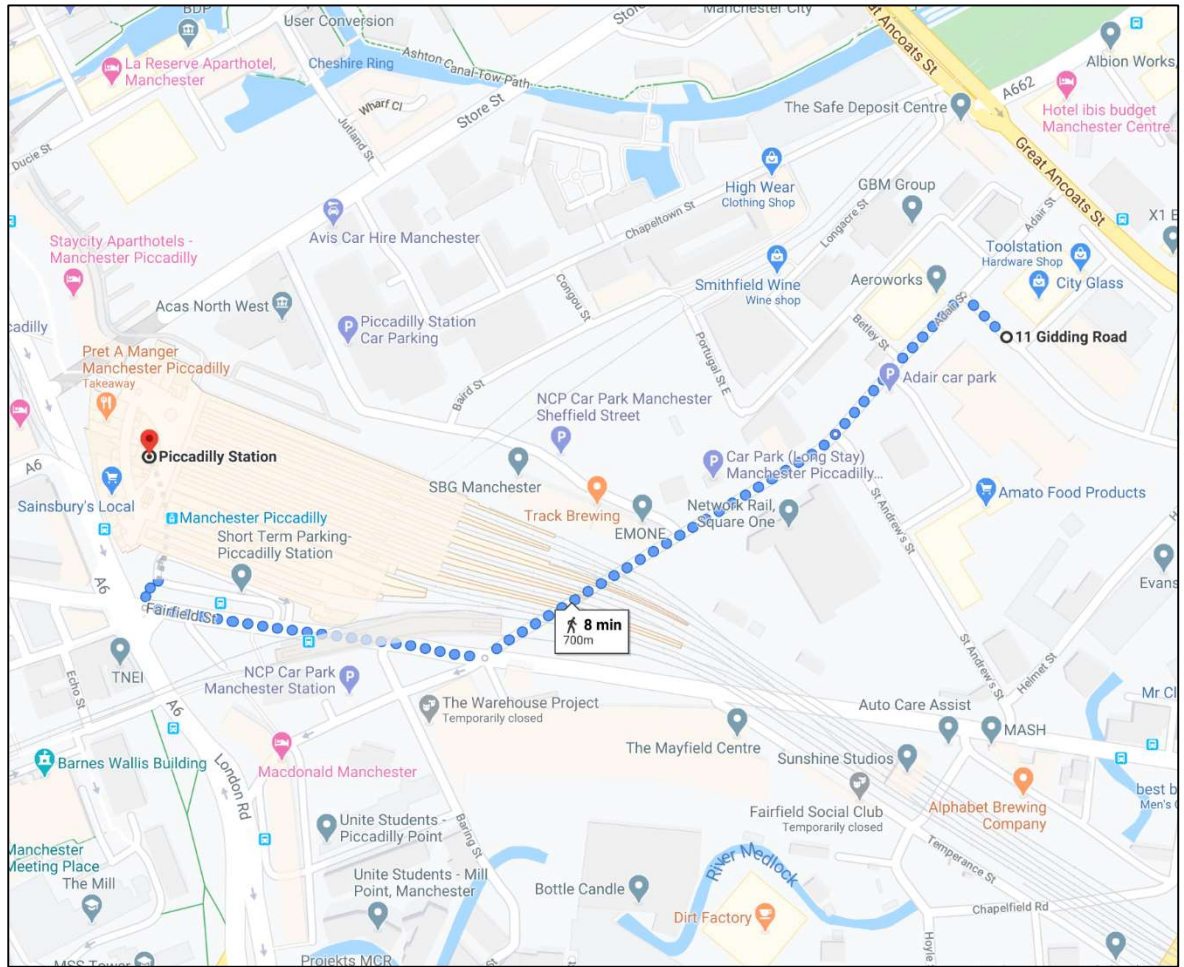
- 4.7.1 The site is well served by public transport with bus stops located along Great Ancoats's Street, Travis Street and Every Street which is within a 400m walking distance. **Figure 4.3** shows the bus stop locations.

Figure 4.3: Bus Stop Locations



- 4.7.2 Piccadilly train station is approximately 700m walk from the site which provides access to both regional and national destinations. **Figure 4.4** shows the walking route to the train station which also provides access to the Metrolink.

Figure 4.4: Piccadilly Train Station Walking Route



4.8 Conclusion

- 4.8.1 The site is accessible by way of walk, cycle and public transport and is in accordance with sustainable transport policy.

5.0 TRAFFIC IMPACT

5.1 Introduction

- 5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the new store, and the impact it will have on the local highway network.

5.2 Proposed Development Trips

- 5.2.1 To identify the trip generation associated with the proposed development, the TRICS database has been utilised based on gross floor area (GFA). **Table 5.1** summarises the trip rates and generations associated with both B2 industrial and B8 warehousing uses for comparative purposes. The TRICS outputs are provided in **Appendix C**.

Table 5.1: Trip Rates and Generation Using TRICS

	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Industrial						
Trip Rates (GFA)	0.468	0.052	0.52	0.069	0.328	0.397
Industrial Trips	19	2	21	3	13	16
Warehousing						
Trip Rates (GFA)	0.392	0.173	0.565	0.143	0.307	0.45
Warehousing Trips	16	7	23	6	13	18

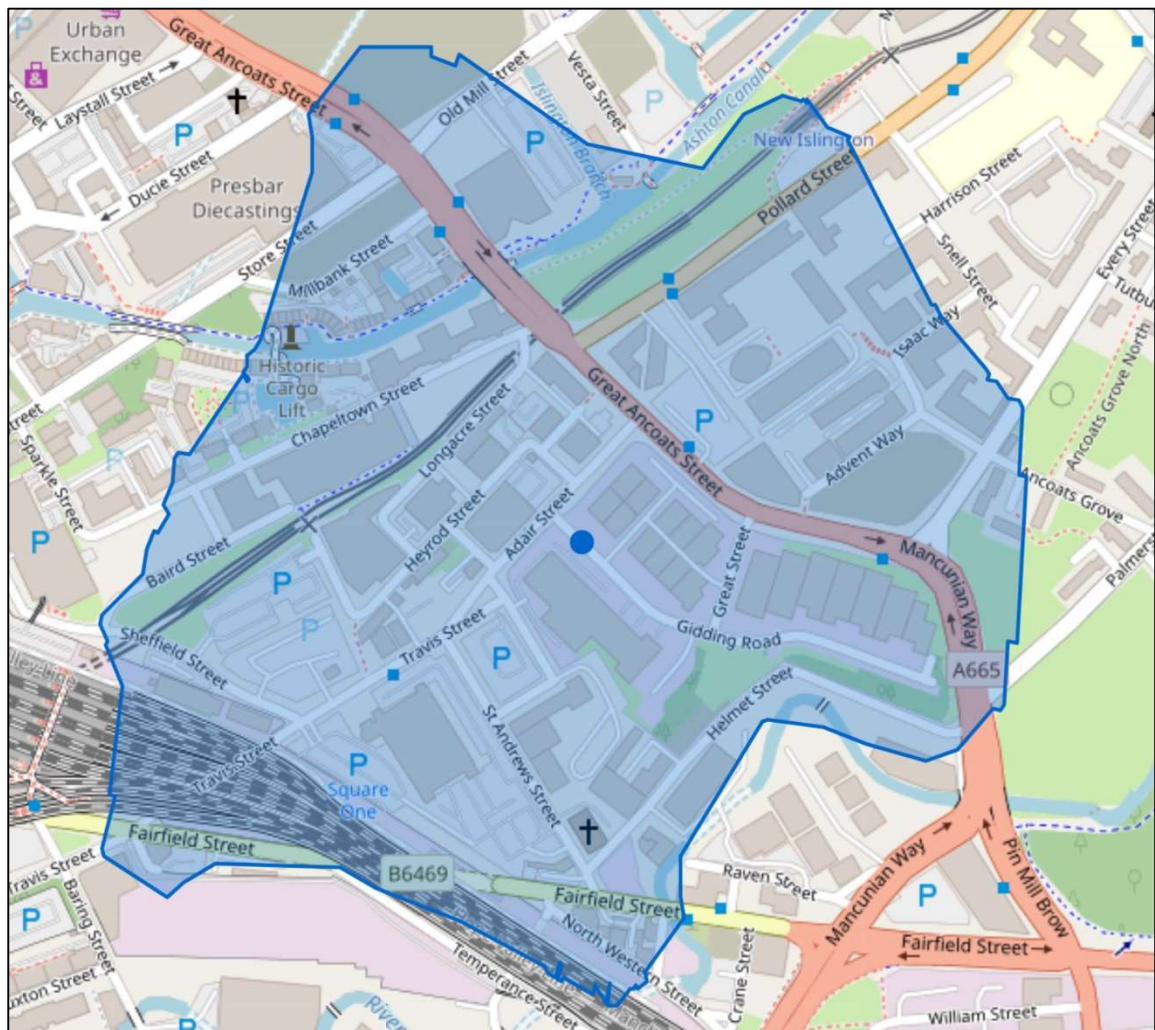
- 5.2.2 The above table shows that the proposed development would generate minimal traffic levels during the AM and PM peak periods.
- 5.2.3 As the site is existing and already has industrial type use, there would be negligible traffic increases.
- 5.2.4 Paragraph 109 of NPPF states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". It can be deduced from the traffic figures that the proposed development would have a negligible impact on the observed highway network.

6.0 PARKING MANAGEMENT STRATEGY

6.1 Car Park Operation

- 6.1.1 52 car parking spaces are provided within the site.
- 6.1.2 Each unit within the trading estate will be allocated based on floor area occupation on the basis of spaces outside each unit.
- 6.1.3 Although it is encouraged that visitors and staff travel to the site by sustainable transport, however, if this is not possible there are various public car parks within close proximity of the site. **Figure 6.1** shows the public car park locations within a 400m walk from the site.

Figure 6.1: Public Car Park Locations



6.2 Monitoring and Review

- 6.2.1 It will remain under review, the responsibility of which will be assumed by the management of the property manager. This will take into account any issues that have occurred and review will be undertaken annually. Feedback forms from staff and visitors will be welcomed, as this will provide scope for possible changes or issues.

6.3 Servicing

- 6.3.1 Larger vehicles including artic vehicles can access the rear service area from St Andrew's Square whilst transit van type vehicles and maximum 10m rigid lorries can access the service area from Gidding Road.
- 6.3.2 Each unit within the trading estate will be allocated their servicing areas although there will be some flexibility within the rear area for larger vehicles.
- 6.3.3 All deliveries will be recorded on a daily basis including type of vehicle.
- 6.3.4 Throughout the delivery day, the manager will be regularly checking vehicle arrival times. Staff will be asked to follow these instructions:
- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum;
 - Warehouse radios to be switched off / turned down while in the marshalling / unloading area;
 - No shouting or whistling;
 - Ensure that the delivery yard is clear of obstructions so vehicles can move easily; and
 - Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling.

7.0 SUMMARY AND CONCLUSION

7.1 Summary

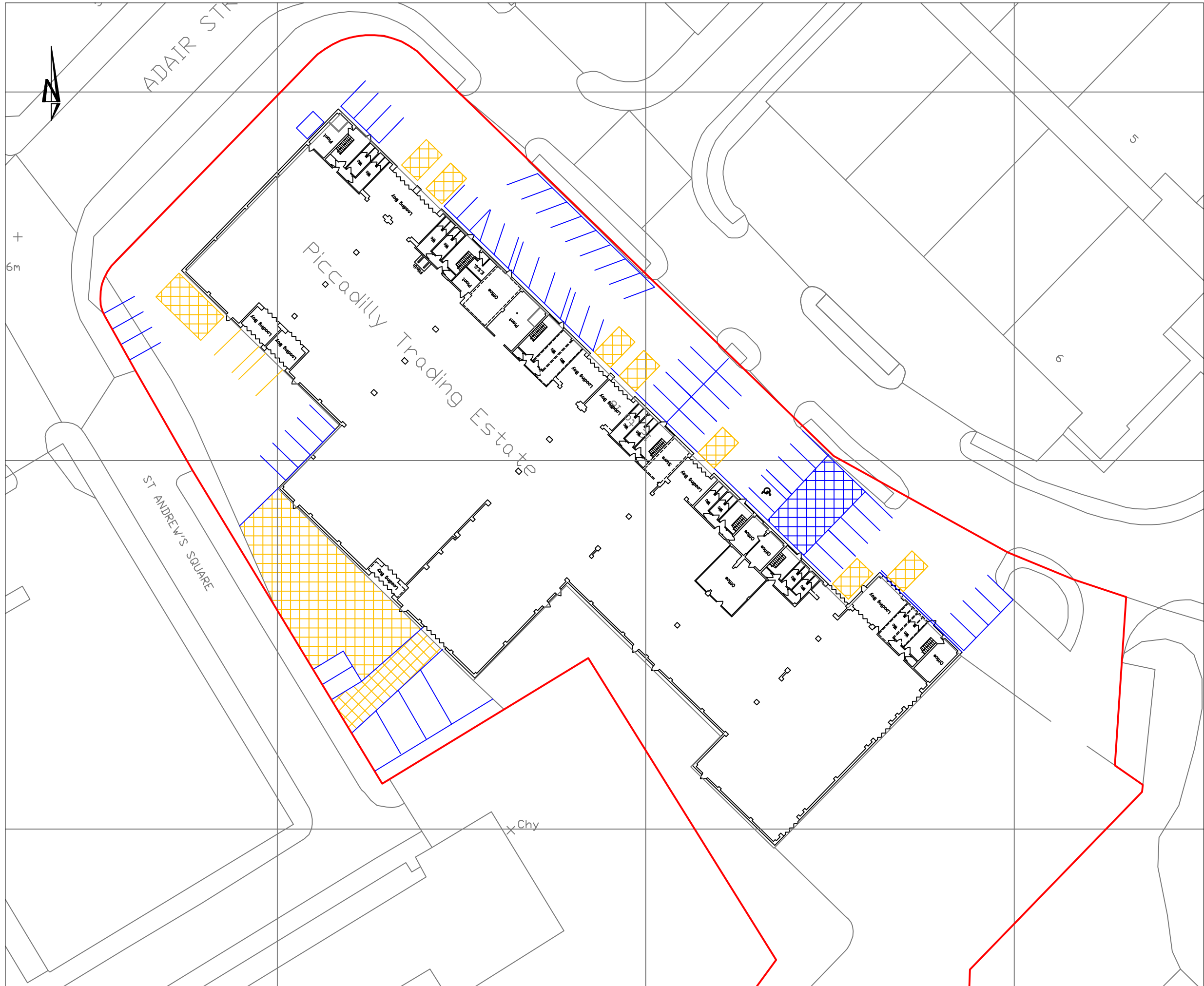
- 7.1.1 Cora IHT have been instructed by CBRE Global Investors to prepare a TA to support proposals for a change of use to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18 at Piccadilly Trading Estate, Manchester
- 7.1.2 The proposals are for a change of use for the existing building to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18.
- 7.1.3 The building floor areas will remain as existing with ground floor GIA 3,676.3sqm and first floor GIA of 431.2sqm, therefore, providing a total of 4,107.2sqm.
- 7.1.4 52 car parking spaces are provided within the site.
- 7.1.5 The parking provisions equate to approximate 1 space per 79sqm. This is in line with national guidance for B2 / B8 use which ranges from 1 space per 45sqm for B2 to 1 space per 200sqm for B8.
- 7.1.6 As part of the proposals the servicing areas will be improved to provide designated servicing areas. Larger vehicles including artic vehicles can access the rear service area from St Andrew's Square whilst transit van type vehicles and maximum 10m rigid lorries can access the service area from Gidding Road.
- 7.1.7 The site is accessible by way of walk, cycle and public transport and is in accordance with sustainable transport policy.
- 7.1.8 As the site is existing and already has industrial type use, there would be negligible traffic increases.
- 7.1.9 Paragraph 109 of NPPF states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". It can be deduced from the traffic figures that the proposed development would have a negligible impact on the observed highway network.

7.2 Conclusion

- 7.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

A	08/09/20	Updated red line boundary	TC	GE
Rev	Date	Description	Ckd	By

Cora^{iHt}

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YU

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

CBRE
GLOBAL
INVESTORS

Project

**Units 12-18 Piccadilly Trading
Estate, Manchester**

Title

**Proposed Site
Layout**

Drawing Status

Job No.

16-1175

Drawn

LB

Checked

TC

Scale at A3

1:500

Date

16/07/20

Issue Date

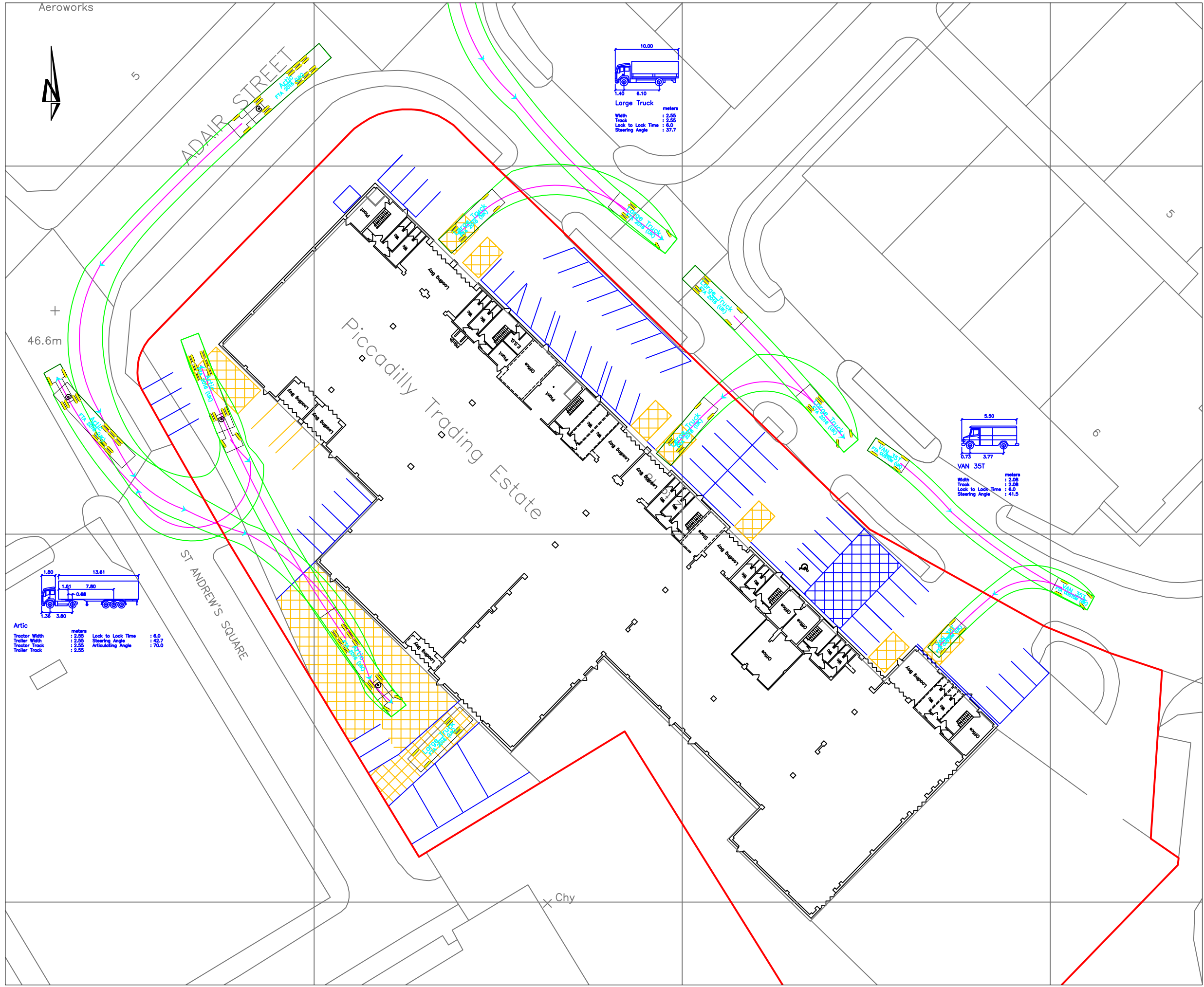
-

Drawing No.

001

A

APPENDIX B – TRACKING PLAN



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

A	08/09/20	Updated red line boundary	TC	GE
Rev	Date	Description	Ckd	By

Cora^{iHt}

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YU

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

CBRE
GLOBAL
INVESTORS

Project

Units 12-18 Piccadilly Trading Estate, Manchester

Title

Vehicle Tracking

Drawing Status

Job No. **16-1175**

Drawn	Checked	Scale at A3	Date	Issue Date
LB	TC	1:500	16/07/20	-

Drawing No. **002**

A

APPENDIX C – TRICS OUTPUT

Calculation Reference: AUDIT-662801-200716-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	RE READING	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	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: 150 to 20000 (units: sqm)
 Range Selected by User: 150 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/06/19

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	6 days
Wednesday	2 days
Thursday	8 days
Friday	1 days

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

Selected survey types:

Manual count	19 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	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:

Industrial Zone	15
-----------------	----

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	1 days
B1	10 days
B2	6 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 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	4 days
500,001 or More	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	6 days
1.1 to 1.5	11 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:

Yes	1 days
No	18 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	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL	STAINLESS FITTINGS	BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15		Survey Type: MANUAL
2	CH-02-C-02 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK	INDUSTRIAL MATERIALS	CHESHIRE
	Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14		Survey Type: MANUAL
3	CH-02-C-03 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK	OFFICE FURNITURE	CHESHIRE
	Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16		Survey Type: MANUAL
4	DS-02-C-02 PONTEFRAC STREET DERBY	ENGINEERED PRODUCTS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15		Survey Type: MANUAL
5	DV-02-C-01 PLYMBRIDGE ROAD PLYMOUTH ESTOVER	TUBE MANUFACTURE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12		Survey Type: MANUAL
6	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST.	ENERGY RECOVERY FACILITY	DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17		Survey Type: MANUAL
7	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16		Survey Type: MANUAL
8	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT	THERMAL PROCESSING	HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
9	LC-02-C-02 ESSEX STREET PRESTON RED SCAR IND ESTATE	RECYCLING CO.	LANCASHIRE
	Edge of Town Centre Industrial Zone Total Gross floor area: 8000 sqm Survey date: THURSDAY 10/05/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE		
	LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	150 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
11	LC-02-C-04	POWDER COATINGS	LANCASHIRE
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
12	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
13	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
14	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
15	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
16	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
17	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
18	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	WY-02-C-03	COMPUTER MANUFACTURER	WEST YORKSHIRE
	INMOOR ROAD		
	NEAR BRADFORD		
	BIRKENSHAW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1890 sqm	
	Survey date: WEDNESDAY	10/10/18	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.

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	2	12363	0.125	2	12363	0.000	2	12363	0.125
06:30 - 07:00	2	12363	0.190	2	12363	0.020	2	12363	0.210
07:00 - 07:30	18	5178	0.099	18	5178	0.023	18	5178	0.122
07:30 - 08:00	18	5178	0.194	18	5178	0.020	18	5178	0.214
08:00 - 08:30	19	5005	0.274	19	5005	0.032	19	5005	0.306
08:30 - 09:00	19	5005	0.183	19	5005	0.035	19	5005	0.218
09:00 - 09:30	19	5005	0.109	19	5005	0.043	19	5005	0.152
09:30 - 10:00	19	5005	0.084	19	5005	0.066	19	5005	0.150
10:00 - 10:30	19	5005	0.067	19	5005	0.047	19	5005	0.114
10:30 - 11:00	19	5005	0.064	19	5005	0.053	19	5005	0.117
11:00 - 11:30	19	5005	0.049	19	5005	0.050	19	5005	0.099
11:30 - 12:00	19	5005	0.046	19	5005	0.052	19	5005	0.098
12:00 - 12:30	19	5005	0.073	19	5005	0.087	19	5005	0.160
12:30 - 13:00	19	5005	0.073	19	5005	0.084	19	5005	0.157
13:00 - 13:30	19	5005	0.085	19	5005	0.086	19	5005	0.171
13:30 - 14:00	19	5005	0.104	19	5005	0.062	19	5005	0.166
14:00 - 14:30	19	5005	0.068	19	5005	0.103	19	5005	0.171
14:30 - 15:00	19	5005	0.065	19	5005	0.075	19	5005	0.140
15:00 - 15:30	19	5005	0.041	19	5005	0.106	19	5005	0.147
15:30 - 16:00	19	5005	0.050	19	5005	0.081	19	5005	0.131
16:00 - 16:30	19	5005	0.046	19	5005	0.156	19	5005	0.202
16:30 - 17:00	19	5005	0.037	19	5005	0.183	19	5005	0.220
17:00 - 17:30	19	5005	0.032	19	5005	0.145	19	5005	0.177
17:30 - 18:00	19	5005	0.027	19	5005	0.237	19	5005	0.264
18:00 - 18:30	19	5005	0.018	19	5005	0.126	19	5005	0.144
18:30 - 19:00	19	5005	0.008	19	5005	0.037	19	5005	0.045
19:00 - 19:30	1	11375	0.035	1	11375	0.044	1	11375	0.079
19:30 - 20:00	1	11375	0.009	1	11375	0.088	1	11375	0.097
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.255			2.141			4.396

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	150 - 20000 (units: sqm)
Survey date date range:	01/01/12 - 20/06/19
Number of weekdays (Monday-Friday):	19
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.

Calculation Reference: AUDIT-662801-200716-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 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: 190 to 13200 (units: sqm)
 Range Selected by User: 190 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 29/03/19

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	2 days
Friday	4 days

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

Selected survey types:

Manual count	9 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

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	6
Commercial Zone	2
Built-Up 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:

B8

9 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 1 mile:

5,001 to 10,000

4 days

10,001 to 15,000

1 days

15,001 to 20,000

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:

5,001 to 25,000

2 days

25,001 to 50,000

1 days

125,001 to 250,000

4 days

250,001 to 500,000

1 days

500,001 or More

1 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

3 days

1.1 to 1.5

6 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

9 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

9 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-F-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
2	DV-02-F-01	OPTICS WAREHOUSE	DEVON
	ALDERS WAY		
	PAIGNTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
3	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
4	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
5	KC-02-F-02	COMMERCIAL WAREHOUSING	KENT
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
6	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
7	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
8	WY-02-F-01	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
9	WY-02-F-02	DISTRIBUTION COMPANY	WEST YORKSHIRE
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	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.

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

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

VEHICLES

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	3	4529	0.081	3	4529	0.044	3	4529	0.125
05:30 - 06:00	3	4529	0.213	3	4529	0.088	3	4529	0.301
06:00 - 06:30	3	4529	0.147	3	4529	0.118	3	4529	0.265
06:30 - 07:00	3	4529	0.317	3	4529	0.081	3	4529	0.398
07:00 - 07:30	9	6042	0.132	9	6042	0.079	9	6042	0.211
07:30 - 08:00	9	6042	0.166	9	6042	0.081	9	6042	0.247
08:00 - 08:30	9	6042	0.125	9	6042	0.103	9	6042	0.228
08:30 - 09:00	9	6042	0.167	9	6042	0.070	9	6042	0.237
09:00 - 09:30	9	6042	0.125	9	6042	0.063	9	6042	0.188
09:30 - 10:00	9	6042	0.123	9	6042	0.072	9	6042	0.195
10:00 - 10:30	9	6042	0.086	9	6042	0.086	9	6042	0.172
10:30 - 11:00	9	6042	0.094	9	6042	0.090	9	6042	0.184
11:00 - 11:30	9	6042	0.094	9	6042	0.097	9	6042	0.191
11:30 - 12:00	9	6042	0.096	9	6042	0.103	9	6042	0.199
12:00 - 12:30	9	6042	0.086	9	6042	0.085	9	6042	0.171
12:30 - 13:00	9	6042	0.096	9	6042	0.079	9	6042	0.175
13:00 - 13:30	9	6042	0.092	9	6042	0.101	9	6042	0.193
13:30 - 14:00	9	6042	0.107	9	6042	0.121	9	6042	0.228
14:00 - 14:30	9	6042	0.070	9	6042	0.114	9	6042	0.184
14:30 - 15:00	9	6042	0.096	9	6042	0.103	9	6042	0.199
15:00 - 15:30	9	6042	0.086	9	6042	0.121	9	6042	0.207
15:30 - 16:00	9	6042	0.066	9	6042	0.085	9	6042	0.151
16:00 - 16:30	9	6042	0.090	9	6042	0.145	9	6042	0.235
16:30 - 17:00	9	6042	0.055	9	6042	0.121	9	6042	0.176
17:00 - 17:30	9	6042	0.088	9	6042	0.186	9	6042	0.274
17:30 - 18:00	9	6042	0.057	9	6042	0.134	9	6042	0.191
18:00 - 18:30	8	6609	0.044	8	6609	0.127	8	6609	0.171
18:30 - 19:00	8	6609	0.034	8	6609	0.064	8	6609	0.098
19:00 - 19:30	3	4529	0.081	3	4529	0.162	3	4529	0.243
19:30 - 20:00	3	4529	0.037	3	4529	0.074	3	4529	0.111
20:00 - 20:30	3	4529	0.022	3	4529	0.044	3	4529	0.066
20:30 - 21:00	3	4529	0.081	3	4529	0.052	3	4529	0.133
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.254			3.093			6.347

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	190 - 13200 (units: sqm)
Survey date range:	01/01/12 - 29/03/19
Number of weekdays (Monday-Friday):	9
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.